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Mundi club publications are published on an irregular basis but we aim to publish at least four a year.

The mundi club does not keep to a set number of pages for each issue of each magazine. Some issues are much bigger than others and thus tend to be dearer. The subscription reflects the average price of magazines published - subscribers are not charged extra if four issues cost more than £7.50. In general it is cheaper to subscribe to mundi club publications than it is to buy them individually since the latter will reflect the actual cost of publication.

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WHY NOT BECOME AN ECO - TERRAIST?

Do you find yourself in a rage when you hear about Animals being maimed, mutilated or murdered; treated as entertainment or a cheap form of labour? Do you wish those people who dislike Wildlife would fuck-off to a Planet that doesn't have any? Do you feel ill when planning permission is given for yet another mass construction project on a greenfield site? Do you feel sick at the sight of a bulldozer? Do you feel incensed at the sound of a chainsaw? Do you feel sick to death seeing over-privileged, over-fed, fat-faced, fat-arsed, fat-headed, beer/port-bellied, factory-pharm, oomans receiving public acclaim for creating more Earth wrecking jobs? Are you appalled by mega regional shopping centres for the criminally insane? Are you nauseated by the consumer dross who fill up their homes with consumer products, drive around in cars giving off toxic waste emissions, and then oppose the siting of toxic waste incinerators in their back-gardens? Do you want to puke when socialists earning more than £5,000 a year start talking about global equality? Do you wish you had a laser guided, heat seeking, missile in your backpack when you see off road vehicles tearing up the countryside? Do you wish corporate high-fliers playing splat-paint, war games in 'adventure forests' would use live bullets? Do you want to push members of the 'Oomans First' brigade over the cliff? Do you hope battery pharm cretins who want to cover the Earth in concrete, crap, and crops would get BSE? Do you wish greens who say they want to save the Amazon rainforest and then drive around in cars made of Amazonian iron ore-aluminium would go and join the Lib Democrats? Are you bewildered by anti-roads' protestors who aren't opposed to cars? Do you laugh at decentralist greens who've never done a spot of community work in their lives - especially the car-owning variety who drive around the country condemning Planetary politics? Are you amazed at the gall of decentralist greens who fly around the world preaching the gospel of fourth worldism? Are you infuriated by sanctimonious green nards who are opposed to violence but still eat meat? Are you astounded by greens who are so full of hope and optimism about the creation of a green future they can't see that the Earth's life support system is near collapse? Are you shocked that greenpeace, friends of the Earth, and the green party, give priority to reducing Carbon emissions rather than Reforestation as the main priority for combatting global warming? That they promote solar power but oppose Reforestation; promote solar powered societies but oppose Wood-based economies? That they demand environmental impact statements for fossil fuels and nuclear power but have not ecologically costed their own proposals for a solar powered society? That they refuse to measure the destruction of the Earth's life support system because this enables them to continue advocating policies which destroy even more of the Earth's life sustaining processes? That they have NO VISION of a SUSTAINABLE PLANET and NO DEFINITION OF SUSTAINABILITY? Are you sick and tired of a green movement which is just a cover-up for Earth-rapists?

IF SO THIS IS THE MAGAZINE FOR YOU.



Mappa Mundi

ISSN 1355-9923

Issue no.4

EXPOSING THE ECO-NAZIS

CARISM



SCARRED FOR LIFE: Four-year-old toddler Shane

This four year old boy was knocked over by a car which was speeding down a small backstreet. Luckily he wasn't killed or seriously injured but the accident has left him scarred for life and with a psychological dread of cars. The motorist who could so easily have killed this child was let off with a £200 fine - that's less than the fines imposed on hunt saboteurs disrupting bloodsports or on people who refused to pay their poll tax. This is carism in action.

For further details of this case please see the section inside entitled Carism and the media.

The MUNDI CLUB is an independent, loss making, trans-species collective which publishes 'TERRA' a satirical magazine covering news and events in national, and global, green politics; 'MAPPA MUNDI' another satirical magazine which maps out the dominant, anti-planetary, world view of the global establishment, consumer superstars, and livestock consumers; 'THE TERRA FIRM' a theoretical journal covering a variety of geocentric topics; 'DOOM, DOOM, DOOM, AND DOOM' which provides the evidence that livestock oomans are pushing the Earth to the brink of a global ecological collapse; 'CARBONOMICS' a theoretical journal which develops a new economics of the Earth; and, 'THE MUNDIMENTALIST' the global journal of the Earth party.

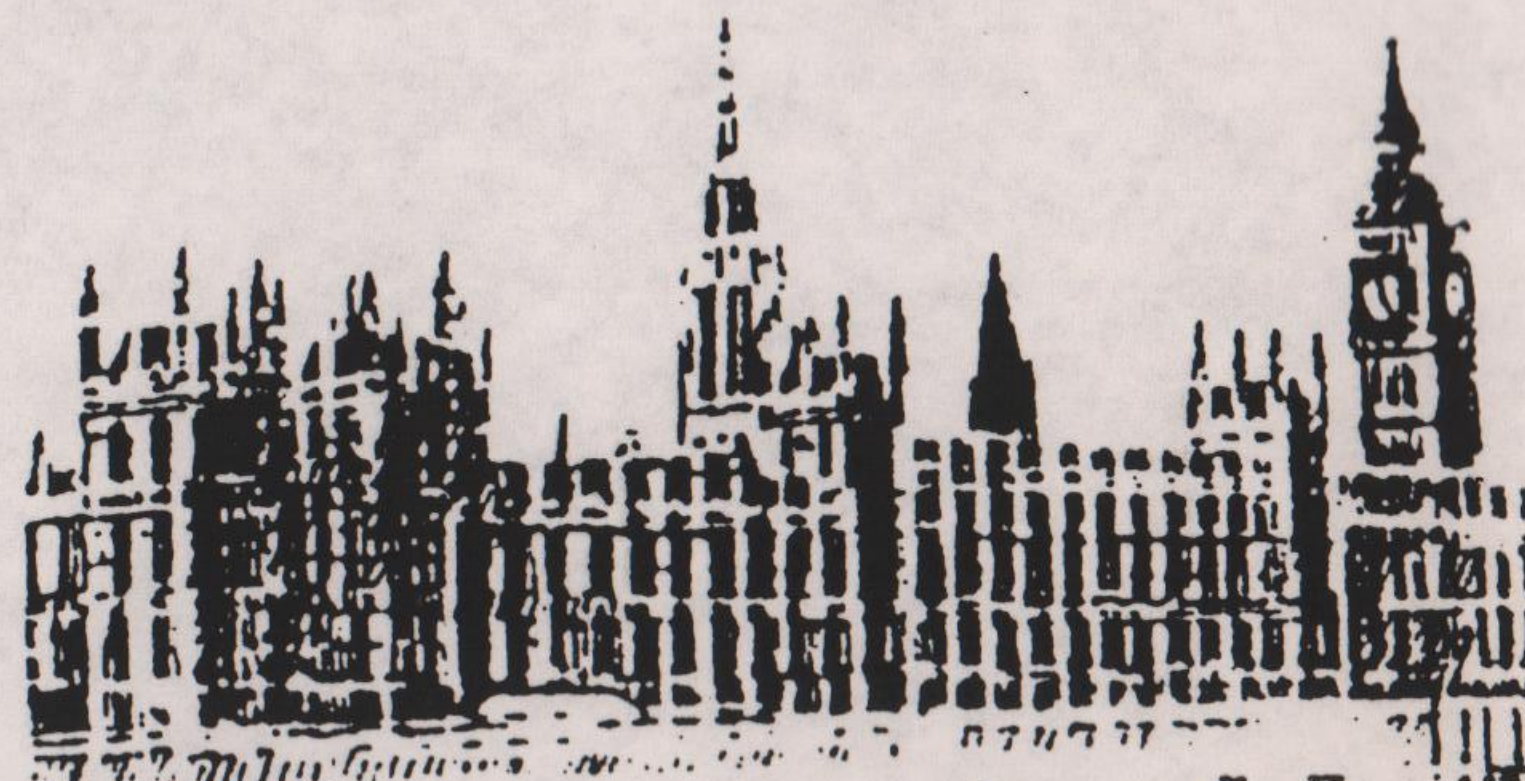
For further details please see back page.

Welcome to the Fourth Issue.

This is the fourth issue of 'mappa mundi', the second in a quintuplet of publications about cars, motorists and the environment.

Acknowledgements.

The mundi club would like to acknowledge the help of DF for proof reading, suggesting amendments and offering criticisms of the penultimate draft of this work. We would also like to thank those people who have sent in articles used in this work. It would be marvelous to thank them openly and fully but, unfortunately, naming names is likely to put their careers, reputation or social status at stake. As a consequence acknowledgements are indicated by initials enclosed in brackets and are to be found usually in the footnotes. None of these people have helped in the writing or publication of this work and thus cannot be blamed for its contents - although we hope they will not disprove too strongly about what has been written.



GREAT BRUTLAND'S BANANA DEMOCRACY

Introduction.

Since the invention of the car, motorists have gradually taken control of all governments around the world and won power in all the major institutions of society. Motorists have created auto-cracies which give motorists' rights over non motorists and transfer resources from the carless to car owners. Motorists have also developed an ideology to rationalize their privileges. This ideology is called carism.¹ It is the ruling ideology of autocratic societies. Carism is by no means monolithic² but motorists around the world hold enough views in common over a comprehensive range of issues for these ideas to constitute an ideology. This ideology is used to promote the views of motorists against those of non-motorists. It also seeks to explain everything, from economic growth to pollution, in terms of motorists' interests. Carism is powerful enough to break down barriers between motorists around the world such as nationality, class, gender, sexual preferences, etc. Motorists

regard cars as a liberatory technology, but it is increasingly obvious that this technology is a major factor in the oppression of everyday life. As soon as people step foot outside their front door they are oppressed by cars - whether this is because of poisonous exhaust fumes, dangerous driving, or a lack of access to facilities because whilst governments are willing to spend billions on building new roads they are reluctant to spend any money on public transport.

This pamphlet is concerned with highlighting carism in the major institutions of brutish society. Whilst mappa mundi II and III concentrated primarily on motorists' attitude towards the environment, this issue looks at the general views held by carist institutions. The hope is that exposing motorists' bigotry in these institutions will help to expose the stupidity of their attitude towards the environment. Motorists can often present a reasonable sounding case about environmental issues especially to an ignorant public e.g. that catalytic

converters will dramatically reduce pollution so there is no need to worry about the car's impact on the Earth's life support system. Trying to counter each falsehood proffered by motorists puts critics on the defensive. And, given motorists' influence over the media, critics invariably find themselves fighting on issues chosen by motorists because they represent their strongest position - usually that whatever the problem is technological improvements will solve the problem. Exposing motorists' general bigotry and irresponsibility may help to predispose the public to accept criticisms about motorists' views about the environment.

Although criticisms of, and campaigns against, the car should focus on cars' relationship with the Earth, especially global warming, it is necessary to understand motorists' influence in society's institutions and how each institution is helping to cover up, denigrate, or dismiss the damage which the car is inflicting on the Earth.

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CARISM

ONE: THE BASIC COMPONENTS OF MOTORISTS' IDEOLOGY.

Page Three

i) Economic Growth.

* Cars are the engines of economic growth - the great car economy.³

ii) The Cost of Motoring.

* Motorists pay too much tax whether this is on petrol, road tax or insurance.
* The revenue which the government receives from motorists greatly exceeds the government's expenditure on motorists.

iii) Traffic Control.

* All speed limits in motorways should be abolished.

iv) Car Accidents.

* Most traffic accidents are caused by pedestrians or inanimate objects. An

increasing number of fatalities are being caused by drunken pedestrians - see article.

* Roads are primarily for cars not other road users.

* Because the number of people killed on the roads has decreased since the early days of the car this proves that motorists are driving far more carefully and considerately.

* Motorists do not need good eyesight in order to be good drivers.

v) Fuel Consumption.

* The optimal speed for fuel consumption is somewhere off the speedometer. The faster a car is driven, the greater the reduction in fuel costs.

vi) Crime.

* The police should spend more time catching real criminals not chasing

motorists who have committed minor offences - such as speeding down child infested, one-way streets.

vii) Politics.

I: Motorists' Demands.

Motorists have a range of demands:-

* Congestion can be overcome only by building more roads.

* Too much time, money and resources are being spent repairing pavements whilst the state of the country's roads is being neglected.

II: Motorists' Opposition.

Motorists are opposed to:-

* road humps to slow down motorists who are in a hurry to get home to watch television;

* unleaded petrol;

* catalytic converters.⁴

TORIES IN £7m CAR PERK STORM

WHERE YOUR CASH IS GOING

DEPARTMENT	1991	1993	%change
TRADE	£223,966	£380,000	Up 69%
EDUCATION	£134,191	£217,197	Up 62%
TRANSPORT	£186,000	£286,000	Up 54%
HEALTH	£175,543	£253,626	Up 44%
FOREIGN OFFICE	£328,050	£453,917	Up 38%
HOME OFFICE	£266,700	£345,000	Up 29%
EMPLOYMENT	£171,198	£216,352	Up 26%
N.IRELAND	£680,000	£856,000	Up 26%
ATTORNEY GENERAL	£120,000	£129,700	Up 7.5%
SCOTLAND	£212,286	£224,163	Up 5.6%
TREASURY	£260,000	£270,282	Up 4.0%
SOCIAL SECURITY	£209,989	£209,196	None
PRIME MINISTER	£117,952	£107,395	Down 8.9%
DEFENCE	£200,000	£175,000	Down 12.5%

TORY ministers are spending a staggering £7 million of taxpayers' money on tax-free, chauffeur-driven cars.

John Major has notched up £107,395 on HIS two cars this year, while Downing Street officials are costing the nation nearly £1,000 A DAY. They don't have to pay tax on the perk.

Some Government departments are spending more than 50 per cent more on travel than they did two years ago. Biggest offender is Michael Heseltine's Trade and Industry ministry - costs up 69 per cent.

The figures have been win-kled out of the Government by former Labour prices minister Alan Williams, MP for Swansea West.

He discovered that the Government spends £7.19 million on luxury saloons and their drivers - including a pool of 25 cars costing £750,000 held in reserve for ministers' use.

"When I was a minister we had to drive ourselves in our own cars," said Mr Williams. "Now there seems to be no control on ministers' freedom to indulge themselves at our expense."

Cabinet ministers get Daimlers, while middle-rank ministers are ferried around in large Rovers. Junior ministers make do with small Rovers, or Montegos.

THE PEDDLE 19.12.93,2

Carism is one of the most pervasive, yet overlooked, forms of human discrimination.⁵ The carless are treated as second-class citizens not merely by individual motorists but by institutions dominated by motorists. As is usual in such situations, the oppressed not merely suffer because of their oppression but are condemned for their carless deprivation. Discrimination against the carless manifests itself in a number of ways. The following chapter explores the carism of brutland's major political, social and economic institutions.

TWO: INSTITUTIONALIZED CARISM.

Page Four

i) Motoring Organizations.

I: The AA and RAC.

The role of these organizations is to promote motorists' power and the privileges, and oppose all measures which seek to reduce these privileges. At various times throughout their history they have opposed virtually all of the restrictions currently imposed on motorists whether this might be speed limits, random breath tests, heavy penalties for traffic offences, etc. These are self-evident examples of bigotry. This should indicate the degree of bigotry which these organizations have about the damage which cars inflict on the Earth's life support system.

A: Warnings about Speed Traps.

Both motoring organizations campaigned against the introduction of speed traps. Once speed traps had been introduced both organizations demanded that the government should warn motorists about the traps. "Their current official history still proudly describes the way in which AA 'scouts' would warn motorists of speed 'traps' set by the police ahead of them - a move which led a senior Home Office official of the time to describe them as 'like an association of burglars employing scouts to warn them which houses are and which are not watched by the police'."⁶

This tradition of aiding and abetting eco-nazis' criminality still continues today. "There are other ways in which the presence of speed cameras has been rendered ineffective. Large signs warn drivers that they are approaching a camera enforcement area. According to the Daily Mail (9.12.92) these signs were put up 'at the insistence of the AA and RAC'."⁷

B: Opposing Breathalyser Tests.

Both motoring organizations opposed the introduction of breathalyser tests. "Motoring organizations bitterly opposed the introduction of the breathalyser. They succeeded in weakening its chances of long term effectiveness by pressure which resulted in the omission of random testing."⁸

EC drink limit rapped

A EUROPEAN attempt to lower the drink-drive limit in Britain would be misguided and targeted at the wrong people, according to The Automobile Association.

The quest for European conformity means that the EC is likely to renew its attempts to reduce the limit in the UK from 80 milligrams in 100 millilitres of blood to 50mg.

Andrew Howard, the AA's head of road safety, said: "This would be

a mad attempt at harmonisation.

"It would affect only law-abiding drivers who do not pose a big road safety problem anyway.

"The people who kill are hardened offenders who drive at more than double the limit.

"They don't give a damn about the present limit, and they won't give a damn about a new one. What we need is effective police enforcement of the present limit."

Oxford Mail (MOTORING) 4.9.93 p5

C: Opposing Random Breathalyser Tests.

Both motoring organizations are opposed to random breathalysing.

D: Opposition to Lowering the Drink-drive Limit.

Both motoring organizations are opposed to lowering the drink drive limit let alone banning motorists from drinking and driving. "A European attempt to lower the drink-drive limit in Britain would be misguided and targeted at the wrong people, according to the Automobile Association."⁹

E: Diverting Attention to 'Persistent Offenders'.

Both organizations insist that road accidents are not caused by motorists but by what they call 'persistent offenders' - as if the millions of accidents and deaths which occur on the roads each year are caused by a mere handful of motorists. Edmund King, a spokesman for the RAC, said, "We believe the police should concentrate on persistent offenders not on the general motorist. There is always a minority who continue to offend. If they were singled out, safety levels could be improved for the benefit of the majority. Mr King said the RAC believed radar and spy cameras



FLYING SCOT: Home favourite Colin

Rally to the cars

TWO million fans will brave mud and cold this weekend to witness one of sport's greatest free spectacles - the four-day RAC Rally.

As the 1,600-mile marathon motorcade roars through England, Wales and Scotland, there's hardly a soul who won't be cheering on flying Scotsman Colin McRae, the hottest favourite to clinch a British win on home ground since Roger Clark in a Ford 17 years ago.

The 25-year-old bachelor will be fighting behind the wheel of a Subaru Impreza 555 - £250,000-worth of pedigree power that will rocket from standstill to 60mph in three seconds and blast through the woodland glades at 130 mph.

Ten back-up trucks, an army of mechanics, a helicopter, chase cars, cross-country jeeps and an aircraft to link satellite communications, will boost McRae's bid.

