

303305

29. Jul 1889

Nur zum Privatgebrauch
Reproduktionen untersagt
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Demonstrationen
1940

43 603 p

Hitlers Rückkehr nach Berlin
nach dem Waffenstillstand mit
Frankreich

Ullstein-Archiv

Foto Eigentum des Ullstein Bilderdienstes.
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● C KE 134

● O 1502 100 kg

Datum

Besteller

Daimler-Benz
Aktiengesellschaft

Werk, V. H. H. H. H.

1955

31.9.35

Der Führer und Reichsaussenminister

Berlin 28.8.

D. Nr. 280351

Chassis

185744

RE 134

25.02.2013

3mm. var.

03305

Auftrag-
Schein v.

Bemerkungen

Typ:

Mercedes

35.9.31
18.39

Wagen- und Motor-Nr.

189 744

AB 9239/40/5

Karosserie-Nr.

Karosserie

Hf. Siedl. 1044
12611

Verwand-Vorschriften:

Siedl. Siedl.

1.1.11.10

Kohle Berlin

17.7.39

Schlepper/Lindt
(zu Fruchthausstr. 104)

15. Juli 1943

Bemerkungen:

Karosserie v. Siedl. n. Mt.

abgeliefert nach:

Siedl.
Berlin

am 22. NOV. 1938

- 7. SEP. 1939

nach Siedl. am 20. Juli 1943

Typenbescheinigung Nr.

184080

29. JUL. 1939

bezwe. Kraftfahrzeugbrief:

382980

15.9.43

Passiers:

29. JUL. 1939

Komm.-Nr.
303552

4. Führerwagen

Datum

Besteller

Auftrag
Schein v.

Raimier-Benz
Kraftfahrzeuggesellschaft

Walter H. Heine

Typ:

3.5.1935

1000 cc 303

3.5.1935

Gen. Führer und Reichs-Kanzler

3.11.39

Berlin W 5

Wagen und Motor

Kraftfahrzeug

Kraftwagen

Versandkosten

Auskunft am 11.11.76 an
H.B. of North America, Graf Clary
Typ 770, 60 Mercedes-Benz 1935
Wagen - u. Motor - Nr. 125 744
Komm.-Nr. 303 305

Auskunft am 11.11.76 an Mr.
Barclay S. Munson 404 Race Lane
Box 125 Penn. Valley, Ky 40286 U.S.A.
Typ 770, 60 Mercedes-Benz 1935
Wagen - u. Motor - Nr. 125 744
Komm.-Nr. 303 305

Datum
ORDER

Besteller
(BUYER)

Bemerkungen
REMARKS

Daimler-Benz
Kaufverträge Nr. 100-1000

Wagen-Nr. 100-1000

Typ: Lp. Mercedes

Wagen- und Motor-Nr. 119744 ab 9239/10/8

Karosserie-Nr.
Baby NUMBER

Karosserie Hf. Fernweg
100-1000

Versand-Vorschreiben: Schl. Lindff. 21.11.18
Leber Berlin 27.7.19
Schlepper/Lindff. }
(zu Buchhaltungskartei) }

15 Juli 1943

Bemerkungen:

Karosserie v. Lindff. u. Jft.
abgeliefert nach: Dgld.
Berlin

am 22. NOV. 1939
- 7. SEP. 1939

Mit dem vom 20. JUL. 1943
Typenscheinung Nr. 100-1000
bezw. Kraftfahrzeugbrief 382980

29. JUL. 1939

Purchase ORDER

Mercedes-Benz, Typ 770 V. u. 150 II. Großer Mercedes Staatskarosse 1932 - 1943

Radstand:	3 800	mm
Spurweite, vorn: Front wheel track	1 800	mm
Spurweite, hinten: Rear "	1 830	mm
Wurzelradiusmesser: Wheelbase Dia. Turn?	15,00	m
Bodenfreiheit: Low clearance Rear ground	200	mm
totale Wagenlänge: Overall length	6 000	mm
totale Wagenbreite: Overall width	2 070	mm
totale Wagenhöhe: Overall height	1 800	mm
Fahrgewicht, fahrfertig: Actual wt	4 780	Kg
Totales Gesamtgewicht: Gross wt.	5 420	Kg
Sitzplätze: 10+8	6-8	
Kraftstofftank-Inhalt: Gas tank cap	300	l
Kraftstoffverbrauch auf 100 km Strecke: Gas consumption	19	l
Ölverbrauch auf 100 km Strecke: Oil consumption	1,02	l
(Höchstgeschwindigkeit ^{max} speed	150	km/h

Bemerkungen: Sonderausführung des Großen Mercedes mit starker Panzerung als Staatskarosse für Adolf Hitler gebaut. Lichtschalter aus 40 mm. Panzerblech; elektromagnetischer Türverschluss; gepanzerte Karosserie aus 18 mm Panzerstahl und seitliche Frontständer als Panzerstahl ausgebildet. Zur Gewichtsverringerung wurden die Kotflügel aus Leichtmetall hergestellt.

SPECIAL LARGE MERCEDES WAGON WITH STRONG ARMOR PROOFING BUILT FOR ADOLF HITLER. WINDSHIELD HAS 40MM ARMOR GLASS. ELECTROMAGNETIC DOOR LOCKS. BODY HAS 18MM ARMOR STEEL. ONE HAS SPARE WHEELS AND TIRES ON FIDEL ARMOR SHIELD. TO REDUCE WEIGHT OF CAR A LIGHTER METAL WAS USED FOR THE GUARD. (UNDER FRONT)

Quellenangaben: Daimler-Benz, Techn. Archiv, Gruppe PKU/Typologie
Heeres-Waffenamt, Berlin; Katalog der Militärfahrzeuge 1941

NOV. 17-1977

SIRS;

On Oct 7 I came across a picture
of Hitler's old Mercedes in the Houston
Post newspapers and recognized it
away as the one I had in my motor pool
in Le Havre, France, for about 18
months. I put just a few Kilometers on
myself. I have a pretty good story to tell
about the car myself. I knew a friend
who was a forced labor mechanic who worked
on these cars. I believe if I remember
the car was built in 1934 and given
to Hitler, there is a record of it
to Hitler's aide, who was at the
Institute as my
car. If you
the car I was

Transcripts

Nov. 17-1977

Sirs:

On Oct 7 I came across a picture of Hitlers old Mercedes in the Houston Post newspaper, and recognized it right away as the one I had in my motor pool in Le Havre, France, for about 3 or 4 months. I put quite a few Kilo-meters on it myself. I have a pretty good story to tell about the car myself. I knew a frenchman who was a forced labor mechanic who worked on these cars. I believe if I remember right the car was built in 1934 and presented to Hitler, there were 4 more made and given to Hitler aids, infact the one in the Smithsonian Institute is not Hitlers it was Goerings car. If you you have more story about the car I would like to hear it

Duane E. Briggs
514-26th Ave North
Texas City, Texas 77590
713-945-5234

Dear Friend:

11-4-78

I am very sorry that I did not get this in the mail sooner but have been busy as we are short of people at the Plant.

I have carried these pictures in my billfold for years and I shouldn't have done it. I also looked thru my albums and found no more pictures.

I am sending you a picture of a frenchman that I was good friends with in Le Havre, His name is Eves LeDu and his last known address was 72 Rue Washington in Le Havre France. This fellow was a forced labor mechanic that had worked on this car when he was in Germany.

I don't know how you can find out who this Colonel was that tried to bring it back to the U.S.

We are looking forward to some up to date pictures of the car, We would like to come and see it some day, but we are trying to arrange our vacation in Minnesota this year.

I will write again.

Duane E. Briggs
514-26th Ave North
Texas City, Texas 77590
713-945-5234

Eves LeDu
Le Havre France
72 Rue Washington

 **WORLDWIDE**
AUCTIONEERS.
Vintage Motorcar Specialists

Komm.-Nr.
303305

Auftrag-
Schein v.

Bemerkungen

Typ:

Mercedes

Wagen- und Motor-Nr.

189 444

RB *9239/40/1*

Karosserie-Nr.

Karosserie

*off. Tourenwagen
100606. -*

Versand-Vorschriften:

*Sehl. Lindff
Kess. Berlin
Schlepper / Lindff
(zu Frachthandlung, Art.)*

21. 11. 38

27. 7. 39

15. Juli 1943

Bemerkungen:

Karosserie v. Lindff, a. H.

abgeleitet nach:

*Lindff
Berlin*

am *22. NOV. 1938*

- *7. SEP. 1939*

am 20. Juli 1943

Typenschein-Nr.

beim Kraftfahrzeugamt:

302 880

29. JUL. 1939

15. 9. 43

Papier:

29. Juli 1939



WORLDWIDE
AUCTIONEERS
Vintage Motorcar Specialists

**Einsatzplan für den Mercedes-Benz 770 K
mit der Chassisnummer: #189744**

29. Juli 1939	Ausgeliefert nach Berlin
06. Oktober 1939	Fahrt zum Reichstag
18. Juni 1940	München - Besuch von Benito Mussolini
06. Juli 1940	Siegesparade in Berlin
04. Mai 1941	Fahrt zum Reichstag - Balkan
15. Juli 1943	zurück nach Sindelfingen für Wartungsarbeiten

Denech

Fahrt über die Feststrecke.

Die Persönlichkeiten, die auf dem Bahnsteig Aufstellung genommen hatten - ausgenommen die zur Begleitung des Führers befohlenen - besteigen ihre Fahrzeuge in der Mückernstrasse. Diese Wagengruppe folgt der Führerkolonne in einem Abstand von 100 m. Drei Polizeifahrzeuge bilden die Spitze, sichern das Einhalten des 100-m-Abstandes und verhindern jeden Versuch, zur Führerkolonne aufzuschließen.

Vor der Führerkolonne fährt ein Tonfilmwagen. Den Schluß der Führerkolonne bilden ein PKW Auslandspresse, ein PKW Inlandspresse und zwei Wagen der Organisationsleitung und des Technischen Dienstes des Prop. Min.

Vor der Reichskanzlei mit Front zum Wilhelmplatz, linker Flügel Nähe Einfahrt zum Hof der alten Reichskanzlei, ist eine Ehrenkompanie der Leibstandarte H "Adolf Hitler" mit Musik- und Spielmannszug aufgestellt.

