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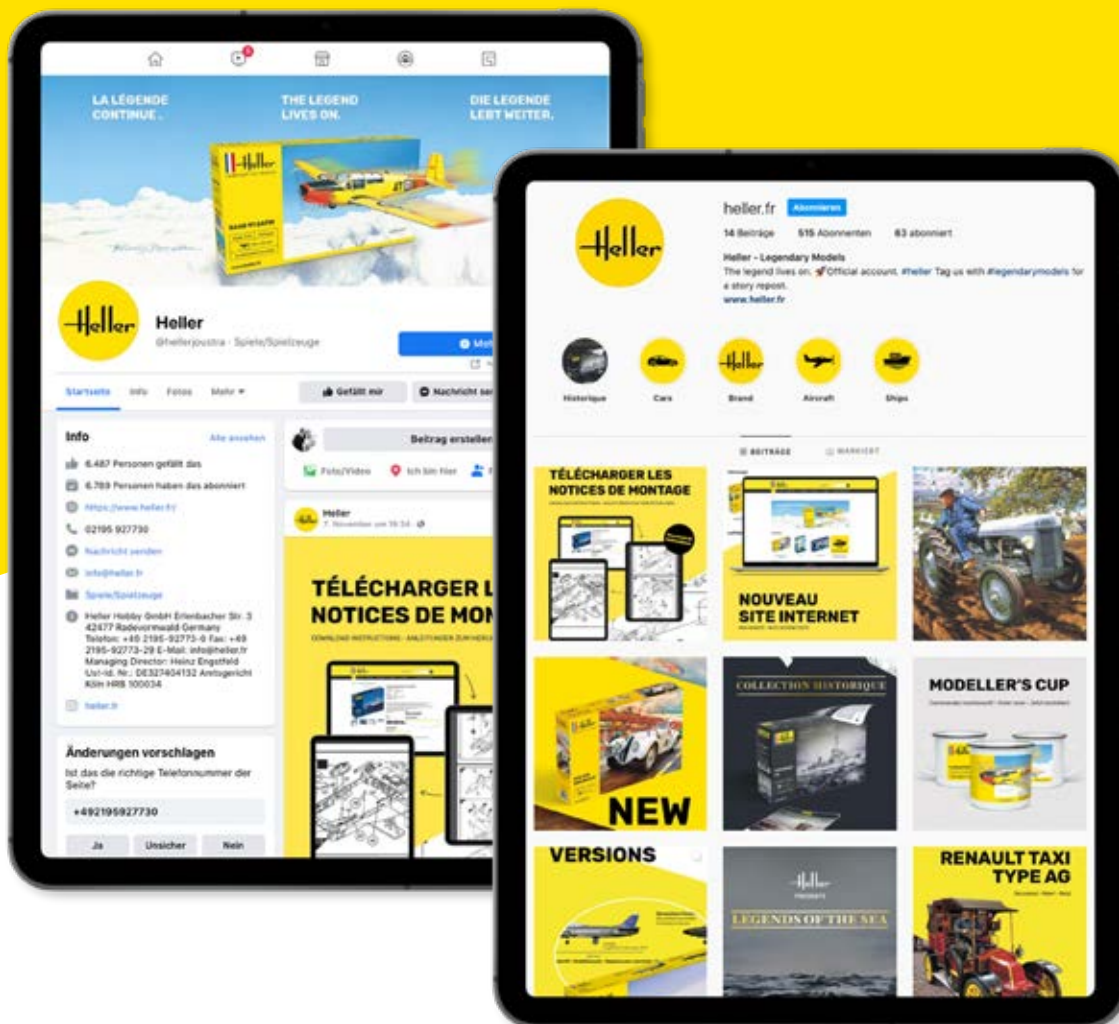
MERCEDES 500K SPECIAL ROADSTER

80710



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Français

C'est en 1934, au salon de Berlin que l'on vit apparaître la « 500 K ». Le « K » ne désignait plus le modèle court, mais le modèle équipé d'un compresseur. Hans Nibel avec cette voiture avait réalisé un chef-d'œuvre d'esthétique et néanmoins, une voiture très moderne. La ligne de la « 500 K » fut réalisée pour symboliser la renaissance de la Kriegsmarine (radiateur figurant l'étrave du navire; les ailes: les vagues d'étrave, et la forme arrière: la poupe d'un torpilleur). Le châssis recevait plusieurs carrosseries: "Special sport roadster", "Special roadster" cabriolet deux et quatre places et torpédo. Son long capot, son imposant radiateur et ses pipes d'échappement chromées lui prodiguaient "Classe et agressivité". La 500 K n'était pas un véhicule de course comme les précédents modèles (SSK, SSKL) mais une voiture de grand tourisme pouvant transporter confortablement deux à six personnes. Son silence et son confort furent critiqués par les amateurs des « SSK » précédentes.

Grappe 1	1 à 6
Grappe 2	7 à 11
Grappe 3	12 à 42
Grappe 4	43 à 54
Grappe 5	55 à 84
Grappe 6	85 à 91
4 pneumatiques	

English

The "500 K" appeared at the Berlin Fair in 1934. The "K" no longer referred to the short model, but to the model equipped with a compressor. With this car, Hans Nibel had produced a masterpiece of beauty which was also an extremely up-to-date car. The line of the "500 K" was designed to symbolise the rebirth of the Kriegsmarine (radiator: the bow of the ship; the wings: the waves of the bow, and the rear shape: the stern of a torpedo boat). The chassis was fitted with several bodies: "Special sport roadster", "Special roadster", "cabriolet two and four-seater" and "torpedo". The long bonnet, the imposing radiator and the chrome exhaust pipes gave it "Class and aggressiveness". The 500 K was not a racing car like the previous models (SSK, SSKL) but a grand touring car that could comfortably carry two to six people. Its silence and comfort were criticised by fans of the previous "SSK".

Cluster 1	1 to 6
Cluster 2	7 to 11
Cluster 3	12 to 42
Cluster 4	43 to 54
Cluster 5	55 to 84
Cluster 6	85 to 91
4 tyres	

Deutsch

Der "500 K" hatte sein Debüt 1934 auf der Berliner Automobilausstellung. Das "K" bezog sich nicht mehr auf das kurze Modell, sondern auf das mit einem Kompressor ausgestattete Modell. Mit diesem Wagen hatte Hans Nibel ein Meisterwerk der Schönheit geschaffen, das zugleich ein äußerst modernes Auto war. Die Linie des "500 K" sollte die Wiedergeburt der Kriegsmarine symbolisieren (Kühler: der Bug des Schiffes; die Kotflügel: die Wellen und die Heckform: das Heck eines Torpedobootes). Das Fahrgestell konnte mit mehreren Aufbauten versehen werden: "Spezial-Sport-Roadster", "Spezial-Roadster", "Cabriolet zwei- und viersitzig" und "Torpedo". Die lange Motorhaube, der imposante Kühler und die verchromten Auspuffrohre verliehen "Klasse und Aggressivität". Der 500 K war kein Rennwagen wie die Vorgängermodelle (SSK, SSKL), sondern ein großer Tourenwagen, der bequem zwei bis sechs Personen befördern konnte. Die Liebhaber der vorherigen "SSK" kritisierten seinen leisen Motor und seinen Komfort.

Spritzling 1	1 bis 6
Spritzling 2	7 bis 11
Spritzling 3	12 bis 42
Spritzling 4	43 bis 54
Spritzling 5	55 bis 84
Spritzling 6	85 bis 91
4 Reifen	

Nombre de cylindres	8 cylindres en ligne culbutés
Alésage	86 mm
Course	105 mm
Cylindrée	5019 cm ³
Puissance	100 cv à 3400 tr/mn sans compresseur 160 cv à 3400 tr/mn avec compresseur
Moteur	suralimenté par un compresseur du type "ROOTS"
Empattement	3290 mm
Poids total	2 250 kg
Suspension AV	Roues indépendantes
Suspension AR	Roues indépendantes
Amortisseurs	Ressorts hélicoïdaux
Freins	Hydrauliques (avec servo)
Contenance du réservoir	115 litres
Vitesse	160 km/h

Number of cylinders	8 cylinders in-line with rocker arms
Bore	86 mm
Stroke	105 mm
Cubic capacity	5019 cc
Power	100 HP at 3400 rpm without compressor 160 HP at 3400 rpm with compressor
Engine	superfed by «ROOTS» compressor
Wheelbase	3290 mm
Total weight	2250 kg
Front suspension	independent wheels
Rear suspension	independent wheels
Shock absorbers	Helical springs
Brakes	Hydraulic (with servo)
Fuel tank capacity	115 liters
Speed	160 km/h

Anzahl Zylinder	8 Kippzylinder in Linie
Zylinderbohrung	86 mm
Hub	105 mm
Hubraum	5019 cm ³
Stärke	100 PS bei 3400 U/min. ohne Verdichter 160 PS bei 3400 U/min. mit Verdichter
Motor	durch einen Verdichter Typ «ROOTS» aufgeladen
Radstand	3290 mm
Gesamtgewicht	2 250 kg
Aufhängung vorne	Einzelräder
Aufhängung hinten	Einzelräder
Stossdämpfer	Zylindrische Schraubenfeder
Bremsen	Hydraulisch (mit Servobremsen)
Tankinhalt	115 Liter
Geschwindigkeit	160 km/Std.

Español

Fue en 1934 cuando, en el salón de Berlín, se vio aparecer al "500 K". La "K" ya no designaba el modelo corto, sino el modelo equipado con compresor. Hans Nibel había realizado, con este coche, una obra maestra de estética y, no obstante, un automóvil muy moderno. La línea del "500 K" fue realizada para simbolizar el renacimiento de la Kriegsmarine (el radiador figura la estirpe de un buque; las aletas: las olas de roda y la forma trasera: la popa de un torpedero). El chasis recibía varias carrocerías: "Special sport roadster", "Special roadster" cabriolé dos y cuatro plazas y torpedo. Su capot, su radiador imponente y sus tuberías de escape cromadas le otorgaban "Clase y agresividad". El 500 K no era un vehículo de carrera como los modelos anteriores (SSK, SSKL) sino que era un coche de gran turismo capaz de transportar confortablemente de dos a seis personas. Su silencio y su confort fueron criticados por los "amateurs" de los "SSK" anteriores.

Racimo 1	1 a 6
Racimo 2	7 a 11
Racimo 3	12 a 42
Grappe 4	43 a 54
Grappe 5	55 a 84
Grappe 6	85 a 91
4 pneumatiques	

Italiano

E' nel 1934, al Salone di Berlino, che è stata presentata la "500 K". Il "K" non designava più il modello corto, ma quello provvisto di compressore. Con questa vettura, Hans Nibel aveva realizzato un capolavoro estetico e, al tempo stesso, un'auto modernissima. La linea della "500 K" è stata realizzata per simbolizzare la rinascita della Kriegsmarine (radiatore che raffigura il tagliamare della nave; parafango: le onde del tagliamare; la forma posteriore: poppa di una torpediniera). Il telaio poteva accogliere varie scocche: "Special sport roadster", "Special roadster" cabriolet 2-4 posti e torpedo. Il lungo cofano, l'imponente radiatore e i tubi di scappamento cromati gli conferivano "classe et aggressività". La 500 K non era un veicolo da corsa, come i modelli precedenti (SSK, SSKL), ma una vettura gran turismo, capace di trasportare comodamente da due a sei persone. La sua silenziosità e il suo comfort sono stati criticati dagli amatori delle precedenti "SSK".

Piastra 1	da 1 a 6
Piastra 2	da 7 a 11
Piastra 3	da 12 a 42
Piastra 4	da 43 a 54
Piastra 5	da 55 a 84
Piastra 6	da 85 a 91
4 Pneumatici	

Nederlands

De "500 K" debuteerde in 1934 op de Berlijnse autoshow. De "K" verwijst niet langer naar het korte model, maar naar het model dat is uitgerust met een compressor. Met deze auto had Hans Nibel een meesterwerk van schoonheid gecreëerd dat ook een uiterst moderne auto was. De lijn van de "500 K" was bedoeld om de wedergeboorte van de marine te symboliseren (radiator: de boeg van het schip; de stootkussens: de golven van de boeg, en de achterschipvorm: het achterschip van een torpedoboot). Het chassis kon worden uitgerust met verschillende bovenbouwen: "Special Sport Roadster", "Special Roadster", "Cabriolet twee- en vierzitter" en "Torpedo". De lange motorkap, de indrukwekkende radiator en de verchroomde uitlaatpijpen gaven hem "klasse en agressiviteit". De 500 K was geen racewagen zoals zijn voorgangers (SSK, SSKL), maar een grote toerwagen die comfortabel twee tot zes personen kon vervoeren. De liefhebbers van de vorige "SSK" hadden kritiek op zijn stille motor en zijn comfort.

Tros 1	1 tot 6
Tros 2	7 tot 11
Tros 3	12 tot 42
Tros 4	43 tot 54
Tros 5	55 tot 84
Tros 6	85 tot 91
4 Banden	

Número de cilindros	8 cilindros en línea con balancines
Diámetro de cilindros	86 mm
Carrera	105 mm
Cilindrada	5019 cm ³
Potencia	100 CV a 3400 rpm sin compresor 160 CV a 3400 rpm con compresor
Motor	sobrealimentado por un compresor de tipo «ROOTS»
Distancia entre ejes	3290 mm
Peso total	2 250 kg
Suspensión delantera	Ruedas independientes
Suspensión trasera	Ruedas independientes
Amortiguadores	Hidráulicos (con servomando)
Frenos	Hydrauliques (avec servo)
Capacidad del depósito	115 litros
Velocidad	160 km/h.

Numero di cilindri	8 cilindri in linea capovolti
Alesaggio	86 mm
Corsa	105 mm
Cilindrata	5019 cm ³
Potenza	100 cv a 3400 giri/min senza compressore 160 cv a 3400 giri/min con compressore
Motore	sovralimentato da compressore di tipo "ROOTS"
Interasse	3290 mm
Peso totale	2 250 kg
Sospensione ANT	Ruote indipendenti
Sospensione POST	Ruote indipendenti
Ammortizzatori	Molle elicoidali
Freni	Idraulici (assistiti)
Capacità serbatoio	115 litri
Velocità	160 km/h.

