

# 1930 MERCEDES BENZ SSK

Chassis: 36038  
 Engine: 77644

Chassis: "Wagen Nr. 36038 R.B. 1420 ,  
 Kommission Nr. 50329"

30

Komm.-Nr.	Datum	Besteller	Bestellt durch	Gegenstand
50329	9.7.30 Apr. 35	Carlo Saporiti für Maino	Alph. Halland 4.10.30	7,1 Lit. 99 H. PS. Cylinder, Type " Hub " crossable Rahmenlänge
	13.10.30	Prof. Seregni	Brief Seregni v. 12.9.30 nach Saporiti	
		Domenico Foranella via Sallustiana 56 Rom		

27 Dec. 1930 Sale declaration by Carlo Saporiti\* Auto Garage Mercedes Benz Milano to Mr. Antonio Maino, living in Somma Lombardo (Varese county), for the amount of Lire 160.000

29 Dec. 1930 Car registration with plate number VA 5690  
 Engine number 77644; Engine fiscal power 53hp; Chassis number 36038; Body: spyder body; seats number: 2  
 Source Italian PRA (Public Automobile Register)

10 Jan. 1931 Design of the body on a Carrozzeria Touring advertisement

Note 1: the GS.126 code at the right bottom of the design stands for Giuseppe Seregni, head of the Carrozzeria Touring design  
 Note 2: the car is wrongly described as a 8 cylinder

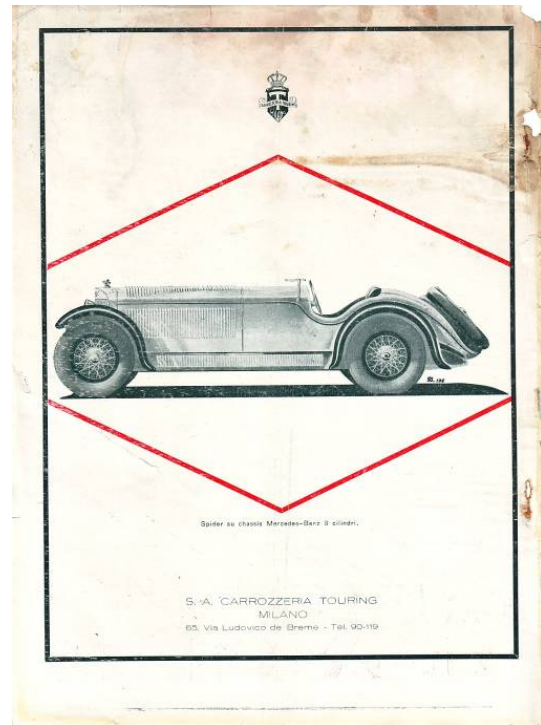
DU

Preis	Notizen	Abgeliefert nach	am	Kategorie und Kasse-Nr.	Bemerkungen
		Tokio Tokio Mailand	14.1.30 12.9.30 18.10.30		Motor Nr. 77644 R.B. Wagen Nr. 36038 R.B. 1420
					Steno

Verwand-Vorschriften an Tokio, Belgien  
 1/1 2.2.1930  
 von Carlo Saporiti 12.9.1930  
 an Mailand 1/1 25. Sep. 1930  
 per Bahn

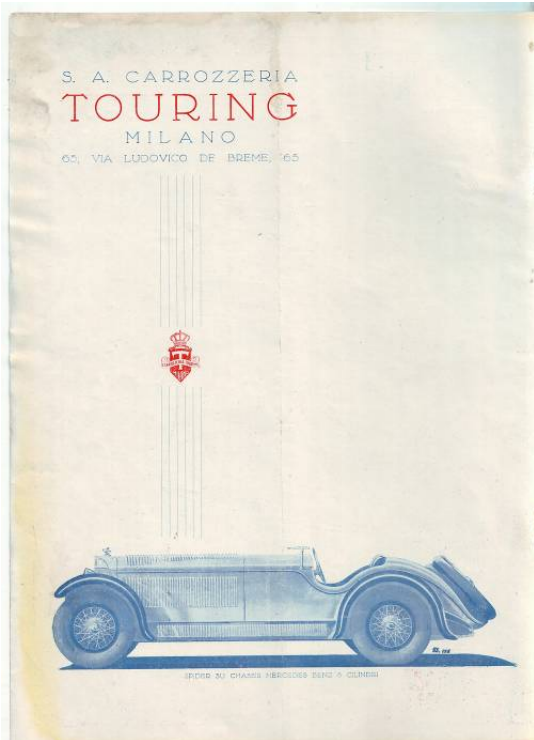
Source: Mercedes Benz Archive sheet no. 30

- 14 Feb. 1930 Shipped to Tokyo by train and vessel
- 12 Sep. 1930 Returned from Tokio
- 25 Sep. 1930 Ordered by Carlo Saporiti \*  
 \* Carlo Saporiti was the Mercedes Benz distributor in Italy
- 1 Oct. 1930 Shipped to Milan
- 16 Oct. 1930 Mercedes-Benz certificate of origin:  
 Source: Italian PRA (Public Automobile Register)
- 18 Oct. 1930 Received by "Carlo Saporiti in Milan für Maino"  
 Source: Mercedes Benz Archive



