

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1959 – Mercedes Benz 220 S Cabriolet

Eberhard Thiesen GmbH & Co. KG

Tarpen 40 – Halle 12 | 22419 Hamburg / Germany | T +49 (0) 40 99 99 86 80 0

Web www.eberhard-thiesen.de E info@eberhard-thiesen.de



1959 – Mercedes Benz 220 S Cabriolet



- Original mileage of only 35,789 miles
- An unrestored example in perfect top-condition
- Immaculate, as new, original underbody
- Classic, stylish colour scheme in silver metallic (DB 180) with red leather interior and black soft top
- Leather-interior in unique original condition
- Since its new delivery family-owned in Vancouver, Canada, for three generations
- 'Matching Numbers' engine



This Automobile

According to the available data card, this Mercedes Benz 220 S Cabriolet was delivered in November 1959 and then travelled to North America via the M.B.S. company in Chicago. From there it reached its first owners, the McLean family in Vancouver, Canada, who had purchased the car through the local Mercedes Benz dealer. The family owned several large estates and were avowed enthusiasts for Mercedes automobiles. There the 220 S Cabriolet was in good company of a 300 SL Gullwing (1954) and 300 SL Roadster (1957) as well as a 300 SE Cabriolet (1967), all of which were purchased as new cars. A classic car dealer known by us in Canada, from whom we acquired the 220 S Cabriolet, has been familiar with the owners since 1972 and has looked after their vehicles on an ongoing basis.



The original delivery colour scheme was a special paint finish in metallic blue (colour code 353) with special upholstery in red (641/TT 826) and a soft top in beige rubber fabric (702). This was complemented by fine wood veneers in rosewood. Directly after being acquired by the McLeans, the car was repainted in metallic silver (colour code DB 180), as the McLeans' cars were all painted in this colour combined with red leather interiors. The vehicle still has this colour scheme today.

In addition to the special paintwork and special upholstery, the ex-works equipment included reclining seats on the left and right (individual seats), a fixed rear bench seat, whitewall tyres and a Becker Mexico radio.



After the couple passed away, the convertible went into the ownership of their daughter and was later inherited to their children. The car thus remained in the family for three generations until the end of 2023. As the family owned the car continuously at one location in Vancouver and apparently always had several (classic) vehicles at their disposal, the odometer reading of 35,800 miles is credible as the original mileage. In addition, the vehicle was continuously maintained and technically serviced. The engine is of course the first unit of the delivery and 'matching numbers'.



The high-quality overall appearance of this probably unique original example is truly impressive. In particular, the underbody is in indescribably good condition (see photos). All factory welds and seams are in the right place, so that the condition of the underbody can definitely be described as being in 'as new' condition.

The paintwork is of an incredibly high quality in terms of its surfaces and surface lustre. Moreover, the bodywork has a flawless side profile and excellent gap dimensions. The chrome trim is also as brilliant as on day one and blends in perfectly with the bodywork. In addition, the original leather interior is in a unique condition, with virtually no patina.

In more than 50 years, we have never seen a Mercedes 220 S Cabriolet (or any other model) in such perfect original condition. There is probably no second collector's example like this.

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Model History

The Mercedes Benz 220 S Cabriolet, produced from July 1956, was based on the 220 S saloon (W 180 II) presented in March. The saloon was the successor to the 220 a, which already had a self-supporting body in pontoon form that was firmly welded to the frame floor system. The design of the cabriolet variant had already been presented at the IAA in Frankfurt in September 1955.

Due to the necessary body reinforcements, the Cabriolet was a good 60 kg heavier than the saloon. Three months after the Cabriolet, a Coupé version was also launched, which was identical to the open-top version except for the fixed roof. Both variants were based on a shortened chassis floor system of the saloon. The in-line six-cylinder engine, which produced 100 hp from a displacement of 2.2 litres and was still equipped with conventional carburettor mixture preparation, was also kept unchanged from the 220 S saloon.



In August 1957, almost all models in the passenger car programme underwent a facelift, including the 220 S Coupé and Cabriolet. This involved subtle modifications and an increase in engine output to 106 hp. The only externally visible changes were the front bumper with the licence plate trim and the modified lighting of the rear licence plate, which had been relocated to the bumper horns. Another innovative new feature introduced in August 1957 was the 'Hydrak' hydraulic automatic clutch, which could be fitted to the models as an option.

From September 1958, the 220 SE with petrol injection was offered in the saloon, coupé and cabriolet. This engine variant was a separate model series with the internal designation W 128. The 2.2 litre engine had the intake manifold injection as in the 300 d and increased the output to 115 hp. In August 1959, three completely redesigned six-cylinder models with tail fin bodies were presented as saloons and the production of the types 219, 220 S and 220 SE was discontinued. However, the cabriolet and coupé were continued unchanged, but only as the 220 SE.

Production of the 220 SE coupé and cabriolet also ended in November 1960. With a total of only 5,371 vehicles built, 1,942 of which were SE with fuel injection engines, the 'Ponton' coupés and cabriolets are among the rarer models in Daimler-Benz post-war production.

Source: Mercedes Benz Public Archiv



Data & Facts

Year of production	1959
Quantity	in total 2,178 Cabriolets (1956 – 1959)
Colour scheme	Silver metallic (DB180), leather interior red, soft-top black
Mileage (reading)	35,789 miles
Engine	Six-cylinder in-line engine, water-cooled, one overhead camshaft with Duplex roller chain drive, 2 register downdraft carburettor Solex 32 PAJTA
Displacement/power	2,195 ccm, 106 hp at 5,200 rpm (factory data)
Gearbox	manual, 4-speed, steering wheel gear shift
Brakes	drums front and rear, hydraulic with vacuum booster
Empty weight	1,385 kg (factory data)
Top-speed	approx. 160 kph
Documents	Mercedes Benz data card on the delivery, clearance certificate from German customs for registration in Germany, underbody photos



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Appendix

Location	Hamburg, Germany	
Price	EUR 159,000.00 (VAT not to be shown)	
Contact	Eberhard Thiesen	+49 (0) 172 – 459 34 35
	Bastian Hubald	+49 (0) 170 – 239 31 89

Eberhard Thiesen GmbH & Co. KG

Tarpen 40 – Halle 12 | 22419 Hamburg, Germany

T +49 (0) 40 – 99 99 86 80 0

info@eberhard-thiesen.de / www.eberhard-thiesen.de



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