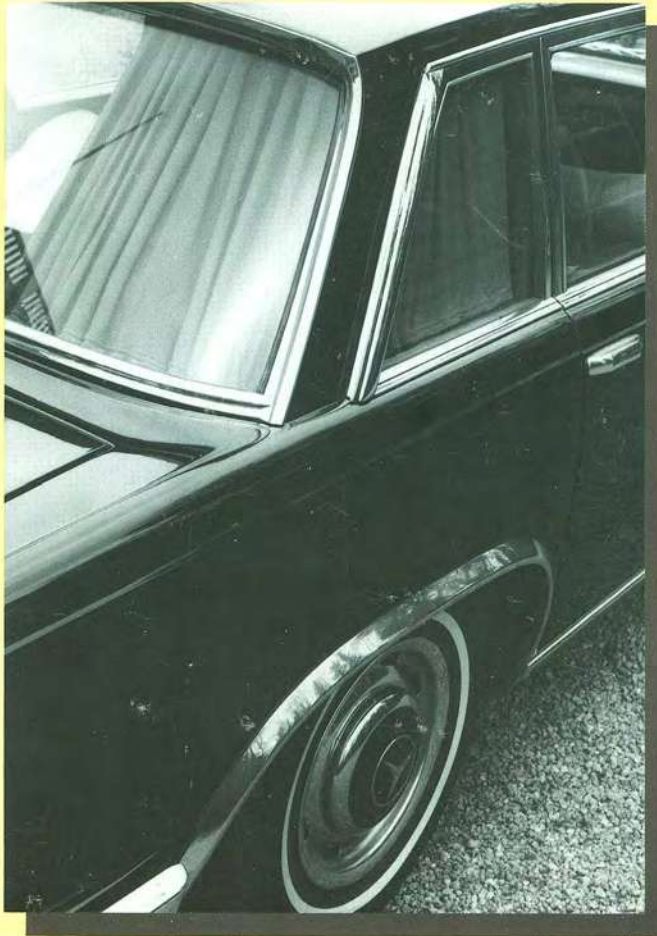


*2 Limousines
The 4 door Pullman
The 6 door Pullman
The Landaulet*



Mercedes Benz 600

MERCEDES BENZ 600



After having been employed at the Mercedes works in Sindelfingen about 15 years or so, staff were considered sufficiently experienced to start work in the department where the 600 was made. There was never any question of working under pressure. To build a 600 was given all the time that it required to give it an absolutely perfect finish. It has in all certainty always been the case at the Mercedes Benz factories that only the best and most experienced workers were engaged in the production of the biggest, most advanced and most luxurious models.

It has always been a tradition of Mercedes to have a large luxury model that has differed from the rest of the range. Up to the beginning of World War II and even during the war, it was the "Grosser Mercedes", the 770 series. Another eighteen years were going to pass before Mercedes could present a car of comparable luxury and with such advanced technology. One of the reasons was that during the 1950's it was considered that it was the car owner himself who should sit behind the wheel and not a private chauffeur. In the middle of the 50's a team of designers under the leadership of Friedrich van Winsen, was given the task of designing a flagship of the line, suitable for diplomats, top management of large companies and similar potential buyers. The team did not have to worry too much about development or production costs. The new "Grosser Mercedes" was to see the light of day no matter what it cost. What a wonderful feeling it must have given the design team not to have to worry about the usual cost limits. In 1959 Mercedes Benz introduced a new model under the designation 220 b/Sb/SEb. This model was subsequently developed to become the somewhat larger 300 series which was presented for the first time in 1961. The 300 SE was a fantastic car with a lightweight metal motor, pneumatic suspension and disk brakes on all four wheels, but despite all this it failed to reach all the way to the buyers who were sufficiently well situated to put their money into a flagship.

Judging by the exterior the design team for the 600 had an eye for these models from the 60's. It is easy to detect the similarities both technically and in terms of appearance between a 300 SE and a 600.

When the 600 made its debut at the exhibition in Frankfurt in 1963 it aroused tremendous interest and immediate acclaim. Once again Mercedes was showing that they felt it important to live up to their tradition of always having in their range of models a "Grosser Mercedes" to offer well situated persons.

Mercedes had produced a magnificent brochure measuring 29cm x 38cm for those prominent persons who ordered a 600 at the Frankfurt Exhibition, and also for leading journalists.



GREATER LUXURY HATH NO MAN...

