

THE STAR

MERCEDES-BENZ CLUB OF AMERICA

August 26th, 1992

Mr. Bruce Babcock
P.O. Box 1023
Cardiff, CA 92007

Dear Bruce:

Thanks for your call regarding your two wagons. One of the pleasures of this job is getting to know more about some very unusual vehicles, so I always try to help as much as I can. Besides, I like to look at the hearse book!

Enclosed are some photocopies from that book, including the list that I was searching for the Biz address; maybe Binz never built hearses, only ambulances, etc. I'll try again to get another copy of the book, but last time I was unsuccessful. We have better contacts in Germany now, so maybe they will be more effective.

I forgot to mention that you might contact the "professional vehicle" clubs. I'll try to find out how to do so. Some people in them have old undertaker's magazines (!!) that may have information or even advertisements. An acquaintance in Denver collects professional vehicle literature, so I'll check with him.

There's no shortage of round-body (and fin-back) four-cylinder wagons, etc. in this country. We've received several ads for them over the years, but I can't recall a round-body, six-cylinder wagon. My wife thinks I'm nuts, but I'd like to have a 1959 220SE, or better yet a 6.3 or 600 hearse!

What a way to go!

Frank Bennett

Bruce R. Babcock
929 Doris Drive
Encinitas, California 92024
United States of America

Mercedes-Benz AG
D-70322 Stuttgart
Germany

April 5, 1995

RE: INFORMATION REGARDING THREE MERCEDES-BENZ/BINZ KOMBIS

Dear Friends:

First, let me apologize for writing you in English - I speak no German and am hopeful that you have sufficient English-speaking staff so that it is not a problem for you.

Over the past several years I have had the good fortune to acquire two Mercedes Benz/Binz Karosserie Kombis at my home near San Diego, California, [REDACTED]

[REDACTED] The second vehicle is a Binz Kombi body on a 1959 Mercedes 219 chassis. [REDACTED]

[REDACTED]. All three vehicles are in running, but not restored, condition. I drive the 1959 219 every day as my primary vehicle, drawing much attention and questions as any Mercedes Kombis of this vintage are EXTREMELY rare in this country.

My reason for writing you at this time is to let you know that these examples of your work are here and doing well and to ask your assistance for any information in your records regarding each of these vehicles regarding matters such as the sale date by your factory, original color and equipment, and to confirm whether each such vehicles was sold as a bare chassis to Binz Karosserie or finished by your factory as a sedan and later converted to a Kombi by Binz. I have displayed the Type 219 at various auto shows in this area and intend to continue to display the vehicles at shows and museums when I have completed restoration. It is very important to be able to answer viewers questions regarding the history of this vehicles. With that in mind I will below supply you with as much relevant information as I think will assist you in identifying these particular vehicles.

[REDACTED] I have reviewed a book with which I presume you are well familiar, Mercedes-Benz Personenwagen, written by Werner Oswald, 1991 edition. Although I cannot read the German text without my German/English dictionary at hand I have spent many hours examining the photographs and translating the text in this wonderful book. Looking at the chart and footnotes on page 490, (a copy of which is attached hereto), for example, it appears from footnote Nr. 12 that there were only 3 Mercedes type 219 "Fahrgestelle" or "unfinished chassis" sold from 1956 to 1959 - apparantly my 1959 219 described below is one of those three chassis, finished into a Kombi by Binz. [REDACTED]

