

# WHAT REALLY HAPPENED

THE HISTORY THE GOVERNMENT HOPES YOU DON'T LEARN!

Home : WRH Store : WRH Index : Reader Letters : Archives : Advertise :  
Donate

To translate this page,  
click a flag!



On the day of the 9-11 attacks, former Israeli Prime Minister Benjamin Netanyahu was asked what the attacks would mean for US-Israeli relations. His quick reply was: *"It's very good.... Well, it's not good, but it will generate immediate sympathy (for Israel)"*



## The Five Dancing Israelis Arrested On 9-11

As the world watched in disbelief  
and asked the question...



A Mossad surveillance team made quite a public spectacle of themselves on 9-11.

The men set up cameras by the Hudson River and trained them on the twin towers. (1)

Police received several calls from angry New Jersey residents claiming "middle-eastern" men with a white van were videotaping the disaster with shouts of joy and mockery. (2)

"They were like happy, you know ... They didn't look shocked to me" said a witness. (3)

[T]hey were seen by New Jersey residents on Sept. 11 making fun of the World Trade Center ruins and going to extreme lengths to photograph themselves in front of the wreckage. (4)

Witnesses saw them jumping for joy in Liberty State Park after the initial impact (5). Later on, other witnesses saw them

17 MAR 07. Hail Ron! many thanks for your letter of 8 MAR 07 & the beautiful issue of "Truckers' News" magazine. I note an article about the RETURN to diesel-electric trucks, the designs of which I saw in newsmagazines of the 1920s, along with an "electric tug-boat" which burned "cheap oil", rather than "Expensive coal." I saw the compromise back in the late 1940s: Steam-driven tugs burned "cheap oil." Ha!

I've spoken with licenced electricians about using electric motors for automotive purposes. They all told me that electric motors would be "too heavy," in terms of their power to weight ratio. I asked why locomotives were diesel-electric. To that they replied that the locomotives need all the weight they can carry on behalf of tractive effort. I knew that, because diesel-electric locomotives carry concrete ballast for extra weight. In my conversations with people in the trade, I asked whatever happened to the diesel-electric truck I'd read about in a 1920s source. I mentioned that the designer had a motor for every wheel, so that would seem to allow for greater traction, & avoid the use of a driveshaft & differential, thereby enhancing performance on curves. Back in the 1940s, I recall an ad for "posi-traction." It had been noted that differential gears would power the rear wheel without the traction, so it would spin on a slick surface, or if it were off the road, whereas "posi-traction" would (allegedly) make sure the power went to the wheel with the traction. I must have been 8 or so when I read the article in the ad, for I forget what make of vehicle it was about, nor do I recall any details on how it functioned. Apparently, "posi-traction" worked without microchips, electricity or computers, which did not exist for automotive differentials in the 1940s, as I understand!

Of course, electric cars had existed from the early 1900s into the 1930s, powered by batteries. They were favored because of their reliability, their cleanliness & their lack of noise, as distinguished from their contemporary steam & internal combustion competitors. In the period before the electric starter, internal combustion engines were tricky to start, for a backfire could break the arm of the person trying to crank them. My father said that diesel equipment often had to be "barred over," by inserting a steel bar into square holes in the driveshaft or flywheel. If the engine objected, one could go flying, along with the bar, or one could be clobbered by the bar. Steam engine starting was much safer, but the driver tended to smell of kerosene afterwards. I still remember my Model A days: that you needed to retard the spark before using the electric starter or crank. Same for motorcycles.

Many Goyim think that electric is the way to go, because it produces "no CO<sub>2</sub>". Goyim do not ask one wee, tiny question: Where does the electricity come from? A fairly smart Goy will say, "From the electrical outlet." No one thinks about the coal-fired power plant that puts the electricity into the outlets. Actually, we are just transferring the air pollution as the railroads did, when they used electric locomotives in long tunnels & steam in between. The coal-fired generator produced the pollution outside the tunnel. Nothing for nothing.

As our demand & dependence upon electricity increase, along with our population, the need for increased generation capacity & better efficiency will become more obvious. How can Goyim escape reality when their TVs go off? The power outages suffered by so many so recently might serve as a lesson, provided Goyim can learn, or even comprehend that it is a lesson, in the form of a warning.

Your truckers' magazine is a collectors' item, for it captures the last Gringo truckers before they vanish, like the buffalo on the plains. We may look forward to Mexican truckers, & the truck stops changing their menus to emphasize chile con carne. Soon, we can have an authentic Mexican experience, just by visiting a truck stop! Such a deal!

My reaction to the article on aging truckers showed me that some truckers can survive their profession long enough to age. But are there many young truckers? If trends continue, the next article will appear in Spanish. We live in "interesting times," as the Chinese curse goes. We let the scorpions in & then we complain when we are stung. Let's hear the Goy cheer: "DUH!" Yes, 9-11 was a replay of Pearl Harbor, with modern technology, such as remote-controlled aircraft. All the best, as always. ORION!

*Ed*