

MERCEDES-BENZ SLR McLaren

86

Coupé, Roadster, 722, 722 S, Stirling Moss and McLaren Edition, 2003-2010 - a Formula One-inspired grand tourer, bought on tub, history and provenance

2,157

Total production 2003-2010 at the McLaren Technology Centre, Woking - ~1,400 coupés and ~670 roadsters including the two 150-car 722 runs, plus 75 Stirling Moss

626-650 PS

M155 5.4 supercharged V8 - M113-family robustness at supercar output; 722 Edition and Stirling Moss at 650 PS and 820 Nm

75

Stirling Moss speedsters - no roof, no windscreen, offered only to existing SLR owners; benchmark ~US\$3.5M and the family's crown

€300K-5M

The 2026 span, driver coupé to exceptional Moss - one of the clearest reappraisal stories in the modern collector market

01 EXECUTIVE SUMMARY

The SLR McLaren is the natural bridge between the AMG papers and the hypercar era - and it was not an AMG project in the modern sense: a joint Mercedes-Benz and McLaren programme, engineered and assembled in Woking, combining Formula One-derived carbon construction with Mercedes powertrain engineering. Mercedes supplied the supercharged M155 V8 (626 PS/780 Nm; 650 PS/820 Nm in 722 and Stirling Moss trim), drivetrain and electronics; McLaren built the carbon monocoque, body and final assembly at the Technology Centre - one of the first genuine carbon road cars from a major manufacturer, with carbon crash structures, a carbon driveshaft, dry-sump lubrication, side exhausts and an active air brake. The family runs 2,157 cars, 2003-2010: roughly 1,400 coupés and 670 roadsters (each count including its 150-car 722 run), 75 Stirling Moss speedsters offered only to existing owners - and the later MSO McLaren Edition conversion programme, believed to number only a few dozen. The central thesis: the SLR was conceived as a Formula One-inspired grand tourer rather than a conventional supercar - and its twenty-year reappraisal has finally priced it that way.

The governing principle is the Tub-and-Provenance Rule: buy the carbon tub, service history and provenance before mileage or specification. The M155 is among the most robust engines in this library; the five-speed automatic is durable; the ownership risk concentrates instead in the carbon structure (where documentation is everything), the SBC brake-by-wire system (better supported than feared, but budgeted), and the completeness of a service story that runs through two factories - because uniquely among these papers, the SLR still enjoys a structured support ecosystem spanning Mercedes-Benz Classic, the SLR service-centre network and McLaren Special Operations.

Key Finding

The production record is unusually clean - ~1,400 coupés, ~670 roadsters, 150 + 150 722s within those counts, 75 Stirling Moss, 2,157 total - with one deliberate exception: the McLaren Edition is an MSO post-production programme, not a factory model, believed at roughly 25 cars and stated as 'a few dozen', never as a precise total.

The support ecosystem is the quiet buying argument: Mercedes-Benz Classic, dedicated SLR service centres and MSO still carry parts remanufacture, factory documentation and carbon expertise - on the rarest derivatives this network is a major part of the ownership proposition, and a car outside it is priced accordingly.

The buyer's line the whole paper serves: buy the carbon tub, service history and provenance before mileage or specification - the engine is the easy part of this car.

02 FORMULA ONE MEETS GRAND TOURING

Built in Woking, powered from Affalterbach - and criticised into a bargain it no longer is.

The production story distinguishes the SLR from every AMG in this library: the carbon monocoque was laid up and the car finally assembled at the McLaren Technology Centre in Woking, with Mercedes supplying engine, drivetrain and electronics - a division of labour that shapes ownership today, because the service story runs through both houses and the strongest

cars carry documentation from each. In period the car confused its critics: too heavy and too automatic for a supercar, too extreme for a grand tourer - 1,750 kg of carbon-fibre construction, 333-350 km/h by version, a five-speed automatic and side exhausts. The market's three phases followed: depreciation through 2014 while critics focused on weight and gearbox; recognition through 2020 as the unique Mercedes-McLaren collaboration registered; and strong appreciation since, led by 722, 722 S and Stirling Moss, as collectors repriced analogue supercharged V8 supercars with documented provenance. The competition footnote belongs here too: twelve 722 GT customer racers and a ten-car Crown Edition commission exist outside the road-car counts - sidebars, never confused with the family's numbers.