Aantal cilinders	8 lijnvormige getuimelde cilinders
Boring	86 mm
Slag	105 mm
Cilinderinhoud	5019 cm ³
Vermogen	100 PK tegen 3400 omw/Mn zonder compressor 160 PK tegen 3400 omw/Mn met compressor
Motor	aangejaagd door een compressor "ROOTS" type
Wielbasis	3290 mm
Totaal gewicht	2 250 kg
VOOR ophanging	Onafhankelijke wielen
ACHTER ophanging	Onafhankelijke wielen
Schokbrekers	Helicoïde veren
Remmen	Hydraulisch (met servo)
Ten inhoud	115 liter
Snelheid	160 km/u

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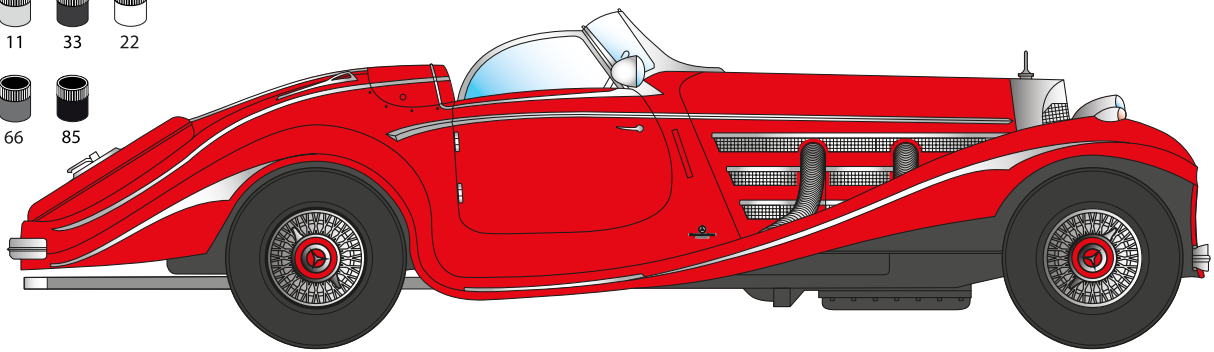
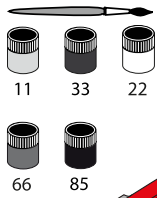
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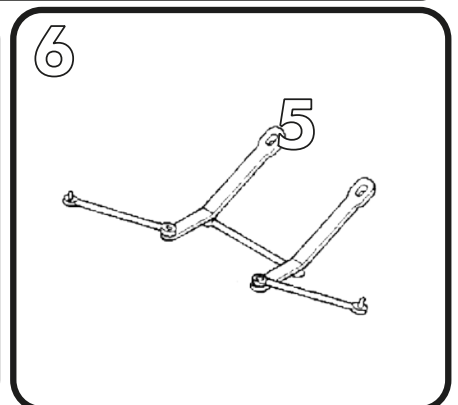
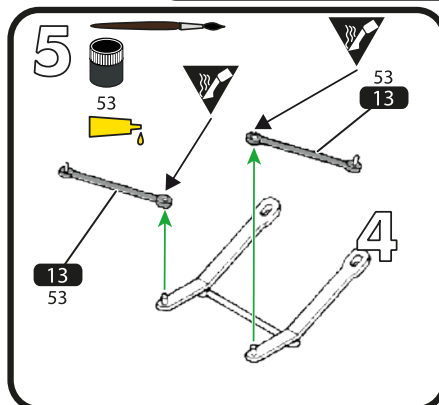
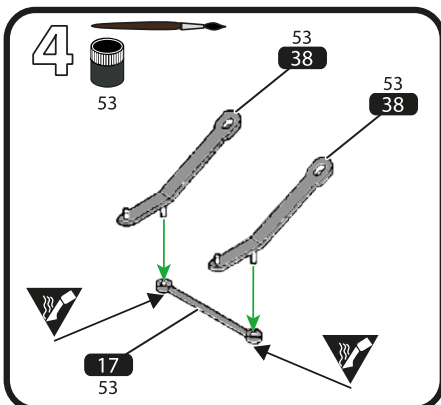
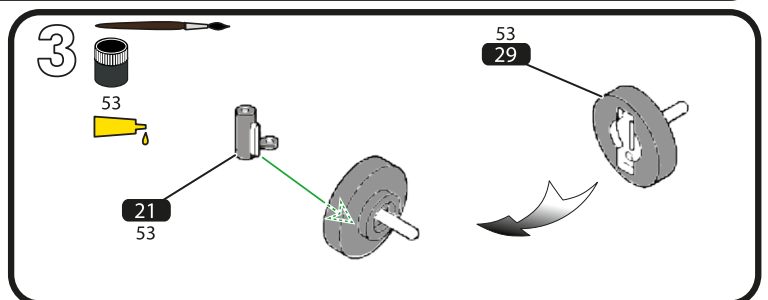
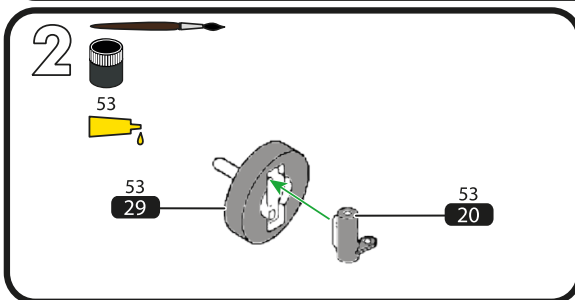
