

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1965 – Mercedes Benz 220 SEb Sedan (W111)

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1965 – Mercedes Benz 220 SEb Sedan (W111)



- Attractive original colour scheme in light ivory (colour code 670) with fabric interior in white-light grey herringbone pattern
- Data card on delivery specs available
- Comfortable driving characteristics thanks to automatic transmission, which was newly installed in the car by ZF Friedrichshafen in 2015
- Well restored, chassis overhauled, engine compartment as good as new
- Type-correct engine
- Well documented for over 20 years
- A great classic car with a star on the bonnet that is suitable for everyday use offering a classic car experience for the whole family



This Automobile

This Mercedes Benz 220 SEb as a 'tail fin saloon' was manufactured in 1965 in light ivory paint (colour code 670) according to the data card available for the delivery specification. The car still wears its stylish contemporary colour today. The high-quality interior is finished in fabric with a herringbone pattern in white and light grey, giving the car a sophisticated, elegant touch. The engine is a 2.2-litre in-line six-cylinder engine with 120 hp thanks to a modern mechanical intake manifold injection system.



This excellent touring car returned to Germany via Sweden. Since the early 2000s, it has verifiably been at home in Berlin for over 20 years. The registration documents from this period are available. Various invoices prove ongoing maintenance and care, including invoices at an authorised Mercedes Benz workshop in Berlin in 2014 and 2017. A new automatic transmission was supplied and installed by ZF Friedrichshafen in 2015.

The 220 SEb impresses with its comprehensive restoration as well as its good state of preservation and maintenance. The body is in very good condition. The front wheel housings are protected by retrofitted stainless steel panelling. The underbody and the chassis, including the front axle with centre stand, have been overhauled to a high standard. The fuel tank and exhaust system are as good as new. This also applies to the visual impression of the engine compartment. The engine shines with its smooth running and the gearbox shifts smoothly. Overall, the car looks almost as good as new. The newly equipped interior invites you to go on extended trips or journeys – also possible with the whole family.

A Mercedes 220 SEb tail fin with a six-cylinder engine is an outstanding contemporary witness to the up-and-coming 1960s. It conveys dignified flair and technical avant-garde in solid large-scale production from Mercedes Benz.

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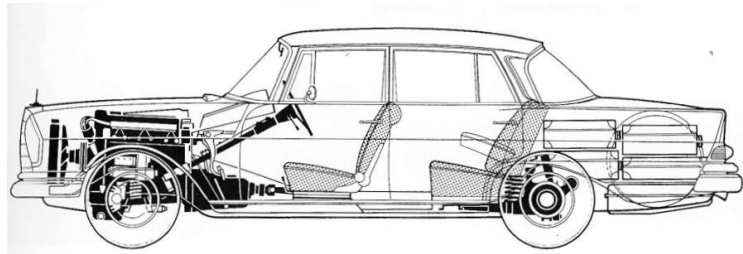




Model History

In August 1959, Mercedes Benz presented a fundamentally revised passenger car programme. The new 220 b, 220 Sb and 220 SEb models from the W111 series appeared under the slogan 'The new six-cylinder models – in a class of their own' as successors to the previous six-cylinder 219, 220 S and 220 SE cars. The new models had a spacious, elegantly designed body, characterised by the rear fins. This distinctive design element later gave the entire model generation the name 'tail fin' models. Passive safety set new standards; the Barényi patent of the rigid passenger cell with front and rear crumple zones was realised for the first time in a production vehicle. In the interior, the new vehicles were fitted with an upholstered dashboard with elasticated, partially recessed controls and a steering wheel with an upholstered panel.

The engines were essentially the same as the previous models, but had been slightly modified. All three units had a redesigned valve train and a steeper camshaft. The engine of the 220 b was now equipped with two carburettors.



Instead of carburettors, the engine of the 220 SEb had a mechanical intake manifold injection system from Bosch (twin-ram injection pump) and an output of 120 hp.

The chassis and brake system also came from the predecessor models, but the wheel suspension had been significantly revised. At the front, the concept of the centre pivot introduced with the 'Ponton' models was retained; at the rear, the tried-and-tested single-joint swing axle was fitted with a compensating spring. The shock absorbers on the front and rear wheels were moved to the outside to enable more effective vibration damping and better accessibility. The brake system



was modified twice: In April 1962, the 220 Sb and 220 SEb models were initially fitted with disc brakes on the front wheels. Later, all three models were equipped with a dual-circuit braking system. From April 1961, a fully automatic gearbox was initially only available for the 220 SEb, which used a hydraulic clutch and had a lower power loss.