I have never been envious before. But once I had travelled in it, photographed it, sat myself behind the wheel and swished silently away in it I am positively green with envy that I am not a member of the clan.

President Mubarak of Egypt, The Pope, Elizabeth Taylor, John Lennon, Emperor Hirohito of Japan, the old King of Sweden — and just think! China's Mao Tse Tung who owned 25 of them. To say nothing of the cunning and foxy lady in the TV series Falcon Crest.

They all have something in common. They either are, or have been, owners of one of the world's most technically advanced limousines, a Mercedes Benz 600.

613/750

MERCEDES BENZ 600

This beautiful brochure, which was white and had the text 'Mercedes Benz 600' embossed on it, is today something of a collectors' item since it was highly exclusive and only a limited edition was produced. The motoring press who had the privilege of testing the car at its premiere would almost certainly be just as fascinated with all its technical functions today, 1987, as they were then. The rest of the automobile world may have moved on since the 600 was introduced but it still remains today one of the most technically advanced cars on this Earth.

Development work on the 600 was started during the 1950's. At an early stage it was decided that the car should be built with three different wheelbases and that these should be built on three different chassis. The self supporting bottom plate of the bodywork was to be of particularly strong construction.

As a result of the advanced requirements and the special nature of the vehicle the design team was not obliged to consider existing bodywork or chassis components. The design of the engine and its number of cylinders were the subject of lengthy discussions. The choice stood between a V 8 or a V 12. Extensive studies finally indicated that a V 12 would not offer any direct advantages compared with a V 8 and the decision was taken to build a 5.4 litre engine incorporating single overhead camshafts and fuel injection.

The car underwent its first test runs during the autumn of 1962 and in December of that year the press published the first pictures of a body which, at the outset, was fitted with air outlets located behind the front wheels similar to the 300 SL. At the beginning of 1963 the cylinder volume was increased to 6.3 litres by increasing the diameter. Two standard limousines and a Pullman version comprised what was designated the 'zero' series.

However, due to modifications to details on the car, it was a further year before production could be commenced in earnest. The assembly shops which were beneath the bodyworks at Sindelfingen, were a separate department. Capacity was scheduled somewhat optimistically at ten cars per working day. Since the cars were assembled almost entirely by hand it transpired that two cars a working day was a more realistic figure. A standard limousine took between 10 and 18 weeks to build, a Pullman 18 weeks and a landaulet all of six months. Under such circumstances it is not surprising that the first cars could not be delivered before December 1964. The extensive handwork involved in its production placed some very strict demands on the personnel involved.

As has already been mentioned the personnel who were to work in the 600 department had to have at least 15 years of experience



MERCEDES BENZ 600

behind them. Thus a team of highly skilled saddlers, upholsterers, carpenters and body panel beaters was assembled under the leadership of Karl Benseler who was head of the department.

Daimler-Benz had not produced a V 8 engine since the 1930's. The 1.5 litre V 8 engine produced in those days for road racing had very little in common with the new 6.3 litre V 8. The new engine was based on a block of cast iron with two banks of cylinders opposing each other at an angle of 90 degrees, an oversquare stroke and a five bearing crankshaft. Both cylinderheads were of lightweight metal, each with a single overhead camshaft. A remarkable detail of the design was the intermittent fuel injection system with a Bosch piston pump that distributed the petrol to the cylinders via the inlet manifold. The injection pressure was 15 Bar and the mixture was controlled by a mechanical system consisting of a combination of engine RPM, atmospheric pressure, coolant temperature and the position of the accelerator. An electrically operated fuel pump under the floor of the boot forced the petrol from the 112 litre tank to the injection pump. There was a dual exhaust system designed for low back pressure and which provided very efficient silencing.

The crankshaft drove indirectly seven different units, the thermostatically controlled fan, a hydraulic pump for the many servo functions, a compressor for the suspension system and the power assisted brakes. In addition there was a compressor for the refrigerator and two 490 W AC generators. Almost one sixth of the total power developed by the engine was taken up in driving these functions. It was originally intended to build the engine block in lightweight metal due to this type of material's excellent heat dissipation qualities and low weight. This concept was abandoned, however, due to lightweight metal giving rise to more noise than cast iron. In accordance with the will of its creator, Fritz Nallinger, the eight cylinder engine which was virtually free of all vibration, was to be encapsulated in order to prevent the already low level of engine noise from being audible on the street or penetrating the interior of the car. In spite of a cooling system containing no less than 23 litres of coolant the idea had to be abandoned due to problems with overheating in certain situations. Even without the proposed encapsulation the engine was very silent.

