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## 1969 Mercedes-Benz 280SL Pagoda

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Lot sold	<b>USD 114 655 - 134 888</b> GBP 85 000 - 100 000 (listed)	Drive	RHD
Year of manufacture	1969	Condition	Used
Gearbox	Automatic	Location	
Chassis number	ZFFHD08C0000385	Fuel type	Petrol
Number of seats	2	Exterior colour	Other
Drivetrain	2wd	Car type	Other
Lot number	360	Engine number	130.983.22.004322
		Exterior brand colour	Tunis Beige

### Description

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Guide price: £85000 - £100000.

- A UK-supplied 280SL Automatic Pagoda - the one to own!
- Finished in light gold with a red leather interior and body coloured hardtop
- Recipient of a body restoration in the late 80s and further improvements in the 90s
- Supplied with a UK V5c and MoT tested until 3rd July 2019

The Mercedes-Benz 280SL 'Pagoda' was introduced in December 1967 and continued in production through until February 1971. The W113 was then replaced by its successor, the entirely new and substantially heavier R107 350SL. Over the years, the W113 quietly evolved from a nimble 'sports car' into a comfortable 'grand tourer' and was usually equipped with four-speed automatic transmission and air conditioning. The final evolution of the Pagoda was the 280SL, launched in November 1967 with a host of technical improvements, and is now seen as the most refined iteration of the W113 series. The robust new seven-bearing, 2778cc, M130 engine developed 170bhp and perfectly suited the automatic transmission. New one-piece wheel trims distinguished the last W113 but alloys were now an option. By the time production ceased in March 1971, some 23,885 had been made making the 280SL the most popular of all W113 variants. Offered here is an original right-hand drive, Mercedes-Benz 280SL automatic first registered in the UK on 11th March 1969. The car presents really well in Tunis Beige with a red leather interior and carpets throughout. A body coloured

hardtop completes the look of this lovely Pagoda. In 1989, one of the former owners embarked on a body restoration which included; new front wings, front headlamp bowls, inner and outer sills, new boot floor, and a full strip down to bare metal and professionally painted. At the same time, the bumpers and grille surround were re-chromed and a new set of glass and rubbers fitted. The engine also received some attention at the time to include; a fully rebuilt injection system, a new water pump, and an overhaul of the cylinder head. In the late nineties, a new beige hood was fitted and the car was properly stored in a heated garage and used mainly during the summer months. This car has clearly been loved over the years as it still presents wonderfully today. It is supplied with a UK V5c and the MoT is valid until 3rd July 2019. Now showing just 39,514 miles on the odometer all the qualities that made the Pagoda SLs so desirable in their heyday remain today - chic styling, Teutonic build quality, and wonderfully spirited driving. The 280SL has never gone out of fashion but interest - and values - have never been stronger than they are today.

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