

The new SLR Stirling Moss

Press Information

Sheer allure and driving enjoyment

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Stuttgart – Mercedes-Benz and McLaren are adding the crowning glory to their range of successful SLR super sports cars by launching a new, spectacular, and uncompromising model. With neither a roof nor a windscreen to separate the driver and front passenger from nature, allowing them to enjoy sheer high-speed excitement with all the attributes of a speedster. Further traits of the new SLR Stirling Moss include highly sophisticated technology and breathtaking design that provides a new take on the legendary 300 SLR. A V8 supercharged engine developing 478 kW/650 hp accelerates the SLR Stirling Moss from zero to 100 km/h in less than 3.5 seconds and is good for a top speed of 350 km/h – performance that no other standard-production open-top car can match. This extreme concept makes it a legitimate bearer of the name of British motor-racing legend and Mille Miglia record holder Stirling Moss, who piloted the Mercedes-Benz SLR race cars to a succession of victories in 1955. The exclusive SLR Stirling Moss, which marks the end of the current SLR family, is a 75-model limited edition priced at 750,000 euros. Production of the SLR Stirling Moss starts in June 2009. Production of the SLR Roadster will cease, on schedule, at the same time.

Three letters are all it takes to make car fans go into raptures: SLR. In the 1950s, the Mercedes-Benz 300 SLR racked up victory after victory, winning Mille Miglia, the Eifel race, Targa Florio, and the Tourist Trophy, piloted by some of the biggest stars in motorsport at that time: Juan Manuel Fangio, Karl Kling and, above all, the British racing driver Stirling Moss, who still holds the Mille Miglia record of ten hours, seven minutes, and 48 seconds. This is why the latest reincarnation of the legendary SLR bears the name "Stirling Moss". The new SLR Stirling Moss combines the character of the modern-day SLR models with the allure of the SLR of 1955. Core values at the heart of both the historical and the current SLR models include a breathtaking new design, innovative technology, first-class materials that

have been perfectly handcrafted and, above all, a unique driving experience that appeals to all the senses.

Extremely puristic concept with no roof and no windscreen

Following the lead set by the 300 SLR in every respect, the new Silver Arrow is of extremely high quality yet puristic when it comes to equipment, dispensing with the side windows and the roof. All that protects the driver and front passenger from the wind are air deflectors measuring two centimeters in height. Two scoops integrated in the body serve as roll-over bars. This extreme concept also clearly distinguishes the new SLR Stirling Moss from all other vehicles in the elite-sports-car class on a visual level.

Like the legendary race cars of yesteryear, the SLR Stirling Moss impresses with its scintillating performance. With the power to accelerate from zero to 100 km/h in less than 3.5 seconds and reach a top speed of 350 km/h, the puristic high-performance sports car brings a whole new dimension to open-top driving. Not just because of the impressive performance figures, but also since every drive in the SLR Stirling Moss appeals to the senses with a new intensity and conveys the driving experience in its purest and most sensuous form. Hence this automotive thoroughbred offers an open-air experience that is unique for a road-going car.

Alluring design as a reminiscence to the SLR race cars

The entire body of the SLR Stirling Moss is made from lightweight carbon fiber and features a unique design. When the Mercedes-Benz designers came to design the body of the new SLR Stirling Moss, they never lost sight of the fact that they were designing a car with a top speed of 350 km/h. At the same time, however, this top athlete is a convincing reminiscence to the design idiom of the SLR race cars of the 1950s, which still sends people into raptures to this day.

The strikingly arrow-shaped, exciting form of the SLR Stirling Moss is characterized by an elongated hood and a compact, muscular rear end. Since there are no windows, the exterior and interior merge into one another. By way

of example, the hood appears to flow from its distinctive nose right into the interior, making the car body seem much longer than it is. Even when stationary, therefore, the sports car exudes a dynamism that immediately casts a spell over the observer. Page 3

Further prominent features include two scoops behind the driver and front passenger, which carry additional roll-over bars and likewise create a blend of the traditional and the modern. The wings are powerfully contoured, while faceted, black-painted ventilation grilles inserted at the sides and on the hood are unequivocal references to the legendary SLR models. Expressive lines create an beguiling interplay between light and shade, which emphasizes the dynamic overall impression.

Like its historic forebears, the new SLR Stirling Moss boasts extremely high side skirts, which is why the designers opted for forward-opening gullwing doors.

The car is closable using two carbon-fibre covers – known as tonneau covers – which are carried in the trunk. When both tonneau covers are fitted and the doors are closed, the SLR Stirling Moss resembles a fine sculpture.

In keeping with the car's puristic exterior, the interior has been pared down to the bare essentials. Interwoven surfaces on the dashboard and doors create a gripping ambience and convey perfectionism. Here high-quality and authentic materials such as carbon fiber, aluminum, and high-grade leather define the style. An aluminum plaque bears the engraved signature of Stirling Moss and covers the area around the shift lever.

