

A close-up, low-angle shot of the front of a dark-colored vintage Mercedes-Benz car. The image highlights the iconic grille with its fine mesh pattern, the Mercedes-Benz star emblem on top, and several round headlights. The car's body is highly reflective, showing highlights from the environment. In the upper right corner, there is a small green silhouette of a vintage car.

Vintage Cars

PRESENTATION



1905 – Mercedes-Benz Simplex 60 Hp Speedster Tribute

1913 – Benz 8/20 Hp Roadster

1925 – Mercedes 15/70/100 Hp Tourer

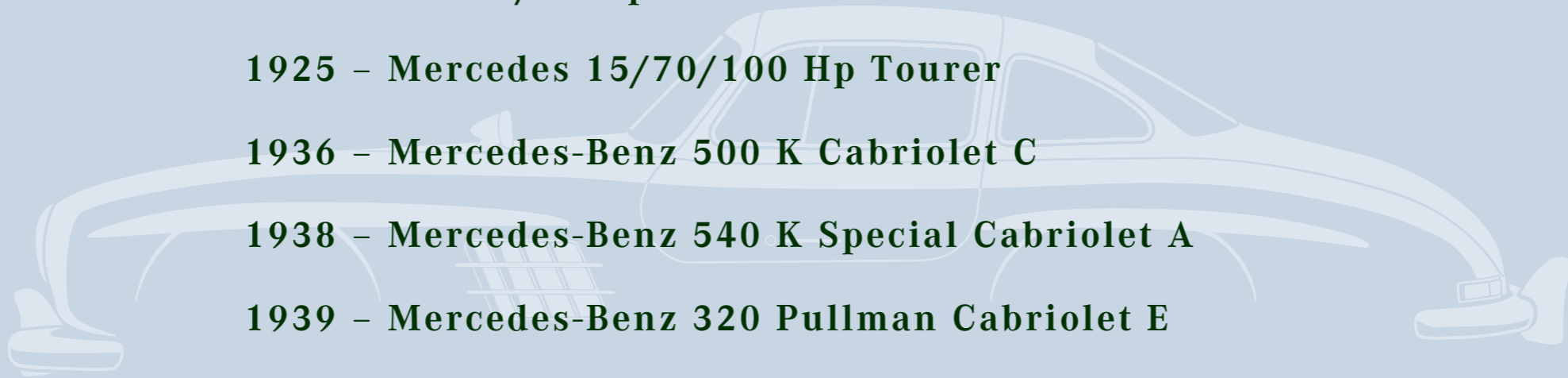
1936 – Mercedes-Benz 500 K Cabriolet C

1938 – Mercedes-Benz 540 K Special Cabriolet A

1939 – Mercedes-Benz 320 Pullman Cabriolet E

1951 – Mercedes-Benz 170 S Coupé

1951 – Mercedes-Benz 220 Coupé Prototype





1905 – MERCEDES-BENZ SIMPLEX 60 HP SPEEDSTER TRIBUTE

Chassis No. 514

Engine No. 514

SPECIFICATIONS:

Inline T-head four-cylinder engine, four-speed manual gearbox, solid front and rear axles with semi-elliptic leaf springs and double chain drive, and two-wheel rear drum brakes.

Wheelbase: 2,945 mm

1905



It has always been popular to replicate or re-create famous competition cars. This is quite simple for early racers because of their very basic construction: a bare chassis with a large engine, seats for the driver and mechanic, and a fuel tank (and often spare tyres) at the rear. The most famous early Mercedes is the Mercedes-Simplex that the Belgian driver Camille Jenatzy piloted to victory in the 1903 Gordon Bennett race in Ireland. This was the first international race in that country, and it was so located because racing was forbidden on British public roads.

Jenatzy's car was a 60 HP Mercedes-Simplex, a model introduced the previous year by Daimler Motoren Gesellschaft and designed by Wilhelm Maybach. The name was derived from the slogan «comfort by means of simplicity». The race-winning car has a 9,236-cubic centimetre engine and a wheelbase of 3,540 millimetres.

The example on offer is one enthusiast's tribute to the Gordon Bennett car and, for that matter, all of the fire-breathing great races of the early 20th century. It is, in many ways, reminiscent of the Mercedes that took part in the 1905 Gordon Bennett in France. In any case, it is cosmopolitan in nature, bearing a Simplex Type 10 engine that features the beautiful and desirable «ram's horn» intake manifold. Interestingly, this engine layout originated with Mercedes, was licensed to Simplex, and was later

licensed to American Lafrance, the fire apparatus manufacturer in Elmira, New York, U.S.A.

Other parts include Mercedes-like axles and, curiously, hubcaps from an American LaFrance. The fuel tank is also American, bearing the maker's tag of Janney-Steinmetz, of Philadelphia and New York. What is known for sure is that its engine produces a loud exhaust throat that emanates out of a very large exhaust, and it is capable of garnering the attention of anyone within a half- mile radius. Screaming down the road, it looks the part of an early racer, and it is certain to offer bushels of fun to its new owner.

