

50 Years of the Pagoda!



Dear Rodd,

While the notion of a "timeless" design is thrown about in the automobile world far too often, I doubt many would question whether the elegant Pagoda design of 1964-1971 earns this styling accolade. I'm a believer and recently wrote a check for my 252nd Pagoda, a stunning two-tone Arabian Grey and Black end-of-series 1971 model.

The always-in-style 113 series SL is 50 years old this month but it seems it's been expensive and precious for at least 30 of those 50 years. Perhaps its early cache resulted from the uninspiring style of its immediate successor, the heavy and boxy but technically more contemporary and certainly safer 350SL.

The jewel-like Pagodas have become one of the most affordable and globally collectible Mercedes-Benz, and for good reason. As such we devote this entire newsletter to the legendary Pagoda which will no doubt please those of you already enamored by the cars and may just entice more of you to fall for the Pagoda's many charms.

Feel free to forward this special newsletter to any enthusiast who may enjoy it.

Roy Spencer, editor MercedesHeritage.com

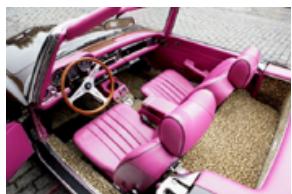




Mercedes-Benz Greats

The Pagoda: 50 years of style and elegance.

The 113 series SLs have been fashionable for decades but how was this SL received at the Geneva Salon in March 1963? [read more...](#)



1969 280SL 56k miles
Fantastic re-trim



Mechatronik M-SL
4.3 liter 4-cam V8



1971 280SL4-spd
Dark Olive/Bamboo

Classic MB analysis

The Genesis of the new SL.

The task was daunting: replace the 300SL and the 190SL with a sports car for the ages.

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**Variations on the theme
Could the Pagoda be improved?**

Pininfarina and Frua tried their hand at improving the Paul Bracq Design and the resto-mod crowd have modified the drivetrain with spectacular results. [read more...](#)



1968 280SL Survivor
76k miles, 4-spd



1970 280SL Moss Grn
Full restoration



1967 230SL Ivory
Concours Restored

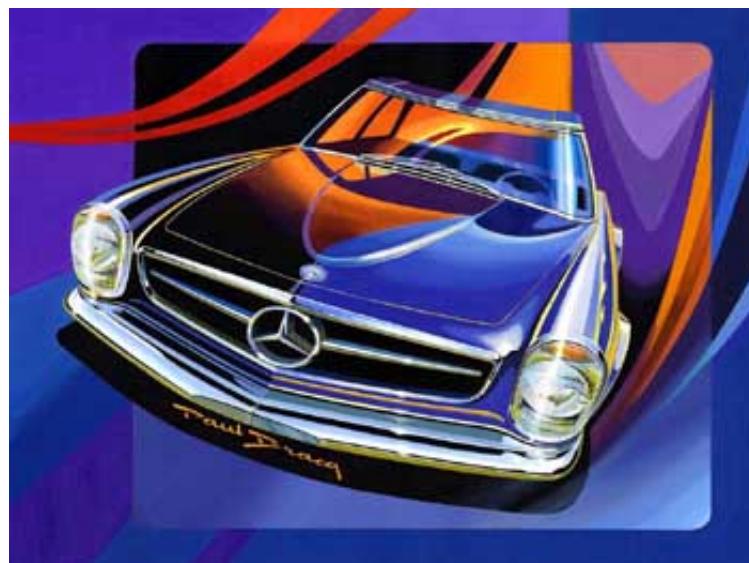


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Pagoda.**

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