Innovative technology and sophisticated aerodynamics concept

For the technical basis – sophisticated carbon-fiber design, high-performance chassis and robust V8 supercharged engine – the designers of the SLR Stirling Moss were able to draw on their experience gained with the SLR Coupé and Roadster models. The Stirling Moss shares the same aerodynamics concept as the other members of the SLR family, featuring a closed underbody and a diffuser in

the rear bumper to maximize downforce at the rear axle, although this diffuser is much larger than the one for the Coupé and Roadster models.

Thanks to painstaking work in the wind tunnel, the SLR Stirling Moss always generates enough downforce for extremely reliable handling; however, the driver can raise the airbrake manually in order to further increase downforce – for extremely sporty driving. In addition, the airbrake is raised when the brakes are applied at speeds above 120 km/h in order to further stabilize the car and maximize deceleration.

Limited edition of just 75 models – the crowning glory of the SLR range

The new SLR Stirling Moss is a high-caliber speedster designed to appeal to lovers of the genre. It also marks the crowning glory of an era and, for the foreseeable future at least, a farewell to the SLR. Production of the SLR Roadster models will cease as scheduled in May 2009. A limited edition of just 75 Stirling Moss models will be produced between June and December 2009, with each chassis being individually numbered from 1 through 75. As well as being the final member of the current SLR family, this exclusive car is a thank you to the most loyal SLR customers, since they are the only ones who will be able to purchase a Stirling Moss model.

Contacts:

Wolfgang Zanker, tel: +49 711 17-75847, email: wolfgang.zanker@daimler.com

Michael Allner, tel: +49 711 17-75846, email: michael.allner@daimler.com

A synthesis of the traditional and the modern – the very essence of the automobile and high-class passion

Mercedes-Benz and McLaren are adding the crowning glory to their range of successful SLR super sports cars by launching a new, spectacular, and uncompromising model. With neither a roof nor a windscreen to separate the driver and front passenger from nature, allowing them to enjoy high-speed excitement with all the senses. Further traits of the new SLR Stirling Moss include highly sophisticated technology, motor-racing genes, and breathtaking design. With a long bonnet, a powerful-looking rear end featuring characteristic scoops, and just tiny air deflectors, it provides a new take on the 300 SLR legend and gives a modern expression to the extreme concept of the super sports car. A V8 supercharged engine with an output of 478 kW/650 hp and a torque of 820 Nm accelerates the SLR Stirling Moss from zero to 100 km/h in less than 3.5 seconds and is good for a top speed of 350 km/h – performance that no other standard-production open-top car can match. The exclusive SLR Stirling Moss, which marks the end of the current SLR family, is a 75-model limited edition priced at 750,000 euros. Production of the SLR Stirling Moss starts in June 2009. Production of the SLR Roadster will cease, on schedule, at the same time.

Three letters are all it takes to make car fans go into raptures: SLR. Racing driver Stirling Moss is one of the reasons behind the legend that surrounds these three letters. Moss, considered to be one of the best racing drivers of all time, achieved many of his greatest successes in the 1950s behind the wheel of a Mercedes-Benz 300 SLR. His outstanding victories with co-pilots Denis Jenkinson, John Fitch and Peter Collins at Italy's two traditional events – Mille Miglia and Targa Florio – and at the equally notorious Tourist Trophy in Northern Ireland laid the foundations for winning the sports car world championship in 1955. He completed Mille Miglia in a time of ten hours, seven minutes, and 48 seconds – a record which still stands to this day - at an average speed of 157.65 km/h.

But the Brit was not the only one to achieve success in the Mercedes-Benz 300 SLR. Page 6
Juan Manuel Fangio – who went on to win the Formula-1 World Championship five times – and Karl Kling drove the sports car produced in Untertürkheim to many a podium finish. At that time, the 300 SLR was the master of the racetrack. But the master of the 300 SLR was Stirling Moss.

New interpretation of the legendary 300 SLR race cars

This is why the latest reincarnation of the legendary SLR bears the name Stirling Moss. After all, the new SLR Stirling Moss produced by Mercedes-Benz in collaboration with Formula-1 partner McLaren is not just an exciting, stylistic, new interpretation of the Brit's former race car, it also blends the character of the modern-day SLR models with the excitement generated by the SLR of 1955 – precisely 75 years after the appearance of the first Silver Arrow, incidentally. The SLR Stirling Moss model's illustrious line of ancestors also includes the Mercedes W 196 Formula-1 cars from the 1950s, which were also available in streamlined form, as well as the Mercedes-Benz SL and the Vodafone McLaren-Mercedes Formula-1 cars.

With its unusual concept, the new SLR Stirling Moss is a most emphatic reminder of the glorious history of the SLR models from the 1950s – a fusion of the core values of the historic and the current SLR models. These include a captivating new design based on a concept and numerous details that evoke memories of its predecessors, innovative technology, first-class materials displaying faultless craftsmanship and, above all, a unique driving experience.

