

**Model description**

- hand-assembled precision metal model consisting of more than 1,050 parts (varies depending on model)
- forward-opening engine hood with support rod
- openable trunk lid with support rod, spare wheel in trunk
- perfectly designed steel rim wheels, painted in the vehicle color, removable hubcaps, painted in the vehicle color
- highly detailed 6-cylinder in-line engine with attachments and wiring/cabling
- true-to-original vehicle interior with steering wheel, pedals, and folding seats with leather upholstery
- faithfully reproduced dashboard with all gauges, switches, and ashtray that can be opened
- exact replica of the underbody, perfect front and rear suspension
- functional soft top cover hood (except for M-295)
- fold-out door handles
- extendable antenna (except M-295)
- fuel filler flap that can be opened
- foldable sun visors
- functional side windows in the doors that can be operated by window crank (M-282, M-293)
- removable hardtop painted in the vehicle color and hardtop stand included (M-283, M-284)
- fully functional soft top (M-285, M-294)

Technical Data of the Original Vehicle

- Two-seater roadster body
 - Six-cylinder in-line engine, installed at the front longitudinally under 40 degrees inclination
 - Bore x stroke: 85 x 88 mm
 - Displacement: 2,996 cm³
 - Power: 215 hp at 5,800 rpm
 - Top speed: 208 – 242 km/h depending on final drive and equipment
 - Brakes: Drum brakes with brake booster, from 01/1961: disc brakes on all wheels
 - Wheelbase: 2,400 mm
 - Track width front/rear: 1,398 / 1,448 mm
 - Vehicle length/width/height: 4,570/1,790/1,300 mm
 - Construction period/number of units 1957–1963/1,858 pieces
- Special features: Dry sump lubrication, first series with gasoline direct injection



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We reserve the right to make changes to the series model.

CMC Mercedes-Benz 300 SL Roadster

Powerful elegance, technically advanced



EXTRAORDINARY
IN A CLASS OF THE EXQUISITE



It almost wouldn't have worked at all: originally, a series version of the 300 SL was not planned at Daimler-Benz, it was only supposed to be the return to racing events. For this purpose, the 300 SL (W 194) was developed in 1952. The surprising and extensive race success left no doubt that Mercedes-Benz had created an extraordinary car model.

THE FASTEST PRODUCTION SPORTS CAR
OF ITS TIME WITH RACING GENES

Another contributed the then importer for the United States, Max Hoffman. He has been demanding a small and a larger two-seater sports car from Mercedes for some time. This led to the series development of the W 121 B II (190 SL) and W198 (300 SL). Both models premiered at the International Motor Sports Show in New York in February 1954. Despite the great success of the 300 SL, Hoffman was not satisfied. He was the driving force to provide the wing door with a more comfortable successor, and from 1957 production was switched to the Roadster W 198 II. The sales designation 300 SL has been retained.



In 1963, production of the Roadster was stopped after 1858. With the successor in the form of the 230 SL, also called „Pagoda“, there was also the division into large and small roadsters, there was only the W 113 series as SL.

Not only was the 300 SL considered the fastest production sports car of its time, it also awaited with numerous automotive innovations. For the first time, brake force support was offered for the drum brakes, later switched to standard disc brakes on all four wheels. Gasoline direct injection was installed for the first time in a production vehicle and the dry lubrication also comes directly from racing. For the first time in a Mercedes car, seatbelts can be ordered as special equipment.

M-282 CMC Mercedes-Benz 300 SL Roadster
The original of this model was built in 1957, so it belongs to the very early copies of the 300 SL Roadster, which is also the reason why that no door lock is installed on the passenger side. The first delivery was to Madrid / Spain, the buyers were not publicly documented, a common practice at the time with sufficiently popular customers.



Around 1970, the vehicle came to Germany and was in the hands of a collector for a long time until it was ready for a complete restoration in 2000.

We present the model in an open condition, so it is possible to get a particularly good insight into the high-quality interior, decorated with a lot of solid chrome and with leather lining.
Limited 1.500 Pieces.