DAILY MIRROR 14.11.93 p5

should be placed only at accident blackspots and bad junctions where they could best improve safety."¹⁰

F: Diverting Attention Even Further to 'Drunken Pedestrians'.

The tendency to blame everyone, except motorists, for road accidents has become so extreme that the aa has even started to imply that road accidents are caused not by drunken drivers but by drunken pedestrians. "Drivers were warned yesterday of a new xmas menace - drunken pedestrians. The AA's head of road safety Andrew Howard said, "We encourage people having a few drinks to leave their cars. So the obligation is on drivers to be aware of pedestrians." A third of all adult walkers killed in road accidents are over the legal drink-drive limit. Last December 150 died, most of them after the pubs closed."¹¹ The fact that some of the pedestrians who have been injured or killed by motorists have been drunk doesn't mean to say that they have any responsibility for their injuries or demise. If a speeding car loses control and ploughs onto the pavement not even olympic polevaulters are going to react quickly enough to get out of the way let alone people who have had a few drinks. This report seems to suggest that hundreds of drunken pedestrians are walking down the middle of the road in such a state of drunken stupor that they are jumping in front of cars which, although being driven within the speed limit by careful and considerate motorists, cannot do anything to avoid a fatal collision. The mere fact of pedestrians' inebriation is not an indication of their responsibility for traffic accidents.

G: Blocking the Introduction of Speed Humps.

Both organizations have opposed the introduction of speed humps which are designed to reduce motorists' speed through streets where children might be playing. "In 1974, after a long campaign, the law was changed to allow road humps to be introduced

experimentally. Local councils began to recognize the virtues of humps, and installed a few. But the legislation was ludicrous. Under the 1974 law, humps could only be installed as an experiment, for one year, so that even if councils had a hump that was working well, and saving lives, it had to be taken out after one year. In 1978 the government consulted organizations about legislation to make permanent humps legal in Britain. The RAC continued to oppose the introduction of humps. The AA moderated its opposition, retreating to a position of conceding the principle, but making humps as difficult to install as possible. In 1980, Parliament passed a law making permanent road humps legal. All the DoT had to do was to make regulations governing the design and siting of the humps. The regulations were not made until 1983. The regulations were strict to the point of being ludicrous. Humps were outlawed close to bridges, bus stops, level crossings, the crest of a hill and within 50 metres of a zebra crossing - just in case they slowed traffic. The regulations had the intended effect. By 1984, twelve months after road humps had been legalized, none of the seven biggest urban areas in England had installed a hump. The regulations were clearly impossibly strict, as local councils rapidly realized. Pressure from councils forced the government to relax the regulations. The major change was that humps can be sited on zebra crossings, so that pedestrians can walk across the hump. But humps are still not allowed on the approaches to zebra crossings."¹²

H: Motorist Safety Used to Legitimize Further Ecological Destruction.

In an article about a new device to measure motorists' speed, the rac objected to this attempt to reduce motorway fatalities and suggested it would be better to build more service stations. "It guided 'smart' bombs to the heart of Saddam Hussein's war machine. Now laser technology is being used to defeat Britain's speeding motorway drivers.

The ProLaser uses a four foot wide beam which picks out a target at distances of up to 4,000 feet. It will replace radar guns, the most effective weapon to date. RAC campaigns manager Edmund King doubted the laser gun would be a real success. He said, "The obsession with Star Wars technology on motorways detracts from the basics of road safety. Only 3% of accidents happen on motorways, 74% in built up areas. If we want to cut motor-

way accidents, we should remember that 20% are due to driver fatigue. If we are serious about motorway safety, we should provide more rest areas at regular intervals."¹³

II: Car Magazine.

The editor of car magazine, mark gillies, said about motorists driving at 115mph that, "Speed only kills if it's mis-handled and is inappropriate for the circumstances."¹⁴

DRUNKEN PEDESTRIANS ARE MAJOR CAUSE OF ROAD ACCIDENTS.

MOTORING ORGANIZATIONS WARN MOTORISTS TO BEWARE OF DRUNKEN PEDESTRIANS LURCHING INTO THE PATH OF ONCOMING VEHICLES

Recent research by independent organizations set up to promote motorists' interests shows that most pedestrians killed in traffic accidents are drunk. This research confirms motoring organizations' long held suspicions that it is not motorists who are responsible for road accidents but drunken pedestrians. A leading member of the eco-nazis panzer defence force stated, "In the past we have always suspected this to be the case but this is the first time we have had the evidence to back up our suspicions. It is time to reconsider our recommendations for safer motoring."

The first major conclusion being drawn from this research is that it is safer for people who have got sloshed in a pub to drive home rather than walk. If drunks drive home they are less liable to be in an accident than if they walked home. After reviewing the evidence the police have reached the same conclusion and are now recommending that motorists should take their cars to the pub and drive home rather than risk walking back and staggering into the path of a car. Department of transport officials, looking for jobs in the motor industry when they leave the civil service, said that when motorists plough onto the pavement there wouldn't be any accidents if the pedestrians were sober enough to leap out of the way.

Motoring organizations have also demanded the introduction of random breath testing for pedestrians. They are urging the home secretary to get off someone's bottom to introduce a new law, 'drunk in charge of a torso', to safeguard motorists against the drunken pedestrian menace.

In high ranking medical circles it is thought the problem is not confined solely to alcohol but also includes illnesses such as asthma. Highly paid consultants driving around in expensive, supercharged rolls royce's and sports cars are now demanding that all child accident victims should be tested for asthma since it is believed that asthma fits could also be responsible for a substantial number of the thousands of children currently being run over by motorists.

NOTES

¹ Robert Davis coined the phrase 'car supremacism' to define this phenomena. Unfortunately the phrase doesn't exactly skip lightly off the tongue. The term 'carism' is shorter and neater.

² As was seen in last 'mappa mundi' motorists have differing attitudes towards the environment.

³ This leads to the view that if developers are not allowed to suffocate the Earth under new buildings and thereby boost economic growth then the government will not receive enough money to protect the environment. In other words, if the Planet is not smothered in concrete and tarmac it will not be possible to keep the Earth green. This, in turn, is the basis of the belief that cars are a benefit to the Earth's life support system.

⁴ Carism, however, as an explanatory device has its limitations. The aggressiveness which motorists display towards other road users whether other motorists or cyclists is so extreme that it is a threat not merely to motorists' passengers, including their own children, but to themselves. These types of behaviour have nothing to do with carism, a superiority over others, but self-destruction. The most obvious example of this self destructiveness is opposition to the law introducing safety belts for passengers and the failure to use seat belts for children travelling in the back of the car. The fact has to be faced that motorists don't care about their own kids because if they did they would have installed safety belts for them.

⁵ Robert Davis makes some interesting comparisons between car supremacism and racism. This issue deserves far more consideration than is possible here. See, 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3.

⁶ Robert Davis 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3 p.229.

⁷ WALK The Journal of the Pedestrians' Association p.4 & p.30.

⁸ Robert Davis 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3 p.186.

⁹ The Oxford Mail (Motoring) 4.9.93 p.5.

¹⁰ Daily Express 9.11.92 p.1-2.

¹¹ 'Danger Drinkers up Ahead' Daily Mirror 10.12.94 p.17.

¹² Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.90-92.

¹³ Daily Mirror 25.3.93. p.6. Yet again the Earth has to suffer in order to pandor to motorists who won't abide by speed limits.

¹⁴ Daily Mirror 22.4.94 p.11.

Parkinson joins board

Lord Parkinson of Carnforth, the former Tory MP and Transport and Energy Secretary, is to take over from Derek Sawyer as chairman of Usborne, the stock market-listed agricultural supplies and motor products group, on January 1.

ii) Parliamentary Carism.

I: Government Ministers and Members of Parliament are Motorists.

Politicians are far from objective or impartial as regards motoring issues. Virtually all of them are motorists so they are bound to favour the interests of motorists over those of non car owners. All government ministers are motorists. There is not one unadulterated pedestrian or bicyclist in power. This is an obvious example of political corruption. There would be a huge outcry if the government consisted solely of pedestrians, bicyclists, and ramblers. There would be a particularly loud outcry if secretaries of state for transport were carless. They can be brainless, gutless, legless, witless, and heartless (all of which are regarded as virtues) but not carless.

II: Politicians' Car Perks.

Politicians receive the following car perks.

A: Mileage Allowance.

"According to the Treasury, MPs with the biggest and most polluting cars can claim a 'mileage allowance' which is double that of their cleaner colleagues. The scale (for the first 20,000 miles a year) is:-

Engine Size	Pence Per Mile
Under 1.3 litres	39p (for the first £7,800 per year then 15p);
1.3-2.3 litres	43p (for the first £8,600 per year then 20p);
Over 2.3 litres	68p (for the first £13,600 per year then 34p).

Meanwhile the handful of MPs who occasionally use bicycles get nothing at all. Their car allowances are more than what many people earn in a year."¹

B: Ministerial Chauffeur Service.

"80 ministers receive a private motoring tax perk worth around £8,000 a year being chauffeur driven from home to work by the government car service. The total value of the taxable

benefit is believed to be a minimum of £640,000."²

C: Official Cars.

Both John Major and Tony Blair get an official car.

D: Freebie Cars.

Paddy Ashdown does not get an official car but he does get freebie cars which enable him to pollute the Earth when he's on the campaign trail.

SEE ARTICLE: 'Another Free Car for Paddy' (Daily Mirror 1.11.93 p.3).

E: The Cost of Tory Car Freebies.

"Tory ministers are spending a staggering £7 million of taxpayers' money on tax-free, chauffeur driven cars."³

SEE ARTICLE: 'Tories in £7 million Car Perk Storm' (The People 19.12.93 p.2).

III: The Lobbying Perks received by Tory Politicians.

Members of parliament are constantly being wined and dined, or given free holidays etc., by multi-national road/car/oil corporations. "The road lobby is known for its lavish hospitality."⁴ There was a, "five day jaunt to Chicago and New York in 1977."⁵ And, "In 1986 the MPs (in the All Party Roads Study Group) went to Canada."⁶ This bribery and cor-

Another free car for Paddy

PADDY Ashdown has taken delivery of a THIRD freebie car, it was revealed last night.

The Liberal Democrat leader was seen driving in his constituency at Yeovil, Somerset, in a £20,000 Renault Espace.

Last week he pranged a Rover outside Westminster. He was trying out the car as a replacement for a Peugeot he had been loaned for a year.

DAILY MIRROR 1.11.93 p.3

ruption still persists today. A car accident exposed the fact that conservative party vice-chairman Eric Pickles MP was travelling with Ford Motors' UK chairman Ian McAllister.⁷ It is not known whether large sums of money were found on the back seat nor how many questions were raised in the commons.

IV: The Jobs given to Politicians for Supporting Multi-national road/car/oil Corporations.

Once politicians have finished their career in the brutish banana democracy they are often rewarded for the support they have given to the car industry by being offered directorships on multi-national road/car/oil corporations.

A: Cecil Parkinson.

Parky's Car Perk number 1: "Lord Parkinson of Carnforth, the former Tory MP and Transport and Energy Secretary, is to take over from Derek Sawyer as chairman of Usborne, the stock market listed agricultural supplies and motor products group on January 1st."⁸ Parky's Car Perk number 2: "Lord Parkinson is to become chairman of Starmin, the building materials and quarrying group."⁹

It has recently been pointed out that Cecil, "Resigned last week as chairman of quarry giants Starmin but is still chairman of Jarvis Group. He also has his own security firm Parkinson Hart."¹⁰ This resignation came after the government stated that it was reducing the roads' programme which Cecil had initiated when he was secretary of state for transport. Perhaps Cecil thought there was no longer any point in staying with Starmin because the reduction in the need for quarrying materials would lead to a cut in his performance related pay. As chairperson of a quarrying group it is possible he could have lobbied against the recycling of materials used in the construction industry. Is it any wonder the Tory government has totally failed to pass any

legislation encouraging the recycling of aggregates but permits the quarrying of mountains?

B: Norman Tebbit - 'You get on your bike while I take a Government Limo to an overpaid Directorship'.

Norman failed to take his own advice to get on his bike to look for work. On the contrary, he used a government limo to drive from Downing Street onto the boardroom of an industry he'd helped to privatize - brutish telecom. Some might call this lining his own pocket, corruption, ripping off the taxpayer, but as the Tories have deregulated the laws on this issue he won't be going to prison. This is what the Tories call self-help, but what every one else recognizes as politicians helping themselves to public, 'no sorry its now private', money. Alright this is a pretty feeble link with cars but its a good excuse to slag off another hypocritical, bent and bigoted, Tory. Tories love their bananas.

V: The Jobs which Tory Politicians Give to Directors of Road/Car/Oil Corporations.

Since 1979 successive Tory governments have pursued the maxim of 'government is business' in which businesspeople are invited to take up posts as civil servants.¹¹ It is argued there is a need to draft in business people in order to introduce efficient business methods into government administration. This should enable the government to obtain greater value for taxpayers' money and thus reduce public spending. Only businesspeople have the knowledge and experience to increase efficiency, cut costs and produce value for money. Businesspeople are drafted into the civil service as 'high fliers' and in February 1995 the government agreed to a massive increase in the rates of pay for top-ranking civil servants in order to attract more people with business experience - and a deft ability for dipping their fingers into the till.¹²

What is never admitted in this practice is the conflict of interests involved in allowing business people to run government departments which administer and regulate the industry in which they still have a financial interest. This practice is nothing more than a cover up for what is basically job-switching within a high-class, criminal fraternity. It's a bit like the governor of the bank of Britain inviting members of the mafia to help make the bank more efficient.

VI: The Members of Road/Car/Oil Corporations' who become Tory Politicians.

There are a number of people who work for/manage/control multi-national road/car/oil corporations who join the conservative party and become either a high ranking official within the party or a member of parliament. Some of these latter become government ministers and a few even become secretaries of state for transport. After they leave political office or their job with the Tory party, they often go back to their old corporation. Not only are some of the criminals in multi-national companies good friends with Tory ministers, some of them are ex-or-yet-to-be Tory ministers.

A: Ernest Marples.

Perhaps the best known example of a road/car/oil businessperson becoming a member of the Tory party and then a government minister is Ernest Marples. "After the general election of 1959, Ernest Marples became the Minister of Transport. Marples was a road builder. He owned 64,000 out of the 80,000 shares in Marples Ridgeway, the civil engineering firm which specialized in roads."¹³ As minister of transport he gave the go-ahead for the construction of the M4 which his company then built.¹⁴ Worse was to follow. Marples commissioned Richard Beeching to draw up a cost cutting plan for the railways. "The Beeching report proposed ripping up one-third of the railway network."¹⁵ As a consequence of this report Brutland's rail-

ways were decimated and the motorway network expanded.

B: Baron Macalpine.

Macalpine became conservative party treasurer and deputy chairperson in the mid 1980s. It was his responsibility to raise funds for the Tories' general election campaigns. "He did a brilliant job, soliciting donations from the rich and powerful who were desperate to keep her (Mrs Thatcher) in office. He is credited with collecting £23 million in 1987 alone for the fighting fund which enabled her to sweep back into power for a record third time.. He is also the man who accepted £440,000 from Asil Nadir for the Tory coffers. His wealth .. comes from the family building firm Sir Robert McAlpine and Sons .."¹⁶

C: Conclusion; The Revolving Door.

Basically what is in operation here is a revolving door between business people, the Tory party and Tory governments. The Tory government invites its business friends into the civil service to rip off as much as they can so that when Tory politicians leave office their friends will provide them with a nice little earner. At times it is impossible to tell whether a Tory MP is really a businessperson who has got into parliament to promote his business interests or is a politician trying to line up business opportunities for when they leave office. In the end it hardly matters, the end result is the same.

VII: The Road/Car/Oil Corporations' Donations to the Tory Party.

A: Tarmac.

"Tarmac .. donated more than £300,000 to the Conservative party in the past decade ..."¹⁷

B: Nissan.

"A second fugitive tycoon donated funds to the scandal rocked Tories .. Former Nissan UK boss Octav Botnar is reported to have handed over up to £150,000 to the Conservatives during the Thatcher years. The ex-chair-

man of the car giants is wanted by the Inland Revenue on £97 million tax-fraud charges. A warrant for his arrest was issued in January 1992. Botnar's backing for the Tories is understood to have begun in the early 1980s after the government announced plans to curb Japanese car imports, which would have hit his company."¹⁸

C: General.

In 1985 a score of the British Road Federation members, such as Tarmac and Taylor Woodrow, contributed £280,000 to the Conservative party."¹⁹

In 1990 the Conservative party received donations from: RMC - £42,000; Tarmac - £55,000; Hansen - £99,000.

"Of the 14 largest contributors to Conservative party funds, 12 are the largest construction companies; and contracts for motorway construction are among the most lucrative slices of public spending under the control of central government."²⁰

VIII: Tories Awarding Government Contracts to Road/Car/Oil Corporations.

Under the guise of aiding and fostering privatization, Tory ministers have been rewarding their political backers with some extremely lucrative contracts. There is not the slightest possibility that the awarding of such contracts could be construed as corrupt. No sordid deals ever take place in great Brutland's banana parliament - except for a few bent bananas flogging parliamentary questions for a couple of thou.

A: The Concrete Mafia.

According to a television documentary,²¹ over the last twenty years some of the country's top construction companies have been organizing local price cartels. The cartels were first uncovered in a 'this week' documentary broadcast in 1978 and the Labour government began to prepare legislation to

criminalize the practice. However, the bill was dropped in 1979 when the free market theories came to power.

Sixty five local concrete cartels were uncovered, (there are areas in the country where there are no cartels). They were making in the region of £60-70 million a year. "An investigation in 'This Week' on 'The Concrete Mafia' claimed that concrete manufacturers make an extra £60 million a year in price rigging cartels. It was alleged that illegal deals have cost the tax-payer heavily but are tolerated by politicians buoyed by funds from building contractors."²² An investigation showed that out of £250 million worth of major contracts awarded over the last six years, 87% were won by five companies. They were Tarmac Construction Ltd, Balfour Beatty Ltd, Gulliford (UK) Ltd, Associated Asphalt Co Ltd and ARC Ltd."²³ More recently, "The National Audit Office revealed that more than £434 million worth of (road-construction) contracts - 51% of those awarded - were won by 5 firms, Balfour Beatty, Budge, Fairclough, Alfred McAlpine and Tarmac."²⁴

Given that the government is construction companies' biggest customer they have been committing, in effect, what the Thatcher government regarded as one of the worst social sins - ripping off taxpayers. Many of the contracts awarded were for hospitals, schools, police, and community centres, etc. In other words, some of the country's biggest, and most prestigious, construction companies have made a regular habit of stealing from the sick, the young, and even the upholders of law and order. If a cartel was uncovered and the companies taken to court (which was extremely rare) there is no punishment for a first offence - only a caution. There are no hefty fines or prison sentences to act as a deterrent against corruption. The reason the tory government has never acted to stop this theft of public money is because many of the country's top construction companies donate huge sums of money to the tory party.

