

1966 Mercedes-Benz 230SL

2dr Convertible • 6-cyl. 2308cc/170hp Bosch FI

#1 Concours condition

\$150,000

▼ -9.1%

#2 Excellent condition

\$90,500

▼ -13.8%

#3 Good condition

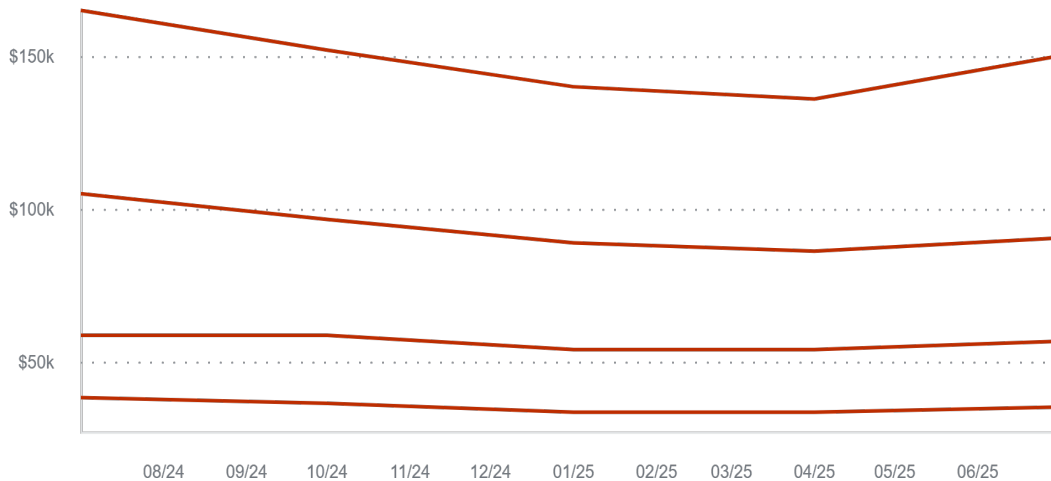
\$56,700*

▼ -3.4%

#4 Fair condition

\$35,200

▼ -8.1%



NOTE: The chart displays price changes for the last year.

Value adjustments

+15%
for a/c.

-\$3000
for no hard top.

Model description

With production of both the 300SL and 190SL cars coming to an end in 1963, Mercedes-Benz needed a new car to carry the SL (Sehr Leicht, very light) torch. And while the previous cars immortalized the SL moniker, the 230SL was more a spiritual successor to those cars than a direct descendent.

Mercedes debuted the 230SL (designated W113 internally) at the Geneva Auto Show in March 1963, to great acclaim. Exterior styling was a departure for Mercedes, which had until that point relied on rounded, even bulbous curves to characterize its automobiles. But the 230SL bordered on square, pulled off through the use of clean, elegant lines, intelligent placement of the wheels in proportion to the rest of the design, and a tall, "pagoda" removable hard top that allowed for ease of ingress and egress.

The 230 utilized a monocoque chassis borrowed from the 220 series sedan, with front suspension courtesy of coils and wishbones, while the rear incorporated a single-pivot swing axle and transverse springs set up to compensate for camber. Girling disc brakes stopped the front wheels, and power-assisted drums worked the rear.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Also borrowed from the 220 series was its overhead-cam inline-6, now bored out to 2.3 liters. Bosch fuel injection was incorporated as well, and horsepower on the new sport tourer was rated at 148, a significant boost over the underpowered 190SL. A 4-speed manual transmission was standard, though a new 4-speed automatic transmission was optional, a first for Mercedes sports tourers of this nature.

Cabin refinement set the 230SL apart from the competition, with acres of leather, plush, supportive seats, big, readable gauges, Blaupunkt radios, and a quality of craftsmanship throughout, including the soft top, which disappeared easily and unobtrusively when not in use.

The 230SL was an unqualified success, with sales topping even the best sales year for the 190SL. This was in some measure due to the car's genuine ability to perform. Top speed was rated at about 125, and handling was described as neutral, with light, balanced steering, even at the limit. And while they were not originally intended as competition cars, the sturdy, reliable 230 made a suitable and quite successful rally machine, including a famous win in the grueling Spa-Sofia-Liege Rally.

The 230SL would remain in production until early 1967, with nearly 20,000 models built, at which point it was succeeded first by the 250SL and then the 280SL. Ultimately, these "pagoda" SLs would become regarded as one of the finest cars to come from the Stuttgart firm, with timeless, graceful styling, spirited performance and handling, and build quality and reliability second to none.

Body styles

2dr Convertible

Engine types

6-cyl. 2308cc/170hp Bosch FI

1963-1971 Mercedes-Benz 230SL stats

Highest sale	Lowest sale	Most recent sale	Sales
\$1,215,000	\$2,296	\$177,500	659

Equipment

Additional Info

Vehicle Length: 169 in

Wheelbase - Inches: 94.5 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.