Unique standing among super sports cars thanks to white-knuckle concept

Following the lead set by the 300 SLR in every respect, the new Silver Arrow is puristic when it comes to equipment, dispensing with the side windows and the roof. All that protects the driver and front passenger from the wind are air deflectors measuring two centimeters in height. As in the case of the historic Mille Miglia version of the 300 SLR, there are two scoops integrated in the car's body to the rear of the occupants, each of which carries a roll-over bar. When the front-passenger

seat is not in use, it can be covered by a tonneau cover – likewise just like its predecessor – to further improve aerodynamics. On a visual level, this radical concept clearly distinguishes the new SLR Stirling Moss from all other vehicles belonging to the elite-sports-car class.

350 km/h for a new dimension in open-air driving

Like the legendary race cars of yesteryear, the SLR Stirling Moss generates excitement by virtue of its outstanding performance. With the power to accelerate from zero to 100 km/h in less than 3.5 seconds and reach a top speed of 350 km/h, the new, puristic high-performance sports car brings a whole new dimension to open-top driving. Not just because of the impressive performance figures, but also since every drive in this Speedster appeals to the senses with a new intensity and conveys the driving experience in its purest form. Hence this automotive thoroughbred is able to offer an open-air feeling that is truly unique for a road-going vehicle.

The SLR Stirling Moss features a unique design. For the technical basis – sophisticated carbon-fiber design, high-performance chassis and robust V8 engine – the designers of the Stirling Moss model were able to draw on their experiences gained with the SLR Coupé and Roadster models.

Limited edition of just 75 models – the crowning glory of the SLR range

The new SLR Stirling Moss is a high-caliber classic for everyday driving, which is just what lovers of exotic sports cars want. Only 75 models, with their chassis numbered from 1 through 75, are being built. And only the most loyal of SLR clients will be able to purchase them. Hence the SLR Stirling Moss marks the crowning glory of the SLR era.

By launching the new SLR Stirling Moss, Mercedes-Benz and McLaren are writing one final chapter in the success story of the SLR family, which has produced five

variants in five years. So well have the SLR models been received by enthusiasts that all the model variants have easily outsold all other cars in their respective classes. A total of around 1700 SLR models have been sold to date.

Top speed of 350 km/h requires a special design

When the Mercedes-Benz designers came to design the body of the new SLR Stirling Moss, they never lost sight of the fact that they were designing a modern-day car with a top speed of 350 km/h using the very latest technologies. At the same time, however, they produced a reminiscence to the design idiom of the SLR race cars of the 1950s, which still arouses excitement to this day. Like these illustrious forebears, the SLR Stirling Moss displays the accentuated asymmetry of an extreme sports car with the focus firmly on the driver.

Silhouette defined by elongated hood and muscular rear end

The silhouette of the SLR Stirling Moss is characterized by two major structures which infuse the car with dynamism: the elongated, prominent hood and the compact, muscular rear end. Because there is no windscreen, the car's body appears to flow directly into the interior, making it seem much longer. Even when stationary, therefore, the sports car exudes an immense dynamism that immediately casts a spell over the observer.

Further prominent features include two scoops behind the driver and front passenger, which carry additional roll-over bars and likewise create a blend of the traditional and the modern. Two air deflectors – embedded in aluminum borders, scarcely the height of a matchbox, yet aerodynamically optimized – direct the wind past the occupants, although it is still advisable to wear the supplied helmet and racing goggles.

Powerfully contoured hood and fenders

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The fenders boast powerful contours. Behind the front axle are two rhombic exhaust tailpipes on either side, each surrounded by a faceted, black ventilation grille which, in turn, is bordered by powerful contours. These expressive lines create a beguiling interplay between light and shade, which emphasizes the dynamic overall impression.

Likewise the hood features two black-painted ventilation grilles bordered by prominent, powerful edges. These are by no means trim elements; they are located at those points where vacuums occur during driving. The slipstream they create helps to dissipate the engine heat.

Eight quick-release locks hold the elongated hood securely in place, even at speeds of up to 350 km/h. For maintenance purposes, the bonnet can be fully raised to afford easy access to the mechanical components beneath.

Gullwing doors and tonneau covers

Like its historic forebears, the new SLR Stirling Moss boasts extremely high side skirts, which is why the designers opted for forward-opening gullwing doors.

The car is closable using two covers – known as tonneau covers – which can be carried in the trunk. When both tonneau covers are fitted and the doors are closed, the SLR Stirling Moss has a truly sculptural feel. Furthermore, unauthorized access to the car from outside is not possible when it is sealed in this way.

In the event of a sudden downpour, for example, an additional, simple fabric soft-top can be used to protect the interior.

The enormous performance capability of the super sports car is emphasized by newly designed 19-inch wheels that afford an uninterrupted view of the silver painted brake calipers and the large brake discs.

Extremely pronounced V-shaped front end and high-tech headlamps

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The front section of the new SLR is characterized by an extremely pronounced V-shape and a front apron with large air inlets for cooling the engine and brakes. The prominent Mercedes star is integrated in the tip of the hood. It is flanked by sharply upturned headlamps – purposely kept simple and technical – located in extremely wide positions at the body edges to emphasize the dynamic character of the car. In addition to being resistant to smaller stones, the extremely light yet scratch-resistant covers offer a glimpse of the high-tech components inside the headlamps. These include white LEDs arranged in an arc form to produce an unmistakable night look.