The maximum power developed was 250 bhp at a modest 4,000 RPM and the maximum torque was 51 kpm at 2,800 RPM. As the compression ratio was 9:1 the engine required 96 octane fuel. For countries that did have such high octane fuel the engine was made available with a lower compression ratio. Power was transmitted from the four stage automatic gearbox through a hydraulic clutch. The clutch plates were

specially strengthened and also the planet gears where the number of gear wheels had been increased from the normal three to six per gear. The gear selector lever was located on the steering column. A differential lock was fitted to the back axle as standard. The chassis and suspension of the 600 contained numerous innovations as well as components which in principle originated from Daimler-Benz' series production. The front suspension consisted of triangular supporting arms while at the rear there was a single shaft pendulum axle with its turning axis placed low and a balanced braking effect. The design provided tremendous comfort of travel. At this time a new back axle was being designed with transversal supporting arms but because of the vehicle's great weight it was preferred to use established technologies.

The pneumatic suspension system which was based on that of the 300 SE, enabled the driver to raise the body 50 mm by pulling a knob under the instrument panel. If any of the air bellows malfunctioned the journey could be continued after fitting one of the rubber cushions that were a part of the vehicle tool-kit. The pneumatic system was generally highly reliable if properly serviced. Since the air drawn in contained rather a lot of moisture it was recommended that the pressure tank should be drained every 5,000 kms. and during winter it was necessary to ensure there was anti-freeze



MERCEDES BENZ 600



in the container on the inlet side of the compressor. In addition to offering an exceptionally smooth ride the pneumatic suspension provided constant ground clearance irrespective of load. The car's shock absorbers which were the subject of a great deal of work, could be ordered in differing grades of resilience. In addition there was a lever on the steering column which enabled the driver to adjust the resilience from the driving seat. Both front and back axles were fitted with stabilisers. A point of interest is that throughout the whole period of its production the MB 600 was fitted with 9.00—15 diagonal tyres. This type of tyre was chosen because it gave a better ride on uneven road surfaces. Factors such as the increased tyre friction and reduced mileage life were regarded as of lesser importance.

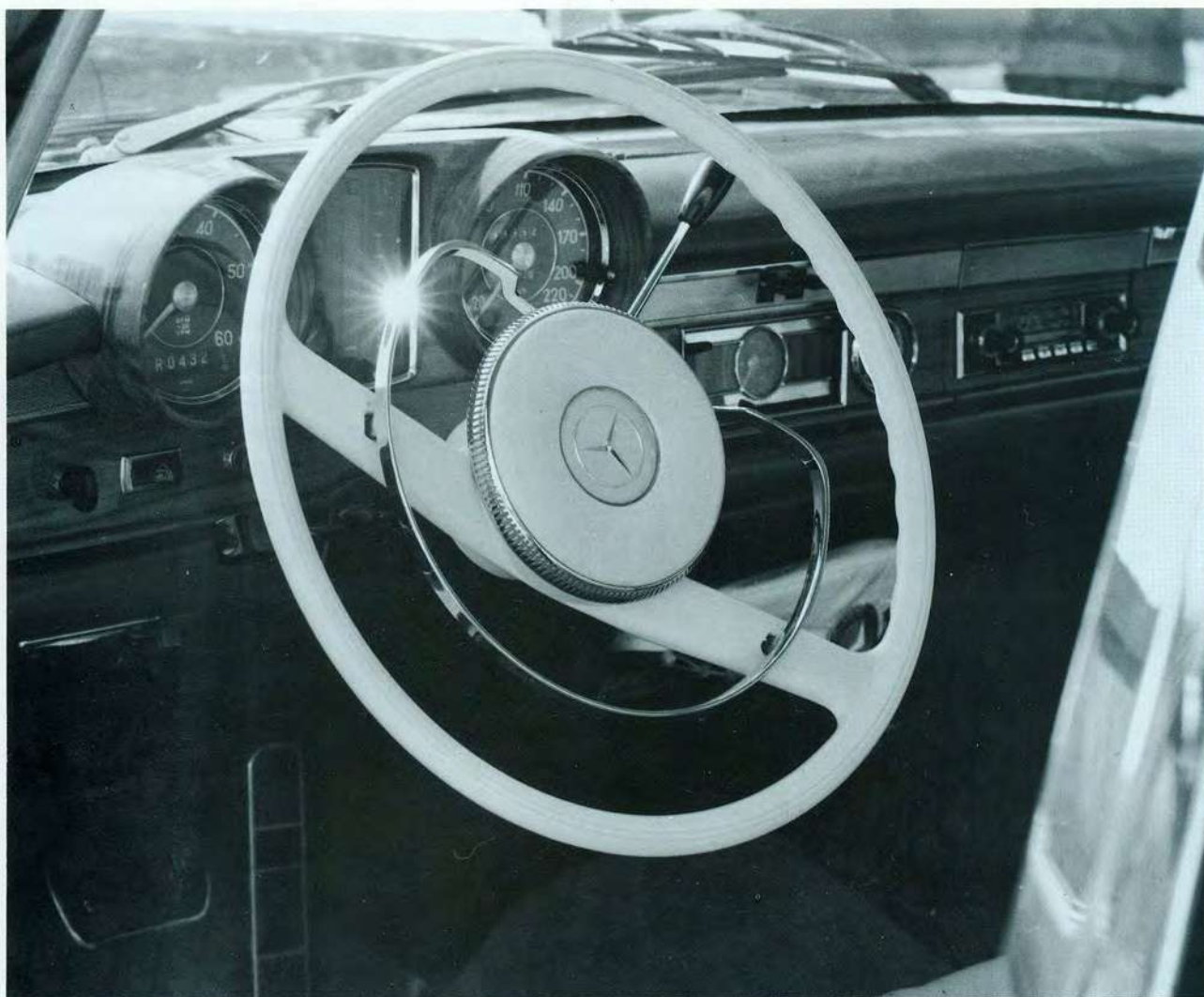
The brake system on the MB 600 was of the dual system type and included disc brakes on all four wheels with twin yokes on both front wheels. Instead of employing the standard principle of using the vacuum of the engine as the source of power for the brake system, air from the pneumatic suspension system was used to assist the effort applied to the brake pedal. In the event of loss of pressure in the system the brake servo was automatically given priority over the suspension. As a measure of the efficiency of the brake system it can be stated that it took only 7.4 seconds to