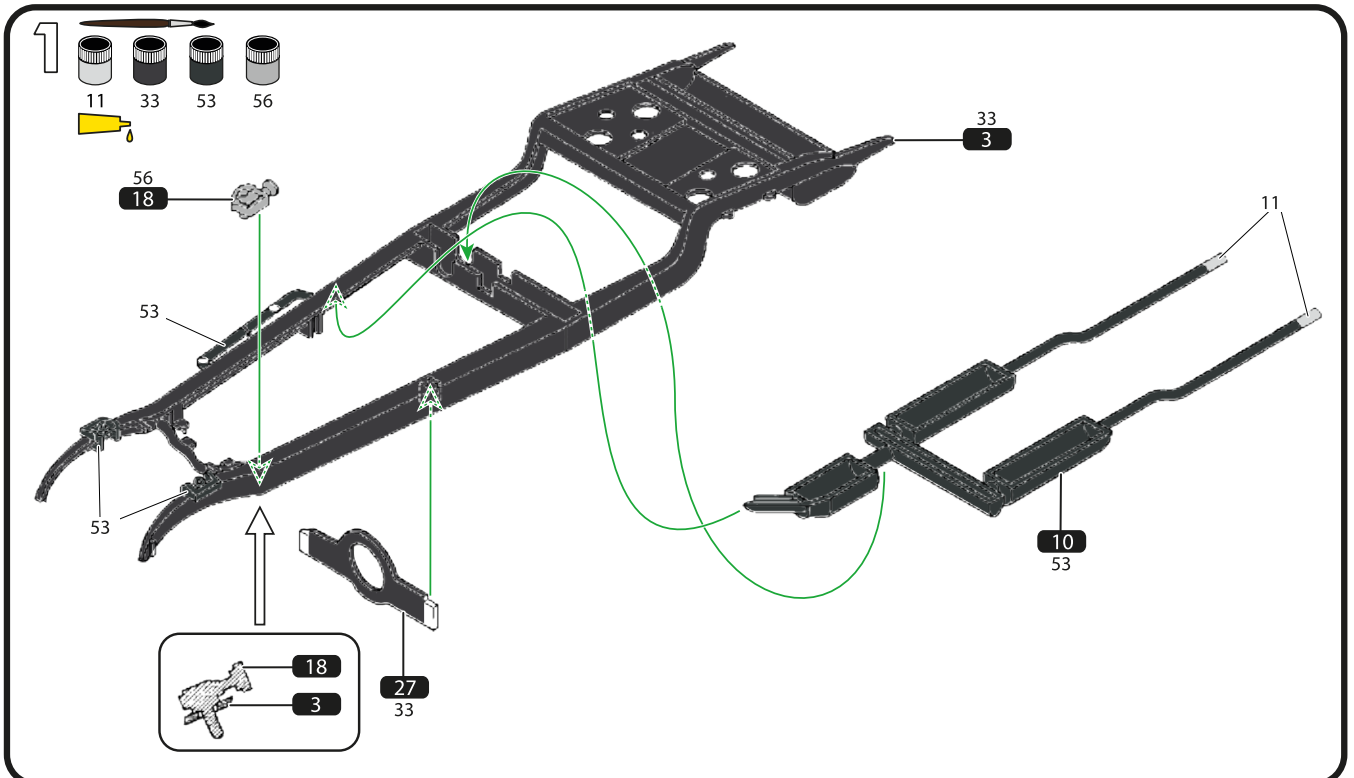
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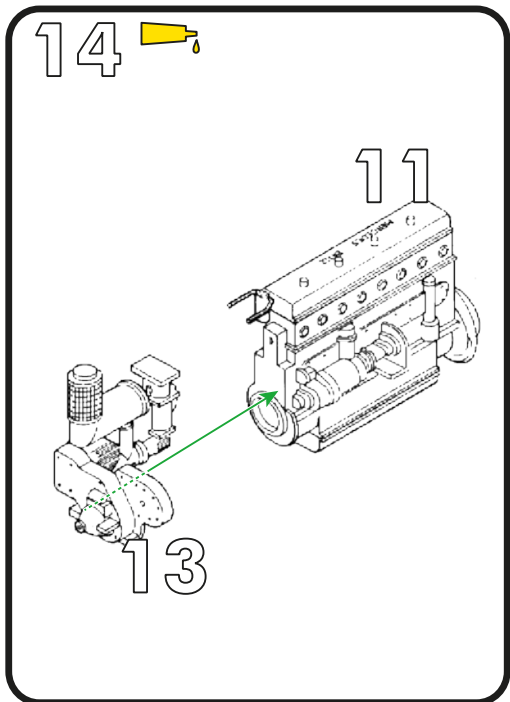
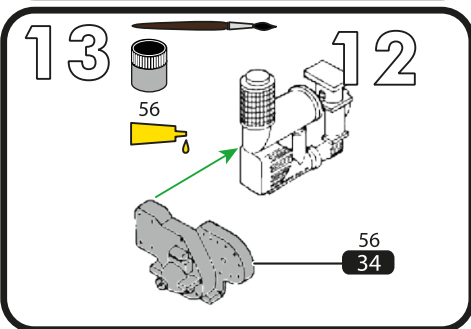
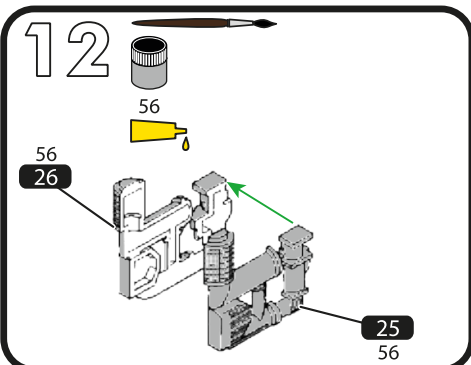
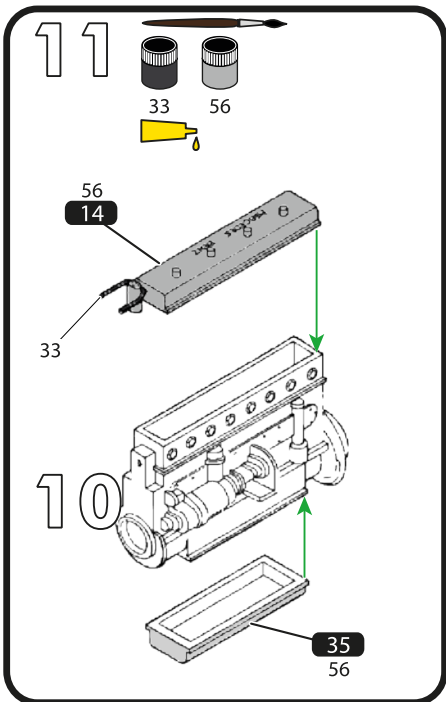
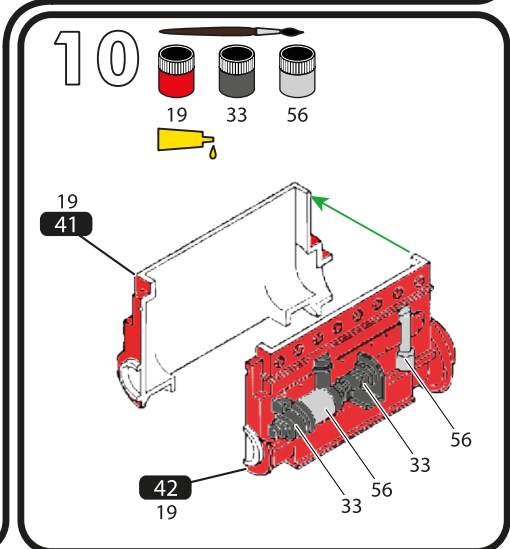
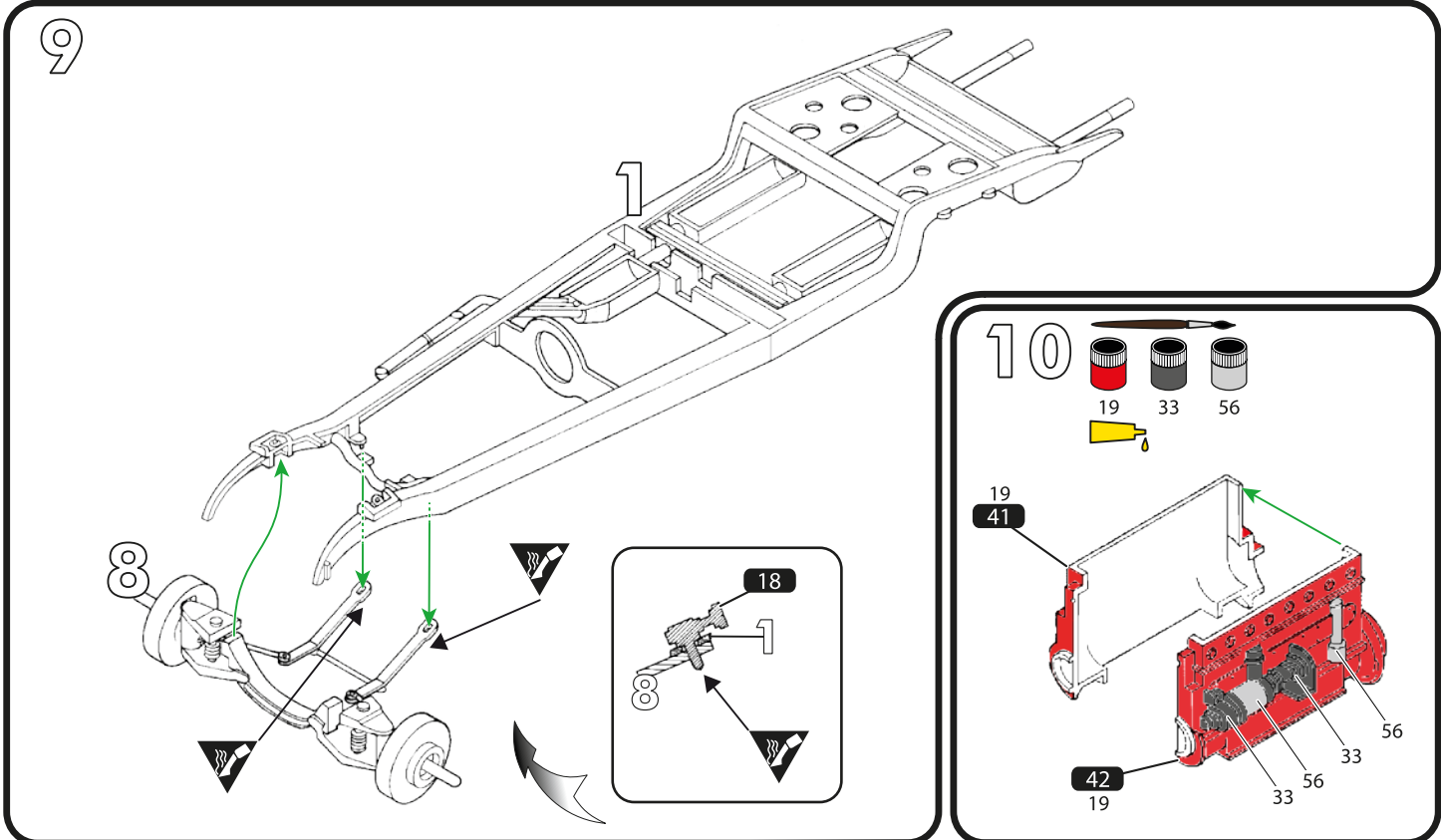
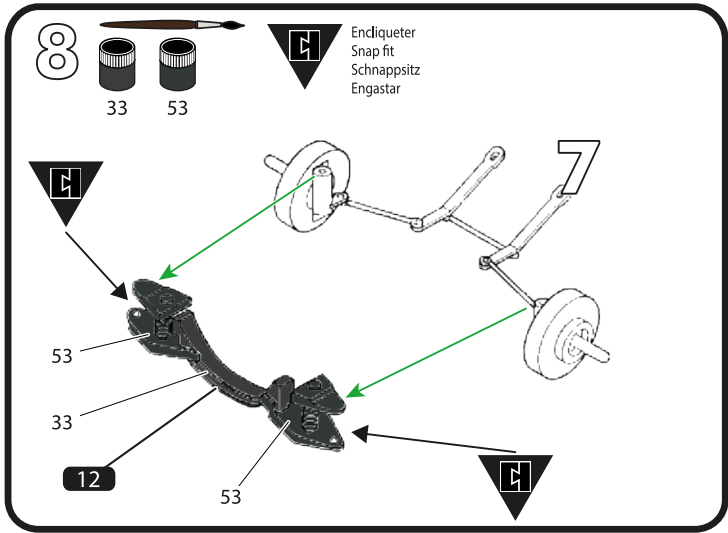
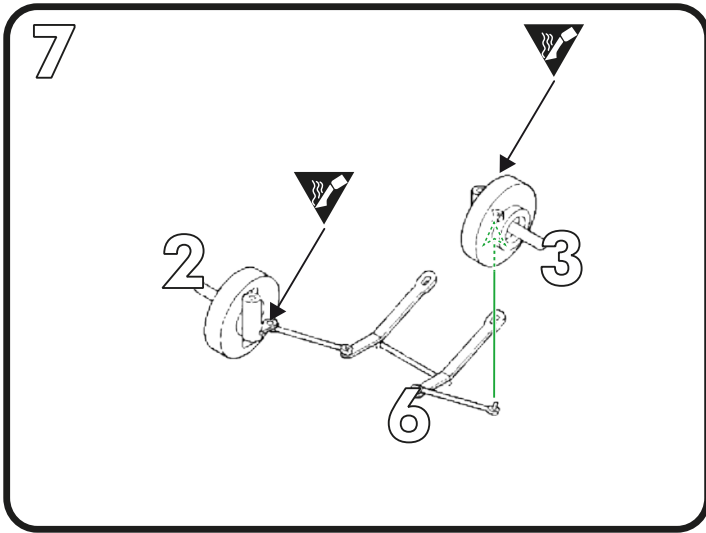
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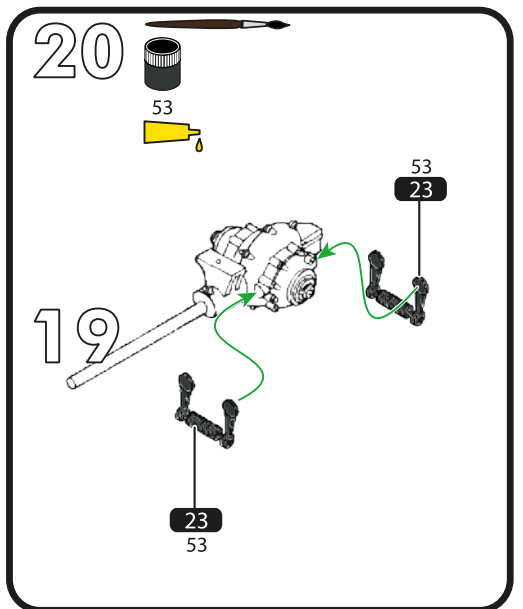
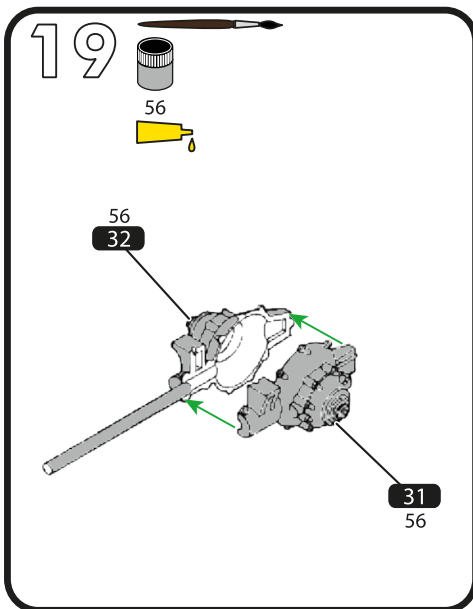
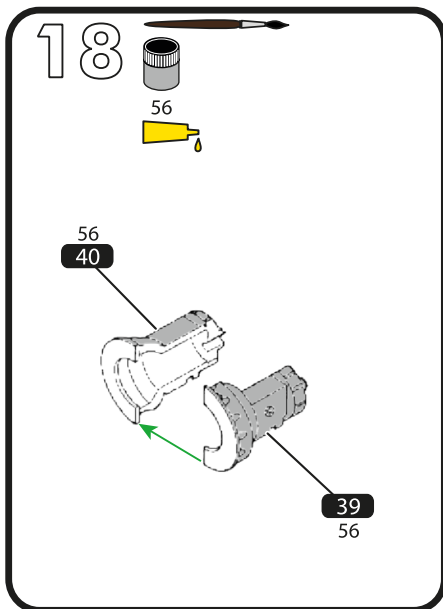
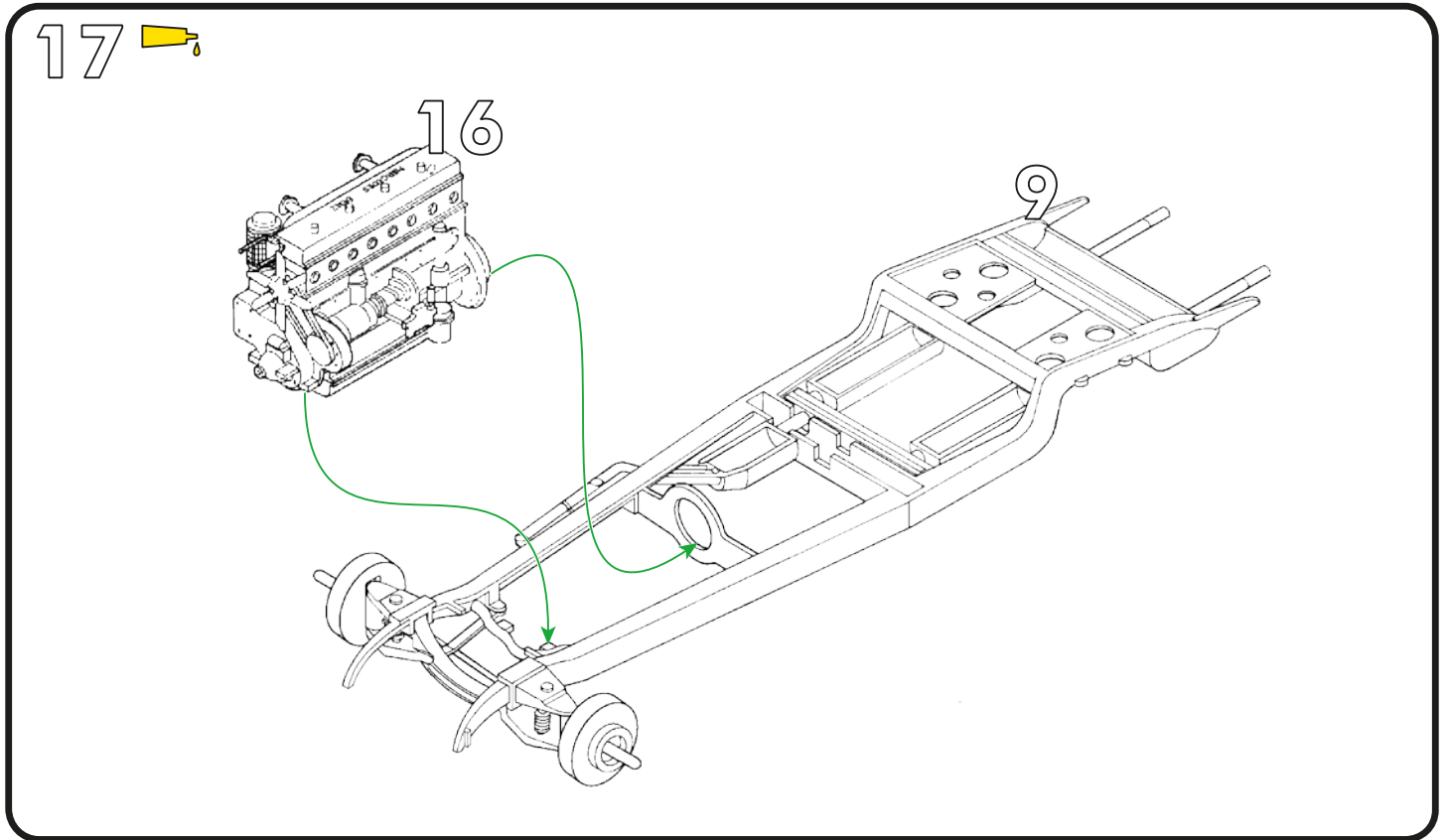
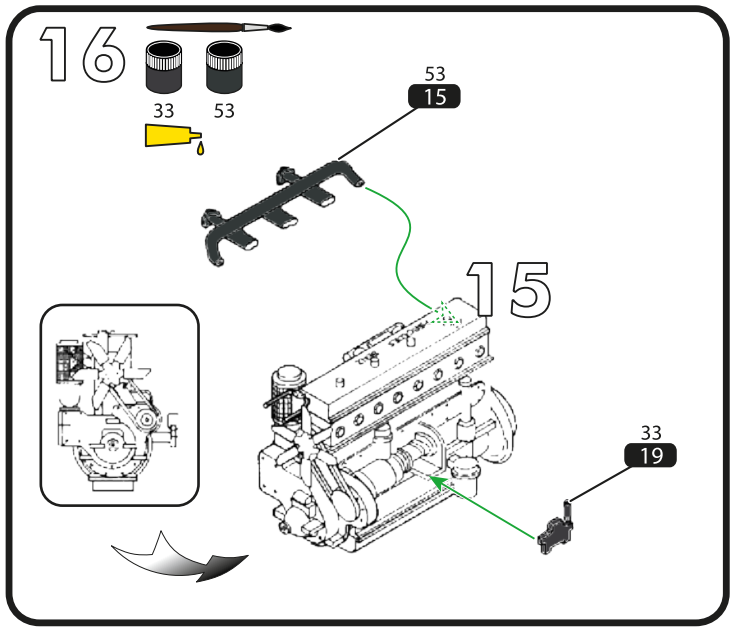
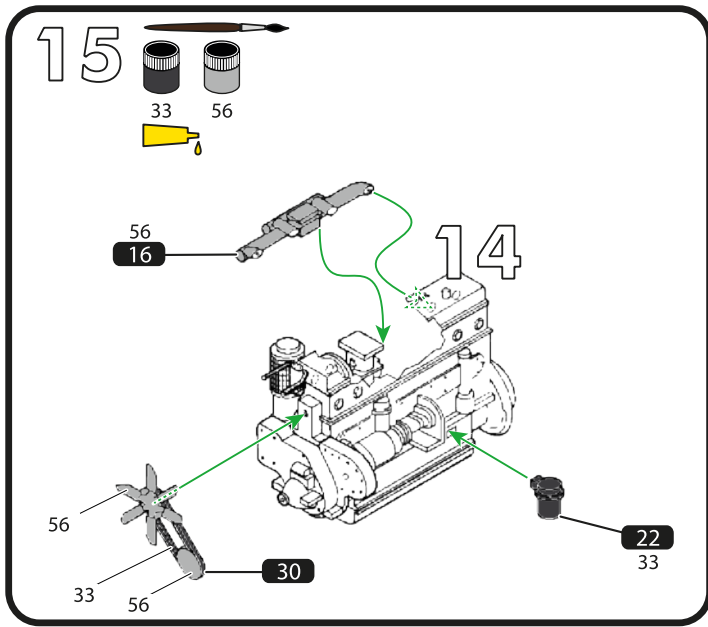
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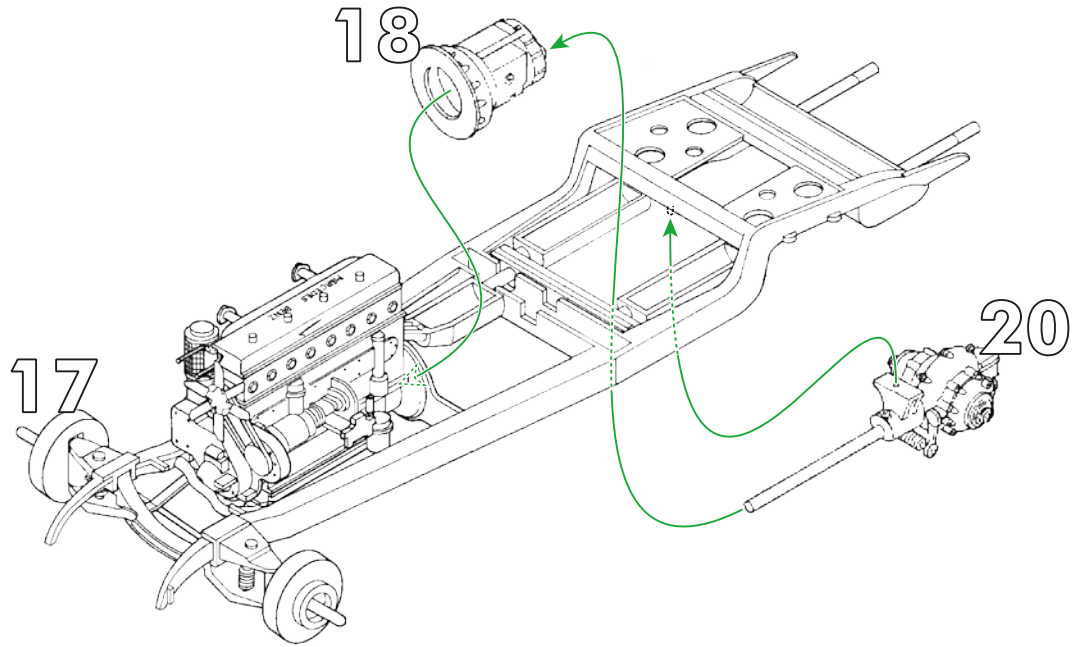
• Mercedes 500 K «Special Roadster», 1936