Die Führerkolonne fährt in den Hof der alten Reichskanzlei. Abfahrt der nachfolgenden Wagenkolonne über Voßstrasse.

Die Glocken Berlins läuten vom Eintreffen des Sondersuges im Anhalter Bahnhof bis zum Eintreffen des Führers in der Reichskanzlei. Kirchen entnehmen die Zeiten aus der Rundfunkreportage.

gen. Gutterer.

Für die Richtigkeit:

Vitel,

Major d. Seh.



Dr. W. Kissel

20. November 1939

Dr. H. Jg.

An die

Leitung der
Daimler-Benz Aktiengesellschaft
Werk Sindelfingen

S i n d e l f i n g e n / Wttbg.

Betr.: W 150-Fahrzeuge mit Panzerung für den Führer.

Sehr geehrte Herren!

Die mir mit Ihren geschätzten Zeilen vom 15. d. Mts. übermittelte
Aktennotiz über die Schiessversuche für den Wagen unseres Führers
habe ich erhalten und davon Kenntnis genommen. Für die Uebermitt-
lung danke ich verbindlichst und zeichne mit

Heil Hitler!

gez. W. Kissel



WORLDWIDE
AUCTIONEERS.

Vintage Motorcar Specialists

OWNERSHIP-HISTORY

FIRST OWNER

„DER FÜHRER UND REICHSKANZLER“

1939 - 1945

AM 07.09.1939 AUSGELIEFERT VON DER
DAIMLER-BENZ AG AN DIE „FÜHRER-GARAGE“



OWNERSHIP-HISTORY

#189744

SECOND OWNER

US-ARMY MILITARY POLICE
LEHAVRE, FRANKREICH

1945 - 1945



OWNERSHIP-HISTORY

#189744

THIRD OWNER

A.H. VANDER ELST JR.

TABACOFINA S.A.

VAARTKAI 44

2060 MERKSEN, BELGIEN

1946 - 1946



OWNERSHIP-HISTORY

#189744

FOURTH OWNER

TOM N. AUSTIN SR.
3519 ASHEVILLE HWY
GREENEVILLE, TN 37743-8902
USA

1946 - 1948/49



OWNERSHIP-HISTORY

#189744

FIFTH OWNER

VETERANS OF FOREIGN WARS
70 HARLAN STREET
GREENEVILLE, TN
USA

1949 - 24.08.1976



OWNERSHIP-HISTORY

#189744

SIXTH OWNER

STEVE MUNSON

151 ATKINSON HILL AVE
BARDSTOWN, KY 40004-7771
USA

24.08.1976 - 25.09.1978



OWNERSHIP-HISTORY

#189744

SEVENTH OWNER

EARL & TOM BLAKELY
761-A MIAMI CIRCLE
ATLANTA GA 30324 FULTON

25.09.1978 - 07.04.1983

4747

Mustang 1500

Mustang 1978

OWNERSHIP-HISTORY

#189744

EIGHTH OWNER

RALPH ENGELSTAD
IMPERIAL PALACE AUTO COLLECTION
3535 LAS VEGAS BLVD. SO.
LAS VEGAS, NV 89109
USA

07.04.1983 - 2004



ANTWERP 1949

OUTSIDE VANDER ELST CIGARETTE FACTORY (MERKSUM)
SHERRILL SMITH BESIDE HENRICH HIMMLER'S CAR

A. H. VANDER ELST HAD HIS MECHANICS RETRIEVE IT FROM THE CANAL AT THE END OF THE WAR
ALL WIRING HARNESSSES CUT AND HIMMLER'S AIDES WHO WERE TRYING TO ESCAPE WERE SHOT BY THE UNDERGROUND

IN 1983 IN FURTHER CONVERSATIONS WITH VANDER ELST:
HIS MECHANIC WAS WITH A GROUP OF BELGIAN/DUTCH PARTISIANS
THEY CAPTURED THIS CAR FULL OF SS OFFICERS FLEEING THE ALLIED FORCES. THEY KILLED THE SS OFFICERS, CUT ALL THE WIRING IN THE CAR, PUSHED IT IN A CANAL. LATER THE MECHANIC (WORKING AT TOBACOFINA / VANDER ELST FRERES) TOLD A. H. (BILLY) VANDER ELST THIS STORY. HE WENT TO A JUNK YARD NEAR THE GERMAN, DUTCH, BELGIAN BORDER, BOUGHT THE CAR, CLEANED IT UP IN HIS GARAGE, CONTACTED TOM N. AUSTIN, GREENEVILLE TENN. WHO SHIPPED IT TO USA.

TOM N. AUSTIN

GREENEVILLE,

THE AUSTIN COMPANY, INC.

LEAF TOBACCO

TENN.

Tom N. Austin
3519 Asheville Hwy
Greeneville, TN 37743

I, Hugh Alexander Commander state that the 1936 mercedes number 200-000
has not been driven since 1946.

Signed.
CMDR Hugh Alexander

I, Hugh Alexander, state that I am commander of V.F.W.
1940 and that V.F.W. post is legal title holder of said auto.
Auto is free and clear as a result of V.F.W. member's
vote. I, commander have authority to sell this said auto for
a sum of \$50,000.00 payable by certified check and that I
as commander have the right to transfer said auto and post 1940
will hold purchaser harmless for any claims, demands, and defects
that may appear on said auto.

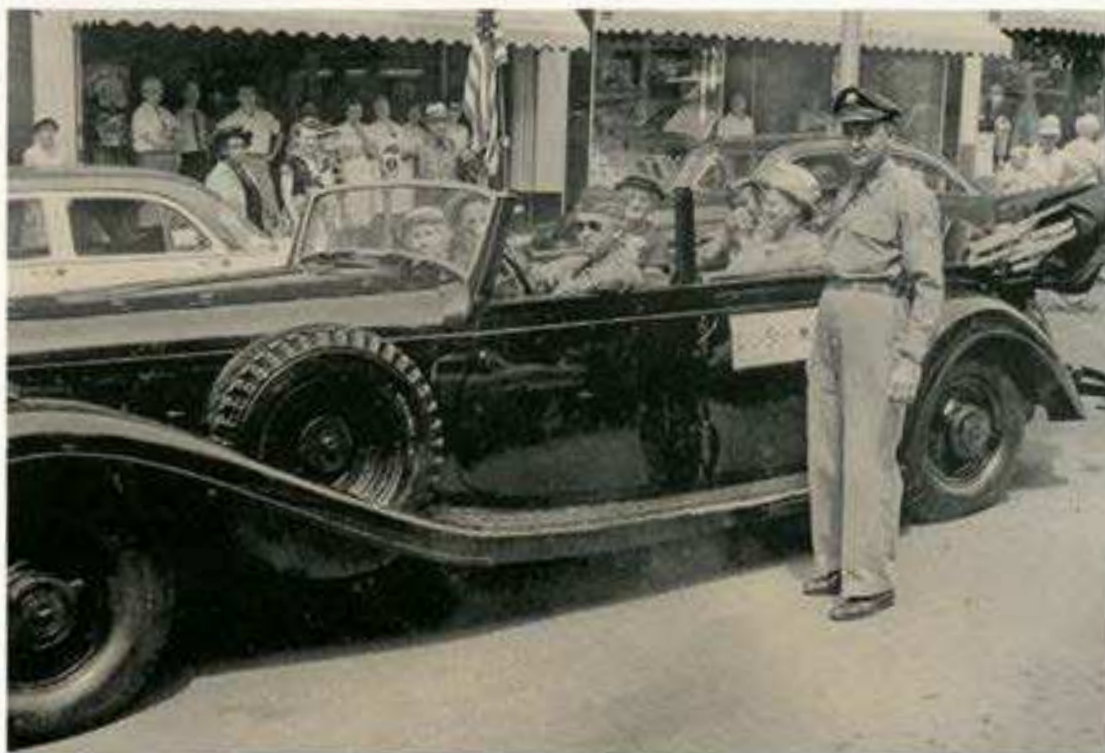
Subscribed and sworn to before me this
24th day of August 1976. Clint Allen notary
My Commission expires 1-21-79

CMDR Hugh Alexander



The Armed Forces Day parade on May 21, 1955, featured the unidentified Gold Star Mothers. The ladies are riding in an armor-plated Mercedes that was originally used by the German secret police during the Hitler era. Tom Austin, the owner of the car, donated it to the VFW. When the Post Home on Main Street was sold, the car was also sold for around \$3,000 to a gentleman from out of state. Reportedly, the car was refurbished and brought to a value of \$750,000. The current image shows two of Greene County's three Gold Star Mothers

as they were recognized at a recent U.S. Army Band and Soldiers' Chorus concert in Greeneville. At left is Louise Rippetoe, whose son, Marine Corps lance corporal Rae Kelland Rippetoe, was killed during service in Vietnam at the age of 19. At right is Mary Malone, who lost her 20-year-old son, U.S. Army corporal William Franklin Malone, in combat in Vietnam in 1969. The sacrifices of these young men and their families will never be forgotten. (Then image courtesy of VFW Post No. 1990; Now image courtesy of Mary Malone.)