bring the vehicle to a halt from a speed of 128 km/h. The parking brake was applied with the aid of a foot pedal and was released automatically when the vehicle was put in gear but could also be released manually with the aid of a lever under the instrument panel. The objective in the mind of the design team was to produce a car with maximum comfort for both passengers and driver.

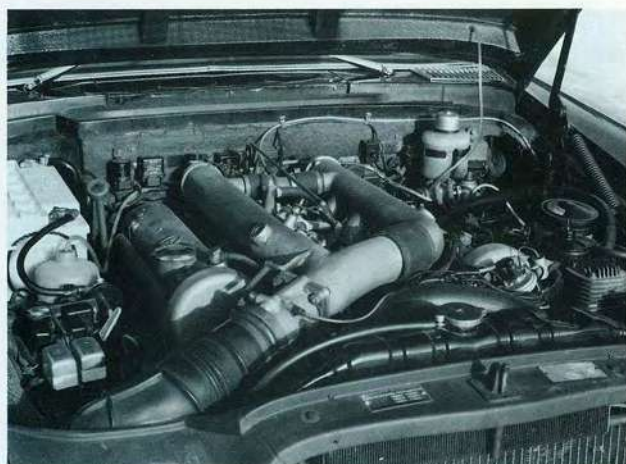
Having been able to form an own opinion as both passenger and driver it's not very surprising that one is envious of anyone who has managed to get hold of a Mercedes Benz 600. Regardless of which version of 600 you get into you are seated in perfect comfort. If it's dark outside there is a delaying device that keeps the internal lighting on for ten seconds after you have closed the door. Then you place your carefully wiped shoes on the little footrest and with the aid of the car's hydraulics adjust your seat position until it meets your requirements perfectly. All these operations are carried out with pushbuttons located on the door. This is from where your windows and seats are



MERCEDES BENZ 600



adjusted. Nothing was operated by electric motors as in other modern cars. In the 600 everything is operated hydraulically. As the pressure in the hydraulic system was all of 150 Bar it was essential to use tubing and couplings of the very highest quality. These had to be specially made as the materials available on the market were not considered to be sufficiently reliable.



