



Mercedes-Benz 300 S Roadster W188 300 S Roadster W188 mehrfach verfügbar!

Preis: 399.000,00 € MwSt. nicht ausweisbar

Details:

Referenz Nr	903048
Standort	Bovenden
Marke	Mercedes-Benz
Modell / Typ	300 S Roadster W188 mehrfach verfügbar!
Erstzulassung	01.07.1953
Abgelesener Tachostand	26.430 km
Getriebe	Schaltgetriebe
Karosserieform	Cabriolet/Roadster
Motor	110 kW (150 PS)
Hubraum	2.975 ccm ³
Farbe	rot

Ausstattung

Beschreibung

Bei Rückfragen Tel. +49 551/820224!

One of only 194 Roadsters produced

- One of the most sought after of post-war Mercedes-Benz automobiles
- The last word in motoring luxury in its day
- Spanish owned from new
- Present ownership for 45 years
- Restored during the present ownership

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Gassmann GmbH, 2026

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- Spanish registration document

Although Mercedes-Benz would adopt unitary chassis/body construction for its lower and mid-priced cars as the 1950s progressed, the retention of a traditional separate frame for the 300 enabled a wide variety of coachbuilt body types to be offered. The 300's cross-braced, oval-tube chassis followed the lines of the 170S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height.

Initially developing 115bhp, the 3.0-litre, overhead-camshaft, six-cylinder engine - used in fuel-injected form in the 300 SL sports car - was boosted in power for the succeeding 300b and 300c models, finally gaining fuel injection in the restyled 300d of 1957. Other improvements along the way included larger brakes (with servo-assistance from 1954), optional power steering (on the 300d) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. The conservatively styled 300 saloon was soon joined by the 300 S (Super), a model which succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300 S was built in two-seater coupé, cabriolet and roadster forms on a shortened 300 saloon chassis, the cabriolet being the more luxurious of the two soft-tops. Indeed, with its lined hood erected, the convertible was every bit as quiet and comfortable as the fixed-head coupé.

Not only was the two-seater 300 S considerably lighter than the saloon, it was also more powerful, boasting an engine equipped with triple (as opposed to twin) Solex carburettors and a raised compression ratio. Maximum power output was increased to 150bhp and top speed to 176km/h (110mph). Unlike some of its spartanly furnished contemporaries, the 300 S boasted a lavishly equipped interior featuring supple leather upholstery, beautiful burr walnut trim, chromium-plated dashboard instrumentation and precision-made switch gear.

Elegantly styled in the pre-war manner yet technologically bang up to date, the 300 S was built to the Stuttgart firm's uncompromising quality standards. Inevitably, production was limited, only 760 examples of the 300 S/Sc (560/200) leaving the factory between 1951 and 1958, of which only 194 were roadsters. Ownership of such an exclusive automobile was necessarily restricted to a wealthy few, among them film stars Cary Grant and Gary Cooper, and the Aga Khan. Prohibitively expensive when new, these cars have a dedicated following and, being much rarer than both the 300 SL Gullwing and Roadster, afford their fortunate owners enjoyable motoring in matchless style.

This Mercedes-Benz 300 S Roadster was delivered new in Spain, as evidenced by its supplier's plaque engraved 'Angel Martinez Burges, Barcelona'. Owned by our collector vendor for 45 years, the Mercedes was fully restored during his last owner and is looked after by his team of mechanics. Accompanying documentation consists of Spanish registration paperwork; restoration photographs; manufacturer's 1953 catalogue; build sheet (heavily discoloured); and an original instruction manual.

A fast touring automobile in the tradition of the legendary 540K, the 300 S was faster, better handling, more comfortable and generally superior to its pre-war owner. It was Mercedes-Benz's flagship model: stylish, exclusive and intended for a wealthy and discerning clientele that demanded superlative performance but were unwilling to sacrifice luxurious appointments and generously sized accommodation. Today the 300 S is among the most sought after of post-war Mercedes-Benz automobiles, and this example affords the prospect of a truly rewarding ownership experience.

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