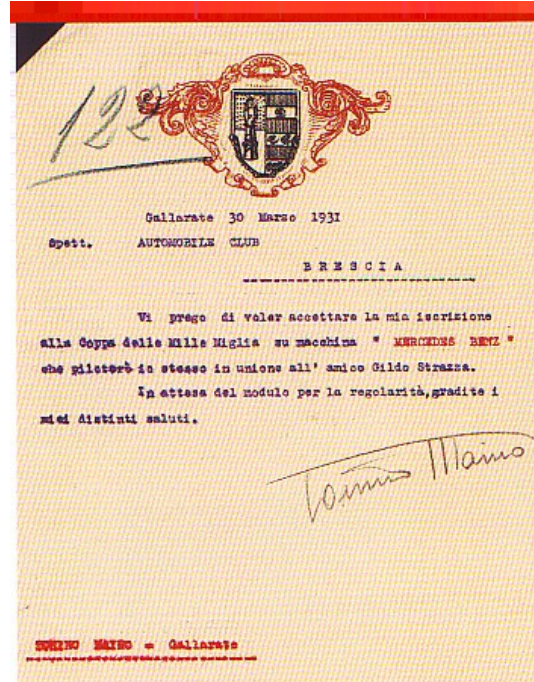
Source: Auto Italiana 10.1.1931

10 Feb 1931 A second Carrozzeria Touring advertisement



Source: Auto Italiana 10.2.1931

11 Apr. 1931 V Mille Miglia (I)  
 Drivers: Antonio (aka Tonino)  
 Maino – Ermenegildo (aka Gildo)  
 Strazza  
 Entrant: Antonio Maino  
 Car No: 105  
 Finish: Dnf (“cylinder head gasket  
 blew after few kilometers”)  
 Source: “Mercedes-Benz & Mille Miglia”  
 by Andrea Curami  
 Other sources: L’Auto Italiana 20.4.31  
 “Mille Miglia – Una corsa Italiana” by  
 Luigi Orsini  
 “The Mille Miglia” by Mike Lawrence



Maino letter to the Mille Miglia organizers

V COPPA DELLE 1000 MIGLIA  
 MANIFESTAZIONE INTERNAZIONALMENTE APERTA IN CONFORMITÀ AL CODICE SPORTIVO INTERNAZIONALE  
 DELLA F. I. A. C. R. E. AL REGOLAMENTO NAZIONALE SPORTIVO DEL R. A. C. I.  
 11-12 APRILE 1931 IX  
 R. AUTOMOBILE CLUB BRESCIA e "GAZZETTA DELLO SPORT"

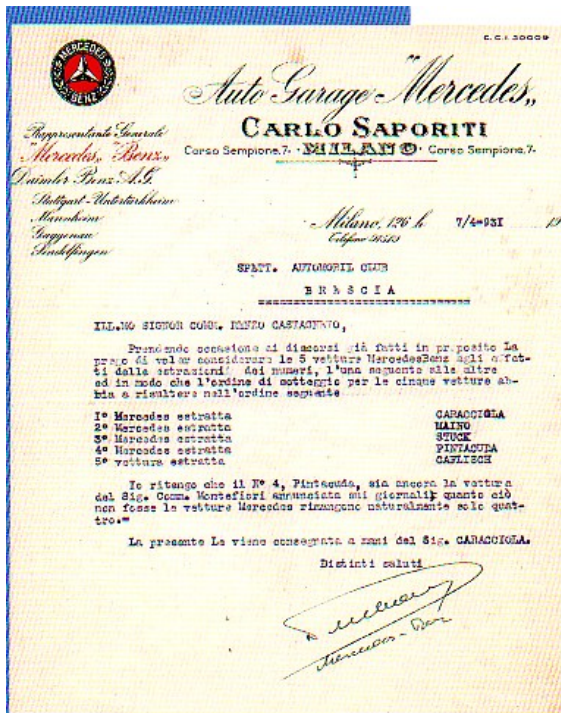
MODULO D'ISCRIZIONE

	Nome e Cognome	Num. Matricola	Indirizzo	Categoria
Concorrente	<i>Antonio Maino</i>	<i>105</i>		<i>105</i>
Completista	<i>Ermenegildo Strazza</i>	<i>62</i>		<i>62</i>
Veicolo	<i>Mercedes</i>	<i>1000</i>		
Macchina	Categoria non sportiva <input type="checkbox"/> macchina senza compressore <input type="checkbox"/> motore (male inteso) <input type="checkbox"/> motore scattato			

Dichiamo di conoscere e di accettare il Regolamento Manifestazioni Sportive del R. A. C. I. come  
 recitato il regolamento della V Coppa delle Mille Miglia, di accettare il R. Automobile Club di Brescia  
 e "Gazzetta dello Sport" e "Corriere Sportivo" gli enti e la persona fatta dal regolamento di ogni  
 responsabilità e tessere di Lire 100 del Reg. delle manifestazioni sportive del R. Automobile Club d'Italia.  
 Data e importo della tassa d'iscrizione di L. 500.

