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The chief attraction at the Berlin Motor Show.  
The new Big Mercedes.

Dtsch. Kons. Montreal

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No other car shown in the vast exhibition halls on the Kaiserdamm in Berlin evoked such interest on the part of both experts and the general public, as the new Big Mercedes. This car was unanimously declared to be the "pièce de resistance" of the Show; and in this case the verdict was certainly justified. For the new Big Mercedes is in a class by itself. With an engine which develops 230 HP and a maximum speed by stop-watch of 165 kilometres per hour (over 103 mph) this is one of the swiftest and most powerful non-racing cars in the world. But whereas in the majority of luxury cars of this type, the old principles of construction have been adhered to, - not without considerable anxiety - the new Big Mercedes represents the very last word in modern construction. For the genius of the Mercedes-Benz engineers has incorporated in its construction the results of accumulated experience in hundreds of racing contests.

Thus the framework of the new Big Mercedes, built of oval steel tubes, is exactly the same as that of the cars which have been victorious in so many hotly-contested races all over the world. The principal advantage of this type of construction consists in an extraordinarily flexible solidity combined with astonishingly small weight.

The front-wheels, - just as in the Mercedes-Benz racing car, - have no axle but are suspended on transverse rods and held by frictionless spiral springs. The back-axle is likewise the result of the application of experience in construction of racing cars; and the peculiar advantage of this type of back-axle, known in the works as a "laterally stable parallel axle", is that the spiral springs are used exclusively for the springing, while other special devices absorb lateral pressure as well as the shearing and braking forces. The lateral forces are concentrated in a point in the chassis which more or less coincides with the centre of gravity of the whole machine. In this way, a tendency for the body of the car to sway outwards in bonds, is controlled by centrifugal force. The engine of the Big Mercedes has a cylinder capacity of 7.7 litres and with supercharger, develops 230 HP. The four-gear mechanism is of the synchromesh type with a practically noiseless change. A further innovation consists



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consists in a fifth gear built into the back-axle, which works by pressure and which can be used simultaneously with any of the other four forward gears. Thus to all intents and purposes, the car may be said to possess eight forward gears.

With this new Big Mercedes, the Mercedes-Benz Works - the oldest motor works in the world - have turned out a first-class piece of work which guarantees for them the continuance of their premier place in international motor-car construction.

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