

Ersatzteile - Ut.

5

Mercedes-Benz

Typ 220 - 190
 Lackierung Rauhrolze 19 157
 Polsterung ex. des Leder 693
 Verdeck 4d. Weigmann 8. Loff
 Ausstattung normal ex. der 19 157
 Fabrikat, Größe, Nummern
 Bereifung 5-fach 11. 157
 Räder 4.50 x 15 157
 Scheinwerfer Bosch
 Scheibenwischer VAG
 Winker Lincoln 157
 Batterie 6 Volt 157
 Getriebe 19 157
 Vorderachse 3475 11. 157
 Hinterachse 3400/22 (157)
 Lenkung 1111
 Lenkungschloß 157
 Türschloß 157
 Kofferschloß 157
 Handschuhkastenschloß 157
 Tankklappenschloß 157

Km-Stand 22

Auftragsh. St.

Lieferschein Nr.

vorgeschriebene Rechnung

Festrechnung fach Auftrag vom

Niederlassung St.

Vertreter

Käufer

Lager-Nr

Komm-Nr

Fahrt-Nr

Motor-Nr

Aufbau-Nr

Vorbau-Nr

Versandtag

Versandart

Zahlungsart

Rechnung

Sonderausstattung:

ab Werk - frei dt. Grenze / fob dt. Seehafen

1. 157

1. 157

Kontrolle / Ablieferungsabst.
 Sindelfingen

Ölpeilerverpackung
 Secklate
 Fracht

(Unterschriften)

Stück Gebot Typ KK USL Betrag

Typ 220

Cabriolet „A“

links

Daten

Nummern

Auftrag

Komm.

560 181

Aufnahme 26 695

Kfz.-Br.

Kfz.-Br.

eingef.

fertig

Termin

Lackierung

Polsterung

Versandart

Niederl./Vertr.

Besteller

abgeliefert

16. Okt. 1953

grün beige DB

Bahn

Ut.-Export

Fa. Mercedes-Benz, Zürich

2.11.53

Baumuster

Fahrg. 187012 03483 /53

Motor 180920 03615 /53

Aufbau 18713 00239 * 53

MAGNO RESTORATIONS

MERCEDES-BENZ

RESTORATION, SERVICE, PARTS, LOCATING
PREWAR AND POSTWAR CLASSICS

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Detailed Restoration Summary: 1953 Mercedes-Benz 220 Cabriolet A; VIN 187 012 03483/53

The restoration was commenced by selectively sandblasting the body tub where needed. Extensive metalwork was carried out on the body floor, the upper body box channels, and the A and B pillars including replacement of mounting brackets for the A and B pillar woodwork. The body sheet metal under the doors, including cowl and quarter panel sections was replaced. New jamb sheet metal was fabricated, nailed and soldered. All new structural woodwork, procured from Germany, was fitted and installed in the body. Woodwork in the doors was retained with joints re-glued in place. The body panels were fitted to optimize gaps and alignments. All body panels were stripped, body worked, painted, color sanded and buffed. The top assembly and landau bar brackets were fitted to the body and aligned. Chrome parts were plated as needed and underlayments were made up for body chrome strips and colored.

The engine was started and run, and the oil pressure and compression were checked and found to be excellent. Compression was #1-127, # 2-126, #3-121, #4-125, #5-125, # 6-127, all normal with his 6.5/1 compression ratio. Oil pressure was 1.5 atm (22 psi) at 850 rpm and the gauge was pegged at 3 atm (44psi) at 1400 rpm.

All the fuel system components were rebuilt, the tank was relined and new copper-nickel fuel lines were fabricated. Starter, generator, and distributor were rebuilt. A replacement front counterweight was balanced and installed with a new front crankshaft seal. The water pump and housing were replaced with updated capacity pump and housing. In the engine bay, cowl parts, heater boxes etc. were reconditioned, painted and re-plated as necessary. The frame, suspension, and underbody of the chassis were cleaned, painted or undercoated.