IN UNIFORM

63

9.50



MIT LUFTPOST
PAR AVION

Mr.
Daniel S. Munson
404 Peace Lane Box 125
Pewee Valley, Ky. 40056
USA



DAIMLER-BENZ
AKTIENGESELLSCHAFT

Räder:
Bereifung,
Bereifung, hi
Fahrgestell:
weitere Daten Seite 2

6,25 x ...
Qualitätsstahl aus Panzer-Stahl

Radstand:	3 800	mm
Spurweite, vorn: FRONT WHEEL TRACK	1 600	mm
Spurweite, hinten: REAR " "	1 650	mm
Spurkreisdurchmesser: SPURKREIS DIA. TURN ?	15,00	m
Bodenfreiheit: CAR CLEARANCE FROM GROUND	200	mm
Größte Wagenlänge: OVERALL LENGTH	6 000	mm
Größte Wagenbreite: OVERALL WIDTH	2 070	mm
Größte Wagenhöhe: OVERALL HT OF CAR	1 800	mm
Fahrzeuggewicht, fahrfertig: ACTUAL WT	4 780	kg
Zulässiges Gesamtgewicht: GROSS WT.	5 420	kg
Sitzplätze: SEAT CAPA	6-8	
Kraftstofftank-Inhalt: GAS TANK CAP	300	l
Kraftstoffverbrauch auf 100 km Strecke: GAS CONSUMPTION	38	l
Ölverbrauch auf 100 km Strecke: OIL CONSUMPTION	1,02	l
(Höchstgeschwindigkeit HIGH SPEED	180	km/h

Bemerkungen: Sonderausführung des Großen Mercedes mit starker Panzerung als Staatskarosse für Adolf Hitler gebaut. Sichtscheiben aus 40 mm Panzerglas; elektromagnetischer Türverschluss; gepanzerte Karosserie aus 18 mm Panzerstahl und seitliche Ersatzräder als Panzerschild ausgebildet. Zur Gewichtsverringering wurden die Kotflügel aus Leichtmetall hergestellt.

(SPECIAL LARGE MERCEDES WAGON WITH STRONG ARMOR PLATING, BUILT FOR ADOLF HITLER, WINDSHIELD HAS 40 MM ARMOR GLASS. ELECTRIC MAGNETIC DOOR LOCKS. BODY HAS 18 MM ARMOR STEEL. CAR HAS SPARE WHEELS AND TIRES ON SIDES ARMOR SHIELD. TO REDUCE WEIGHT OF CAR A LIGHTER METAL WAS USED FOR DIRT GUARD (UNDER SIDE OF CAR.)

Quellenangaben: Daimler-Benz, Techn. Archiv, Gruppe PKW/Typologie
Heeres-Waffenamt, Berlin: Katalog der Militärfahrzeuge 1941

Daimler-Benz Aktiengesellschaft



Wir bitten für diese vereinfachte Form der Benachrichtigung um Ihr Verständnis.

Mr.
Daniel S. Munson
404 Paece Lane Box 125

Pewee Valley, Ky. 40056
USA

Anliegende Schriftstücke mit der Bitte um

- | | |
|--|---|
| <input type="checkbox"/> Erledigung | <input type="checkbox"/> Genehmigung |
| <input type="checkbox"/> Prüfung | <input type="checkbox"/> Unterschrift |
| <input type="checkbox"/> Kenntnisnahme | <input type="checkbox"/> Ablage |
| <input type="checkbox"/> Stellungnahme | <input type="checkbox"/> Weiterleitung an _____ |
| <input type="checkbox"/> Bericht | <input type="checkbox"/> Rückgabe an Absender |
| <input type="checkbox"/> Anruf | |
| <input type="checkbox"/> Rücksprache | |

Bemerkungen: In Erledigung Ihres
Schreibens vom 3.9.76 erhalten
Sie Unterlagen über den Typ
770 K. (Foto zurück)

Werk (= W) oder Niederlassung (= NL)

Stellenkürzelzeichen

Name

Hausruf

Datum

Ut.

AGM/ma-la

H. Maier

302-2821

12.11.76

900 09 044 00 s
db-hd

I will also be working with the Tonight Show people in L.A. to see if we can arrange for the Hitler auto be shown on that program.

This is just the beginning. I will be pursuing numerous other talk shows and writers to obtain additional p.r.

CR/mdc

Enclosures

cc: M. E. Janis

EDON, INC.
CLASSIC CAR APPRAISAL SERVICE
1400 LAKE RIDGE COURT
ROSWELL, GEORGIA 30076
30 July 1977

DONALD R. PETERSON, President

(404) 993-5622

MEMBER OF CCCA, AACA,
MCS, PAC, RROC, ALPCA

Mr. Vincent J. O'Neill
Gibson-McGrath & Company
1910 Commonwealth Building
Louisville, Kentucky 40202

Re: 1938 Mercedes-Benz 770-K

Dear Mr. O'Neill:

The Classic Car Appraisal Service has carefully inspected this 1938 Mercedes-Benz 770-K Cabriolet "F" with body by Sindelfingen (#200606) in order to determine its current market value. The car was examined at Bargain Supply Company at 844 East Jefferson in Louisville on July 10th.

This Grosser Mercedes is painted midnight blue with black fenders, and it still has its original black leather upholstery in very good condition. The odometer shows 33,309 kilometers and it is possible that this is the correct, total distance that the car has covered. The paintwork and chrome-plating that have been done on this car are of the very highest order and will bear the closest scrutiny. A set of brand new Midwest 7.50-17 blackwall super hiway tires have been mounted to the wheels recently. The bulletproof windows have been removed from the doors in order to have the mouldings re-plated and this is the most noticeable item that remains in this restoration. The windshield wipers are missing and it may be necessary to have replacements fabricated if they cannot be found.

We did not hear the engine (#189744) run so we are unable to make a judgment about its condition. However, a display car of this sort is very seldom driven and the condition of the engine is not a major factor in establishing its value. We were shown Xerox copies of the original ownership certificate on this car and they showed that the car was first delivered to "Der Führer und Reichskanzler" on Sept. 30th, 1938, just eleven months prior to the beginning of World War II. The title refers to the car as an "off. Tour. wagen" and with the armour and bulletproof glass it is quite clear that that is exactly what it was. Many Grosser Mercedes have been imported into this country and displayed as "Hitler cars", but the documentation on this car is unequivocal and establishes it uncontrovertably as a car delivered to the Nazi leader. It is also, however, clear that there was more than one official car made available for Hitler's use.

Summing up, we have here an almost completely restored Grosser Mercedes with excellent documentation as to its original ownership, an item often lacking in other "celebrity" cars. It is the opinion of the Classic Car Appraisal Service that its current market value is no less than one hundred forty thousand dollars, (\$140,000).

DRP: h enclosures

Sincerely, *Donald R. Peterson*

NEW YORK
WASHINGTON

TORONTO
LOS ANGELES

MARTIN E. JANIS & COMPANY, INC.
PUBLIC RELATIONS
919 NORTH MICHIGAN AVENUE • CHICAGO, ILLINOIS 60611
TELEPHONE WHITEHALL 3-2000

MEMORANDUM

TO: Jerry Born
FROM: Chris Ruys
Vice President

October 11, 1977

To date, we've had some good p.r. for the Hitler auto.

For starters, there is a Front Page story and photo which ran in the CHICAGO DAILY NEWS on Wednesday, Oct. 5.

The following morning, the CHICAGO TRIBUNE printed the UPI photo on their "picture page" -- covering almost half the page.

As you are aware, the UPI sent this photo over its wire, reaching 8,000 newspapers and broadcast media throughout the U. S.

I also arranged for Munson and Ogden to be interviewed by Sherman Kaplan, host of the afternoon WBBM radio program from 2 p.m. to 6 p.m., and I prodded Sherman to give a nice plug to the museum.

We had a radio "beeper" interview with WMAQ, Harvey Hunt, set up for Munson, which lasted for about five minutes.

In addition, Jay Pridmore, reporter/photographer for the daily Waukegan News-Sun, attended the press preview and wrote a story which appeared in the Thursday editions of the paper (copies are being sent).

From that, we were able to arrange for a radio interview for you on WKRS, one of the major radio shows in Waukegan. This will take place on Monday morning, Oct. 10, live, at 10:30 a.m. and you will be interviewed by a.m. deejay John Lauer.

You know, too, that Maggie Daly carried an item in her Wednesday CHICAGO TRIBUNE column about your latest acquisition for the museum.

One of the most impressive results should come from the Associated Press. Charlie Chamberlain told me he has written a 1,000 word story as a result of his 90-minute interview with you and Munson. This will be accompanied by a photo, taken by AP photographer Charlie Knoblauch. The AP services 1,700 daily and weekly newspapers throughout the U. S.

Dave Witz, a reporter for the CHICAGO DAILY NEWS, covered the event and told me he was using it for a story to appear in the "Sidetracks" magazine, a supplement which comes out every Thursday in the Daily News.

Karen Engstrom, a photographer for the CHICAGO TRIBUNE, also covered; however the Tribune did use the UPI wire photo instead.

John Andrew, a free-lance writer who said he was writing an article for ESQUIRE magazine, also attended the press event.

FUTURE COVERAGE:

We can expect further coverage from the following:

--A taping by John Doremus later in the month for airing on United Air Lines flights to be aired March and April next year. I'm working with his producer T. A. Bland.

--Kathy Kastilahn, antiques editor, Chicago Sun-Times. Her column "The Collectors" appears every Sunday.

--People magazine, possibly a feature on you as one of the most knowledgeable and sought-after men in the country regarding antique cars, and highlighting some of the autos in the museum.

--Possibly Time and Newsweek. I have talked with both local correspondents, and I will be in touch with them regarding whether they plan to do a story on the Hitler car.

--Carolyn McGuire, Chicago Tribune, a story for the Weekend section, appearing each Friday.

--Chicago Sun-Times Sunday magazine, called Lifestyle, is interested in your Classic Car Showroom for a December 4 feature on Christmas gift suggestions. I am working with the editor, Dolli Carroll. They will probably feature one or two cars from the Showroom.

--Press kits have been placed with Dan Jedlicka and Jim Mateja personally by me, and I'll be following through with them regarding their interest.

--Three major weekly publications have indicated they'll use material from the press kit: Press Publications (Anne Little); Pioneer Press (Marla Krause), and the Mail Advertiser (Jerry Cramer). Al Turner, columnist for the Lerner chain, should also do something, as he has covered the museum in the past.

--Chicago Magazine, possible interest, and I am pursuing to see if we can get a major feature on you.

--Chicago Sun-Times "Out Front" column by Art Petacque, probably in Sunday, Oct. 16.