The scam, then, is quite clear. The tory government allows construction companies to steal taxpayers' money in return for a share of the proceeds, in the form of company donations to tory party coffers, which it then uses to fund massive advertising campaigns to help it win elections in order to continue its criminal activities. The tory party is basically a criminal organization financed by criminals and by companies whose activities are so corrupt they ought to be treated as criminal.

B: Tarmac.

"Tarmac, which donated more than £300,000 to the Conservative party in the past decade, stands to receive nearly £250 million in cash and guarantees from ministers to take over the projects division of the Property Services Agency."²⁵

C: Cost Overruns.

The tory government also provides its financial backers with another type of subsidy, "Auditors (from the Auditor General Office) examined 120 (road) projects initially billed at £1.195 billion which finally cost £1.513 billion. Mps were told that the government was cutting the average overrun on the contracts from 18 to 14%. But auditors found that the overrun, after falling to 15% had risen to 27%."²⁶ "Mr Brown, permanent secretary at the Department of Transport, said the ministry did not treat average figures of 28% cost overrun as failures because engineers could not predict most problems. He also said that neither the Treasury nor ministers could be given accurate estimates for new road schemes."²⁷

IX: Government Honours Awarded to Directors of Road/Car/Oil Corporations.

The tory government has awarded many honours to directors of multi-national road/car/oil industries.

A: Angela Yeoman, OBE.

"More news of the strange decision to award an OBE to

Angela Yeoman, the prominent Somerset tory and quarry-lover whose "services to the environment" were recognized in the new year's honours list. Only last summer the company was successfully prosecuted and fined for its "services against the environment". At Crawley magistrates' court, Foster Yeoman pleaded guilty to operating its roadstone coating plant at Gatwick Road, Crawley, without a certificate of registration, in breach of various health, safety and anti-pollution regulations. The company was fined £3,000 and ordered to pay £2,000 costs."²⁸

B: Sir, and then Baron, Macalpine.

X: Pro-Car Admirers.

Given the lavish rewards available to politicians who promote the interests of the road/car/oil corporations, it is hardly surprising that many politicians lavish praise on the car.

A: Nicholas Ridley.

"In 1977, Nicholas Ridley presented an image of absolute freedom. 'The private motorist... wants the chance to live a life that gives him a new dimension of freedom - freedom to go where he wants, when he wants, and for as long as he wants.'²⁹

B: Robert Key.

Transport minister Robert Key... "confessed to a reception hosted by Auto Express: 'I love cars. I loved my first car, which was a wonderful Sunbeam Rapier. I also love roads. I've always loved roads. If ever there was an environmentally unfriendly form of transport it was railways.'³⁰ It is hard to say whether Robert Key is a bigger fruitcake than Nicholas Ridley but clearly he's having a damn good go.

C: John MacGregor.

"John MacGregor, the transport secretary, was roundly condemned for saying, just before next month's Earth Summit, that people should recognize roads were good for the environment."³¹ "There are some who argue that expansion of the road network will be devas-

tating for the environment. They are wrong. It is time to assert that road improvements are often good news for the environment."³² Another premier league fruitcake.

D: John Major.

During the 1992 general election campaign, John Major sought to outline his ideal society. He mentioned the pathway to prosperity that had been achieved during the reign of Margaret Thatcher. What John had to offer, however, was much more grandiose, 'I'm going to turn that pathway into a four lane motorway.'³³

E: Bryan Gould.

Labour politicians are different from tory politicians in that instead of saying what a marvellous thing cars are they moan about them - whilst driving around in their cars, 'I never fail to think as I drive around the Cotswolds and see the carnage on the roads - the huge numbers of corpses of various animals - that this is a paradigm of the whole relationship we have now developed.'³⁴

F: Stephen Norris, Minister for Public Transport.

In a house of commons select committee Stephen Norris, an ex car salesman, was asked why people are reluctant to use public transport. His response was that "people don't want to be seated next to dreadful human beings."³⁵ What he actually meant was that it isn't possible for people like him to shag tory backbencher colleagues as easily on public transport as it is in his ministerial chauffeur driven car - quite whether Teresa Gorman can be included amongst his menagerie is not known. Another implication of this attitude is that motorists are such marvellous human beings it is a real pleasure to drive on the roads just to observe their courteous behaviour.

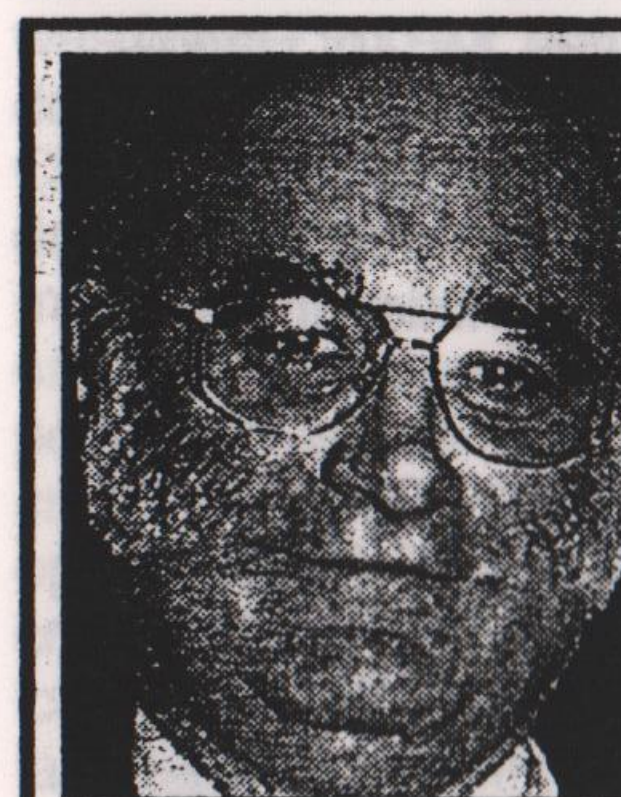
G: Austin Mitchell.

Austin Mitchell called those opposed to the introduction of car safety belts as "the provisional wing of the lunatic fringe

of the libertarian lobby."³⁶ Car safety belts increase car accidents, increase the threat to pedestrians, but help to save the lives of those motorists who have caused their own accidents.

H: Alan Stewart.

One tory minister is such a keen supporter of the car he took his family out to duff up a few anti-roads protestors, "Tory minister Alan Stewart quit yesterday following his clash with motorway protestors which ended with him wielding a pickaxe. He said he was resigning as Scottish Office Minister to spare John Major's government further 'embarrassment' over the weekend incident. But his hopes of surviving the scandal were finally ended when police reported his 16 year old son for carrying a loaded air pistol during the bust up with demonstrators in his Glasgow constituency."³⁷



STEWART: Axe Minister in M-way row quits

TORY Minister Alan Stewart quit yesterday following his clash with motorway protestors which ended with him wielding a pickaxe.

He said he was resigning as Scottish Office Minister to spare John Major's government further "embarrassment" over the weekend incident.

But his hopes of surviving the scandal were finally ended when police reported his 16-year-old son for carrying a loaded air pistol during the bust-up with demonstrators in his Glasgow constituency.

XI: The Not-in-my-Back-Garden Pro-Car Politicians.

A: Nicholas Ridley.

The most famous not-in-my-back-garden politician was Nicholas Ridley who opened up the countryside to developers and aimed to do away with local council structure plans so that developers could build anywhere they wanted. Anywhere that is except outside his back garden. Despite his professed love of out of town supermarkets and roads he personally intervened to stop a construction project just outside his home.

B: Michael Heseltine. (I don't want a Service Station in my Back Yard).

As will be noted below Heseltine has been convicted for speeding. A couple of years ago he expressed his admiration for the new 217 mph £400,000 xj220.³⁸

At the official opening of the new £20 million Cherwell valley service station on the M40 at Ardley, Heseltine made a number of interesting comments, "The Henley MP said the Granada operation had already proved it was needed since the opening in March as it had an average of 120,000 people stopping every day. Mr Heseltine said, "Motorway service areas are needed by drivers to stop for refreshment, food and petrol. It is the government's policy to build motorways and for private companies to provide the service areas later."³⁹ He then attacked those who supported public transport by saying, "For those people who think that there is a simple solution to the problem you will need a car to get to the train station in the first place."⁴⁰

A few months later this facetious Carbon tart was going on about service stations yet again - this time objecting to plans to build one in his own constituency, "South Oxfordshire MP Michael Heseltine made his plea for Tetsworth (not to be turned into a service area) at the long running inquiry into service stations on the M40."⁴¹

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8.2.94 p2

C: Paul Channon. (I don't want the Road I Voted for).

"Tory Paul Channon is fighting a £50 million motorway he backed as Transport Secretary." This bloke is such an idiot he had no idea the road he supported was passing near his home.

SEE ARTICLE 'Tory's M12 About-Turn' (Daily Mirror 10.7.93 p.7).

Tory's M12 about-turn

TORY Paul Channon is fighting a £50 million motorway he backed as Transport Secretary.

He and his wife are opening their Kelvedon Hall gardens at Brentwood, Essex, to campaign against the M12 link road going past their windows.

Mr Channon approved the M12 when he was in the Thatcher Cabinet.

But his wife Ingrid said: "It's a silly little road which would ruin some lovely countryside."

XII: Politicians Getting High on Speed; Politicians Convicted of Speeding Offences.

There are a number of government ministers, shadow ministers, and politicians in the country's great Carbon brothel who show their concern for the environment by speeding down motorways. Politicians are opposed to dope smoking but they don't mind a few shots of adrenalin (not to mention what seems to be mps' favourite drug of use - poppers). Adrenalin can be obtained from cars. Of course dope is extremely dangerous but driving cars at high speed is not. The reason why politicians are opposed to tough laws and longer prison sentences for motorist offences is because most of them are constantly breaking the law.

A: The House of Commons.

a) Michael Heseltine.

"The shame faced MP picked up an endorsement on the motorway he had opened just months before. Michael, secretary of state for the

Environment, admitted exceeding the limit in his Jag in May 1972. He had opened that M4 section nine months earlier..."⁴²

b) Robert Atkins.

On January 7th 1993 a "speed maniac" appeared at Lancaster Magistrates Court after being caught by police driving at 71 mph in a 30 mph zone. The driver's name was Robert Atkins. Two years ago Mr Atkins was Roads and Traffic Minister at the Department of Transport. Incredibly, among his current ministerial responsibilities is to be in charge of road safety in Northern Ireland. Unbelievably he has not been asked to resign."⁴³ "At the beginning of January the opinion column, huffing and puffing about lawless Britain, reminded readers that the Daily Express had "long decried the tendency of the police to lavish more resources fighting motorists than thugs. It is a matter of priorities." Just three days later the leader writer's own priorities had changed completely, as the same editorial was now calling for the roads to be "swept clean of lethal thugs". In all its excitement about murder, assault and dangerous driving, the paper forgot to mention that Conservative MP Robert Atkins, now the Ulster minister but also a former roads supremo, had been banned from driving after doing more than 70mph in a 30mph area."⁴⁴

c) Teresa Gorman.

"Not long ago Teresa Gorman was fined £55 after pleading guilty to driving at 50mph in a 30mph zone in south London. And what has been the response from the opposition benches? Complete silence. But then again it would be a bit rich for Labour's leading spokesperson John Prescott to stand up in the House of commons and pontificate about the dangers of speed. After all, it is not that long ago that Prescott was convicted of speeding at 105mph. It was his third speeding conviction."⁴⁵

Teresa seems to be breaking the law quite frequently these days. She is currently facing the possibility of a prison

DRINK-DRIVER DUKE KNOCKS PC's CAP OFF Peer in chase

By MIRROR REPORTER

A TOP peer knocked a bobby's hat and specs off after a high-speed chase, a court heard yesterday.

And the Duke of Hamilton's excuse for his drink-drive escapade was that he had recently suffered a suspected heart attack.

The duke's defence said he had "not been in a great state" and could remember little of what happened.

The court was told that the duke - Scotland's premier peer - had been driving his car when almost three times over the drinks limit. Before knocking off the policeman's hat, the 54-year-old peer:

IGNORED a pursuing police car's signal to stop.

SPED over the busy A1 main road without stopping.

CRASHED through a police roadblock.

DROVE at high speed along a pavement.

SWEPT through a busy town centre.

RACED along country roads at 95mph.

BASHED into a road sign.

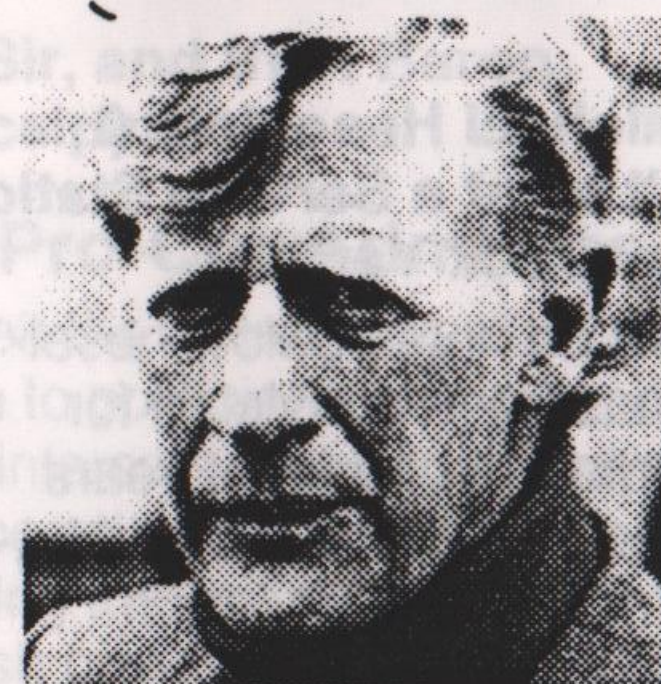
DAILY MIRROR

Pubs 28.5.93

Police chased the duke after spotting him driving erratically in the town, a court in East Lothian heard.

The prosecution said that at one stage he mounted a pavement and drove along it for more than 130ft before speeding through the town centre at 60mph, weaving from side to side.

"A large number of people were emptying out of



NICKED: The Duke

pubs and were exposed to considerable danger at this time," said the prosecution.

He finally stopped after crashing into a road sign. Police blocked off his escape and switched off the ignition of his car when he tried to drive away.

It was then that he tipped off the officer's hat and spectacles.

The duke - full name and title Angus Alan Douglas-Hamilton, 15th Duke of Hamilton and 12th Duke of Brandon - who lives at Lennoxlove, near Haddington, admitted dangerous driving on December 20 last year.

He also admitted driving with a breath-alcohol level of 93 micrograms. The legal limit is 35.

Sentencing was deferred for reports.

sentence for defying a court order not to carry out alterations to one of her many properties - she was one of those tory mps who benefitted financially from the tory government's right to buy policy. Teresa is a free market loony and doubtlessly this constant law breaking could be her way of protesting against unnecessary legal restrictions - e.g. speed limits.

d) Michael Lord

"An MP was branded a hypocrite yesterday for speeding on a road he is campaigning to make safer. Tory Michael Lord was clocked doing nearly 50 mph ABOVE THE SPEED LIMIT on the A140 at Scole, Norfolk. He told the Commons in 1989 that the road, which has claimed 50 lives in 10 years, was one of the most dangerous in east anglia."⁴⁶

e) Jerry Hayes.

"Jerry Hayes, MP for Harlow, received a six month driving ban after being caught speeding at 95mph. It was his fourth speeding conviction in 18 months."⁴⁷

Jerry Hayes not only pumps out vast quantities of poisonous, Earth damaging, smoke when he's speeding down the motorways, he also chairs a committee in the great Carbon brothel opposed to cigarette smoking. "Eight out of ten doctors believe it should be illegal to smoke in pubs, restaurants, offices and on public transport, a new survey revealed yesterday. The study, by the British Medical Association, shows increasing support among the profession to outlaw the weed. Tory MP Jerry Hayes, chairman of the Commons all-party Action on Smoking and Health group, said he was delighted with the results of the survey. "It reflects growing support for a tobacco advertising ban."⁴⁸

f) John Prescott.

It has just been noted above that porky has three speeding offences. It might have been thought that for prospective secretaries of state for transport to be caught setting such a bad example to other motorists would have lead to his resigna-

Page Ten

tion, or ejection, from the shadow cabinet. However, such is the dominance of motorists both in government and society that he did not resign and, far from being sacked, he was promoted within the shadow cabinet. If labour had won the 1992 general election, he could have become secretary of state for transport. Allowing speed fanatics like porky to be secretary of state for transport is like putting the mafia in charge of the bank of england. That porky has committed so many speeding offences shows that he couldn't give a damn about the environment. As long as he's getting high on speed what the fuck does he, or for that matter the countless millions of other motorists who continually break the speed limit on a daily basis, really care about the Planet?

g) Allan Clarke.

A few years ago, as pointed out in 'carbuncle' allan clarke was fined £100 for roaring down a motorway at 98mph.⁴⁹ Clarke is no run-of-the-mill tory, duty bound by conventional mores. On the contrary, not only has he committed what, in polite circles, are called indiscretions he never wastes an opportunity to boast about his criminal activities. "Tory maverick Alan Clark was slammed last night for boasting that he drove at 115mph."⁵⁰

h) Neil Kinnock.

"Former Labour leader Neil Kinnock will appear in court this month - to face a motorway speeding charge. Police claim that Mr Kinnock was doing 103 mph when his car was stopped by a traffic patrol."⁵¹ "Ex-Labour leader Neil Kinnock was banned for a week and fined £140 yesterday for doing 100mph. It's his second speeding offence this year, a Saffron Walden court heard."⁵² This just goes to show what this socialist eco-nazis thinks about the Earth.

B: The House of Lords.

a) Lord Young.

"Lord Young fined for driving without due care and attention."⁵³ This same attitude manifested itself in his policies on the environment. Lord young was one of the few profligate

Carbon tarts who was such an extreme free market zealot that he argued for the abolition of all regulations protecting the environment. We are dealing here with a mega fruit-cake.

b) Lord Stockton.

"Publisher lord Stockton was banned for a month for doing more than a ton on the motorway. As well as the driving ban, Newbury magistrates also fined the peer £120."⁵⁴

c) Lord Tanaw.

"The speeding peer was stopped in his powerful Maserati on July 1989. Berkshire magistrates banned him for a month."⁵⁵

XIII: Politicians Convicted of Drink- Drive Offences.

It is appalling enough that politicians are caught speeding but it is even more so when they are caught drinking and driving - especially so when they are on transport committees concerned with promoting road safety.

A: Lord James Douglas Hamilton.

