



1957 Mercedes-Benz **220 S Cabriolet**

Some Interesting Facts...

- 1 The Mercedes-Benz 220 S Cabriolet (W 180) was a 6-cylinder Ponton style motorcar. Between 1956 and 1959, 3,429 units of the 200 S Cabriolet/Coupé were produced. Total production of Ponton models between 1953 and 1962 was 559,369 units.
- 2 The main strength of the unitary construction system came from the deep pressing which formed its transmission tunnel. To this frame/floor was welded the body itself. Slung between the forward arms of the floor was a sub frame containing the engine, suspension and steering modules, similar to how a pontoon bridge would be constructed and hence the name Ponton was derived.
- 3 Fritz Nallinger adopted the unitary construction system because it saved weight, permitted lower body styling and minimised road noise transmission as well as saving time in assembly. The interior space was some 22% larger than the 170 Sb and the three-box styling allowed for a large boot.
- 4 The single-pivot swing axle had the differential attached to the right hand axle and the left hand axle was then pivoted from a universal-joint attached low down on the differential housing. This arrangement markedly reduced the camber change under cornering forces, and gave the driver more chance to deal with rear-end breakaway.
- 5 The 200 S had a 2,195 cc Inline 6-cylinder engine which developed 100 bhp at 4,800 rpm and a top speed of 100 mph. It had a compression ratio of 7.6:1 and twin Solex carburettors. Maximum torque was 119 lb/ft at 3,500 rpm.
- 6 This car was first registered to the late Stephen O'Flaherty's wife Dorothy. It was then owned by Mr J Hunt of Baily, Co. Dublin until the mid-sixties followed by Mr J Louth of Slane, Co. Meath until 1977. A recently qualified Doctor, John O'Hara from Co. Meath, purchased the car and brought it with him to Birmingham. He carried out major restoration work to the bodywork between 1984 and 1986. In 1999, it returned full circle and was purchased by Motor Distributors.