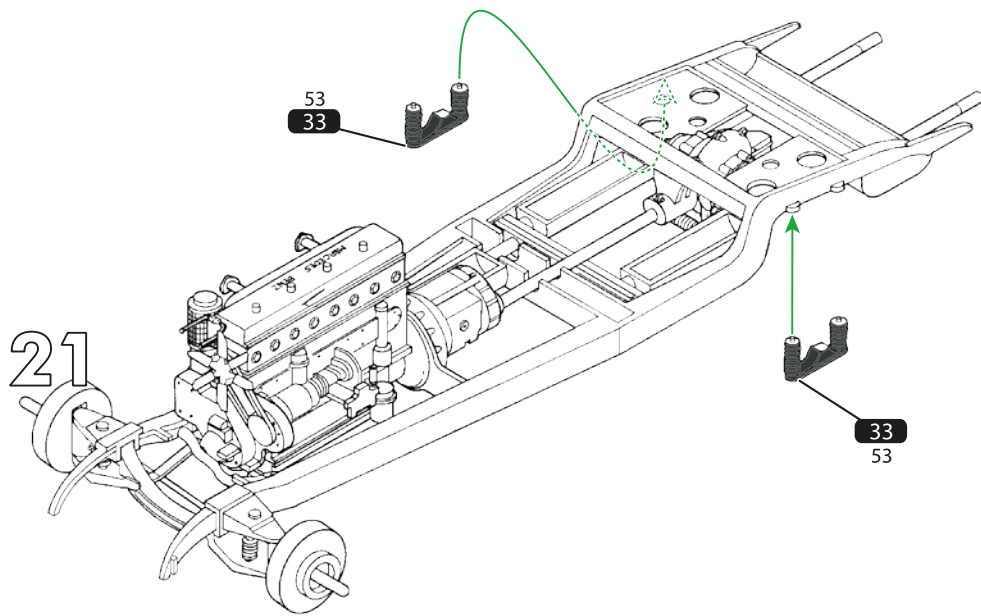
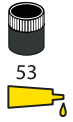




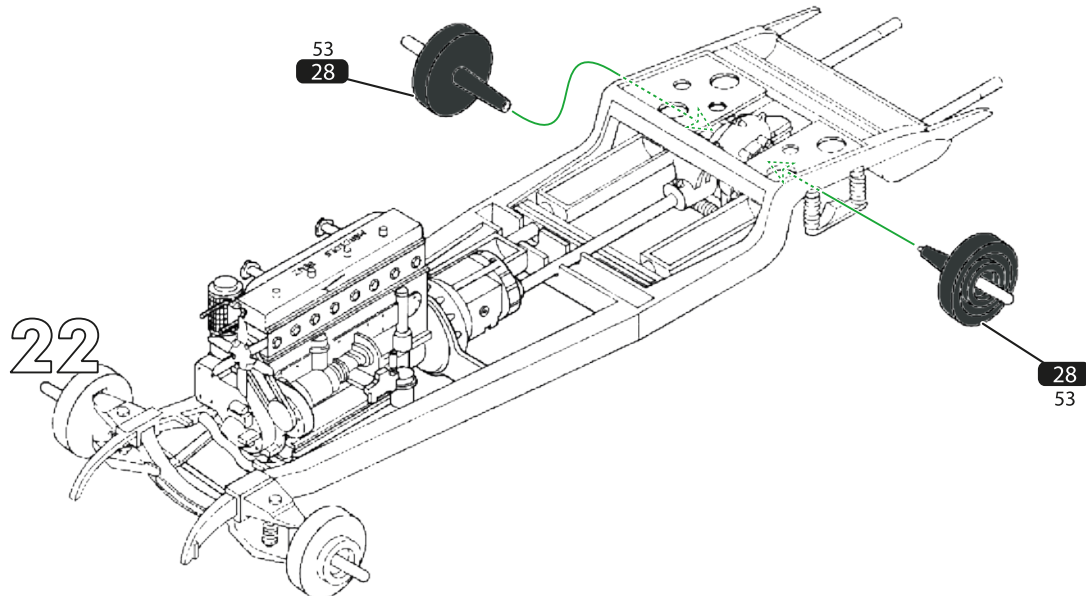
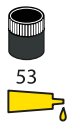
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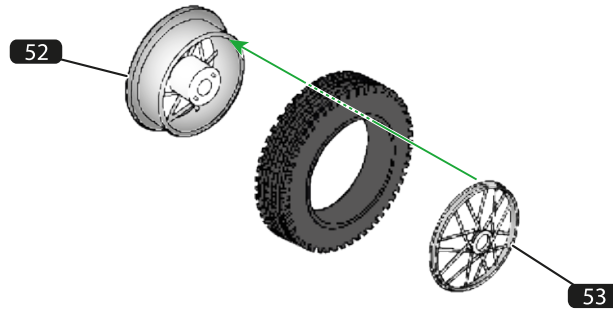


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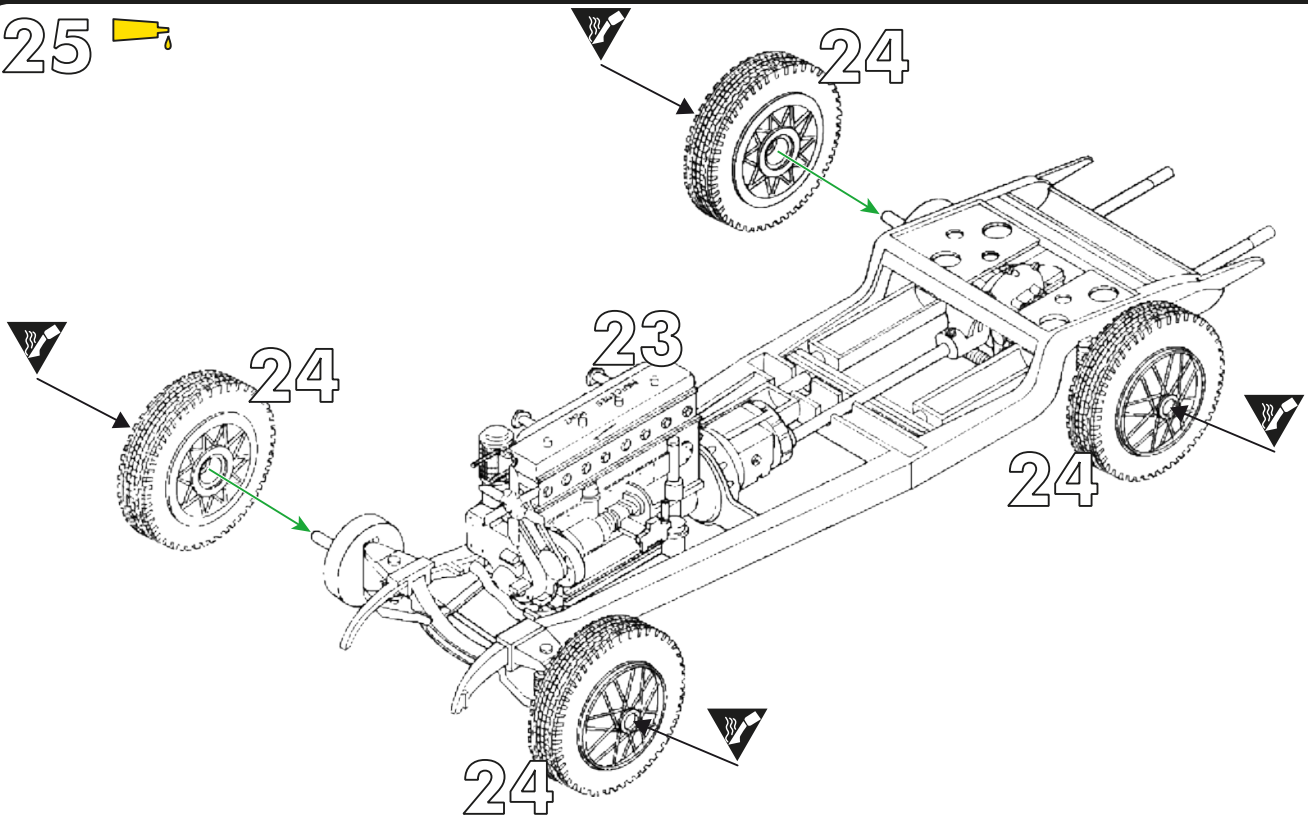



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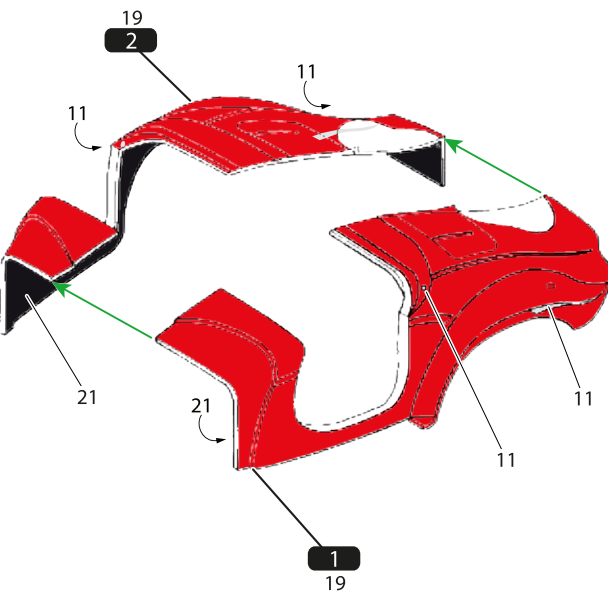
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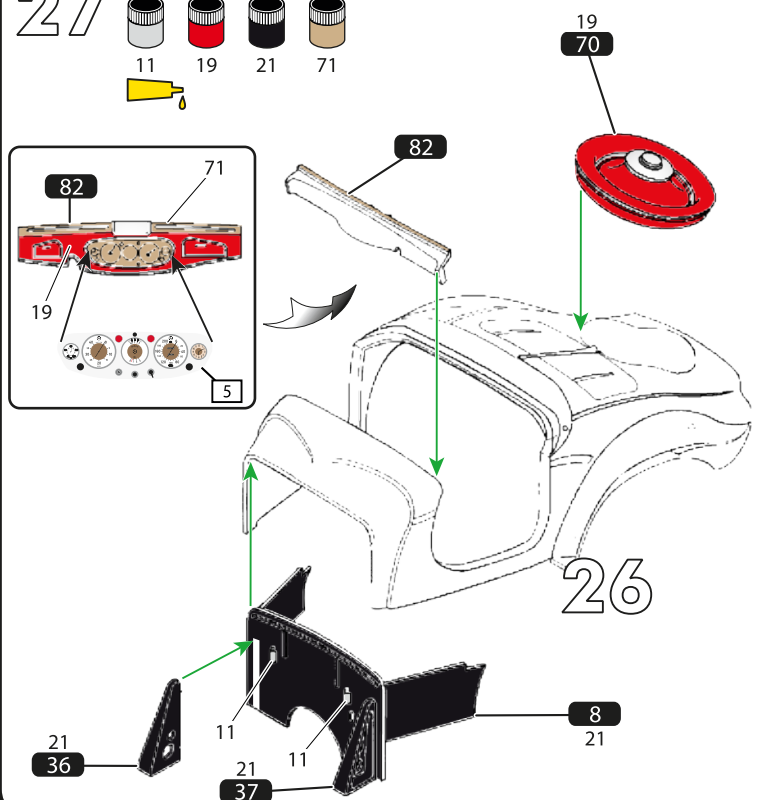
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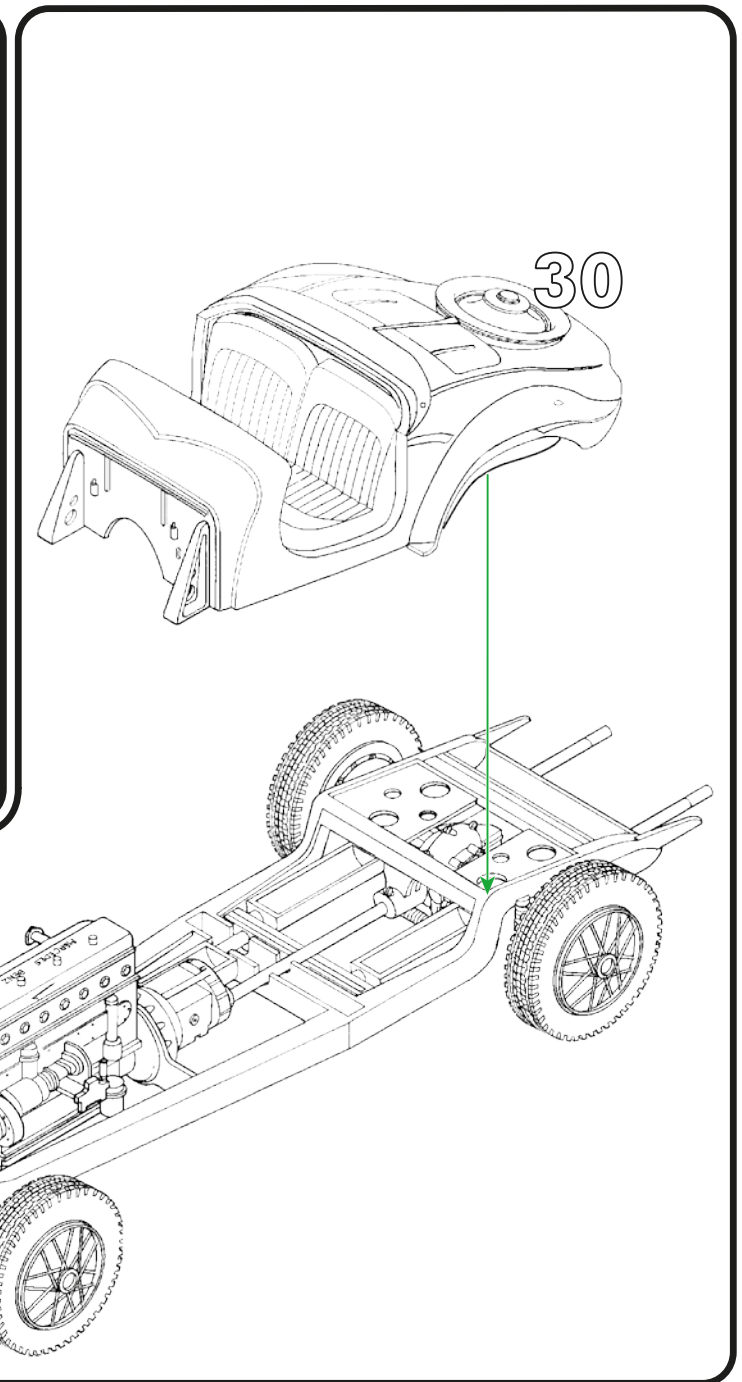
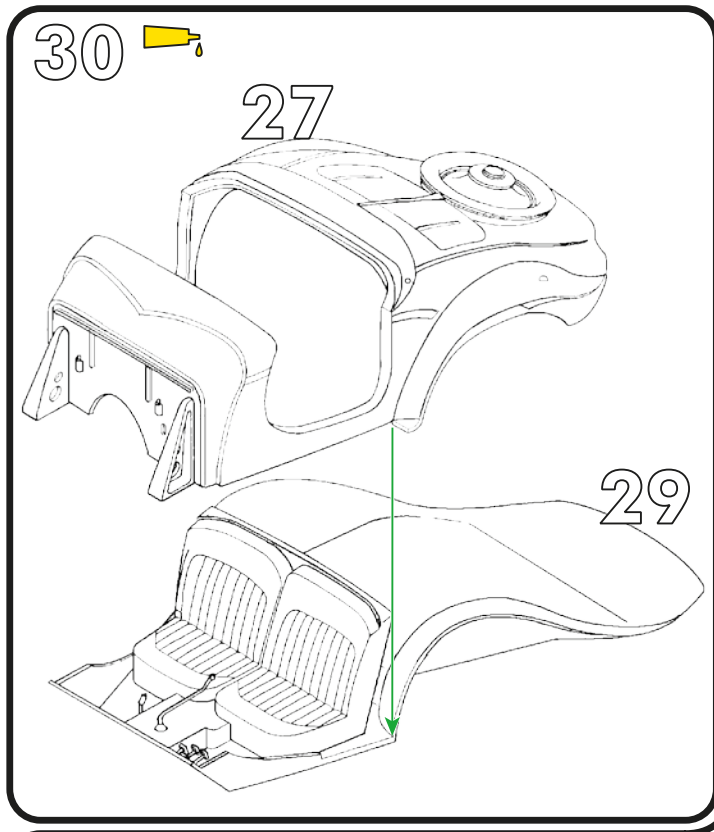
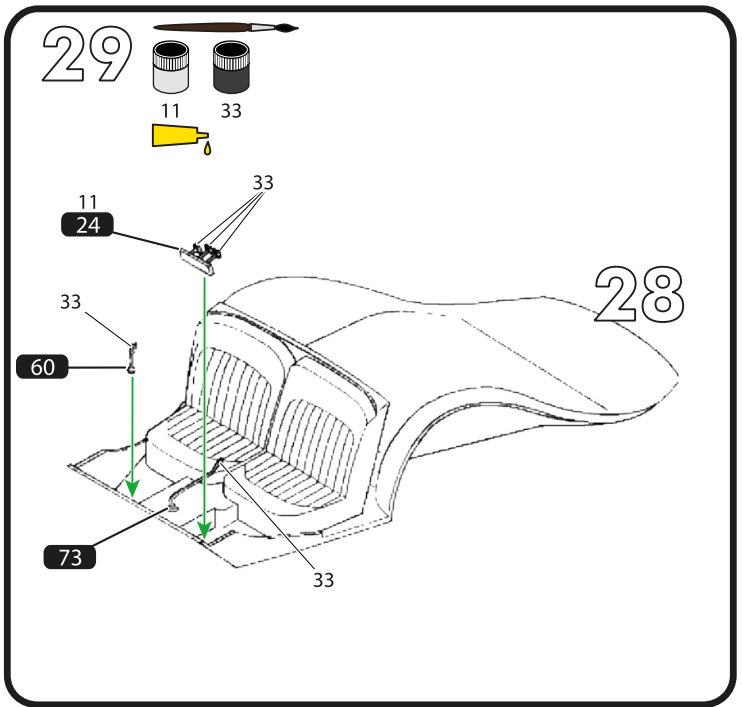
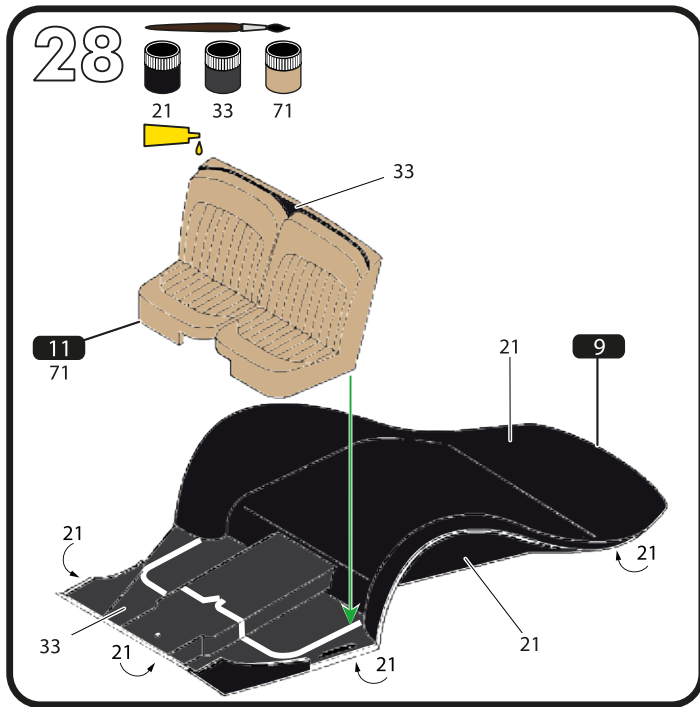


