



Mercedes-Benz SLS AMG GT3



Mercedes-Benz AMG

have launched their new SLS GT3 in Puebla, Mexico (23Mar10) and it is absolutely stunning. The SLS GT3 marks a new business line for Mercedes tuning division and while AMG has been heavily involved in Motorsport since its inception back in 1967 it has not been in the business of selling factory prepared customer race cars before.

The GT3 series is looking incredibly exciting for the future with numerous new manufacturers enter the fray. At a time when F1 (and as we all know I am a huge fan) cannot seem to get a good race together, (even a Ferrari 1-2 was not enough to make Bahrain 2010 interesting) the idea of the BMW Z4 GTS v Audi R8 LMS v Porsche v Gallardo v SLS is just so exciting. Now all we need is the 458 GT3 & a California GT3.

The lightweight SLS gets a comprehensive body kit with changes to numerous carbon fibre panels. There is new low splitter and airflow guiding winglets at

the front. The bonnet gets a large vent as do the front fenders behind the wheel, a feature that is also carried through to the rear fenders. The deep sills get vents to guide air over the rear brakes and there are fuel fillers set into the c-pillar. At the rear there is a large diffuser and an even larger dining table sitting on the boot.

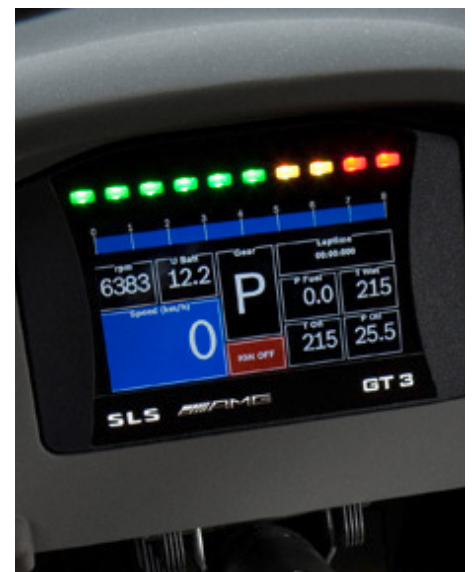
The combination of exposed aluminium monocoque panels with carbon fibre, substantial rollcage and focused no-nonsense controls and display make the interior an inviting workplace. The rollcage makes the advantages of the gullwing doors redundant and will require some acrobatic entries during driver changes for the endurance races.

Mercedes are aiming to have the car homologated for the 2011 season, presently power is from the fabulous 6.3 V8 but final capacity will be dictated by the FIA (Fédération Internationale de l'Automobile).

Rod Halligan

Mercedes Benz SLS AMG GT3

- 2011 Customer GT3 entry



2010

Mercedes Benz

SLS AMG GT3



Mercedes Benz SLS AMG GT3

Year	2010
Built by	AMG
Series	GT3
Price	NA

ENGINE

Configuration	90 Degree AMG V8 Dry Sump Lubrication M159
Layout	Front/Mid Longitudinal Rear transaxle
Induction	Naturally aspirated
Valvetrain	SOHC, 3 Valves per Cylinder
Displacement	6208 cc

BODY

Aluminium Body, Carbon Fibre panels & Aluminum Chassis

Wheelbase	2680 mm
Front track	1682 mm
Rear track	1653 mm

DRIVE

Rear Wheel Drive

Transmission	7-Speed Auto w/Speedshift System - Paddleshift Dual clutch
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SUSPENSION

Front	aluminium double-wishbone A-arms (forged) with track rod
Rear	aluminium double-wishbone A-arms (forged) with track rod

German

GT3 Race Car