Rear end dominated by powerful diffuser

The potent and wide appearance of the rear end is defined by the roll-over bars, a powerful diffuser, and slender tail lights which incorporate high-output LEDs and flow around into the car's flanks. A third brake light is integrated in the aerodynamically optimized spoiler lip, while a square rear fog lamp reminiscent of those used in Formula 1 sits in the center bar at the rear.

Interior displaying puristic perfectionism

Because there is no windscreen, the transition from the exterior to the asymmetrically designed interior is exceptionally smooth-flowing: the body merges directly into the dashboard via the plenum. In keeping with the car's puristic exterior, the interior has been pared down to the bare essentials. Interwoven surfaces on the dashboard and doors create a gripping ambience and convey perfectionism.

High-quality and authentic materials

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Another style-defining characteristic of the interior is the mix of materials – including carbon fibre, aluminum and leather – all of which are highly authentic and of the highest quality. The finish of the leather-trimmed surfaces in particular is inspired by the world of motorsport. By way of example, the stitching on the seat covers is derived directly from the classic checkered pattern of historic fabric seats. The contrasting leather, the jet-black nappa leather, and the colored Silver Arrow leather, together with the expressive double-lapped felling, enhance the dramaturgy of the interior. The door handles are cut from aluminum and covered with suede, while the center console and lower door sections are made from carbon fiber. The air vents are likewise made from solid aluminum, with those on the left and right also serving as fixtures for the tonneau covers. Further aluminum fixtures in the center of the dashboard and the center console are used for fixing the center bar – the bridge that supports the roof sections.

Driver-focused cockpit

The new-look instrument cluster is clearly driver-focused, providing the essential information. Plus the black dials of the classic circular gauges with white numerals make this information very easy to read. The speedometer in the SLR Stirling Moss goes up to 390 km/h. In the cockpit, the driver sits behind a three-spoke steering wheel with a flat-bottomed design, an easy-grip rim trimmed in suede, and aluminum shift paddles.

At the base of the shift lever is an aluminum plaque bearing the engraved signature of Stirling Moss. This is also where the start button is situated.

Equipment reduced to save weight

As in the race cars to which this new SLR owes so much, 'less is more' is the motto for the puristic equipment. Both the radio and the telephone have been omitted to reduce weight. Manual seat adjustment has been chosen for the same reason.

Sophisticated aerodynamics for maximum possible speed

Many hours of painstaking work in the wind tunnel were required to optimize the SLR Stirling Moss with respect to handling and aerodynamics. But the effort was worth it. Even at 350 km/h, the car does not require an extendable rear spoiler, thanks mainly to the longer rear end which has been lowered by around 130 millimeters and assures a smooth, uninterrupted flow of air around the car's body.

The Stirling Moss shares the same aerodynamics concept as the other members of the SLR family, featuring a closed underbody and a diffuser in the rear bumper to maximize downforce at the rear axle, although this diffuser is much larger than the one for the Coupé and Roadster models.

There is also an airbrake fitted, which the driver can raise manually in order to further increase downforce – for more sporty driving, for example. In contrast to the other SLR models, the airbrake is only raised automatically to an angle of 65 degrees for braking at speeds above 120 km/h and if the brake pedal is pressed hard, making it an airbrake in the truest sense of the word. As a consequence, the rear-axle downforce increases within a fraction of a second and partially compensates for the dynamic axle load distribution during braking, which has a tendency to press towards the front axle. The result is greater braking power, directional stability, and road adhesion when decelerating.

Prime examples of the subtle aerodynamic measures include the cooling openings, which are designed to take up minimum surface area. Electrically operated flaps even close parts of the brake ventilation system at high speeds, but open these cooling ducts immediately as soon as the driver applies the brakes. Those wishing to reach the top speed of 350 km/h will notice just how important the car's aerodynamics are since, in order to achieve this, the tonneau covers must be fitted on the front-passenger side and the air deflector has to be removed using the supplied tool kit.

Outstanding handling and safety thanks to carbon-fiber technology

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On a technical level too, the SLR Stirling Moss has inherited the very best genes from the SLR family, and it benefits from the many years of experience gained by Mercedes-Benz and Formula-1 partner McLaren. Its body is likewise made solely of carbon-fiber composite (CFRP), with the exception of two aluminum engine frames. This design makes all SLR models unique among high-performance sports cars. Specially for the Stirling Moss model, the carbon monocoque has been redeveloped at the rear due to the absence of the roof, and the resulting changed requirements in terms of aerodynamics and safety technology. Thanks to the use of sophisticated carbon-fiber technology, energy absorption is exemplary, which means an extremely high level of occupant safety and a degree of torsional stiffness that is unmatched by any other open-top car, allowing outstanding handling qualities that would normally only be possible in a super sports car with a rigid roof.