The second vehicle is a Binz Kombi built on a 1959 219 chassis. I have been able to locate the original owner and have driven the vehicle to meet with him here in California. He was a stockbroker in Minnesota when he bought the vehicle new in 1959, ordering it through a friend living in Germany and picking it up at the dock in New York. He has confirmed that he ordered the vehicle to be painted black and it came black, although the paint code written by hand in the original manual and apparantly copied from a plate which is no longer on the vehicle shows a paint code for red. This vehicle has no Binz identification on it but is clearly their coachwork. There is a plate on the passenger's side inner fender in the engine compartment indicating "Identification 219/105000N, Chassis #8504351" and another plate on the nearby frame indicating "Typ 219/105000N, Fahrgestell #8504351". The engine block indicates "L1800111301" and the engine hear indicates "180-07050". There is a plate on the driver's side of the engine which indicates "Typ. M180.II, Mtr. # Engine #, 180.921-11-0500650. It is my understanding that the "-11-" in that plate indicates that it was installed with a Hydrak transmission, although the original owner says that vehicle came new with a manual 4-speed transmission, which it still has. This leads me to believe that this may not be the original engine in the vehicle and I would appreciate any information or opinion you might have in that regard. Also, if the chassis were to be sold to a Karosserie (as I understand the "000" portion of the chassis number indicates), would a paint code number have been stamped on the original plate (which is now missing)? Would any paint have been applied by Mercedes or all by Binz? When I spoke with the original owner he could not remember if his friend in Germany had ordered the vehicle directly from Mercedes and that Mercedes contracted out the coachwork directly to Binz and specified his color preference of black and his equipment options, or whether the actual purchase was made from Binz and Binz purchased the chassis from Mercedes and then finished the vehicle. What do your records show in that regard? The vehicle is now equiped with a reclining seat on the passenger side and a non-reclining seat for the driver - both in red leather as is the rest of the interior - do your records show what options were provided?

Finally, I would like your opinion of whether Herr Oswald seems to be correct in his chart on the attached page 490 of his book with regard to how many "unfinished chassis" were sold by Mercedes for each of the different Types. Can you tell how many of such chassis were sold to Binz Karosserie as opposed to other Karosseries, particularly with regard to the 220a, 219 and 220s Types? Also, when a chassis was sold to a Karosserie like Binz I have not been able to determine just how finished it was - how much work was left to be done by the Karosserie. Was any exterior paint done by Mercedes or only primer? How much of an interior was installed by Mercedes and how much left for the Karosserie? Obviously, any pictures of an "unfinished chassis" or other records you have would be tremendously helpful in this regard and I would be more than happy to pay the cost of copying same. If you happen to be aware of any books (such as Herr Oswald's) which focus on these "special body" vehicles I would appreciate information on how to obtain same.

I realize this is a long letter and I appreciate your patience in reading through it, but I wanted to give you as much relevant information as I have. Should there be any additional information or photographs which you think will assist you please do not hesitate in asking me for same. You should know that I have been in extensive contact with the Mercedes Benz Club of North America and its "special vehicle" expert, Robert Gunthorp (who also has 2 or 3 Binz vehicles), and we are not aware of any source for the requested information except through your records. Apparently Binz Karosserie has little or no records regarding these vehicles. I am in the ongoing process of restoring all three vehicles for show and driving and greatly look forward to hearing from you at your earliest opportunity in order that I have the information to do the best job possible. I thank you in advance for your assistance and look forward to hearing from you by return mail.

Sincerely,



Bruce R. Babcock

Mercedes-Benz Typ 180 (1953 – 1962)
Mercedes-Benz Typ 180 D (1954 – 1962)
Mercedes-Benz Typ 190 (1956 – 1961)
Mercedes-Benz Typ 190 D (1958 – 1961)

Der Typ 180 (W 120) war vom automobilinteressierten Publikum mit größter Spannung erwartet worden, weil damit auch Daimler-Benz den Übergang zur geräumigeren und luftwiderstandsärmeren Pontonkarosserie und gleichzeitig zu deren selbsttragender Bauweise vollzog. Lediglich der Motor wurde noch vom Typ 170 Sb übernommen, was dem Ansehen des Typs 180 der ersten Bauserie (Produktion von Juli 1953 bis Juni 1957) einigen Abbruch tat.

Der Typ 180 a (Produktion von Juli 1957 bis Juli 1959) erhielt den leistungsmäßig reduzierten Hängeventil-Motor des ein Jahr vorher eingeführten Typs 190. Ab April 1958 Ausstellfenster an den vorderen Türen.

