



1936 MERCEDES-BENZ 500 K CABRIOLET C

Some Interesting Facts...

The Mercedes-Benz 500 K embodies the true forward-thinking prowess of pre-war Germany. A successor to the almost instantly famous Ferdinand Porsche designed S/SS/SSK/SSKL (W06) models of the late 1920s, the 500 K (internal works number W29) arrived in 1934 with one of thirteen different factory bespoke body styles designed by Frederick Geiger. Assembled in Sindelfingen, featuring a 5.0 litre Inline 8-cylinder engine with a Roots supercharger and standard four speed manual transmission, the 500 K was a truly ferocious car. The chassis, designed by Hans Nibel, consisted of a fully independent double wishbone front end and double-joint swing axle in the back, allowing a sporting but very comfortable ride. Aesthetically perfect, decades ahead mechanically and ultra-rare.

- 1 The 500 K was a direct successor to the 1933 underpowered 380 (W22). There were 342 units built between 1934 and 1936 when the 540 K (W24) was introduced. The "K" stands for Kompressor or Roots supercharger.
- 2 This museum model, built at the time of the introduction of the 540 K, was initially fitted with a 5.0 litre supercharged engine but was upgraded to the 5.4 litre unit a short time later, both being Inline 8-cylinder engines.
- 3 The car has a top speed of 100 mph and weighs 2,300 kgs.
- 4 The 500 K model was hand made to a customer's particular specification and this one was originally for a German customer. It subsequently spent many years in America where it underwent a body-off nut and bolt restoration.
- 5 In 1990, it was purchased by a Mr Hans Lusher and exported to Switzerland. In 2002, it was purchased at the Rétromobile Show in Paris by Nigel O'Flaherty and Denis Dowdall on behalf of Motor Distributors Limited.