Brand:	Mercedes-Benz
Model:	60 PS
Version:	Grand Prix
Year:	1905
Chassis Number:	514
Engine:	4 cylinder in-line
Piston Displacement:	9235 cc
Power:	60 PS
Actual Registration Country:	Portugal
Number Plate:	
Previous Registration Country:	Germany
Number Plate:	



50
1911



1913 BENZ 8/20 HP ROADSTER

Chassis No. 1599

Engine No.1599

SPECIFICATIONS:

8/20 hp, 1,950 cc inline L-head four-cylinder engine, four-speed manual gearbox with shaft drive, solid front axle and live rear axle with semi-elliptic leaf springs, and a mechanical transmission brake with two-wheel parking brakes.

Wheelbase: 2.850 mm

1913

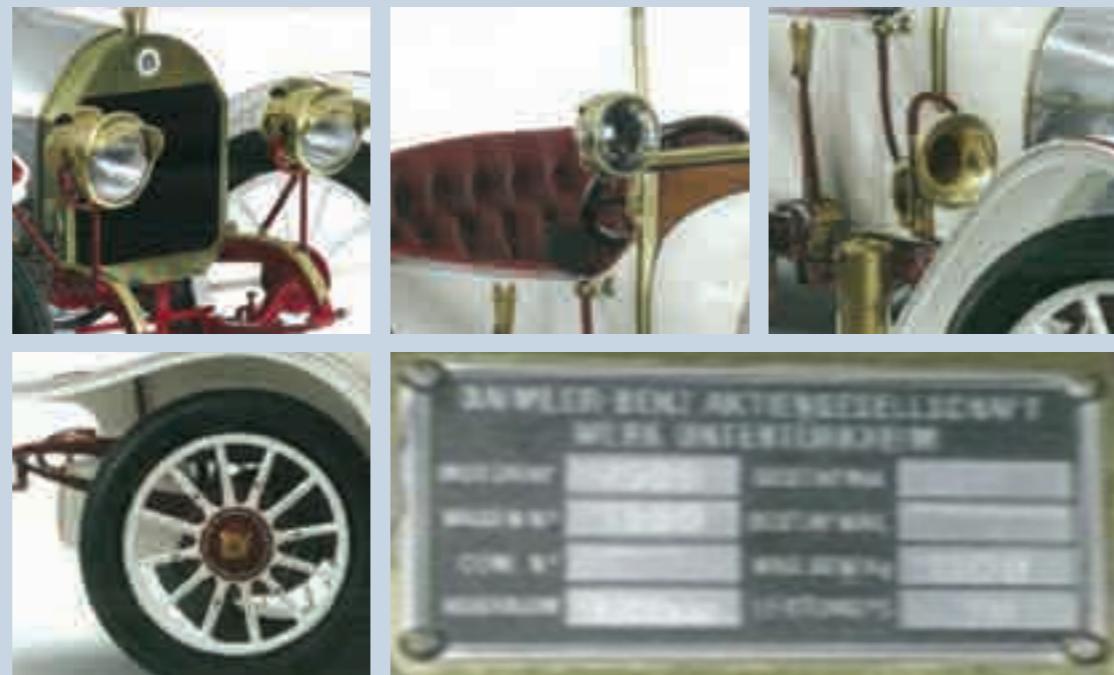
In 1906, Germany introduced a motor vehicle tax, and its levy fell heavily on large-displacement cars. Benz's reaction was a 2,410-cubic centimeter 10/18 PS car that was introduced in 1908. This economical design, which flew beneath the 10 PS taxation threshold, appealed to a new market segment, the Berlin taxi drivers. Thus began a long German tradition of Benz taxis, which is continued today by successor company Mercedes-Benz.



There followed an even smaller car, the 1,570-cubic centimetre 6/14 PS of 1910, and an intermediate car, the 8/20, of the type seen here, which would remain in production from 1912 until after World War I. This jaunty Benz 8/20 PS Roadster is tastefully outfitted in ivory with maroon chassis and mouldings and burgundy leather upholstery. As an older reconstruction, it displays a modicum of patina on the brass radiator, bulb horn and Herman Riemann's headlamps. The latter are acetylene type, but they are not set up for operation. A brass Lucidus spotlight with a mirror on the back side is mounted to the driver's windshield post. The wood artillery wheels are in the body colour and coachlined in black with red hubs.

The engine compartment is clean and well presented. The buttoned leather upholstery shows just a bit of age and soil, but it's unmarred and shows no wear. The instrument panel is of varnished wood and has gauges for oil pressure and fuel pressure. There is no speedometer. It is a true speedster, as there is no hood, but the rear of the body has a capacious compartment with a padded lid. It is not presently outfitted as such, but it could be made into a dickie seat, for which a step plate is already in place. As a smart Brass Era Roadster, this car is ideal for veteran and vintage rallies and tours .

Brand:	Mercedes-Benz
Model:	8/20 PS
Version:	
Year:	1913
Chassis Number:	MNO 1599
Engine:	
Piston Displacement:	20 PS
Power:	
Actual Registration Country:	Portugal
Number Plate:	
Previous Registration Country:	Germany
Number Plate:	



1913



1925 MERCEDES 15/70/100 HP TOURER

Chassis No. 29028

Engine No. 44527

Body No. 914663

Specifications:

15/70/100 supercharged hp, 3.920 cc overhead-cam inline six-cylinder engine, four speed manual gearbox, solid front axle and liye rear axle with semi-elliptic leaf springs, and four-wheel mechanical drum brakes.