"Heart-throb Scottish Minister Lord James Douglas Hamilton .. as Scottish Transport Minister launching a Speed Kills campaign shortly after being caught speeding."

SEE ARTICLE 'Why Was He Born So Beautiful?' (The People 21.8.94 p.7).

This appallingly sycophantic portrait of such an over-privileged git overlooks the revolting incidents involved in Hamilton's 'speeding' offence.

SEE ARTICLE 'Drink-Driver Duke Knocks PC's Cap Off' (Daily Mirror 28.5.93 p.17).

B: Eric Pickford.

SEE ARTICLES: 'Car drink Crusader Over Limit' (The Sun 14.12.93 p.22); 'Road Boss is Banned' (Daily Mirror 2.3.94 p.9).

XIV: Political Car Accidents.

A: Paddy Ashdown.

Paddy ashdown had an accident in his freebie rover 620.

SEE ARTICLE: 'Paddy Crashdown' (Daily Mirror 29.10.93 p.23).

B: Eric Pickles.

"Conservative Party vice-chairman Eric Pickles MP and Ford Motors' UK chairman Ian McAllister escaped with minor injuries."

SEE ARTICLE: 'Tories Escape (sic)' (Oxford Mail 6.6.94 p.5).

Tories escape

CONSERVATIVE Party vice-chairman Eric Pickles MP and Ford Motors' UK chairman Ian McAllister escaped with minor injuries in a collision with a car driven by Edward Clark of Hastings, who was killed.

XV: Good Riddance.

"Labour MP Bob Cryer was killed in a car accident as he drove back to London."⁵⁶

Thank goodness this eco-nazis socialist won't be poisoning the Earth any more.

iii) Tory Carism.

I: The Tory's Disinterest in Measuring Pollution.

In brutland, motorists had such a tight grip on power they were able to ensure that there was virtually no monitoring of vehicle exhaust pollution, "Dr

CAR DRINK CRUSADER OVER LIMIT

DRINK-DRIVE campaigner Eric Pickford has been nicked himself after failing a breath-test.

Eric, chairman of the Isle of Wight's transport committee, drank Buck's Fizz with the local police chief at a Christmas bash.

Eric, 64, wept with shame yesterday as he said: "I thought it was mostly orange juice."

"I am deeply embarrassed but I won't resign and I still back our campaign against drink driving most strongly."

He added: "I know it is ironic after what has happened, but I would urge people to really think about what they drink."

Page Eleven

Malcolm Green, dean of the National Heart and Lung Institute and chair of the British Lung Foundation, has said that investigations into air quality were virtually abandoned since the 1970s after the success of the clean air act. Britain has just six stations monitoring car exhaust pollution.⁵⁷ It was only after loud protests from environmental groups that more monitoring stations have been introduced - not a lot, and not many by roads where they might be expected to measure vehicle exhaust pollution - but there has been some progress in this area.

II: The Tory's Lavish Devotion to the Motorist.

A: Monitoring Traffic Flows.

In comparison to the non monitoring of the country's pollution flows, vast amounts of money are lavished on monitoring traffic flows. Local authority transport departments employ hundreds of people to measure the number of cars on the roads and it is a fairly common sight to see people sitting in little portakabins, perched close to the edge of a major road intersection, counting the number of passing cars. Information is then collected to help formulate policies to ... increase traffic flows .. because, as is widely known in the department of transport, free flowing traffic decreases pollution.

B: Financing Spies on Anti-Roads' Protestors not Murderous Motorists.

"As parliamentary answers have revealed, Bray's were paid £251,656 to spy on roads protestors at Twyford Down. At Salisbury Hill, Bray's have earned £21,000 for spying on anti-roads protestors, with the final bill expected to total £100,000. And at the M11 link road the bill is £500,000 and rising. (This lavish expenditure is in stark contrast to the funding of speed cameras; a parliamentary reply on 5 November 1993 revealed that London's 34 camera sites were serviced by just 5 cameras."⁵⁸

THE SUN 14.12.93 p.22

WHY WAS HE BORN SO BEAUTIFUL?

HEART-THROB Scottish minister Lord James Douglas Hamilton is known as the Irish setter because, says one official, he's beautiful but dumb. And I was supplied with a couple of examples. When Scottish Housing Minister he was asked how many bedrooms he had in his stately pile. "No idea," replied Lord Jim. "I've never counted them." But his best howler was as Scottish Transport Minister launching a Speed Kills campaign shortly after being caught speeding. Lord Jim failed to notice that the copper featured in the poster behind him was the very one who had nicked him!

THE PEOPLE 21.8.94 p.7

PADDY CRASHDOWN

Lib leader prangs his freebie car

By DAVID BRADSHAW

LIB-DEM leader Paddy Ashdown repaid Rover for lending him a £18,450 car yesterday by smashing it up outside Parliament.

The embarrassing head-on collision with a motorbike came just three days after he had taken delivery of the green Rover 620.

Mr Ashdown was said to be "unhurt but shaken up".

But the 29-year-old biker was taken to hospital after he was sent careering 50 yards and hit a lamp post.

His Suzuki bike was so badly damaged it had to be towed away.

Electrician Cornelius O'Driscoll was discharged after treatment for bruising and a sprained ankle.

Paddy's spanking new freebie Rover will also need treatment. The off-side front wing, bumper and headlights were badly smashed.

Mr Ashdown - unlike John Major and John Smith - does not get an official car.

Rover lent him the luxury 620GSI model this week with the option of an extended loan.

Rover said last night: "No doubt we will be receiving the car back for repairs. It is too early to say whether we will provide an alternative."

DAILY

MIRROR

29.10.93 p.23

III: Company Cars Receive Bigger Welfare Payments than the Unemployed.

The company car perk is a welfare payment to the rich and super-rich. "Every household in Britain is paying an average £150 a year subsidy for company cars."⁵⁹ Company managers and directors receive more in company cars perks than an unemployed person receives in income support.

IV: Government Subsidized Traffic Congestion.

The main reason for traffic jams in both the united states and brutland is the vast government subsidies given to

motorists. In the united states this subsidy is cheap fuel. In brutland it is the company car perk - free cars, free petrol, free insurance, free repairs, free car parking. "Company car users account for around 80% of the motorists commuting into London everyday."⁶⁰ It is not as if company car owners are using their cars solely to drive to work. "The notorious practise of clocking up 'business' miles will also stay. As a speaker at a recent CBI conference put it; "The perk cars that sit in home counties station car parks 10 months of the year often find themselves used for a spate of "essential" business journey's as each tax year draws to a close - surely not an effective use of British man-

agement time."⁶¹ This subsidy has been defended to the hilt by various tory governments whose creed has been 'efficiency' and 'value for money'. When governments are willing to subsidize traffic jams and seem utterly intent on investing huge sums of money to keep the country's top business leaders stuck in their cars, this shows all too clearly that such politicians are not acting rationally, let alone economically, but are displaying the all too obvious symptoms of autocratic bigotry. Carists are willing to promote the interests of cars even if this runs against the interests of motorists, the economy and the Earth's life support system.

V: Cars are the Biggest subsidized industry in the Country.

All motorists receive huge welfare payments for owning a car. It has been calculated that motorists pay only 27% of the total costs of owning a car, "John Whitelegg of Lancaster University said road transport in Britain enjoyed enormous subsidies at the public expense. Cars paid only 27% of the cost they imposed on society, in road building, accidents and pollution, and lorries paid only 23%. The annual subsidy almost certainly exceeds £20 billion dwarfing funds spent on environmentally friendly transport."⁶² This means that even low paid, carless people are helping to subsidize rich motorists.

VI: The Poll Tax; Even the Carless Subsidize Motorists.

When the poll tax was being levied many carless people, such as the low paid, contributed as much to local authorities' expenditure on transport as rich, multi-car owning, individuals. Even the unemployed, who are least likely to own a car, made a contribution to improving transport for the rich.

VII: Government to lift petty Criminal Restrictions on Motorists - "Speeding Restrictions on Roads are just Red Tape" says leading tory.

There are times when it seems as if some tory mps are so right wing (libertarian/anarchistic) they want to abolish all petty restrictions on motorists - including speed limits on motorways and other major roads. It is hoped not merely to sell off the country's roads but

to turn roads into free market areas where motorists can do what they want. "Police are facing curbs on their powers to prosecute motorists. Home Secretary Kenneth Clarke is planning sweeping changes in the way Britain's traffic laws are enforced. Mr Clarke wants to halt the increasing use of radar and spy cameras to trap speedsters. He plans an examination of the vast sums spent on this equipment, as high as £370 million by some estimates."⁶³ What is the point of having laws if they are not going to be enforced? The tories often fail to enforce laws they would prefer to abolish.

VIII: Speeding may be a Criminal Offence but We'll deal with it By Imposing Fines.

Since mappa mundi issue II 'car-buncle', the government has changed its mind about road tolls and is currently looking into their feasibility. Robert Key decided to take the idea one step further, "Motorists could be charged for every mile they travel at over the motorway speed limit under a controversial "pay as you speed plan" it has emerged. Robert Key, the Roads minister... is keen to penalize motorists every time they exceed the speed limit. The idea would rely on technology likely to be introduced before 2000 to charge Britain's 30 million motorists a flat fee to use the motorways." (Even the British Roads Federation thought this plan, "a pointless diversion which seems to legitimize speeding."⁶⁴

IX: Opposition to Random Breath Tests for Motorists but Support for Stop and Search Laws for Pedestrian.

The government is opposed to the police carrying out random breath tests on motorists (even those leaving pubs) but in its recent criminal justice bill it gives police the power to stop and search pedestrians. Here again there is a transparent example of government bigotry in favour of the car. The government seems to assume that pedestrians are potential rob-

bers, rapists, or drugs' dealers whereas motorists are not.

X: Roads are a Service, Rails Aren't.

Perhaps the most well known example of the government's pro-car bigotry is that while roads are free (the government funds road construction out of general taxation which means that motorists do not have to pay for using the roads), railways have to pay the full costs rail construction (which means that customers have to pay all the costs). The government provides motorists with free roads but expects rail travellers to pay for the railways.

XI: Off Yer Bikes.

Perhaps the most obvious manifestation of the tory government's antipathy towards the carless is that whilst it is perfectly willing to spend tens of billions of pounds building motorways and dish out billions of pounds worth of subsidies to the car industry via company car perks, its attitude to the bicycle is that, "The government still believes that 'it is not its role to encourage people to cycle."⁶⁵

NOTES

¹ Barry Jonnston Guardian 15.9.93 p.17.
² Guardian 12.5.93 p.4.

³ This is the cost of buying, maintaining and garaging ministerial cars. The financial benefit to ministers is outlined above in the section, 'Ministerial Chauffeur Service'. (DF).
⁴ Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.119.

⁵ Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.122-123.
⁶ Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.122.
⁷ Oxford Mail 6.6.94 p.5.

⁸ Guardian 3.12.92 p.14.
⁹ Guardian 1.7.93 p.17.
¹⁰ Daily Mirror 26.1.95 p.2.
¹¹ Or, increasingly these days, on one of the many quangoes set up by the tory government to provide extra sources of revenue for members of the tory party.

¹² Paradoxically, although Thatcher did more than any other prime minister to encourage businesspeople into the civil service and thus created a situation where corruption was almost inevitable, her support for privately funded road construction projects would have reduced one of the major sources of corruption within the dot.
¹³ Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.50.

¹⁴ Ernest marples, "whose company helped to build the M4 which he had sanctioned." (David Locke, p.149-50).
¹⁵ Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.100.

¹⁶ Daily Mirror 24.6.93 p.20-21.
¹⁷ Guardian 1.12.92 p.1.
¹⁸ Daily Mirror 21.6.93 p.5.

¹⁹ Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.20.
²⁰ Peace News October 1992. (DF).
²¹ 'The Concrete Mafia' ITV 2.5.91.

²² Rainbow Ark no.7 July-September 1992 p.10.
²³ Guardian 22.5.91 p.3.
²⁴ Guardian 9.2.93 p.3.

²⁵ Guardian 1.12.92 p.1. For more information on this please see 'private eye' 20.11.92. (DF).
²⁶ Guardian 4.11.92 p.7.
²⁷ Guardian 9.2.93 p.3.

²⁸ Private Eye 29.1.93 p.5.
²⁹ Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.94.
³⁰ Today 16.8.93 p.2.

³¹ Guardian 30.5.92 p.3.
³² Mr MacGregor, secretary of state for transport quoted in 'Going Green' The Magazine of the Environmental Transport Association no.11 August 1992 p.1.
³³ Guardian 6.4.92 p.12.

³⁴ Bryan Gould 'The Political Agenda' in Richard Ryder ed 'Animal Welfare and the Environment. An RSPCA Book' Duckworth London 1992 p.176.
³⁵ Channel Four News 8.2.95.
³⁶ Quoted in Robert Davis 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3 p.90.

³⁷ The Daily Mirror 8.2.94 p.2.
³⁸ Daily Mirror 27.6.92 p.7.
³⁹ Oxford Mail 25.7.94 p.7.

⁴⁰ Oxford Courier 28.7.94 p.5.
⁴¹ Oxford Mail 20.12.94 p.5.
⁴² The Sun 31.1.91 p.25.

⁴³ WALK The Journal of the Pedestrians' Association p.32-3.
⁴⁴ Private Eye 29.1.93 p.6.

⁴⁵ WALK The Journal of the Pedestrians' Association p.33.
⁴⁶ 'MP Nicked at 78mph' Today 26.5.93 p.13.

⁴⁷ Walk Autumn/Wint 1993 p.9.
⁴⁸ Daily Mirror 4.1.93 p.19.
⁴⁹ Daily Mirror 11.1.91.

⁵⁰ 'My 115mph by Top Tory' (Daily Mirror 22.4.94 p.11). Despite this appalling behaviour the mundi club has to confess to a slight admiration for the man who was recently in the news for sending a donation to the animal liberation front and, even more startlingly, attended the church service for the funeral of Animal rights campaigner, Jill Phipps, who was murdered by eco-

nazis' exporting veal calves for slaughter, (Daily Mirror 15.2.95 p.15). A magnificent gesture. His affairs became notorious during 1994. He had an affair and then, shock horror, seduced the girl's mother. Although it wasn't reported in the mainstream press, rumour has it that this maverick's maverick also bedded the girl's grandmother.

⁵¹ Daily Mirror 10.3.94 p.8.
⁵² Daily Mirror 26.3.94 p.18.
⁵³ Guardian 11.10.91 p.3.

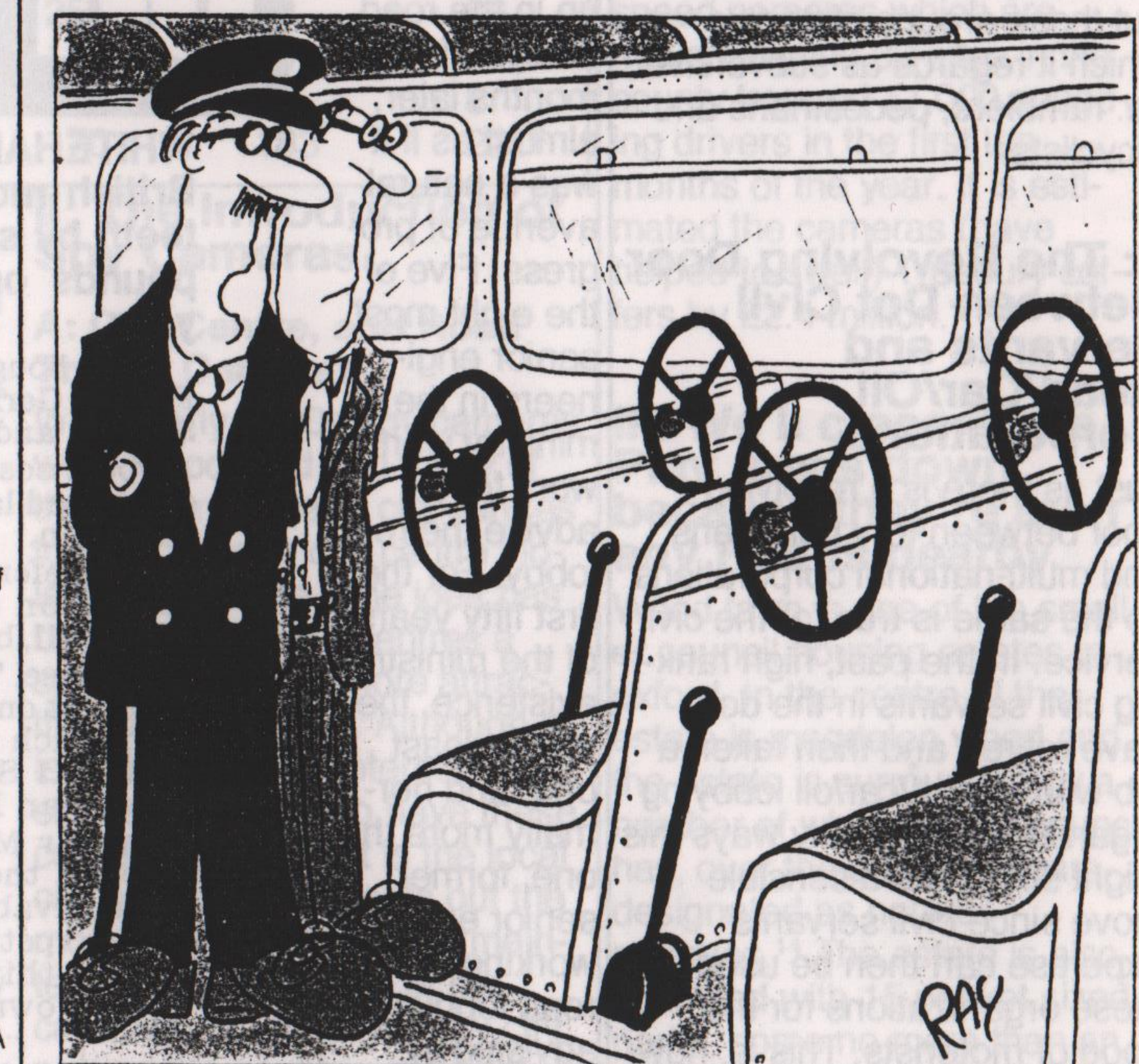
⁵⁴ The Sun 31.1.91 p.25.
⁵⁵ The Sun 31.1.91 p.25.
⁵⁶ Daily Mirror 13.4.94 p.5.
⁵⁷ Guardian 26.7.90.

⁵⁸ WALK Autumn/Winter 1994 p.10. The new statesman (17.2.95) suggests the bill is now nearer £500,000. (DF).
⁵⁹ Guardian 4.3.91 p.2.

⁶⁰ Guardian 26.9.90. For a prime minister who prided herself on providing value for money, thatcher was one of the most profligate bags of shit ever to lie her way into Downing Street.

