Classic Data

Bewertung

Björn Linkowitz

Sachverständiger für klassische und historische Fahrzeuge

Classic-Data Bewertungspartner

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Sachverständige
für klassische Fahrzeuge

Classic Data

VEHICLEVALUATION

Ordernumber 25K-0873-OLD-52



SACHVERSTÄNDIGENBÜRO

FÜR KRAFTFAHRZEUGSCHÄDEN UND -BEWERTUNG

Björn Linkowitz

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BJÖRN LINKOWITZ MOTOR VEHICLE EXPERT OFFICE

- Björn Linkowitz, expert for motor vehicle damage and valuations
- Expert in engine damage, among other things
- Expert for traffic measurement technology
- Expert for classic vehicles
- Member of the BVSK, ATR certified

15366 Hoppegarten Zimmermannsgasse 3

[redacted]

Hoppegarten, 10 February 2026

Vehicle valuation

No.: 25K-0873-OLD-52

1. Order

We received an order from [redacted] to evaluate the vehicle described in more detail under 4.

The market value and replacement value of this vehicle as of the date of inspection are to be determined.

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Overview of points 7 and 8 in the text section

Overall condition rating	1
Market value	179,000 €
Replacement value	219,000 €

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4. Vehicle data

Vehicle make	Mercedes
Vehicle type	280 SL
Body	Convertible
Chassis number	11304412017994
First registration	14 May 1970
Number of previous owners	Unknown
Year	1970
Engine	6 cylinders (in-line)
Engine type	Petrol engine
Engine capacity	2778 cc
Power	125 kW
Transmission	Automatic transmission
Colour	Light blue Uni
Odometer	522 km (read)
Tyre manufacturer	Maxxis MA-1
Front tyre size	205/75 R14 DOT 0524
Rear tyre size	205/75 R14 DOT 0524
Unladen weight	1360 kg
Permissible total weight	1750 kg
Registration	None

The data was taken from the vehicle documents provided (Mercedes-Benz data card) or read from the vehicle.

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Type plate



Type plate

Model variants: The W113 was offered in various model variants:

230SL (1963-1967): This was the first in the series and was powered by a 2.3-litre six-cylinder engine.

- 250SL (1967): This model was introduced for a short time and had a 2.5-litre six-cylinder engine.
- 280SL (1967-1971): The 280SL was the most powerful model in the series and was powered by a 2.8-litre six-cylinder engine. This engine was particularly sought after and is today still highly valued.

2. Design: The W113 was characterised by its elegant and timeless design. It was designed by Paul Bracq and was influenced by the Bauhaus concept, resulting in clean lines and a minimalist yet appealing aesthetic. The standout feature was the removable hardtop, which characteristic "pagoda" shape .

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3. Technical features: The Pagoda was the first SL to feature extensive safety measures. Based on the floor assembly of the W 111 tailfin with a 30 cm shorter wheelbase, the SL also has a rigid passenger cell and crumple zones, easily deformable front and rear sections. As in the saloon, the interior is rounded off, with no hard corners or edges. As in the predecessor model, seat belts were available as an optional extra. The steering gear was moved from the crash-prone area of the front end to the front wall, and the steering column is bent and has

5. Equipment

This list is not exhaustive.

Interior

- Genuine leather interior
- Front headrests
- Front seat belts
- Ivory-coloured Bakelite steering wheel
- Clock
- Sun visors on left and right
- Oil pressure gauge
- Oil temperature gauge
- Water temperature gauge
- Fuel gauge
- Rev counter up to 7000 rpm
- Speedometer up to 220 km/h
- Coloured glazing
- On-board tools
- Becker Europa - retro radio
- etc.

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Exterior

- Left exterior mirror
- Hardtop
- Steel rims: with hubcaps
- Spare wheel on steel rim
- etc.

6. Condition assessment

All positions that require special attention are described.

Body

Body number: 113.044-12-017994

The vehicle has a 2-door convertible body in mixed construction.

The bonnet and doors are made of aluminium, while the rest of the body is made of sheet steel.

The body manufacturer is Mercedes-Benz.

The body has been completely refurbished, sandblasted, treated with corrosion protection, many new parts installed, etc.

The front and rear fenders, as well as the rear panel and front grille, are new.

The bonnet, tailgate and doors – made of aluminium – have been repaired.

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The bodywork is smooth with no dents or bumps.





The doors and bonnets open and close perfectly.

The gap dimensions of the doors and bonnets are uniform.





No corrosion visible on the bodywork.

The bodywork is equipped with cavity protection.

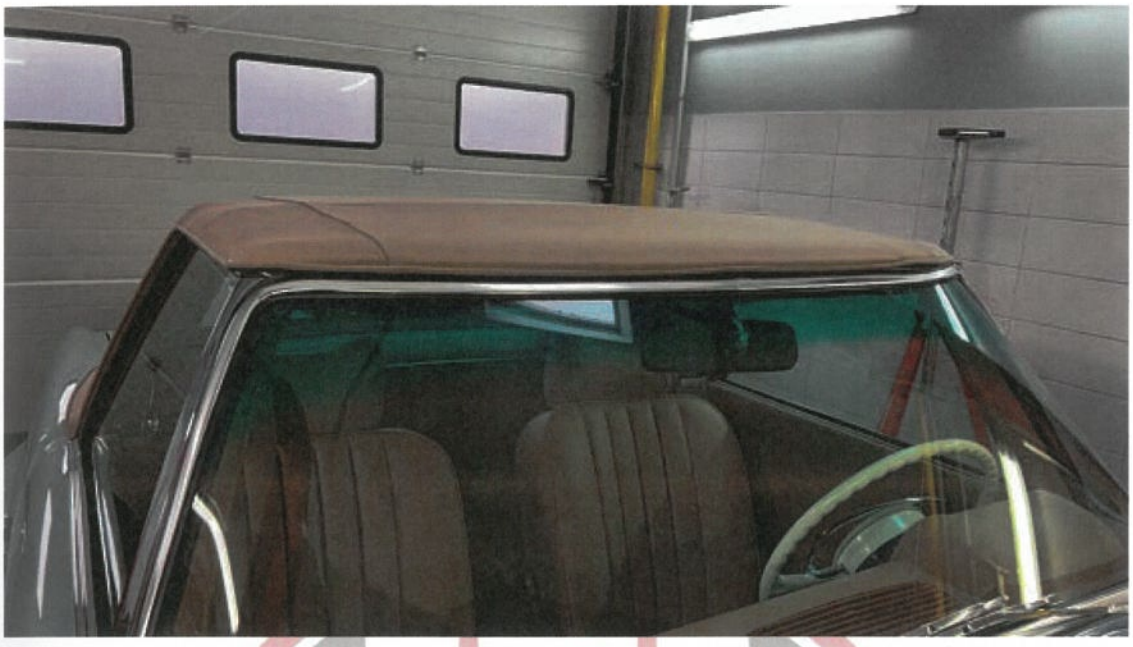
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Convertible top