Wheelbase: 3,630 mm

15
70
100



The formation of Daimler-Benz AG in 1926 begat a transitional series of models, which had their origins in the former companies Benz & Cie. and Daimier Motoren Gesellschaft. Amongst these was the Mercedes 100/70/15 PS, renamed as the Type 400 when the lines were combined. Gottlieb Daimler's son Paul, the technical director of DMG from 1907, moved on to Horch in 1922. His successor was an Austro-German engineer named Ferdinand Porsche.

Born at Maffersdorf in what was then Bohemia, Porsche apprenticed as a tinsmith whilst studying at trade school in Reichenberg, where he learned the basics of electrical engineering. At age 19, he joined the United Electric Company, in Vienna, whilst amending the technical university. He joined Jacob Lohne as a design engineer and began working on battery-electric and petrol-electric vehicles; it is his name that is applied to the Lohner-Porsche front-wheel and all-wheel electric-drive cars.

In 1906, he signed on at Oesterreichische Daimler- Werke AG, becoming Austro-Daimler's technical director, where one of his first tasks was the design of an aero engine. He also designed a number of high- performance



1925C



cars and became an accomplished rally driver. Military project occupied much of the 1918-1911 period, including electric-drive heavy vehicles that would be built by Skoda. After the Great War he created the 15 PS «Sascha», a light car with a 1,100 cubic centimetre, double overhead-cam engine.

A disagreement with the Austro-Daimler board led to his departure, and he moved to Stuttgart in 1922, where he became the technical director of DMG. A supercharged inline eight for the Targa Florio served as a precursor to the 100/70/15 Tourer, which also had the supercharger, but it came with only six cylinders. Advanced features included a light alloy cylinder block, dual ignition, a unit gearbox, and four-wheel brakes.

This transitional Mercedes is both huge and handsome. This massive Tourer, of seven passenger configuration, is grey in colour and upholstered in black leather with a matching carpet. The instrument panel is an attractive varnished burl and houses oil and temperature gauges, a speedometer, and a clock. The wings are a charcoal hue, set off nicely by a dark grey hood, and the underside shows just a bit of soil. Otherwise, the car is very sanitary, inside and out.

Porsche's supercharged, alloy, overhead-cam powerplant takes pride of place in the engine room, with polished aluminium and black paint. It is nicely detailed without being overdone, and the undercarriage is similar in condition. At the rear is a handsome form-fitted trunk by Ernest Chevallier, of Geneva.

The paint and brightwork are all in good condition, with the latter including Robert Bosch headlamps, side lamps that are nearly as large, and an external Bosch horn. There are also Bosch spotlights on both windscreen posts, dual side-mounted spares, and the tires are Michelin X radials, for a better driving experience. Interestingly,

the commission papers supplied with the car indicate that the engine and chassis, which are matching according to the numbers they display, were originally beneath a Pullman limousine. The number displayed on the original body plate is different than that shown on the commission sheet, so it is believed that this is an original tourer body that was swapped long ago, possibly in period. In any case, this mighty Mercedes is also accompanied by FIVA identity papers that were issued in 1996 and several service invoices from 2000. Ready for rally or a European tour, this mighty Mercedes can be displayed with pride.

Brand:	Mercedes-Benz
Model:	400
Version:	Tourer
Year:	1925
Chassis Number:	445 27
Engine:	6 cylinder in-line
Piston Displacement:	3920 cc
Power:	70/100 PS
Actual Registration Country:	Portugal
Number Plate:	MN-23-12
Previous Registration Country:	Germany
Number Plate:	



1925



1936 MERCEDES-BENZ 500 K CABRIOLET C

Chassis No. 215011

Engine No. 130876

SPECIFICATIONS:

100/160 hp, 5,018 cc supercharged overhead-valve inline eight- cylinder engine with driven-activated and geardriven Roots-type supercharger with twin updraft pressurised carburettors. four-speed manual transmission, independent wishbone coil front suspension, independent swing arm rear suspension and four-wheel, servo- assisted hydraulic drum brakes.

Wheelbase: 3,290 mm

6391



No other automobile marque has so consistently led the field, literally from the very beginning of the industry, than Mercedes-Benz. Credited with the first production automobile, the company has been manufacturing automobiles longer than any other. Steadily improving products meant that by the first decade of the twentieth century, chain driven Mercedes race cars were a dominant force around the world. On the street, the massive 90 horsepower cars had no equal for sheer power, speed, and elegance. By 1922, a six-litre engine with the newly designed supercharger was married to a shortened wheelbase. The result was considered the fastest touring car of its time, as it produced an impressive 160 horsepower with the supercharger engaged.

The S-series then began to evolve, soon to be joined by the SS and SSK models. More than any other model, it was this series of supercharged six cylinder cars that established Mercedes-Benz's outstanding

international reputation. In its fully developed form, the supercharged, 7.1-litre engine of the SSK could reach a staggering 300 horsepower, which powered the lightweight, streamlined coachwork to an unheard of 147 mph. The overwhelming performance of the SSK model resulted in many victories for Mercedes-Benz.