⁶¹ 'Going Green' The Magazine of the Environmental Transport Association no.12 November 1992 p.5.
⁶² Guardian 5.1.91 p.6. See also 'Road to the Future' p.59.

⁶³ Daily Express 9.11.92 p.1-2.
⁶⁴ Guardian 25.8.93 p.3.
⁶⁵ CTC Cycle Digest Summer 1991. p.1.



It's the only way we can get car drivers to use public transport"

iv) Carism in the Civil Service.

I: Civil Servants' Perks.

"Whitehall chiefs kicked the British motor industry in the teeth by spending millions of pounds on foreign cars last year. They bought imports from Italy, France, Germany, Spain, Portugal, Sweden and Japan. Total cost to the taxpayer was estimated last night at more than £7 million. The defence ministry, acting on behalf of departments across Whitehall, bought 4,036 cars on 1994. Of those, 788 were built overseas - almost one in five. They included 202 French renaults and 41 Peugeot, 111 Spanish Vauxhalls and 88 German Fords."

v) Carism in the Department of Transport (dot).

I: Civil Servants in the Dot are Motorists.

All civil servants in the dot are motorists. This helps motorists to consolidate their power over the rest of society. Those seeking employment in the dot are required to indicate on their application forms whether they have a car. This seeming innocuous question is the means by which the dot weeds out those groups of people which it regards as subversive i.e. rambles, pedestrians and bicyclists.

II: The Revolving Door Between Dot Civil Servants and Road/Car/Oil Corporations.

Just as there is a revolving door between tory politicians and multi-national corporations so the same is true for the civil service. In the past, high ranking civil servants in the dot have retired and then taken a job with a road/car/oil lobbying organization. In many ways this might seem like a sensible move since civil servants' expertise can then be used by these organizations for the good of motorists. This is, however, another example of corruption since civil servants know that if they are to get a well paid job after they retire they must implement policies supported by motoring organizations. But once again, this may not be a bad thing if it wasn't for the fact that the interests of road/car/oil corporations are not the same as the public interest since they fail to take into account the interests of pedestrians, cyclists, and, of course, the environment.

The contacts between dot civil servants and the road/car/oil lobby are extensive. They involve expensive business lunches in restaurants and exclusive clubs as well as all expenses paid foreign holidays. Some dot civil servants are taken abroad so that they can see other country's ... roads .. bananas.

A: Historical Examples.

a) General.

"The closeness between the road lobby and the civil service is illustrated by the number of civil servants who take up positions in the road lobby on retiring. What is quite stunning is the frequency with which ministry men turn up in the road lobby, a few months later, almost as if it was a natural avenue of progress. Five of the eight most senior engineers in the ministry went to work for or advise the road lobby. For the first fifty years of the ministry's existence, there was at least one, and normally more than one, former senior engineer working for the road lobby (or advising it). Each one of

these men would be in a powerful position to influence the ministry's senior engineer, who would have been a junior engineer in the days when he held the top job. In more recent times, five permanent secretaries at the ministry have taken an interest in the road lobby after their retirement."

b) Thomas Padmore.

In the 1970s, thomas padmore was permanent secretary in the transport department and on his retirement he, "joined the RAC's political lobbying arm, its public policy committee."

B: Under Thatcherism.

a) Peter Baldwin.

"Sir Peter Baldwin, former per-

manent secretary at the Department of Transport ... is now on the AA's ruling committee."

C: Current Examples.

a) Barbara Sabey.

"In the 1980s ... the then head of the DoT's Transport and Road Research Laboratory ... was Barbara Sabey, a former rally driver."

b) Unnamed.

"The head of the DoT's Road Safety Division when I began writing this book is now employed by the Royal Automobile Club."

III: The DoT Shares the Same Offices with the DoE.

One of the most blatant manifestations of the cosy relationship between the government department concerned with road building and department concerned with protecting the environment is that, "The DoT has regional offices shared jointly with the Department of the Environment ..."

Fury over £7m Whitehall bill on foreign cars

WHITEHALL chiefs kicked the British motor industry in the teeth by spending millions of pounds on foreign cars last year.

They bought imports from Italy, France, Germany, Spain, Portugal, Sweden and Japan.

Total cost to the taxpayer was estimated last night at more than £7million.

The Defence Ministry, acting on behalf on departments across Whitehall, bought 4,036 cars in 1994.

Of those, 788 were built overseas - almost one in five. They included 202 French Renaults and 41 Peugeot, 111 Spanish Vauxhalls and 88 German Fords.

Labour MP John Spellar, who exposed the scandal, said: "It's inconceivable that our main competitors would buy anything other than their own products."

"Our Government should be backing Britain and British car workers."

Value

"If they bought exclusively British, that would help create jobs at home."

Last night a Ministry spokesman defended buying so many foreign cars.

"We believe in competition," he said. "Our policy is to seek the best possible value for taxpayers' money for equipment that meets our requirements."

But Labour MP for Birmingham, Richard Burden, said: "Car workers will feel betrayed."

"There's no excuse not to buy British for the good quality, price and high skills that go into a first-class product."

ship between the government department concerned with road building and department concerned with protecting the environment is that, "The DoT has regional offices shared jointly with the Department of the Environment ..."

IV: Motorists Compile Car Pollution Statistics.

It was pointed out in 'carbuncle' that the civil servants who compile statistics about car pollution are motorists. As a consequence they have a vested interest in covering up the car's impact on the Earth. There are a number of examples of such a cover-up.

A: Minimizing Car Pollution.

One example of dot officials fiddling the books to protect cars is the nonsense that cars emit only 18% of the country's Carbon emissions. This ignores the Carbon emissions released by the road/car/oil industries.

B: How to make Pollution Disappear.

In 1992 the government published its estimates of the various sources of Carbon pollution in great brutality. "Summary of past trends and projections by sector: MtC

	1970	1980	1990	2000	2005	2020
TRANSPORT	23	29	38	45	49	62
Individuals	11	15	21	25	28	36
Industry/Commerce	6	8	11	13	14	19
Public Transport	6	5	6	7	7	8
TOTALS	182	165	160	170	183	221 ^a

In this table the category of 'public transport' includes, "bus and rail transport, shipping within 12km of the coast and aircraft movements below 1 km." When most people envisage public transport it is not often they include "shipping within 12km of the coast" let alone, "aircraft movements below 1 km". It seems that during the compilation of these statistics carist civil servants discovered that emissions from public transport were declining so it decided to flood this category with completely irrelevant emissions from other forms of transport. This achieved a double objective; firstly, it made it seem as if public transport

emissions are getting worse (and thus just like private transport). And, secondly, it gives the impression that emissions from private transport aren't too bad in comparison to public transport.

In addition, the dot clearly believes that the pollution dumped beyond the country's territorial limits by various forms of brutish transport do not belong to brutland and thus should not be counted as being part of brutish pollution emissions. Is it possible that other countries will add this pollution to their own national emissions? Is it possible that all countries around the world are doing exactly the same and that vast quantities of pollution are not being included in national statistics? This pollution is by no means insignificant. If present trends continue there will be so many aeroplanes flying around the world that their global emissions will equal those of the world's present 400 million cars. Thus with a deft sweep of the statistical pen, dot civil servants have managed, yet again, to reduce brutish pollution.

C: How to make Non-Polluters Disappear.

The dot not only statistically eradicates pollution it also statistically eradicates non-pol-

luters, "The Department of Transport completely forgot about cyclists when it surveyed comparative journey times in London. The mistake was highlighted by the London Cycling Campaign when it took a look at a DoT sponsored survey which was researching how long it took to travel around the capital by different forms of transport."

V: The Dot Letting Motorists Get Away with Murder.

Here is another good example of the way that free-market tory governments refuse to create regulations to protect the safety

of pedestrians and the Earth, "The 30 year old MoT test is a lottery which is letting potentially dangerous cars slip through the net, the Consumers' Association claimed yesterday. The Vehicle Inspectorate, which acts as a watchdog of the country's 18,000 MoT test stations does not check a tester's ability to pick up failure points - a serious flaw."

vi) Carism in Local Government.

I: Local Government Advice about Vehicle Exhaust Pollution - Stay Indoors.

Many cities around great brutland are being blanketed by poisonous exhaust fumes. Local authorities never tell motorists not to drive their cars in order to reduce pollution but they are all too willing to tell non motorists to stay indoors to reduce the threat to their health from motorists. Bristol .. "has the highest level of car ownership in Britain, and pollution to match. Several times a year, when the pollution is particularly bad, instead of restricting car use the city council tells people to stay indoors and not to exercise."

II: The Introduction of Spy Cameras.

A: City Centre, and Road Traffic, Cameras.

In the early 1990s spy cameras were introduced into many of the country's major city centres to try and deter city centre violence and crime. The idea has been to make city centres a safer, and thus a more attractive, place to shop. Although it is in the financial interests of city centre shops to have these cameras installed it is the local city council which forks out the money for the purchase, maintenance and running of the cameras. In virtually every city around the country, spy cam-

eras were introduced to city centre years before they were introduced on local roads to prevent road accidents. As far as many local authorities are concerned, it would seem that carnage on the streets is far less important than petty thefts from city centre stores. It would be interesting to compare, in each city around the country, how much money has been spent on city centre, and road traffic, cameras.

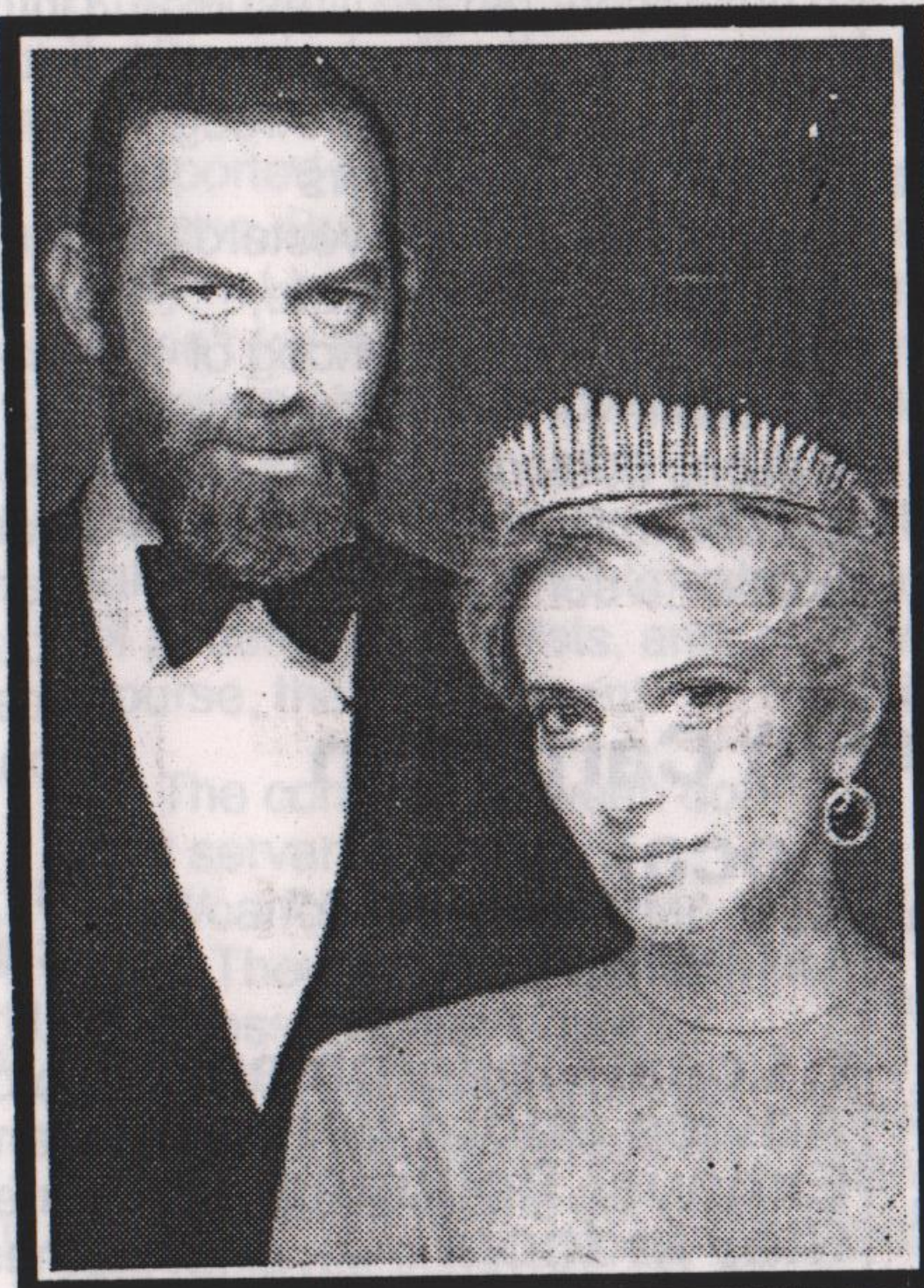
B: The Cost of Road Traffic Cameras.

Although local authorities have to buy and maintain speed cameras themselves all the fines collected as a result of these spy cameras are paid to the government. There is only one exception to the rule that monies raised go straight to the treasury and that is motorway tolls. In 1994 the government announced that it will be possible for money raised from road tolls to be reinvested in further road construction projects. Clearly the government is only going to make exceptions to the general functioning of government administration for the benefit of motorists; the last thing it wants is for the huge profits from fines levied on speeding motorists to be used to introduce further spy cameras to increase road safety and stop the slaughter on the roads. In oxford, "The five speed cameras which are moved around 32 sites in the county trapped 41,000 speeding drivers in the first ten months of the year. It is estimated the cameras (have helped to swell) Treasury coffers by £2.4 million."

III: We'll close these Play areas down because they're aren't any Roads nearby.

Wood farm is one of the smaller council housing estates in oxford. In the centre of the estate is magdalen wood and the estate is surrounded by a number of what the city council has, over the past five years, designated as nature reserves. The estate is also sprinkled with 15 pocket sized parks, some no more than an acre in size. Some are covered

in grass but many have concrete surfaces. Despite the fact that the equipment is pretty basic these parks are nevertheless a delight - going around the estate looking for these pocket parks is fun in itself. In January 1995 the city council announced some of them would have to close. It will be sad to see them go but doubtlessly the council wants to sell the land to property developers and squeeze even more people onto the estate - after all if the shits can sell off school playing fields in the area, and parts of magdalen Wood, then why not a few glass-strewn concrete play areas? Nevertheless, the reason for closing four of these parks is annoying, "In each case the play areas are poorly sited with NO ROAD FRONTAGE ..."¹⁵ There is no difficulty getting access to any of these parks. Access to these parks is good primarily because there is no road frontage - many local children do not have to cross roads to get to them. These pocket parks are for local people on a small estate - there is no need to provide parking for motorists who live outside the area to drive onto the estate to use these facilities. Closing these parks because motorists can't get access to them is absurd. It is almost as if the council can't tolerate the idea that children might be free, for a short period of their lives, from the incessant pollutants raining down on them from the traffic on the estate. The council's motto seems to be 'no roads, no poisons, no parks'.



Royal Society for the Prevention of Accidents (RoSPA) whose road safety section was set up in the interests of the motoring organizations."¹⁶ Road safety organizations and road safety officers are thus far from objective and impartial as regards the balance of interests between motorists and pedestrians. They are not there to protect all road users, especially the most vulnerable, but to defend and promote motorists' interests.

II: Road Safety Officers Getting High on Speed.

Some road safety officers have speeding convictions.

A: Prince Michael of Kent.

"In a recent case, Prince Michael of Kent, president of the Institute of Road Safety Officers, president of the medical Commission on Accident Prevention, sponsor of the Prince Michael Road Safety Awards received his fourth conviction for speeding or careless driving after overtaking a number of vehicles at 104mph."¹⁷

III: The Road Safety Fraud.

There are many organizations which promote a peculiar form of road safety. The greater the safety provided for motorists

the greater the danger posed to other road users and to pedestrians. Increasing driver safety, enables motorists to drive faster and take more risks, "A mass of evidence shows that a variety of safety measures for motorists do not reduce accident chances but give motorists safety benefits which are absorbed as performance benefits."¹⁸ Roads are designed to increase traffic flows but all this does is to increase accidents ... "traditional ways of engineering roads for safety produce speed, just as they decrease motorist vigilance and alertness."¹⁹ It has

IV: Police Road Safety Officers Getting High on Speed.

Sergeant David Grierson, a police officer who, despite his drink-drive conviction, was appointed to head Cambridgeshire police force's yuletide anti drink-drive campaign. After a public outcry he was removed from the post. Grierson stated, "I do not see what my previous history has got to do with it."²³

viii) Carism in the Police Force.

I: Police Officers are Motorists.

It should not be surprising, since most policepeople own cars, that the police generally tend to favour motorists and display all the usual bigotry towards non car owners. Whilst motorists tend to believe that the police are constantly hounding them whilst the real criminals go free, the reverse is usually the case. The police ignore the vast majority of crimes carried out by motorists and in effect uphold motorists' right to break the law, "In many countries the police have neither the money, nor the time, nor even the inclination to punish driving offences."²¹

II: The Revolving Door Between the Police and Road/Car/Oil Corporations.

A: Sir Robert Mark.

Sir Robert Mark, the former commissioner of the metropolitan police is now associated with Goodyear tyres.

III: Police Officers Getting High on Speed. Page Sixteen

A: Leicestershire Chief Constable, Keith Povey.

'A chief constable was one of the first motorists caught in a speed trap set up by his own police force. Officers clocked him doing 80mph in a 50mph zone ... Now Leicestershire Chief Constable, Keith Povey, faces a possible ban."²²

IV: Police Road Safety Officers Getting High on Speed.

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V: The Police Force's refusal to Prosecute Motorists.

A: Police Refuse to Release Identity of Motorist Criminals.

A number of residents were frightened by the large number of motorists speeding through their village. The local council and the police refused to act so the villagers decided to buy a speed trap and prosecute speeding motorists themselves. Unfortunately, once they'd obtained the evidence of criminal wrong doing the police refused to co-operate to bring the criminals to justice, "The people of Theydon Bois, near Epping Forest, bought their own Home Office approved radar speed gun, but couldn't convert their recordings of up to 54mph over the speed limit into private prosecutions."²⁴ "The police point out that the Data Protection Act prevents them from giving names and addresses from the computer

which holds the registration numbers."²⁵

B: Chief Constable Encourages Speeding.

"A Chief Constable in Warwickshire has caused outrage and disbelief among cycling groups by announcing that he planned a "sympathetic and tolerant" approach to offending motorists. Chief Constable Peter Joslin said that drivers in Warwickshire would now be cautioned rather than prosecuted for speeding on roads. His force is the only one in the country to be adopting such extraordinary measures."²⁶

VI: Crime Statistics being Used to drive People into Cars.