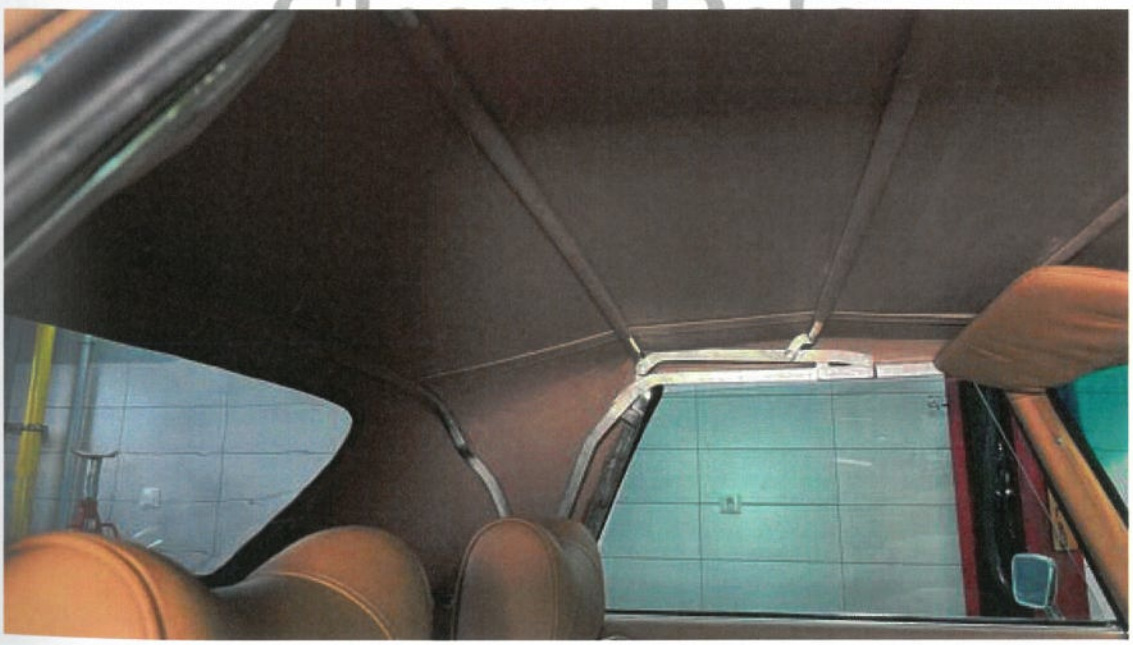
The vehicle has a mechanical convertible top.



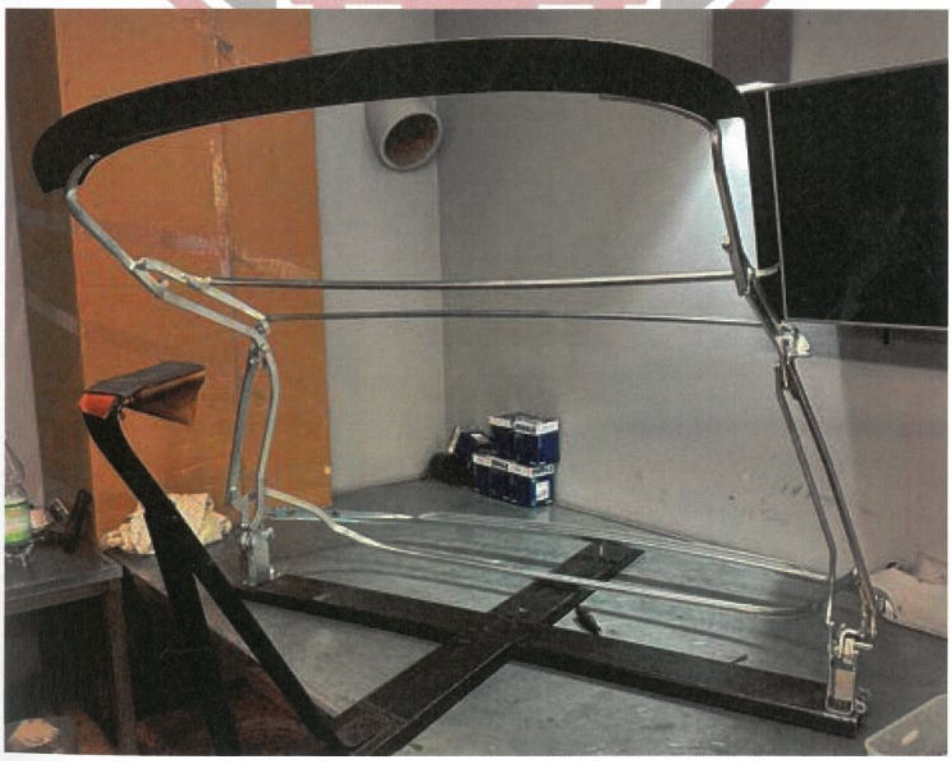
The opening and closing of the soft top works perfectly.

When closed, the soft top fits evenly against the window frame.

The soft top cover is in mint condition.







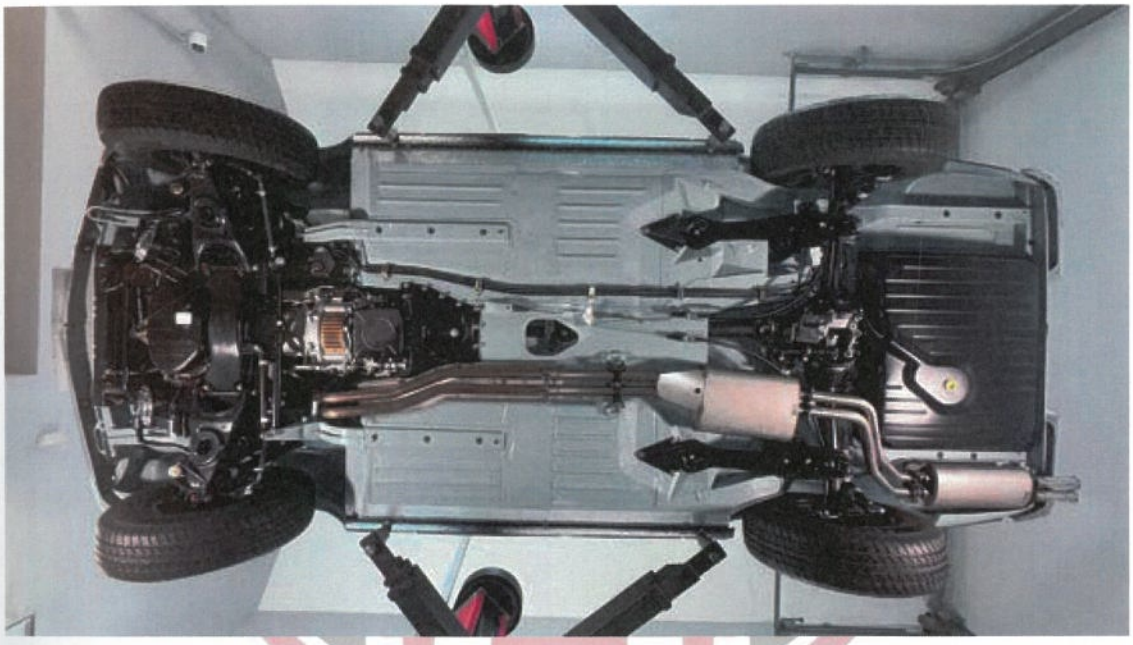
The underbody and underbody panels were replaced.