CLAMPS, FITTINGS, SCREWS, AND OTHER MISC PIECES FROM FIREWALL



THIS CLAMP
HOLDS 3 LINES
TO FIREWALL.
IS CHROMED

HOLE
THRU HERE

(3 REQUIRED)

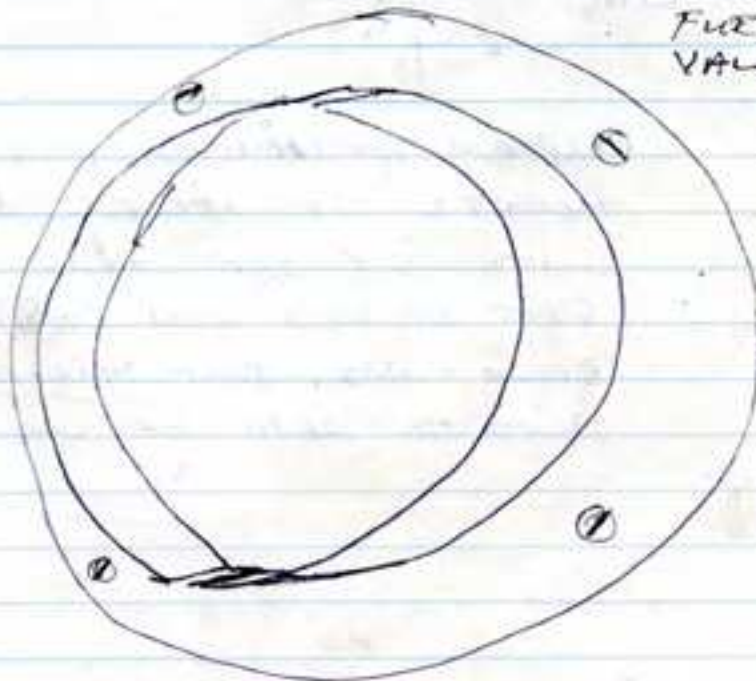
THESE CLAMPS
ARE AFFIXED
WITH CHROME
SLOT HEAD
MACHINE SCREWS
ROUGHLY 1" IN
LENGTH OR LESS



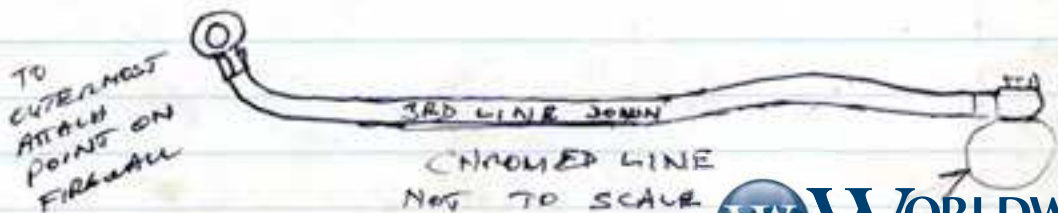
BANJO BOLTS REQUIRE 17MM WRENCH
2 REQUIRED TO HOLD LINES TO
ATTACHMENT POINTS ON FIREWALL
EACH REQUIRE 2 FIBRE WASHER



CIRCULAR
CLAMP HOLDS
FUEL SELECTOR
VALVE IN SEAT
MOUNTED ON
FIREWALL



FUEL SELECTOR
VALVE SEAT

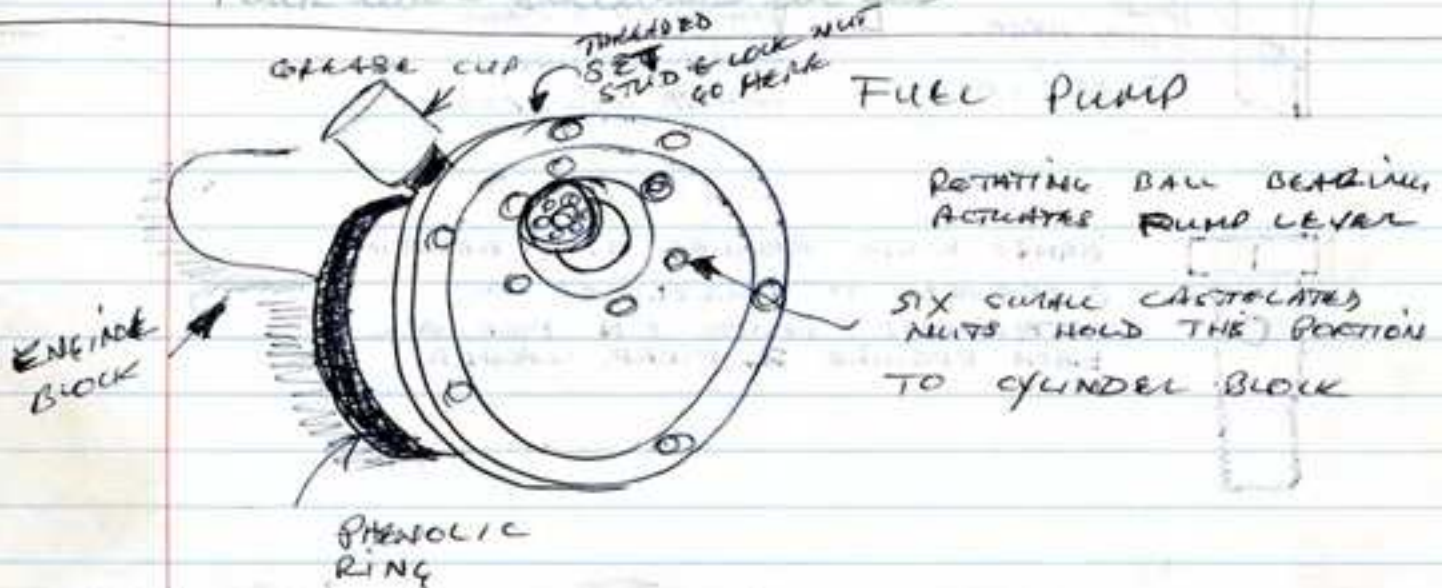


TO
EXTREMEST
ATTACH
POINT ON
FIREWALL

3RD LINE DOWN
CHROMED LINE
NOT TO SCALE

1. FIGHT control on left of lever is mag. switch toward driver's side is on
2. Second is starter button
3. Coil is on in lower position

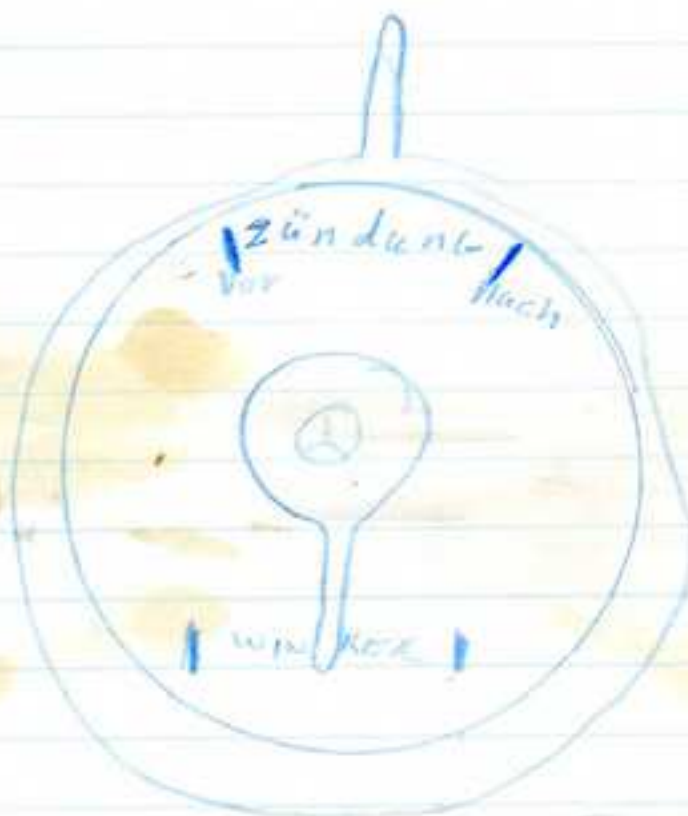
Tank lever side view for gas



UPPER PORTION OF FUEL PUMP MOUNTS TO LOWER SECTION WITH SIX SLOT HEAD SCREWS. PORT MARKED "EIN" (IN) POINTS DOWN WARD, PORT MARKED "AUS" (OUT) POINTS TO REAR OF CAR.

HORN + Lights

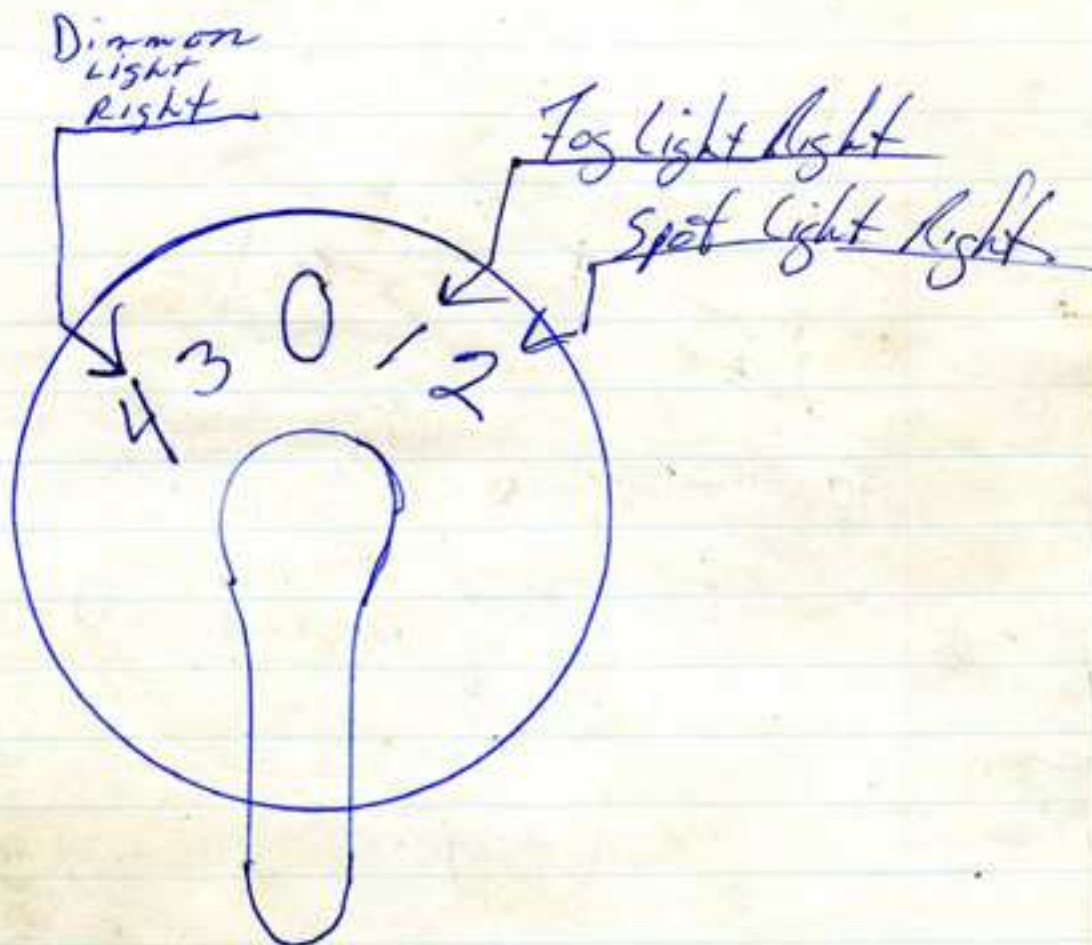
Left Wink



RT Wink



3 White Bls
1 Black Horn



DRIVER PANEL





KEY POSITIONS

1. 1 CLICK IN AND ONE CLICK RIGHT = FUSE PANEL ACTIVATED
2. 2 CLICKS IN = IGNITION ACTIVATED
3. 2 CLICKS IN & ONE CLICK RIGHT = FUSE & IGNITION