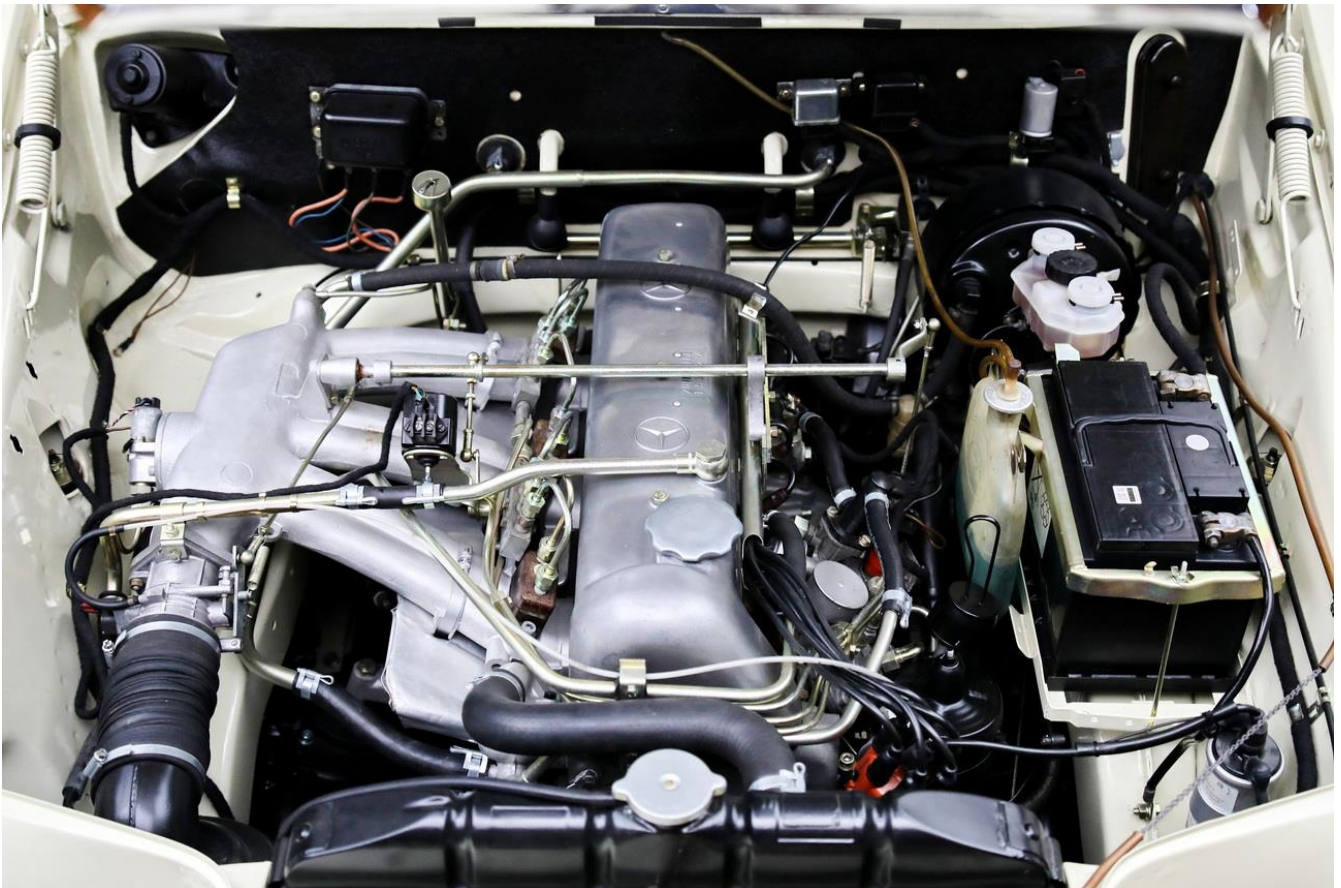
In August 1961, another variant in the premium class was introduced, the 300 SE, which was assigned to the W112 model series. But it was visually and technically largely identical to the 220 SEb. The 300 SE, however, had some special features as standard equipment: A newly developed power steering system and the air suspension, which was used for the first time at Mercedes Benz. In addition, it featured a dual-circuit braking system and disc brakes on the front and rear wheels. The 3-litre engine with mechanical manifold injection achieved an output of 160 and later 170 hp.

The production of the 2.2 and 3.0 litre models with 'tail fin' bodywork design (W111/W112) came to an end in the summer of 1965.



Data & Facts

Year of production	1965
Quantity	66,086 examples as sedan (W111)
Colour scheme	light ivory (Code 670) with fabric interior white-grey herringbone
Mileage (reading)	60,457 km
Engine	Six-cylinder inline engine (Type M127 III), water-cooled, one overhead camshaft with drive via double roller chain, mechanical manifold injection Bosch
Displacement / power	2,195 cc, approx. 120 hp at 4.800 rpm (factory data)
Gearbox	Automatic, 4-speed, steering wheel gearstick
Brakes	disc brakes front, drums rear
Empty weight	approx. 1,375 kg
Top-speed	approx. 165 kph
Equipment	Automatic gearbox, whitewall tyres, Radio Becker Europa
Documents	German registration as historic vehicle, Mercedes Benz data card on delivery specs, German MOT reports, several invoices on service and overhaul work



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Appendix

Location	Hamburg, Germany	
Price	EUR 37,900.00 (VAT not to be shown)	
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