SLR McLAREN FAMILY - SPECIFICATION AND PRODUCTION

SLR Coupé (2003-09)	M155 5.4 supercharged V8 · 626 PS (617 hp), 780 Nm · 5-speed automatic · 333 km/h · ~1,400 cars incl. 722 · ~€450K/US\$455K new
SLR Roadster (2007-09)	Same driveline, 334 km/h · folding soft top · ~670 cars incl. 722 S · ~€495K new
722 Edition (2006-07)	150 cars, factory-confirmed · 650 PS (641 hp), 820 Nm · revised suspension and aero, lighter wheels, 337 km/h · ~€475K new · named for the 1955 Mille Miglia start number
Roadster 722 S (2009)	150 cars, factory-confirmed · the 722 driveline in the open body - arguably the best-driving open SLR · ~€500K new
Stirling Moss (2009)	75 cars, offered only to existing SLR owners · no roof, no windscreen, unique speedster body · 650 PS, 350 km/h · ~€750K new
McLaren Edition (2011-13)	MSO post-production conversion - revised suspension, steering, wheels, aero and interior · believed ~25 cars, 'a few dozen'; no definitive published total

(Total production 2,157, 2003-2010 - the coupé and roadster counts include their 722 runs. The McLaren Edition is an MSO programme, not a factory model: its number is believed, never published, and this paper keeps it that way. The 12-car 722 GT racers and 10-car Crown Edition sit outside the road-car record.)

03 THE CARBON MONOCOQUE

The most important inspection chapter - strong tub, absolute documentation.

The tub is the car: monocoque, front and rear crash boxes, suspension pickups, roof structure, sills, bulkhead, firewall, seat mountings - all carbon, all inspected by a specialist who knows this structure, never by a body shop that knows Mercedes. The repair philosophy deserves its own paragraph because it decides purchases: the tub is extremely strong and repairs are possible - carbon structures can be correctly and durably repaired - but acceptability rests entirely on documentation: accident history declared, repair invoices, specialist carbon reports, NDT evidence where indicated, and the repairing facility's competence on record. A documented, engineered tub repair is a price conversation; an undocumented one is a walk-away, whatever the paint gauge says. The large carbon panels follow the same logic at lower stakes: bonnet, doors, front wings, rear quarters, splitter, diffuser and the air-brake lid are expensive to replace and read with a paint-depth survey - and the air brake itself is the family's signature moving part: deployment through its full range (10-30 degrees plus emergency), hydraulics, hinges, alignment, sensors and warnings, with failure uncommon and repair specialist. Roadsters add

the roof file - hydraulics, seals, drains, rear window, repeated demonstration - and a second look at sill and aperture condition, because open cars live harder lives.

04 THE M155 AND THE DRIVELINE

The easy part of the car - M113-family robustness at supercar output.

