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G-SCI 38

very sincerely yours:

ONE OF THE THINGS every editor looks for — in fact hopes for — is reader reaction. We at SCI have had our share and it has been one of the pleasures connected with the magazine. However, some of our presentations have earned more than their fair share of reaction, usually due to mistaken interpretation. Such was the case with an offering entitled "The Big Fast Four" by Ken W. Purdy. Reader interpretation of this article was divided evenly down the middle. One faction patted us heavily about the shoulders while singing patriotic hosannas. The other faction devoted its energies to clouting us in the same area with plaited rawhide while shouting for editorial blood. We were pedestalled as patriots on the one hand, and lynched as traitors on the other.

*Neither interpretation was correct.*

SCI has never attempted evaluation of one country's product using the product of another as a yardstick — nor will we.

However, we cannot control the interpretations read into our material. The subject of a man's car has always, for some reason yet unexplained, been an emotional one, and reaction to a report is almost always colored by preconceptions made long before. There are no grays — everything is either light or dark.

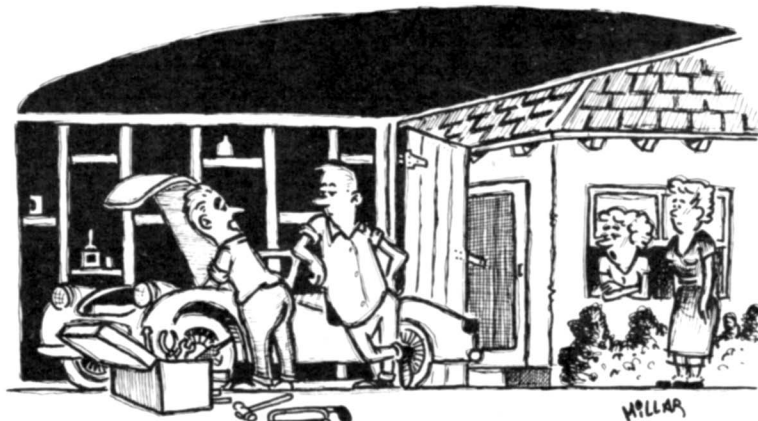
We have said it in many different ways and now we'll say it again. We are in this business because we genuinely and honestly like sports cars. Never will a two-ton automobile approach the lithe grace, the sheer belt and the pin-point perfection of a two-thousand pounder designed by enthusiastic people for other enthusiastic people. Such cars, whether they'll only put 90 miles into an hour or 190 are simply not to be compared with the more mundane product even though they themselves were produced *en masse*.

But — there are those who must needs consider other things. For these things one must go to Detroit. In past years, this was a dreary prospect at best as far as the enthusiast was concerned. Thus it is that when a ray of hope comes through we greet it with enthusiasm. Mr. Purdy's piece was just that, no more. It was intended and so written, not to point a chauvinistic or nationalistic finger at sporting machinery, but to point with pride to the fact that we can learn to build and deliver the sort of goods that takes the gloom out of the future of the man who must carry family and chattels about with him.

Never fear; the day when the little old lady from Pasadena and the hag-ridden button pusher in hack equipment can hold off a sports car, well driven over a winding piece of pike will be long in coming — if ever. As we have pointed out, an indifferently driven piece of sporting *equipe* can be given a rough time indeed by a good man in a super-stock with his foot well and truly into it. But in the normal course of events, the advantage is all the other way.

john christy

OH YEA!



"YA THINK I WANTA PAY FOR SOME MECHANIC'S GADDIE, NOT ON YOUR LIFE. NO SIRREE . . . NOT THIS BOY. LOOK AT ALL THE CASH I CAN SAVE BY FIXIN' 'ER UP MYSELF."

"HE WENT OUT AND BOUGHT ENOUGH TOOLS TO BUILD THREE LOTUS MARK VII's."