

Note 53



M196 Power

As well as the disappointment described over the need for dual crank dampers, “*Faces must have fallen somewhat*” (in Laurence Pomeroy’s words (32)) in early 1954 when the prototype M196 was first tested. For mid-1954 racing 257 PS was available (468) but the prototype may have been as much as 10% less than this – 254 PS – since 4 dual-choke Weber carburettors had to be used until the Bosch fuel injection system was available. The contemporaneous much-simpler and cheaper Maserati 250F *customer* engine with Weber carburettors was then giving a genuine 222 BHP (225 PS) (40).

However, it is significant that the M196 engine type *held* its power. The Sports-Racing 3 L version for the 300SLR of 1955 (IL8 3L B/S = 78/78 = 1) gave the same 300 PS *after* Moss won the Mille Miglia at a record 159 kph as *before* the race (986).

Fig. N53

1955 Mercedes-Benz M196.I (300SLR)
IL8 78/78 = 1 2,982 cc

This Sports-Racing derivative of the M196 2.5L Grand Prix engine had an Al-alloy casting in place of a steel fabrication for the combined cylinder head + block.

DASO 468

