



1886

Benz Patent
Motorcar



1898

Benz Velo
Comfortable



1911

Benz 8/18



1935

MB 200



1936

MB 500 K
Cabriolet C



1938

MB 170 V



1953

MB 300 S
Cabriolet

1938 MERCEDES-BENZ 170 V

Some Interesting Facts...

- 1 The Mercedes-Benz 170 V (W 136) was the successor to the Typ 170 (W 15) and made its debut in 1936. The war halted production of the 170 V in 1942, however up until that point, it was by far the best selling model with 91,048 units sold.
- 2 Max Wagner débuted the light, torsionally rigid, cruciform chassis in the 170 V. The 'floating engine' was attached using just two mountings, positioned where the oscillation axis passed through the centre of mass. This set the standard for smoothness in 4-cylinder engines. The 170 V was an exceptionally comfortable car, fitted with independent suspension all round – a first.
- 3 The M 136 engine is a 1,697 cc Inline 4-cylinder side valve petrol engine, developed by Albert Heess, giving 38 bhp at 3,600 rpm and 23 mpg. The electrical system is 6V and includes semaphore direction indicators. The car has hydraulic "drum" brakes all round and a foot operated hydraulic chassis lubrication system.
- 4 The production tooling for the 170 V survived the war and Daimler-Benz AG was granted a permit in 1946, by the occupying Allied forces, to resume production. Continual development kept the series technically up-to-date over the following nine years. In 1949, an upscale 170 S was offered to address the luxury market. That same year the 170 D was introduced which had a very economical diesel engine, giving 38 bhp at 3,200 rpm and 40 mpg. Production finally finished in 1955, after a further 49,367 units had been produced.
- 5 The first owner of this museum car Mr R. J. Wood, a London resident, ordered the car painted "two-tone" yellow and black. Unfortunately, during the Blitz shrapnel from a bomb caused considerable body and paintwork damage. This damage was still evident when the car was purchased, by Denis Dowdall on behalf of Motor Distributors Ltd, in 1988 from a Mr Karl Keller of Crosshaven, Co. Cork. The damaged bodywork was restored by Matty O'Sullivan, at Europa Cars in Blackrock, Co. Dublin.