It is often acknowledged that police reports about continually rising crime have had the effect of increasing the 'fear of crime' which has crippled many peo-

ple's social life because they feel too vulnerable to leave their homes. The fear of crime is almost as crippling as crime itself. People fortify their homes with anti-burglar equipment and virtually become prisoners in their own home. Every time a huge jump in crime is announced it reinforces this fear. What is not recognized so often is that another consequence of the fear of crime is to force people into cars. The greater the perceived level of crime the more that people tend to rely on cars. Some vulnerable members of society no longer see cars as status symbols, or a means for increasing mobility, but as armoured personnel carriers. The irony is that a significant proportion of the increase in crime is car-related. A huge number of crimes consist of theft of, or from, cars. In other words, cars are the main cause of the increase in the fear of crime and this is pushing people into responses which are likely not only to further increase crime but to make people even more vulnerable - e.g. to new crimes such as car-jacking. If people didn't have cars there would be fewer crimes and people would feel safer. Perhaps car thefts shouldn't be included in crime statistics.

VII: Police Perpetuating the Myth of 'Hard Core' Motorists.

It has been pointed out above that motoring organizations are trying to lay the blame for car accidents on a hard core of persistent offenders - despite the fact that, for example, in Oxford over a mere ten month period 41,000 (forty one thousand) motorists were caught speeding by a mere five speed cameras. In the face of such mass criminality and mass defiance of the law, it is surprising indeed that even the police pedal such nonsense that, "A hard core of motorists still drink and drive despite all the publicity campaigns, police said yesterday."²⁷

He received an automatic ban. He was also switched from CID plainclothes back into uniform.

Shortly before his "sacking" yesterday, he said: "I do not see what my previous history has got to do with it."

Later, Cambridgeshire Assistant Chief Constable David Windsor announced the sergeant's removal from the assignment.

SECRET SHAME OF DRINK DRIVE CAMPAIGN COP

A POLICEMAN was sacked as head of a Christmas drink-drive campaign yesterday - after his own guilty secret was revealed.

Sergeant David Grierson has a conviction himself for being under the influence while at the wheel.

By PETER KANE

Despite that, he was chosen to lead the Cambridgeshire force's Xmas war on boozy motorists.

And when he launched the campaign, he said publicly: "Guilty drivers should not think they just face a fine or a ban. They may cause

injuries and death, ruining one of the happiest times of the year for families."

Yesterday as details of his past leaked out, he was suddenly stripped of his responsibility.

Fury had already erupted over his appointment. John Knight, co-founder of the Campaign Against Drinking and Driving said: "Any police officer found over the limit should be dismissed."

Mrs Valerie Boyd, 49, whose daughter and granddaughter were killed by a drunk driver in Cambridgeshire, said: "I am disgusted by the police insensitivity."

Sergeant Grierson - then a detective - was convicted at Peterborough in March 1990.

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ix) Carism in the Medical Profession.

The medical profession, like many other professions, is closely entwined with multinational road/car/oil corporations.

I: Medical Officers are Motorists.

Just as was the case with politicians and the police, many of those in the medical profession own cars. This causes bigotry towards non car owners.

A: The Explosive Growth in the Number of Company Cars in the Medical Profession.

It was pointed out in 'carbuncle' that doctors are being enticed to work full time for the NHS by offers of a company car, "The government's latest gimmick to persuade hospital doctors to work more or less full time for the NHS, rather than earn more money through private practice, is to offer them 'company cars' on the NHS."²⁸ Since then the floodgates have opened wide for company cars on the NHS. The rise of NHS trusts has led to an enormous increase in the number of health service managers (and a decline in the number of nurses), "The army of NHS managers has soared 334% in four years as bureaucracy runs riot. Admin staff rose 13.5% (13,000) ... while the number of nurses and midwives dropped by 37,000."²⁹ This increase in NHS managers, with their ethos of commercialism, has led to a corresponding increase in the number of company cars, "The NHS has lost 20,000 nurses in the last year and gained 12,080 penpushers. Figures unveiled by junior health minister Tom Sackville also show that NHS bosses have gained 6,560 company cars. The cost of leased and hired vehicles has rocketed by more than 30% to £70 million a year - enough to buy 28,000 cars. Opt-out hospitals are the worst culprits. Their bill for company cars soared from £5.3 million to more than £24 million in a year.

Company cars leased include top of the range Rover 820s, Ford Granada Scorpios, and Vauxhall Carltons for senior managers. Middle management get Rover 400s, Ford Mondeo or Vauxhall Cavaliers.³⁰ It has recently been pointed out that, "Concern over executive pay and perks (in the NHS) was underlined when the "company car" for Brian Davis, former head of the Pembrokehire NHS Trust, was revealed to be a flash Porsche coup."³¹

II: The Close links between the Medical Profession and the Oil Industry.

There are a number of links between the medical profession and the oil industry. Some oil corporations own pharmaceutical corporations because the vast majority of 'modern' medicines are derived from oil.

III: The Donations given to the Medical Industry by the Oil Industry.

The oil industry gives substan-

tial donations to the medical industry. The following is a minor example of such a donation but it is highly revealing since what the oil company is doing is not merely presenting itself as a compassionate-minded company but is associating petrol with health. "Jet launched a cheeky national charity campaign. All the petrol buying public had to do to save money and help a worthwhile charity, the Cancer Relief Macmillan Fund, was to bring along 10 or more tokens from any other major petrol company to your local JET outlet."³² To appreciate the corruption and scandal involved in the medical profession's acceptance of such a donation it is only necessary to wonder what public reaction would be if the medical profession accepted a similar offer by a tobacco or alcohol company.

IV: The Perks Lavished on the Medical Profession by the Pharmaceutical (Oil) Industries.

The pharmaceutical industries treat members of the medical

profession to lavish trips to exotic locations around the world in order to attend what are called 'bananas conferences'. Most of the research work within the medical profession is financed by the pharmaceutical (oil) industries. The career prospects of every member of the medical profession is dependent upon the pharmaceutical (oil) industry.

V: Medical Profession Fostering Car Use; Hospitals built in Places Accessible only to Cars.

An increasing number of hospitals are being built in out of town sites which, just like out of town supermarkets, are accessible only by cars not pedestrians. "Hospitals generate vast amounts of car-use - not just from their staff but patients and visitors too - and the trend towards bigger, out-of-town sites, has increased the problem. (The lack of public transport to these massive out of town hospitals has meant that) The usual response is to build bigger and bigger car parks but hospitals are running out of land and funds to meet demand. The Association for Public Health puts the annual NHS bill for car parking at around £165 million a year, despite the growing trend towards charging. At Southampton University Hospital Trust managers have been forced to look for alternatives. Every day 2,700 cars chase 2,000 spaces - the parking potential of a small town - on the 1,200 bed site with one entrance. Ambulances have been delayed in the resulting jams. The Forest Healthcare Trust in Essex has negotiated the re-routing of buses to its hospitals after a study showed 70% of its staff drove to work.³³ In one recent incident a patient, desperately in need of medical attention died in his car whilst stuck in a traffic jam outside a hospital. This caused an even bigger traffic jam to build up which led to the death of another patient who became anxious that she'd never get medical treatment because of the ever lengthening queue of cars. The traffic jam became so bad that a road accident victim, believed

to be a doctor who'd been illegally speeding in his rolls royce on his way to a desperately ill patient, died in the ambulance which had been unable to reach the emergency accident department because of the vast numbers of cars lining the access road to the hospital. As a result of this triple carnage the hospital authorities recommended that the access road should be replaced by a dual carriageway to prevent further snarl ups. Some have suggested a helicopter should be used to lift ambulances over traffic jams so that they get to the head of the queue first - although it is feared this might provoke a riot amongst the motorists who have been stuck in traffic jams for hours waiting for medical attention. It is possible the only solution may be a need breed of doctor called camedics who rush out of the hospital in extremely small cars to attend to patients stuck in traffic jams. Hospital authorities are hoping to meet multinational road and car corporations in order to sponsor the design, construction and maintenance of such vehicles. One wag said that the traffic jams building up outside hospitals reminded him of hospital wards and that perhaps the hospital authorities were trying to save money by having patients use their cars as private waiting rooms rather than cram up space in hospitals which could be better used by hospital administrators as garages so that they could park their brand new company cars. The mundi club would just like to pay homage for providing the above information, to the Earth rapist, medical shits in the churchill hospital in headington, oxford, who are currently extending their car parks to suffocate even more pasture land.

VI: The Medical Profession's Campaign Against Cigarette Smoking.

As was pointed out in 'carbuncle' the british medical association (bma), brutland's medical establishment, has run innumerable publicity campaigns against the dangers of cigarette smoking and the threat

Page Eighteen

Breathless killer

● NEARLY three million people suffer the misery of asthma in Britain - and it kills 2,000 sufferers every year.

● The condition, which is inherited, is unique among treatable illnesses because it is on the increase. The main symptoms are breathlessness and wheezing, often caused by stress or anxiety. An attack can be triggered by dust, animal fur and tobacco smoke.

● Pollen allergy can also cause attacks. Yesterday the pollen count was said to be up to 12 times higher than normal.

caused by passive smoking.³⁴ A couple of years ago the royal college of physicians published a report in which it argued that pop stars and media personalities should encourage children not to smoke. "It recommends non-smoking role models by parents, teachers, pop stars and media personalities so that children stop believing it is clever or "cool" to smoke."³⁵ And, more recently, a survey of doctors revealed that, "Eight out of ten doctors believe it should be illegal to smoke in pubs, restaurants, offices and on public transport, a new survey revealed yesterday. The study, by the British Medical Association, shows increasing support among the profession to outlaw the weed."³⁶

VII: The Medical Profession's Failure to Oppose Vehicle Exhaust Emissions.

Quite staggeringly, despite a decade of smog ridden streets around the country, the bma has never run a campaign against the dangers of vehicle exhaust emissions. By focussing on cigarette smoking the good doctors are implying that there is no health risk involved with cars. There are three major health threats from cars which the oily medical profession refuses to acknowledge.

A: Lung Cancer.

Whilst doctors protest endlessly about lung cancer caused by cigarette smoking, they rarely mention that lung cancer is caused by vehicle exhaust emissions. This silence seems to suggest that it is a medical fact that the only cause of lung cancer is cigarette smoking.³⁷

It is hardly surprising that doctors promote such nonsense given the fact that most of them are motorists and that the medical profession is on the payroll of multi-national oil corporations.

B: Heart Disease; The Medical Profession's Support for Cars.

It was noted above that the cancer relief macmillan fund accepted donations from a cancer inducing petrol company. This hypocrisy regarding the car is by no means an isolated incident. The brutish heart foundation revealed its assumption that the car has no responsibility whatsoever for heart disease, whether caused by car exhaust fumes or the lack of exercise resulting from prolonged periods of driving, by offering a vauxhall corsa merit as a prize in a charity event. It is not difficult to imagine the

It was pointed out above that it has been estimated that 115,000 people are killed by lung cancer in great brutland each

outcry if this charity stated that its top prize would be 10,000 cigarettes. This charity seems to be more of a propaganda outfit promoting the interests of the oil industry than an organization concerned with improving people's health. (PF).

C: Asthma.

a) The Scale of the Asthma Epidemic in Brutland.

Asthma is another disease of the lungs which causes considerable pain and perhaps even greater levels of anxiety. "Those of us with asthma have airways (in the lungs) that are almost always red and sore (inflamed). Because they are inflamed our airways are quick to respond to anything that triggers (irritates) them."³⁸

Over the last decade an asthma epidemic has appeared in brutland. "Asthma is very common indeed. Around 3 million people in Britain have it (5% of the adult population). It is the most common chronic illness to affect children, causing

them more time off school than any other condition."³⁹ It ... "causes around 2,000 deaths each year."⁴⁰ "Asthma cases more than doubled between 1979 and 1991 to 97,277, latest figures reveal."⁴¹

b) The Scale of the Asthma Epidemic in the 'Developed world'.

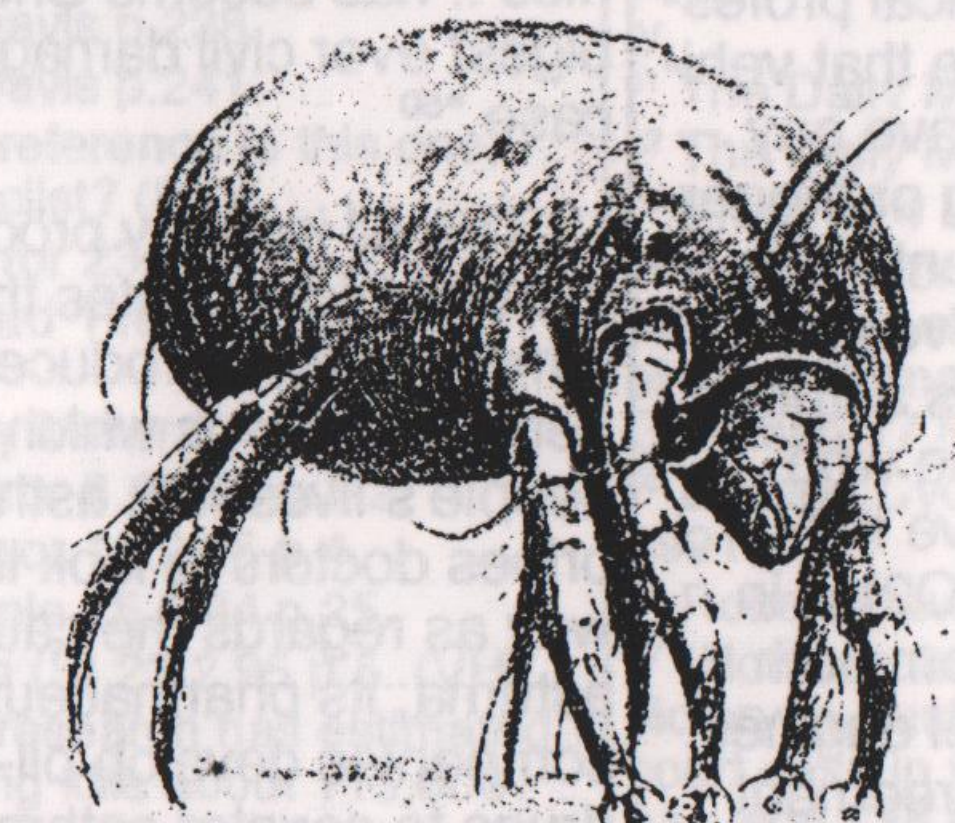
The scale of asthma in what is described as the 'developed world' is no less appalling. Asthma ... "is the most common chronic disease in the developed world."⁴² It is ... "the only treatable condition in the western world which is increasing in prevalence."⁴³ "Up to 15% of europeans now suffer from asthma, according to a report from the World Health Organization to be published this year. Although exact figures are difficult to come by, studies such as the British Royal Commission report on environmental pollution, published late last year, indicate that severe asthma has dou-

Who are you sharing your bed with tonight?

The average bed contains two million house dust mites. They feed off the dried human skin that we are constantly discarding and can cause us to suffer allergies such as asthma, eczema and allergic rhinitis.

SLUMBERLAND, Britain's most famous bed manufacturer has helped develop a material to help defeat the mites and bring relief to the country's six million plus allergy sufferers.

Called **INTERVENT** it can be ordered to cover any bed in Slumberland's range.



Discount Bed Warehouse, Oxford's main Slumberland dealers are holding an unprecedented exhibition of beds, mattresses and sofa beds at their main showroom, just off the Botley Road, this Weekend.

The event will begin on Friday at 9.30am until 6pm, and on Saturday 9.30am until 6pm and finish on Sunday (10am - 5pm)

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The heart research charity
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bled over the past 20 years, with an increase up to 5-fold among children."

c) The Medical Profession Blames House Mites for the Asthma Epidemic.

The medical profession believes the main cause of asthma is house-mite droppings and that cigarette smoking exacerbates the illness, "What concerns Dr Maunders (director of the Medical Entomology centre at Cambridge university) and others dealing with the growing number of asthma cases, is the house dust mite, a spider like animal so small that it can hardly be seen with the naked eye. Most experts now believe that house dust mites, or rather their droppings, are responsible for the vast majority of asthma cases."⁴⁴ Some doctors believe that asthma is inherited but that, "An attack can be triggered by dust, animal fur and tobacco smoke."⁴⁵ "According to the British Allergy Foundation, an allergy to a protein found in house dust mite droppings is responsible for most cases of allergy in this country. "Studies show that if you can really attack the mites you can reduce symptoms by up to 50%," says Professor Robert Davies, chairman of the British Allergy Foundation and the head of the Department of Respiratory Medicine and Allergy at St Bartholomews Hospital, London."⁴⁶

d) The Medical Profession Dismisses Air Pollution as a Cause of the Asthma Epidemic.

Conversely the medical profession does not believe that vehicle exhaust fumes have any major role in causing or triggering asthma. "At present there is no evidence that proves air pollution actually causes asthma to appear in someone who does not already have it."⁴⁷ "Nitrogen dioxide (NO₂) is in vehicle emissions from both diesel and non-diesel engines. There is some disagreement about how important NO₂ may be in asthma. NO₂ exposure is greatest, however, indoors, in homes with gas cookers and gas fires."⁴⁸

Unfortunately for the bigots in the medical profession, whilst the numbers of cigarette smokers has decreased over the last two decades, the number of asthma cases has rocketed. Even a schoolkid versed in the most basic understanding of statistical analysis would have to conclude that there is no causal link between the two. The same applies to the house mite. The number of homes with central heating increased dramatically throughout the 1960s and 1970s but slowed down thereafter. If asthma was caused by the house dust mite then the number of asthma cases would have followed a similar pattern but this did not happen. The only factor which matches the huge rise in asthma cases is the huge increase in car ownership which has taken place since 1979.

e) The Drugs Used to Curb Asthma Epidemic.

Multi-national drugs' corporations have patented a number of drugs to counter the effects of asthma. These are being dispensed in increasing numbers, "Between 1986 and 1991, prescriptions for asthma drugs more than doubled."⁴⁹ Unfortunately some of these drugs have severe side effects. Hundreds of people have been crippled by these drugs and are now suing the health service for compensation, "Hundreds of asthma sufferers are fighting for £100 million compensation after steroids ruined their lives and turned them into hunchback cripples. The battle against drug companies... has become Britain's biggest ever civil damages case."⁵⁰

The oil industry produces the oil which pollutes the atmosphere; it produces the petrol emissions which ruin people's lives with asthma; it bribes doctors to look the other way as regards the causes of asthma; its pharmaceutical companies develop oil-based drugs to counter asthma, only to find that some drugs make people even more ill than they were before. If cars can't poison people then anti-asthma drugs will. If multi-national oil

corporations can't destroy people by poisoning the atmosphere, they do so by dragging people into wars or by feeding them with poisonous drugs. There is only one cure for asthma and that is getting rid of cars.

