

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1962 – Mercedes Benz 300 SL Roadster

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1962 – Mercedes Benz 300 SL Roadster



- Attractive colour scheme in silver with black leather interior and black soft top
- Originally delivered in Germany
- Original Mercedes-Benz factory replacement engine
- Factory-equipped with disc brakes
- Never left Germany since new
- Mercedes-Benz Data Card available
- Complete ownership history documented
- Ultimate, timeless style icon of style with racing genes from Mercedes Benz – a dream car from 1957 to the present day

This Automobile

This Mercedes-Benz 300 SL Roadster was completed in January 1962 and delivered new to its first owner in Germany, finished in the exceptionally rare colour combination of **Light Blue (DB 390)**—an exterior colour believed, to the best of current knowledge, to have been applied to only **three examples**. Equally remarkable is the fact that the car has remained in Germany throughout its entire life. Its fully documented chain of ownership allows its history to be traced seamlessly over more than six decades—a rare and highly desirable attribute for any 300 SL.



The car is distinguished by its exceptional chassis number, **3000**, a unique detail that further enhances its exclusivity within the already highly coveted 300 SL Roadster series. As a late-production example, it also belongs to the desirable final generation equipped with **factory-installed four-wheel disc brakes**, offering significantly improved braking performance, driving dynamics and safety compared with earlier cars.

Throughout its life, the Roadster has been carefully maintained, preserving its authentic character at all times. Today, it presents itself as a highly desirable collector's motor car with a transparent and fully documented ownership history.

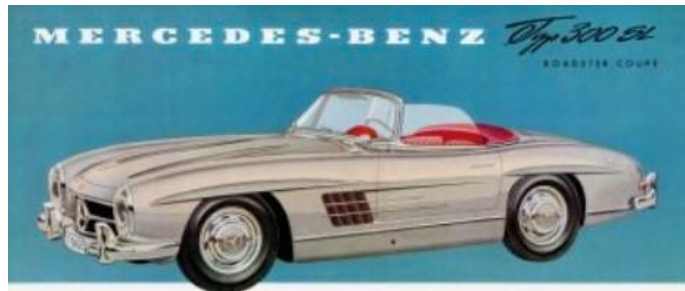
In 2000, an international panel of automotive journalists voted the Mercedes-Benz 300 SL Gullwing the **most beautiful automotive design of the 20th century**. Indeed, the appeal of an exceptional road car often extends well beyond its dynamic abilities, with its aesthetic presence proving equally enduring. In contrast, competition cars are typically judged first and foremost by their technical sophistication and engineering excellence.

Its timeless design continues to captivate enthusiasts across generations, while the open-top driving experience adds an entirely new dimension to the pleasure of motoring. The example presented here, distinguished by its remarkable chassis number **3000**, combines this unmistakable elegance with the highly desirable factory-installed four-wheel disc brakes of the later production cars.

Model History

In 1952, the Daimler-Benz Board of Management decided to participate in international racing again and had the 300 SL racing sports car (W194) developed. Already in the same year, the car achieved remarkable successes: 2nd place at the Mille Miglia, a double victory at Le Mans with a new speed record. A quadruple record (!) at the Nürburgring followed and 1st place at the Carrera Pan Americana in Mexico. These motorsport successes were also to be used commercially. In 1954, the road version of the 300 SL (W198) celebrated its debut in New York. The most striking features were the gullwing doors that swung upwards. The reason for this was the construction: As with the 1952 racing sports car, the road version is based on consistent lightweight structure, with a lattice tube frame carrying the engine, gearbox and axles and not allowing for conventional doors. It is also the world's first series-production passenger car with direct petrol injection.

At the Geneva Motor Show in March 1957, a roadster was presented as the successor to the gullwing, which was technically essentially the same as the coupé. However, by modifying the side panels of the lattice tube frame, the entry height could be reduced to such an extent that ordinary doors could be realised. Thanks to a flatter rear frame and a redesigned fuel tank, the spare wheel was located under the floor. Hence, there was now space for a boot. The rear suspension was fundamentally improved: The single-joint swing axle with a lowered pivot point, already known from the Type 220a, was now also fitted in an adapted form to the 300 SL Roadster and was equipped with a compensating spring for the first time. Compared to the Gullwing version, significantly improved driving characteristics were achieved.



Of the technical changes that went into production over the course of six years, two are particularly relevant: In March 1961, the 300 SL received Dunlop disc brakes on all four wheels, and from March 1962, a modified engine with light-alloy block was fitted. 1,858 examples of the open-top roadster were built, compared with 1,400 Gullwing versions before.

Both as a coupé and as a roadster, the 300 SL was THE car of German and international celebrities in its day – including Sophia Loreen, Romy Schneider, Juan Manuel Fangio, Clark Gable, Tony Curtis, Herbert von Karajan, Hussein von Jordan, Curt Jürgens, Gunter Sachs and many more. Production of the 300 SL came to an end in February 1963, marking the end of an era at Daimler-Benz. Both versions of the 300 SL, roadster and gullwing, were special enthusiasts' cars from the very beginning and have lost none of their fascination to this day.



Data & Facts

Year of construction	1962
Quantity	in total 1,858 roadsters and 1,400 gullwing coupés
Colour scheme	black with leather interior red, soft-top and hardtop in black
Mileage (reading)	87.900 km
Engine	Six-cylinder in-line engine with Bosch direct injection, installed at a 45° angle to the left, water-cooled, overhead camshaft (OHC) with duplex roller chain, dry sump lubrication
Displacement/power	2,996 ccm, 215 hp at 5,800 rpm (factory data)
Gearbox	manual, 4-speed, middle shift
Brakes	disk brake system front and rear
Empty weight	approx. 1,330 kg (factory data)
Top-speed	approx. 240 kph
Equipment	Radio Becker
Documents	German registration documents, MB data card on delivery specs, original German registration booklet (paper "Deckelbrief")







Appendix

Location	Hamburg, Germany	
Price	on request (VAT not to be shown)	
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