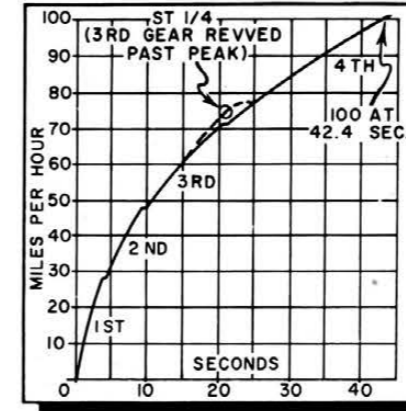
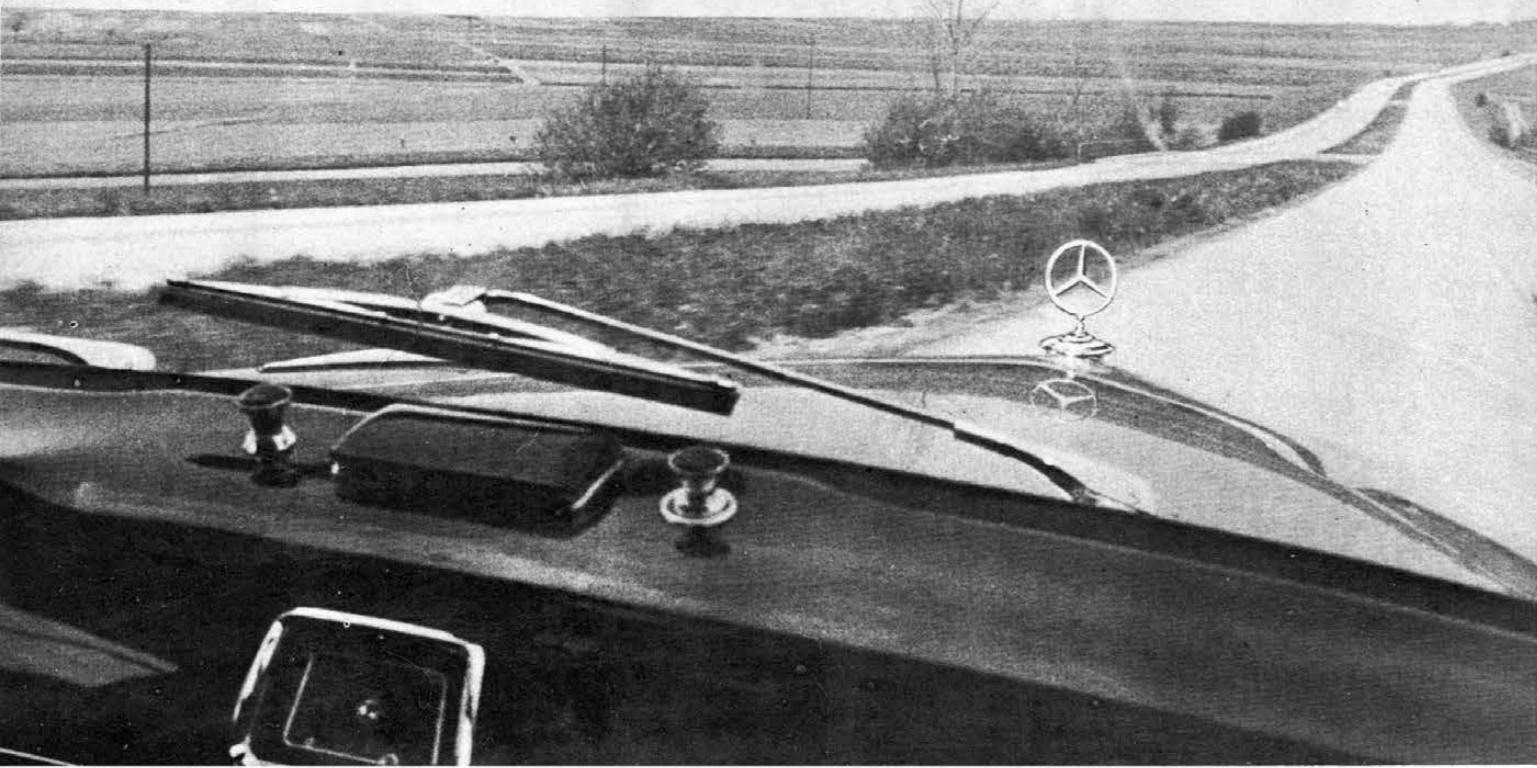
