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letters

vanishing scratches

On page 23 of the July, 1957 issue of SCI is shown in picture #5 a crash helmet which supposedly had been tested in a similar manner to those appearing in the other photographs, or at least this is what is implied in the accompanying article.

I would like to know why this particular helmet should have a spotless appearance, whereas the helmet in picture #1, immediately to the right, shows extensive abrasion or smudges caused by the same test?

Louis B. Pierlot
P. O. Box 346
Inglewood 5, Calif.

The full-size pictures we received with the article showed that all the helmets tested had at least scratches, most of them, as the article said, a lot worse. However, in scaling down and reproducing any picture, the details of the picture are usually lost. But this is true of all pictures in every magazine, and none of the helmets we pictured were retouched.—Ed.

TELEPATHY

I have not long been a reader of your publication, SCI; not long enough. My first issue was the July '57 one. The article on 300 horses from 150 cubic inches was what caught my eye. After reading this issue from cover to cover I was very much pleased. I think this is the finest magazine of its type in America, I have now finished the August number . . . from cover to cover.

But I do have one great disappointment. I didn't start reading your magazine soon enough, and am very much interested in purchasing back issues.

I would like to know if you have a table of contents of all the issues since your firm took over the publication of this magazine?

Dennis Carrigan
716 County Line St.
New Castle, Pa.

In answer to all the inquiries we received questioning back issues; our January issue will include a table of contents covering all articles in the previous year's publication.—Ed.

SEMANTICS

After reading Griff Borgeson's article on road testing the Plymouth Fury in the August issue and thinking about it carefully, I have come to the conclusion that either Mr. Borgeson, or SCI, or both are getting "paid off" by Detroit.

Nobody could make statements such as he did about the Plymouth Fury in all honesty and be in his right mind. He stated, "Here is a big Detroit sedan that can easily out-corner many 'bona fide' sports cars." False reporting has always infuriated me, and to find material of this type

(Continued on page 10)

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letters

(Continued from page 8)

becoming a part of this fine magazine is deplorable. The article read strictly like an advertisement straight from the fantastic, lying pens of Detroit.

I know fellows who own all different kinds of sports cars, and who would be willing to meet your Mr. Borgeson on a road course and see just who would out-corner whom. I am one of them and own a Porsche Super Speedster. I would like to bet Mr. Borgeson \$1,000.00 that my Porsche will "out-corner" his Plymouth Fury.

David F. McGrath II
16022 Sunset Blvd.
Calif.

Sorry you were upset by our road test of the Plymouth Fury but I would like to point out that the word many does not mean all, and it would be a damn fine American car that could out corner your Porsche Super Speedster and my Porsche Coupe.

PURDY'S PEERAGE (Vol. I)

In SPORTS CARS ILLUSTRATED Ken Purdy refers to Portago as the 12th marquis of his line. TIME, LIFE and SPORTS ILLUSTRATED say he was the 17th marquis. Why don't you get wise to the facts?

Lawton V. Bingham Jr.
Chicago, Illinois

TIME, LIFE and SPORTS ILLUSTRATED say that Alfonso Cabeza de Vaca was the 17th Marquis di Portago. SCI, Ken Purdy and WORLD NOBILITY AND PEERAGE (Annuaire de la Noblesse de France et d'Europe) Vol. 87, say he was the 12th marquis. You have any further questions, Junior?—Ed.

SQUISH PLEASE

My compliments on a very interesting magazine. I especially enjoyed your article "More Push for the Porsche" in the January issue.

Why not devote a little more space to such things as "Portago Portrait" (tremendous — more Ken Purdy please), or maybe some discussion on driving and cornering techniques or perhaps racing and hillclimb strategy. A very small percentage of us are ever going to design a piston crown lump or one of them there squish areas!

Tom Chambers
6136 Xerxes Ave. So.
Minneapolis, Minnesota

First, more Purdy coming up. Second, we leave driving technique to the experts, usually self-styled, because we don't want to be responsible for all that smashed iron on the turns. Last, very few of our readers design squish areas, but about 100% buy or intend to buy sports cars. We feel the old criterion — measuring the rebound of the right foot after kicking the tires — is not the best basis for judgment.—Ed.