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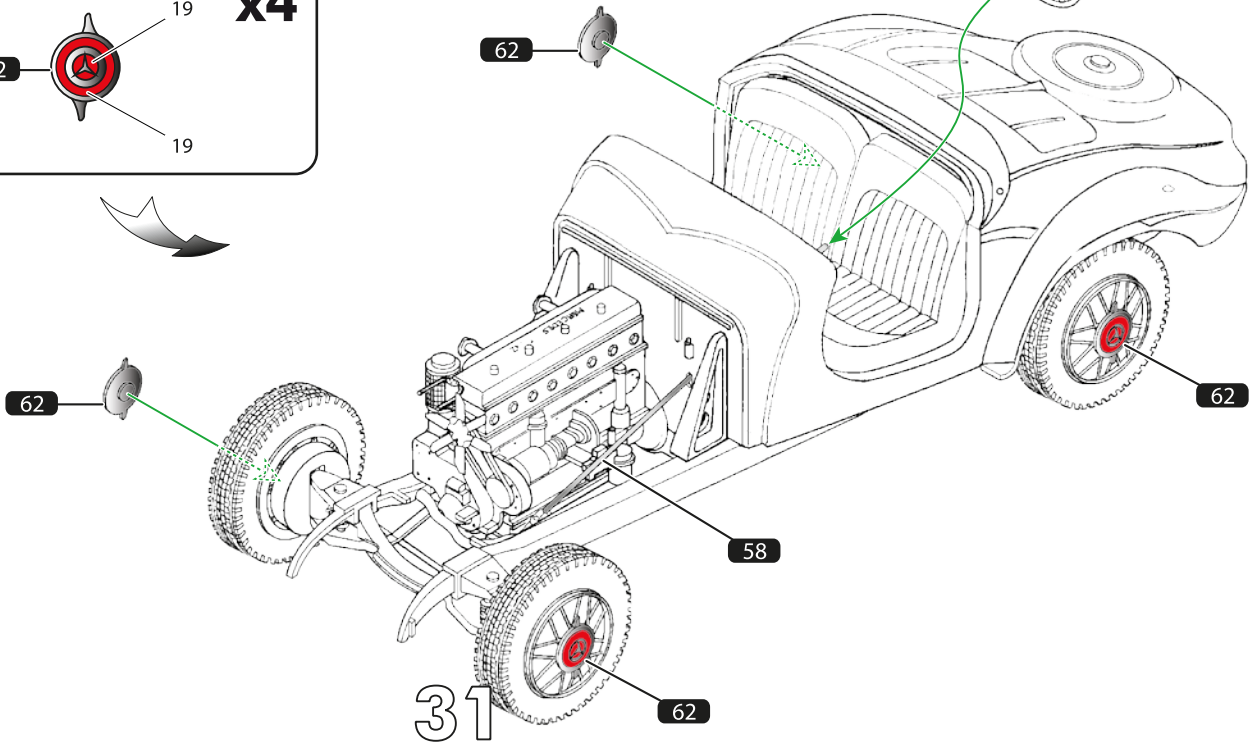
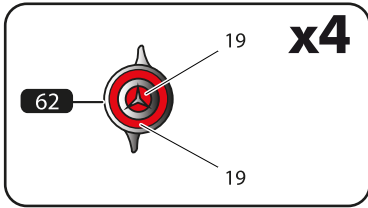
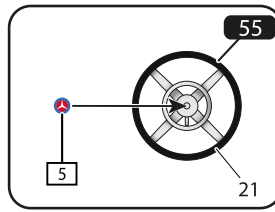
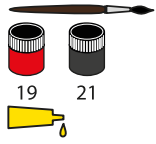


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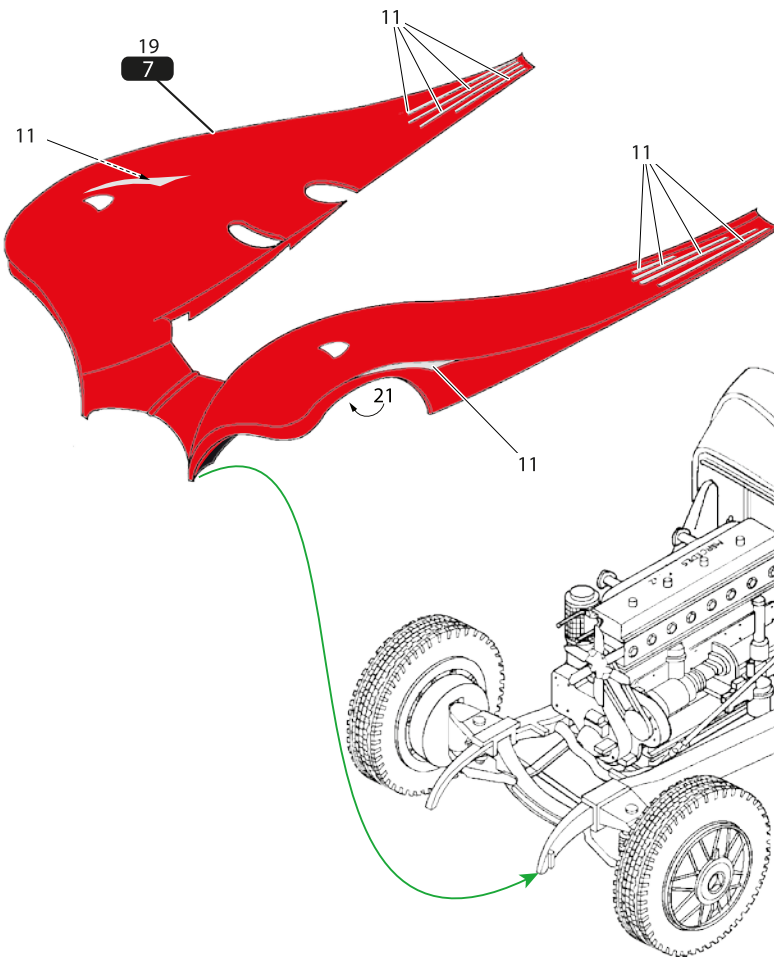
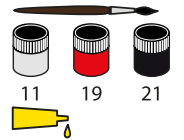