Der Typ 180 b (Produktion von Juli 1959 bis August 1961) erhielt den breiteren Kühler und Stoßstangen ohne Hörner.

Der Typ 180 c (Produktion von Juni 1961 bis Oktober 1962) unterschied sich vom Vorgänger lediglich durch einen geänderten Ventilmechanismus.

Produktion	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	
180	4 362	20 306	17 704	8 464	1 350							52 186 ¹⁾
180 a					4 656	15 967	6 730					27 353 ²⁾
180 b							7 314	18 384	7 717			29 415 ³⁾
180 c									4 980	4 300		9 280 ⁴⁾
180 D	11	15 532	20 345	21 013	22 910	26 693	9 981					116 485 ⁵⁾
180 Db							8 076	11 151	5 449			24 676 ⁶⁾
190 Dc									4 822	7 000		11 822 ⁷⁾
190				16 001	22 578	15 791	6 975					61 345 ⁸⁾
190 b							6 613	12 986	8 864			28 463 ⁹⁾
190 D						5 469	15 160					20 629 ¹⁰⁾
190 Db							13 709	29 116	18 484			61 309 ¹¹⁾
190 SL			1 727	4 032	3 332	2 722	3 949	3 977	3 792	2 246	104	25 881
220 a		4 178	19 348	2 411								25 937
219				5 474	8 505	9 296	4 570					27 845 ¹²⁾
220 S				10 525	15 459	20 181	9 114					55 279 ¹³⁾
220 S Coupé u. Cabriolet				297	1 066	1 280	786					3 429 ¹⁴⁾
220 SE						201	1 773					1 974
220 SE Coupé u. Cabriolet						114	628	1 200				1 942 ¹⁵⁾

¹⁾ einschl. 279 Fahrgestelle
²⁾ einschl. 198 Fahrgestelle
³⁾ einschl. 382 Fahrgestelle
⁴⁾ einschl. 183 Fahrgestelle
⁵⁾ einschl. 2 439 Fahrgestelle
⁶⁾ einschl. 400 Fahrgestelle
⁷⁾ einschl. 222 Fahrgestelle
⁸⁾ einschl. 354 Fahrgestelle
⁹⁾ einschl. 349 Fahrgestelle

¹⁰⁾ einschl. 136 Fahrgestelle
¹¹⁾ einschl. 711 Fahrgestelle
¹²⁾ einschl. 3 Fahrgestelle
¹³⁾ einschl. 11 Fahrgestelle
¹⁴⁾ Cabriolet 2 178, Coupé 1 251 Wagen
¹⁵⁾ Cabriolet 1 112, Coupé 830 Wagen



Mercedes-Benz

Mercedes-Benz AG 70322 Stuttgart

Mr. Bruce R. Babcock
929 Doris Drive

ENCINITAS, CA 92024

USA

Telefon
(07 11) 17-

2 34 11

Telex
(07 11) 17-

5 31 63

Hauspost-
Code

G328

Ihr Zeichen, Ihre Nachricht vom:

April 5, 95

Unser Zeichen, unsere Nachricht vom:

PR/HA kra-ps

Bearbeiter

Mr. Krause

Datum

June 8, 95

Your Mercedes-Benz Veteran Cars

Dear Mr. Babcock,

We acknowledge receipt of your detailed letter inquiry dated April 5, 1995, regarding your three Mercedes-Benz station wagons.

In your letter you mentioned Mr. Gunthorp and that you have been in close contact with him. We can imagine that you actually have met him personally since he lives only thirty miles away from you in Chula Vista, CA.