What's more, the SLR Stirling Moss is the lightest member of the SLR family, tipping the balance at a curb weight of just 1551 kg, making it around 200 kg lighter than the other SLR models. Yet the new SLR – while having the same wheelbase length of 2700 mm, assuring optimal straight-ahead driving – is 164 mm longer and 7 mm wider than the other SLR models.

A high level of safety is assured by carbon-fiber crash structures and two fixed roll-over bars. Also on board are adaptive airbags, seat-belt tensioners, and a tire pressure monitoring system.

High-performance powerplant produced at the AMG *Motoremanufaktur* production facility

At the heart of the SLR Stirling Moss is a powerful 5.5-litre V8 supercharged engine that is assembled by hand at the Mercedes-AMG *Motorenmanufaktur* engine production facility in Affalterbach, Germany. Hallmark strengths of the high-performance power unit – with an output of 478 kW/650 hp and a peak

torque of 820 Nm for power in abundance – include extremely spontaneous response to accelerator pedal movements, high pulling power and an unmistakable V8 sound.

All of which enables the SLR Stirling Moss to post an astonishing set of performance figures, even by high-end sports-car standards: the sprint from zero to 100 km/h takes under 3.5 seconds, while the top speed is 350 km/h.

The Mercedes-Benz-developed five-speed automatic transmission has also been specifically designed for high performance and extremely high torque. Likewise the interaction between the engine and the transmission has been optimized: there is a choice of two selectable transmission modes: M ("Manual") or S ("Sport"); if M mode is selected, the driver can change gear using the paddles on the steering wheel or the shift lever. In Sport mode, the automatic transmission deals with the gear changes.

Even more dynamic chassis

Other key factors that further enhance the performance of the SLR Stirling Moss include a retuned chassis with taut spring rates and shock-absorber characteristics, enabling the car to scale new heights in terms of directional stability, road adhesion, and handling dynamics.

The lightweight 19-inch forged-aluminum wheels afford a clear glimpse of the silver-painted brake calipers for the high-performance carbon-ceramic brake discs, which provide outstanding deceleration. Internally ventilated six-piston brake callipers are fitted at the front, while the likewise carbon/ceramic discs at the rear have four brake pistons. This brake system allows superb deceleration that is fully in keeping with the exceptionally high performance capability of the SLR Stirling Moss.

Prospective SLR Stirling Moss clients involved in the car's development

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The development phase was as remarkable as the car itself. That's because SLR owners were able to observe and take part in the development of the car, and even put forward their own ideas. As early as May 2008, the SLR owners were able to assess a design model of the new SLR flagship. Later they experienced the car live in initial test drives. The new SLR Stirling Moss is a car that was built for and, above all, with its clients.

Consequently, practically all of the 75 Stirling Moss models built have already been reserved by clients. Furthermore, anyone wishing to buy one of the other SLR models will have to make haste as the Stirling Moss marks the end of the SLR era.

Mercedes-Benz SLR McLaren models – from the Coupé to the Roadster 722 S

- **Limited-edition high-caliber super sports cars**
- **Systematic transfer of high-tech from the racetrack to the road**
- **The precursors to the SLR Stirling Moss – from 2003 to the present day**

By introducing the Mercedes-Benz SLR McLaren in 2003, the Stuttgart-based brand and its Formula-1 partner McLaren wrote a new chapter in the legend of the iconic SLR race cars from the 1950s. Equipped with cutting-edge race car technology and groundbreaking new Mercedes developments, designed to ensure a high standard of safety and everyday practicality, the SLR McLaren created a distinctive image for itself as a 21st-century Gran Turismo – a thrilling synthesis of tradition and innovation. Right from the start, the Mercedes-Benz SLR McLaren models were designed as high-caliber super sports cars available as limited-edition models for enthusiasts. The new SLR Stirling Moss will therefore mark a fitting end to the SLR model series when it is discontinued at the end of 2009.

Mercedes-Benz SLR McLaren – the Coupé

The first member of the SLR family to be launched, back in 2003, was the Mercedes-Benz SLR McLaren Coupé with distinctive gullwing doors and styling elements from Formula 1. The two-seater model's V8 supercharged engine has an output of 460 kW/626 hp and accelerates the sports car from zero to 100 km/h in 3.8 seconds. The top speed is 334 km/h. The body of the SLR, like those of the McLaren-Mercedes Formula-1 race cars, is made from carbon-fiber composites (CFRP) – lightweight materials which demonstrate exemplary energy absorption, hence assuring an extremely high standard of occupant protection. Furthermore, the SLR is the world's first series-produced car to have a front crash structure manufactured entirely from carbon fibers. Adaptive airbags, kneebags and sidebags, belt tensioners, high-performance carbon/ceramic brake discs, and an automatically adaptive airbrake in the trunk lid round off the range of safety equipment on board

the Mercedes-Benz SLR McLaren, setting new standards in this vehicle class.

