



21 things you want to know about the 722GT



[...even though you will likely never drive one]

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PHOTOGRAPHY JEFFERY SALTER

21.) Only 21 SLR 722GTs will be built worldwide. Each will fetch \$1.2 million. What's included? A worldwide, historic, circuit-only trophy series you must compete in and the bragging rights of exclusivity (comparatively, 150 commemorative 722s were made).

20.) The 722 moniker originates from "7:22 A.M.," the time Stirling Moss was green-flagged for the 1955 Mille Miglia and, subsequently, the number taped to his original SLR racer. We asked Sir Stirling how the 722 SLR resembled his, and he said, "The only resemblance, boy, is the number and the color."

19.) Cars are built and prepped by Ray Mallock LTD in England. RML has also developed projects such as the Saleen S7's racing program and LMP MG Lolas, as well as the Nissan Micra 350SR mid-engine concept from 2004.

18.) An extra 30 horsepower was wrung out of the 5.5L supercharged V8, although no internal engine mods were performed. By utilizing a MOTEC standalone ECU, race cats and a high-performance intake, RML and RENNTech managed 680hp at 6,500 rpm, with the help of 1.75 bar of boost.

17.) Over 400 parts off the base SLR have been either swapped, redesigned or developed specially for the GT. This accounts for components such as switchgear, steering wheel, suspension and additional body panels.

16.) If you want a 722GT, talk to RENNTech. They're the exclusive seller and distributor in America. Why here? Because there's a proposed 722GT-specific series called "SLR Club Trophy" for 2009.

15.) The 722GT is equipped with a pneumatic four-point jack system, which assists competitive driving by way of quicker pit stops and tire changes.

14.) The original Stirling Moss-inspired air brake is gone. It has been replaced with a carbon-fiber whale tail as wide as the car itself—FIA-approved, of course.

13.) It'll do zero to 60 in under 3.3 seconds, making it faster than the regular SLR 722 by .3 seconds. Acceleration is aided by a mechanical locking differential with a locking effect of up to 70 percent under acceleration. The five-speed automatic, compliments of AMG, includes recalibrated shift points.

12.) Centerlock 18-inch wheels by OZ weigh 10 pounds less than the OEM wheels and are 1.5 inches wider up front and a full 2 inches wider out back.

11.) The overhauled suspension includes all-adjustable front and rear camber hubs, front and rear sway bars and new upper and lower control arms. Suspension mounting points and geometry have also been changed, good for 1.7 g on the skidpad and over 2.0 g on circuit.

10.) Any SLR McLaren can be converted into a 722GT through RML. To race in the Stateside series, an FIA or SCCA (or equivalent) license is mandatory—unless you've got an inside man at RML or RENNTech to give you the wink.

09.) There's an obligatory FIA GT-spec full roll-over mounted within the Gordon Murray-designed carbon-fiber chassis, along with Recaro seats sporting six-point harnesses. There is no key. P.S. It isn't street legal.

08.) The eight-piston, 14.6-inch-front, 14.2-inch-rear ceramic Brembo brakes are carryover parts from the SLR road car, but naturally, they're beefed up for racing. The braking system consists of track-tuned ABS, motorsport pads and lines, a bigger booster, adjustable bias and a brake balance bar.

07.) New carbon-reinforced body panels (hood, deck lid, flared wheel arches, rear wing, doors, exhaust panels, front splitter and rear diffuser) have all been wind-tunnel and CFD (Computational Fluid Dynamics) tested at RML and McLaren.

06.) For a good showing, it's mandatory that all 722GTs be present at every SLR Club Trophy event. Punishment for playing hooky has not been disclosed.

05.) Instruction on racing the potentially unwieldy GT will be done in classrooms and on the track. It's a star-studded cast: David Coulthard (F1), Klaus Ludwig (DTM), Jochen Mass (F1) and Fiesta/Sear Leon Cup racer/Playboy model Christina Surer are instructing.

04.) Fifty-horsepower, rotary-powered RENNTech/Aixro XR50 karts in SLR livery are used as learning tools to familiarize club members with the tracks. Its direct-drive power transmission shifts automatically so students can concentrate on the racing line, not shift points.

03.) Mercedes, known for portly curb weight even in its AMG cars, purged the GT of all frivolous amenities. It weighs over 600 pounds less than the 722 it's based on, giving it a dry weight of 3,064 pounds.

02.) The exclusive Trophy series outings are posh hospitality events in themselves—five-star accommodations, catering and cocktails. After a day of getting beaten up by the GT, Benz drivers need pampering...all 21 of them.

01.) SLR Club Europe enthusiasts pressured Mercedes to build the 722GT SLR. Mercedes responded by giving the gig to RML (McLaren was busy) with the SLR Club chairman's blessing. That chairman? Dr. Z.





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