There is a separate heating unit for the back seats which very quickly provides the temperature you desire. In many of the models there was a mini-bar so if you felt like a drink it was simply a question of helping yourself. It has been said that the complete glass service alone in full lead crystal and specially cut to order would cost 75,000 Swedish kronor today. As the purchaser you could naturally order your own personal extras, all according to how much imagination one wanted to put into it and depending on one's financial status. In some of the limousines there were small tables that could be pulled out when you wanted

FIVE
BEAUTIFUL
MERCEDES BENZ
600's

The 4 door Pullman



The first MB 600 arrived in Sweden 1965. It's owner was King Gustaf Adolf VI and the Swedish Royal Court.

The department store chain Åhlen & Holm decided they wanted a car exactly like the King's.

The factory answered that unfortunately all Pullman versions had been sold and the only chance of Sweden obtaining its second Pullman would be if an order was cancelled.

This is the story surrounding the second Pullman.

Philipsson, the agent for MB in Sweden, kept a close watch on the order from Åhlen & Holm and talked with the factory by telephone at regular intervals to find out if there had been a cancellation. One day the factory suddenly answered 'yes!' They had had a cancellation from an arab who had ordered 10 of them and now only wanted 9. This situation had arisen due to two similarly minded arabs discussing the new cars they had ordered. One had decided on a Rolls Royce with a solid gold steering wheel and diamonds on all the controls and knobs, etc. He asked his rival what he had ordered and when he heard that it was 10 MB Pullmans his face fell. Anxious to outdo the MB enthusiast the disappointed RR owner pointed out that 10 was an unlucky number according to the Islamic religion and that things would surely go badly for him if he and his harem were going to ride around in ten MB Pullmans. The result was a quick telephone call to Daimler

Benz and the order was increased to 11 cars. DB replied that this was out of the question and that no amount of money could change anything. Finally came the reluctant answer — Alright, I'll take nine!

This story remains to be confirmed but it is the alleged background to how Sweden got its second Original Pullman.

The car was driven by Åhlen & Holm for the first eighteen months in Germany before coming to Stockholm and becoming the flagship of NK, the well known department store. I have talked with people who used to feel irritated when they saw this magnificent car standing outside NK's main entrance. Their usual comment was 'What a car! — and I bet the prizes in the store are in keeping with it!'



The car was later sold to Sandvikens Ironworks where it came into good hands and was looked after with the loving care afforded to an infant. Following this it made a short appearance in the hands of Djurens Vänner in Los, near Ljusdal, Sweden, where the hydraulics failed and the car thereafter stood still.

This is where I was able to buy it. It was in very good shape basically, although not particularly beautiful. The car had been standing still for three years, but in the pure, dry air of northern Sweden it was worth while putting some work into it. I started with a renovation program of every minute detail. Everything was stripped down and checked. A MB 600 is no easy car to work on but after 2 years of work I could take the car out of the garage. I moved it on a truck with a specially built extra long platform. When the car was carefully moved off the covered back of the truck we took it very slowly and a man standing nearby said: 'Great God! When do you get to the end of it?!'

Boo Brasta



MERCEDES BENZ 600



MERCEDES BENZ 600



MERCEDES BENZ 600



MERCEDES

The Limousine

This car was delivered to Coco Chanel, the fashion queen, in 1968. She was already 75 years old and naturally had her own private chauffeur who both drove and maintained the car. She owned the car until she died.

By that time the car had run 155,000 kms and had an unbelievable service book which showed that it had been serviced every 5,000 kms at the same workshop . . .

To drive this car is an experience that I wish every enthusiast could enjoy, in town, over the alps, on the autobahn, wherever you choose. The MB 600 is a car that is superior to anything else that has ever been built. Quality in every detail. And from 0—220 km/h . . . without a sound . . . !

Leif Nilsson



MERCEDES BENZ 600



MERCEDES BENZ 600



MERCEDES BENZ 600



MERCEDES

The 6 door Pullman



Some reflections on the world's largest sportscar.

Up until 1963 it was Rolls Royce that was considered the best car in the world but after the presentation of the MB 600 that year the balance of power between England and Germany was changed. Now it was definitely the 600 that was the only car that deserved this accolade.

All you need to do is to get behind the wheel to realise that this is no exaggeration. The first glance at the majestic vehicle with its six doors gives you a feeling that it could be a little clumsy and hard to manoeuvre. When you start to drive the car you have no feeling of how long it is. You are amazed how easy it is to drive and at its split-second responses — it gives you a feeling of a sportscar in spite of not having a particularly low cw rating.

As one glides silently along the road one cannot fail to be impressed by the obvious harmony between the various technical components that combine to provide a level of comfort that leaves nothing to be desired.