The M155 belongs to the M113 family and enjoys one of the strongest reputations of any AMG-derived engine: 5.4 litres, screw-type supercharger, dry sump, 626 PS and 780 Nm (650 PS/820 Nm in 722 and Moss trim) - and major failures are uncommon when properly maintained, which makes this the shortest engine chapter in the Mercedes section. The inspection list is service-led: supercharger bearings heard, intercooler pump function (the M113K family's known consumable), oil leaks mapped, coolant condition, crank pulley, accessory belt, engine mounts, exhaust manifolds and heat shields, catalysts - compression testing only where symptoms justify it. The five-speed automatic is equally honest: very robust, durable in a way many period Ferraris were not - cold and hot shifts, fluid history, converter behaviour, cooling and leaks complete the file. Cooling overall determines long-term reliability: intercooler pumps, radiators, heat exchangers, pipes and auxiliary fans inspected with the same seriousness the carbon gets, because heat is the only thing that ages this driveline prematurely. Electronics are period Mercedes: battery discipline first (low voltage invents faults), then COMAND, air-brake electronics, windows, locking, lighting and the fault memory read before and after the drive. Wheels crack-checked and original; tyres by date, not tread - many cars still wear very old Michelin sets, and the first budget line of almost every SLR purchase is a fresh set.

05 SBC AND THE SUPPORT ECOSYSTEM

The feared system that was supported after all - and the network that carries the car.

Sensotronic Brake Control is probably the biggest mechanical ownership chapter - and the paper reports it calmly. The SLR's brake-by-wire system differs significantly from the ordinary Mercedes SBC installations that earned the technology its mixed reputation, and Mercedes has supported the SLR's system considerably better than many feared: current service history matters more than the presence of SBC itself. The inspection stands regardless: pump, accumulator, hydraulic pressure, warning lights, pedal feel, diagnostic values - and a replacement budget held, because the components are real money when they age. The discs are fibre-reinforced ceramic, fade-resistant to extreme temperatures: measured, inspected at the edges, paired with correct pads. What carries all of this is the support ecosystem, and it is a genuine buying argument unique in this library: Mercedes-Benz Classic on one side, the factory-backed SLR service-centre network established specifically for these cars, McLaren Special Operations' expertise on the other, continued parts remanufacture for key systems, and factory documentation from both houses. For the rarest derivatives this network is a major part of the ownership proposition - a Stirling Moss or 722 with an unbroken service-centre file is a different asset from the same car maintained ad hoc, and the market has learned to price the difference.

06 COUPÉ, ROADSTER AND THE 722s

The accessible entries and the transformation - where the collector market divides.

The Coupé is the value entry and the definitive shape: butterfly doors, side pipes, the full Woking construction at the most accessible price - bought on tub, SBC history and completeness, with mileage a distant consideration. The Roadster adds the folding roof and its file, trades a little structural purity, and delivers the M155 soundtrack open - the family's touring pleasure, typically priced between coupé and 722. The 722 Edition is historically the most important derivative before the Moss: 650 PS, revised suspension and aero, lighter wheels, more aggressive calibration - named for Moss and Jenkinson's 1955 Mille Miglia start time, and the car that answered the SLR's chassis critics in period. Collector demand is substantially higher and the market prices it as the family's driving flagship. The 722 S puts that driveline in the open body across 150 cars - arguably the best-driving open SLR, and the recent US\$885,000 result shows where the market has taken it. Across all four, the buying logic never changes: the specification premium is real, and it is paid only after the tub, SBC and service story have cleared - a 722 with an undocumented repair is worth less than a standard coupé with a perfect file.

07 STIRLING MOSS AND THE McLAREN EDITION

The crown and the curiosity - one bought as a monument, one verified as a programme.

The Stirling Moss is one of Mercedes' greatest collector cars: 75 speedsters with no roof and no windscreen, a unique body over the 650 PS driveline, 350 km/h, offered only to existing SLR owners - a closed circle by design. Its ownership is highly specialist and not really comparable with the ordinary SLR: open-cockpit exposure, unique panels, event-grade logistics - closer to this library's speedster papers than to its GT chapters, and its €3-5 million market (benchmark ~US\$3.5M) prices exactly that singularity. Provenance is nearly the whole asset: owner chain, factory correspondence, the offer documentation itself. The McLaren Edition is the heritage sidebar and a verification exercise: MSO's post-production programme - revised suspension, steering calibration, lightweight wheels, improved aero, interior revisions - believed at roughly 25 cars. Collector opinion divides on it: purists prefer factory originality, drivers often prefer the Edition because it addresses the original chassis criticisms. The paper's rule for it: authenticity is documentary - MSO invoices, build-record correspondence, the donor car's history and the conversion's completeness - because an aftermarket imitation wearing Edition parts is a modified SLR, not a McLaren Edition, and no consistent market exists to forgive the difference.

