

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1969 – Mercedes Benz 280 SL Pagoda (W113)

Eberhard Thiesen GmbH & Co. KG

Tarpen 40 – Halle 12 | 22419 Hamburg / Germany | T +49 (0) 40 99 99 86 80 0

Web www.eberhard-thiesen.de E info@eberhard-thiesen.de



1969 – Mercedes Benz 280 SL Pagoda (W113)



- Attractive, elegant colour scheme in black uni (colour code 040) with interior in light beige leather; original paintwork was signal red
- Presumably the original interior in very good condition with minimal patina
- Data card on delivery specification available
- 'Matching numbers' engine, extensively overhauled
- Comprehensively documented with invoices, historical documents and FIVA passport (2010)
- First delivery USA, later in Sweden and Germany
- Original hardtop available in very good condition



This Automobile

This Mercedes Benz 280 SL from 1969 not only impresses with its timeless elegance, but also with its good history and excellent condition. The car has its original engine with 'matching numbers'. The engine has also been completely overhauled and serviced in the past so that it runs perfectly and offers the best performance.

The vehicle's paintwork has been renewed in the past and is now a glossy black (colour code 040), although the car was originally delivered in signal red (colour code 568). This change gives the vehicle an elegant, stylish appearance. The entire bodywork is in very good condition, which indicates that it has been carefully maintained over the years. The soft top of the Mercedes Benz 280 SL has also been renewed and is in very good condition. The interior in light beige leather is presumably still in its original condition and impresses with its high quality and low degree of patina. The authentic charm of the interior further enriches the aura and the driving experience. A hardtop completes the equipment of this car.



To improve driving comfort, the automatic gearbox was replaced with a model from the R107 series, as this gearbox provides an even smoother gear selection. However, it is possible to rebuild the original gearbox without leaving any residue if desired. The condition of the car is rounded off by tyres that were renewed in 2023.

This Mercedes-Benz 280 SL was delivered to the USA in 1969 and returned to Germany in 1997. It then spent a few years in Sweden before returning to Germany. The vehicle is being handed over with an extensive folder full of invoices and historical documents. Moreover, a FIVA passport exists from 2010.

Thanks to its outstanding technical and visual substance, the vehicle is in very good overall condition. It is an excellent example, particularly for enthusiasts, and is ideal for relaxed driving, traveling and savouring.

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Model History

The SL of the W113 series was presented at the Geneva Motor Show in March 1963 - as the successor to two successful models: the 190 SL and 300 SL. The new SL was designed as a comfortable, two-seater touring car with high performance and optimum driving safety. The technical basis corresponded to the 220 SE rear-fin saloon with its shortened and reinforced frame/floor system including front and rear suspension. The 230 SL was the first open sports car to have a safety body with a rigid passenger cell and deformable front and rear sections, the so-called 'crumple zones'.

The characteristic design feature of this third SL model series was the removable coupé roof (hardtop), which was concave, meaning curved inwards. This very avantgarde design in the form of a 'pagoda' enabled a particularly high strength of the roof despite its lightweight construction and ensured improved visibility with large windows.



The in-line six-cylinder engine with a displacement of 2.3 litres generated an output of 150 hp in the 230 SL, which was available first. As an alternative to the 4-speed manual gearbox, a 4-speed automatic transmission was available and, from 1966, a 5-speed manual gearbox from ZF. In February 1967, the 250 SL replaced the 230 SL. Its engine and braking system were both slightly modified from the 250 SE. The engine had 200 cc more displacement and achieved 10% more



torque with the same output. It was also fitted with seven crankshaft bearings and an oil cooler. The brake system now had disc brakes on the rear wheels, larger brake discs at the front and a brake force regulator. Just one year later, the SL received a 2.8-litre engine. Compared to the 250 SL, the power output had been increased to 170 hp and the torque by 10%.

Production of the W113 came to an end in March 1971. By then, 48,912 of the three SL models had been built. Due to the characteristic roof shape, the models in this series are generally referred to today as the 'Pagoda SL'.



Data & Facts

Year of construction	1969
Quantity	23,885 examples as 280 SL, in total 48,912 units W113
Colour scheme	black uni (colour code 040) with leather interior light beige
Mileage (reading)	84,800 km
Engine	6-cylinder in-line, water-cooled
Displacement / Power	2,748 cc, 170 hp at 5,750 rpm
Gearbox	Automatic, 4-speed, middle-shift
Brakes	discs front and rear, vacuum booster
Empty weight	1,360 kg
Top-speed	approx. 190 kph
Equipment	Leather upholstery, hard-top, radio Becker Mexico, safety belts front and rear, time clock
Documents	German registration for historic vehicles, Mercedes Benz data card on delivery specs, service invoices, German MOT reports, original manuals, FIVA Identity Card (from 2010)







Appendix

Location	Hamburg, Germany	
Price	EUR 127,500 (VAT not to be shown)	
Contact	Eberhard Thiesen	+49 (0) 172 – 459 34 35
	Bastian Hubald	+49 (0) 170 – 239 31 89

Eberhard Thiesen GmbH & Co. KG

Tarpen 40 – Halle 12 | 22419 Hamburg, Germany

Tel. +49 (0) 40 – 99 99 86 800

info@eberhard-thiesen.de / www.eberhard-thiesen.de



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