Perhaps the most important of these were Rudolf Caracciola's wins at the 1931 Mille Miglia and German Grand Prix.

By the late 1920s, the S, SS, and, ultimately, the SSK chassis were revered as a tour de force of automotive engineering. Few today remember that it was Ferdinand Porsche who developed the dominant characteristic of the engines: their superchargers. As the chief engineer for Daimler (after 1926, Daimler-Benz) from 1924 until 1929, Dr Porsche laid the foundation upon which the next generation, now to be eight-cylinder cars, would be built.

But it was to be under the direction of a brilliant young engineer, Hans Nibel, that the eight-cylinder cars were created, beginning with the Type 380, which was the first production



car with independent front suspension. Succeeded by the 500 K, then ultimately the 540 K, these cars were built upon two main frame rails that are tapered at the front to fit the narrow radiator behind the front suspension, which had become a Mercedes-Benz hallmark, The factory coachworks at Sindelfingen had already earned a reputation for top quality workmanship, perhaps the best in Europe, producing stylish, imposing automobiles trimmed to the highest levels of luxury.

The 380, the first of these supercharged, overhead- valve, eight-cylinder flagships, was introduced in 1933. Power output was modest, at 90 brake horsepower naturally aspirated, or 120 brake horsepower with the blower engaged, but its smooth refinement made the potential clear. With its

Brand:	Mercedes-Benz
Model:	500 K
Version:	Cabrio C (W29)
Year:	1936
Chassis Number:	215011
Engine:	8 cylinder in-line, supercharger
Piston Displacement:	4984 cc
Power:	100/160 PS
Actual Registration Country:	Portugal
Number Plate:	OP-10-06
Previous Registration Country:	Germany
Number Plate:	

6391



attractive Sindelfingen coachwork, 157 chassis were built. Performance, whilst acceptable, was not outstanding, particularly with the heavier coachwork, which resulted from customer demand for even more luxurious bodies.

Recognising the need for more power, Mercedes-Benz introduced the 500 K, with the «K» standing for Kompressor, or supercharger, in 1934. With power increased to 100 brake horsepower, or 160 brake horsepower with the supercharger engaged, the cars were finally amongst the fastest grand touring cars of the time. Even though the 380 had also been supercharged, the K designation and new external exhaust left no doubt about the car's very special capabilities.

The example offered here, chassis 215011, is mated to engine 130876. Although specific delivery data is not known due to the unavailability of a kommission sheet, Mercedes-Benz was able to verify that chassis and engine 130876 was delivered new to a client in Lisbon, Portugal, in May 1936. They were also able to further indicate that 215011, which is found stamped on the driver's side of the chassis rail, is actually the kommission number for the car. On the passenger-side frame rail, the number 08:20 can be found stamped.

The fit and finish of the car is well above average, with the black exterior

complemented by beige leather upholstery, tan carpeting, and a tan cloth top. This 500 K sides on chromed wire wheels that are shod with Bedford Famous Coach whitewall tyres; the car is also equipped with dual side-mounted spares. The roadway is lit by Bosch headlights, but there is also a pair of ancillary lights, which includes a centre spotlight by Destmo Ltd. and a single centre-mounted Raymond Pivophare light that turns with the steering wheel, just as the American Pilot-Ray lights do. The paint is in excellent condition and done to a very high standard, and every piece of chrome was re-plated at the time of restoration. Today, the exterior shows wear only from polishing marks, whilst the beautifully restored underside shows some use, but a gentle cleaning will bring it back to a higher degree of presentation.

The seat upholstery is moderately worn in both the front and rear, whilst the cloth top is in good condition and protected by a leather boot when in the down position.



63191



Contrasting the subdued upholstery is the beautiful burl wood dash and trim, which gives an additional touch of class and flare to this stately conveyance. The engine bay is very clean and presentable, and it could be made more so with some detail work. It is interesting to point out that many assembly numbers can be seen on various ancillary components, which attests to the originality of the unit. The radiator, however, is weeping at various points, and it will likely need to be rebuilt or renewed. With the built-in trunk providing additional storage, this would make an ideal car for touring.

This 500 K simply conjures images of fast, top down touring on the open road. With the sound of the howling supercharger providing the symphony, and a young lady in the passenger seat, there is simply nothing better.



1936



1938 MERCEDES-BENZ 540 K SPECIAL CABRIOLET A

The star of the collection

The most desirable 540 K cabriolet body style Special styling features inspired by the 540 K Special Roadster Delivered new to department store magnate Helmut Horten Well-known, colourful history

Chassis No. 154133

Engine No. 154133

SPECIFICATIONS

115/180 bhp, 5,410 cc

supercharged overhead-valve inline eight-cylinder engine, four-speed manual transmission, four-wheel independent coil spring suspension

and four-wheel hydraulic drum brakes.

Wheelbase: 3,290 mm

8391

The Mercedes-Benz coachworks at Sindelfingen developed the cabriolet style to an art form. Each beautiful cabriolet built on the legendary, supercharged, 5.4litre, 180/115 horsepower, 540 K chassis was essentially different, and with Teutonic efficiency, Mercedes-Benz categorised its cabriolet offerings in six different configurations, designating each basic variant alphabetically.