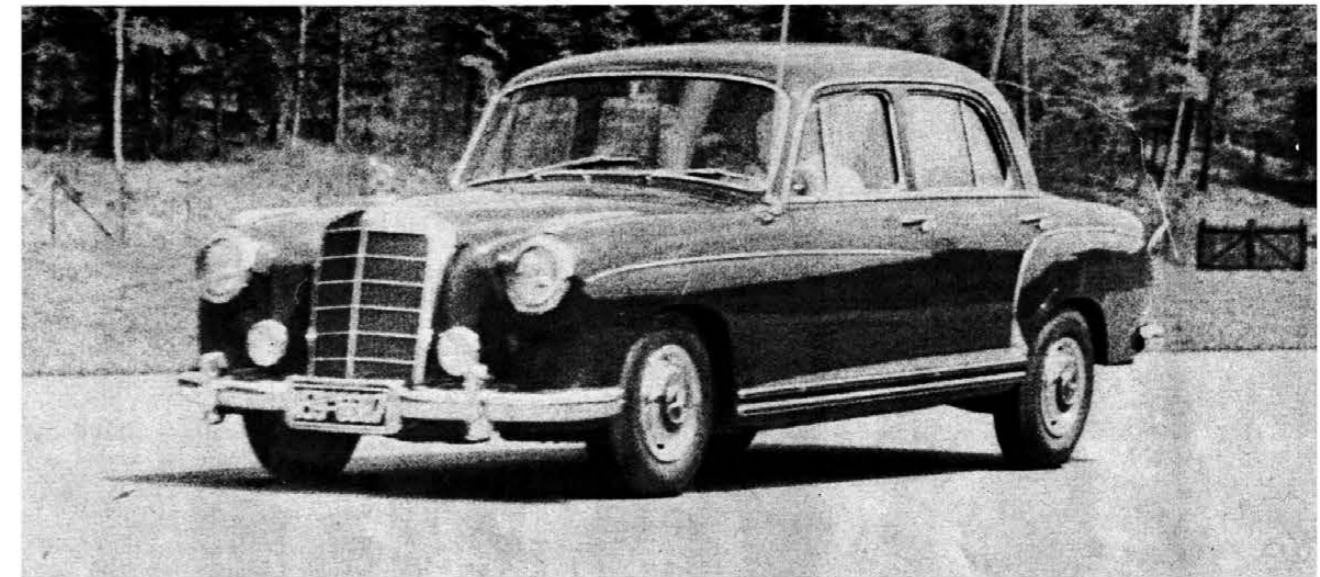


