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PS readers talk back

Want to get something off your chest? Write "Readers Talk Back," *Popular Science*, 355 Lexington Ave., New York, N.Y. 10017.

For Better or Worse . . .

Congratulations on your fine approach to the practical aspects of the new cars. Statistics and technical data are necessary guides for auto purchasers, but riding and handling and practical conveniences are paramount considerations. Your "Reports from the Driver's Seat" cover the fundamental points that should be the real bones of contention when a buyer is choosing the "better third" that he has to live with for some years.

J. L. ANDERSON, E. Peoria, Ill.

Model Garage in Ohio?

One of Gus's experiences ["Gus Puts a Gas-Eater on a Diet," Jan.] interested me because it matched mine:

When new, my '62 Chevrolet six was doing 10 m.p.g. and the dealer couldn't locate the trouble. I left on a 14,000-mile trip and all across country stopped at dealers. One advanced the spark—which made the motor knock. One lowered the float—n.g. One tuned the motor—no improvement. Two said nothing could be done.

Back home, I took it to a testing clinic—they suggested new points. I then took the car to another outfit that found the trouble in 15 minutes. When they fixed it, the pointer on the exhaust-gas analyzer moved from extreme rich



to extreme lean. The culprit was the same one Gus uncovered—an upside-down throttle-body gasket.

ALLAN SWANSON, Youngstown, Ohio.

Cleaner, Neater, Easier

Rather than mess with all the requirements of your method of refilling ink cartridges ["Short Cuts and Tips," Apr. p. 144], I use a hypodermic syringe. With the needle removed, I fill the container by pulling back on the plunger, then reassemble the needle, insert it in the cartridge and refill it. This is a perfect method—clean, easy to do, and a bottle of ink goes a long way with no waste.



E. L. ODOMS, Milton-Freewater, Ore.

The Warren Report

One "scientific fact" hard to swallow: If the President was hit in the back of the neck with a bullet having enough force to penetrate his body and the Governor's, and to split into fragments to be picked up off the floor of the car—then why did not the President pitch forward at the impact instead of clutching his throat "as if hit from the front," snapping his head backward, and falling backward and to his left?

Point Two: The Warren Commission states "Oswald was kneeling in the window, partially covered by boxes." How could a witness accurately identify Oswald (height, weight, color, hairline) from six stories down and across the street? Why didn't the policeman to whom Oswald was reported immediately seal off the building? Why the 25-minute delay?

This case is important enough not to relegate the third bullet to a "mystery realm." How do we reconcile the Governor's statement that he'd turned to his right *after* the first shot, and when he could not see the President slumped to his left, he then turned to his left, and that was when he himself was hit (pages 49 and 50 of the Report)?

W. C. MELKONIAN, Brooklyn, N.Y.

Preparing for a Big Blow

Regarding tie-down cables for trailers ["I'd Like to See Them Make," Mar.]: I anchored a 24-foot trailer where wind is clocked at 75 to 80 miles an hour at times. I got four anchors from the telephone company. I wound 1/4-inch cable around the trailer's frame, set the anchors in the ground three feet deep, and connected the cables to them as tight as possible. You couldn't tip over the trailer with a tractor; and the cables are not in the way when you're walking around it.

CARL LAUMEISTER, Rome, N.Y.

Nothing New Under the Sun

A few days after reading about the "amazing revolutionary new oil filter" ["50,000 Miles Without an Oil Change," Mar.] I ran across a