Hatchet Man's Parade Car

Gone To Kentucky, But Missing Parts May Still Be In Greene



On Final Greenville Parade

With First Baptist Church in the background, the Nazi parade car of Hitler's hatchet man exits the Greene scene.

Although the 1936 Mercedes Benz, said to have belonged to Adolph Hitler's hatchet man Heinrich Himmler, no longer can be claimed by Greenevillians, there's a possibility that some of its missing parts still remain here.

The Mercedes, purchased from VFW Post 1990 recently by Steve Munson and his family of Poewee Valley, Kentucky, left Greenville Tuesday by truck — destination: Louisville, Kentucky.

Although not in mint condition, the car was sold for \$30,000.

The Munson family hopes to restore the car and show it on tour across the United States.

Mike Graziano of Louisville, Kentucky, who is restoring the car for the Munson family, notified *The Sun* Wednesday that a reward was being offered for parts or related material concerning the car.

According to Graziano, the inside door handles, the radio, and the two hubcaps from the fender-mounted tires were missing from the car.

He asked that anyone having information pertaining to the missing parts or their whereabouts contact him at 8100 Anella Way, Louisville, Kentucky 40218.

One Of Four

The car, which is said to be one of only four still in existence today (three in the United States and one in a foreign museum) weighs close to six tons and, when in mint condition, could travel at 100 miles per hour.

The doors weigh 400 pounds each and the car has two thousand pounds of armored plate. Its one and one-quarter inch glasses are bulletproof.

It has a 467 cubic inch straight-eight engine with 230 horsepower and a super-charged dual magneto ignition.

The car has a 53-gallon fuel tank and gets three

miles to the gallon.

A Little History

The antique, reputed to have been the personal parade car of Himmler, was driven mainly between Antwerp and Brussels, Belgium.

In 1945, the Belgians gained possession of the car, cut its wires, and towed it to a garage in Belgium.

According to an interview with Robert Austin a few years ago, an old friend of his, A. H. Vander-Elt, was in possession of the car in 1947.

Austin said that when he visited Vander-Elt in Belgium that year, his friend told him he would like to keep the car but it had such a bad name with the Belgians that a law had been passed that the car could not be driven on the streets of Belgium.

Thus, he sold it to Mr. Austin, who had the car shipped here and kept it for two or three years, then conveyed the title to VFW Post 1990.

The car was used by the VFW to transport the Gold Star Mothers in parades.

Himmler's Reputation

Heinrich Himmler was a German Nazi police official and leader of the Schutz staffe (SS) troops of the Gestapo.

As chief of police for all of Germany, he was known as one of the most notorious war criminals of World War II.

Responsible for establishing concentration camps during the war, he devised methods for mass murder of political prisoners and for Jews.

The most powerful man in Germany in 1944, next to Hitler, he fled in disguise when the allied forces moved in on Berlin.

On May 21, 1945, he was captured by the British near Bremen, Germany, and two days later committed suicide by swallowing a vial of poison concealed in his mouth.

Ludwig Kosche
Apt. 61, 255 Metcalfe St.
Ottawa, Ont., Canada
K2P 1R4
Telephone (home): (613) 234-2503

Mr. & Mrs. Steve Munson
404 Peace Lane
Box 125
Pelee Valley, KY 40056
USA

Ottawa, February 19, 1982.

Dear Steve and wife,

My apologies for not having caught your name as well, but I must have ^{been} more excited when you phoned me on Tuesday night than is normally the case with me. That was really very, very good of you to get onto me right away. I had intended to send you something on Wednesday, but when I arrived at the office found that I had forgotten to take your address along, but when I came home in the afternoon found an advance copy of my article in the mail, and I am sending you herewith a xerox copy, together with a list of errors, etc. which will probably be corrected in a later issue. This sort of thing is virtually unavoidable when there is the Atlantic between the writer and the editor and both are connected by slow-moving air mail. To be sure, and as you will readily see, these minor details do not affect the fundamental picture. As a matter of fact, I was out of town last night in connection with this business, and what I learned simply served to confirm my findings. I should perhaps add that not all the photographs I had are to be found in the article. Close to forty photographs is pretty good. Let me know what you think.

If I understood you correctly, then the car you have is mentioned in the article in passing on p. 3, and indirectly. I am certainly most anxious to see your material. Oh yes, before I forget, please keep the article as confidential for another month or so, until it is available in the States and Canada. I will send you an original copy at the time. I'm waiting to receive a number.

The xeroxes of the IA-148461 are self-explanatory, or there are notes. The other xerox is from a book by a professor with an international reputation. I know him. I thought it might put things in perspective if you were to have it.

Perhaps you have already included some photographs which can be published, but if not could you send me some as soon as possible showing the car as it is today for transmittal to my friend in Sweden. He really would appreciate your help in this respect. H 's been working for decades on these cars, and if I think of my own experience, well, it's a miracle that he has not given up in despair, for only too often it is a matter of half a step forward, and three backwards.

I have forgotten now whether I mentioned it over the phone, but I'll be going to West Germany in April/May, not that I'll be there all the time, but that time is officially known as holidays, but I suspect I'll be slaving away worse than before. I'm going to visit various people and institutions, looking for additional photos and documents, if any can be got, so knowing what exactly you have got might be useful to know. After all, there's ^{no} point in wasting time and effort.

I think this is really all that I can usefully say at this moment, except to repeat that I was most certainly very, very glad you phoned me. Perhaps you'll laugh, but it took me a long time that night to go to sleep. This sort of work can be worse than dope? I think, for I know nothing about dope.

All the best to you two.

Yours sincerely,



Ludwig Kosche

P.S. I sign with two fingers

FOR ISSUING OFFICER USE ONLY DECLARATION SECTION		MV-1 STATE OF GEORGIA APPL. FOR GENL. PURPOSE VEH'S AD VALOREM TAX AND FEES		RENEWAL DECAL & OR TAG # & DATE ISSUED	
Signature of Dealer or Owner <i>3WK-142-92.5</i> Date <i>7-06</i> City <i>Atlanta</i>		Valuation Tax Due Mill Rate <i>7.50</i>		4747	
Ad Valorem Tax Pkg 25% Tag Penalty Fee (\$1.00) TOTAL DUE		TX CD <input type="checkbox"/> Ad Valorem Tax <input type="checkbox"/> Special Equipment Tax <input type="checkbox"/> Tag Fee <input type="checkbox"/> Title Fee (\$1.00) <input type="checkbox"/> Tag Transfer Fee TOTAL DUE		Manufacturer's ID Number <i>200606</i> Make of Vehicle <i>Mercedes Benz</i> Model Name or Number <i>716-K</i> Year Model <i>36</i> Cyls. <i>4</i> Date Vehicle Purchased by you <i>7/6/74</i> Type of Body <i>2-dr</i> Weight of Vehicle	
Current Title Number		Title in State of		Has Ga. Sales Tax been paid? Previous Tag #, Decal #, and State of Issue	
Date First Operated in Ga. This Year		County Where Vehicle Based Jan. 1st This Year		Owner's Last Name <i>BLAKELY</i> First Name <i>1 SON</i> Middle Name or Initial	
Source of Party From Which Purchased		Title and State County		City and State <i>Atlanta GA.</i> Zip Code <i>30324</i> County of Residence <i>Fulton</i>	
Insurance Co. <i>532-1480</i> Policy Number <i>298RA0178</i> Date of Birth of Owner <i>1480</i>		7.50		Within City <input type="checkbox"/> Outside City <input type="checkbox"/>	
		Owner's Full Signature <i>Blakely & Son by J. J. Blakely</i> Date			

OWNER'S CERTIFICATE OF REGISTRATION

IMPORTANT INSTRUCTIONS

The other side of this section contains the owner's certificate of vehicle registration which is returned to the applicant with the tag. This registration expires December 31st. Renewal License Fee due January 1st; registration must be renewed between January 1st and April 1st, each year.

WHAT TAGS ARE TRANSFERABLE
 All tags are transferable to a new owner except dealer tags, amateur radio operator tags, veteran tags, postage tags, green belt tags, and National Guard tags, provided that government tags are only transferable between governmental uses and are not transferable to a private party. Georgia License Plates are not transferable from one vehicle to another.

ASSIGNMENT, APPLICATION AND FEE
 The original registrant shall assign the tag to the new owner in the space provided therefore on the back of the tag and the owner's copy of the tag registration receipt. The new owner shall file a new application, which shall include the assigned receipt from the previous owner, and shall pay a fee of one dollar (\$1.00). Such application should be made in the new owner's county of residence. If new owner's county of residence is not the same as the previous owner's, the new owner shall obtain a new county name decal at time of transfer.