Qui: *Antonio Maino* Firma del Concorrente

Maino entry form



Carlo Saporiti letter to the Mille Miglia organizers, suggesting the order of the draw to observe for the five Mercedes cars entered for the race



#36038 Carrozzeria Touring badge on the side

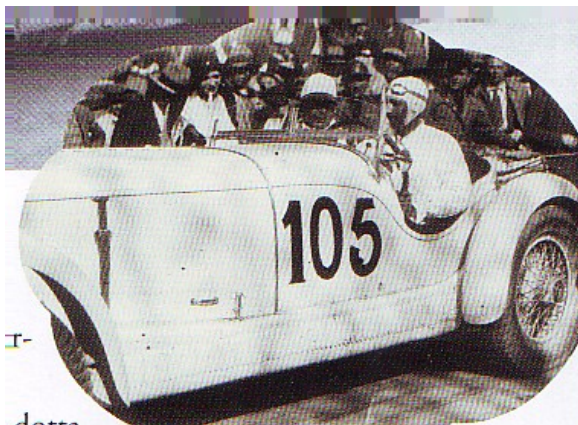
Photos and documents source: "Mercedes-Benz & Mille Miglia" book by Andrea Curami and Andrea Curami Archive  
 The last photo at the MM start has been published also on RACI magazine n. 4-5 24-31 Jan. 1935 in an article about 1931 Mille Miglia



# 36038 at the technical briefing

Coachwork: The original two seater sports body, without doors and with cycle fenders, finished in white, was attributed by Andrea Curami (page 62 of the above book) "in all probability to Carrozzeria Castagna".  
 We discovered the period Carrozzeria Touring' advertisements on "Auto Italiana", we zoomed the photo and we can state that the original body was built by Carrozzeria Touring, an information not known before today

24 May 1931 IX Gran Premio d'Italia - 10 Ore di Monza (I)  
 Driver: Gildo Strazza  
 Car No: 36  
 Result: dna  
 Source: "A record of Grand Prix and Voiturette Racing" by Paul Sheldon, Vol. II, page 267



#36038 at the start: Tonino Maino at the steering-wheel

24 June 1931 Sale declaration by Maino Tonino to Strazza Gildo for Lire 50.000 and new registration with plate number CO 5894  
 Source: Italian PRA

28 June 1931 Pontedecimo-Giovi Hillclimb (I)  
 Driver: Gildo Strazza  
 Car No: 58  
 Finish: 8° (Corsa category, class II)  
 Sources: RACI 5.7.31  
 L'Auto Italiana 10.7.31

Note: in this race competed also Count Trossi with a Mercedes Benz in the Sports category; we were able to locate photos of both Strazza and Trossi cars and we can confirm that Trossi drove the black SS #35944 (see separate history)



#36038 with no cycle-fenders and lights to compete in the Corsa category  
Photo source: Guido Bevegni

5 Jul. 1931 XII Susa-Moncenisio Hillclimb (I)  
Driver: Gildo Strazza  
Car No: 30  
Finish: 1° (Sport category, till 3.000 cc)  
Sources: L'Auto Italiana 10.7.31  
RACI 12.7.31  
Motor Italia Jul-Aug 31  
Program of the 1931 Gran Premio di Monza with an overview over the season events

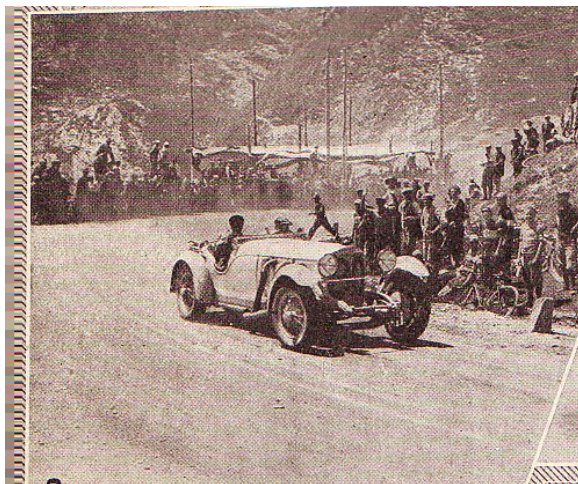
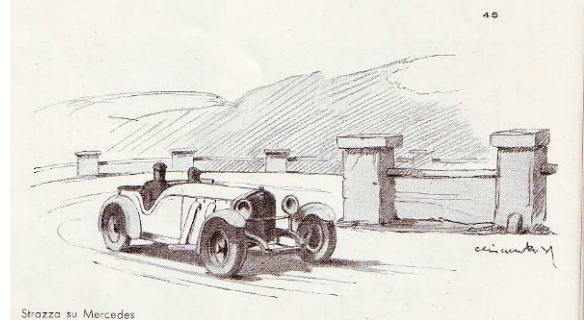


Photo source: Auto Italiana magazine

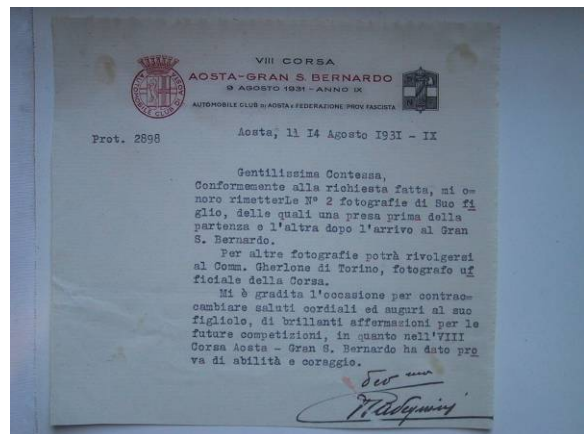


Sketch source: Motor Italia magazine

09 Jul. 1931 Sale declaration by Gildo Strazza to Count Carlo Felice Trossi for the price of Lire 50.000  
Source: Italian PRA

