

1938 MERCEDES-BENZ 170V

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170V

Year: 1938

Chassis no: 136041

* 597

Registration:

Price: €18,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

Make: Mercedes-Benz

Model: 170V

Year: 1938

Chassis: 136041 * 597

Vintage & Prestige is proud to offer this incredibly original example of a 1938 Mercedes-Benz 170V.

The Mercedes-Benz W136 was Mercedes-Benz's main line of inline-four cylinder motorcars from the mid-1930s into the 1950s. The model 170 V made its public debut as successor to the W15 Typ 170 in February 1936. Between 1936 and 1939 it was Mercedes' top selling model.

Between 1936 and 1942 over 75,000 were built making it by far the most popular Mercedes-Benz model up till that point. The "V" in the 170 V's name was an abbreviation of "Vorn" (front), added to differentiate it from the contemporary rear-engined Mercedes-Benz 170H (W28) ("H" for "Heck", rear) which used the same four cylinder 1697cc engine, but positioned at the back of the car.

The 1.7 litre four cylinder rear wheel-drive Mercedes-Benz 170 V (W136) was introduced in 1936 to replace the 1.7 litre six-cylinder Mercedes-Benz 170 (W15). Despite their similar engine capacities, the new car's side-valve M136 was more powerful. The manual transmission was four speed synchromesh. The engine was attached using just two mountings and set the standard for smoothness for four-cylinder motors.

This 1938 Mercedes-Benz 170 is located in Padova (Italy) in a collection of cars restored by the former owner, who was a well-known engineer and car enthusiast in his area, and it was acquired back in 1982 and has never changed ownership since.

This Mercedes 170V is in impeccable original condition throughout, almost like a time capsule. Both the inside and the outside are beautifully patinated, as an almost 90-years-old car should be.

Used sparingly since 1982, this Mercedes 170V has now sat for a number of years and will need some light recommissioning before being put on the road. During its storage the battery has been disconnected, the carburettor covered and the exhaust capped.

The original Eigentumsbelcheinigung (certificate of ownership) is still present with the car along with the customs document of the era. The car has never been registered for road use in Italy.

The pictures speak for themselves; it's simply a stunning piece of history, and it is waiting for the new owner to put it on the road and cover thousands and thousands of miles.

Viewings are strictly by appointment only, the car can be seen in Padova (Italy).

TELEPHONE / ONLINE

+44 (0) 7967 260 673

Richard@vandp.net

vandp.net

SHOWROOM ADDRESS

Vintage & Prestige of Northampton Ltd

EM Rogers Building

2 Ryehill Close

Lodge Farm Industrial Estate

Northampton

NN5 7UA

VINTAGE AND PRESTIGE OF NORTHAMPTON LTD

Company reg. no: 1257 3400