


CLASSIC DRIVER



1964 Mercedes-Benz SL Pagode

Price	USD 211 136 GBP 155 000 (listed)	Drive	RHD
Year of manufacture	1964	Condition	Used
		Location	
		Exterior colour	Blue
		Car type	Convertible / Roadster
		Exterior brand colour	blue

Description

A remarkable tale we have to tell here

From a sows ear we now have a silk purse for after 4 years of hard toil this 230SL has risen from the depths of a rusty hulk into the beautiful car, in the most remarkable condition

This has not been made to tip a hat to the Concours judges - this is a rebuild to specific road use and acknowledges areas of the driving experience that could be enhanced

The rebuild was so extensive that there are over 400 photographs and all invoices for parts from Mercedes

Grill £4000.00 - headlights £1450 each... ouch! and the list go on and on

These are not cheap cars to restore..... Every single body panel, piece of glass, all chrome trims, scuttles, floor pans inner and outer wings are all brand new from Mercedes

3 specialist jigs, including a full rotisserie jig, were specifically developed and built just for this restoration

No expense was spared and most of what you see on the car is actually brand new

The first part of the car restoration was carried out in a large fabrication factory (from a company that does extensive automotive design works for Nissan, Landrover Jaguar etc) with Fibre Optic Lasers and alignment jigs to standards that were not possible back in the 60's

Accordingly, the geometry of the car and build standards are irrefutably beyond what could have been done originally

If what you are looking for is originality, with original panels, glass and etc then this is not the car for you

For the collector who wants a truly well built car that drives better than new, that wants the best built Pagoda around that will look 100% original to anyone other than a Mercedes Concours judge and a car that drives like a modern Mercedes, then look no further

It has a 5 speed manual Getrag265 from a BMW M3 (a conversion which the last owner developed and has been sold and fitted worldwide to over 70 Pagoda enthusiasts)

On the open road or the motorway cruising at over 70mph leaves you with a much quieter and less frenetic environment - those who know, know

Again for aesthetic reasons the 14" wheels have been replaced with 15" with 280SL hub caps, however the Michelin tyres have the same rolling diameter

The engine is a fully restored 280SL unit for improved torque and ease of driving again - furthermore the 7 main bearing crankshaft is another added benefit - with a bespoke stainless steel exhaust system giving a really nice note on acceleration

Again this has been designed for performance as well as looks so the rear tail pipes are slightly wider, giving the rear end a more masculine look

Even the handbrake, normally difficult to reach as it sits in the passenger foot well as a left over from most cars being built in LHD, has been moved to a more accessible position adjacent to the drivers left leg

Finished in a very pretty baby blue with champagne hide interior with matching carpets, a white steering wheel with matching gear knob (5 speed markings) and PAS too

The soft top is a brand unit in soft tan to match the interior and we have changed the radio for a period Becker Mexico - which works too

Probably the best driving Pagoda we've used and one of the prettiest

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