

VERN's M-B 500K It all started in about 1985 when Tom Spencer purchased a Mercedes 500K kit from H. T. Price who owned the Classic Factory in Pomona, California. The car came with the main body section mounted on a rolling Ford LTD chassis that was modified by shortening the front and adding an X-member for greater chassis stiffness. Tom did the preliminary assembly and fitted the Cadillac engine extracted from his father's 1965 Cadillac. The early appearance is shown below.



The next step was to disassemble it for the paint shop to do their 'thing'. (Picture below) Somewhere along the line the chrome plating of the bumpers, radiator housing, windshield trim and side moldings was done



About 1994 Tom Spencer sold his house and needed to find a new home for his 500K project. Thanks to Diana Price, I became aware of this opportunity and offered a new home for the 500K.

NCKCC member Ted Amlick, who had built an identical 500K, agreed to finish the car and provided the wiring system, exhaust system, spotlights, horns, wheels, whitewall tires and interior seats and upholstery. I took possession of the car in August 1996, entering it in the NCKCC 1996 Show at San Leandro.

The engine immediately showed signs of its age through head gasket leakage and water pump failure, so I spent the winter of '96-'97 rebuilding the engine and transmission. The engine was rebored to +0.020" and cylinder heads were fitted with exhaust seat inserts to accommodate unleaded gasoline. All internal parts were replaced and reassembled by spring 1997. My next show was the 1997 AHA Knott's Berry Farm show and I drove there without a top, with sunburn to prove it.

The next 14 years required only oil changes, gasoline purchases and about 25,000 miles of driving to shows, mostly to the LA area, and about six Club Trips to Oregon and Northern California.