RETENTION OF THE SAME TAG AND NECESSITY OF TRANSFER
 The new owner may retain the tag of the previous owner only if it has been properly transferred and only where the weight, classification and rating period of the new owner is the same as the previous owner. Otherwise the new owner must file an application for a new tag.

ASSIGNMENT OR TRANSFER OF VEHICLE (FEE \$1.00)
 For value received I hereby sell, assign or transfer registration of vehicle described on reverse side to:

LAST NAME
 FIRST NAME
 MIDDLE NAME OR INITIAL
 STREET
 CITY AND STATE
 ZIP CODE
 COUNTY OF RESIDENCE

I declare that said vehicle is free of all liens or encumbrances except as follows:

Amount \$
 To
 Date

Blakely & Son by J. J. Blakely

THIS REGISTRATION CERTIFICATE CANNOT BE TRANSFERRED AFTER DECEMBER 31ST OF YEAR ISSUED.

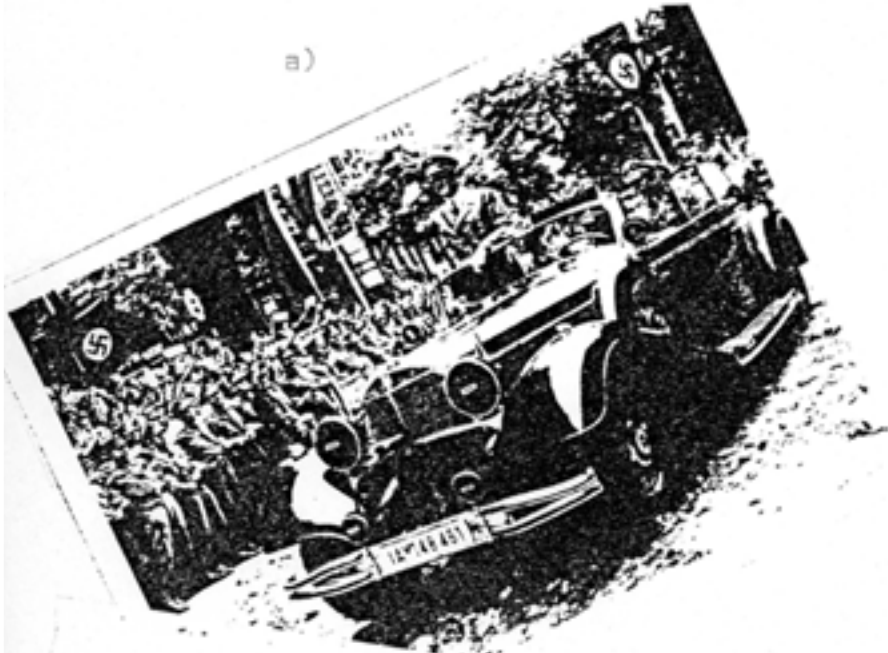


IMPERIAL PALACE AUTO COLLECTION



3535 Las Vegas Blvd. So.
Las Vegas, Nevada 89109

a)



c)



b)



d)

Killer

VD H8/Hs.

Komm.Nr. 303 305, Grosser Mercedes, offener Tourenwagen W 150
für den Führer und Reichskanzler, vierter Führer - Wagen.

2. September 1938

e)

Komm.Nr.
303305

Besteller	Auftrag Schein n.	Bemerkungen
Daimler-Benz AG 37.13 Der Führer und Reichskanzler Berlin W. F.	Typ: 303 305 3.11.38	Typ: Mercedes Wagen- und Motor-Nr. 119 944 Karosserie-Nr. Karosserie Off. Tourenwagen rechter -



IMPERIAL PALACE AUTO COLLECTION



3535 Las Vegas Blvd. So.
Las Vegas, Nevada 89109

Another version: perhaps the photo of June 18, 1940, with Mussolini could be added?

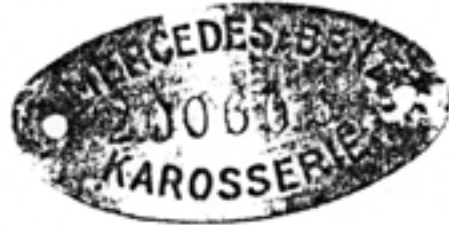
Hitler
VD H8/Hs.

2. September 1938

Komm.Nr. 303 305, Grosser Mercedes, offener Tourenwagen W 150
für den Führer und Reichskanzler, vierter Führer - Wagen.

Komm.Nr.
303305

Datum	Besteller	Auftrag- Schein n.	Bemerkungen
3.11.38	Raimier-Benz Werk. V. H. H. H. H. 1938 Der Führer und Reichskanzler Berlin W. F.	3.11.38 3.11.38	Typ: <i>gr. Mercedes</i> Wagen- und Motor-Nr. <i>419 944</i> MS <i>9130/14/1</i> Karosserie-Nr. Karosserie <i>Off. Tourenwag.</i> <i>12061</i>





IMPERIAL PALACE AUTO COLLECTION

3535 Las Vegas Blvd. So.
Las Vegas, Nevada 89109



1939 MERCEDES BENZ

This 1939 Mercedes Benz was one of several bulletproof automobiles manufactured for the use of Adolph Hitler by Mercedes Benz.

Although Adolph Hitler had many parade cars, this was the first bulletproof and armored car which was built for the Nazi dictator.

The automobile weighs 11,960 pounds. It is 20' long, 7' wide and comfortably carries six to nine passengers. It is powered by a straight 8 cylinder, 230 horsepower engine, each cylinder having two spark plugs.

This automobile was ordered for Der Führer and Reichskanzler, which means Hitler, which are one in the same person. This automobile was ordered on September 30, 1938 and delivery was made on July 27, 1939.

This automobile will use ten gallons of gasoline and a quart of oil for every 66 miles.

The automobile originally came with solid rubber bulletproof tires but these have been removed and replaced with ordinary tires with extremely low air pressure. The wheels were bulletproof. Hitler trusted no one. All seven windows are two inches thick and bulletproof as well. The floor is mine-proof. The doors, with one and a half inch thick armorplate, weigh approximately 900 pounds each. The rear is protected by a large shield. Gasoline capacity - 80 gallons. Cooling system capacity - 9 gallons.

Mercedes automobiles which the German dictator Adolf Hitler (1889-1945) used especially during the period of his triumphs in World War Two.

This particular car was ordered for the "Führer und Reichskanzler" (Leader and Chancellor, Hitler's official title), around August, 1938, as an addition to the car pool maintained in the garage near the Chancellery Building in Berlin. Initially the car was intended to be used for visiting heads of state.

The automobile was completed in the summer of 1939, and driven from the factory in Stuttgart to Berlin on September 7. It is this car which Hitler used when he wanted to advertise another victory: in Berlin on October 6, after the Polish campaign; in Munich on June 18, 1940, when he received his fellow dictator, Italy's Benito Mussolini, for the purpose of considering the terms to be imposed upon defeated France; the victory cavalcade held in Germany's capital Berlin on July 6, and the following year on May 4, after the successful conclusion of the campaigns against Yugoslavia and Greece.

With the end of Hitler's run of easy victories this vehicle of triumph was relegated to the status of just another car in the Berlin motor pool.

In July 1943 it was sent back to Stuttgart for repairs. The engine which is still in the car was installed at that time. It is a motor from a car that had belonged to the Chief of Staff of the SA, better known as the stormtroopers. This Nazi official had been killed in an automobile accident a few months earlier, while out on a black market shopping trip.

Troops of the 7th U.S. Army probably captured this car at the end of the war, in or around Munich, the capital of Bavaria. It was brought to the United States in the early postwar years, and then donated to the Post of the Veterans of Foreign Wars in Greenville, Tennessee. In the 1970s the automobile was re-discovered, and in 1983 the Imperial Palace added it to its "Automotive Collection". Why? There are several reasons.

The purpose of this display is absolutely not to glorify Hitler and his destructive policies, no. It is to show you one of the outstanding cars of the century, built by gifted people, and representing the highest in craftsmanship. But it is also as a memorial to the fighting prowess of American soldiers that we take pride in displaying this showpiece of a fallen dictator. And above all, as a reminder that the evil which this car symbolizes, must never again be allowed to happen.

Ludwig Kosche, BA, MA (Hist.), MLS,
Apt. 61, 255 Metcalfe St.,
Ottawa, Ont., Canada
K2P 1R4

Mr. Ralph Engelstad,
19th Floor,
Imperial Palace
3535 Las Vegas Boulevard South,
Las Vegas, Nevada 89109
USA

Ottawa, June 23rd, 1983.

Re: Grosser Mercedes 770 in the Possession of the Imperial Palace.

Dear Mr. Engelstad,

The following is in response to your request for a report and/or appraisal of the vehicle referred to as "Grosser Mercedes 770".

1. General appearance

This vehicle bears the characteristics of the Mercedes-Benz cars used by the highest leadership of the Third Reich, the obvious items being the armour in the rear which can be raised and lowered by means of a crank, the compartment in the dash board facing the passenger with its peculiar configuration, the bullet-proof glass, or the central seats which differ however from the number of seats found in other such cars, i.e. only two as compared to three in general.

2. Documentary evidence

I have seen the copy of the original order (Komm.-Nr. 303305) which lists this number and that of the body (Karosserie 280606), and the tags with the same numbers. The tag for the Karosserie agrees with the xerox reproduction of another such a tag. However, strictly speaking, since there does not appear at present any evidence which quite definitely shows these tags to have been attached to the Mercedes-Benz in the correct places, a question could be raised to the effect that these numbers, or more precisely the tags with them did not belong to this particular vehicle. This objection is, in my view, overcome by the fact that both numbers belong to this particular vehicle, and that they must have been with, or on the car, when it was discovered in 1976, otherwise the order could not have been.

The order itself shows that the car was returned to Sindelfingen/Stuttgart for repairs whose nature is not specified. The fact that the car was not driven back, but hauled to Sindelfingen (Slepper) may point to engine difficulties, but this is nothing more than an inference. The replacement engine no. 429326 has come from another Grosser Mercedes "770 W150" which, according to the order 305200 was built by Daimler-Benz without a definite order, nor was it delivered to any agency or person, as indicated by the lack of addresses and the absence of any Kraftfahrzeugbrief-Nummer (Car letter number). It may be inferred that the company decided to remove the original engine, and instal the present one. It is not likely that documents exist capable of supplying proof for this inference.