It is surely not a coincidence that the West German government still occasionally uses MB 600s on the occasion of state visits when they want to mark the importance of the visitor — the most recent occasion was the visit of East Germany's Honecker.

It is a privilege to own or even drive a Mercedes, regardless of which model. What can one add if it is a question of a 600 and the Pullman version on top of that? A Mercedes feeling that is almost indescribable!

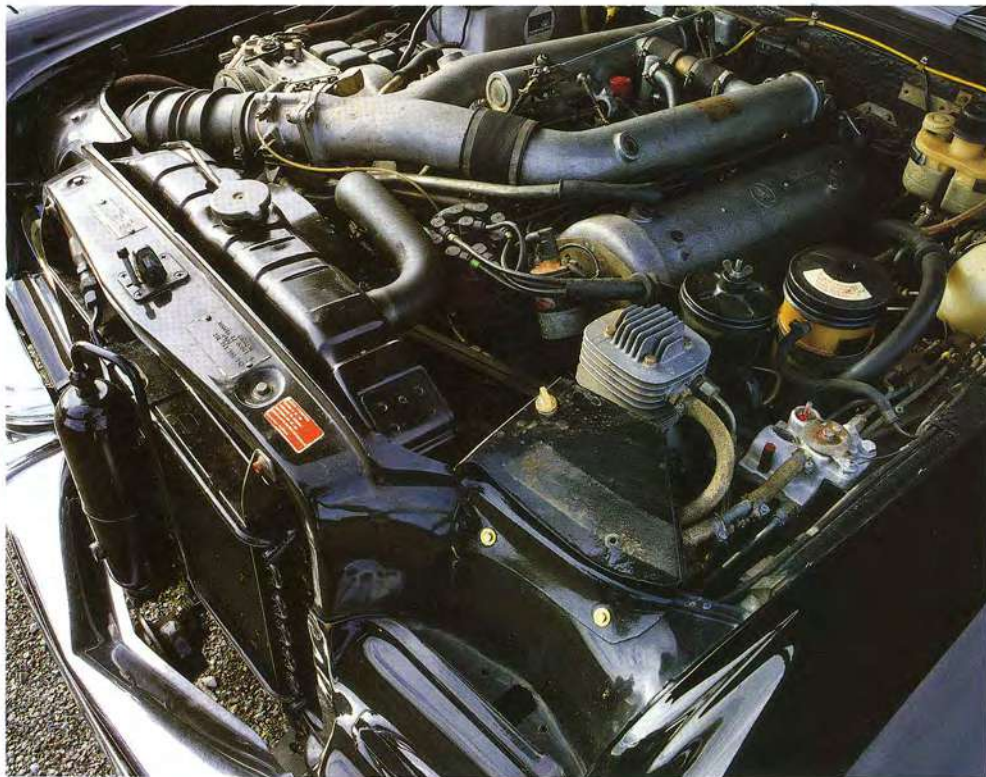
There's no argument about Mercedes being the best car in the world.

This car is a 1974 model and came to Europe at the beginning of 1987 from Sierra Leone where it had been the property of the head of state. I acquired the car after about a month in Germany and it made its first public appearance on 15th May 1987 at the official opening of Ivar's Car Museum in Östersund, Sweden. HRH Prince Bertil of Sweden was among the first persons to enjoy the car's superb comfort. Slightly more than 100 versions of the 6 door version were produced.

Ivar Ericsson



MERCEDES BENZ 600



MERCEDES BENZ 600



DES BENZ 600



MERCEDES B

The Limousine



This Mercedes 600 limousine was built in 1964 and sold at the end of November that year. It is classed as a 1965 model according to its original registration documents. The car has a very low chassis number, nr. 42. Its first owner was a Mr Jeppson from Lidingö, near Stockholm. The car has changed owners a number of times and has undergone continual renovations. Its present owner, Mr K.G. Johansson from Karlsborg, Sweden, bought the car in 1981. K.G. Johansson has also invested a lot of time and money in the car in order to bring it up to the splendid condition it is in today. In spite of its weight it is definitely one of the easiest cars in the world to drive. You can steer it with only two fingers without any problem and if you put your foot down it will reach 100 km/h in 9 seconds. It's quite fantastic!

And without doubt its roadholding qualities are every bit as good as a fast sportscar.
In closing I would like to add that this is one of the most fantastic cars ever produced.

K. G. Johansson



MERCEDES BENZ 600



MERCEDES BENZ 600



ES BENZ 600



MERCEDES

The Landaulet



Lukas Huni operates a company in Zurich. The company covers a broad field of operations extending all over the world.