27 Jul. 1931 New registration with plate number VC 4993

09 Aug. 31 VIII Aosta – Gran San Bernardo Hillclimb (I)  
Driver: Carlo Felice Trossi (his first race ever)  
Car No: 12  
Finish: 4° (class II)  
Sources: RACI 16.08.31  
L'Auto Italiana 30.08.31  
Motor Italia Sep 31  
“L'Aosta – Gran San Bernardo” book by Acerbi



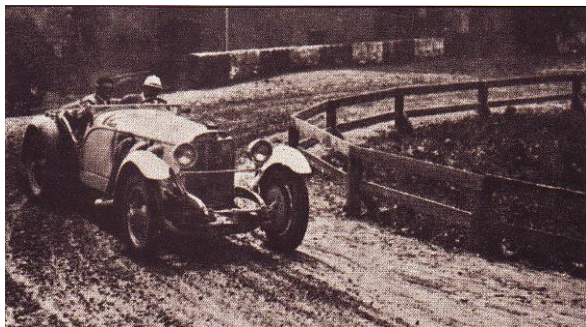
Letter of the Automobile Club Aosta President to Countess Trossi (Carlo Felice mother) accompanying the two photos  
Source: Trossi family scrapbook



Source: Trossi family scrapbook



Source: Trossi family scrapbook



Source: "Aosta-Gran San Bernardo 1920-1957" book by Alessandro and Massimo Acerbi, p.71 2nd edition

early 1932 "Count Trossi will race next Mille Miglia in his SSK similar to the one used by Rudolf Caracciola"  
Source: "La Gazzetta dello Sport"

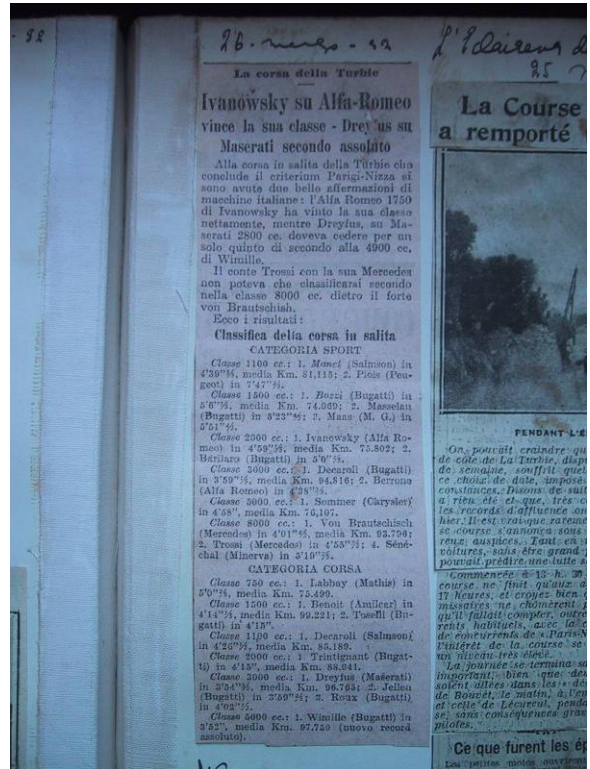
Feb. 1932 "in the recent Scuderia Ferrari shareholders meeting Count Carlo Felice Trossi has been elected President. The gentleman from Biella, who began the season with the overall win at the Vermicino - Rocca di Papa hillclimb, will compete in the other races of the season with an 8C Alfa Romeo"

Source: L'Auto Italiana 29.02.32

24 Mar. 1932 La Turbie Hillclimb (F), inside the Paris-Nice event

Driver: Felice Trossi  
Car No: unknown  
Finish : 2° (Sport category, class II over 1.500 cc)

Source: L'Auto Italiana 30.03.32  
"Three pointed star" by Scott-Moncrieff, II ed., 1957, p. 198  
"La Gazzetta dello Sport" 26.3.1932



Source: Trossi family scrapbook

26 Jun. 1932 Sassi-Superga Hillclimb (I)

Driver: Angelo Bozzi  
Car No: Unknown  
Finish: 5<sup>th</sup> (Sports cars over 2.000 cc)  
Sources: L'Auto Italiana 30.6.32  
RACI 3.7.32

19 Jul. 1932 Sale declaration by Count Carlo Felice Trossi to Angelo Bozzi for the price of Lire 80.000  
Source: Italian PRA

9 Aug. 1932 New registration with plate number TO 27181

15 Aug. 1932 Targa Abruzzo, Pescara (I)  
Driver: Domenico Jovanella

Car No: Unknown  
Finish: 4<sup>th</sup> (class over 2 liter) and  
9<sup>th</sup> overall  
Sources: L'Auto Italiana 30.8.32  
RACI 21.8.32  
"Il Circuito di Pescara" by  
Santuccion and Smoglica

2 Oct. 1932 Circuito del Lago di Bolsena (I) Coppa  
Frigo (race)  
Driver: Domenico Jovanella  
Car.No: Unknown  
Finish: 5th Over 1500 Class  
Sources: L'Auto Italiana 10.10.32  
RACI 9.10.32

2 Oct. 1932 Circuito del Lago di Bolsena (I) Coppa  
del Drago (regularity trial)  
Driver: Domenico Jovanella  
Car.No: Unknown  
Finish: 11th Over 1500 Class  
Sources: L'Auto Italiana 10.10.32  
RACI 9.10.32