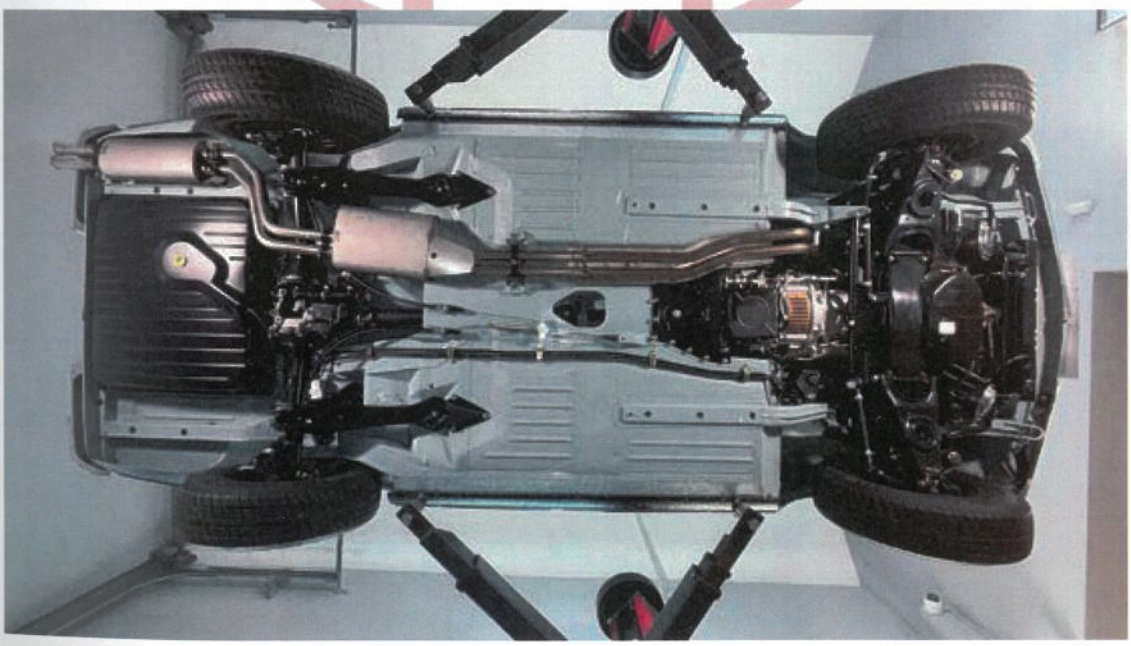




Miscellaneous Frame / underbody

View of the underbody








JAGUAR

Paint layers

Component	Material	from	to
Front mask	Steel	1070 µm	1145 µm
Front cover	Aluminium	731 µm	1241 µm
Front right mudguard	Steel	370 µm	676 µm
Right door	Aluminium	849 µm	1052 µm
Rear right side panel	Steel	410 µm	639 µm
Rear cover	Aluminium	736 µm	2657 µm
Rear end plate	Steel	472 µm	527 µm
Rear left side panel	Steel	449 µm	575 µm
Left door		957 µm	1452 µm
Front left fender	Steel	446 µm	1006 µm

Passenger compartment

The passenger compartment is in mint condition; the entire interior has been refurbished.

The seats have been reupholstered in leather, the trim parts have been re-leathered, and a new set of carpets in date-coloured two-tone loop pile has been fitted. The burl wood has been refurbished.

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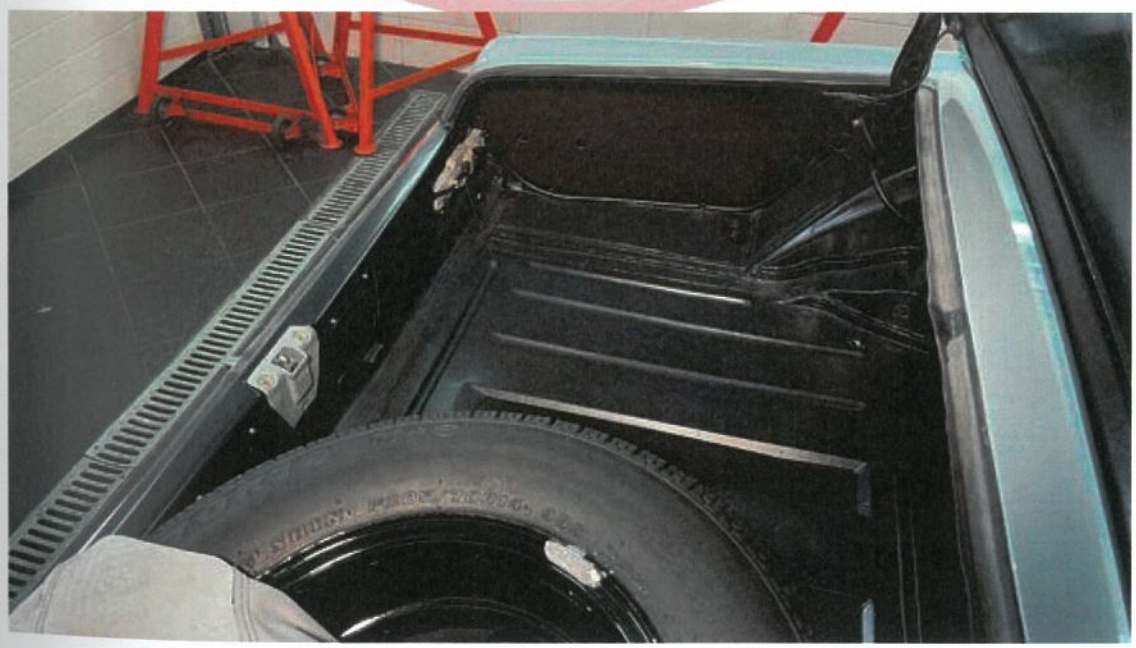