M-283 CMC Mercedes-Benz 300 SL Roadster
We present the model of the 300 SL Roadster in this version with a removable hardtop. This was available for the Roadster as a special accessory for an additional fee and made the folding car a full-fledged coupe. As in the original, the model can optionally be fitted with the hardtop that is elegantly integrated into the line guide or the top box cover. If the hard top is removed, it can be placed on the included hard top stand. To open the doors, simply swing the surface-lowered door handles out - a solution which was highly futuristic in the 1950s and has only recently returned.

This model is painted in the colour medium blue metallic, Mercedes-Benz colour number 396, at the end of production only 6 vehicles with this paint had been delivered, That's about a third of the production. Color diversity was apparently the theme at the time, customers could choose from 99 factory-supplied colors. In view of this, it is no longer surprising that 40 cars are colorfully unique, during the entire production period only a single car was painted in the respective color.
Limited 1.500 Pieces.

M-284 CMC Mercedes-Benz 300 SL Roadster
This model of the 300 SL Roadster also has a removable hardtop.

The two seats of the model can be folded forward; the ashtray on the dashboard can be opened and even the sunshades are adjustable. This applies to all models, by the way.

But not only that: the wheel caps can also be removed easily and without tools.



This model is painted with Mercedes Benz 050 white paint - the most popular body color for the 300 SL - almost one in every five cars is painted white, not including snow-white, pearl white, ivory white, and light ivory white.
Limited 1.500 Pieces.



M-285 CMC Mercedes-Benz 300 SL Roadster
This model is also a masterpiece for us at CMC: for the second time we have developed a model with a functional fabric roof, which – true to the model – can be folded up and down. The kinetics of the top box lid are true to the model: to close the top box, the top box is opened, the top box is extended and fixed to the front disk frame, then the lid of the lid box is closed, the lid is pulled down at the back and hooked in at the edge of the lid. We are proud of this fine mechanical masterpiece, which also promotes the drive to play. to be able to show one of the character-forming elements of the 300 SL Roadster particularly impressively.

Especially in the case of the black painted vehicle, the lush chrome handles are particularly beautiful and contrasting and give the car its dignity and elegance.
Limited 1.500 Pieces.

M-293 CMC Mercedes-Benz 300 SL Roadster
We present to you the classic 300 SL, with a black painted body and black interior. Although black was not as popular as it is now compared to today. In the popularity ranking, it only ranks fifth, with less than 9% of car bodies using black paint. But paired with a black leather interior, it still showcases the classic and extremely elegant standard design.

Discover functional side panes that can be operated with the window cranks, the large ashtray to open on the dashboard, folding driver and passenger seats and removable wheel caps. Triple black- a very special color combination that gives the car something mystical. Chromium accents in the right places underline the special elegance of this car and shine like bright stars in the dark night sky.
Limited 1.500 Pieces.



M-294 CMC Mercedes-Benz 300 SL Roadster
This model also features the original functional soft top. Also in this model, the seats are foldable and also here the ashtray can be opened on the dashboard. But not only that: the wheel caps can also be removed easily and without tools. Simply rotate the embedded door handle that is flush with the surface of the car door, and the door will open - this design was very futuristic in the 1950s and has only recently become popular again.
Limited 1.500 Pieces.



M-295 CMC Mercedes-Benz 300 SL Roadster
This almost 70-year-old 300 SL Rally Roadster is full of life and extremely active. It started out as a normal production car in dark blue, but at some point the vehicle was repainted in dark brown, followed by the addition of huge auxiliary headlights and oversized roll bars.

Under the bonnet, however, things are much more refined, with a side exhaust that is so discreet that you hardly notice it at first. When the engine is started, this changes abruptly, with visual restraint being replaced by an extraordinary acoustic presence. In short, it gets really loud.

The Rallye 300 SL is in use all over the world: whether at the Ennstal Classic in Styria, in Australia at the Adelaide Classic or in the Rocky Mountains at the Colorado Grand, the 300 SL Rallye proves everywhere that it is far from being ready for the scrap heap. It goes without saying that removable hubcaps are also supplied with the Rally Roadster – even though back then, people probably mostly drove without them. **Limited 1.500 Pieces.**