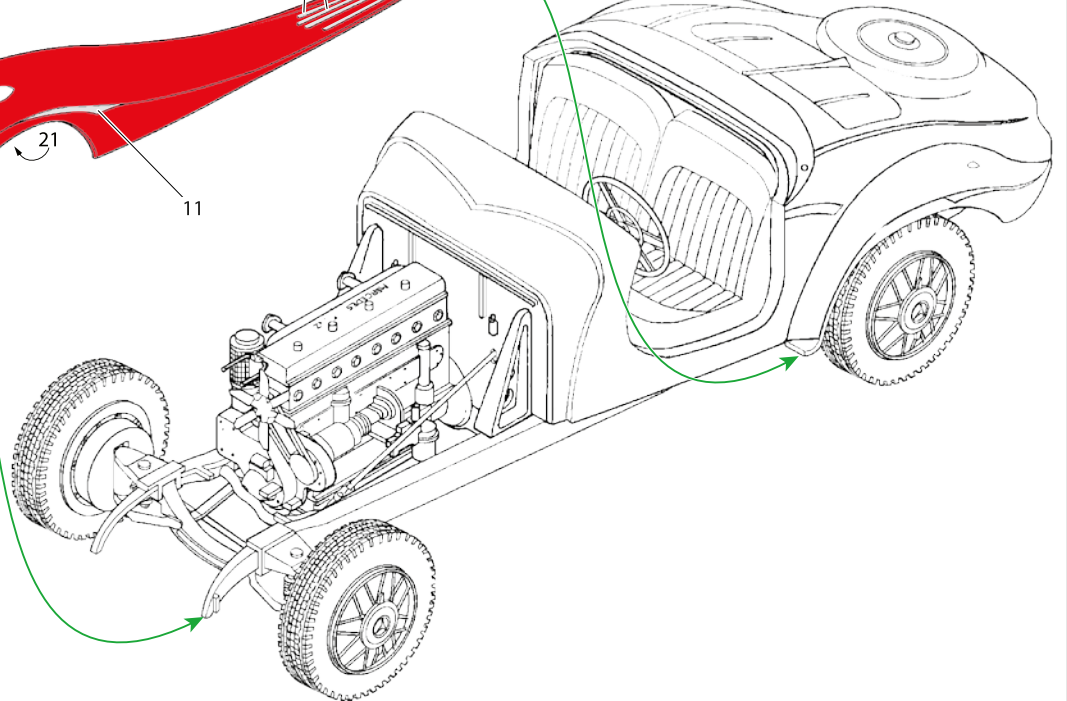
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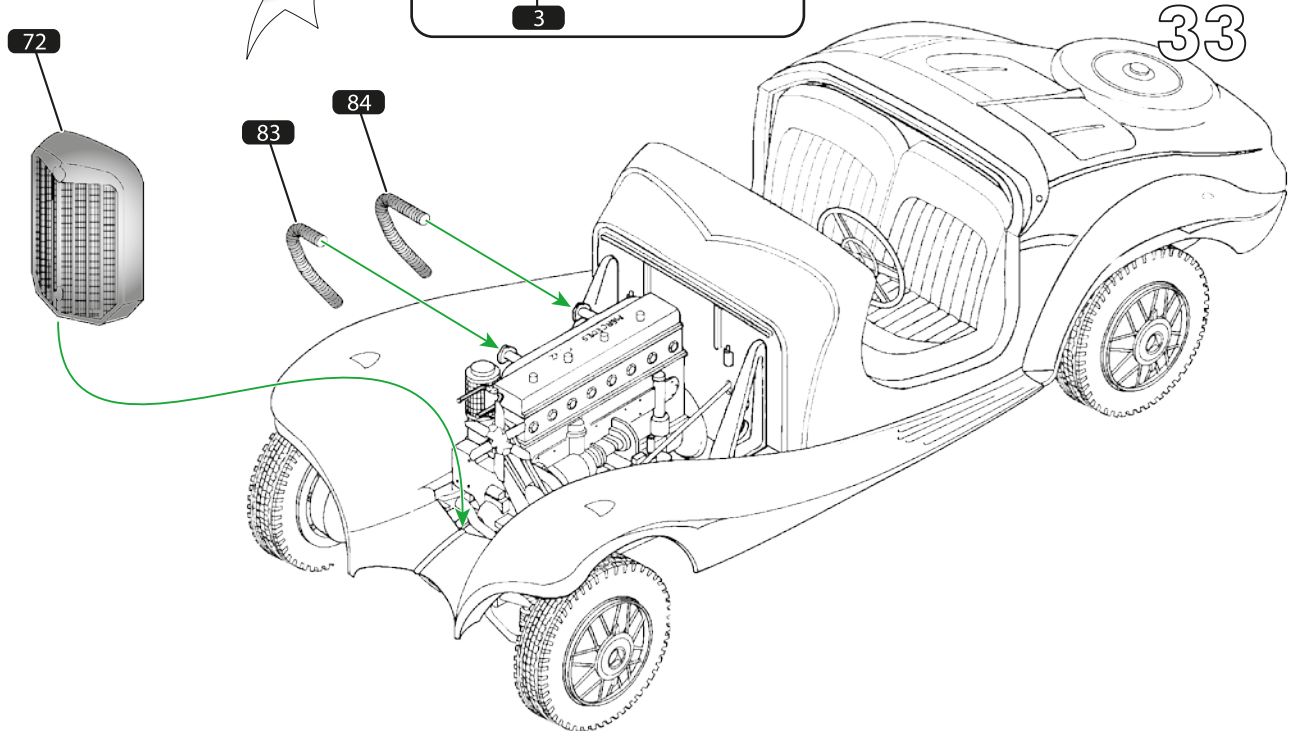
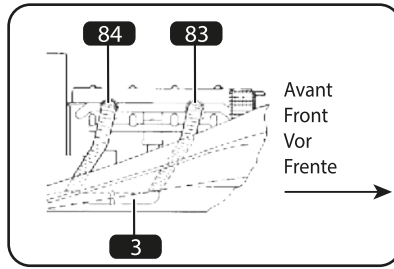
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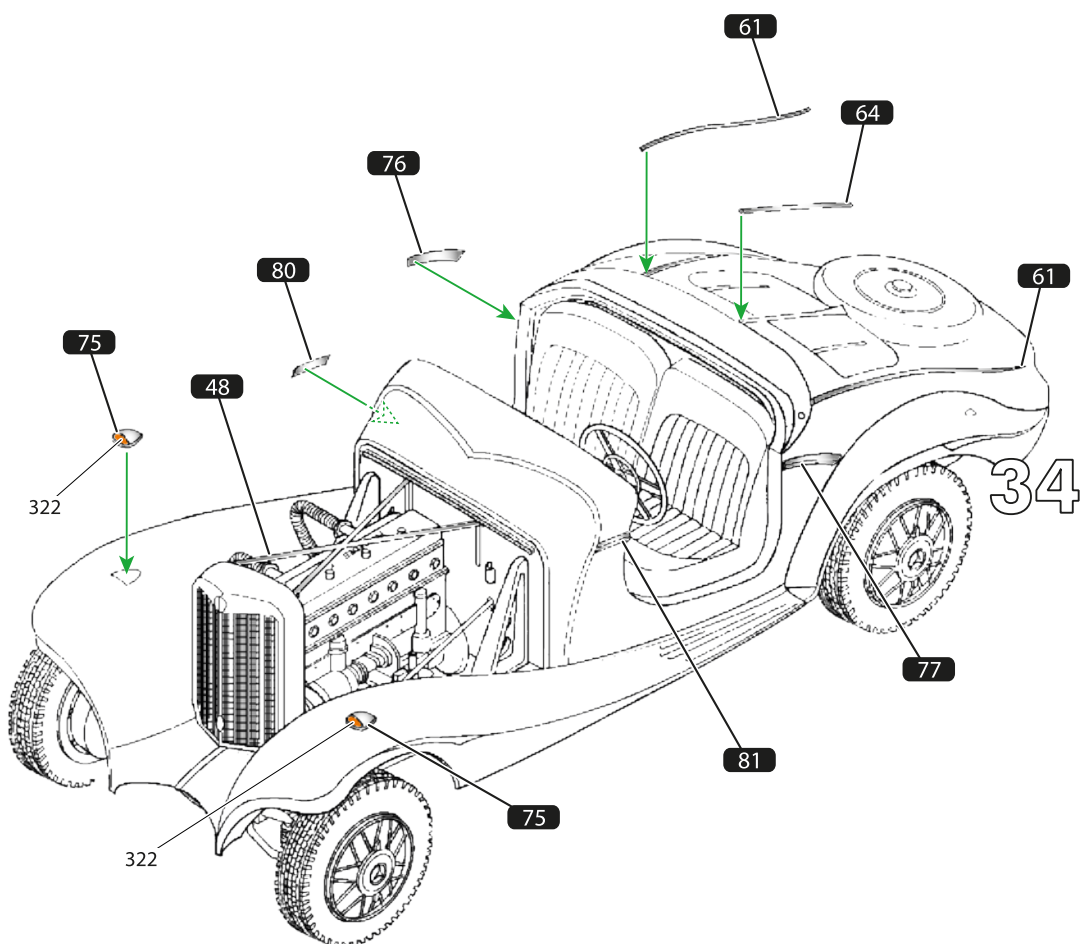
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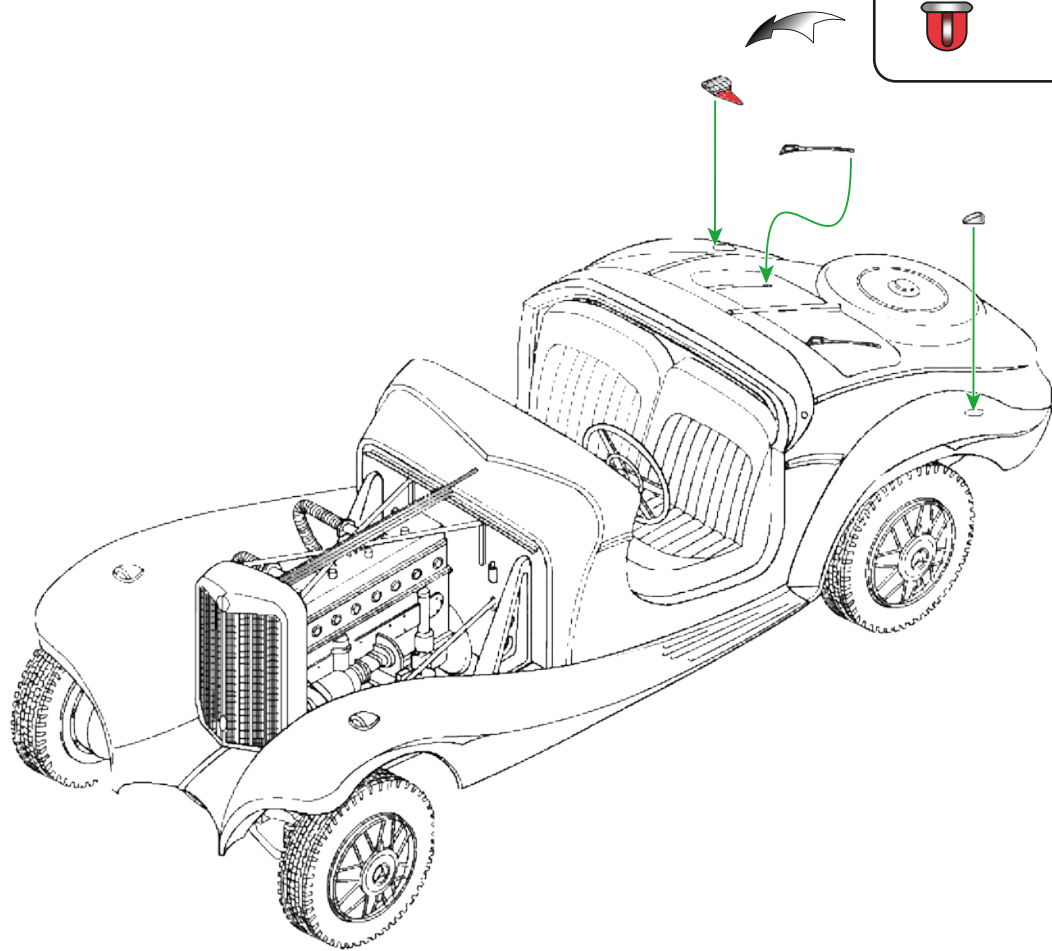
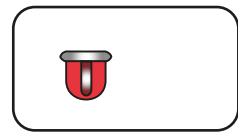
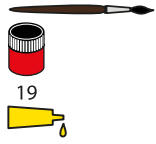
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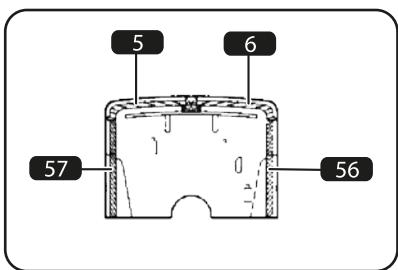
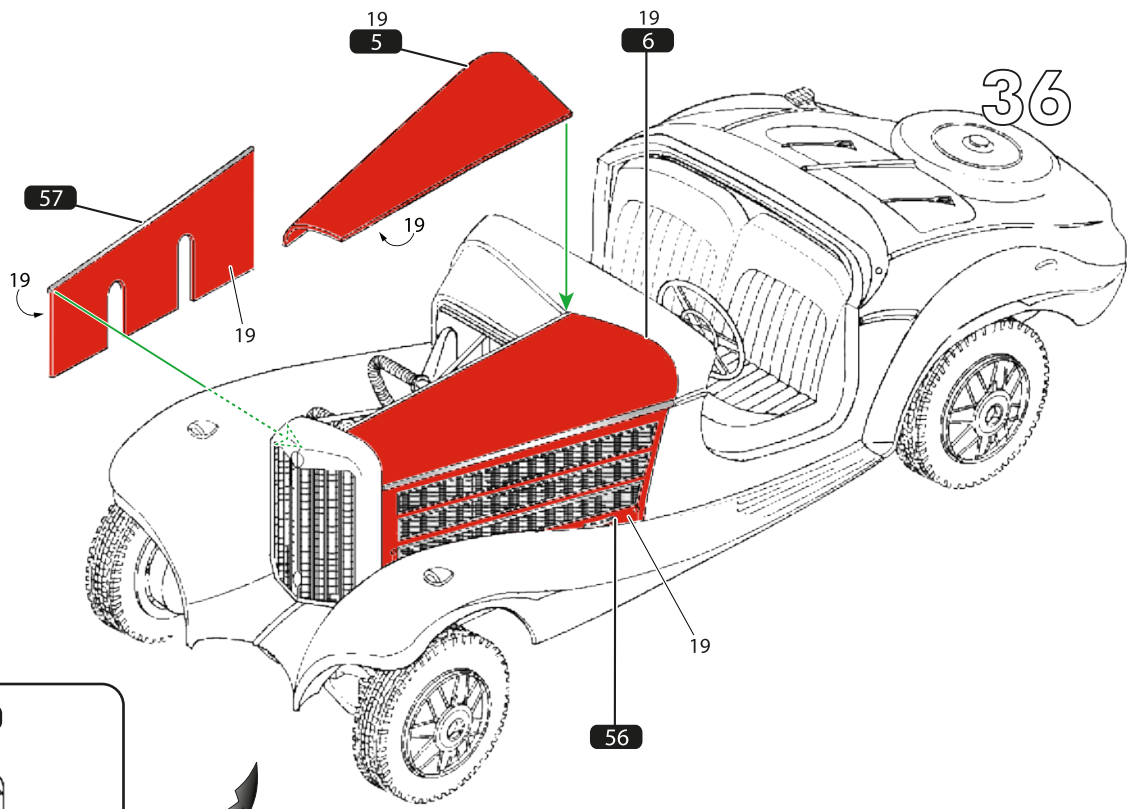
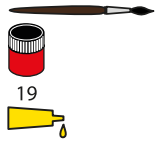
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36



