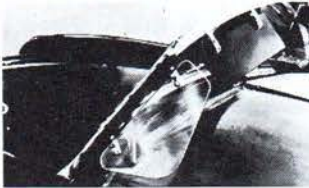


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very sincerely yours:

LAST month's report by Dr. George Snively on the helmet tests being undertaken under his direction has a sequel. Virtually every helmet manufacturer concerned has taken immediate steps to include nonresilient lining in their products. Among the first, as indicated in the report, was Roy Richter who manufactures the Bell helmet. Hard on his heels was Gentex. And a phone call from Tony Pompeo, U.S. distributor of the Machpi, gave us the word that Tony is having his entire stock relined. He also said that he would reline the hats now in possession of any of his customers and dealers. Incidentally we did Tony a disservice by unequivocally stating that the Machpi was officially banned. The ban was unofficial at the time and will undoubtedly not be made official due to Mr. Pompeo's immediate and eager cooperation in the effort to make competition safer for everybody.

Incidentally, it was gratifying to notice that not one single manufacturer complained at the way the test was made nor about the manner in which it was handled. In fact we have letters of congratulation from several of them. It all bears out what we said about these men being utterly sincere in their efforts to turn out a good, reputable product. Things like that are nice to know.

Very shortly we'll have another report on Dr. Snively's tests. Watch for it.

* * *

By now, everybody knows that the Corvette SS pictured on our center-spread was a no-show at Le Mans. This doesn't mean the car was a dud. Far from it; while the SS in both "Mule" and "show" variants ran they went like stink. The officially released lap time set by Fangio at Sebring in the prototype Mule was 3:27.2, a very respectable figure. Since then we have been in receipt of an interesting if unconfirmed piece of information which we'll pass on as rumor only since we cannot vouch for its accuracy. A gentleman we'll not identify called and said that he was in the official timers' booth while Fangio was running the SS. He swears he had an official clock on El Chueco and that the true time was a meaty three seconds less than announced! As we said, we can't prove this but we cannot disprove it either. Weight is lent to the claim in that several bystanders with very efficient looking watch sets also claimed at the time that they stopped their watches anywhere from 2.5 to three seconds before the announced figure. Could be; since no SCI staffer had a watch on that particular run you can take the above for what it's worth.

Meanwhile, for a really close look at what makes up this very fine automobile turn to the spread beginning on page 32 wherein the details are yours for the looking, including the only cutaway drawing of the car currently in existence.

* * *

Coming up next month are two items of interest. First, so you'll know what to look for we have reprinted our new look in titles on this page and elsewhere in the magazine. We have long thought our title or logo-type was confusing on the news-stands, particularly where half of the magazine was hidden. It was embarrassingly like another magazine with a very similar title and they had it first. Further, the cover will show a painting of a car that has been trouncing everything else virtually since the day it was introduced some four years ago — the Lancia D-50, now known as the Ferrari-Lancia or, more officially, as the Ferrari D-50. With it goes a report by Karl Ludvigsen on how it came into being and how it has been developed each year. Don't miss it. —john christy

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