Note 100

Mercedes-Benz experiments with variable-length inlet tracts

Ref. (468) describes how Mercedes-Benz tested on the bench an experimental variable-length inlet tract design for the proposed 1956 300SLR Racing-Sports engine. This was to obtain better torque at below-Power-Peak RPM by retuning the resonant frequency, at some cost in weight and complexity increases.

While this was successful when operated manually, it still required an automatic control system when M-B participation in racing was halted.

Fig. N100A
1955 Mercedes-Benz M196.I (300SLR)
Variable-length inlet tracts.
The length variation was inside the plenum chamber.
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