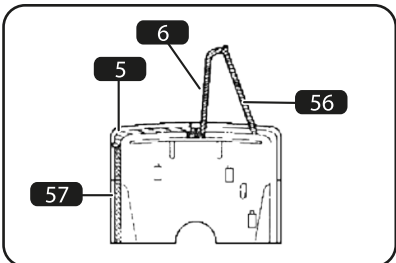
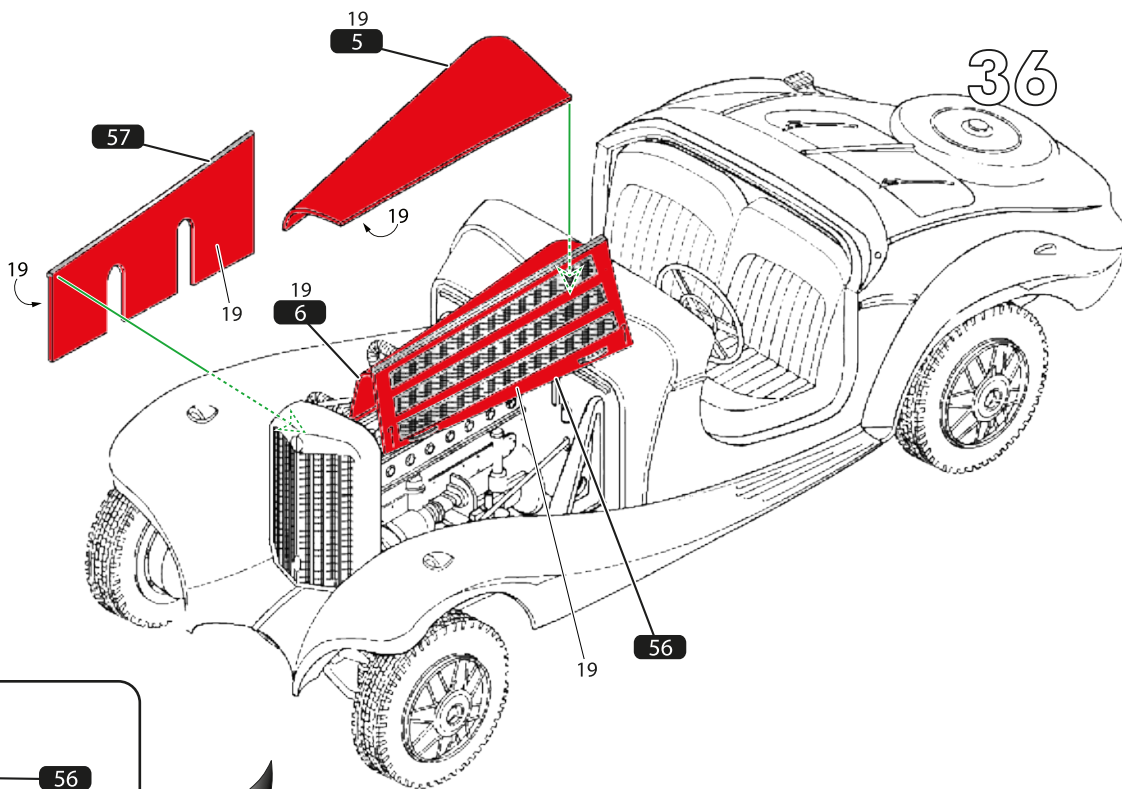
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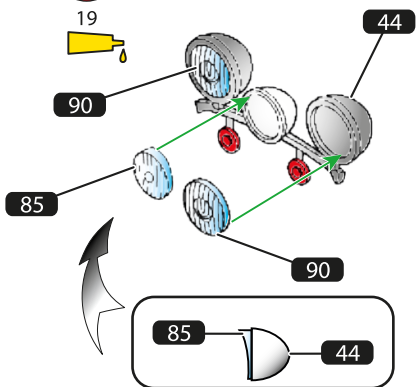
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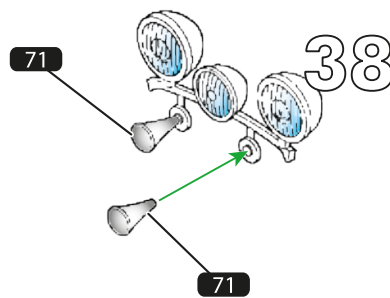
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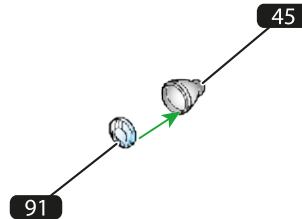
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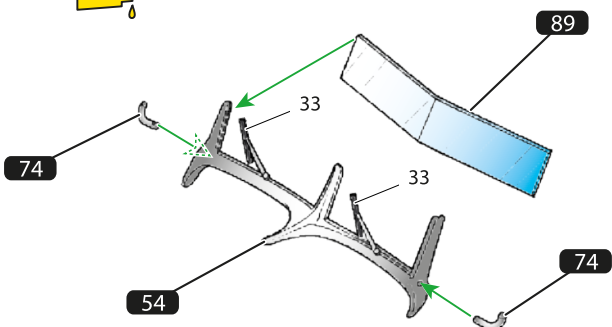
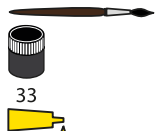
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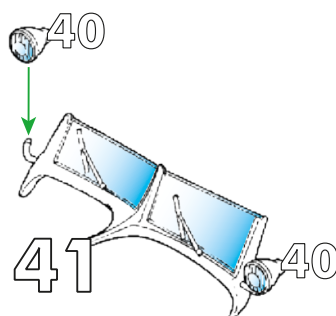
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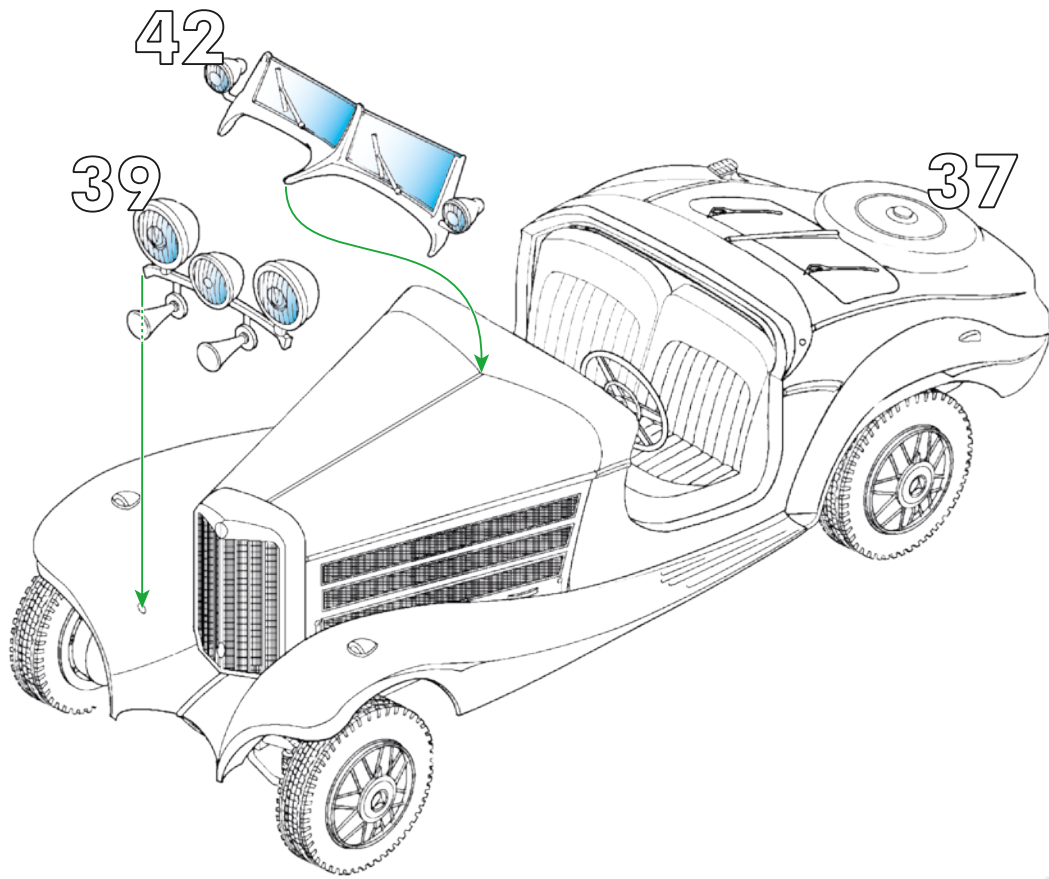
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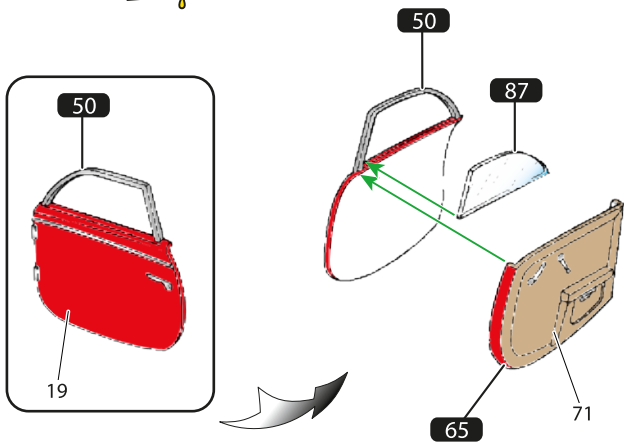
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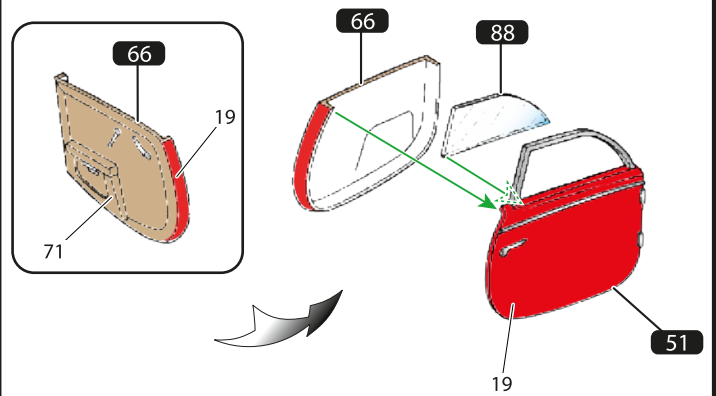
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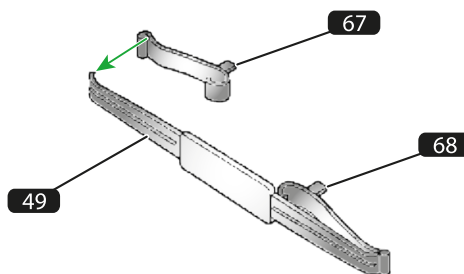
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19 71


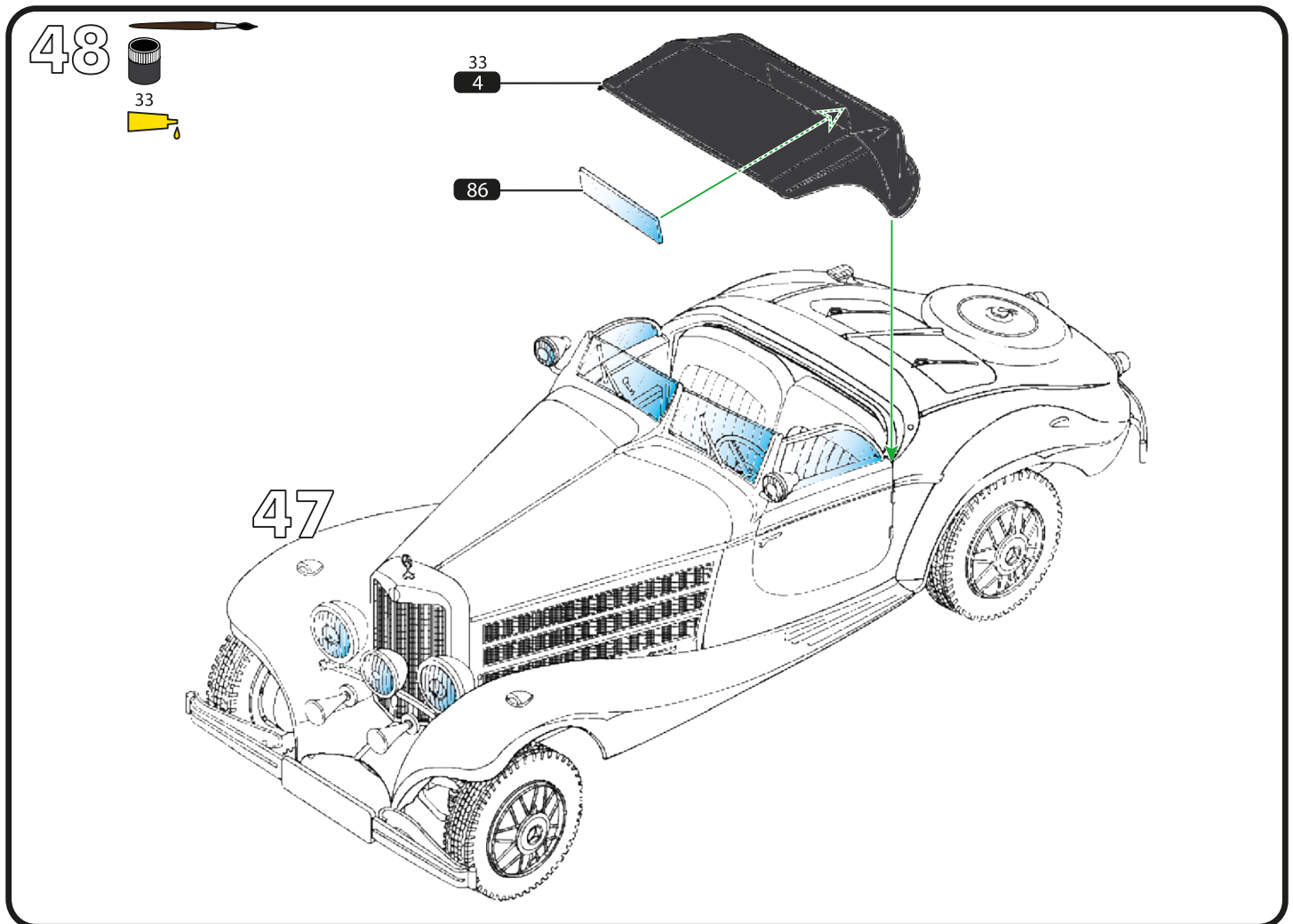
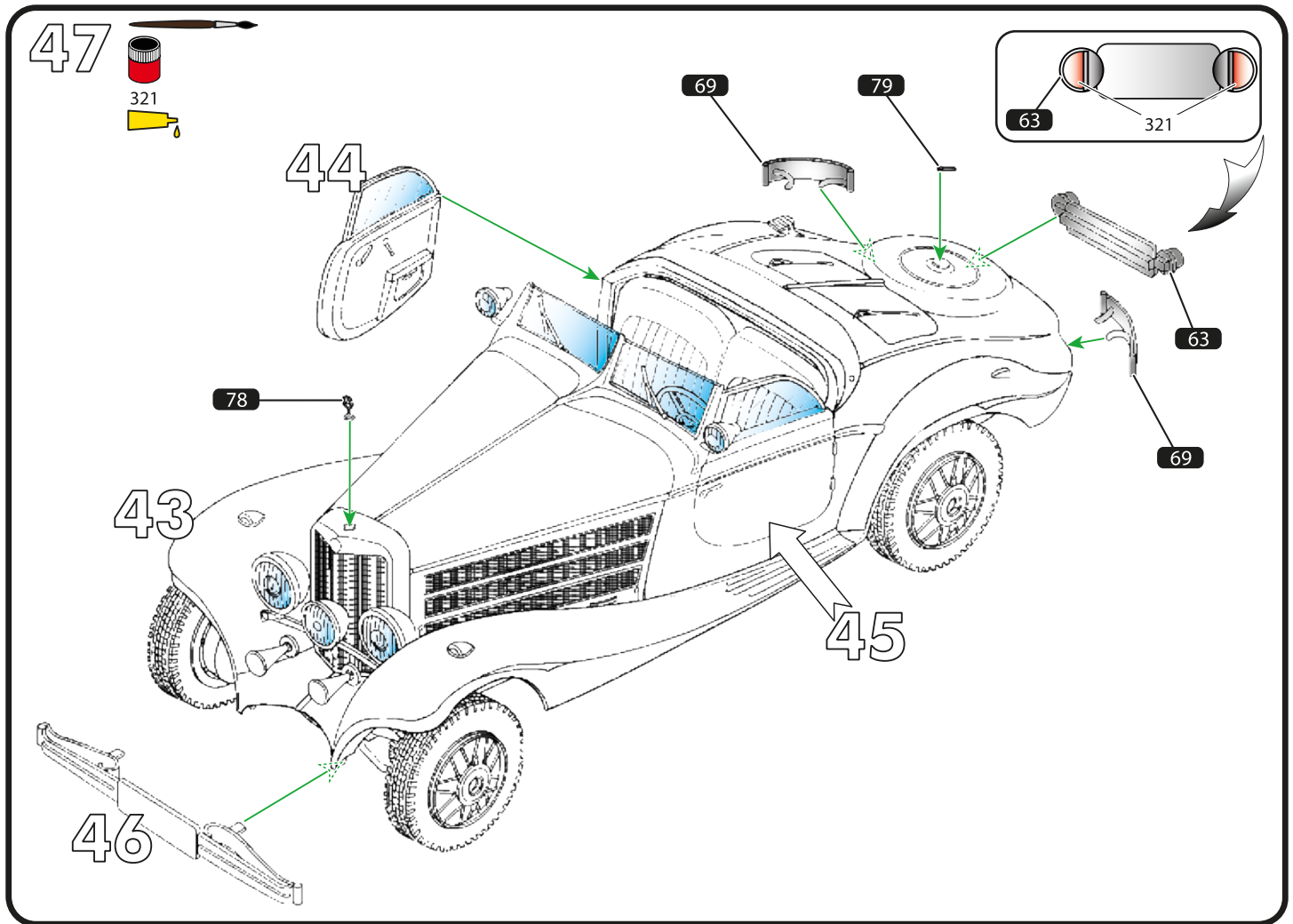