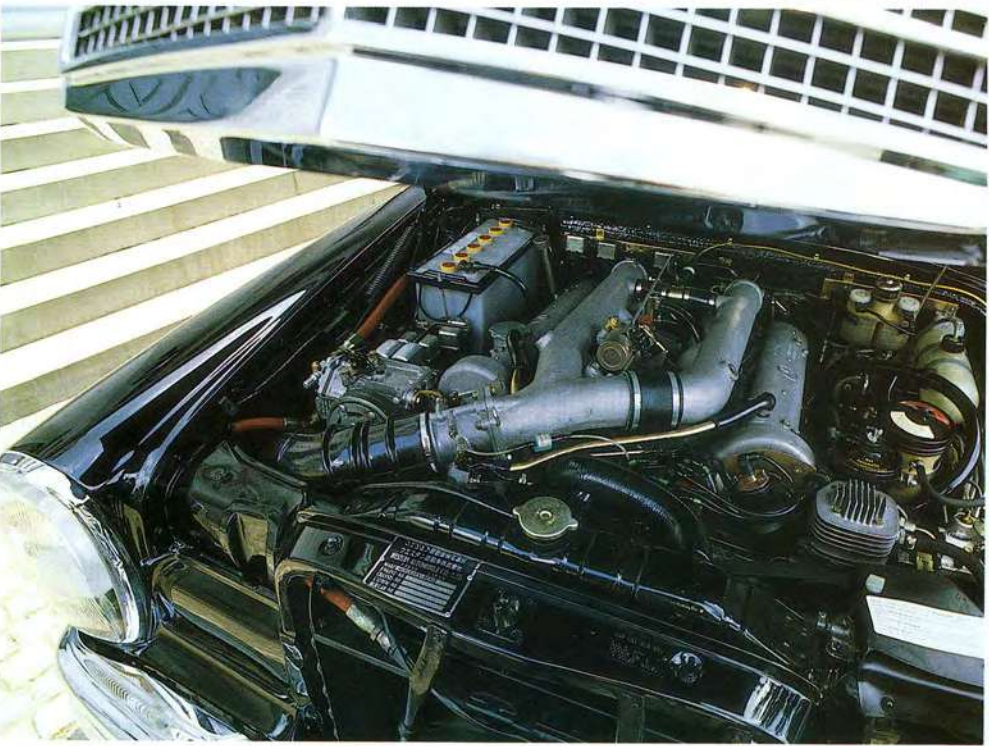
Mostly its a matter of superb luxury cars, names like Mercedes, Rolls Royce, Ferrari and Lamborghini.

The company carries out high quality renovation and modification work on these fine cars. One of their tasks is the equipping of cars with bullet proof glass and tear-gas dischargers. There seems to be a soft spot for Mercedes 600 as there is usually one or more of this type of car in the workshops. It has often been the case that a 600 has been stripped down to the smallest detail to be built up again and made to look as though it had just left the factory.