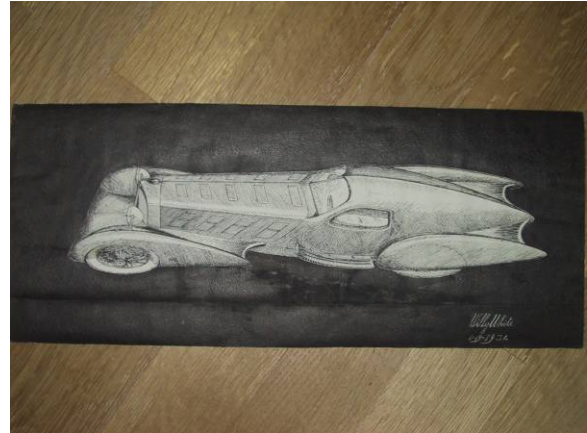
21 Nov. 1932 Sale declaration by Angelo Bozzi to  
Jovanella Domenico for the price of Lire  
90.000  
Source: Italian PRA

29 Nov. 1932 New registration with plate number  
Roma 33253

7 May 1933 Sorrento-S.Agata Hillclimb (I)  
Driver: Domenico Jovanella  
Car No: Unknown  
Finish: 6th overall and 3rd of the  
over 1500 class  
Sources: L'Auto Italiana 10.5.33  
RACI 14.5.33

21 Jun. 1933 Sale declaration by Jovanella Domenico  
to Count Carlo Felice Trossi  
Source: Italian PRA

Note: Jovanella raced later in the season  
an Alfa Romeo 8C 2300



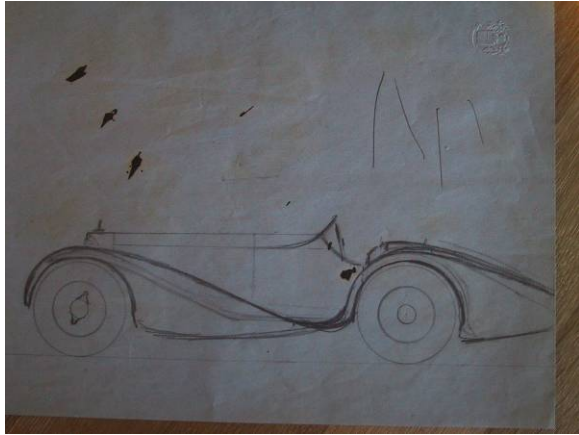
Sketch of a 2 seater coupe with similar features, but  
on the long wheelbase SS chassis  
Source: Trossi family Archive



Zoom of the signature and date: Mr. White appears to  
be American  
Source: Trossi family Archive

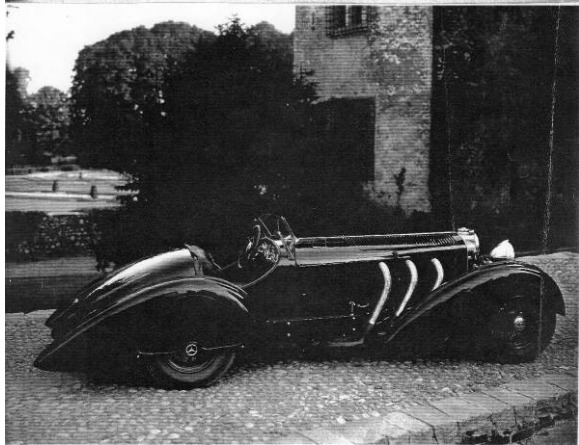


Back side of the sketch



Design by Count C.F. Trossi on his letter-head; note the much longer front fenders  
Source: Trossi family Archive

end 1933 Manufacturing of the new body, more probably by a Turinese coachbuilder



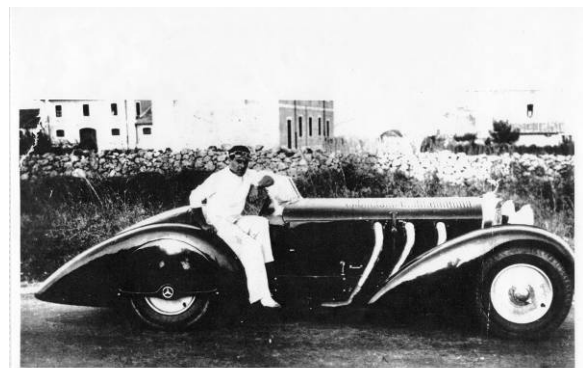
SSK with the new body at the Gaglianico castle  
Photo source: Trossi family Archive

19 Apr. 1936 Sale declaration by Count Carlo Felice Trossi to Giuseppe Vaccaro  
Source: Italian PRA

20 Apr. 1936 Sale declaration by Giuseppe Vaccaro to Eliseo Linuzzi  
Source: Italian PRA



SSK with a certain Mr. Levi Samana in Florence area  
Photo source: Alessandro Bruni (thru Paul Russell)



SSK with an unknown driver  
Photo source: previous owners (thru Paul Russell)

2 or 9 Mar 47 Coppa Gallenga (Monte Mario hill-climb)  
Driver: Eliseo Linuzzi  
Race no.: unknown  
Finish: 4th Turismo class over 1,5 litre  
Source: Auto Italiana, 15/3/1947 page 20

30 Mar 1947 Chilometro Lanciato di Roma (flying kilometre on the Roma-Ostia straight)  
Driver: Eliseo Linuzzi  
Race no: unknown  
Result: 1st overall ex aequo together with Bernabei and Venturi (both on Cisitalia D46) with 1563,846 km/h average  
Source: Alessandro Silva research

