



1955

**MB 300 SL
GULLWING**

1956

MB 190 SL
Roadster

1957

MB 220 S
Cabriolet

1963

MB 300 SL
Roadster

1964

MB 220 S

1972

MB 600

1977

MB 230.4

1955 Mercedes-Benz **300 SL Gullwing**

Some Interesting Facts...

- 1 The Mercedes-Benz 300 SL Gullwing (W 198) caught the imagination of every motorcar enthusiast from the very beginning, because it was actually a racing car adapted for sale to the general public. Between 1954 and 1957 1,400 units of the Coupé were built by hand. (SL for Sport-Leicht, or lightweight sports car).
- 2 After World War II, Daimler-Benz needed to rebuild its reputation and it set about this by returning to the international racing circuits. The 1952 racing season saw the 300 SL (W 194) sports/racing car come first and second in the Prix de Berne, the Le Mans 24 Hour race and the 1,984 mile Carrera Pan Americana race in Mexico.
- 3 This success was achieved by adapting the large, heavy 2,996 cc engine from the 300 S. To compensate for the weight, Rudi Uhlenhaut borrowed the idea from Austin Martin and Jaguar racing cars, to build a lightweight spaceframe chassis of welded tubes. The outcome was a torsionally rigid and immensely strong structure weighing only 110 lbs.
- 4 The Gullwing doors, which hinged upwards and outwards from the roof panel, were a striking feature made necessary by the spaceframe, which had to be deep at the cockpit side to give strength to the centre section of the car. These doors were the brainchild of Uhlenhaut. The glass could be removed and stored in special pockets behind the seats for open-window motoring.
- 5 The 2,996 cc Inline 6-cylinder engine had Bosch indirect fuel injection and dry sump lubrication. It developed 195 bhp at 5,800 rpm and had a top speed of 161 mph. It accelerated from 0-60 mph in 8.5 seconds. To fit this large engine in the low sleek body, it needed to be canted at 40 degrees.
- 6 This car was built in Sindelfingen in Germany and exported to England. It was sold in September 1955 to a Mr T. Arendale in London. It was later owned by a Mr du Montfalcon in Southampton and was bought by Nigel O'Flaherty in 1976.