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Mercedes-Benz SLR McLaren 722 Edition – born on the racetrack

Thoroughbred motor-racing attributes characterize the Mercedes-Benz SLR McLaren 722 Edition, which followed in 2006. Featuring more than 300 modified components, the super sports car, available as a limited edition of just 150 models, serves up a boost in output, more dynamic chassis tuning, improved aerodynamics, and distinctly sporty interior appointments to thrill even the most demanding of sports-car enthusiasts.

The SLR 722 Edition model variant evokes memories of the memorable victory achieved in 1955 by the British motor-racing legend Stirling Moss and his co-pilot Dennis Jenkinson at Mille Miglia – the classic Italian endurance race – behind the wheel of a Mercedes-Benz 300 SLR with start number 722 (denoting the car's start time of 7.22 a.m.). Boasting an impressive output of 478 kW/650 hp, the SLR McLaren 722 Edition super sports car not only outperforms its historic forebear, it even outstrips the scintillating peak performance of the previous SLR. The SLR 722 Edition completes the sprint from 0 to 100 km/h in a breathtaking 3.6 seconds, going on to achieve 200 km/h in just 10.2 seconds, and 300 km/h in a mere 28.0 seconds. Plus the top speed of 337 km/h is even higher than that of the previous SLR (334 km/h).

High-performance roadster for an exclusive open-air experience

The Mercedes-Benz SLR McLaren Roadster, introduced in 2007, combines high-tech from the racetrack, the performance of a top high-powered sports car, and the long-distance capabilities and sophisticated ambience of a classic, high-caliber Gran Turismo. Like the Coupé before it, the Roadster is made of carbon-fiber and, therefore, displays extremely high levels of safety and torsional stiffness at the same high level as the Coupé version. Coupled with the motorsport chassis, this design assures outstanding handling qualities. The top speed of the high-performance sports car – powered by an AMG V8 supercharged engine developing 460 kW/626

hp – is 332 km/h, putting it on the same high level as the Coupé. Although the Roadster offers sheer open-air driving enjoyment in the highest performance class on account of its fully retractable roof, the occupants do not have to accept any compromises in terms of comfort and everyday practicality. All of which means the Roadster opens up a whole new world of driving refinement and driving enjoyment for open-top super sports cars.

Mercedes-Benz SLR McLaren Roadster 722 S

The new Mercedes-Benz SLR McLaren Roadster 722 S brought a spectacular new dimension to open-top driving in 2008. With an output of 478 kW/650 hp, the ability to race from zero to 100 km/h in 3.7 seconds, and a top speed of 335 km/h, the open-top two-seater is one of the fastest open-air super sports cars. Like the SLR McLaren Roadster, it features a fully retractable folding roof which, when closed, can withstand extremely high speeds, and it is made from carbon fiber.

As well as a higher output, the SLR McLaren Roadster 722 S offers even more dynamic chassis tuning and further improved aerodynamics. Despite this abundance of power and performance, the occupants inside the new high-performance Roadster do not have to accept any compromises in terms of comfort and everyday practicality. With its distinctly sporty, high-quality interior appointments, and its clearly noticeable motor-racing genes, the SLR McLaren Roadster 722 S – a limited edition of 150 models – is capable of thrilling even the most demanding of sports-car enthusiasts.

	Cyl.	cc	kW/hp	Nm/min	Trans.	0 - 100 (s)	km/h	CO ₂ (g/km)	l/100 km (combin.)
SLR McLaren	8	5439	420/626	780/3250- 5000	AT5	3.8	334	348	14.5
SLR McLaren 722 Edition	8	5439	478/650	820/4000	AT5	3.6	337	348	14.5
SLR McLaren Roadster	8	5439	420/626	780/3250- 5000	AT5	3.8	332	348	14.5
SLR McLaren Roadster 722 S	8	5439	478/650	820/4000	AT5	3.7	335	348	14.5

AT5 = five-speed automatic transmission

High-tech sports cars of Mercedes-Benz quality

- **Mercedes-Benz Production System and McLaren experience combine to build super sports cars**
- **Perfect spatial and technical conditions in an exclusive environment**

Production of the Mercedes-Benz SLR McLaren models at the McLaren Technology Center in Woking combines the best of both worlds: the advantages of the Mercedes-Benz Production System coupled with McLaren's experience in the construction of super sports cars.

The Mercedes-Benz SLR models were and are constructed in Woking using high-end components manufactured by specialists from the partner companies Daimler and McLaren. Mercedes-AMG GmbH in Affalterbach produces the V8 powerplants, while the British experts at McLaren Automotive in Portsmouth on the south coast of England deliver the carbon-fiber composite bodyshell. The heart of production is the McLaren Technology Center.

The bodyshells are shipped to Woking from Portsmouth, around 60 miles away. Once they arrive at the paintshop – which is conveniently located opposite the final assembly hall to further minimize "time in transit" – the carbon-fiber surface is painted by hand using a special process. Final assembly is largely performed by hand and takes place at 14 stations along a line that is around 80 meters long. Each step is carried out in line with the standards and processes of the Mercedes-Benz Production System, which was adapted to take into account the specific requirements. Before moving on from one station to the next, the car has to pass through a quality gate so as to ensure consistently high standards. At the end of the assembly line, each vehicle must then pass a final examination on the chassis dynamometer before undergoing road tests to fine-tune the chassis. Only once the quality inspector and test driver have given the car the go-ahead can it be handed over to the client.