Lukas Huni



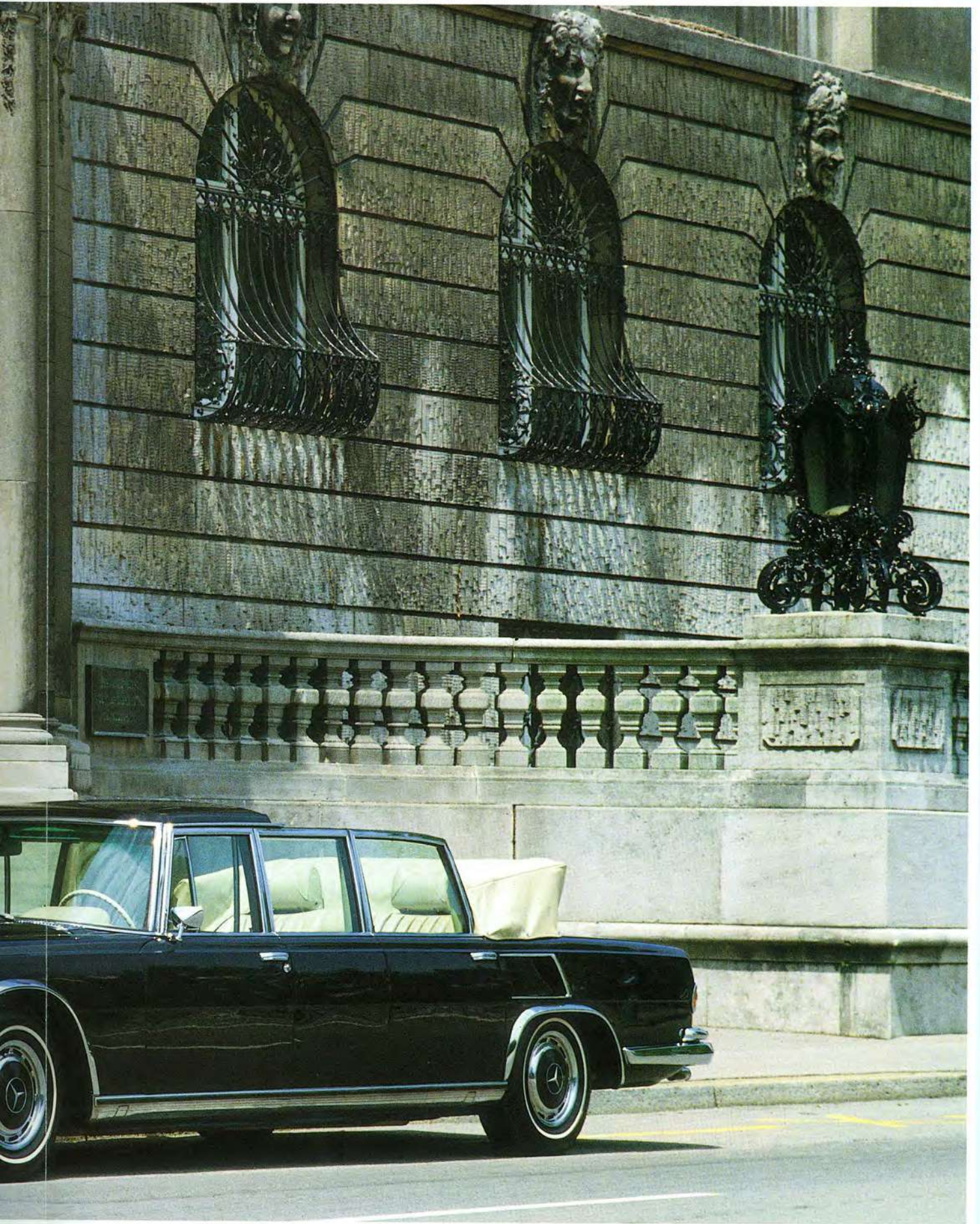
MERCEDES BENZ 600



MERCEDES BENZ 600



MERCEDES B



DES BENZ 600

The Mercedes Benz 600

This brochure was originally printed in Swedish and published as a limited edition of 750 copies.

At that time it was planned to print it also in German and English and to publish it in the same number of copies.

Each brochure is numbered from 1 to 750 with the designation e.g. 25/750.

Naturally these limited editions will never be exceeded.

All the photographs were specially taken for this brochure and have never been used in print elsewhere. The pictures of the cars belonging to Boo Brasta, Leif Nilsson and K.G. Johansson I have taken myself. The pictures were taken with 6 cm x 7 cm and 9 cm x 12 cm cameras. Ivar Ericsson's car was photographed by Bengt Weilart in Östersund. The pictures of Huni's Landaulet were taken in Germany by an unknown photographer.

The narrative on the 600 was written by Thomas Johansson. Some of its technical content was obtained from works of reference on Mercedes. Together, Thomas and I have subsequently written the completed story based on our own experiences of this magnificent car.

The layout and the original I have done myself. The original was assembled at Tecknargården in Landskrona, Sweden. The types was set by Blankettsätteriet in Borås. Ulf Tryggvesson at Hyltebruks printing works has been responsible for all the repro work and for the final printing of the brochure.

We would like to extend our grateful thanks to all those who have cooperated with us in the making of this brochure and who have so willingly shared with us the magnificence of their Mercedes Benz 600s.

My thanks also to Thomas Johansson, Janne Hansson and Boo Brasta. Boo Brasta, by the way, has been a successful racing driver and holds 350 awards including six and a half Swedish championship medals. Rumour has it that the last one of these had to be shared and they were obliged to cut the gold medal in two.

Thanks to all the above who have helped so much with the production of this brochure.

Borstahusens Tecknargård
Landskrona, Sweden
20th November 1987

Bengt Weilart

Hyltebruks Tryckeri
Hyltebruk
20th November 1987

Ulf Tryggvesson

