



## *380SL.* *The legend of the Mercedes-Benz drop-head coupe lives.*

The sporting two-door coupe roadster has always occupied a special position in the Mercedes-Benz family.

No-one could ignore the contribution motor racing has made to the design and engineering integrity of our road cars—and in that development, the coupes were pre-eminent. No-one could forget the 300SL and 300SLR that won Le Mans and the last great open-road city-to-city race, the Italian Mille Miglia. That legend is continued with the 380SL.

The 380SL uses the 3.8 litre light-alloy V8 engine from the S-Class saloons and coupe, and includes all the ancillary characteristics, including the four-speed automatic transmission, with a rear axle ratio for maximum fuel consumption performance.

This transmission uses first gear for moving away, remains in second gear when idling such as at traffic lights, then automatically reverts to first gear for moving off again, and yet on kickdown will call in the lowest gear commensurate with maximum torque and acceleration potential. Thus maintaining the 380SL's essentially sporting character, yet giving the driver the biggest range of power availability as he wants it.

Tempomat cruise control is standard equipment, so for cruising on Australia's speed-limited highways the driver can set the speed and relax, because this magnificent car will maintain that speed up hill and down dale.

Running gear for the 380SL is similar to that of the S-Class cars, including the ABS braking system and a limited-slip differential. The suspension employs hydraulic telescopic shock absorbers, coil springs and anti-roll bar, tuned to

provide outstanding road holding. Despite decades of intensive experimentation, the engineers have still not been able to improve on the system that still today makes our cars outstanding in ride and handling.

The aerodynamic, wedge-shaped body-shell was developed in a wind-tunnel.

Low drag lowers fuel consumption.

To save weight the 380SL has a light-alloy bonnet. This combined with the light-alloy engine minimizes the total weight of the car.

The 380SL is sporty, but not typical of sports cars. It is not cramped, not uncomfortable, nor

spartan in its equipment. The sporting nature is not expressed by hard suspension, nor by noisy engines.

The seats and variable seating positions minimise fatigue, even on long journeys, and the seat springs are 'tuned' to the car's suspension, virtually eliminating the transmission of road vibrations to driver and passenger(s).

The heredity of the 380SL coupe-roadster stretches back to the 300SL and 190SL, the marvellous "pagoda roof" 230SL and the 280SL.

The SL experience promises sporty driving with saloon car comfort.