The entire bodysHELLS as well as the doors and the hoods for the SLR models are made from carbon-fiber composites. Most carbon-fiber composites are assembled by hand in a time-consuming process. In order to achieve a high degree of automation, the experts at the Mercedes-Benz Technology Centre in Sindelfingen, working together with Daimler Research and McLaren, split the production process into two parts: preform production on the one hand and resin saturation with subsequent curing on the other. By drawing on the skills of the textiles industry, the materials specialists at Daimler are able to introduce largely automated production of the preform, which likewise consists of carbon fibers. Furthermore, traditional production processes used in the textiles industry – such as stitching, knitting, weaving and braiding – were specifically adapted for the production of advanced CFRP materials.

By way of example, the longitudinal members of the front body structure consist of a central spine and the surrounding molded part. The spine is made up of several layers of carbon fiber stitched together by machine. After the spine has been cut to shape, it is inserted into a braided polystyrene core. This core element is then clamped in a purpose-designed braiding machine that produces the longitudinal member from 25,000 ultra-fine carbon fibers that are unwound simultaneously from 48 reels. This process allows the fiber material to be braided around the core at a precisely defined angle to create the desired contour. Several layers are even overlapped in certain areas, depending on the thickness required.

In a further stage of production, a computer-controlled tufting machine – like those used in the textiles industry – joins the spine inside the core to the braid of the longitudinal member. The braid core is removed and the preform of the longitudinal member is cut to size. Then resin injection takes place. Mercedes-Benz requires a cycle time of just twelve minutes to manufacture the complex fiber structure of the longitudinal members using a braiding machine.

In addition, the British company McLaren Automotive produces over 50 carbon- and glass-fiber components for the high-performance sports cars. The degree of integration achieved in the manufacture of the bodyshell is remarkable. By way of example, the entire floor assembly, including all supporting members and securing elements, is made from one piece. High-strength bonding and riveting techniques assure a reliable connection between the individual carbon components of the chassis and the bodyshell. The aluminum engine mounts are bolted to the CFRP bulkhead and also bonded in place, while the carbon structure includes integral metal mountings for the aluminum and steel rear axle.

SLR engine production: "One Man, One Engine"

The "One Man, One Engine" principle is applied to the production of the high-performance 5.5-litre powerplants for the Mercedes-Benz SLR McLaren models, which is conducted in a purpose-designed hall at Mercedes-AMG's engine production facility in Affalterbach. The decision to bring AMG on board as the engine supplier for the SLR ultimately benefits the Mercedes-Benz SLR McLaren clients, thanks to the company's proven technology and its many years of experience in the construction of high-performance engines. The signature of the engineer responsible for building the engine, displayed on the AMG V8 model plate, documents the company's philosophy of exclusivity for the client and guarantees the highest standards of quality and care.

Exclusive ambience for customers in Woking

In exclusive surroundings designed by the architect Sir Norman Foster, the McLaren Technology Center not only offers the ideal conditions for producing the super sports car, it is also in keeping with the expectations of the exclusive clientele. Consequently, the focal point of the SLR sales concept is located here as well. As a core component of the complete "advice and experience" package, the SLR Experience Center in Woking is designed to meet the specific needs of clients. In addition, these clients can choose to take delivery of their SLR model here if they wish, in which case the car is handed over to its new owner in a spectacular show-style ceremony.

After arriving at the McLaren Technology Center, guests are offered a wide-ranging program of events, starting with a visit to the SLR production facility. Plus they get an exclusive insight into the Formula-1 development work that usually goes on behind closed doors. Comprehensive product advice and information presented in an appealing form is available in the showroom of the SLR Experience Center. In addition, guests also have the opportunity to see just what the cars are capable of at the nearby proving ground in Dunsfold, which is ideally equipped to test the high-performance machines to their limits away from the confines of public roads. Experienced racing drivers are on hand to provide any assistance that may be needed here. If requested they will sit in either the driver or passenger seat and explain the features of the SLR models in detail. The exclusive SLR advice and experience package is rounded off by a special program of events in London.

The club for gentleman drivers

- **Sporty driving with passion and style**
- **Membership for SLR owners only**
- **An exclusive circle of friends**

Those who drive a Mercedes-Benz SLR McLaren have extremely high expectations. That's because the high-performance sports car – born out of the many years of motor-racing experience gained by successful Formula-1 partners Mercedes-Benz and McLaren – enters dimensions of performance, handling dynamics, and touring comfort that only very few other cars in the world can match. The Mercedes-Benz SLR McLaren models are high-tech dreams that have become reality, and they are only available to an exclusive group of people.

With their enthusiastic approach, they combine a passion for motoring with a distinguished, stylish lifestyle and the desire for encounters with like-minded people.

