**Mercedes-Benz 300 SC Cabriolet A W188 300 SC Cabriolet A W188 mehrfach verfügbar!**

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| **Preis:** | 480.000,00 € | MwSt. nicht ausweisbar |

**Details:**

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| **Referenz Nr** | **902918** |
| Standort | Bovenden |
| Marke | Mercedes-Benz |
| Modell / Typ | 300 SC Cabriolet A W188 mehrfach verfügbar! |
| Erstzulassung | 01.10.1955 |
| Abgelesener Tachostand | 1.001 km |
| Getriebe | Schaltgetriebe |
| Karosserieform | Cabriolet/Roadster |
| Motor | 129 kW (175 PS) |
| Farbe | beige |

**Ausstattung**

**Beschreibung**

- One of only 49 Mercedes-Benz 300 Sc cabriolets built, the ultimate and rarest of all variants
- Completely restored in Los Angeles circa 37 years ago
- Present ownership since 2007
- Recently recommissioned by Jim Stokes Workshops

Right from the marque's creation in 1926 by the merger of Daimler-Benz and Mercedes, Mercedes-Benz's top-of-the-range models have ranked in the forefront of the world's greatest automobiles. Throughout the 1950s the company's flagship model was the 300 S, a luxurious Grand Tourer in the tradition of the pre-war 540 K, which was both lighter and faster than its illustrious predecessor. Mercedes-Benz's first prestige car of the post-WW2 period, the 300 debuted at the Paris Salon in 1951. The range comprised the six-light, four-door saloon and similar-sized cabriolet, plus a trio of two-door variants built on a shorter

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wheelbase.

Like the majority of 1950s luxury cars, the 300 retained a separate chassis, though unlike most of its rivals could boast all-independent suspension. Later to form the basis of the immortal 300 SL sports cars, the 3.0-litre, overhead-camshaft, six-cylinder engine produced 115bhp, an output good enough to endow the saloon with a genuine 100mph maximum speed despite an all-up weight of 1,780kg (almost 4,000lbs). And while not unique in that respect, the 300 could cruise at close to its maximum speed while transporting six passengers in comfort in a manner that few of its contemporaries could match.

Even more performance was available to those in a position to afford a 300 S. At US$12,500 the latter was more than double the price of the most expensive Cadillac and costlier than a 300 SL, so remained the province of a highly select clientele. Hand built in coupé, cabriolet and roadster versions, the 300 S was finished to the most exacting standards, boasting a luxurious interior furnished in the finest materials, including a dashboard in Carpathian burr elm wood, while the cabriolet featured a fully padded convertible top. The 300 S enjoyed an extra 35bhp courtesy of an increased compression ratio and three - as opposed to two - Solex downdraft carburettors. Its top speed was 176km/h (109mph), a figure improved upon by the subsequent 300 Sc.

Introduced towards the end of 1955 at the Frankfurt Motor Show, the 300 Sc – the ultimate and most desirable variant of all – featured a 175bhp dry-sump engine equipped with Bosch fuel injection, and boasted revised rear suspension with single-pivot swing axles similar to that of the 300 SL Roadster, a development that enhanced both roadholding and handling. The car's top speed was now 180km/h (112mph) with 100km/h (62mph) reachable in around 13 seconds. To cope with the improved performance, servo-assisted brakes, optional from 1954, were standardised. Only 200 of the Sc models were built: 98 coupés, 49 cabriolets and 53 roadsters.

The early history of this 300 Sc cabriolet is not known prior to its acquisition for his private collection by the late Mr John Calley, former President of Warner Brothers. The immediately preceding owner purchased the Mercedes directly from Mr Calley approximately 37 years ago, at which time the car was undergoing a complete restoration in Los Angeles. Upon purchase the former owner completed the restoration, choosing an elegant Ivory White over Chocolate colour scheme. However, there are no bills available.

Tom Scott Senior purchased the 300 Sc at the Christie's Monterey Jet Centre auction in August 2007. The catalogue description stated that the car had been lightly used and that the engine had been 'rebuilt approximately 400 miles ago by Jerry Hjeltness, a noted Mercedes-Benz 300 SL engine specialist', although, once again, there are no bills.

Kept on static display as part of the Scott private collection of fine Mercedes-Benz motor cars, this 300 Sc has recently been recommissioned by Jim Stokes Workshops and comes with their detailed report and invoices totalling £3,707. Works undertaken included changing fluids and fitting new spark plugs, battery, fuel filters, and tyres. Noting that the vehicle was brought into operational condition with little difficulty, JSW's report states: "The vehicle drove very well, the clutch, gearbox, suspension and brakes are all operating as expected. There is a knock from the front kingpins when going over large bumps in the road." The report also lists further works that may be required to meet full and frequent road use. JSW would be pleased to advise the successful purchaser on such matters.

Accompanying paperwork includes copies of the 2007 auction catalogue description and invoice; an original State of California Certificate of Title; HMRC import duty form confirming UK taxes paid; and the aforementioned JSW report and invoice.

With so few built, rarely do these top-of-the-range Mercedes models come to market; this fine example with noted provenance represents an unmissable opportunity.

Zollager / customs warehouse :
Verzollung des Fahrzeugs ist im Kaufpreis nicht inklusive. / Customs clearance of the vehicle is not included in the purchase price.

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