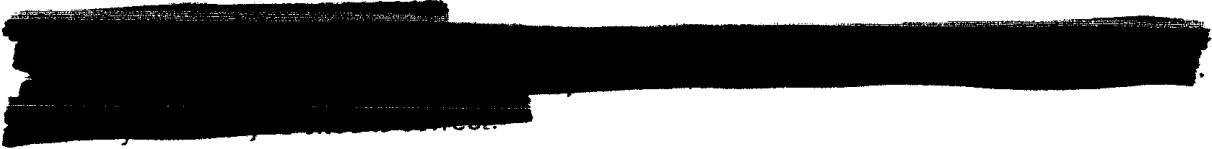
As owner of several Mercedes-Benz conversions effected by Binz, Miesen or other independent coach makers, he has also turned to us for assistance regarding his cars. Surely he has already told you about the problems we have when asked to supply historical background information on these semi-finished Mercedes-Benz vehicles. If he has not done so already we expect him to be cooperative as to sharing his experiences with you.

In effect, our archives contain only details pertaining to the production of our vehicles including type of car, extent of assembly (optional equipment or deletion, respectively), date of production and shipping address, all of this being based on the chassis numbers.

Accordingly, when we researched the chassis numbers you submitted, we came up with the following results.

MB 219 (105.000-N-8504351)

The three zeros in the chassis number indicate that our factory assembled and delivered a "chassis-only" version painted with primer. Recipient was Binz in Lorch. All other serial numbers you quoted do not refer to the engine or body number, respectively. The original gear-shift was four-speed manual. Although US Version was specified, this car did not feature NASS equipment. Date of production was October 1958.

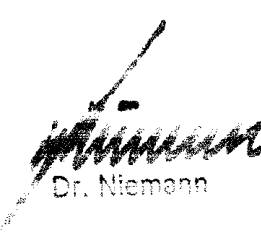


In closing, we wish to state that together with hearses and ambulances the station wagons at that time belonged to a group of vehicles one may nowadays call a side line of the regular passenger car production run. As it looks, we as the manufacturers contented ourselves with invoicing them as "chassis-only" vehicles. Consequently, the legal trading partners of the buyers must have been our importers, dealers, or subcontractors.

With kind regards
Mercedes-Benz AG



Brommer



Dr. Niemann

[REDACTED]

U.S.A.

BINZ

BINZ-AMBULANCE
BINZ-REANIMOBIL®
BINZ-CARDIOMOBIL®
BINZ-CLINICAR

Bestattungswagen Sonderfahrzeuge

D-7073 Lorch/Württ. Postfach 1120
October 12, 1979

Dear Sir,

We are a coach company which produced till 1977 by order of Mercedes these estate wagons, however, only in small number of pieces. Since that time Mercedes itself is producing an estate wagon resp. a station wagon (T-Modell) up to 150 pieces per day. Our company - which is in family possession - is located 40 kms east of Stuttgart and has approx. 250 employees. During the last 25 years our company has been developing specially in building ambulances and other vehicles for the life-guard service.

Enclosed please find our collective prospectus showing you a small range of our manufacturing program. We hope that you still will have many pleasant drives in your Mercedes estate wagon, and we remain,

Yours faithfully,
BINZ GMBH & CO.

