



1956 Mercedes-Benz **190 SL Roadster**

Some Interesting Facts...

- 1 25,881 units of the Mercedes-Benz 190 SL Roadster (W121-B2) were produced between 1955 and 1963.
- 2 This was a pure production car, developed by Fritz Nallinger. The underpinnings of the 190 SL derived from the volume-produced 180 Ponton model of the early 1950s. A welded frame-floor, with a separate subframe to take the engine and front suspension. The body was then welded to the frame-floor to complete the structure.
- 3 The outward appearance of the 190 SL was designed to evoke memories of the Gullwing with the same wheelbase, a wider front and rear track resulting in clearly-defined rear wings. These were toned down with strakes above the wheel arches.
- 4 The 190 SL was beautifully and solidly built in true Mercedes-Benz traditions. However, the original intention was to make it a lightweight competitive road racer, but coming in at 2,552 lbs it was far in excess of the target 2,200 lbs.
- 5 Handling and road holding were of a very high order. The 190 SL was the first production car to use the rear swing-axle, with the low mounted single pivot. The finned brake drums and optional servo vastly improved braking.
- 6 The new 1,897 cc Inline 4-cylinder engine developed 105 bhp at 5,700 rpm, maximum torque of 105 lb/ft, acceleration from 0-60 mph in 11.2 seconds and a top speed of 106 mph. It had a compression ratio of 8.5:1, twin Solex side draught carburettors and a standard wet sump lubrication system.
- 7 This car was bought new by Mrs G.M. Barrington of Nobber in Kells, Co. Meath in December 1956 for £2,734, more than twice as expensive as the 180 Ponton. It passed through the hands of a number of owners through the years until it came into the ownership of Mr Brian Tucker of Baily, Co. Dublin in 1982. He sold it to Mr Denis Downdall in 1987, who participated regularly in classic car events for the next 26 years, before it came into the ownership of Motor Distributors Ltd.