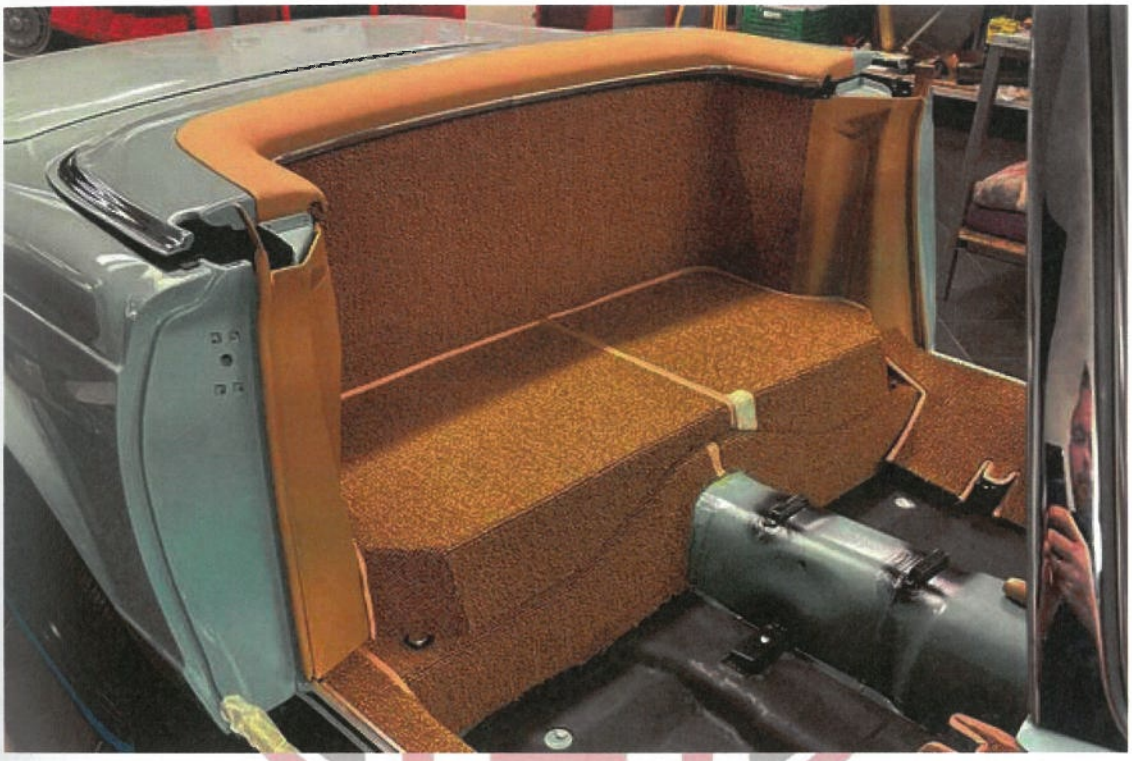
Boot

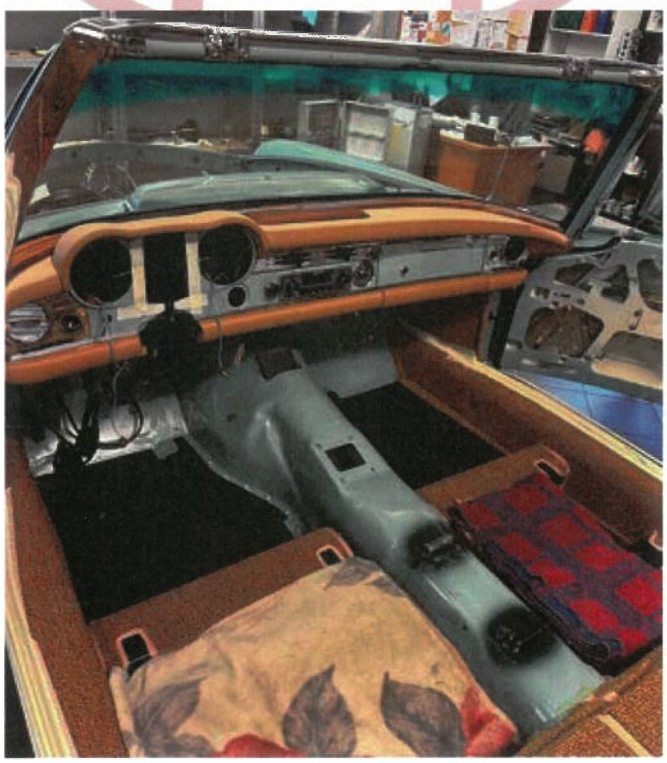
The boot is in mint condition, with a new rubber mat, side panels and spare wheel cover.





Other Passenger compartment / boot






280 SE/A
DAIMLER-BENZ A.G.
STUTTGART
TYP
* M 130 *
Motor Nr.
Engine No.





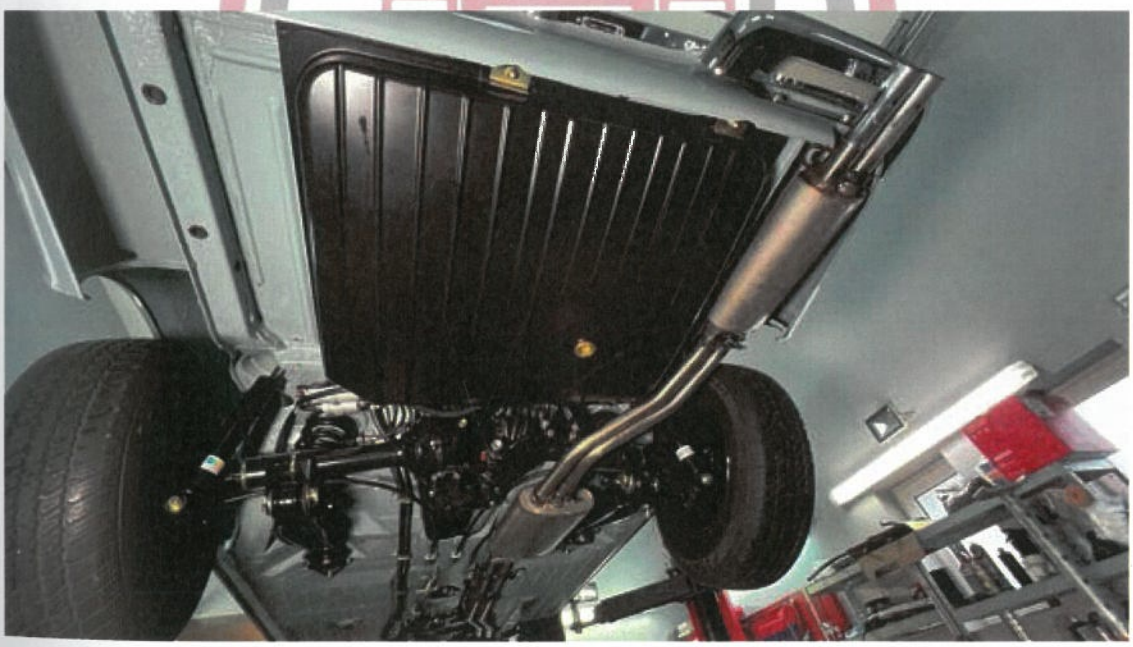
The engine shows good cold start behaviour and, after a short warm-up phase, runs smoothly.

No oil leaks or oil loss are apparent.

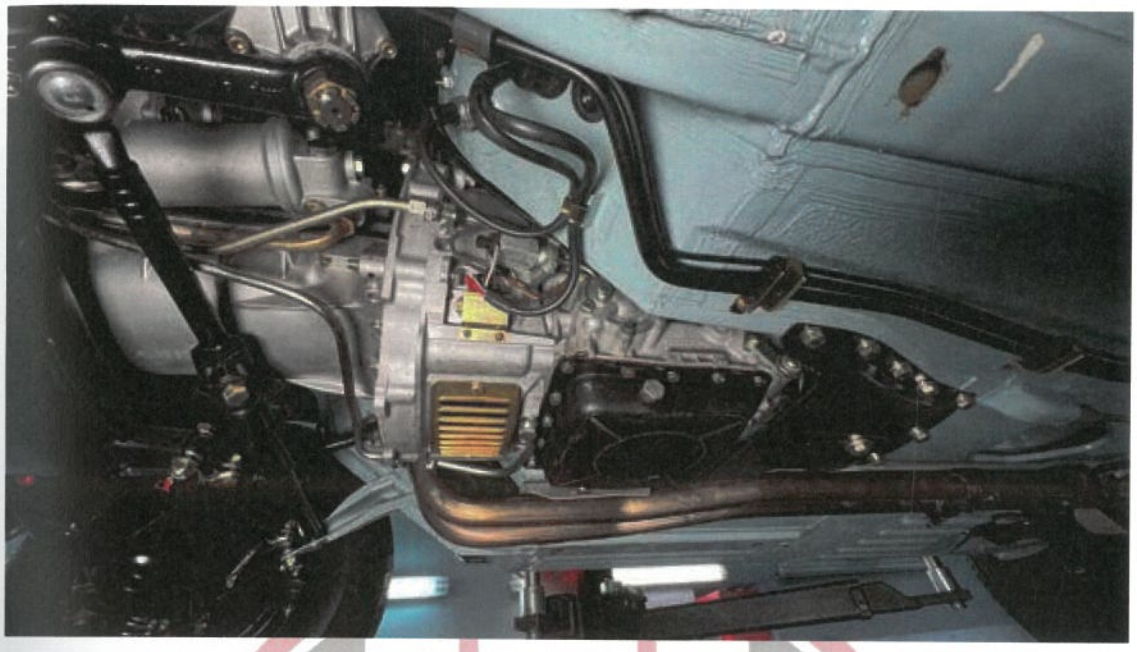


The engine is demonstrably up to date with maintenance.