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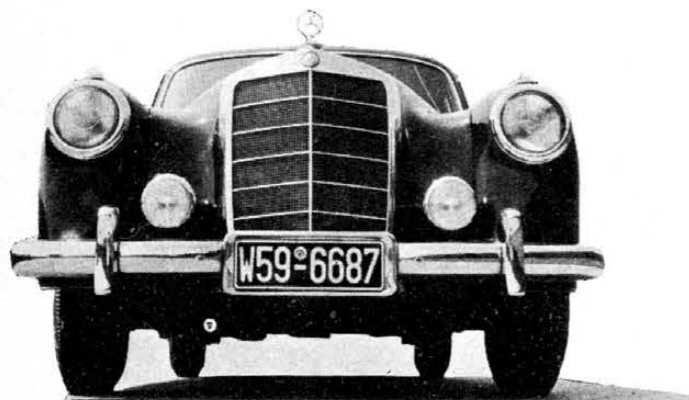
ROAD TEST: THE MERCEDES 220S



Except for the Mercedes emblem, the rear of the 220S might have been designed somewhere in the heart of Detroit in '49.



The Mercedes plows deep in a quick 60-0 stop. Excellent decelerating power is attributed to ATE servo booster, Al-Fin drums, on the front wheels, and finned drums at rear.



Classic grille and fender lines of the 220S set it distinctively apart from today's styling trends.

AFTER putting some 3300 hard miles on a normal Mercedes 220 four door sedan, respect for Daimler-Benz has been substituted for something short of wonder and incredulity as to how one firm can build such a fine car for such a relatively low price. We picked up the 220 test car from Rudy Mailander of the Mercedes press office in Stuttgart and headed north along the autobahn with the destination being Copenhagen, Denmark, where we were to meet an airplane from Los Angeles. The odometer read 13,000 kilometers; 16 days and 5000 kilometers later, I returned the car to Rudy and it was one sad moment, for in the short time I had #W 248686, I had really grown to love her. Performing perfectly even when fully loaded with four adults and a fantastic amount of luggage, the 220 is a real pleasure to drive.

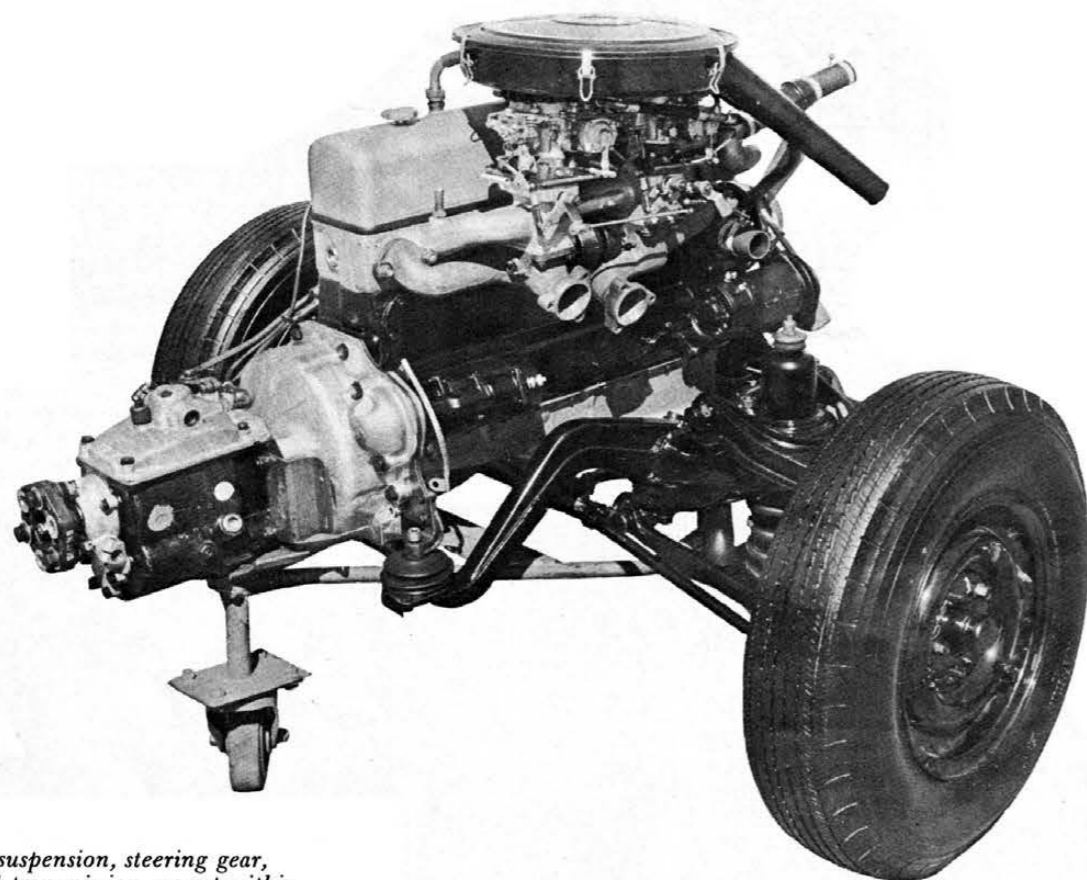
It's a big car by European standards, but small when compared to an American passenger car. Comparing the basic dimensions of a 1956 Chevrolet four door, the Chevy comes out longer, higher and deeper. The Chevy also weighs 600 lbs. more. All this is hard to believe, but when you attempt to place the 220 in a seemingly impossible

