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Super Supercar: Mercedes-Benz releases more details on its SLR 722 Edition

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It seems like enough is never enough for [Mercedes-Benz](#) these days. Case in point: the Mercedes-Benz SLR McLaren 722 Edition. The German automaker has made some 300 modifications to the base SLR McLaren, an already amazing car in its own right, in an effort to produce an even badder machine - a super supercar, if you will.

Mercedes says it is targeting the SLR 722 (the vehicle was first unveiled last summer with the automaker recently holding a premier for it in Dubai) towards the true car aficionado who appreciates and collects fine automobiles. It's aimed at not merely the ultra wealthy, but someone who understands Mercedes and its history. In a culture where even Paris Hilton is regularly seen at the wheel of a standard-issue SLR, the 722 helps separate the true megabucks enthusiasts from the Hollywood poseurs.

It all starts with the name. You can bet Paris wouldn't have a clue what 722 means, but she can be forgiven, you'd have to be a Benz historian to really know. The 722 designation is gleaned from Mercedes-Benz's historic 1955 Mille Miglia victory with legendary British driver Stirling Moss and navigator/journalist Dennis Jenkinson in the cockpit of a 300 SLR. That year's now fabled Italian road race was won due to a combination of the sheer competence of the 300 SLR, the driving prowess of Moss, and the famous "toilet paper roll" navigation aid that "Jenks" invented and relied on to read his detailed notes on each twist, turn, and dip of the course. The 300 SLR wore the race number 722 because 7:22 a.m. was the team's assigned starting time.

But enough history. What exactly is improved on the SLR 722 Edition over the standard model? Well, virtually everything, and now we know all the details. The hand-built by AMG 5.5-liter V-8, with 650 horsepower on tap, features all aluminum construction, special cylinder wall liners, **lightweight forged connecting rods** and pistons, oil injection, a revised twin-screw supercharger and dry sump lubrication. The car's five-speed transmission has been programmed to optimize throttle characteristics for quicker shifts. The changes have lowered the 0-62 mph run to 3.6 seconds (versus 3.8 for the standard version) and heightened top speed to just north of 209 mph.


The suspension features extensive use of forged aluminum to add strength and reduce unsprung weight (the SLR 722 Edition is approximately 97 lbs lighter than the base SLR). The spring and damping rates were adjusted through testing on the road, track, and in the McLaren Formula One facilities in Woking, England. The result is a stiffer suspension that lowers the car 10mm over the standard model and reduces body roll by an impressive 20 percent. Poking out from behind the lightweight 19-inch forged aluminum wheels are massive 390 mm carbon ceramic brake discs developed by Brembo.

Perhaps most impressive is the amount of effort expended on making the SLR 722 Edition more aerodynamically efficient than its predecessor. Indeed, Mercedes claims that approximately 100 hours were spent in the wind tunnel developing a carbon fiber front splitter that increases downforce on the front axle by 128 percent, while reducing the drag

coefficient. At the rear, small carbon wheel spoilers clean up the airflow around the rear axle, also generating downforce. Under heavy braking, an airbrake rises into the airflow to create additional rear downforce and aid in directional stability.

The interior too has been given the once over by Mercedes-Benz, resulting in leather and Alcantara upholstered seats, doors, and roof with contrasting "300 SL red" stitching. The steering wheel, handbrake lever and shift knob are covered in suede, carbon fiber is prevalent, the shift levers are now aluminum, and the number 722 has been embossed on the headrests and seatbelts. Even the instrument cluster has been redesigned with round gauges, a red background, and the addition of the AMG Racetimer function on the digital display.

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