



# A Car's Chronicle



Then & Now



- ⊗ **1961 Mercedes 300SL Roadster**
- ⊗ **One owner**
- ⊗ **Fully documented**
- ⊗ **Award winning**
- ⊗ **Immaculate condition**
- ⊗ **StarLetter cover in April of 2009**



*The very proud owner with the recently purchased 300SL, pictured in front of base housing Zaragoza AFB, Spain*



*Actively touring Spain's roads and regions included a trip to San Sebastian in the spring of 1964 with his son – a now retired Navy Captain*

## The One Owner



### LTC Craig G. Morrow, USAF/Ret

- Command Pilot – 10,000+ hours
- Served in WWII / Korea / Vietnam
- Shot down on his 25<sup>th</sup> mission in WWII and held as a POW during the Polesti raids.
- Distinguished Flying Cross, Purple Heart, Air Medal among his military awards
- B-47 initial cadre pilot – Tucson, AZ
- Strategic Air Command – Riverside, CA
- Director of Operations – Zaragoza, Spain
- Base Operations Officer – Saigon, Vietnam
- Joint Chiefs of Staff – Honolulu, HI
- Gentleman farmer – Evergreen, LA



### Highlights:

- A **one owner car** ~ a Strategic Air Command Pilot, who passed away in late 2017.
- The 300SL Roadster has been driven less the 100 miles since a **complete restoration** in 2005.
- Awarded “**Best in Class**” at 2006 Constellation Pointe “Keels and Wheels” Concours d’ Elegance.
- VIN number 2785, Engine Number, Body Number paintwork, and interior appointments are certified as matching and documented per Mercedes-Benz Corporate Archives.



## The Early Days



*Zaragoza, Spain – On base housing in the spring of 1963, with a new 300SL*

- Pictured with the family is also a 1954 Lincoln Capri, which is still owned by the family as well.
- After picking up the 300SL in Stuttgart, Germany it was driven home via Italy, and Monaco, where Craig and his brother attended the 1963 Grand Prix.
- Then to France, through the Pyrenees Mountains and ultimately into northeast, Spain where it was daily transportation until June of 1964.
- While in Spain he made multiple “road trips” north and south – traveling throughout the country.

## The Recent Days



*The original hard top has a new home in a custom built case. The top has never been restored, only cleaned, indicative of the overall care of this car.*

- Since 1970 the 300SL has resided in rural Louisiana.
- For the last few decades it was maintained and stored in a custom built, environmentally controlled garage.
- Never extensively driven locally, due to the poor conditions of the roads the car has not accumulated many miles over the last 35+ years.
- At 86 he decided he'd enjoy the car on his own and did not attend more shows, going out on top with the winning car.

## The Driving Days

A Pentagon tour from June of 1964 until May of 1967 put the car in Arlington, VA where it was sparsely driven on a daily basis, but driven often on weekends on what was then the new Beltway around the DC area. It was always garaged and maintained in immaculate condition. In late '67 the car was put in storage as Craig left for Vietnam.



*Interior picture of condition today. A restoration in the early 2000's was mostly for clean up, maintenance, engine overhaul and new paint. The majority of the interior leather is original, well cleaned and re-dyed as needed.*



*The Colonel and his car...*





## The “Driving” Days

*A post Vietnam “twilight tour” from summer 1968 until July of 1970 put Craig and the car at Hickam AFB near Honolulu, HI. During that time he lived on the Air Force Base and commuted to Camp H.M. Smith where he worked for the Joint Chiefs, specifically on the staff of ADM John McCain Sr.*



*Wife of 71 years is shown here – most likely on the north shore, in the spring of 1970. They drove and explored as much of Oahu as they could during that tour.*



*Interior view – drivers side as it looks today. A close look at the odometer shows 77,697 miles.*



*Post restoration and prior to being “pickled” approximately 2013, the car was shown to friends and family ~ but not driven or shown in public after this time*

## First Trip

- Impressed by the 300SL in the late 1950's at the Riverside International Raceway, Craig was determined to buy one for himself.
- A transfer to Zaragoza, Spain in 1961 was a significant step in the process.
- Contacting MB he arranged to buy this 1961 model from their internal fleet ~ where it had been used as a model for the maintenance manual.
- The car was returned to the production department for a full check out and to be retrofit to meet US lighting regulations requirements and reconditioning.
- Driven off the line in March of 1963 the inaugural tour back to Spain included a stop at the Gran Prix of Monaco – brochure seen below.