13 Oct. 1950 Sale declaration by Eliseo Linuzzi to Ricardo Alfredo Polledo, elected domicile by A.C.I. (Automobile Club d'Italia) Via Salaria 243, Roma

Note: it seems that Mr. Polledo was not allowed to import the car in Argentina and therefore he decided to sale the car to Mr. Stitch

1952

Charlie Stitch (New York, USA)  
Source: "Mercedes" by Peter Vann, pp.  
172-175; "Speed, Style, and Beauty"



SSK in the Stitch's garage in Liberty Street in Manhattan



SSK in the Manhattan streets

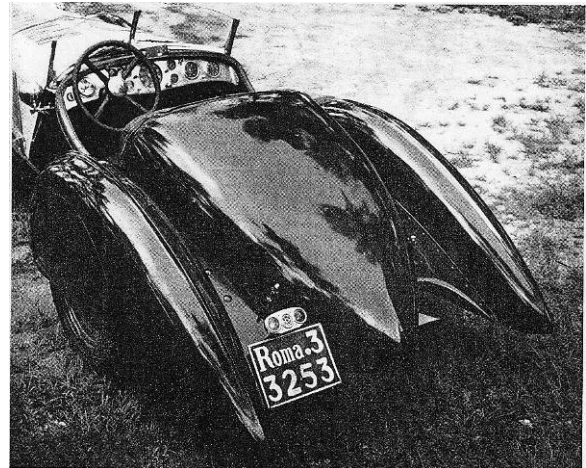
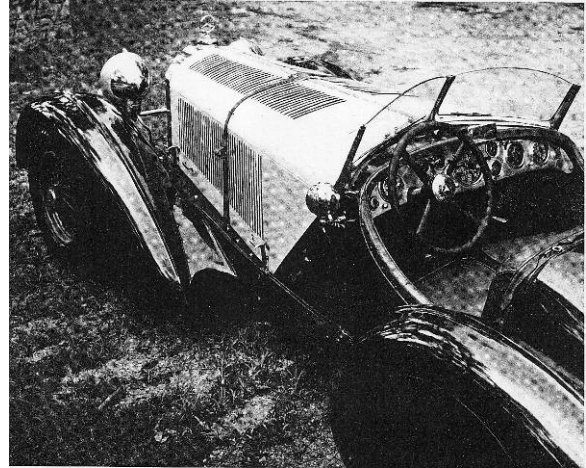
1954

Carter Schaub (USA)  
Source: "Speed, Style, and Beauty"

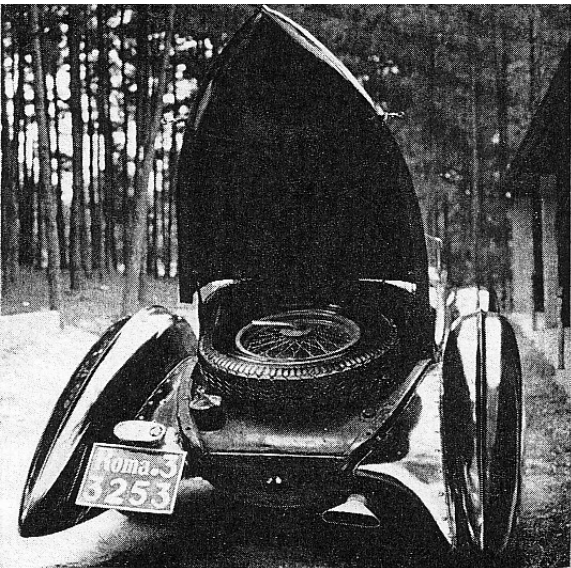
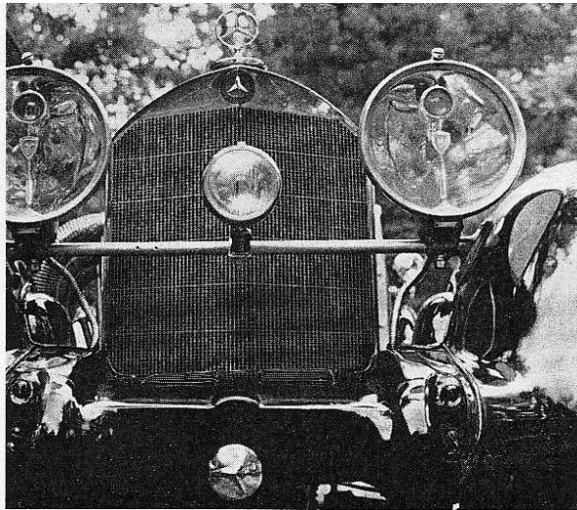
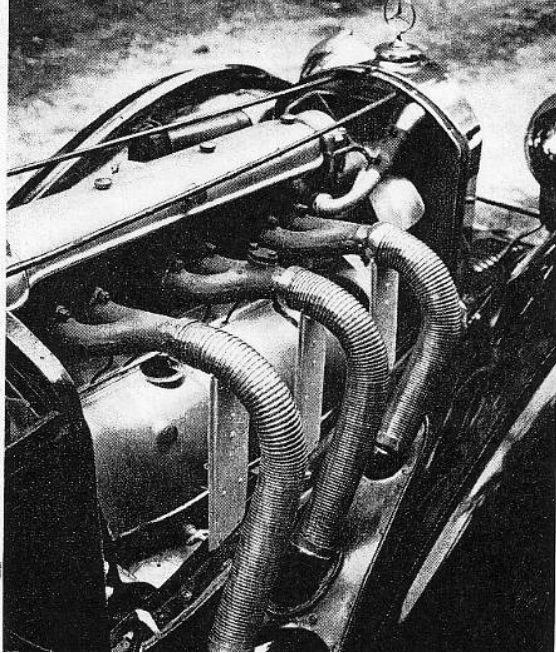
9/1959

