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letters

'nuff said

Dear Sir:

I am writing this letter in view of the remarks made by a Mr. Clinton C. Williams, Jr. concerning foreign cars. Mr. Williams sounds like a self-appointed automotive expert who wouldn't know a cam from a coconut. We all realize that a good piece of Detroit iron will dust off some of the slower sports rigs, but his big 350-plus CI Caddy would look pretty rich beside a 210 CI Jag or a 182 CI Mercedes-Benz. I would like to see any Detroit car follow an MG, Austin-Healey, Dellow, or a Porsche through a corner. It would also be funny to see a Jag that rode as soft as a Caddy or that was as comfortable. All I have said shows the two different types of cars cannot be compared. Sports cars deliver high performance for their size; that is their purpose. Detroit cars are luxurious and comfortable; that is their purpose. I like good Detroit cars, hot sports rigs and most of all hot rods. There is a place for them all and nobody should run down any one of them.

William Mahoney
Cambridge, Mass.

super stockers

Dear Sir:

That May issue was really neat. Plymouths, Chevies and moving vans. Let's have the drivers report on the '56 Jeep next. Why don't you guys talk about SPORTS CARS like you promised?

Sincerely yours,
Bill Worthington
Fort Worth, Texas

Do you have anything in your garage that will go off with that "moving van?" Or, for that matter the Fury? The reasons for covering the Detroit Super Stocks are two-fold. First, they are Detroit's answer to the Gran Turismo. Second, the guy whose MG, TR2, Austin-Healey, etc., gets left at the light or passed on a country road by a stock-looking sedan might like to know why he got trimmed. — Ed.

four and four equal eight

Dear Sir:

Compliments are in order for the reorganization of what was in many ways a good magazine. Photographic material in SCI was often excellent, but the technical accuracy of the writing was just

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as often questionable. Reference to the new masthead leaves no doubt that the magazine, while not necessarily going "technical" will in the future be technically accurate. It appears that with #10, vol. 1, SCI joins the leaders in the sports-automotive press.

I wish to bring out a point of criticism at this time. In his highly readable report on Mercedes 300 SLR, photographer Rolofson leaves the impression that Mercedes deserves a pat on the back for conservative championing of the "archaic" straight-8. Rather, they deserve credit for continuing to produce the world's inherently most stable basic design. And please, don't anyone compare this engine with the older Buicks or Packards.

I think that reference to earlier reporting will quickly reveal that the "Merc" crankshaft is in reality two crankshafts, with the power take-off in the middle of the case instead of at the rear end. In this manner, Mercedes sidestepped the problem of crank whip. In addition, the ten sturdy, tough bearings place this engine definitely in a league by itself.

Richard S. Coniglio
Kodiak, Alaska

The 300 SLR engine does indeed consist of two four-cylinder blocks joined together to form an eight. The power take-off comes from the juncture at the center thus avoiding the normal tendency of the straight-eight toward crank whip. This point was omitted from the story and gave rise to some misconception. For this we offer our apologies to Reader Coniglio and to the Mercedes factory engineers who did NOT call the error to our attention. Sorry! — Ed.

double price

Dear Sir:

It is with the greatest interest that I read your magazine. The first one I ever read was the April issue and what a surprise I got when it fell open on the center page, and I saw the guts of the 300 SLR strewn over six full pages. Thanks a lot, it was marvelous reading the secrets of the Mercedes-Benz.

I would like to subscribe to your magazine for a year. I enclose the subscription order form and hope you will let me know soon.

At newsstands in South Africa SCI costs an equivalent of 75 cents, which is double its price.

Thanking you in advance, I remain
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