parking slot, the vehicle's modest dimensions are really appreciated. Again, by U. S. standards, the 220 is conservative to the extreme and looks almost old fashioned when parked next to one of its American counterparts. However, this very lack of the "upswept look," tacked on chrome, and shoddy construction, makes the 220 a refreshing breath of clean air in an atmosphere of mass produced iron. The traditional Mercedes radiator, the clean fenders, the very simple and modest rear end are design features of this car. Obviously the European four door sedan market is limited in the U. S. A., especially when the price of the fully equipped 220s approached \$5000 in New York City. Factory prices are slightly different, however, and if you buy your car in Stuttgart, the basic price for the latest 220s is \$2975, and depending upon what accessories you want, a complete car even with sun roof won't run over \$3500. For many American tourists, the 220 has become a really popular item, and when we visited the Sindelfingen delivery area recently, the number of Americans taking delivery of cars was amazing.

The 220 is a beautiful car to look at; it's a car that, even

when parked in your garage, is interesting to explore and investigate; new items seem to continually crop up that you never realized were in the car. Interiors are conservative, although any number of bright leathers and fabrics are available on request. The dash is constructed of solid wood as are the panels around the windows; the glove compartment door is easily the most solid of any car produced today, while the compartment itself seems to be a bottomless pit; a second and smaller real "glove compartment" is located on the driver's side, directly to the left of the steering wheel. The instrument grouping is well done, easy to read and complete.

A horizontally reading, dead accurate speedo with an oil pressure, water temperature, and fuel gauge arranged below it along with two warning lights at either side to tell you when your heater blower is on, when your choke is out, when your high beams are on or when your direction light is blinking, make up the panel directly in front of the driver. One item which we especially appreciated was the reset actuator on the odometer; you merely pull on a knob as if you were pulling out the choke and the counter is



The front suspension, steering gear, engine and transmission mount within a U-frame which can be unbolted from the chassis and wheeled out as a unit.



Grille lifts neatly away with the hood. The 112 bhp engine comes equipped with dual Solex downdraft carbs.

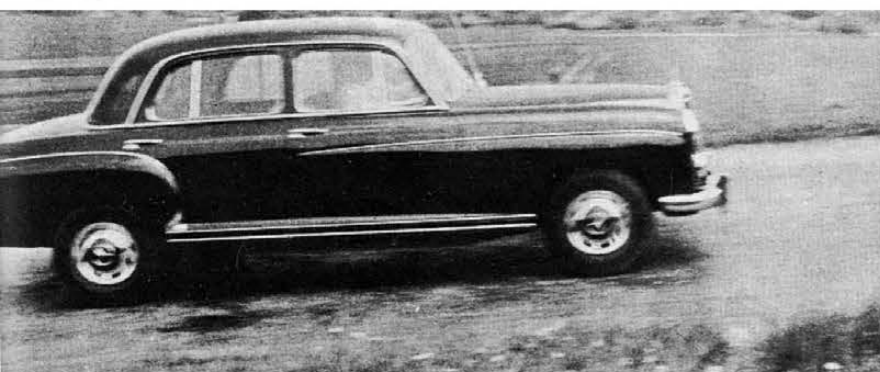
automatically returned to zero. An impressive array of knobs stretched out along the dash actuate a manual spark and choke, a blower for the heating system, a dome light for the rear seat passengers, a two-position light switch for the instruments and a button to light up either the left or right parking light as required in European cities when leaving a car overnight. A dippable rear view mirror is fitted, as well as dual fog lights which can be operated separately or in conjunction with the regular headlights. The direction signals are operated by the horn ring, an item that has been on Mercedes cars for some time now. These are not self-cancelling, however; Mercedes engineers apparently feeling that the self-cancelling type are not always desirable under certain circumstances. Reverse lights are built into the tail light assemblies and at night they put

