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Dear Reader:

On November twenty-fifth, as Americans thanked God for the bounty and abundance wrought by their labors in this free land, the Associated Press released a dispatch out of London that should have made international headlines but didn't. The report said a Soviet space scientist named Leonid Vladimirov had defected with hard proofs that the Russian space effort is a hoax "aimed at persuading the West that the Soviets had reached a high level of advanced technology comparable with that of the United States." Once again, Americans had been royally duped.

A prime purpose of the technology hoax was revealed that same week when U.S. Secretary of Commerce Maurice Stans, even then in Moscow, opened the door for massive trade with the Soviets. To do so, he maintained, would not threaten our national security because the Russians are already so advanced they don't need our sophisticated technology except as . . . well, as a convenience. So the Nixon Administration made available \$1 billion worth of our most advanced machine tools and other goods to permit the Soviets to build the world's largest truck plant on the Kama River . . . to be run by slave labor.

Meanwhile the U.P.I. wire has just ticked off a report of yet another agreement — this one to increase U.S.-Soviet trade "by more than 60 percent." We are to send them our most advanced technology and heavy equipment — once again bailing them out of industrial disaster. And the agreement was signed at the Foreign Ministry in Moscow, by the presence of Mr. Nixon's Secretary of Commerce, by one of Ara Oztemel of the Satra Corporation of New York, one of the Red Traders discussed at length by Alan Stang in the important article beginning on the very next page.

When the U.P.I. wire began ticking again, to report its next story, the first words were these: "Communist troops hammered a South Vietnamese base in the central highlands with hundreds of high explosive shells . . ." Who knows, this time next year the Reds may be killing our sons with "high explosive shells" marked MADE IN U.S.A. And, if royally duped Americans will stand for it, you can bet the life of your youngest boy that sellout artists like Maurice Stans will still be clamoring that we must further increase trade with the Communists.

Sincerely,

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RED TRADERS

Aid And Comfort To The Enemy

Alan Stang is a former business editor for Prentice-Hall, Inc., and a television writer, producer, and consultant. Mr. Stang is an AMERICAN OPINION Contributing Editor and is author of the Western Islands bestsellers, It's Very Simple and The Actor. Author Stang, who earned his B.A. at City College of New York and his Masters at Columbia, is also a witty and dynamic speaker who lectures widely.



■ IN RECENT months a major Soviet trade offensive has gone into high gear. More and more American businessmen visit Moscow. More and more Soviet "trade" officials come here. And much of the talk is apparently about construction for the Communists of the projected Kama River truck factory, an erstwhile participant in which was the Mack Truck Company.

Mack Bulldog, Russian Bear

Mr. Zenon C.R. Hansen is head bulldog at Mack, and he certainly has a highly developed sense for public relations. As you enter the new Mack World Headquarters Building in Allentown, under a gigantic bas-relief of the famous bulldog, one of several girls dressed like airline stewardesses escorts you to a lounge stocked with coffee and cake, hands you a brochure about the Company, pins a replica of the bulldog to your lapel, stuffs a V.I.P. card with your name on it in your breast pocket, and then escorts you up to the office of the head bulldog.

Inside, Mr. Hansen is ready for me too. He hands me an ornate key to the city. In his breast pocket is a red, white, and blue handkerchief. On his lapel is an American flag pin. He explains that the trade press had for several years been talking about the projected Kama River plant. A representative of Satra Corporation, in New York, which does business for Russia, approached the Signal Companies, in California, Mack's corporate parent. It was Signal which passed the monkey wrench to Hansen. Mr. Hansen got in touch with Satra, they talked it over, "and in view of unemployment and our unfavorable trade balance," he says, he decided to explore the possibility of participating in Kama.

Zenon Hansen went to Russia and met with the Soviets. The Soviets came to Allentown and met with him. Together they hammered out a letter of intent, contingent on approval of the Department of Commerce, and Mack Truck applied for the necessary licenses. But the Communists got impatient, the approval was not immediately forthcoming, and on September 15, 1971, at the end of its second extension, Hansen allowed the letter of intent to lapse. In his cable to V.N. Sushkov, manager of the General Machinery Import Department of the Soviet Ministry of Foreign Trade, Mr. Hansen explained as follows: "... You have been most understanding and we regret to so inform you. Mack will be interested in maintaining the fine relationship and friendship established with assurance to you of our future interest . . ."

Exactly what happened is unclear. The Department of Commerce says Mack "pulled out." Hansen told me Mack

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