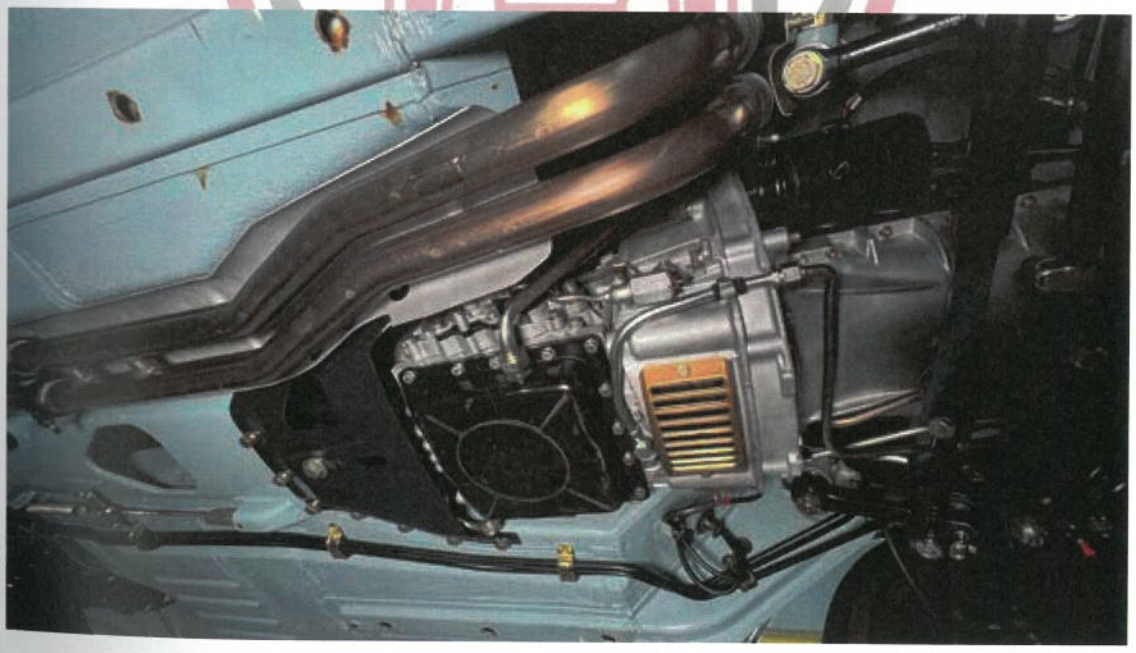




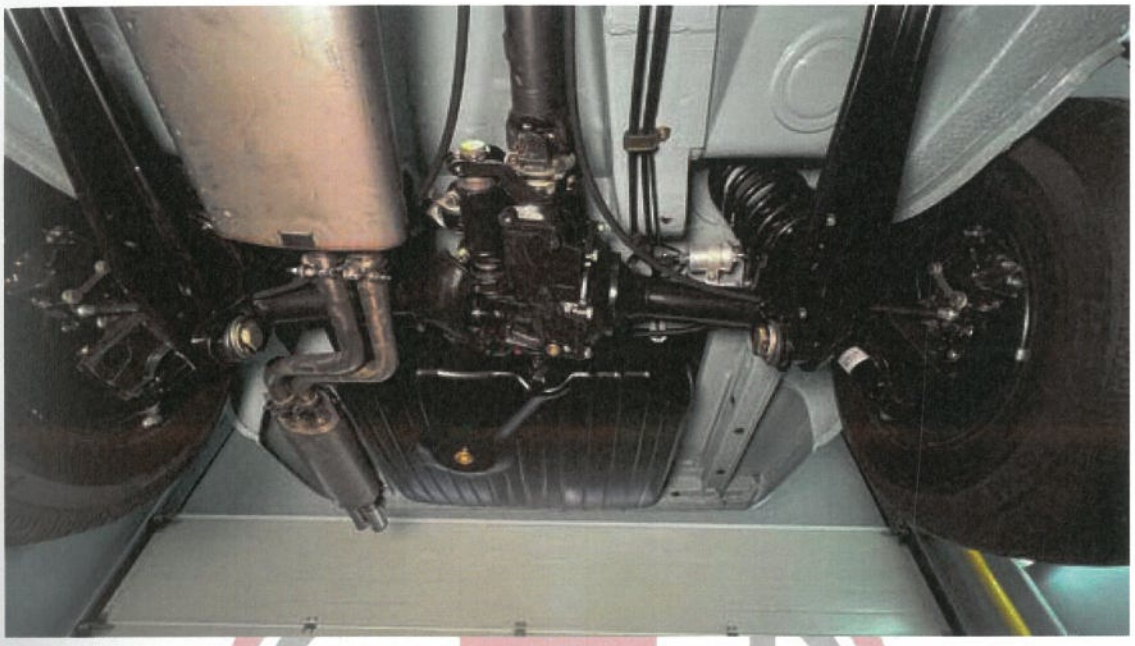
A stainless steel exhaust system is fitted.



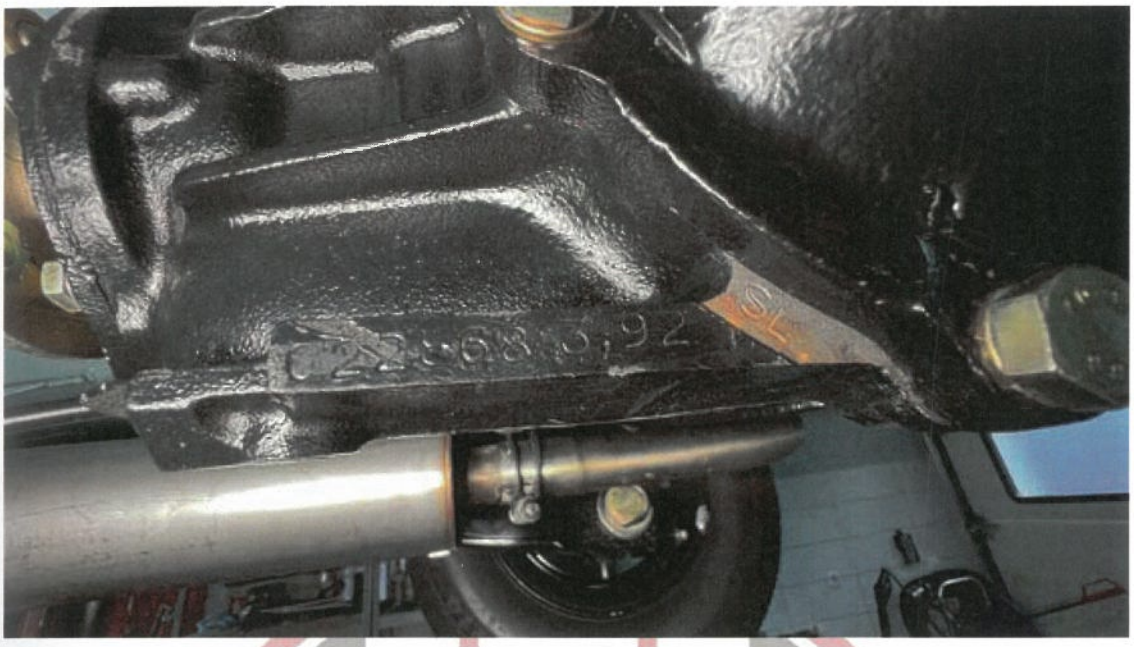
No oil leaks or oil loss are apparent.