SLR owners are able to realize these ambitions in the SLR. CLUB, formed in 2006. The aim of the club is to bring together like-minded enthusiasts for new, exciting driving experiences. It gives the SLR drivers the opportunity to test the capabilities of their high-performance sports cars to the limit and hone their driving skills.

Exclusive SLR. CLUB. Homebase in Le Castellet

A suitable surface for these experiences is provided by the testing and racing track at Circuit Paul Ricard, located near the town of Le Castellet in southern France. This racetrack is regarded as one of the safest and most progressive in the world by motor-racing enthusiasts. One particularly special feature – planned by the German architect Hermann Tilke – is the sophisticated system of tarmac strips which have progressively higher friction coefficients from the inside of the track outwards. This system ensures reliable deceleration in the event of driver errors, without endangering the driver or the vehicle. In 2006, the FIA "Institute for Motor Sport

Safety" commended the complex for its exemplary safety concept by giving it the first FIA Institute Center of Excellence Award.

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Le Castellet is the exclusive Homebase of the SLR. CLUB. with its own club building. Here members can store their cars safely and have them maintained expertly by the SLR. Safety & Speed Academy team. Lounges, meeting rooms, terraces, and designated locker rooms and washrooms make every stay at the racetrack a highly pleasant experience. At 48 hours notice, the racetrack can be made available exclusively to SLR. CLUB. members for evening training laps. Here the club members can experience what their high-performance sports cars feel like on the racetrack and when driven at the limit with minimal risk. With over 40 track variation options, they benefit from perfect training conditions, not to mention a picturesque landscape for their own private driving experiences.

Experience the full intensity and handling dynamics of a high-performance sports car

The aim of these club events in Le Castellet is to enable drivers to experience their own SLR models even more intensively, and to test the car's dynamism to the limit. They perform braking and evasive maneuvers, negotiate slalom courses and, of course, tackle the racetrack so as to learn how to fully and safely master the high-performance sports car. Renowned international motorsport experts accompany the drivers during their training and assure driving enjoyment at the very highest level.

Adrenaline runs high despite the extremely stringent safety standards. Not least when it comes to the SLR. CLUB. Trophy 722 GT, initiated by the club members, in which a field limited to 21 non-road-going racing variants of the SLR compete in a pro/am contest to win a special SLR cup. The vehicles are produced and looked after by the English race-car specialist Ray Mallock Limited (RML).

People shape the spirit of the SLR. CLUB.

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The special spirit of the SLR. CLUB. can be experienced at first hand in Le Castellet – the spirit the club members share, and the pleasure taken in driving and in attending international encounters in a comfortable and relaxed atmosphere. The SLR. CLUB. has quickly developed into a network of like-minded people who feel like they are part of a close circle of friends.

As well as regular events in Le Castellet, the SLR. CLUB. organizes further events, allowing unbridled driving enjoyment on spectacular racetracks such Monza, Spa, Salzburg, or the *Nürburgring Nordschleife* as well as thrilling tours along Europe's most captivating routes. Members of the SLR. CLUB. can even take part in the famous Mille Miglia race with their own cars – a unique experience, since modern-day models are normally not allowed to enter this legendary road trial. The lively calendar also traditionally includes a visit to the Formula-1 Grand Prix in Monaco, organized by the club.

As well as offering a range of sporting and social highlights, membership of the SLR. CLUB. also opens the doors to the world of the engineers, test drivers, and motor-racing professionals who developed the SLR, affords privileged insights, and provides an opportunity to become acquainted with new models before they have been seen by the public.

SLR Stirling Moss

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Engine

No. of cylinders/arrangement		8/V, 3 valves per cylinder
Displacement	cc	5439
Bore x stroke	mm	97.0 x 92.0
Rated output	kW/hp	478/650 at 6500 rpm
Rated torque	Nm	820 at 4000 rpm
Compression ratio		9.0 : 1
Mixture preparation		Microprocessor-controlled petrol injection with hot-film air-mass meter; supercharging

Power transmission

Transmission		AMG SPEEDSHIFT 5-speed automatic
Ratios	Final-drive	3.06
	1st gear	3.56
	2nd gear	2.19
	3rd gear	1.41
	4th gear	1.0
	5th gear	0.831
	Reverse	3.17/1.93

Chassis and suspension

Wheels	front: 9.0 J x 19 ET 45, rear: 11.5 J x 19 ET 44
Tyres	front: 255/35 19; rear: 295/30 ZR 19

Dimensions and weights

Wheelbase	mm	2700
Track, front/rear	mm	1635/1569
Overall length	mm	4820
width	mm	2194
height	mm	1220
Turning circle	m	12.2
Boot capacity max.*	l	290
Curb weight	kg	1551
Curb weight acc. to EC	kg	1626
Payload	kg	238
Tank capacity/incl. reserve	l	97.6/12

Performance and fuel consumption

Acceleration 0 - 100 km/h	s	<=3.5
Top speed	km/h	350

(preliminary figures) *according to VDA measuring method