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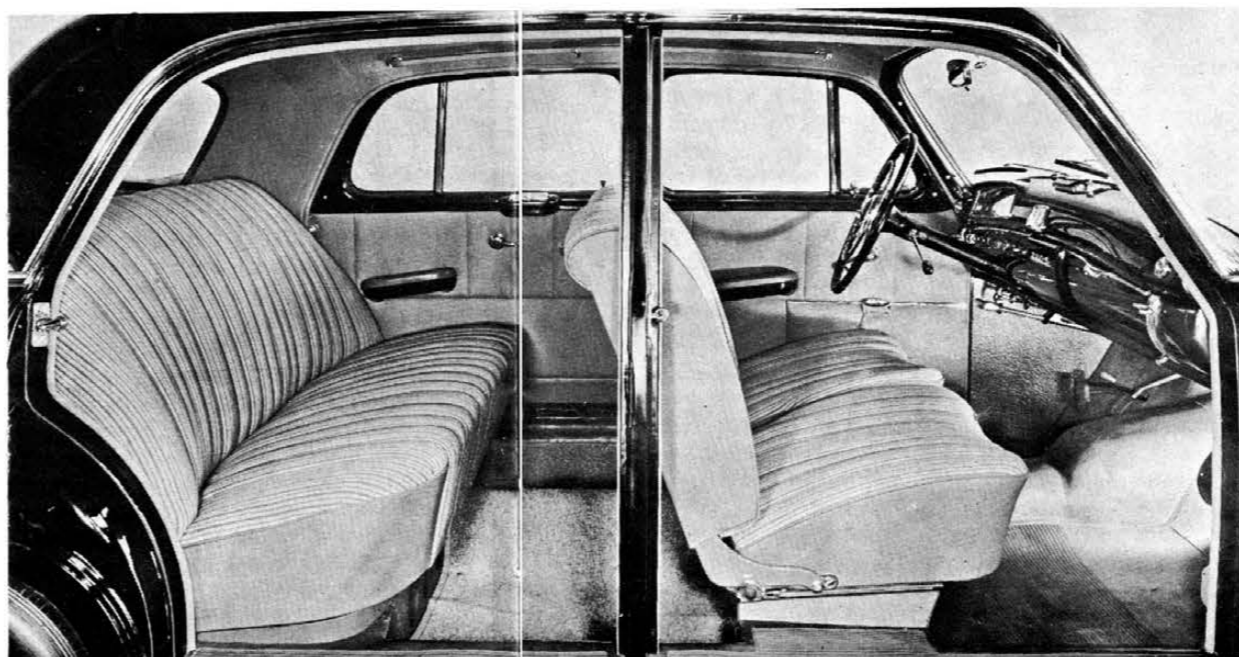
The meticulous attention to detail while in production makes the interior appointments appear gracious and comfortable.



At a speed of 68 mph, the Mercedes bores through a sharp curve on the Zandvoort, Holland, track. Car leaned, but did not break away.



In an accelerating mood, the 220S picks up speed in third gear. The fully synchronized four speed box allows velvet up and down shifts.



SPORTS CARS ILLUSTRATED
MERCEDES-BENZ 220S, four door sedan

TEST CONDITIONS:

Number aboard 2
Top position Closed
Temperature 50 degrees F., dry and clear
Etc. Wind approximately 23 mph

PERFORMANCE

TOP SPEED:

Two-way average 100.4 mph
Fastest one-way 101.3 mph.