THE SHARED-FACTORY FILE - TWO HOUSES, ONE CAR

The strongest SLRs carry documentation from both sides: Mercedes data card and Classic records beside McLaren build documentation and, where applicable, MSO correspondence. Verify both chains - engine and electronics history through Mercedes channels, tub, body and conversion history through Woking.

The service-centre network remains the ownership advantage: dedicated SLR centres, parts remanufacture, factory documentation. A car with an unbroken network file commands the premium; a car maintained outside it is bought with a recommissioning budget and priced for the difference.

08 THE MARKET REAPPRAISED

Twenty years from criticised to collected - the family's bands, evidence-anchored.

SLR McLaren - INDICATIVE FRAMEWORKS, MID-2026

SLR Coupé	Working range €300-450K · exceptional cars €450-600K (US asks \$253-400K for 2005-06 cars, \$453K sale for a 2008) - the value entry, priced by file
SLR Roadster	€350-550K - the touring middle; roof file and sill condition do the sorting
722 Edition (150)	€700K-1.0M - the driving flagship and long-term collector lead outside the Moss
Roadster 722 S (150)	€800K-1.2M (US\$885K public result) - arguably the best open SLR, priced accordingly
Stirling Moss (75)	€3-5M generally, exceptional provenance above (benchmark ~US\$3.52M) - a monument market, thin and provenance-led
McLaren Edition (~25)	No consistent market - valued by donor car, MSO documentation, conversion originality and collector preference; verified or priced as a modified SLR

(Working bands, not indices - 2009-model asks already run to US\$930K and the family's reappraisal is still compounding. The premium order is stable: Moss, 722 S, 722, Roadster, Coupé - but within every band the tub, SBC history and network file outrank the badge.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Servicing	Annual €2,500-5,000 · major €5,000-10,000 - ideally within the SLR service-centre network; invoices are provenance
Supercharger and cooling	Supercharger service €3,000-8,000 · intercooler pumps €2,000-5,000 - the M155's known consumables
Driveline	Gearbox service €2,000-4,000 - the robust five-speed asks little beyond fluids and honesty
SBC	System work €5,000-15,000 - supported better than feared, budgeted nonetheless; current service history outranks fear
Chassis	Suspension refresh €8,000-20,000 · tyres €2,500-4,000 by date, not tread - the first budget line on most purchases
Carbon	Repair €10,000-75,000+ by structure and documentation - the tub decides whether it is a repair or a walk-away

(Planning allowances, not tariffs. Five-year reserves: collector use €20,000-40,000 · road use €30,000-60,000 · deferred-maintenance purchase €60,000-150,000+ - the M155 is the cheap part; carbon events and SBC renewals set the amplitude.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	M113-family robustness at supercar output, a durable automatic - the files are supercharger consumables, SBC discipline and heat, not engine design
Maintenance costs	□□□□	Civilised annually within the network - carbon repair and SBC renewals carry the amplitude, and old tyres are the universal first invoice
Parts availability	□□□□	The library's best-supported rarity: Classic, SLR centres and MSO with parts remanufacture - Moss and Edition panels remain bespoke economics
Investment potential	□□□□	A completed reappraisal still compounding - 722s and Moss lead, the coupé follows; provenance and the network file do the pricing