Article on "Road & Track" magazine  
"this car, found in South America and now reposing in the Deep South, has a one-of-a-kind Italian body, maker unknown. The wheels of this car were cut down from 20 to 18 in. by the Count. The steering wheel was also cut down from 20 to 18 in. by the Count for more cockpit room"  
"The Count installed an Italian airplane-type fuel pump drives from the camshaft to feed the 2 big Pallas carburetors. The customary feature of bypass is incorporated for blowing in both

systems. An Italian hydraulic ride control, adjusted from the driver's seat, set the frictional shocks on the rear axle only. The magneto is bypassed and a second 12-volt coil provides ignition to the off side, making the dual system fully battery operated"







Photos source: Road & Track magazine

1963

Raymond Jones (USA)

Source: "Speed, Style, and Beauty"



SSK with Roy Jones sons

Source: Jones family

Note: the bonnet is still unpainted



SSK during the Ray Jones ownership, circa 1966

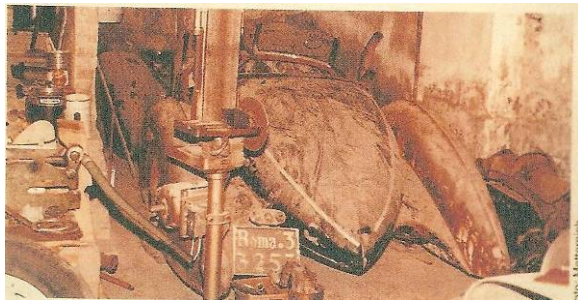
24-25 Oct 1964 Car in Ray Jones' garage

Source: article "The Detroit Weekend" by John Lundin, November 1964, republished by The Ferrari Club of America 2005

1970? Ray Jones moved his residence in Menton (France) and he took the car with him



Ray Jones house in Menton



SSK in Roy Jones garage

Source of the information and photos: Greg Jones

1978 Anthony Bamford (GB)  
Source: "Speed, Style, and Beauty"

1980 Thomas Perkins (USA)  
Source: "Speed, Style, and Beauty"

1984 Article on SS-SSK models on "Automobile Classiques" no. 6 with several photos  
In the caption of the car "body builder not identified"

1988 Ralph Lauren (USA)  
Source: "Speed, Style, and Beauty"

1991 Article over Ralph Lauren Collection on "Automobiles Classiques" no. 43

Note  
Antoine Prunet refers to have received a letter, after the previous article, from the former Argentinean owner: he states he was not able to import the car in Argentina and, according to his

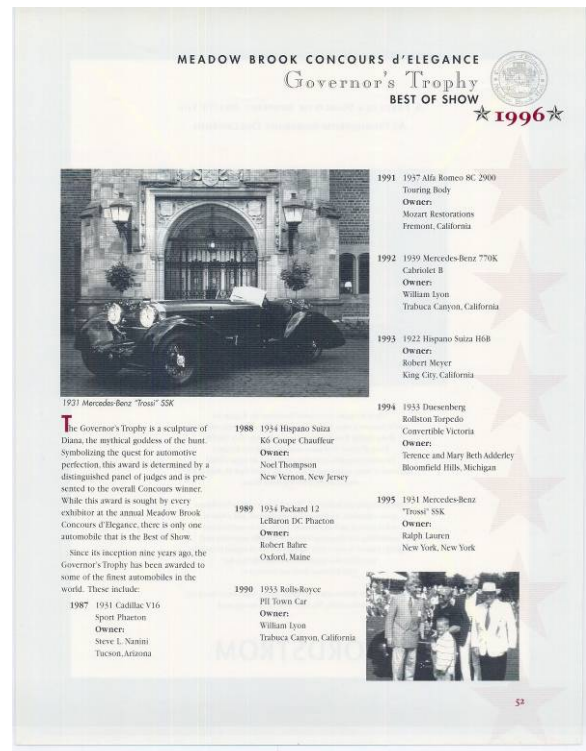
memory, its body was built by the French coach-builder Saoutchik

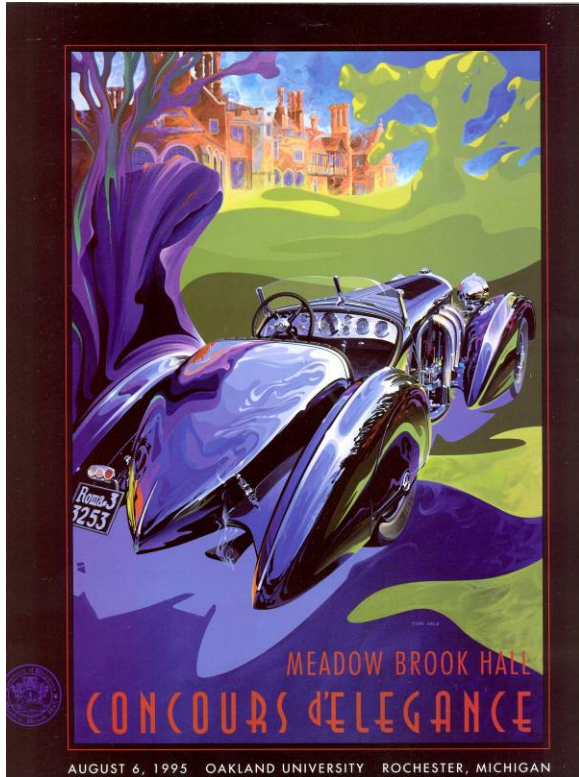
1993 "Best of Show" at the Pebble Beach Concours d'Elegance