D: Leukaemia.

Up until the 1990s no research had been carried out in great brutality into the link between leukemia and cars. It was believed that cancer is caused primarily by radiation and had nothing to do with cars. However, a number of doctors have started to discover there are links between leukaemia and cars although the exact linkage is still not clear.

a) Benzene.

Some researchers believe that benzene in unleaded and super-unleaded petrol is carcinogenic. It is inhaled either in the atmosphere after it has passed through car engines or when motorists fill up their cars with petrol, "Lead-free green petrol could increase the risk of

cancer... there is growing evidence of a strong link between leukaemia in children and benzene. Researchers will soon be able to measure the risk of developing leukaemia against the level of exposure to benzene according to Dr Simon Wolff."⁵¹ "People who use unleaded fuel without converters think they are driving green cars," says Dr Simon Wolff, a leading poisons expert at University college, London. "In fact, they are chucking out even greater quantities of dangerous pollutants than an old banger. The (House of Commons) Transport committee report says, "The use of petrols with high levels of aromatic components is likely to lead to a rise in cancer cases. In particular, benzene is one of the key pollutants believed to be implicated in the development of leukaemia, especially in children."⁵²

b) Polonium.

Scientists from Bristol have found a statistical link between childhood cancers (leukaemia)

OUTLAW CIGS SAY DOCTORS

EIGHT out of ten doctors believe it should be illegal to smoke in pubs, restaurants, offices and on public transport, a new survey revealed yesterday.

Seventy-five per cent of GPs think the age for legally buying cigarettes should be raised from 16 to 18.

And three out of ten believe those caught selling cigarettes to underage youngsters should face prison. The study, by the British Medical Association, shows increasing support among the profession to outlaw the weed.

Seventy per cent of those questioned want the price of a packet of 20 cigarettes to be bumped up to £4, and nine out of ten doctors would like to see an increase in tobacco tax.

Tory MP Jerry Hayes, chairman of the Commons all-party Action on Smoking and Health group, said he was delighted with the results of the survey.

"It reflects the growing support for a tobacco advertising ban," he said. But pro-smoking pressure group Forest claimed doctors were confused about the issue and that smokers were being unnecessarily persecuted.

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and car exhaust emissions. Small amounts of uranium are found in crude oil deposits. When this radioactive substance is pushed through a car engine it deteriorates into radioactive polonium. The polonium is carried in the air on pm10s. If these dust particles are inhaled the polonium gets into the blood stream. It is eventually absorbed by bone marrow where it breaks into cells and causes genetic damage which leads to cancer. Scientists have found traces of polonium in children's teeth. It is believed that polonium may be responsible for one in six of childhood deaths caused by leukaemia.⁵³ The world health organization have stated that there is "no safe limit for benzene".

VIII: Preferential Treatment.

A: Doctors Refusing to Treat Smokers.

Since the publication of 'car-buncle', the medical profession has launched a new offensive against tobacco by refusing to treat smokers who are ill or who need emergency treatment to save their lives... "a growing number of doctors and surgeons are refusing to treat smokers."⁵⁴ They have not, however, refused to treat those involved in road accidents.

Most doctors are motorists and non-smokers - only 6 out of 100 doctors smoke tobacco. In a period where medical services are increasingly being rationed, doctors are looking for a rationing criteria which won't cause public outrage; which can be pursued informally thereby avoiding political opposition, and legal challenges, that would be created by any formal statement; and which conforms to doctors own bigoted outlook on life. Since only a tiny minority of doctors smoke cigarettes it is hardly surprising that tobacco is becoming the criterion of choice. It is the carism of the medical profession which encourages doctors to overlook the diseases caused by vehicle exhaust pollution and which enables them to use tobacco to limit the supply of health services.

B: Doctor Refuses to Treat Dying Bicyclist.

It is possible that the following incident is a one-off, "A doctor refused to leave his surgery in East Ham to help a dying cyclist."⁵⁵ (PK). But, who knows? Perhaps motorized doctors are going to try to discriminate not merely against cigarette smokers but cyclists. Who'll be next on their list - rambblers? In America the ill and the dying are dragged out onto the streets to qualify for free medical services. Is it possible that in great brutland people are going to have to be dragged into a car to stand any chance of being treated?

IX: Conclusion.

Whilst medical research teams have looked at health in relationship to diet, unemployment, and housing, they have done almost nothing as regards traffic. "Perhaps the most unhealthy aspect of this unhealthy picture (the health problems caused by car exhaust fumes) is the lack of interest on the part of the medical establishment and others in doing research on a scale which would equal the sophistication of the number crunching performed on road-accident and other traffic phenomena (by the DoT)."⁵⁶

The fact that the medical profession believes that lung cancer is caused solely by cigarette smoking rather than car exhaust emissions also has the consequence that whereas it is possible for people to sue public or private corporations which allow employees to smoke⁵⁷ it is far more difficult for people to sue the department of transport for the ill health caused by cars.

NOTES

- ¹ Daily Mirror 1.3.95 p.4. The daily mirror was incensed not by cost of the cars being bought for whitehall civil servants but by the fact that one-fifth of the cars were foreign.
- ² Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.113.
- ³ Mick Hamer 'Wheels within Wheels. A Study of the Road Lobby' Routledge and Kegan Paul, London 1987 p.109.
- ⁴ Mick Hamer 'Wheels within Wheels. A Study of the Road

- ⁵ Robert Davis 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3 p.56.
- ⁶ Robert Davis 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3 p.61.
- ⁷ 'Campaigners' Guide to Road Proposals' CPRE/Transport 2000 p.3.
- ⁸ Climate Change. Our National Programme for CO₂ Emissions. A Discussion Document Department of the Environment December 1992 p.29.
- ⁹ Climate Change. Our National Programme for CO₂ Emissions. A Discussion Document Department of the Environment December 1992 p.35.
- ¹⁰ London Cyclist Feb/March 1993 p.21.
- ¹¹ Guardian 5.8.93. p.7.
- ¹² London Cyclist April/May 1993 p.8.
- ¹³ Oxford Star 5.1.95 p.55.
- ¹⁴ Unfortunately, local people use these nature reserves as rubbish dumps and teenagers use them to exercise their dirt bikes.
- ¹⁵ Oxford Mail 11.1.95 p.11.
- ¹⁶ Robert Davis 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3 p.61.
- ¹⁷ Robert Davis p.122.
- ¹⁸ Robert Davis p.39.
- ¹⁹ Robert Davis p.205.
- ²⁰ Robert Davis p.251.
- ²¹ Wolfgang Zuckerman 'End of the Road. The World Car Crisis and How We Can Solve It' The Lutterworth Press, Cambridge 1991 p.133. See the article on 'roadspace' - an organization for the relatives of road accident victims, (big issue 16.11.93). They believe the police neglect them, take a cavalier attitude to them and basically don't take their plight seriously thereby reflecting the prevalent carist view that road accidents are unavoidable. (DF).
- ²² Daily Mirror 29.4.94 p.11.
- ²³ Daily Mirror 23.12.93 p.2.
- ²⁴ Robert Davis p.238.
- ²⁵ Robert Davis p.241.
- ²⁶ Lost the reference to this one, London Cyclist? (PK).
- ²⁷ Daily Mirror 23.12.93 p.2.
- ²⁸ Colin Ward 'Freedom to Go' p.27.
- ²⁹ The Daily Mirror 8.11.94 p.2.
- ³⁰ Daily Mirror 8.12.93 p.1-2.
- ³¹ Daily Mirror 15.2.95 p.4.
- ³² The People 15.5.94 p.25.
- ³³ Guardian (S) 22.2.95 p.5. (VH).
- ³⁴ Medical research has estimated that smoking kills about 115,000 people in great brutland every year.
- ³⁵ Hull Daily Mail 30.6.92.
- ³⁶ Daily Mirror 4.1.93 p.19.
- ³⁷ Indeed one doctor recommends that one way people could "put a bit of spice into (their) life" is by "Racing your car engine at traffic

- ³⁸ Lights." (Doctor Vernon Coleman, The People 17.10.93 p.35) - even if this happens to be a place where children are crossing the road? The same doctor, who drives around in a rolls royce, does not regard vehicle exhaust pollution as being one of the main causes of asthma.
- ³⁹ National Asthma Campaign 'Take Control of Asthma from Five years old to Adulthood' p.4.
- ⁴⁰ National Asthma Campaign 'Take Control of Asthma from Five years old to Adulthood' p.3.
- ⁴¹ National Asthma Campaign 'Take Control of Asthma from Five years old to Adulthood' p.28.
- ⁴² The Daily Mirror 11.4.94 p.15. These are government figures. There is a huge disparity between the actual cases admitted by the government and the cases suspected by doctors. Doctors have a self interest in boosting the numbers of cases. The irony is that they may have elevated asthma into a major disease because they believed it was connected to tobacco and had little appreciation that cars might be to blame.
- ⁴³ National Asthma Campaign 'Take Control of Asthma from Five years old to Adulthood' p.28.
- ⁴⁴ National Asthma Campaign 'Take Control of Asthma from Five years old to Adulthood' p.28.
- ⁴⁵ Oxford Star 17.3.94 p.26.
- ⁴⁶ Daily Mirror [Health] 8.6.93 p.2.
- ⁴⁷ Daily Mirror [Life] 20.9.93 p.1-2.
- ⁴⁸ National Asthma Campaign 'Asthma and the Environment' p.4.
- ⁴⁹ National Asthma Campaign 'Asthma and the Environment' p.5.
- ⁵⁰ The Daily Mirror 26.10.94 p.13.
- ⁵¹ The People 24.4.94 p.12-13. Despite the fact that it doesn't have a cure for asthma, the medical profession argues that, "Complementary treatments are often wrongly called 'alternative' treatments: there are no alternatives to modern medicine." (National Asthma Campaign 'Take Control of Asthma from Five years old to Adulthood' p.19). Experiments in Norway have shown that if children are taken on holiday to pollution free areas then many of them suffer fewer asthma attacks and some even recover completely.
- ⁵² The Daily Mirror 28.5.94 p.2.
- ⁵³ The Daily Mirror 26.10.94 p.13.
- ⁵⁴ Channel 4 News 6.2.95.
- ⁵⁵ Daily Mirror 27.1.94 p.7. One smoker has already died because of this informal policy. (see the Guardian 17.8.93 p.3).
- ⁵⁶ London Cyclist July/August 1991.
- ⁵⁷ Robert Davis p.222.

"Non-smokers have won a big victory in Australia in a landmark court case in which a psychologist has won £35,000 damages against her employer for exposing her to passive smoking." (Guardian 28.5.92. p.9).

The number of people who have no confidence at all in the police solving minor crimes has doubled in 10 years from 11 to 22 per cent.

x) Carism in the Media.

I: Media Bias Towards the Car.

The car, and car related, industries spend vast sums of money advertising their products in the media. If the car was banned virtually half the national and local newspapers and half the programmes on television would probably disappear - along with all the jobs that go with them. The media thus has a huge bias in favour of the car. It won't allow too many criticisms of the car because of its fear of losing a lucrative source of income, "As part of a campaign against toxic exhaust emissions Green-peace had targetted Ford as particularly reluctant to improve its products. When the campaign was launched and the time came to buy space for the advert, not only were they refused access to advertising hoardings (owned by Mills and Allen) but the Guardian, Times and independent refused to publish it. There is little doubt that these decisions were based on a fear of losing adverts from Ford." Motorists' carist attitudes are taken up, reinforced, and amplified, by the media.

II: Journalists are Motorists.

Most journalists own cars.

III: Journalists' Car Perks.

Most journalists receive mileage allowances which encourages them to drive excessively.

IV: Journalists Convicted of Speeding Offences.

A: Neil Wallis.

The sun tabloid has been at the forefront of a campaign for harsher prison sentences for

Newsman's 106mph

NEIL Wallis, 43, deputy editor of the Sun, was banned for a week by magistrates in Surrey yesterday for driving at 106mph on the M3.

DAILY MIRROR 20.1.94 p13

MY WIFE had only left the car there so she could get our year-old twins into the house.

It was hardly causing an obstruction, just partially blocking a driveway in our quiet suburban street.

When she came out an hour later, the car was gone. It had been towed away on the instructions of a policeman who had come dashing round to this emergency.

It cost £105 to get the car back - the equivalent of two weeks' state pension or three weeks' unemployment benefit.

But let us not consider this strange scale of financial values in society. Let us go forward a week.

My neighbour was concerned about an elderly couple who live in a nearby flat. Their block was being renovated, which included the roof being removed while they were still living there.

He went round to see if they were all right. As he came out of their home, the builder grabbed him by the throat, pushed him up against a wall and told him precisely what would happen if he ever again came round to see the old couple.

Naturally, he rang the police to tell them. They said there was nothing they could do.

His mistake was that he should have told them the builders had parked their van on a yellow line. The police would have been round in minutes, tyres screeching.

You have probably got similar stories yourself. I constantly hear them.

There is one law for the motorist and no law for the real villains.

Ordinary, law-abiding citizens usually only come into contact with the police when they are victims of crime or have committed a minor

motorists convicted of speeding. Shame then that Neil Wallis, deputy editor of the sun, was banned for a week for driving at 106 mph.

SEE ARTICLE 'Newsman's 106mph' (Daily Mirror 20.1.94 p.13).

V: Journalists Demanding Action against Real Criminals.

There are a number of journalists who have demanded that the police should spend less time tracking down poor innocent motorists who are accidentally speeding through built up areas at 90 mph, and more

Yellow peril!

DAILY MIRROR 26.8.93 p6

Police target parkers as real criminals run amok

motoring offence. Been burgled, mugged or had your car broken into? Tough luck.

Parked your car in the wrong place? You are instantly the target for the biggest police operation since the miners' strike.

The police cannot operate effectively if they don't have our support.

Problem

That involves them showing some understanding and sympathy.

Despite the soothing pronouncements of chief officers, most ordinary coppers have the same attitude to public relations that Henry VIII did to marriage vows.

When my wife rang Wandsworth police to discover the whereabouts of our car, for example, and explained the difficulty of getting two babies into the house, she was

told: "That's your problem." So it is. But what are the police's problems? Presumably not the epidemic of car thefts and vandalism but tracking down enough motorists to hound and harass.

Some Tory right-wingers think social workers should be abolished as they feel they don't achieve anything. It would save a fortune in public spending.

Why stop there? Why don't they call for the abolition of the police as they achieve so little of what is expected of them? That would save even more money.

I am waiting for the day when I see a Transit van disgorge a gang of flak-jacketed officers who point their shooters at a car on double-yellow lines, screaming: "Don't move! You're nicked!"

How silly of them. How could the car move when all its wheels have been clamped.

pier if they stopped setting up so many road blocks and instead sent more officers into high crime areas on foot patrol to deter burglars and muggers.³

VI: Editorials Demanding Action against Real Criminals.

A: The Oxford Star.

"Police deployed to trap motorists speeding on the M40 could make better use of their time fighting serious crime. Better still, the police could work at catching those criminals responsible for the rise in

B: John Smith.

"The annual crackdown on motorists puts a terrific strain on police resources. I'd be hap-

Let's trap the real villains!

THE seasonal police blitz on drink-drivers is with us again.

One chief constable is even warning that motorists who pass the breath test could still be prosecuted for driving while impaired.

Of course drink driving cannot be condoned. But should tipsy drivers really be branded as Public Enemy Number One?

The annual crackdown on motorists puts a terrific strain on police resources.

I'd be happier if they stopped setting up so many road blocks and instead sent more officers into high crime areas on foot patrol to deter burglars and muggers for whom Christmas provides very rich pickings indeed.

JOHN SMITH THE PEOPLE
11.12.94 p23

violent crime reported this week.⁴ It would seem the editor of this paper, voted the most boring organ of the year, believes that motorists do not commit violent crimes on the road. One wonders what the carnage on the roads would be like if the police decided they would no longer make any serious effort to enforce speed limits. It is probably just coincidental that over 50% of 'the Oxford star' is taken up by car adverts. The next step is supporting right wing Tory MPs' efforts to abolish all rules and regulations on the roads and turn

them into free market zones, so that motorists can do what they want on the roads.

B: The Daily Express.

"The police should take note of today's Gallup poll showing public dissatisfaction at their priorities. For lurking behind the belief that too much time is being spent on hounding motorists and too little in tackling serious crime like burglary there is a worrying resentment. This situation cannot be allowed to persist. We do not want to become the country with the most cowed motorists and the most rampant thugs."⁵ From this it would be almost impossible for an stranger to this Planet to realize that in this country thugs kill no more than a hundred people a year whilst on average motorists kill about 5,000. Motorists in this country are engaged in a mass civil disobedience campaign against speed limits and yet this editor fears that motorists might become 'cowed' if the law is enforced.

VI: Examples of Media Bias Towards the Car.

A: The Sun.

Since the publication of 'car-buncle' the sun has started two new weekly features, 'car boot sales' and 'motors'. It has also ran a series called 'starcars' on consumer superstars and their cars. This series is intended to reinforce the association between cars and glamour/success/wealth in the vacant minds of the factory pharma masses who adore these consumer superstars.

The sun scoffs at the idea of

global warming. It has never promised to go green. And it doesn't give a dam about the ecological damage caused by vehicle exhaust fumes, "Exhaust fumes make you ill, the experts proclaim. But anyone who's walked down a busy High street knows that. Do they really think that doubling the price of petrol will help save the environment. People won't give up the convenience of their cars. They'll just pay more to sit and choke in a traffic jam."⁶



B: Daily Mirror.

In November 1994 the daily mirror started running a campaign against hospitals charging motorists for medical services as a result of car accidents. "Pressure grew last night to scrap charges for treating road crash victims in NHS hospitals after the Mirror was flooded with calls."⁷ Although the mirror is far more concerned about the environment than the sun this has not stopped it from running advertising features in conjunction with multi-national oil corporations such as esso and jet, and, in January 1995 it followed 'the sun' by establishing a weekly motoring feature. This feature now covers 2-3 pages. Far from trying to wean people out of their cars both the sun and the mirror are reinforcing motorists' love of cars.

MOTORING

New column
you can't miss

Page 36

DAILY MIRROR
6.1.95 p3

Motorists 'hounded by police'

By MIKE GRAHAM

POLICE spend too much time hounding motorists and not enough energy on catching thieves, says a new survey.

The public has little confidence in officers both-ering to solve minor crimes like burglary.

The poll comes after Home Secretary Kenneth Clarke told the Daily Express he believed police were losing public respect because they were too busy cracking down on drivers.

He said he was planning sweeping changes in Britain's traffic laws that would include calling a halt to the increasing use of radar speed traps and spy cameras.