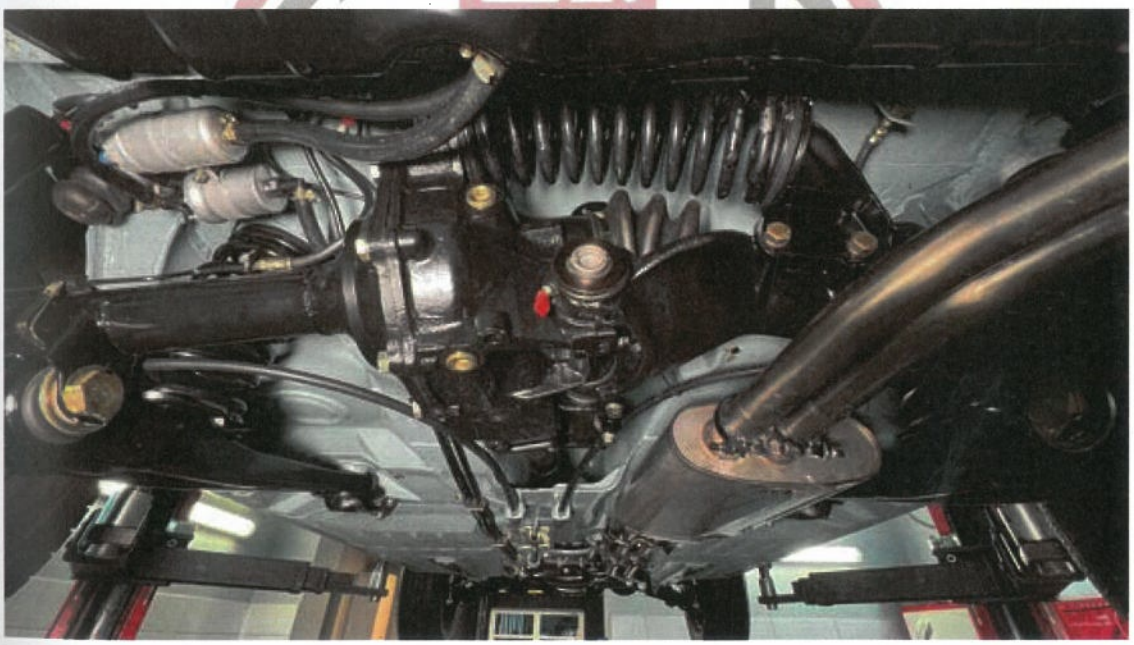


All gears can be shifted smoothly when stationary.







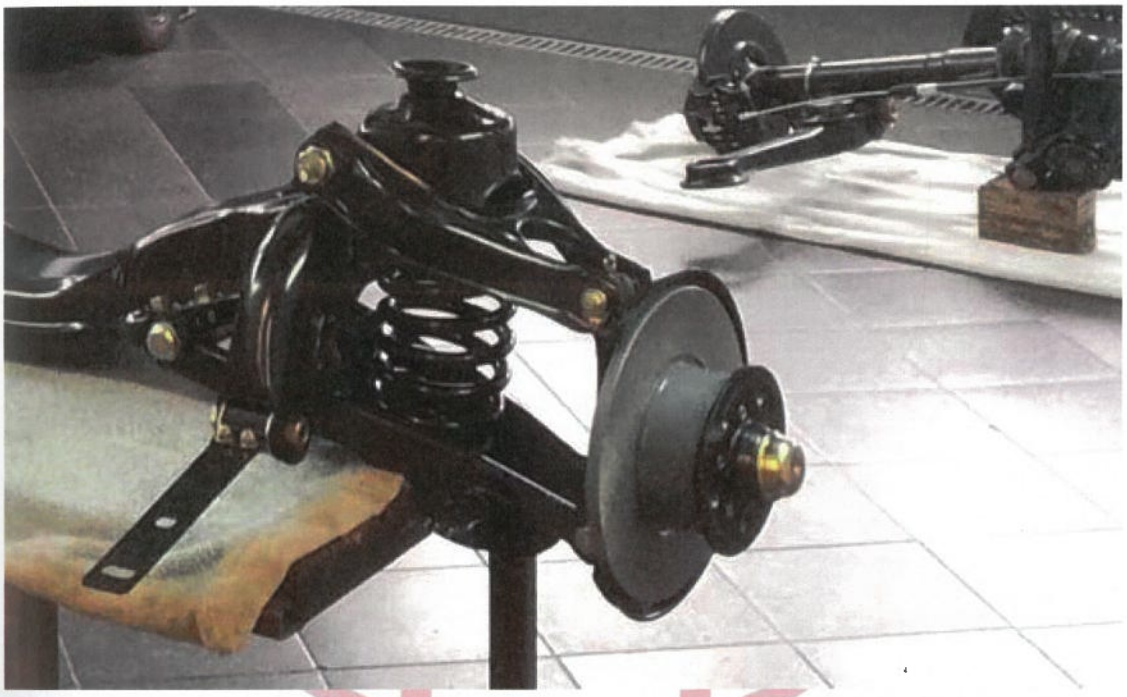


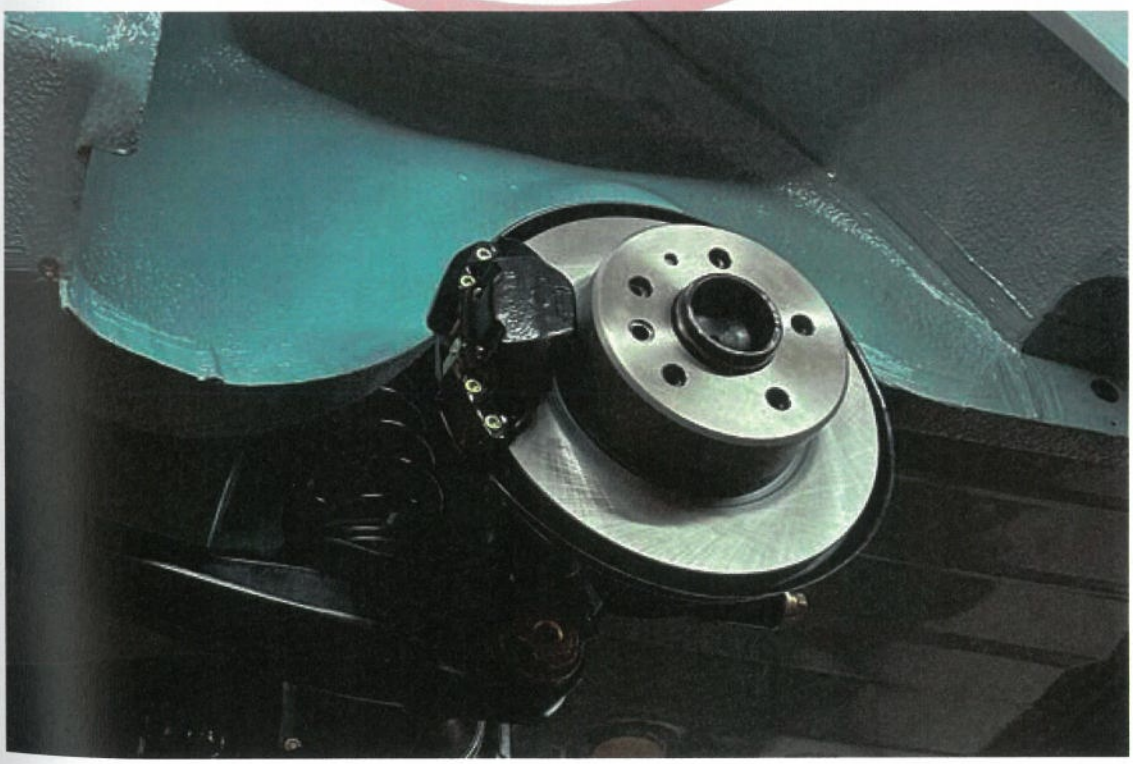
Steering

The vehicle has recirculating ball steering.