MARQUE BUYING SCORE - MERCEDES-BENZ SLR McLaren

Category	Collector example (722 Edition)	Driver example (Coupé)	Stored car, no network file
Reliability	8 / 10	8 / 10	5.5 / 10
Driving experience	9 / 10	8.5 / 10	8.5 / 10
Ownership cost	4 / 10	4.5 / 10	2.5 / 10
Parts availability	5 / 10	5.5 / 10	4 / 10
Long-term collectability	9.5 / 10	7.5 / 10	5 / 10
Investment potential	9 / 10	7 / 10	4 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the family's highest-risk purchase - the long-stored car with no recommissioning records, aged tyres, an unexercised air brake and an SBC system of unknown state.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Mercedes-Benz and McLaren documentation (joint programme 2003-2010, assembly at the McLaren Technology Centre, Woking - Mercedes supplying engine, drivetrain and electronics, McLaren the carbon monocoque, body and final assembly; total production 2,157: ~1,400 coupés and ~670 roadsters including the factory-confirmed 150-car 722 Edition and 150-car 722 S runs; 75 Stirling Moss offered only to existing owners; 12 722 GT racers and 10 Crown Edition cars outside the road-car record; M155 5.4 supercharged V8 at 626 PS/780 Nm, 722 and Moss at 650 PS/820 Nm; 333-350 km/h by version; SBC brake-by-wire with fibre-reinforced ceramic discs; active air brake; launch prices ~€450K coupé/US\$455K, ~€495K Roadster, ~€475K 722, ~€500K 722 S, ~€750K Moss), the MSO McLaren Edition programme (2011-13, believed ~25 conversions - stated as 'a few dozen', no published total), the support ecosystem (Mercedes-Benz Classic, dedicated SLR service centres, McLaren Special Operations, parts remanufacture), and public market data mid-2026 (CLASSIC.COM, 407 tracked listings): coupé asks US\$253-400K (2005-06) rising to US\$650-930K for 2009 cars, a US\$453K sale (2008), US\$885K for a 722 S Roadster, Stirling Moss benchmark ~US\$3,519,552. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THE BUYING PROTOCOL

Two factories' paperwork, one tub, one budget line for tyres - in that order.

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Level One - documents. VIN, original invoice, McLaren build documentation, Mercedes data card, complete service history through the network, accident history, carbon repair records, SBC service history, air-brake records, keys, books, factory luggage where supplied - and for the special cars: 722 verification, Moss owner-offer provenance, MSO conversion correspondence on a McLaren Edition. Level Two - the specialist PPI. Carbon tub and crash structures by an SLR-literate specialist with paint-depth survey; suspension pickups; cold start with supercharger and pump audit; oil-leak map; cooling assessment; diagnostic scan with SBC hydraulic pressure and accumulator status; air-brake deployment through its range; five-speed cold and hot; dampers, bushes, steering, alignment; wheels crack-checked; tyre dates read as the first budget line; Roadster roof cycled repeatedly with drains and ingress checked; electronics and fault memory before and after the drive. Level Three - the judgment. The Tub-and-Provenance Rule settles it: a documented tub, a current SBC file and an unbroken network history buy the specification premium; anything less buys a negotiation - and an undocumented monocoque repair buys a walk-away at any badge.

WALK AWAY - THE NON-NEGOTIABLES

Undocumented carbon monocoque repair · structural accident damage · persistent SBC faults without diagnosis · inoperative air brake · significant supercharger or intercooler issues · incomplete McLaren or Mercedes service history · a McLaren Edition without MSO documentation · long-term storage with no recommissioning records. The family's most expensive assumption: that a robust engine means a simple car - the M155 is the easy part, and everything carbon, hydraulic and documentary around it is the purchase.

10 SYNTHESIS

The Tub-and-Provenance Rule closes the bridge paper the way the car deserves: carbon tub, service history and provenance before mileage or specification - because the SLR inverts the usual supercar risk profile. Its engine is among the most robust in this library and its gearbox among the most durable; its risks are structural, hydraulic and documentary. Twenty years repriced it from misunderstood GT to collected monument: the Moss at the summit, the 722 and 722 S as the driving flagships, the coupé as the accessible entry into genuine Formula One-derived construction - and the McLaren Edition as the verified curiosity. What no other paper in the Mercedes section can offer is the network: two factories' documentation, dedicated service centres, parts remanufacture - the quiet argument that makes a well-filed SLR one of the most rational irrational purchases in this library. Buy the tub, buy the file, buy the provenance - the rest is specification, and specification is only ever third.