ACCELERATION:

From zero to
30 mph 4.3 secs.
40 mph 7.7
50 mph 11.2
60 mph 15.2
70 mph 20.2
80 mph 28.0
90 mph 36.0
100 mph 42.4
Standing 1/4 mile 20.4
Speed at end of quarter 73.9 mph

SPEED RANGES IN GEARS:

I 0-29.8 mph
II 0-47.3 mph
III 12.5-71.4 mph
IV 18.65-101 mph

SPEEDOMETER CORRECTION:

Indicated	Actual
30	28
40	39
50	49
60	59
70	68
80	79
90	89
100	99

FUEL CONSUMPTION:

Hard driving 19 mpg
Average driving (under 60 mph) 24.5 mpg

SPECIFICATIONS

POWER UNIT:

Type 6 cylinder
Valve Arrangement ohc
Bore & Stroke (Engl. & Met.) .. (3 5/8 and 2 1/4 inches) 80/72.8 mm
Bore/Stroke Ratio 1.09 to 1
Displacement (Engl. & Met.) ... (133.9 cubic inches) 2195 ccm
Compression Ratio 7.6:1
Carburetion by 2 Solex #32 PAJTA, dual choke downdraft
Max. bhp @ rpm 112 bhp @ 5000 rpm
Max. Torque @ rpm 129 lbs./ft. @ 3800 rpm
Idle Speed 600 rpm

DRIVE TRAIN:

Transmission ratios I 3.52:1
II 2.32:1
III 1.52:1
IV 1:1
Reverse 3.29:1
Final drive ratio (test car) 4.11
Other available drive final ratio. na

CHASSIS:

Wheelbase 111 inches
Front Tread 56 1/4 inches
Rear Tread 57 1/8 inches
Suspension, front Independent front via wishbones, coil springs, and torsion bar stabilizer.
Suspension, rear Low pivot swing axle, coil springs.
Shock absorbers Telescopic hydraulic
Steering type DB recirculating ball type with auto adjustment and steering shock absorber
Steering wheel turn L to L 4.5
Turning diameter 36 feet
Brake type 4 wheel hydraulic with ATE servo booster; Front AL-fin drums
Brake lining area 165 sq. in.
Wheel studs, circle diam. 5 K x 13
Tire size 6.70 x 13

GENERAL:

Length 185 1/2 inches
Width 68 1/2 inches
Height 61 1/16 inches
Weight, test car 2950 pounds
Weight distribution, F/R, with driver 1/1.13 (F/R)
Fuel capacity - U.S. gallons ... 17 US gallons including 1 1/2 reserve

RATING FACTORS:

Pounds per bhp - test car 24.4 lbs per bhp
Piston speed @ 60 mph 27.5 feet per second
Piston speed @ max bhp 2400 fpm
Brake lining area per ton (test car) 112 sq. inches
rpm at 62 mph 3470 rpm

220S

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out more than adequate illumination when backing in unlit areas.

You can have your choice of a bench type front seat or two bucket seats in your 220; the rear seat takes two with loads of room, and three can be carried in complete comfort. The backs of the bucket seats are adjustable to three positions, and on request, you can have completely reclining seats. If you want any special item or special paint, chances are you will find it on the accessory list which includes a second spare, leather upholstery, head rests, sliding roof, and the latest type Becker radio which makes most other sets look silly. FM, AM, complete short wave coverage, plus an automatic tuning device make the Becker the ultimate in car radios.

The trunk of the 220 is fantastically large; it seems to swallow up with ease a never ending supply of suitcases, odd bags, camera cases, and all the odds and ends that accumulate on a long trip; you always seem to be able to cram that one last item into the trunk without bending the lid. Space is set aside for a second spare tire if desired, and the jack and tools are mounted in a special spot.

There have been three 220 models to appear since the car first made its debut at Geneva in 1954. The latest is by far the best yet. Dubbed the 220S, she comes equipped with dual Solex downdraught "compound" carburetors, the second throat of each carb opening only when the gas pedal is floor-boarded. Horsepower of the six cylinder overhead cam engine has been boosted from 92 to 112 bhp. Minor refinements have been made to the clutch and gear train; the engine and gear box are now mounted by four rubber mounts onto the "sub-frame" which includes the front end and steering box. This "sub-frame" can be unbolted and wheeled out separately from the rest of the car for service. The body itself is in unit with the chassis, and on the assembly line the front and rear ends are laid onto the line first, then an overhead crane lowers the body and as it is settled around the suspension, the prop shaft is inserted and both ends are bolted tight.