## Last Showing

- After restoration the car was shown in small gatherings in the local area where it was always the All Star. Several trophies recognize this, and will be provided with the sale.
- The biggest event was the 2006 Constellation Pointe "Keels and Wheels" Concours d' Elegance where it was recognized as **"Best in Class"** against a formidable collection of marvelous automobiles.
- After this showing, the car was basically "retired". Craig, then 86 years old, seemed content that he'd accomplished what he wanted.
- The car was recognized for the quality and attention to detail that he'd envisioned when the restoration process began.

## Preparation for sale



### Tops: Hard and Soft

- ✓ The original hard top has never been restored, as it was generally securely stored and rarely on the car, except winters in Wash DC.
- ✓ The factory “case” was replaced by this custom built replication.
- ✓ A close look at the mirror like reflection above and you’ll see the 300SL in the background.
- ✓ The soft top was replaced during the restoration process – and has rarely been outside.



### Chrome: Bumpers and Trim

- ✓ The chrome ~ bumpers and trim on the car are original factory issued components.
- ✓ They were removed shipped to Dallas, cleaned, dipped and reinstalled.
- ✓ A major effort was made to re-use as many factory components as possible
- ✓ This strategy was followed throughout the restoration process – throughout the car.



### Paint

- ✓ The car is dressed in it’s original paintwork and interior.
- ✓ DB code 158 for the lower body
- ✓ DB code 190 for the upper part
- ✓ Tan leather interior
- ✓ Soon to be detailed – this is today’s condition and look!!





As we speak ~ shop photos...

- ✓ The car is being rejuvenated after having spent the last few years properly “pickled”
- ✓ Mechanicals are being tested and worked as needed.
- ✓ Rubber is being replaced as required.
- ✓ All systems are being evaluated ~ proper actions taken and a summary of activity documented.
- ✓ The 300SL will be “ready to roll” at the completion of this activity.

## Time Line ~ fully documented

1961-1963	Retained on site by MB in Stuttgart
1963-1964	Purchased and driven in Europe
1964-1967	Pentagon Tour – Washington DC
1968	Storage – Mobile, AL
1968-1970	Hickam AFB, Hawaii
1970-1986	Evergreen, Louisiana family use
1987-2001	Stored and prepared for restoration
2001-2006	Restoration then shown
2009 (April)	Cover of StarLetter Magazine
2010-Present	Storage – controlled and monitored

### Notes:

- While in Stuttgart with MB the car was used as the model for the maintenance manuals.
- The car was stored in Mobile, AL during a Saigon, Vietnam tour in 1968.
- The car has been shipped across the Ocean three times:
  - From Spain to Philadelphia 1964
  - From Mobile, Ala, to Hawaii late 1968
  - From Hawaii to San Francisco in mid-1970



## The Offering



- ✓ One owner car – fully documented to include factory bill of sale – photos etc.
- ✓ Original hard top – in excellent unrestored condition – custom box
- ✓ Mercedes-Benz original Tech Manuals and Parts Catalog
- ✓ Sales Brochure Printed in Germany complete with Price Lists – car specifics and detailed drawings from 1961
- ✓ Extensive collection of 300 StarLetter Magazines – starting approximately 1979
- ✓ “Zertifikat” issued by MB – Number A01369
- ✓ Assorted trophies and memorabilia