WHO SHOULD BUY THIS CAR

The monument collector: a Stirling Moss with complete owner-offer provenance and network history - one of Mercedes' greatest collector cars, bought as the singular object it is.

The collector-driver: a 722 Edition with unbroken service-centre file - the family's long-term lead outside the Moss, and its sharpest drive.

The open-car buyer: a 722 S for the driving case, or a standard Roadster with a clean roof and sill file for the touring one.

The value entrant: a documented coupé - Formula One construction, M113-family dependability and the reappraisal still compounding beneath it.

The informed contrarian: a factory-authorised, fully documented McLaren Edition - the driver's SLR, bought on MSO paper or not at all.

Not: the storage-find speculator - a decade-parked SLR with no recommissioning records, original tyres and an unexercised SBC system is the family's defining trap.

BOTTOM LINE

One joint programme, 2,157 cars, 2003-2010: Woking carbon, Affalterbach supercharging, two 150-car 722 runs, 75 windscreen-less monuments and a few dozen MSO conversions. The engine is the easy part; the tub, SBC and two-factory file are the purchase. €300K to €5M across a completed reappraisal that keeps compounding. Buy the carbon tub, the service history and the provenance before mileage or specification - always in that order.

ONE-SENTENCE VERDICT

A Formula One-inspired grand tourer with the library's easiest engine and most documentary purchase - buy the tub, the file and the provenance, and let specification argue over what remains.

SOURCES

Mercedes-Benz and McLaren documentation: SLR McLaren as a joint programme, 2003-2010, assembled at the McLaren Technology Centre, Woking - Mercedes supplying the M155 supercharged V8, drivetrain and electronics; McLaren building carbon monocoque, body and final assembly. Production: 2,157 total - approximately 1,400 coupés and 670 roadsters (each including its 722 run), 722 Edition 150 (factory-confirmed), Roadster 722 S 150 (factory-confirmed), Stirling Moss 75 (offered only to existing SLR owners); competition and commission sidebars: 12 722 GT, 10 Crown Edition. Specification: M155 5.4-litre supercharged V8 - 626 PS (617 hp)/780 Nm standard, 650 PS (641 hp)/820 Nm in 722 and Stirling Moss; five-speed automatic; carbon monocoque with carbon crash structures and driveshaft; dry sump; side exhausts; active air brake (10-30 degrees plus emergency function); SBC brake-by-wire with fibre-reinforced ceramic discs; 333 km/h coupé, 334 Roadster, 337 722, 350 Stirling Moss; ~1,750 kg. Launch pricing: ~€450,000/US\$455,000 coupé, ~€495,000 Roadster, ~€475,000 722, ~€500,000 722 S, ~€750,000 Stirling Moss. McLaren Edition: MSO post-production programme 2011-2013 - revised suspension, steering calibration, lightweight wheels, aerodynamics and interior; believed ~25 conversions, no published total. Support ecosystem: Mercedes-Benz Classic, dedicated SLR service centres, McLaren Special Operations, continued parts remanufacture and factory documentation. Public market data, mid-2026 (CLASSIC.COM, 407 tracked listings): coupé asks US\$253,000-400,000 (2005-06) to US\$650,000-930,000 (2009); US\$453,000 sale (2008 car); US\$885,000 sale (2009 722 S Roadster); Stirling Moss benchmark ~US\$3,519,552. Companion documents: Buyer's Checklist No. 104 and Model File 104. Values are indicative frameworks, not valuations; nothing here is investment advice.