Now! Send no cash! SCI readers ordering on coupon below have privilege of charging books with Robert Bentley, Inc., 8 Ellery St., Cambridge 38, Mass.

Every order shipped or acknowledged the day it is received!

with every book purchase of \$15.00 or over! Use coupon below.

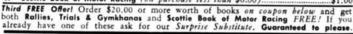
Sports Car Rallies, Trials & Gymkhanas Reg. Price \$6.00

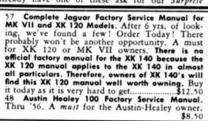


FREE with every purchase of \$6.00 or over Scottie Book of Motor Racing by Stirling Moss

Describes techniques, drills and special skills that have made Stirling Moss Britain's top racing driver. Best all-round introduction to the sport that exists. Illustrated. 142 pages. Portiol Table of Contents: 1. How to Become a Racing Driver; 2. What is a Racing Car?; 3. The Art of Driving Fast; 4. Team Control and Tactics; 5. Great Races and their Circuits; 6. Long-Distance Racing; 7. Rally, Hill Climb, Trial, Sprints; 8. Speed Records; 9. Men of Today: a World Alphabet of Drivers.

49 Scottle Book of Motor Racing (on purchase less than \$6.00.





41 Maintaining The Breed. Up-to-date expanded edition of the great saga of MGs, 178 pages...\$5,00 20 Pursuit of Victory by Karl Kling.....\$4,00

If this is the first time you have ordered from us and you are charging your order, please send us the names and addresses of two stores where you have charge accounts; otherwise, please send us a check or tell us to ship C.O.D.

77 Racing Sports Cars. Packed with thrills 84 Volkswagen Owner's Handbook. 18 Three-Pointed Star: The Story of Mercel Far-and-away the best book on the Mercede. 8½", 478 pages, 78 photos.	\$2.95 \$2.00 des-Benz s. 5½" s
New expanded revised editions of Judge Manuals now ready! The best elementary tailed treatments available! 64 Motor Manuals, Vol. 1, Automobile	but de
65 Motor Manuals, Vol. 2, Carburetors of Injection Systems 67 Motor Manuals, Vol. 4, Car Maintena Repair	\$5.00 and Fue \$5.00 ance and
83 Press on Regardless	\$2.99
5 Tuning for Speed and Economy	\$4.00
141 Grand Prix Car, Vol. 1 by Pomeroy	\$16.50
142 Grand Prix Car, Vol. 2 by Pomeroy	\$20.00
143 Grand Prix Car, 2 volume set	\$32 50
115 Car Driving As An Art by Davis	\$3.50
100 Tuning and Maintenance of MG's	\$4.50
151 Modern Sports Car by McCahill	\$3.99
138 Design and Tuning of Competition En	gines by
Philip Smith. New revised edition. Greatly e	xpanded
Now ready	\$7.50
56 Motor Yearbook 1957	
12 High Performance Cars '56-'57.	\$2.00

58 Motor Rocing edited by Sammy Davis. Brand New! Not only the thrilling story of a great sport, but a mechanical guide to the intricacies of motor engineering in detail, from drawing board to the complete car illustrated throughout with accurate drawings and many photographs......\$8.50

163 Automobile Year 1957 (Annual Automobile

Here is an unsolicited letter from a good customer of ours. Dear Sirs:

ours. Dear Sirs:

"Thank you very much for the fast action on my order on Automobile Year, 1957. It is one of the most beautiful books I have seen, and without doubt the best ever published. Thank you again for the quick service, and I hope to do much more business with you in the near future."

Signed: Robert R. Bredin, Pacific Palisades, Calif.

46 Rally Speed Figure-outer with odometer error compensator. We've examined them all and like this

161 The VW Story, Beyond Expectation\$4.00 45 Automobile Engineer's Reference Book. 57 British autoerence Book. 57 British automobile specialists contribute half-a-million words in 1664 pages, 1010 diagrams, 255 photos in 30 main sections corresing every aspect of the design and production of motor cars. Buy it from us and get a free copy of both Rallies, Trials & Gymkhanas and Scottie Book of Motor Racing......\$20.00



To ROBERT BENTLEY, INC., 8 Ellery Se	treet, Cambridge 38, Mass.
I enclose \$ in check or money order	
☐ Bill me for books and postage. ☐ C.O.D.	Name
5 12 17 18 20 28 36 37 41 45 46 48 49 56 57 58 64 65 67 76 77 83 84 85 86 87 99 100 115 138 141 142 143 151 155 161 163 (Street
(CityZoneStateState

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

> 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 bne 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 Carrigon 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)



World-famous racing driver Stirling Moss and his Sunbeam Rapier

Champion race drivers and the

SUNBEAM RAPIER

They just naturally go together. For you, it's a smart move to follow the lead of the world's top sporting drivers who choose Sunbeam Rapiers for their personal transportation. For here is striking proof that only the stunning, spirited Sunbeam, among all family sedans, comes so close to matching the exciting performance that attracts men like this to racing cars.

There is much to admire in a Sunbeam: its surging acceleration from 0 to 60 m.p.h. in under 20 seconds; its perfect spacing of six gear ratios; its hair-trigger controls that respond to every instant command; its incredibly durable ohv power plant with 8 to 1 compression ratio; its sturdier, safer unitary chassis; the relaxed comfort it offers for hundreds of miles at a stretch; its surprisingly low cost. Parts and service everywhere. If you drive for fun, road-test a Sunbeam Rapier, at your Hillman/Sunbeam dealer's.

SUNBEAM

A ROOTES GROUP PRODUCT

Rootes Motors, Inc., 505 Park Avenue, N. Y. C., N. Y. • 9830 W. Pico Blvd., L. A., Calif.
In Canada: Rootes Motors (Canada) Ltd., Toronto, Montreal, Vancouver

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 outcorner 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. Binghame 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 selfstyled, 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.