There were three separate four-door styles, the cabriolets D, E, and F, which accommodated up to seven passengers in comfort and luxury. More importantly, three 2-door cabriolets combined luxury, tight weather protection, and sporting style in beautiful, subtle coachwork for anything from two to five people. The cabriolet B and cabriolet C had rear seating; the B had rear quarter windows, whilst the C had blind quarters on the folding top. The cabriolet A was the most exclusive style, as it was a luxurious two-seater with blind rear quarters and it had accommodations behind the front seats for the privileged occupants' luggage.

Whilst most coachworks built at the Mercedes Benz Karosserie at Sindelfingen was taken to the Mercedes Benz factories at Untertürkheim or Mannheim to be installed on their chassis, the most exclusive vehicles, such as the 540 Ks, were assembled at Sindelfingen, where their assembly, finish, and trimming could be perfected by the company's best workers. At each step along the way, the master craftsmen who had created the framing and panels and then finished them returned repeatedly to inspect the way their work was being assembled and to rectify any damage inflicted during assembly and testing.

Today, the great automobiles of the 1930s are held almost in reverence-such is the spell that their power and beauty



Brand: **Mercedes-Benz**
Model: **540 K**
Version: **Cabrio A (W29) Special Roadster**
Year: **1938**
Chassis Number: **15 41 33**
Engine: **8 cylinder in-line, supercharger**
Piston Displacement: **5663 cc**
Power: **115/180 PS**
Actual Registration
Country: **Portugal**
Number Plate: **OT-10-23**
Previous Registration
Country: **Germany**
Number Plate:



8301

weaves. Once upon a time, however, these great beasts were simply curiosities. It was the 1950s and all over the world, the classics had yet to find appreciation with collectors. Yet, this is the period in which many of these cars found owners who appreciated and preserved them, even if their idea of «preservation» is not what we think of today.

The Mercedes-Benz 540 K offered here is the most important car in this collection, and it was likely one of the first 540 Ks to become familial to the collector car community. It was owned for years by Long Island, New York, enthusiast Max Obie, whose collection also included the fabled Jonckheere-bodied «Round Door Rolls». Obie, or a previous owner, had modified this car, building up the wings with heavy skirts, leading them into the body, and restyling the rear.

With appropriate brightwork and insignias attached, the 540 K made a tour of carnivals and fairgrounds through the East Coast of the United States, where it was promoted as “The Most Valuable Car in the World: Eva Braun's 250,000\$ Hand-Made Golden Mercedes”. Ms Braun was Hitler's long-time companion and, briefly, wife, although she never owned this 540 K, or any other 540 K for that matter. It was a welcome ruse for a world that had just defeated evil, and American fairgoers were more than happy to believe Obie's hype on a sunny Saturday morning. The 540 K eventually passed from Obie into the care of Thomas Kreid and, most famously, the late Tom Barrett. After which, it was then acquired by enthusiasts in Pennsylvania. By this time, in the 1990s, the car's story had worn thin, and it was decided that it was time for a proper





restoration. Stripping the body revealed that, under all of the modifications, it was, indeed, a genuine Cabriolet A. It had the most desirable two-passenger factory cabriolet bodywork on the 540 K chassis, and, more importantly, it was a later car that had the more curvaceous door lines and skirted wings. As much as possible of the original remaining sheet metal, including the doors, firewall, and cowl, was saved; the rear of the body had to be remade and was crafted to exacting original standards. Further investigation by the RNA Research Department has uncovered the Cabriolet A's true earlier history. The original Mercedes Benz Commission sheet records the order for the car as having been placed through Daimler- Benz Berlin on 13 April 1938, by Helmut Horten KG, Duisberg;

1938

it was listed as a Direktioiswagen, which literally means the «car of the director», or the car of the boss! Before it was a sideshow attraction, this elegant 540 K had been the personal transportation of Helmut Horten, who built one of Germany's largest pre-war department store empires and was able to continue its growth and success post-war, becoming one of the country's richest men. His name remains a familiar byword of wealth and power in Germany today. Mercedes-Benz's ultimate «owner-driver» automobile of this period was an obvious choice for Herr Horten to pilot through the streets of Berlin .

Notably, the car was returned to the factory shortly after its completion, where it was to be upgraded with a radiator that was mounted behind the crown of the front wings, similar to that of the famous Special Roadster. This feature was retained, six decades later, during the restoration, along with the flowing front wings that were unencumbered by a spare; the spare was instead installed in the rear deck, another Special Roadster-style touch, making this gorgeous Cabriolet A quite unique.

Presented in Fishsilver Metallic, the most famous Mercedes-Benz colour of this period, with a tasteful tan leather interior and a matching cloth top, this Cabriolet A still shows beautifully in all regards. A decade after the restoration, it would require only routine cosmetic and mechanical freshening to return to the show field. The wooden dashboard, with its mother of pearl instrument panel, is particularly stunning, and the ivory-finished steering wheel is a gorgeous counterpoint. In sum, this car is inviting, and to see it is to want to slip behind the wheel, head out of the city onto the autobahn, press the pedal to the carpet, and let the sounds of the supercharger carry one into the country.

That is the true magic of this 540 K Cabriolet A, a car that tempted Helmu Horten just as it will surely tempt its way into the heart of a new owner today

It has quite a story to tell. Max Obie, the irrepressible showman from Long Island, would appreciate that.



