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**After admiring the steady 1963-71 SL value gains** shown below, let's also remember its previous 15 years, 1986-2001. Long-term Pagoda SL owners (pre-2001) will never forget that sluggish gestation period while costs of their love got ahead of its resale value. If today's heady prices have not washed the compelling Pagoda styling from of your dreams, **the good news is there's nearly zero reason why these gains will suddenly stop.** If your own circumstances permit, join these owners for the next 15 years! **Support for care of old SLs is beyond what most "old car" owners can only dream of. Between the M-B Classic Center (which sells directly to private owners of any MB over 15 years old), and very dedicated independent restoration and parts specialists, life is good. Add fellowship & knowledge of American and European owner's clubs and it doesn't get any better.** --John R. Olson



1997 SL 320 Commemorative Edition

**On the other hand...**

-all is not lost if owning a Pagoda SL is your shoulda', coulda', can't now story. **There is another SL itching to repeat the Pagoda and 190 SL stories.** Today it is 1990-2002 SL owners feeling the pain, stuck on a price plateau with decades newer engineering: far more safety than ANY of its predecessors, but old enough to have distinct character. For those of you that missed a nice 250 or 280SL under \$20,000 during the 1990s (or sold your Pagoda too soon) it could be time to select a pristine 1990-2002 SL and savor it for the next 15+ years.

**Concern about higher production** in each decade is defused by current 1980s SLs --the best 560 SLs are now commanding 10 times their high-mileage, tired, same-year sibling. This has not yet happened to 1990s SL.. but it will, helped by more variants, V12s, AMG and Commemorative models, and growing allegiance to originality, known owners and service records. 1990-2002 SLs are now in their "limbo" period that the Pagoda and 1971-89 SL (R107) have passed.

**Bonus -** The R129 SL of 1990-2002 is unquestionably the safest 20+ year old two-passenger car on the planet in bad accidents. Multiple airbags, aircraft type safety seats & belts, double firewalls, ESP anti-skid cornering, 5spd. automatics, Xenon lights. At the same time, an engine management ECU that is coherent beyond MB dealers.