Ralph Lauren and Paul Russell

1995 Governor's Trophy for the "Best of Show" at the Meadow Brook Hall Concours d'Elegance





1995 Shown at the "Moving Beauty" exhibit at the Montreal Museum of Fine Arts

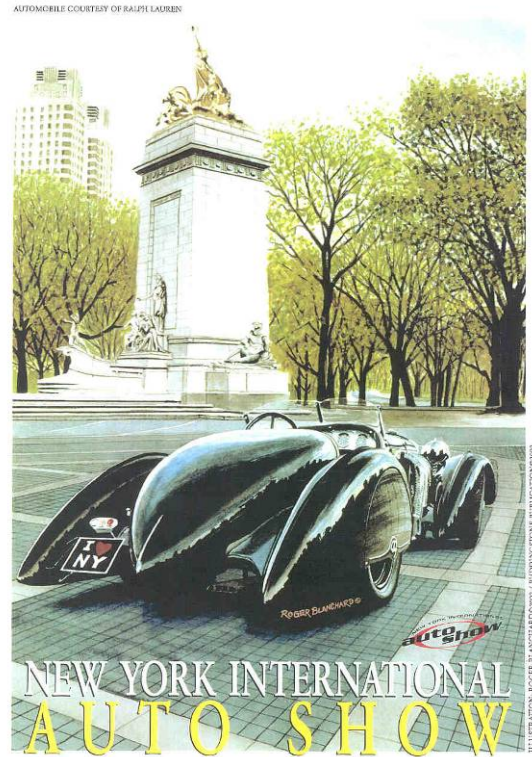


Page 60 of the exhibition catalogue

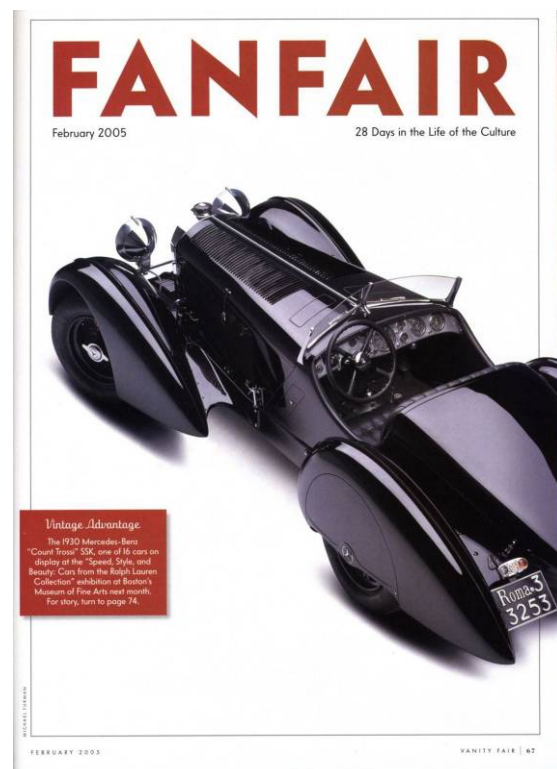
1996 Mercedes Benz Trophy at the Amelia Island Concours d'Elegance

2000 Shown at the "Best of Show Retrospective" at the Pebble Beach Concours d'Elegance

2002 New York International Auto Show poster car



2005 Shown at the "Speed, Style and Beauty" exhibit at the Boston Museum of Fine Arts



2007

“Best of Show” at the Villa d’Este  
Concours d’Elegance



Paul Russell, "[Restoration's World Series](#)"  
Pebble Beach Concours d'Elegance: Celebrating Fifty  
Years of Automotive Style, 2000

Massimo Delbó, "[Una regina per il conte](#)"  
Classicar, Nov/Dec 1997 [Italian]

Mark Gillies, "[Beauty of the Beast](#)", photography by  
Martyn Goddard  
Classic Cars, May 1997

Christian Descombes, "Les Tribulations d'une Perle  
Rare"  
Automobile Classiques, December 1996 [French]

Rich Taylor, "[Chariot of the Gods](#)"  
Sports Car International, June 1995

Mark Gillies, "Black Beauty"  
Supercar Classics, Winter 1994 [Japanese]

Ivar Engerud, "Mercedes-Benz SSK Trossi Speedster  
'32"  
Right On, March 1994 [Norwegian]

Mike Riedner, "Schwarze Magie"  
Motor Klassik, March 1994 [German]

Brian Redman, "[1930 Mercedes-Benz SSK](#)",  
photography by Bill Warner  
Road & Track, September 1992

C. S. Schaub, "[The Trossi SSK Mercedes](#)"  
Road & Track, September 1959

Historical research by:  
Historica Selecta, Via Paussolo 14/A, 41012 Carpi,  
Italy

Last update on 07/03/2008