



**Sale of Vintage, Classic and Collectors' Motor Vehicles
To be held at the all-new BCA Bedford on Wednesday 12th October 2005**

MERCEDES-BENZ 190SL

Rumours of the 190SL's development leaked out of Stuttgart in early 1952 and, aimed largely at the North American market, this roadster is said to have been the brainchild of Max Hoffman, the New York distributor for Mercedes-Benz.

However, despite the showing of a prototype



version at the New York Automobile Show later that year, there was still much development to come before the model was put on sale. Production models finally appeared during 1954 and were the first four-cylinder Mercedes to feature an overhead-camshaft engine. Although overshadowed by the prodigious performance of the race-bred 300SL 'Gullwing' coupé and later roadster, the 190SL was capable of a genuine 100mph plus and considerably less of a handful to control. In its own right a well equipped, pretty and impeccably engineered car, the little 190 has seen a marked increase in interest and desirability from collectors over the past few years.

Presented in excellent order, this original right-hand-drive example was delivered to its first owner by Mercedes-Benz United Kingdom in 1958. The subject of an extensive restoration by 190SL specialist, Brian Gunney, the current owner subsequently acquired the car in 2001 and less than 2,700 miles have been covered since. Finished in Ivory, with green leather trimmed interior and black hood, the overall standard of this roadster is close to concours condition. On a short test the car drove well and displayed no obvious faults, the engine, gearbox and other running gear having been completely overhauled during the restoration.

For further information, please contact: **Robin Lawton, Peter Bourne or Sue Carter**
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Documentation supplied includes the owner's manual, a copy of the original build sheet, confirmation from Jacksons Bournemouth Ltd and a copy of *Classic and Sports Car* with a feature on the 190SL and Brian Gunney. Also supplied are correspondence between the owner and the restorer during and subsequent to the restoration, along with receipts for subsequent work carried out, a V5 registration document and MOT certificates, the current certificate valid until June 2006.

Included in the sale is the totally *appropriate registration number 190 SL*, as displayed on the car, purchased by the vendor at a DVLA auction and currently valued at £12,000 - £15,000, making this a very attractive complete package. Also available from the vendor by separate negotiation is a late type hardtop with the larger rear window, finished to match the coachwork of the car.

Estimate: £30,000 - £34,000