Braking system

The vehicle has disc brakes at the front and rear.



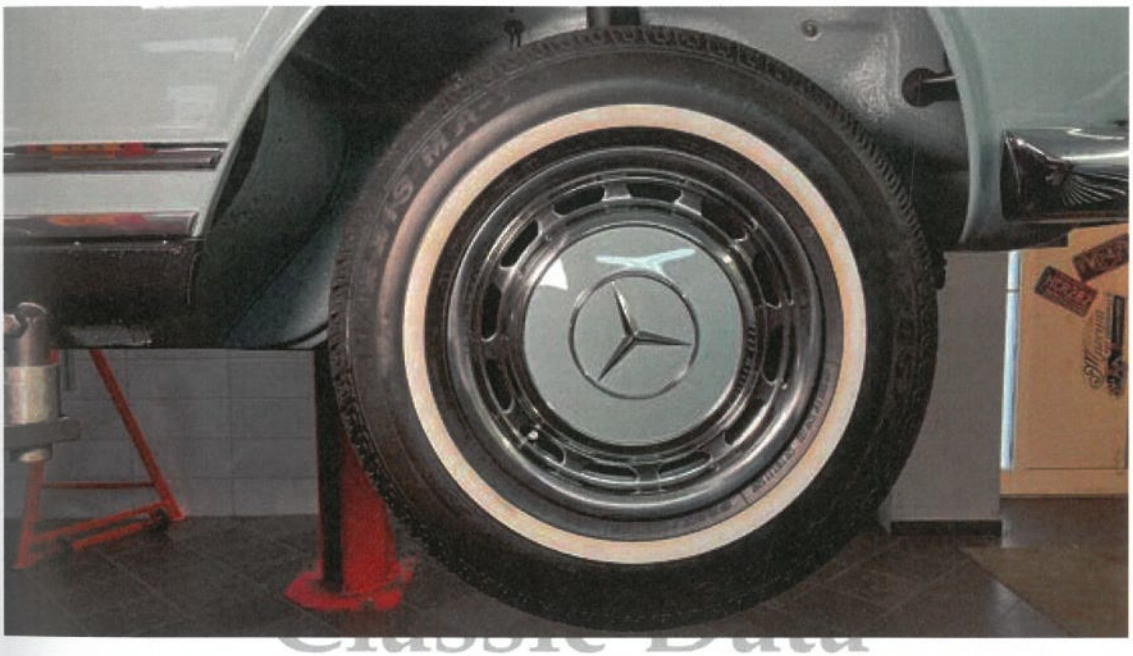


Wheels

Rim type: Steel rims Rim

size: 6Jx14 inches

The rims are painted black with painted chrome hubcaps.



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Tyre tread:

- Front: 9 mm
- Front: 9 mm
- rear: 9 mm
- rear: 9 mm
- Spare tyre: 9 mm





The glazing is new, with the [redacted]









The lighting system is fully functional.



The cable harnesses installed in the vehicle were newly manufactured.

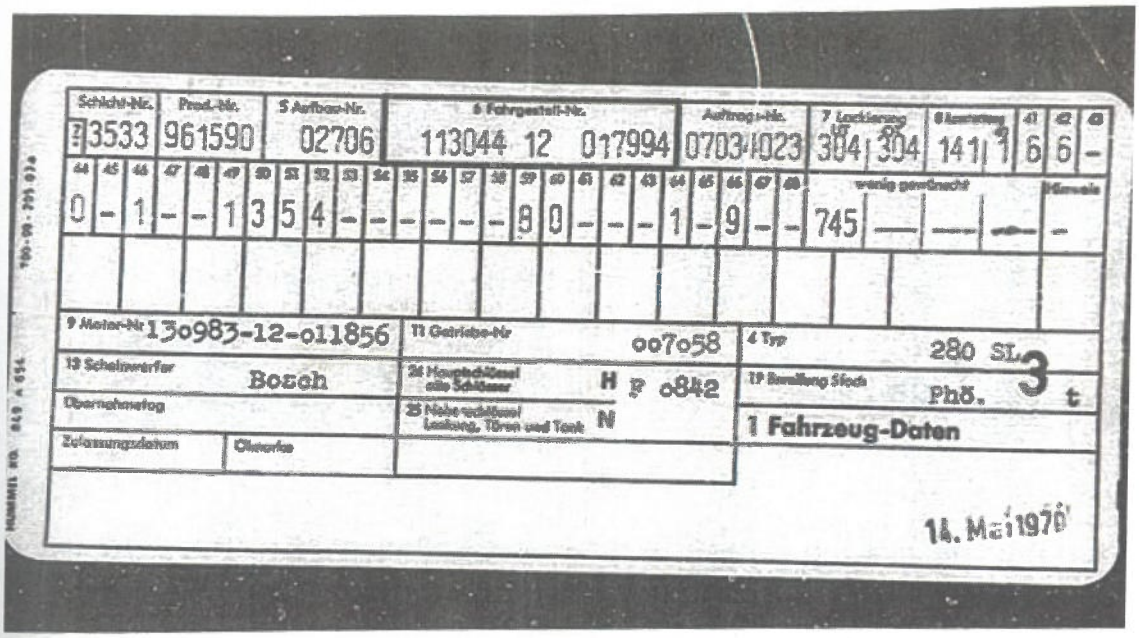


Other

Various vehicle keys were presented at the time of inspection.

The following additional documents are available:

Mercedes-Benz data card



Extensive restoration documents were available.

The overall condition and the documents reviewed underscore this statement.

8. Valuation

Taking into account all known factors influencing value, the technical and visual condition, the equipment, the market situation, the popularity and the historical significance of this model in the automotive industry, the following market value is determined

market value

[redacted]

Taking into account all known factors affecting value, the technical and visual condition, the equipment, the market situation, the popularity and the historical significance of this model in automotive history, the following replacement value is determined

replacement value

[redacted]

(!) The restoration costs documented in the valuation report were also taken into account as an additional value-enhancing factor.

The values stated are based on the undersigned's own research and take into account market observations by Classic Data GmbH & Co. KG.

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Final note

As the past has shown, the market for vintage and classic cars is subject to significant fluctuations. Therefore, if the condition of the vehicle changes as a result of restoration or repair work, the vehicle should be re-presented for a new valuation. It is also recommended that market conditions and the vehicle value be reviewed regularly every 12 months. The contractual agreements with specialist classic car insurers should also be taken into account here.

The value documented in this vehicle valuation refers exclusively to the condition of the vehicle as found and the market conditions on the valuation date.