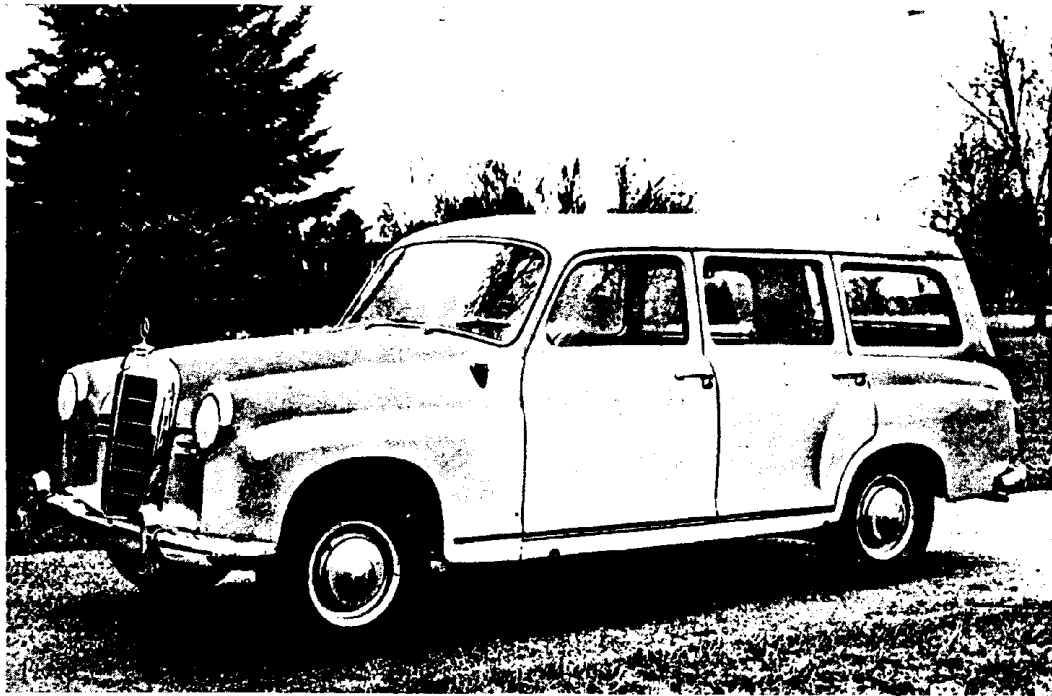
has taken it. Mr. Lab

Encl.

Fernruf (07172) 6011 Telex 07248884 Drahtwort Binzkarosse Postfach 1120
Banken: Kreissparkasse Lorch/Ostalbkreis 902380 (BLZ 61350042) Deutsche Bank Schwäbisch Gmünd 140384
(BLZ 61370086) Postscheck Stuttgart 39989-702 Lorcher Bank 24000000 (BLZ 61361289)

NOV 13 1959
A NAME FOR QUALITY

Binz
KAROSSERIE



**Mercedes-Benz Station Car, Type 190, 180 and 180 D,
with *BINZ* all-steel superstructure.**

A racy, elegant station car has been developed from the Mercedes-Benz limousine. The exterior lines of this car follow modern trends and comply with present-day tastes. A sturdy all-steel structure provides stability and strength. Four side doors fitted with regulated windows make for easy approach to the driving and rear seats. The rear side windows are firmly set into rubber mouldings. The large rear window ensures an uninterrupted view out of the back.

The linoleum-floored loading compartment in the station car is approachable from the back through a large wing door that can be locked. Alternatively, the station car may be fitted with a flap door in the rear, divided horizontally and lockable. The comfortable seats are sprung with interlaced coil springs and covered with MB Tex artificial leather. The front seat is adjustable. Single seats are available at extra charge. The rear seat can be folded forwards so that the loading compartment is correspondingly enlarged. The doors and dome are similarly covered with MB Tex artificial leather. The spare wheel is kept on a shelf under the loading compartment. Next to it there is another shelf for tools and equipment.

The interior and exterior dimensions can be seen from drawing 453. The vehicle is painted with artificial resin enamel in all standard colours. Special enamelling and lettering are available at extra charge. In all models the pay-load is about 550 kg (1210 lbs).

Four-door chassis with partial body.

Subject to modifications in design and interior appointments.



Interior view through the large rear door



Mercedes-Benz Fahrzeug-Daten
 Bitte bei Ersatzteilbestellung mitbringen! Daten eingetragene
 Ablesungen - Auftragsnummer 11

DAI

Kunden-Einz. Ablesung
 Name - Firma - Woz
Mr. Bunde
S.S. Firmas

1 Typ 213 Fahrg.	10 Lastkraftw. verlastet 087	27 Kastenw.
2 Fahrgestell-Nr. 125004-8504791	11 Motor-Nr. 180921N-8303669	18 Kasten-Nr. A 125004-850000
3 Getriebe 3678	12 Vorderachse N. 14521	19 Steuertrieb m. 14516
4 Hinterrachse 6146	13 Koll. 4.5K13	23 Benzinpumpe 5/10 6.7x13 Denlop
5 Lenkung DP 15396	14 Lenkungsschalt. 85422	27 Ölwanne und Lagerschale A 008 Kiskart
6 Batterie Varta	15 Scheinwerfer Bosch	28 Schutzblech Avag
	16 Motorschleppbesch. 	