At present the entry from the "Verzeichnis über abgegebene Kraftfahrzeugbriefe" is lacking (Register of vehicle letters issued), if still existing.

3. Identity of the vehicle

I have identified this Grosser Mercedes as the car with the police registration IA-148 461 which Hitler, on the basis of photographic evidence, used on June 18, 1940, in Munich when he received Mussolini, and again on July 6, 1940, when he returned to Berlin, Germany, after the victorious conclusion of the

Ludwig Kasche
Apt. 61, 255 Metcalfe St.,
Ottawa, Ont., Canada
K2P 1R4

Herrn
Dr. D. Nöbel
Daimler-Benz AG
Stuttgart-Untertürkheim
Bundesrepublik Deutschland

Ottawa, den 4. Juni 1983.

Sehr geehrter Herr Dr. Nöbel,

Vielen Dank für Ihren Brief vom 5. Mai, und ich glaube die Frage bezüglich der römischen II hinter der Motornummer 150005/0023 ist aufgeklärt, da ich in der Lage bin den Wagen selber am Dienstag dieser Woche in Las Vegas anzuzeigen. Der Wagen hat nur einen Vergaser, und auf der Fahrers Seite ist auf dem Motor immer noch eine Metalltafel angebracht die klar und eindeutig besagt: "Typ 150". Ich glaube, dass damit der Fall gelöst ist. Ich darf noch bemerken, dass ich den Wagen zusammen mit anderen Leuten untersucht habe, und die Nummer mit der römischen "II" nicht habe finden können, was allerdings nur besagt dass sie sehr gut versteckt sein muss, wenn sie an den Wagen ist. Bezüglich der anderen Charakteristiken des Wagens wie Pistolentaschen, Maschinenpistolengürt und den schwer mit Nieten bedeckten Wagenflur, so sind diese nur allzuwahr. Interessanterweise sind auch Aschenbecher direkt über dem Armaturenbrett und der Rückenlehne des Vordersitzes angebracht, und soweit ich feststellen konnte sind die nicht nach 1945 angebracht worden, was wiederum besagen dürfte, dass Hitler als Nichtraucher wohl kaum als Insasse in Frage kommen dürfte.

Der Grund warum ich in Las Vegas war, ist dass ich letzten Sommer von der Imperial Palace Auto Collection angerufen wurde. Ich weiss nicht ob Ihnen dieses Unternehmen bekannt ist. Es ist ein Hotel (15 Stockwerke hoch), mit dem dort öftlichen Spielräumen, und einem Museum welches ungefähr 200 klassische Wagen enthält, einige Mercedes-Benz mit eingeschlossen. Da der obige Wagen, den sie teilweise zur Verfügung hatten, nächsten Monat an den Besitzer in Colorado zurückgehen wird, haben sie sich einen anderen Mercedes 770 angeschafft. Ich darf gleich noch bemerken, dass sie binnen kurzer Zeit eine Auswahl von ca. 30 Wagen auf eine Tour schicken werden, anscheinend hauptsächlich nach Japan, und dass der besagte Mercedes mitgeschickt werden wird. Man rief mich an in der Hoffnung, dass ich den Leuten etwas über den geschichtlichen Hintergrund des Wagens sagen könnte, und als ich erwiderte dass ich erstmal Fotografien und anderes Material sehen möchte, wurde ich binnen fünf Minuten nochmals angerufen, und auf deren Kosten eingeladen nach Las Vegas zu fliegen, und den Wagen anzusehen. Die Einladung habe ich natürlich dankend angenommen, und darf auch sagen, dass ich keine Zeit hatte, den Leuten mein Honorarium an Spieltsche zurückzugeben.

Die eingelegte Ablichtung ist von den Tafeln die mit dem Wagen kamen. Vielleicht ist Ihnen bekannt, dass dieser Wagen in 1972 in Tennessee zur Vorschein kam, und die neuen Besitzer sich mit Ihrer Firma in Verbindung setzten; einervon den heisst Steve Munson, Penna Valley, Kentucky. Sie schickten mir eine Kopie der Bestellung, auch eine Ablichtung der Daten für den 770 K u 150 II, und die Betriebsanleitung soweit ich es feststellen konnte. Mr. Munson sagt allerdings, dass er auch Kopien von Ingenieurzeichnungen undgl. Material erhalten habe, falls das so sein sollte, sind dem jetzigen Besitzer davon keine Kopien abgegeben worden und er würde selbstverständlich davon interessiert sein, dieselben auch zu erhalten. Die Kommissionsnummer ist, wie aus der Ablichtung hervorgeht, 305 105, und ich habe eine Ablichtung davon. Allerdings, und das geht nicht aus der Bestellung hervor

hat der Wagen nicht mehr den originellen Motor, sondern den mit der Nummer 429 325, der in der Kommissions-Nummer 305 200 notiert ist. Bezüglich dieser Kommission möchte ich Sie bitten mir eine Ablichtung zu senden, da die meinige doch recht armselig ist. Ich darf hinzufügen, dass die Tatsache des neuen oder anderen Motors unbekannt war, aber auch Komplikationen hat, denn ich habe noch eine andere Nummer gefunden, die eine Ähnlichkeit mit der Reihenbestellnummer hat, aber nicht mit der in der Kommission 305 200 genannten übereinstimmt. Sie ist "10 150 003/17". Die andere interessante Tatsache ist dass auch dieser Wagen nur einen Vorgänger aufweist. Wenn ich beide Gestaltungen zusammenfüge, und die mit der Nummer 305 200 enthält keinen Namen, so muss ich annehmen, dass dieser Wagen in Stuttgart hergestellt wurde ohne einen Hersteller zu haben, und dass man sich im Sommer 1943 entschloss von dem Motor Gebrauch zu machen indem man ihn in den Wagen mit der Auftragsnummer 303 305 einbaute; zumindest könnte man dieses daraus schließen, dass der Wagen zu "Insatandsetzungsarbeiten" zurückgeschickt worden war, anscheinend per "Schlepper" nach Sindelfingen. Sollte meine Interpretation falsch sein, dann zögern Sie, ~~das~~ ^{das} ~~mir~~ ^{mir}, bitte nicht es mir zu sagen.

Bezüglich der Geschichte des Wagens, so deuten gewisse physische Charakteristiken darauf hin, dass der mit der Polizeiregistrierung IA-148 461 der einzige in Betracht kommende Wagen ist. Dieser kommt meines jetzigen Wissens zufolge nur zweimal zum Vorschein, nämlich am 18. Juni 1940, als Hitler Mussolini in München empfing, und historisch wohl wesentlich wichtiger, es ist der Wagen mit dem Hitler seinen triumphalen Einzug in Berlin nach dem siegreichen Abschluss des Frankreichfeldzuges am 6. Juli 1940 machte. Allerdings, eine Durchsicht der Wochenscheuen von September 1939 bis Mai 1940 möchte mich etwas mehr zum Vorschein bringen. Wie der Wagen in amerikanische Hände geriet ist z. Zt. unsicher; es gibt zwei Versionen. Der ersten zufolge fiel er in die Hände der belgischen Widerstandsbewegung, welches mir doch etwas zweifelhaft erscheint. Es scheint wahrscheinlicher zu sein, dass er von einer amerikanischen Division, möglicherweise in oder um München herum übernommen wurde. Das bedarf noch der weiteren Untersuchung.

Vielleicht darf ich mir eine Bemerkung erlauben. Es hat mich ausserst erfreut, dass man mich um Hilfe gebeten hat; es ist ein Anzeichen dafür, dass meine Arbeit nicht ganz umsonst ist.

Nächstens, der Besitzer des Imperial Palace, Ralph Engelstad, ist daran interessiert, seiner Autsammlung ein Kettenrad, ein Motorrad mit Seitenwagen der ehemaligen Wehrmacht, und ganz besonders einen Mercedes-Benz S 4 hinzuzufügen. Sollten Sie etwas Bezügliches hören, dann lassen Sie mich es doch bitte sofort wissen. Ich glaube, Hr. Engelstad würde in der Beziehung sehr dankbar sein.

Letztens, könnten Sie mir eine Ablichtung der Kommissions-Nummer 317 029 senden? Es handelt sich hier um den sogenannten Wagen den Hitler den Stalin geschickt haben soll. Den wirklich letzten Nachrichten zufolge befindet er sich z. Zt. in San Diego wo ihn der Besitzer mehr oder weniger versteckt hält. Es würde mir von grosser Hilfe sein falls ich eine Ablichtung davon haben würde.

Ich hatte es fast vergessen. Aber mit Bezug auf den IA-148 461, sollten Sie in Ihrem Archiv Fotos haben, auf die Sie ohne lange suchen zu müssen, Ihre Hände legen können, dann würde ich es begreifen, wenn Sie mir Abzüge zwecks Weiterleitung an Ralph Engelstad zukommen lassen könnten.

Mit freundlichen Grüßen

Ludwig Kosche

P.S. Sollten Sie Bilder von dem ehemaligen IA-148 461 anschauen, dann lassen Sie es sich umgehend anschauen, sollte welche Ende nächster Woche zur Verfügung haben. Und könnten Sie bitte das "Verzeichnis der eingekauften Fahrzeuge" durchsehen lassen, ob es den Eintrag für Nummer "302 300" wie in Auftrags-Nr. 303 305 notiert, enthält, und mir gegebenenfalls eine Ablichtung zur Weitergabe zukommen lassen.

Background of the Grosser Mercedes
Offener Tourenwagen, Motor and Car No. 189 744.
By Ludwig Kosche, Copyright 1983, Ottawa.

CAUTION: The following account is for the time being only tentative, and requires further detailed checking.