1938



1939 – MERCEDES-BENZ 320 PULLMAN CABRIOLET E

Chassis No. 440622

Engine No. 440622

Kommission No. 323609

SPECIFICATIONS:

78 hp, 3,405 cc, L-head inline six-cylinder engine, four-speed manual gearbox with auxiliary overdrive, four-wheel independent suspension, and four-wheel hydraulic drum brakes.

Wheelbase: 3,300 mm (130 in.)

1939



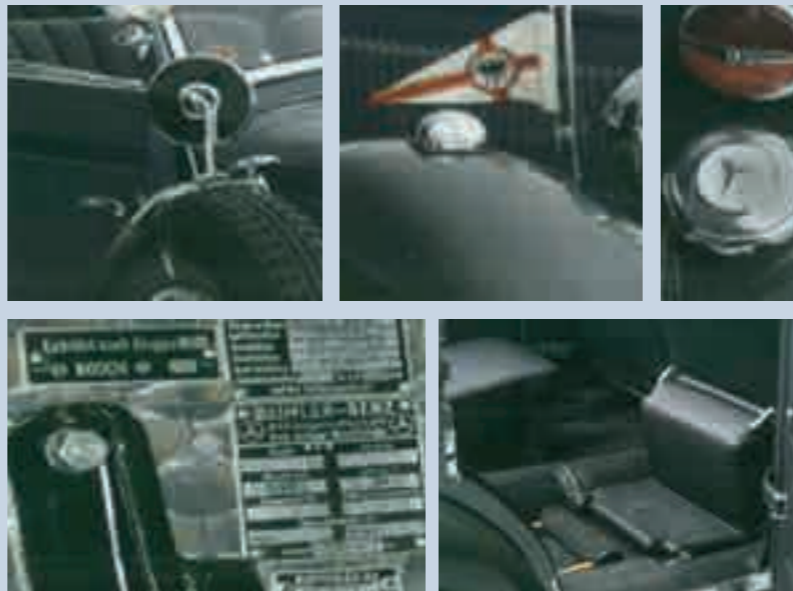
Mercedes' 170-series W136 cars were the company's best sellers in the years leading to World War II, and the only offering for the immediate postwar period. However, a larger six-cylinder companion, designated W142, had been launched in 1937. A successor to the W18 Type 290 cars of 1933-37, it shared the earlier cars' 2,880 mm wheelbase in its standard version, but longer overhang, both front and rear, gave it substantially greater overall length. Both 2-3 passenger Cabriolet A and coupe bodies were offered. The engine was an enlarged 3,208 cc sidevalve six, teamed with an all-synchro four-speed gearbox, unusual for its time. The suspension, carried over from the W18, was independent on all wheels, utilizing a transverse leaf in front augmented by coils at the wheels and swing axles with double coil springs to the rear. A longer, 3,300 mm wheelbase was available as the W142/II, offering additional body styles: limousines in several configurations, a 2+2 roadster and Cabriolets B and D, which were four-seaters with two and four doors respectively. A short-wheelbase W142/II became the basis of the Wehrmachtskübelwagen, a Jeep-like military vehicle. With four front hinged doors and a canvas roof, it was equipped with wide tires for travel over rough terrain.

The final variant was the W142/IV, introduced in 1938. The engine had been bored to 3,405 cc, though rated at the same 78 PS. An auxiliary overdrive, of 0.73:1 ratio, was added to the four-speed gearbox. The larger engine also became available in the W142/ Wehrmachtskübelwagen. A wide array of body styles was available, from sedans to limousines to tourers, and cabriolets of all descriptions, but just 885 of the 3.4-litre passenger cars were produced from 1938 to 1942.

According to Mercedes-Benz records, this four-light Pullman-Cabriolet E was delivered to Munich in February 1940. It was reportedly consigned to the Oberkommando der Wehrmacht, the Supreme High Command of the German Army. Its exact role during the war years, however, has not been documented. As restored it has a radiator mascot bearing the eagle and swastika of the Third Reich, and the Maltese Eagle appears on a wing pennant. The wings and moldings are painted in medium green, harmonizing nicely with the medium grey body.

The interior is upholstered in black leather, the instrument panel in highly-varnished wood. There is a unique two-tone canvas top with landau irons on the rear quarters, accompanied by a black leather parade boot. It is in good condition throughout, with no staining and good fit. The driving compartment is fitted with a Telefunken radio. Seating for seven is furnished with the inclusion of folding jump seats in the rear compartment, which, when folded, double as platforms for dignitaries during parades. A heavy grab rail is also furnished for this purpose. The quality of the restoration is excellent, with excellent workmanship, paint and brightwork. The leather shows just modest use. The engine compartment and undercarriage, however, lack show quality and display some signs of use, with indications being that the car is fully functional. One of very few W142/VI cars built with the large engine, it is believed the only known survivor in this body style, which differs in configuration and contour from the cataloged styles of Cabriolet D and Cabriolet F. As such, it is particularly desirable as a relic of World War II Germany.