What is the 220 like to drive? Well, first of all the car is not a fantastic accelerator when lined up with the latest 225 hp Ford at a red light, *but she handles*, and this is the real beauty

of the beast. You have a fully synchronized four speed gear box which is sheer velvet to manipulate and the modest little six cylinder mill works wonders when used properly. The latest 220S will stay up with all Porsches (except for Carreras of course) and when it comes to cornering, it will go in deeper and come out better than anything we can produce over here. This is due to two basic reasons: The car's swing axle independent rear suspension allows complete road adhesion even when cornered on the extreme. Secondly, the 220 is famous for its brakes. Equipped with the German ATE servo booster and with Al-fin drums on the front and finned drums all the way around, the car will stop quick even when fully loaded. On a very bumpy road pot holes and dips are leveled out and never once in our entire trip (which included Belgian pave surfaces) could we get the car to bottom. The 220 can be driven as hard as a sports car when desired, or it can be driven leisurely as a normal four door sedan in traffic. Standing



In pinch, trunk can carry two friends.

starts are easily made on the level in second gear, and you can lug it down in third gear to 10 miles an hour—step on the gas and it takes up the slack smoothly without protest.

The new 220S has better acceleration than its predecessors, but this is not as noticeable as is the better top speed of an honest 100 miles per hour. When you floorboard the gas pedal, you do feel an extra surge as the second throat on the two carbs open up. Under hard cornering the car's behavior is not alarming—perhaps only to onlookers, for the rear portion of the car seems to raise up considerably and the swing axles take on an unusual angle, but from the driver's seat you feel that you're in complete control of things. Four and a half turns from lock to lock don't make the car a fast steering TC, but it can be drifted with a minimum of strain and sweat due in large part to the excellent feel of the steering. No road shock, no nothing. You merely steer into the corner under power and about the time you think the rear end should break loose, you're through the corner and headed home. Ex-

tremely fast speed shifts are not possible with the steering column gear shift, expressly for that reason stock shifts were installed on all of the factory 220's taking part in the Mille Miglia. But you'd have to be a real friend of Karl Kling's to have this item on your own 220S; Mercedes feels that the car is a touring machine and no *sportswagen*.

As I say, this car is no fireball when held up to a Ford Interceptor or power-packed Chevy, and any stop-light Barney Oldfields in the market for a new family car should look elsewhere. But in this new 220S you have all the performance you could ever want under normal driving conditions; popped into third gear, the car will enable you to pass safely on two and three lane highways—yet with this modest performance, you still have economy. Even on our long 3000 mile trip during which we traveled for the most part over 65 mph, fuel consumption never dropped below 18 mpg. The 220 will cruise effortlessly at 75 and 80—even at this speed with all the windows rolled up it is remarkably quiet for the passengers, and after any long day's drive, you always feel beat, no matter what car you drive, but never in all my driving experience, have I felt better at the end of 12 hours on the road, as I have when I climbed out of the 220.

The ventilation and heating system is beyond criticism. Both temperature and the amount of incoming air can be regulated from either side of the car. Small outlets at either end of the dash direct air onto the side windows, thus preventing condensation from forming on those areas which are all too often fogged up when sideways vision is needed. The only real complaint that we had with the car was the design of the door latches; we kept catching our sleeves or pockets on the finger that goes into the door lock itself, and rear seat passengers were getting their clothes greasy as they slid into the seat passing over the rear door latch. Windshield washers, electric wipers, a complete tool kit are all standard equipment; and naturally all jacking points are conveniently located at four positions on the body. None of this business of fooling around underneath the car with a slippery bumper or axle jack on a dark and rainy night.

Summed up, the latest Mercedes 220S is a car for the man who wants something more for his money—something that will last a lifetime and be a real joy to drive. There is no automobile made today that gives a greater feeling of complete solidity and pure unadulterated quality *with performance*. J.A.