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# letters

### test or conjecture?

Dear Sir:

I was very much interested in your road test of the Karmann-Ghia Volkswagen Coupe in the April issue, especially since a test of the same model appeared in a competitive magazine for April. Now I am puzzled! In their test the figures are anywhere from 10%-25% better than those quoted in your report. For example:

	SCI	Comp.
Engine torque at 2,000 rpm	45	56
Acceleration to 60 mph	35.5	28.8
Standing ¼ mile	23.8	23.6
Best run	69 mph	76 mph

Readers of magazine road tests are used to slight discrepancies in test results, but when it comes to a matter of top speed, acceleration to 60 mph, and engine torque, these figures are too far apart. One of you must be wrong, or should the reader take his pick and let it go at that?

Very truly yours,  
Charles Silversmith  
Boston, Massachusetts

*We have yet to see a stock VW of any description that will crank up to 60 from a standing start in much under 35 seconds. The Karmann-Ghia is no exception, particularly since the car weighs considerably more than a standard model. Torque figures are those supplied by the factory. The torque figure of 56 lbs-ft. is slightly ridiculous, all factors considered. Since SCI has no axes to grind, we cannot afford optimistic conjecture if only for the fact that the manufacturer would be the first to complain. We can vouch for our own tests only. — Ed.*

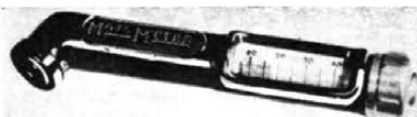
### ride appreciated

Dear Sir:

With humble heart I can only say "Thank You" for the "ride" in your Mercedes-Benz 300SL (April '56 issue).

Each of us has our dreams and wishes. Some want a million (tax free) dollars, others want big homes, some want yachts, — I'd be very, very happy with a 300 SL.

At 25, I am *not* a sports car fan — don't even have a subscription to any sports car magazine. I do however have a boss that owns a TR-2 and have consequently garnered much information about this wonderful sport. As a married radio-announcer/engineer, with a two year old son, another child on the "assembly line" and a newly bought



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home, there is very little chance that I shall ever own a 300 SL. There is less chance that I shall ever touch one or (deep sigh) drive one.

Which brings me to the point of this letter; Never have I enjoyed an article more than Mr. Borgeson's concerning the 300 SL. Not only was it completely educational in scope, but a pleasure to feel yourself get in, snap the gull-wings down and take off down the pike like the "proverbial bat." After the description of the ride in the Standard 300 SL, my stomach had the feeling we've all experienced after our first kiss. (I'm flyin' man, — flyin'!!) I'd like to go him one better in saying that this car is the epitome of the automotive world; in my estimation the world's finest car for sport and pleasure.

There is one factor though that scares me somewhat. If by some stroke of luck or chance I suddenly become the proud possessor of one of these fine machines, will I fit??? I stand six feet, six inches!!! Can I squeeze my long frame into this bomb???

(We-e-e-l-l-l, sure. — Ed.)

Again, thanks a million for the lift. Now that I'm back on the ground I wonder if SCI ever plans on any driving tests of the Mercedes-Benz 190? Though I know less of this car than its bigger more powerful brother, I'm sure the Mercedes-Benz people have scored again.

A satisfied reader,  
Jack W. Schaefer  
Sturgeon Bay, Wisconsin

### help wanted

Dear Sir:

I have been reading your magazine for the past seven months while I have been in the hospital with a broken back. I like sports cars and pictures of sports cars and am endeavoring to build up a collection of pictures as a means of entertainment while bedridden. Any photos that you or your readers could send along would be greatly appreciated. My home address is 3434 Sheridan Avenue, Butte, Montana.

Sincerely yours,  
Jack G. King

### brakes

Dear Sir:

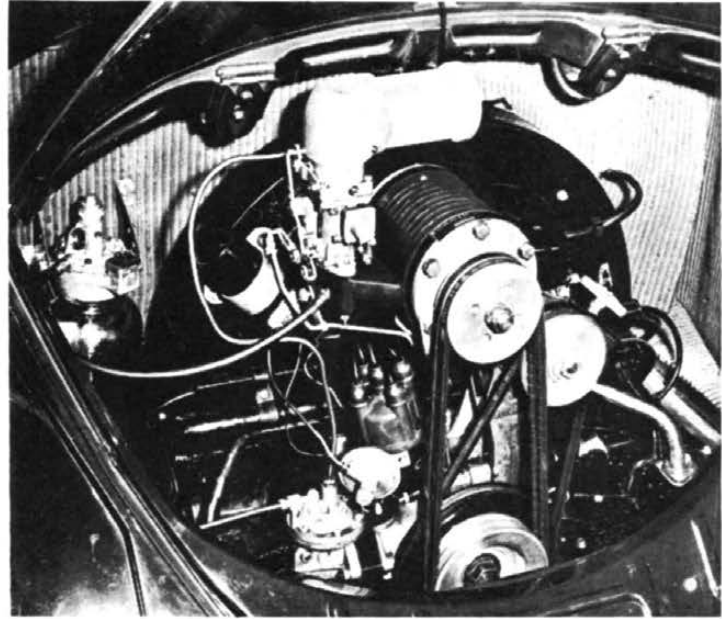
From your specification of the 300 SLR, it states that the rear axle is of the swing axle type. This would not be probable using the brake drum arrangement shown on p. 35 of Sports Cars Illustrated.

Very truly yours,  
A. O. Wall, Jr.

In the swing axle set up brakes can be inboard or outboard, even with the low pivot-point used on the SLR. — Ed.

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