Brand:	Mercedes-Benz
Model:	320
Version:	Cabrio E (W14211)
Year:	1939
Chassis Number:	44 06 22/32 36 09
Engine:	6 cylinder in-line
Piston Displacement:	3405 cc
Power:	78 PS
Actual Registration Country:	Portugal
Number Plate:	TP-10-60
Previous Registration Country:	Germany
Number Plate:	



1939



1951 – MERCEDES-BENZ 170 S COUPÉ

Chassis No. 136.042.2962/51

Engine No. 136.922.06602

SPECIFICATIONS:

52 bhp, 1,767 cc L-head inline four-cylinder engine,
font-speed manual transmission, transverse leaf-spring
front suspension, swing able rear suspension
with coil springs, and four-wheel hydraulic drum brakes

Wheelbase: 2,84d mm

1519



Following a tradition which had been established before World War II, Mercedes' post war, entry-level models offered a level of sophistication in engineering nearly equal to that of the largest cars. The basic design of the 170 model dated back to 1931, and it was still suitable some 20 years later. Indeed, the 170 would remain in production, in all of its variations, until 1955.

Offered here is an extraordinary, special example, a one-off coupé ordered new by Dr Wilhelm Manchot, a German chemist working for Henkel & Cie GmbH, an industrial firm based in Düsseldorf. Dr Manchot became a general manager of the firm in 1939, and he was also on the board of directors of Henkel & Cie AG. This Mercedes is believed to be a company car, as delivery was made to Henkel & Cie. This car was built as a cabriolet on 30 April 1951, and it was immediately taken to coachbuilder Hebmüller to be converted into a coupé with a sunroof, because Dr Manchot preferred a closed car to protect him from the wind. Interestingly,

it is known that this same sort of conversion was done by Hebmüller for the Henkel family on an earlier 540 K. It has been surmised that, in this case, the top was likely provided by Mercedes-Benz. It would have been a piece similar to that used on other one-offs built for Mercedes-Benz executives at the time, and it was similar to those that would ultimately be used on the production 220 coupés from 1954–1955.

This outstanding car was originally finished in dark blue with grey leather upholstery and rosewood trim. The build sheet also has a number of notations that indicate that it was an extremely specialized delivery. The coupé was first registered for the road in 1951, and it stayed with Dr Manchot until it was passed to Dr Eric Maret, of Hamburg, in 1955; the car would

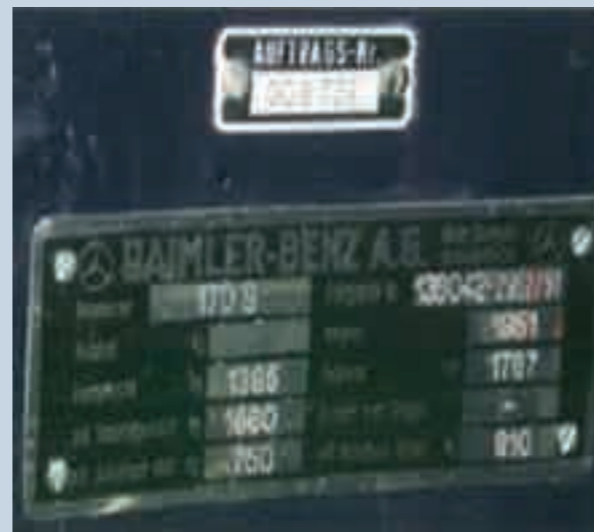
be with several more owners, all in Hamburg, through 1970.

For an early post-war vehicle, Dr Manchot's Mercedes was recognized as a collectible relatively early on in its life. It received a body-off restoration between the years of 1986 and 1998. A massive file contains several photographs of the restoration and correspondence pertaining to the project.

In addition is a FIVA Identity Card, an owner's manual, a repair manual, a copy of the original delivery documentation, and various invoices and correspondence pertaining to the history of the car.

The car was beautifully restored and is filled with numerous interesting features, such as a sliding sunroof, a Siemens radio with a special exterior antenna, built-in trafficators to the rear of both doors, smoked-grey glass sun visors, and Beautifully detailed courtesy lights over both doors.

Brand:	Mercedes-Benz
Model:	170 S
Version:	Coupe (Unique Model)
Year:	1951
Chassis Number:	136 042 296 251
Engine:	6 cylinder in-line
Piston Displacement:	1767 cc
Power:	70 PS
Actual Registration	
Country:	Portugal
Number Plate:	MO-12-85
Previous Registration	
Country:	Germany
Number Plate:	



1951



Opening the boot reveals an original, unrestored three-piece set of exquisitely tailored luggage by Karl Baisch, of Stuttgart, with a spare and tyre change kit beneath. The rear seat, ideal for two children, can be folded down to form a useful shelf for parcels or additional touring luggage. Even the exhaust on this car is a work of art: a flared fishtail outlet that emerges from under the rear bumper. Whilst the car appears to have been driven some 6,700 kilometres since restoration, it shows only light wear throughout which would be easily taken care of with a thorough detailing. Afterwards, it would continue to be an interesting and beautiful addition to any collection of coachbuilt German automobiles. Everywhere one looks, there are fascinating and intricate details to admire.