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Bewertungspartner

Photo attachment for assessment number 25K-0873-OLD-52





BJÖRN LINKOWITZ MOTOR VEHICLE EXPERT OFFICE

- Björn Linkowitz, expert for motor vehicle damage and assessments
- Expert for engine damage, among other things
- Expert in traffic measurement technology
- Expert in classic vehicles
- Member of BVSK, ATR certified

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Photo system for assessment number 25K-0873-OLD-52





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Fahrzeugbewertung

Zertifikatnummer: L1LB816Z

Bewertung nur gültig mit einer Fotoanlage

Zusatznummer: 25K-0873-OLD-52

Mercedes-Benz

Modell	**280 SL (W113)**		CD-ID: **1211**
Aufbau	**Cabriolet**	Leistung	**125 kW**
Motor	**6 Zylinder (Reihe)**	Hubraum	**2778 ccm**
Farbe	**Hellblau**	Tachostand*	**00522 km**
Bereifung	**205/75 R14**	Erstzulassung	**14.05.1970**
Kennz.	**OHNE**	nächste HU	**- . -**
FIN	**11304412017994**	Getriebe	**Automatikgetriebe**

*abgelesener Tachostand

Marktnotierungen

Stand 12/2025

Zustand 1	153.000 EUR
Zustand 2	104.000 EUR
Zustand 3	69.000 EUR
Zustand 4	39.000 EUR
Zustand 5	21.000 EUR

Classic Data
Marktbeobachtung
GmbH & Co KG
Harpener Straße 56, 44791 Bochum
Tel.: 02 34 - 23 95 90 - 0
Fax: 02 34 - 23 95 90 - 99

Schaefer Classic Data GmbH & Co KG
Bochum, 15.12.2025

Die Notierungen in den Zustandsnoten 1 – 5 wurden nach bestem Wissen und Gewissen durch die Firma Classic Data Marktbeobachtung GmbH & Co KG ermittelt und beziehen sich auf das oben genannte Modell in der Basisversion. Beschreibung der Zustandsnoten siehe Umschlagseite der Bewertungsmappe.

Sonstiges

(!) Der, in den Ausführungen der Bewertung dokumentierte Restaurationsaufwand wurde zusätzlich wertsteigernd berücksichtigt.

Der Gesamtzustand wurde durch den Sachverständigen festgelegt.

Gesamtzustand 1

Unter Berücksichtigung der Classic-Data-Richtlinien und aller bekannt gewordenen wertbeeinflussenden Faktoren ergibt sich folgender

Marktwert [redacted]

Kfz-Sachverständiger Björn Linkowitz
Nr. 1416
Classic Data Bewertungspartner

Der Sachverständige

Ort: Hoppegarten
Datum: 15.12.2025

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Fahrzeugbewertung

Zertifikatnummer: WL1LB816Z

Bewertung nur gültig mit einer Fotoanlage

Zusatznummer: 25K-0873-OLD-52

Mercedes-Benz

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Kennz.	**OHNE**	nächste HU	**- . -**
FIN	**11304412017994**	Getriebe	**Automatikgetriebe**

*abgelesener Tachostand

Notierungen Wiederbeschaffungswert

Stand 12/2025

Zustand 1	185.000 EUR
Zustand 2	121.000 EUR
Zustand 3	80.000 EUR
Zustand 4	43.000 EUR
Zustand 5	22.900 EUR

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Marktbeobachtung
GmbH & Co KG
Harpener Straße 56, 44791 Bochum
Tel.: 02 34 - 23 95 90 - 0
Fax: 02 34 - 23 95 90 - 99

Schaefer Classic Data GmbH & Co KG
Bochum, 15.12.2025

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Gesamtzustand 1

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Wiederbeschaffungswert [redacted]

Kfz-Sachverständiger Björn Linkowitz
Nr. 1416
Classic Data Bewertungspartner

Der Sachverständige

Ort: Hoppegarten
Datum: 15.12.2025

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Anlage zur Fahrzeugbewertung

Allgemeines:

Die Wertnotierungen für die einzelnen Zustände wurden durch die Firma Classic Data Marktbeobachtung intensiv recherchiert. Hierbei wurden, soweit möglich, Informationen von Clubs, Händlern und Oldtimerbesitzern herangezogen sowie Auktionsergebnisse, Fahrzeugangebote, definitive Verkäufe und die eigenen Erfahrungen der Mitarbeiter der Firma Classic Data Marktbeobachtung berücksichtigt.

Dabei verstehen sich die ausgewiesenen Wertnotierungen als Durchschnittswerte für das entsprechende Modell.

Die wertbeeinflussenden Faktoren des jeweiligen Fahrzeuges werden im Feld „Sonstiges" dokumentiert bzw. in den Ausführungen des besichtigenden Sachverständigen beschrieben und in der Wertfindung berücksichtigt.

Begriffsdefinition

Wird durch den besichtigenden Sachverständigen der **Marktwert** attestiert, so berücksichtigt dieser schwerpunktmäßig den Handel von Privat an Privat, da dieses der übliche Geschäftsverkehr beim Kauf bzw. Verkauf der meisten Oldtimerfahrzeuge ist.

Wird durch den besichtigenden Sachverständigen der **Wiederbeschaffungswert** (nach Haftpflichtgesichtspunkten, gem. § 249 BGB) attestiert, so ist dies der Preis, den der Geschädigte aufwenden muss, um bei einem seriösen Händler ein dem besichtigten Fahrzeug entsprechendes, ähnliches oder vergleichbares Ersatzfahrzeug nach gründlicher technischer Überprüfung zu erwerben. Seit 1985 ist nach den geänderten AKB-Richtlinien der Wiederbeschaffungswert nach Kasko-Bedingungen identisch mit dem Wiederbeschaffungswert nach Haftpflichtrecht.

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Definition of the state grades

Condition 1
Immaculate condition. No defects, damage or signs of use to the technology and appearance. Completely and perfectly restored top vehicle. Like new (or better*). Very rare.
A vehicle that is approached enthusiastically and where no defects are found even on close inspection. The basis for the evaluation in condition grade 1 is the assumed condition at first delivery, i.e. the former new car condition of the corresponding manufacturer.

Condition 2
Good condition. Free of defects, but with slight (!) signs of use. Either rare, good unrestored original condition or professionally restored. Technically and visually flawless with slight signs of use.
A vehicle that you approach enthusiastically, but on closer inspection you find slight signs of use. These slight signs of use should be reflected in the comprehensible, low total mileage or mileage after restoration. The degree of wear and tear on the technology is correspondingly low.

Condition 3
Used condition. Vehicles without major technical and optical defects, fully roadworthy and roadworthy. No rust through. No immediate work necessary.
A vehicle that is approached and, on closer inspection, easily recognises signs of use and various minor defects. The signs of use and defects should be reflected in the comprehensible total mileage or mileage after a restoration. The degree of wear and tear of the technology is also corresponding.

Condition 4
Used condition. Only limited roadworthiness. Immediate work necessary for successful acceptance according to § 29 StVZO. Slight to medium rusting through. Vehicle complete in the individual assemblies but not necessarily undamaged.
A vehicle that is approached and where various defects can already be seen from a distance. A closer inspection shows clear signs of wear and tear

Condition 5
Condition in need of restoration. Vehicles in poor, not roadworthy overall condition. Extensive work required on all assemblies. Vehicle not necessarily complete.
A vehicle in which even the layman can immediately recognise clear defects and/or missing parts. Could also be used as a parts carrier.

*Due to today's technical possibilities (e.g. welding work, computer-aided measuring techniques) as well as the changed materials (e.g. paint, surface finishing) and extensive corrosion protection, a completely restored vehicle can surpass the condition of the original delivery.

Condition, originality and history are assessed independently of each other by the inspecting motor vehicle expert and are taken into account when determining the value.

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