

2007 Mercedes-Benz R63 AMG

Sold at \$38,500, Cars & Bids, May 5, 2021



Courtesy of Cars & Bids

chassis number: 4JGCB77E57A037692

The 2007 Mercedes-Benz R63 AMG is one of the most unusual cars ever produced — by any manufacturer at any point in history. Mercedes defied all convention with this peculiar version of the R-Class, a model that was already something of an oddball. With four conventional doors, three rows of seats and a tall and elongated jellybean-like shape, the R-Class was a quasi-minivan without the sliding doors that confer much of a minivan's utility.

AMG enhancements made the R63 something of a “jack-of-all-trades,” simultaneously a sport sedan, SUV, station wagon and minivan. A naturally aspirated 6.2-liter V8 mated to an AMG-modified 7-speed automatic, and a rear-biased 4MATIC all-wheel-drive system gave the R63 a top speed of 171 mph and the ability to accelerate from 0 to 60 mph in 4.6 seconds. Yet this “master of none” seated just six and still weighed in at two-and-a-half tons, explaining why it got just 12 mpg in the city and 16 on the highway. Although AMG modified the suspension too, it handled exactly as it looked like it would.

So why should anyone care? One word: rarity. Only 200 were produced for the one-and-done 2007 model year. With a list price of nearly \$90,000, Mercedes never advertised or marketed the special-order R63, so few customers (not to mention Mercedes salespeople) even knew it was available. It thus ranks among the lowest-production AMG vehicles ever. The R63 AMG is rarer than the SL65 Black Series and the CLK63 Black Series. Even the iconic 1955 300 SL Gullwing is a high-volume unit in comparison.

Adding to its bizarre backstory is the R63's trans-Atlantic manufacture. Its hand-built, 505-horsepower engine began life at AMG's storied headquarters in Affalterbach, Germany. Yet final vehicle assembly occurred here in the U.S., so engines had to be shipped to Mercedes' Alabama plant that made both the R-Class and M-Class.

Our subject vehicle, a black-on-black model with 89,400 miles, is one of the finer examples to have appeared in an online auction over the past 18 months. Wear appeared commensurate with mileage, and this seems like a clean and paintwork-free example. The car was accompanied by an accident-free CARFAX report showing five owners and an extensive service history. Importantly, it has received a recent head-bolt service, addressing one of the model's most serious points of failure. Like all modern Mercedes, servicing costs can be high (one R63 owner was famously quoted \$57k to replace his engine when its head bolts failed), so this is reassuring.

Online sales of R63s over the past three years indicate that valuations span a wide range, between \$20k–\$50k, extremely dependent on mileage and condition. This middle-of-the-road hammer price of \$38,500 appears entirely reasonable. Despite its AMG lineage and ultra-low production, it's unclear where the R63 will land as a future collectible. Neither fish nor fowl, the R63 requires a special buyer with unique preferences and tastes. It is conceivable that low-mileage, all-original examples will be appreciating assets. However, given the narrow market, the odds favor our subject car depreciating as its odometer exceeds 100,000 miles. — Philip Richter ♦



SOLD AT \$4,550. Renault 9 2-door sedan chopped into a convertible in Kenosha by American Sunroof Corp. I felt compelled to cover this underdog, with its mighty 77-hp engine. It just needed some love. I bet 80% of the bidders had no idea what it was, even though the Alliance was Motor Trend's “Car of the Year” in 1983. But its owners must have loved it, as it seemed to be in remarkably good condition. The second-lowest-priced car in the auction, topping only a 1985 Toronado (Lot TH011) by \$500. For the money, a great conversation piece at Cars & Coffee and in decent condition. Well bought.

#FR0101-1999 PLYMOUTH PROWLER convertible. S/N 1P3EW-65G5XV502402. Black/black cloth/black leather. Odo: 12,572 miles. 3.5-L fuel-injected V6, auto. Garage-kept production hot rod. Scrape noted beneath nose of the car but otherwise excellent finish on body and exposed suspension components. Wrinkles in the seats, but no loss of finish. Dash is unmarred. Top appears excellent. No curb rash on the wheels. Clean but not freshened engine compartment. Cond: 2.



SOLD AT \$30,240. A halo car and engineering experiment from a time when Chrysler's design department was hot. All Prowlers were well outfitted with luxury/comfort items, and a horsepower upgrade in 1999 added pep. A large number come to auction with low mileage. Between the small trunk, low seating position and an impaired view of the front end and surroundings, day-to-day use is limited. Others are held in hope of appreciation. With nearly 12,000 produced, there is little upside, but its unique presence limits downside. The \$20,000 to \$30,000 range is typical for a driven Prowler with under 10,000 miles. This was well sold.

#FR0202-2003 PANOZ ESPERANTE convertible. S/N 1P9PB48323B213013. Light Monterey Blue/blue fabric/beige leather. Odo: 15,168 miles. 4.6-L fuel-injected V8, 5-sp. A luxury roadster built a short distance from Road Atlanta. Carbon fiber and an extensive list of power accessories add to its appeal. The paint is beautiful and the panels are straight. There are a few minor chips on the hood. Sullyng the appearance are fisheyes in the clearcoat and extensively scratched headlight covers. A few scratches are noted on the door-sills and a few wrinkles on the seats, but otherwise a stellar interior. Engine bay neat but not detailed. Chassis shows age with heavy oxida-