According to the Daimler-Benz copy of the order, this car was ordered on September 30, 1938, and delivered to Berlin on September 7, 1939. It is the only order of which the writer is aware which carries the designation "Der Führer und Reichskanzler". If the oral description given to the writer is correct, then this car appears to be the one with the licence plate IA-148 461 (rod between front fenders, four vents below wind-screen, two doorhinges, front fenders which do not conceal the lower part of the spare wheels). According to presently available photographic evidence it was used by Hitler on two occasions: firstly, on June 18, 1940, when he received Mussolini in Munich, in the wake of the French request for an armistice. This was in the afternoon, after 3 o'clock, and the drive was from the main railroad station to the Prince Carl Palace. The second recorded occasion (both photographs and newsreels) is on the 6th July, 1940, when Hitler returned to Berlin in triumph after the conclusion of French campaign. Thereafter no photographs have been uncovered. Like several other cars in the car park of the Reichschancellory, this was one returned to Daimler-Benz for repairs in July, 1943 (most other cars were sent to Stuttgart in April of the same year); and like several other cars, there is no evidence to show that it was returned by Daimler-Benz.

It is reported that this car was used by Himmler. There is no evidence that cars used by Hitler were transferred to any of the chief Nazi leaders, and for that matter Himmler had the use of several Mercedes-Benz cars, one of which resembles very closely the IA-148 697 in Ottawa, which has been shown to have been used by Hitler from 1940 to 1943. Thus, this may be an instance of mistaken or confused identification. However, if the report of the vehicle having been found with camouflage paint is correct, then this might possibly point towards use by Hitler's security personnel. It is also reported that this automobile was discovered by the Belgian resistance. Once again, if correct, then this might permit speculation which is most probably beyond substantiation,

that this car might have been used by the escort personnel on Hitler's last trip to France after D-Day. He "travilled by Condor to Metz on June 16, and drove the rest of the way in the early hours of 17 June in order to confer with Fieldmarshals von Rundstedt and Rommel..." (Peter Hoffmann, Hitler's Personal Security, London, Macmillan, 1979, p. 154-5) to Margival, some 15 kilometres north-east of Soissons, France (Raiber, p. 49). It is equally a matter of speculation whether the car was left behind, and eventually moved to Brussels, Belgium, with the intention of bringing it back to Germany. If such was the case, then this seems to have failed, no doubt as a result of the German defeat in the West in the summer of 1944.

After the end of the Second World War, Tom Austin, a tobacco trader, seems to have obtained this car in exchange for tobacco, which was at the time more valuable than any of the European currencies with the exception of the Swiss Franc. He had it shipped to the USA in 1946, but could not keep it as US laws apparently forbade the keeping of an armoured car, though this appears questionable in view of the fact that two years later Christopher G. Janus imported from Sweden the car Hitler had given to Marshal Mannerheim of Finland (another Grosser Mercedes, open touring car, armoured, order no. 398150, chassis no. 429 317, engine no. identical (?), body no. 200 767). He donated it to the "Veterans of Foreign Wars" around Kentucky/Tennessee. It should be noted that at the time the vehicle was apparently in a non-operative condition, as the wires below the dash board had been cut; there was also talk, evidently unfounded as in the case of the so-called WL-461 462 (Bob Eshenson's car) of a suicide mechanism. The car surfaces to public notice only in 1976, when Steve Munson acquired it from this organisation in Greenville, Tennessee. He had its authenticity confirmed by Daimler-Benz, but solely as a Mercedes-Benz car, for the manufacturer is as a rule unacquainted with the historical background. The company reportedly sent a copy of the original order as well as some 80 pages of documentation to Munson. It was displayed in the Chicago Historical Antique Automobile Museum in the same year, and since 1977 has not been seen by the public, when it was handed over to the keeping of Tom Blakeley (?) of Atlanta, Georgia, who did also restoration work under the

hood and on the engine. It seems to have been sold later on a "term type deal" or rather traded against a Dösenberg, and other antique cars.

Other details reported are that the speedometer showed "17,000 km" which would indicate heavy use, i.e., it must have been driven over long distances, similar to what was discussed in the Margival context, if not in that context. Underneath the camouflage paint, which appears to have been a professional job, was dark-blue paint; this agrees with paint on cars of that nature, i.e. dark-blue, almost verging on black.

If this is in fact the car which Hitler used, then it is an one-of-a-kind unique artefact, as much as the IA^V-148 697 in Ottawa. The word "used" here is to be understood as referring especially to "July 6, 1940". Any restoration of its external appearance ought to be undertaken with the strictest regard to historical accuracy as revealed by photographic evidence. This applies in particular to the mounting of such items as Hitler's personal flag, or a replica thereof, the small triangular Nazi flag on July 6, 1940, the sun visors of apparently translucent dark green plastic, the rear-view mirror, the various lights and blackout covers, as well as the spare wheels mounted on the two sides of the hood, and covered in chrome-decorated steel covers.

Additional photographic material will be found for the 6th of July 1940 in the German newsreels, and for the 18th of June in Italian ones as well. In the former instance a copy of a video tape may be obtainable from the National Archives in Washington, but the quality is poor. It may be advisable to go to the Bundesarchiv in Koblenz, West Germany, which has a complete set of the World War II newsreels. These ought to be checked until 1943 at any rate to determine whether this car is used again by Hitler. Moreover, a photographer who was during the War at Hitler's headquarters, and is reputed to have a substantial photo collection, ought to be got in touch with directly, if possible. In both instances the fees involved may be substantial, especially for the use of the German newsreels, the rights for which are today in the possession of a company in Munich.

IMPORTANT NOTICE TO PURCHASERS

Each person, except a licensed dealer, is required by law to apply for Certificate of Title and Registration in his name before use of this vehicle after acquiring ownership. Failure to do so is a misdemeanor.

ASSIGNMENT OF TITLE

In consideration of (\$ _____), I (we) sell, transfer, and assign the vehicle described on the reverse side of this Certificate of Title to

Name of Purchaser STEVE MUNSON - JOE OGDEN

(Address, City, County, State) _____

I warrant the title subject to the following lien: First Lienor NONE

Address V. F. W. - Post 1990 Type _____ Amount _____

Signature of Seller By CMDR Hugh Alexander

Sworn to and subscribed before me this 24th day of August 1978

Signature of County Court Clerk or Notary Public Clara O. Allen

Commission Expires 1-21-79

Make and Identification of vehicle traded _____

RE-ASSIGNMENT BY LICENSED DEALER

For value received the undersigned does hereby sell, transfer and assign the vehicle described on the reverse side of this Certificate to:

Name _____

Address _____ and hereby warrants the title subject to the

following lien: Lienor _____ Address _____

Type _____ Amount _____ Dealer _____ Dealer's No. _____

Sworn to and subscribed before me this _____ day of _____ 19____

Signature of County Court Clerk or Notary Public _____

Commission Expires _____

State Sales Tax Collected \$ _____ Local Option Tax \$ _____

DISCHARGE OF LIENS

First Lienor: I hereby acknowledge payment of the indebtedness mentioned on reverse side and the full discharge of same. Lienor _____

Sworn to and subscribed before me this _____ day of _____ 19____

Signature of County Court Clerk or Notary Public _____

Commission Expires _____

Second Lienor: I hereby acknowledge payment of the indebtedness mentioned on reverse side and the full discharge of same. Lienor _____

Sworn to and subscribed before me this _____ day of _____ 19____

Signature of County Court Clerk or Notary Public _____

Commission Expires _____

Motor Vehicle Division

CERTIFICATE OF TITLE STATE OF TENNESSEE

Jayne Ann Woods, Commissioner
Department of Revenue

I, Jayne Ann Woods, Commissioner of Revenue, do hereby certify that an application for Certificate of Title for the vehicle described herein has been received, pursuant to the provisions of Chapter 70, Public Acts of 1951, as amended, and

HSA 21034810		200-606	
VEHICLE NO.	SP CODE DATE PURCHASED	YEAR	MODEL BODY TYPE
	1946	36	2D
PAID NAME	MODEL NAME	LAST NAME	DATE OF PURCHASE
YFW-1990 Kenneth Bowers	Mercedes Benz	Indian	
STREET ADDRESS OR R.F.D.	CITY OF VEHICLE	CO. VEHICLE NO.	NEW USED
219 N. Main	Beth		
SP CODE	UNREGISTERED WT.	THO. AXLES	111 GAS
Greenville	37743		
IMPORTANT: CHECK PROPER TYPE REGISTRATION		REGISTERED WT.	WT. CLASS
1 <input type="checkbox"/> ORIGINAL 2 <input type="checkbox"/> RE-REGISTRATION 3 <input type="checkbox"/> REASSIGNMENT 4 <input type="checkbox"/> REPLACEMENT			ZONE
VEHICLE OWNER	None		SPD DATE
STREET ADDRESS	CITY	STATE	SP CODE
END LICENSEE	SPD	DATE	SALES OR USE TAX PAID COUNTY
			12
STREET ADDRESS	CITY	STATE	SP CODE
WRITTEN SIGNATURE OF OWNER		FORMER TITLE NO.	
SR-VIC- Hugh Alexander		Lynn B. 200	

After the exercise of reasonable diligence in ascertaining whether or not the statements made in the application are true, the applicant above-named has been duly recorded in this Department as the owner of the motor vehicle described, subject to the above liens, if any. Any letter or other communication regarding motor vehicle Certificates of Title should be to: STATE OF TENNESSEE, MOTOR VEHICLE DIVISION, 500 DEADERICK STREET, NASHVILLE, TENNESSEE 37242.

Witness my hand and seal of the State of Tennessee on this

day of **JANUARY 16, 1976**

KEEP IN SAFE PLACE
ANY ALTERATION OR ERASURE
VOIDS THIS TITLE

Jayne Ann Woods
Department of Revenue Commissioner
State of Tennessee

TOM N. AUSTIN MAR. 24 2010

Gentlemen:

I appreciate all the documents and photos you sent to me about the Hitler Mercedes. It has been some years since I had possession of it, I am going to be out of USA for about 2 months traveling with my daughter. I am 94 years old and don't move to quickly. I will write or talk to my Belgian friend to give me more details as to how he found it in the car. I don't know if he is still living or not. His name is A. H. VANDERELST JR. He was in the family who were principals in the cigarette company VANDERELST FRERES. THEIR cigarette brand was "BELGA". I will try to locate him. I have not been to ANTWERP in 35 years. It will take me some time but I will try to get you some information. Thanks for your gift. It is of great interest to me, Best regards, Tom