JRO

**1963 thru 1971 SL - "Pagodas"**

Years Built	Chassis and In-Line Prefix	1965-1968	2.5 ltr. Single Cam 6	113.043	129.982		
1963-1967	2.3 ltr. Single Cam 6	127.981	1967-1971	2.8 ltr. Single Cam 6	113.044	130.983	
		<b>Condition 6</b>	<b>Condition 5</b>	<b>Condition 4</b>	<b>Condition 3</b>	<b>Condition 2</b>	<b>Condition 1</b>
<b>1963/67 230SL</b> (113 Body)	'02-Jul/Dec	\$3,100	\$ 4,900	\$ 9,375	\$17,575	\$25,925	\$39,000
Price New: \$6,587	'06-Jul/Dec	\$2,900	\$ 5,500	\$12,195	\$23,190	\$33,695	\$46,000
Prodctn: 19,831 (w/4,752 US)	'10-Jan/Jun	\$4,800	\$ 6,750	\$13,370	\$25,910	\$38,450	\$60,000
Less \$4,500 if only hrdtp	'13-Jan/Jun	\$6,900	\$ 9,700	\$15,875	\$33,640	\$51,400	\$85,000
Add \$1,500 if 2 good tops	'15-Jan/Feb	\$7,900	\$11,900	\$18,800	\$38,150	\$57,500	\$95,000
Add \$6,000 if ZF 5 spd shft	'16-Jan/Jun	\$9,700	\$14,000	\$29,700	\$49,500	\$69,300	\$105,000
	'17-Jul/Dec	\$12,950	\$23,000	\$32,740	\$53,170	\$73,600	\$112,500
<b>Compound Annual Gain last 15 years:</b>		10.00%	10.86%	8.69%	7.66%	7.20%	7.32%
<b>1966/68 250SL</b> (113 Body)	'02-Jul/Dec	\$3,500	\$ 5,675	\$11,270	\$19,680	\$28,095	\$43,000
Price New: \$6,897	'06-Jul/Dec	\$4,500	\$ 5,900	\$14,180	\$26,130	\$38,085	\$55,000
Prodctn: 5,196 (w/1,743 US)	'10-Jan/Jun	\$6,000	\$ 7,400	\$17,575	\$30,010	\$42,450	\$75,000
Add \$2,500 with working A/C	'13-Jan/Jun	\$7,900	\$ 9,850	\$16,970	\$35,585	\$54,200	\$95,000
Add \$10,000 for orgnl ZF 5 spd	'15-Jan/Feb	\$10,200	\$13,400	\$19,850	\$45,850	\$82,500	\$120,000
Less \$4,500 if only hard top	'16-Jan/Jun	\$11,900	\$15,600	\$32,260	\$58,750	\$85,200	\$134,000
	'17-Jul/Dec	\$14,925	\$26,680	\$45,250	\$67,400	\$89,550	\$140,000
<b>Compound Annual Gain last 15 years:</b>		10.15%	10.87%	9.71%	8.55%	8.03%	8.19%
<b>1967/69 280SL</b> (113 Body)	'02-Jul/Dec	\$5,000	\$ 6,100	\$16,273	\$24,914	\$33,554	\$55,000
Price New: \$6,897	'06-Jul/Dec	\$6,400	\$ 7,150	\$20,880	\$33,065	\$45,390	\$78,000
Prodctn: 15,120 (w/6,220 US)	'10-Jan/Jun	\$8,800	\$ 9,200	\$23,955	\$40,475	\$57,000	\$95,000
Subtrct \$2,500 if A/C fails	'13-Jan/Jun	\$10,100	\$12,600	\$24,500	\$48,000	\$71,500	*\$115,000
Add \$3,500 if 3.27:1 axle	'15-Jan/Feb	\$11,600	\$14,000	*\$29,100	*\$53,900	\$89,000	\$165,000
No original ZF 5-spds aftr mid '68	'16-Jan/Jun	\$13,800	\$17,800	\$37,750	\$64,375	\$100,000	\$185,000
*Asterisk retroactive change.	'17-Jul/Dec	\$16,000	\$27,100	\$46,110	\$88,340	\$130,570	\$194,000
<b>Compound Annual Gain last 15 years:</b>		8.06%	10.45%	7.19%	8.52%	9.48%	9.85%
<b>1970/71 280SL</b> (113 Body)	'02-Jul/Dec	\$5,500	\$ 6,500	\$17,680	\$25,710	\$36,000	\$57,000
Price New: \$7,884	'06-Jul/Dec	\$6,500	\$ 7,500	\$20,120	\$30,900	\$47,000	\$82,000
Prodctn: 8,765 (w/6,565 US)	'10-Jan/Jun	\$9,200	\$11,100	\$23,100	\$40,050	\$57,000	\$105,000
Subtrct \$2,500 if A/C fails	'13-Jan/Jun	\$10,600	\$12,750	\$26,000	\$51,500	\$77,000	\$125,000
No orgnl. ZF 5 spds aftr mid '68	'15-Jan/Feb	\$12,200	\$15,000	\$28,900	\$56,700	\$110,000	\$175,000
Less \$4,500 if only hrdtop	'16-Jan/Jun	\$14,400	\$18,800	\$38,000	\$70,000	\$135,000	\$200,000
Less \$4,500 if only softtop	'17-Jul/Dec	\$18,200	\$32,300	\$47,680	\$93,840	\$140,000	\$225,000
<b>Compound Annual Gain last 15 years:</b>		10.49%	11.28%	6.84%	9.01%	9.48%	9.59%

CONDITION#6	CONDITION#5	CONDITION#4	CONDITION#3	CONDITION#2	CONDITION#1
Seriously damaged or deteriorated, excluding fires. More practical for parting out. Rebuilding is unlikely.	Needs restoration. May or may not be running, but not wrecked, or stripped. Too good to part out.	Drivable, needing only minor work to be reliable but deteriorated or incorrectly rebuilt or modified.	Worn original with higher miles or repaint. Also good amateur restoration; mixture of NOS and older components.	Preserved examples with minor wear. No trace of accident repairs. Very well restored car w/ some annual street use, 92+ point car.	Preserved original or restored to max. standards. 98 plus point show car that is rarely driven.