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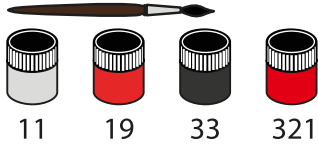


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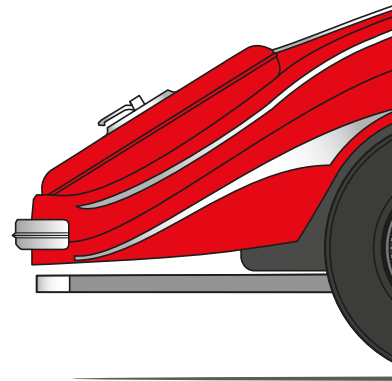
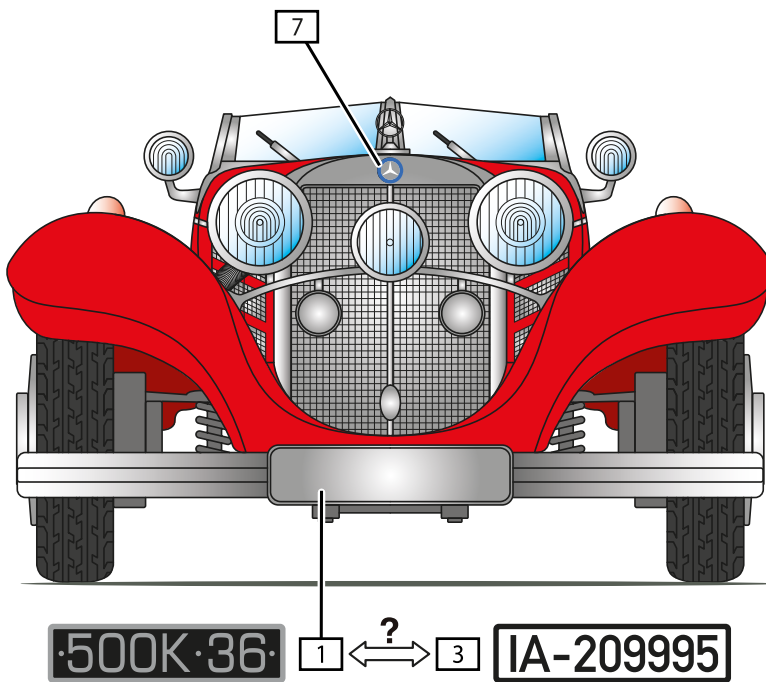
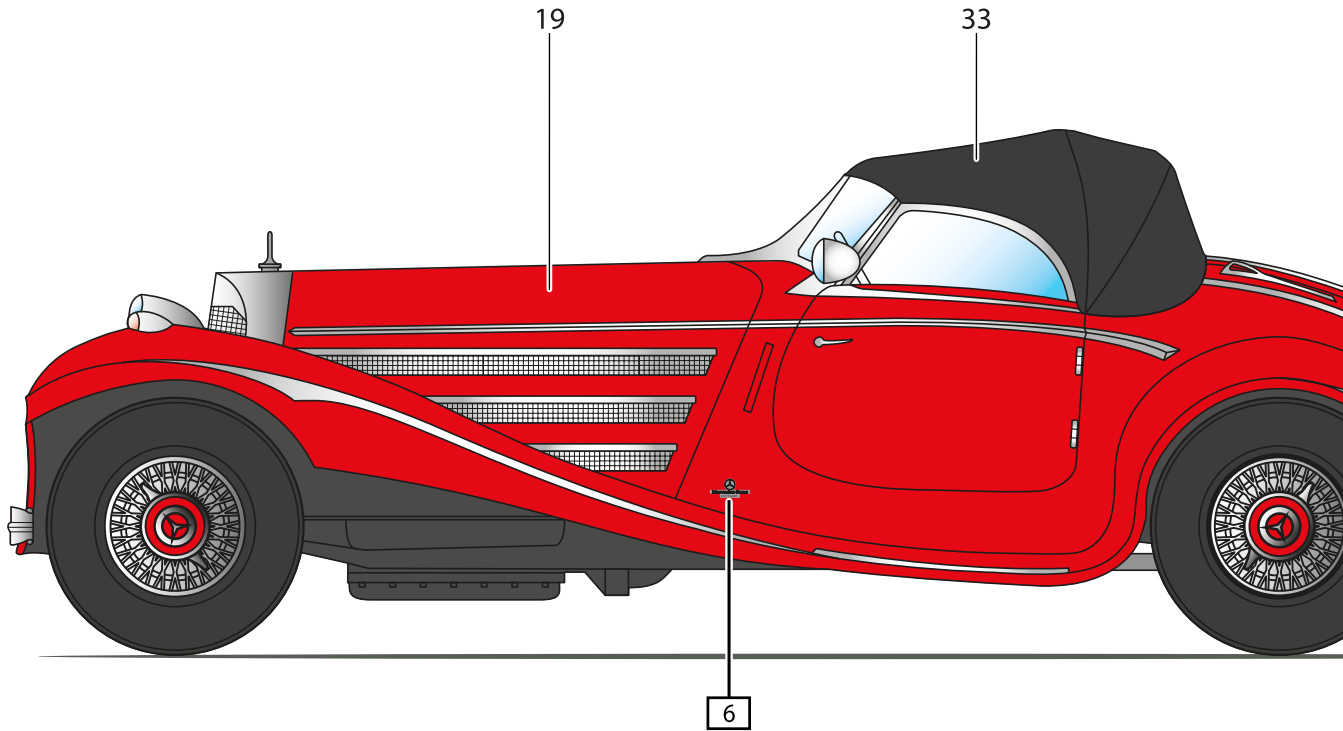




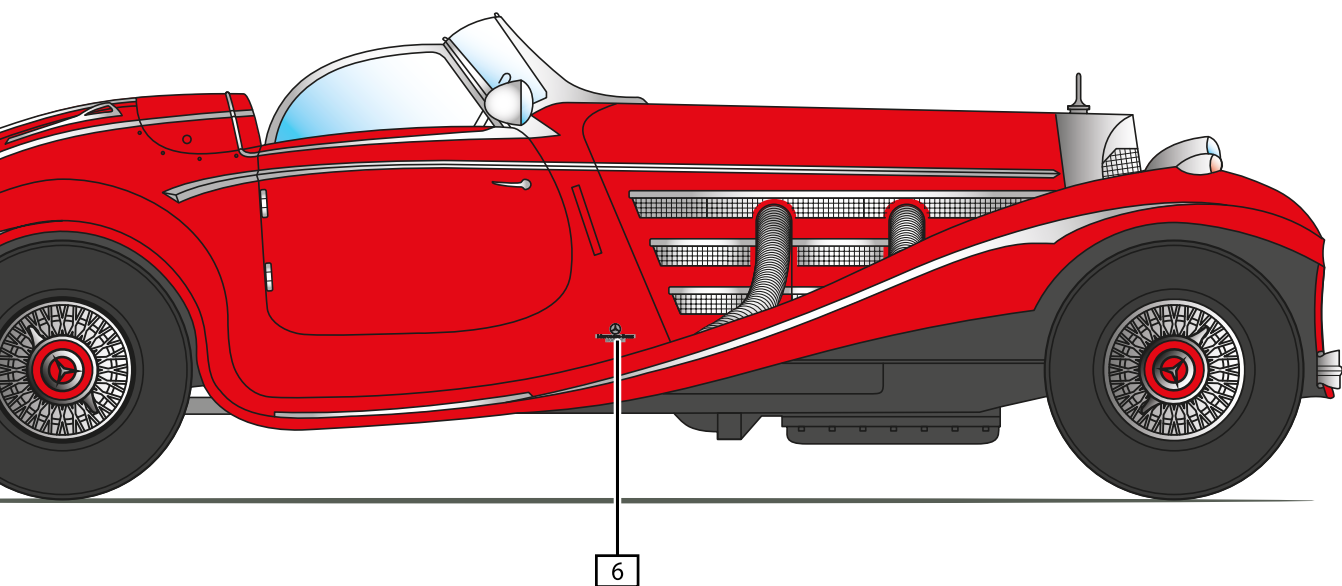
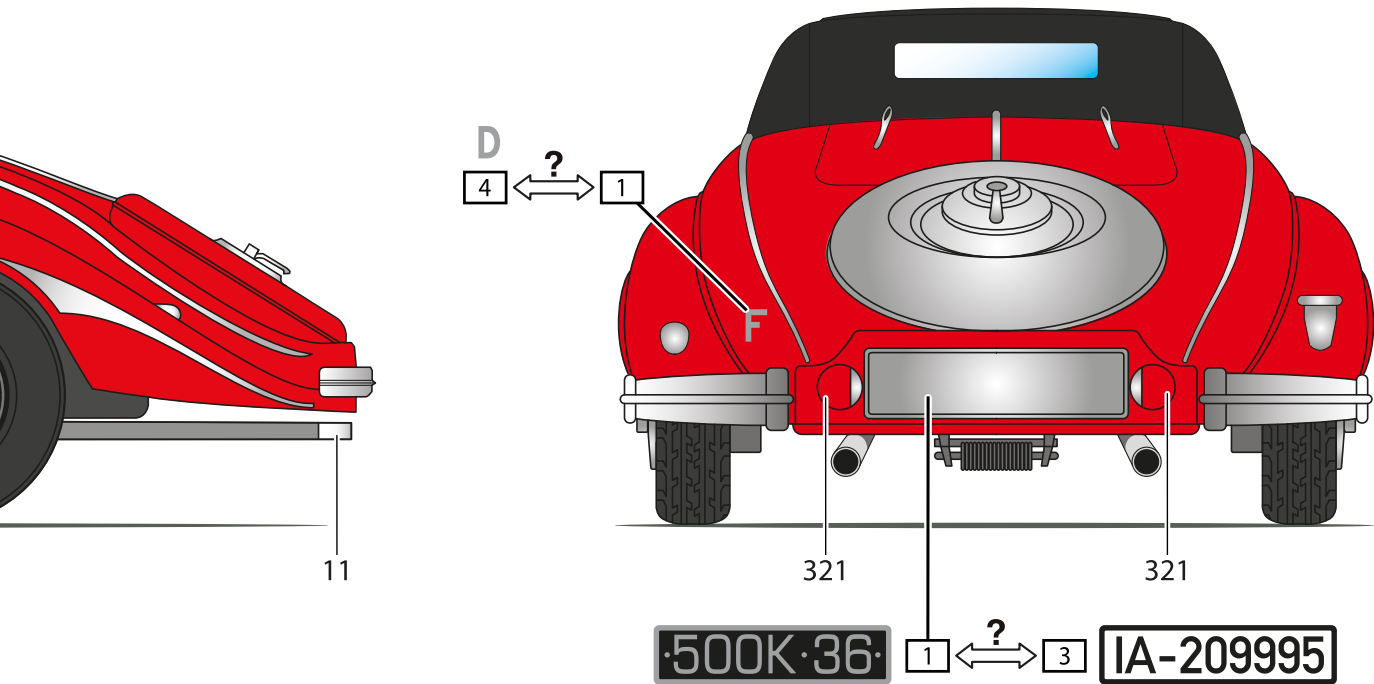
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Mercedes 500 K



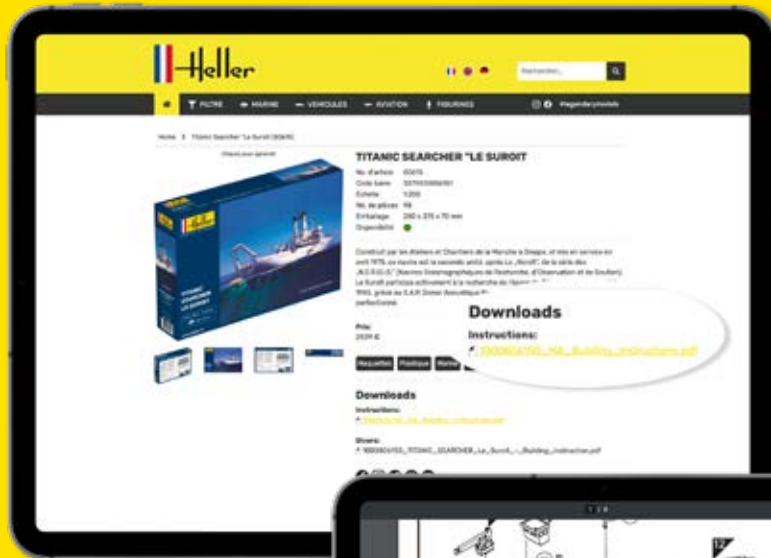
K «Special Roadster», 1936



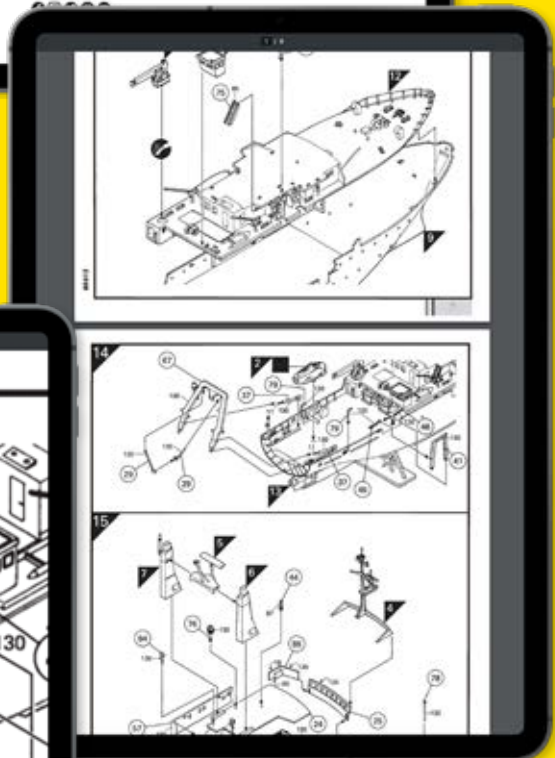
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