Auftrags-Nr. 932 898		23 Auftrags-Nr. 932 898		Mr. Bunde		Firmas	
932 898	213 Fahrg.	55	087	verlastet			
Rechnungs-Nr.	Rechnungs-Dat.	Rechnungs-Nr.	Rechnungs-Dat.	Rechnungs-Nr.	Rechnungs-Dat.	Rechnungs-Nr.	Rechnungs-Dat.
	31.10.36	1	103010N-8303669	64351	31.10.36	1	103010N-8303669
Code (A.Nr.)		Betrag					
49/1		LKW Benz, Lorch					
206		6,70 x 13 Denlop Mot. 180921N-8303669					
		WKA-Ausführung					
		Einfahrungsweisung für engl.sprechende Länder					
		postschuttsfüllung					

DA/Sc.

3
Kunden-Einz.
Auftrag-Nr.

Mercedes-Benz Typ 180 (1953 – 1962)
Mercedes-Benz Typ 180 D (1954 – 1962)
Mercedes-Benz Typ 190 (1956 – 1961)
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Produktion	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	
300, 300 b														
Limousine	47	2 659	1 776	1 185	547									6 214 ¹⁾
Cabriolet D	2	262	181	87	59									591
300 c														
Limousine					330	685	217							1 432 ²⁾
Cabriolet D					3	48								51
300 d														
Limousine							144	1 165	607	581	535	45		3 077 ³⁾
Cabriolet D								3	23	22	16	1		65
	49	2 921	1 957	1 272	939	933	361	1 168	630	603	551	46		11 430
300 S														
300 S	2	113	353	37	55									560 ⁴⁾
300 Sc					5	140	52	3						200 ⁵⁾
300 SL														
Coupé				146	667	311	76							1 400
Roadster							554	324	211	249	250	244	26	1 858
	51	3 034	2 310	1 455	1 866	1 384	1 043	1 495	841	852	801	290	26	15 448

¹⁾ darunter 12 Fahrgestelle

²⁾ darunter 3 Fahrgestelle

³⁾ darunter 1 Fahrgestell

⁴⁾ Coupé 216, Cabriolet A 203, Roadster 141 Wagen

⁵⁾ Coupé 98, Cabriolet A 49, Roadster 53 Wagen

Preise	Typ 300 (1951 – 1954)	
	300 Limousine 4 Türen	DM 19 900,-
	300 Cabriolet D	DM 23 700,-
	Typ 300 b (1954 – 1955)	
	300 Limousine 4 Türen	DM 22 000,-
	300 Cabriolet D	DM 24 700,-
	Typ 300 c (1955 – 1957)	
	300 Limousine 4 Türen	DM 22 000,-
	300 Automatic Limousine 4 Türen	DM 23 500,-
	300 Cabriolet D	DM 24 700,-
	300 Automatic Cabriolet D	DM 26 200,-
	Typ 300 d (1957 – 1962)	
	300 Hardtop-Limousine 4 Türen	DM 27 000,-
	300 Automatic Hardtop-Limousine 4 Türen	DM 28 500,-
	300 Cabriolet D	DM 35 500,-
	300 Automatic Cabriolet D	DM 37 000,-
	Typ 300 S (1951 – 1955)	
	300 S Coupé 2/3 Sitze	DM 34 500,-
	300 S Cabriolet A 2/3 Sitze	DM 34 500,-
	300 S Roadster 2/3 Sitze	DM 34 500,-
	Typ 300 Sc (1955 – 1958)	
	300 S Coupé 2/3 Sitze	DM 36 500,-
	300 S Cabriolet A 2/3 Sitze	DM 36 500,-
	300 S Roadster 2/3 Sitze	DM 36 500,-