CMC Mercedes-Benz

600 Pullman Landaulet, 1965–1981















The Mercedes-Benz 600 was debuted at the International Motor Show (IAA) 1963 in Frankfurt, Germany, and it even took the breath out of experts. The development of such a luxury limousine with all of its novelty features seemed to go far beyond what was technically feasible back then. It testified to the motto that

sedan of its time despite its extraordinary size and heavy weight. In sales papers, the car was initially called "The Grand Mercedes" – a moniker originally used for the Mercedes-Benz Type 770, which was truly a gem in the vehicles of the 1930s. The Mercedes-Benz 600 (W 100) was built in two basic versions: a 4-/5-seater

> sedan with a short wheelbase (3200 mm) and a 6-/7-seater Pullman version with a long wheelbase (3900 mm) and a cabin partitioned off by a divider panel.

There were two types of Pullman limousines, as well: the 4-door edition with a face-toface arrangement of the two rear rows of seating, and the 6-door edition with two forward-facing middle folding seats and a rear bench

seat that had a middle folding armrest. Based on the Pullman limousine, a Landaulet version was offered with a folding soft top over the rear passengers from 1965.

The Landaulet offers the best way of riding a Mercedes-Benz 600 – to let oneself be chauffeured around and shown publicly to admiring eyes at the same time.

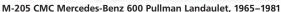
The textile soft top of the CMC miniature can be opened to provide coverage over the rear doors and seats. In this convertible fashion, the Landaulet has been used by dignitaries all over the world. The medium blue lacquer of the CMC model tastefully reproduces the trend of the 1960s The landaulet versions were usually ordered in muted colors, a choice presumably befitting the nature of their common errands. But not so in the case of the CMC model M-217. With its unusual metallic color combination of sand beige with dark red-brown, it is likely to have become one of the most photographed Mercedes-Benz 600s in the world. The original vehicle was temporarily owned by the French racing driver Didier Pironi, among others. In the USA, the owners of the Pullman Mercedes were also happy to equip them with a TV set, recognizable by the large antenna on the trunk lid.

The model CMC Mercedes-Benz 600 Pullman Landaulet M-217 is limited to 800 pieces worldwide.

THE CAR WAS NOT ONLY ABSOLUTELY UNIQUE FROM A TECHNICAL POINT OF VIEW, BUT DESPITE ITS SIZE AND WEIGHT, IT WAS ALSO THE FASTEST PRODUCTION SEDAN IN THE WORLD AT ITS TIME.

remains alive for Mercedes-Benz today: "Das Beste Oder Nichts" (Be the Best or Nothing). The car was not only ground-breaking in technical terms, but also the fastest-running serial



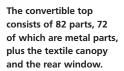




M-217 CMC Mercedes-Benz 600 Pullman Landaulet, 1970









Counterweights in the trunk and on the vehicle floor take into account the changed balance of the Landaulet.



It must have been a pleasure to listen to the powerful revving of its powerful V8 with the bonnet down.



- Hand-crafted metal precision model made of over 1230 parts
- Six functional doors with exterior handles (M-205)
- Six functional doors, four with exterior handles (M-217)
- Functional fabric soft-top that provides coverage for the rear passenger compartment (M-217)
- Lift-to-open engine hood and trunk lid
- · Brilliant paintwork finished to the finest quality
- Intricate reproduction of the drive-train and auxiliary units
- Detailed replication of the spare wheel housing in the luggage compartment
- Faithful representation of the underbody and subframe
- Two jump seats in the middle row that can be folded
- Rear bench seat with a center-located foldable armrest
- Movable sun visors
- Detachable wheels, each fastened with 5 nuts and bolts
- · Magnetic hubs, each embellished with a fine Mercedes star
- Intricately-replicated interior, including its leather upholstery and precious woodwork (M-205)
- Intricately-replicated interior, including its velour upholstery and precious woodwork (M-217)
- Realistically-Recreated middle partition wall and panels
- Look-alike replication of TV antenna and receiver (M-217)
- Retractable telescopic antenna
- Front sand-fenders fitted with screw-on flag-pole mounts
- Accessories: Nut-dismounting tool, wheel hubs, door opener, and flag poles

Technical data of the original vehicle:

- 7-seater Landaulet with six doors and three rows of seats;
 Load-bearing body welded to the frame floor assembly
- External length 6240 mm, wheelbase 3900 mm
- V8 cylinder engine with 8-piston injection pump
- Displacement 6332 ccm Output 184 kW (250 PS) at 4000 rpm
- Top speed 205 km / h (factory specification)
- 4-speed automatic transmission with selector lever on the steering wheel
- Power steering
- Air suspension with level compensation
- Hydraulic actuation of door locking system, window lifters, seating system



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