1951



1951 MERCEDES-BENZ 220 COUPÉ PROTOTYPE

Chassis No. 280.920.00029/51

Engine No. 180.4940.200635/25

SPECIFICATIONS:

80 bhp 2.195 cc overhead-camshaft inline six-cylinder engine, four-speed
synchromesh manual transmission, and power-assisted four-wheel hydraulic drum
brakes four wheel independent suspension

Wheelbase: 2,850 mm

1951



The Mercedes-Benz 220 was based on a fortified 170 S chassis with a slightly wider track, and it was endowed with a brand- new, 2.2-litre, six-cylinder engine that could develop 80 horsepower at 4,600 rpm. Its performance and behaviour would ultimately establish the character of other Mercedes to follow. The 1951 Mercedes- Benz 220 Coupé offered here has been the subject of a thorough restoration, and it is presented in very nice overall condition with an incredible history.

It was originally built for Dr Wilhelm Haspel, the CEO of Daimler-Benz A.G. who is credited with the rapid reconstruction of Mercedes following the war; this car was essentially the prototype for the 220 Cpés that would be produced several years later. After Haspel's ownership, which presumably ended with his untimely death in 1952, at the age of 53, the car was acquired by a Lufthansa pilot who found the car in the United States and brought it back to Germany.

It was later purchased from the pilot by Erhardt Bernot; the dating of correspondence in the file indicates that he owned it from at least 1976-2002, and possibly much longer. Over the course of those years, Bernot conducted an enormous amount of research, reaching out to Daimler-Benz on multiple occasions.

As a result of the notoriety of its original owner, it has rather unique features, including the dashboard, which, like on a 300 5, is constructed entirely of wood. After performing a full restoration in his spare time, Mr Bernot brought the car back to life; this restoration included the installation of a 230 engine to replace the damaged original unit.

The paint and bodywork have been properly refinished in a glossy black that is of a higher quality than it would have been 60 years ago. All chrome and brightwork have been re-plated, and little wear is evident on the handles and the more frequently utilised areas. Perhaps the most visually pleasing area of this Coupé is the very tidy and comfortable passenger compartment.



Brand:	Mercedes-Benz
Model:	220 S
Version:	Coupe (prototype)
Year:	1951
Chassis Number:	180 920 000 295 1
Engine:	6 cylinder in-line
Piston Displacement:	2195 cc
Power:	90 PS
Actual Registration	
Country:	Portugal
Number Plate:	TP-12-78
Previous Registration	
Country:	Germany
Number Plate:	

1951

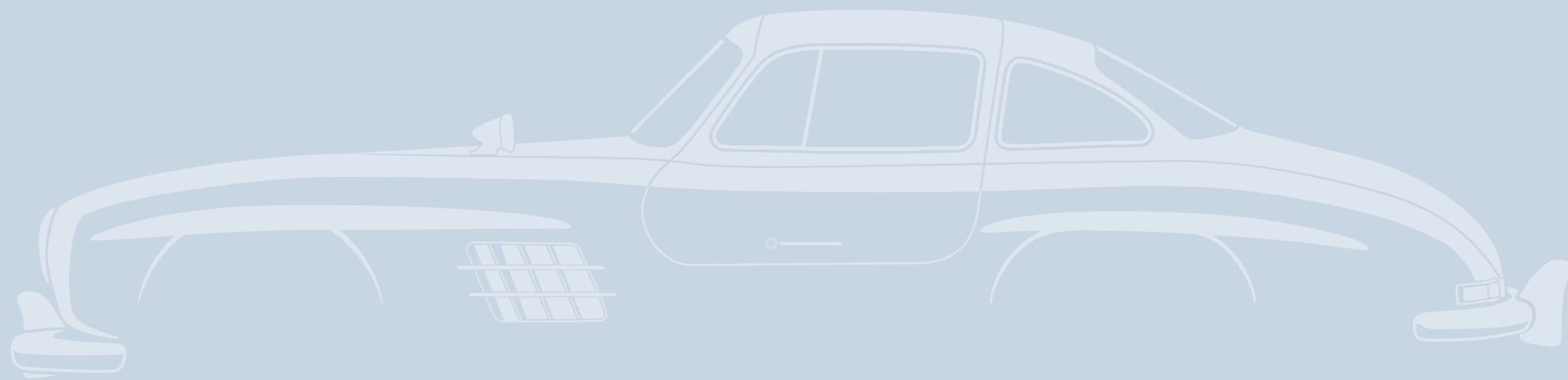


All of the upholstery is in fine shape and it comes with articulating padded front seats that give way to the rear portion with the brilliant folding passenger/package shelf area. All of the outstanding wood-grained window frames and dash have been refinished to high standards. A full array of gauges, including oil pressure, temperature, and fuel quantity gauges as well as a clock and a beautiful Becker radio, are splayed out for the driver's updates and enjoyment. Soft materials, such as the carpets, floor mats, and headliner, also present in a nearly-new condition.

This Coupé has few needs for accessory equipment, as the detailed boot is well appointed, The sparetyre is accompanied by vintage jack and tyre changing tools. Dunlop Road Speed tyres are found on the car for a proper vintage appearance. Beneath the front bonnet, the engine compartment shows the same standards for restoration and preservation. Very little wear or soiling is present, indicating the care that Dr Haspel's Coupé has received great care This 220 is true one-off, and it is a fantastic opportunity to own significant part of Mercedes-Benz history.



1951



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