The steering column gearshift was removed and rebuilt, and the steering box was disassembled, resealed and adjusted. The front suspension was tight, and appeared to have been rebuilt, as new seals had been installed. The tie rods were disassembled, painted and adjusted. The central lubricator system was overhauled with new rubber valve seals (obtained from Germany) being installed in the distributors, a rebuilt pump and new flex hoses.

The hydraulic braking system was rebuilt with all cylinders re-sleeved in stainless steel. New copper-nickel lines were fabricated and hoses replaced. The shoes were relined and contoured and the brake drums were turned. A new wiring harness was installed and all connection points reconditioned as necessary. New lenses were installed in all exterior lights. The fuel tank sender was reconditioned. The wiper motor and wiper gearboxes were rebuilt.

The car was painted in the original DB 157 Grey Beige (with Glasurit Basecoat/Clearcoat) which appears a pale green when bathed in full sunlight. A complete new headliner, top pad, and top were installed, also in original colors. A new curved windshield was installed. Top moldings were restored or fabricated. All interior leather was repaired and re-dyed to the original 653 Green. The front seats previously had new leather installed, but was also re-dyed for a better match. Parts of the dash were recovered where repair was not possible. Carpeting was fitted and bound. New windlace and pinbead trim was made up and covered with leather. The steering wheel was restored, and the column repainted. The sunvisors were disassembled, plated, and reassembled with new tinted inserts. The combination gauge was repaired. A reconditioned Becker Monaco radio was procured and installed along with a new loudspeaker. All heater Bowden cables were renewed. The trunk area was refinished including a new rubber mat. The trunk holds a set of original luggage having new luggage straps. It also has an original wooden spare parts box made for a 220 plus a workshop manual.

A notebook containing all invoices and which describe in greater detail the work that was done will be provided to the purchaser.

Henry Magno
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Restoration Summary: 1953 Mercedes-Benz 220 Cabriolet A; VIN 187 012 03483/53; 51,569 km

This car was brought to my shop in 2014 to be restored. The 220 is a body-on-frame 2+2 seat convertible coupe with traditional pre-war composite body construction with structural wood framing. This body style features a padded top with landau irons, and rear-hinged doors. The engine, however, is an advanced overhead-cam, short stroke six cylinder design which allows cruising at highway speeds. This 220 is a late 1953 model with curved windshield, probably one of the earliest to carry this design change. The car was running and driveable when the owner purchased the car in 2005.

Although early records were not available, all evidence suggests the car had good care by owners prior to acquisition by the current owner in 2005. It is possible that the indicated 51,569 kilometers is the original total. Chassis, engine and body numbers of the restored car match the factory build sheet. Paint, leather and top have been restored to the original colors.

The extensive restoration work performed included disassembly of the body, doors and fenders, installation of new structural wood in the body; replacement of sheet metal where necessary, refinishing all sheet-metal bodywork, a new wiring harness, brake system rebuilding, restoration of the leather upholstery, making leather-bound wool carpeting, making and installing new soft-top and headliner, re-chroming, and refinishing the original chassis and suspension parts. The original engine was found to have compression within factory specs, and was re-tuned and serviced as needed. Other mechanical systems such as the transmission, rear axle, central-lubrication system, and dashboard instruments were serviced or restored as needed. (A further, more detailed description of the restoration can be found on a separate document.) The restoration costs have exceeded \$400,000 according to extensive records which will be provided with the car.

Accessories include burl walnut trim, reconditioned Becker Monaco radio and speaker, Karl Baisch luggage, tools including an original wooden spare parts box made for a 220, and the correct under-hood plug-in drop light.

On the occasion of its first drive since restoration, the car started easily with no smoke, idled well, and moved away from stop with no drama. On the road, the engine response and power was found to be excellent, as was stopping and steering.

This 220 Cab A was accepted at The Inaugural Greenbrier Concours d'Elegance, White Sulphur Springs, WVA held on May 6, 2018 where it was awarded Best in Class of post-WWII production cars. Alex Dearborn, a noted expert on classic Mercedes, has examined this car and believes that it sets a benchmark for originality, authenticity and workmanship over other 220 Cabriolet A's he has examined.

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