The findings of the Gallup poll, commissioned to compare attitudes from 10 years ago, show that confidence in the police for thousands of victims of "minor crimes" is lower than ever.

It showed that 65 per cent of those polled said they had little confidence in the ability of the police to solve them.

Murder

And those having at least "considerable" respect in the police to capture burglars has fallen from 47 per cent in 1983 to 32 per cent today.

According to Gallup, people believe that the police spend much more time on major crimes like robberies and murder.

But they think many police stations simply go through the motions.

Ten years ago 56 per cent of people surveyed believed too much time was spent on traffic offences.

That figure has gone up to 62 per cent this year with the introduction of cameras to catch speeding motorists and those who jump red lights.

In November Mr Clarke told the Express he will tackle the growing controversy over traffic offences because of worries about lack of public support for the fight against crime in general.

An inquiry headed by BAT Industries chairman Patrick Sheehy is already under way into every aspect of police work.

The number of people who have no confidence at all in the police solving minor crimes has doubled in 10 years from 11 to 22 per cent.

Waste of police time

POLICE deployed to trap motorists speeding on the M40 near Oxford could make better use of their time fighting serious crime.

Sneak cameras will be mounted in unmarked police cars to catch the motorway offenders instead of putting resources into enforcing speed limits in our towns and villages. Better still, the police could work at catching those criminals responsible for the rise in violent crime reported this week.

OXFORD STAR 21.4.94 p3

DAILY
EXPRESS
31.12.92

C: BBC Aiding and Abetting Criminality.

The bbc, just like motoring organizations such as the aa/rac, are involved in aiding and abetting motorists' criminality. "A guide telling motorway speeders how to spot unmarked police cars has been launched by the bbc's top gear magazine. The magazine's news editor Nik Berg said, "Using so many unmarked cars is not very sporting, so we thought we'd help drivers out a little."⁸ One wonders whether this moral degenerate ever suffers from a prickly conscience as to whether his actions have led to, or encouraged, a speed crazed motorist to deliberately evade police detection before ploughing into innocent pedestrians.⁹ The sun also aided and abetted such criminality by publishing details from the guide. The sun's editor at the time, kelvin mackenzie, is obviously another immoral carist degenerate.

E: Daily Mail Sponsors Motor Show.

The daily mail sponsored the 1992 motor show.¹⁰

By MICHAEL KEMP, Motoring Correspondent

THE Daily Mail, National Newspaper of the Year, is to sponsor the Motor Show in a £2million deal — and so give unparalleled backing to Britain's most important manufacturing industry.

The famous show will get a cash boost and a series of exciting promotions are planned to give it unrivalled impact.

**£2M DEAL LINKS
CARS AND HOMES
SPECTACULAR
UNDER ONE ROOF**



DAILY MAIL 17.6.92

F: Front Page Story; The Media covering up Car-nage.

The front page story of this pamphlet is entirely fictitious. The child in the photograph was actually bitten by a dog. The point of this deception is that whilst the media goes out of its way to show horrifying photos to back up its 'dog attacks child' stories it never does anything similar for the carnage caused by motorists. The photos used of car murder victims are invariably those of

the victim before the grievous bodily harm or murder has taken place. Perhaps news editors believe that death on the roads is a common place which can be ignored. Perhaps they are just carist degenerates.

xi) Carism in the Judiciary.

The judiciary, like most other professions, is entangled in the road/car/oil corporations although probably not as much

as the **Page Twenty Four** police, or the road safety, and medical profession.¹¹

I: Judges are Motorists.

Just as was the case with politicians and the police, most of those in the judiciary own cars. Many own shares in car manufacturers or, at the very least, have unit trusts with investments in car manufacturing corporations. This depen-

SPEED COPS' COVER BLOWN BY BBC TV Guide to unmarked cars

By KEN GIBSON, Motoring Correspondent
A GUIDE telling motorway speeders how to spot unmarked police cars has been launched by the BBC's Top Gear magazine.

It lists 15 different cars used by over 20 forces all over Britain.

Their tell-tale signs are two black aerials on the roof and a box housing the speed camera on the dash.

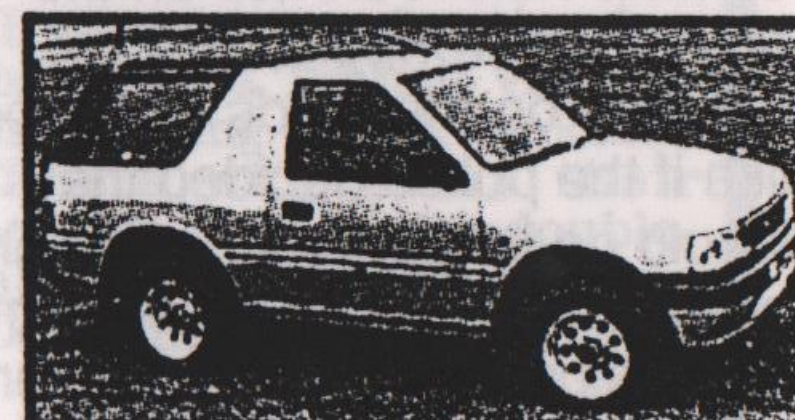
But the biggest clue is "two bulky looking men with short haircuts and yellow coats."

The magazine's news editor Nik Berg said: "Using so many unmarked cars is not very sporting, so we thought we'd help drivers out a little."

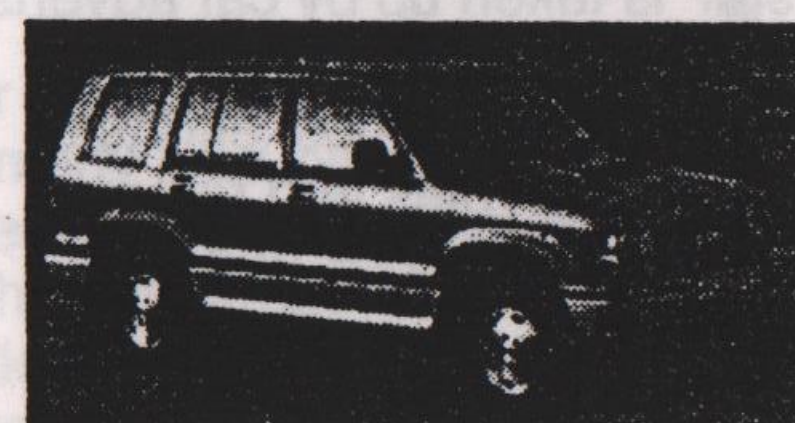
Cars (marked and unmarked) are: Vauxhall Frontera (Beds and more forces to follow); Isuzu Trooper (Leics and Cleveland); BMW 5 series (Hants, Fife, Central Scotland); Fiat Tempra (Transport Police, Gtr Manchester).

Peugeot 605 (fast response cars Cumbria, City of London, the Met); Volvo 940 Estate (Kent, Northants); Volvo 850 (Warwickshire); Ford Mondeo (Devon and Cornwall); Sierra (nationwide, but being replaced by Mondeos).

Rover 800 (40 forces including the Met, West Midlands, Numbria); Vauxhall Senator



Frontera... in Bedfordshire



Trooper... patrols Leicester

force); Ford Granada (virtually every force); Jaguar XJ6 (Staffs, Warwickshire, Durham, Sussex); Vauxhall Cavalier (including Notts, Sussex, Surrey, Met); Land Rover and Range Rover (nationwide).

A police spokesman said: "The only sure way for a motorist not to encounter one of these vehicles would be to remain within the speed limits

THE SUN
24.11.93 p4

HELPING CRIMINALS COMMIT MORE CRIMES

dence on the car means that the judiciary is biased in favour of car owners.

II: Judges' Car Perks.

The highest ranking judges are driven to work in luxurious chauffeur driven cars.

III: Judges getting High on Speed. Judges are Car Criminals.

A number of judges/lawyers have been found guilty of committing criminal offences in their cars. The reason the judiciary does not impose heavy prison sentences on motorists charged with breaking speed limits is, firstly, because judges have committed similar offences themselves (although most have not been caught) and, secondly, because they fear that if they are caught then they want their chums on the benches to let them off with the lightest possible sentence.

A: District Judge MacArthur.

"District Judge MacArthur appeared in the dock in April and was banned for driving for two years for being twice over the drink-drive limit. It has emerged that this was his second conviction. The Lord Chancellor has warned the judge that if it happens a third time "he could be sacked".¹²

B: Crown Court Recorder Judge Woolley.

"Drink-drive Judge David Woolley crashed his Mercedes

Drink-drive judge ban

DRINK-drive Judge David Woolley crashed his Mercedes while nearly three times over the limit, a court heard.

Judge Woolley said he had drunk potent cocktails at his 55th birthday party thinking they were weak Pimm's.

Crown Court Recorder Woolley, of Shefford Woodlands, Berks, admitted drink-driving.

Magistrates at Newbury banned him from driving for two years and fined him £600 with £25 costs.

THE SUN 15.7.94 p2

DAILY MIRROR 22.12.94 p8

Killer firm is banned

THE lorry firm whose 10-ton truck ran out of control killing six people at Sowerby Bridge, West Yorks, has been banned from the roads.

Traffic commissioner Keith Water slammed Fewston Transport's attitude to vehicle safety as "cavalier". A two year-old girl and her mother were among victims of the horror smash in September 1993.

while nearly three times over the limit...

SEE ARTICLE 'Drink Drive Judge Ban' (The Sun 15.7.94 p.2).

IV: Judges' Bias towards Motorists.

A: Judges' Leniency Towards Disqualified Drivers.

a) Sentences for Reckless Driving.

As regards death through reckless driving, "Just three people were sentenced to three years or more in 1986."¹³

b) Driving whilst Disqualified.

The maximum sentence for driving whilst disqualified is 6 months but magistrates rarely impose the maximum sentence. As a whole, judges are extremely lenient towards motorists who drive whilst disqualified. This is despite the fact that it has been estimated that one person per week is murdered by disqualified drivers and many more are injured or crippled. A quarter of a million drivers have been banned from driving but, it has been alleged, 100,000 flout the law and continue to drive. And yet judges do nothing to combat the massive flouting of the law.

c) Confiscating Cars.

Magistrates have the powers to confiscate the cars of drivers convicted of reckless driving but they rarely do so.

B: Examples of Judges' Leniency towards Car Murderers.

a) Judge John Binns.

"Judge John Binns, who caused outrage when he sentenced two vigilantes to five years in prison, let off a 29 year old van driver who killed two people with a fine of just £250."¹⁴ The fine for allowing Dogs to Manure local authority parks is £500.

b) Coroner Bernard Pearl.

An 11 year old boy was killed by a speeding motorist. The motorist was not prosecuted for murder. The coroner bernard pearl pointed out that "exceeding the speed limit didn't in itself automatically turn the accident into an offence."¹⁵

c) Magistrates.

Chris eubank was driving along the motorway when he hit and murdered a road worker. It was pointed out in court that at the time of the murder eubank was "not wearing a seat belt, had only one hand on the wheel and failed to spot other cars as he did 60mph along the A23." He was found guilty of careless driving, fined £250, and had his licence endorsed with six penalty points. The sentence was laughable... "his fine was a quarter of the £1,000 maximum. And he could have been given nine points and an unlimited ban."¹⁶

d) Dorchester Crown Court.

"A mechanic... killed a woman as he showed off at the wheel of a Ferrari and took a blind bend at nearly 80mph... a court heard how he had driven "as if he was on a racetrack." He was banned from the road for two years by Dorchester Crown Court...¹⁷

e) Lord Chief Justice, Lord Taylor.

The brutish judiciary was in fine form in december 1993 allowing two drunken motorists to get off virtually free after murdering a couple of people.¹⁸ The irony of these two sentences is that they were handed down on the day that the government published the 'criminal justice bill' which proposed a series of fines and

Court blitz on drunk drivers

By NICK EVANS

A DRINK driver was jailed and another had his prison sentence doubled yesterday in a new crackdown on road deaths.

Student Peter Shepherd - originally fined £250 and banned from driving for two years - was given three months jail by the Appeal Court in London.

Unemployed Robert Wernet, 27, had his prison sentence doubled to 18 months.

A car driven by Wernet, from Oxford, hit a wall and overturned after "a motorised pub crawl". Passenger John McCallum, 27, died.

Uninsured Wernet had drunk five pints of lager.

Pregnant

Shepherd killed a young mum and her baby. He was giving a lift home to pregnant Tracey Fairhead, 27, and her 10-month-old daughter Madison when his car hit a broken-down lorry at Wentworth, Cambs.

The defendants - both over the drink-drive limit - admitted causing death by careless driving.

The new sentences were attacked by victims' relatives. Tracey's mum Mrs Val Boyd, 49, of Brandon Creek, Cambs, sobbed: "He'll be out in six weeks. How is that a deterrent to stop other bastards drink driving?"

Announcing the sentences, the Lord Chief Justice, Lord Taylor, said motorists who kill in the worst drink cases should face jail sentences near the 10-year maximum.

DAILY MIRROR 18.12.93 p7

THIS IS AN EXAMPLE OF WHAT WAS HAPPENING IN THE COURTS ON THE DAY THAT CHUCKY HOWARD PUBLISHED HIS TWO CRIME BILLS

3 YEARS FOR DRUNK DRIVER WHO ROBBED 10 KIDS OF THEIR MUMS

Page Twenty Six

DL DAILY MIRROR
24.5.94 p13

FURY erupted in court yesterday as a drink driver who killed three women was jailed for just three years.

Relatives of the victims — the mothers of 10 children — shouted "Murderer!" and "Do you call this justice?" as 64-year-old William McCabe was sentenced.

Others were led away in tears and sat weeping outside Liverpool Crown Court as relatives tried to comfort them.

The judge told McCabe there were mitigating circumstances because "you never intended to kill anybody" and he had shown remorse. But one relative of the victims said: "The

sentence is a total disgrace. This man committed murder and destroyed lots of other people's lives."

Ellen Costello, 33, her sister Frances Dykes, 40, both of Walton, Liverpool, and their cousin Pauline Williams, 40, of nearby Kirkby, died instantly when McCabe — twice the legal limit — ploughed into them as they walked arm in arm over a pedestrian crossing.

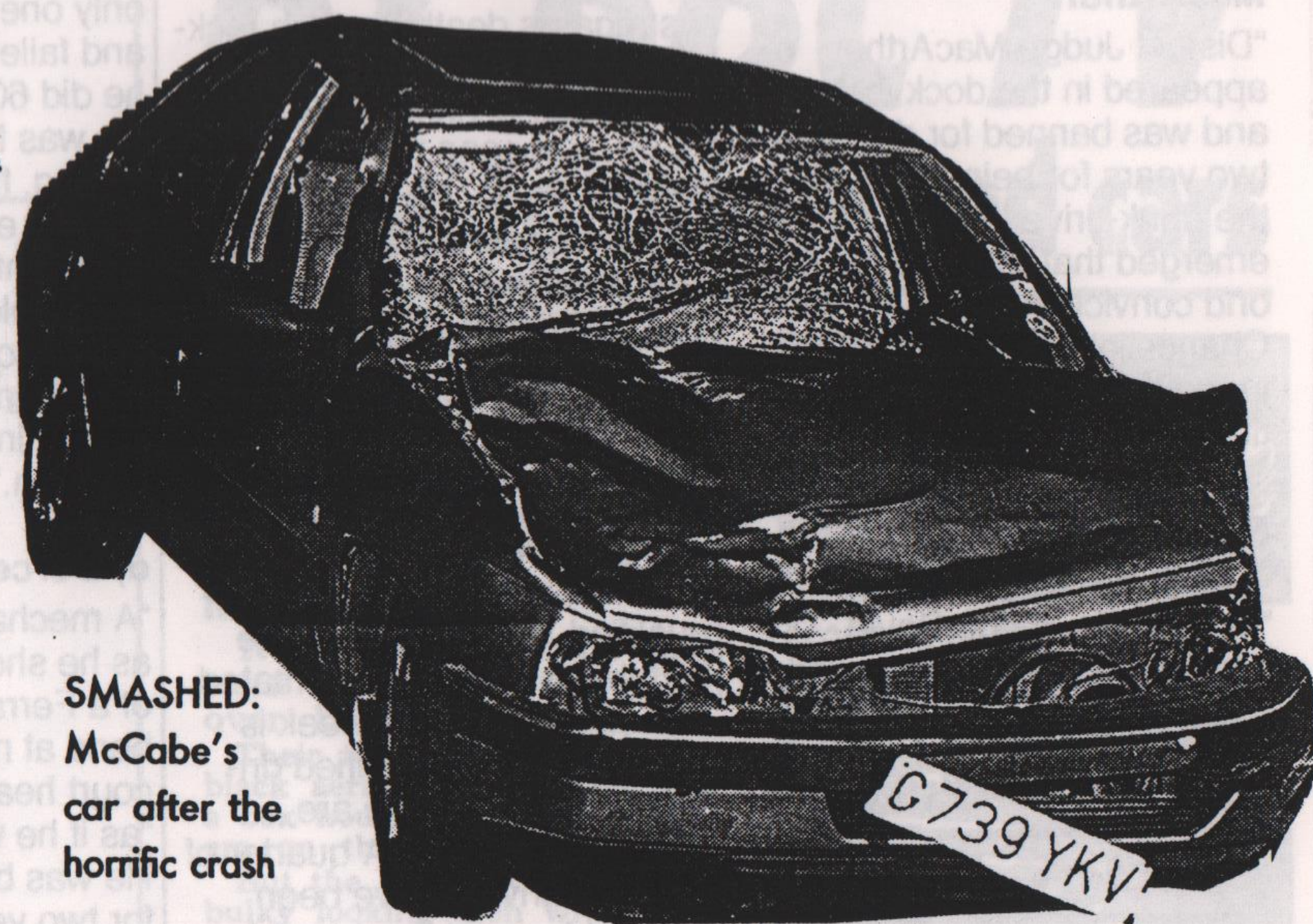
Sobs

There were gasps and sobs in court when it was revealed they were hurled in the air by the impact, their heads reaching the height of the crosspiece on a nearby lamp standard.

McCabe's badly damaged Peugeot 405 careered on for 80 metres before smashing into a stationary car and turning on its roof.

Earlier the Liverpool university lab technician had played cat and mouse with police to avoid being stopped — nipping into a university car park and walking into the building after he spotted a patrol car behind him.

When the coast was clear he got behind the wheel again — and minutes later hit the three women, dressed in black as they headed to a wake after the funeral of the sisters' father.



SMASHED:
McCabe's
car after the
horrific crash

By FRANK CORLESS

McCabe told police: "I am very tolerant of alcohol. The crash did not happen because I had been drinking — it happened because I didn't see them."

After the accident angry scenes broke out in the road and 21 relatives at the wake had to be taken to hospital suffering from shock.

Police feared reprisals and put a guard on McCabe's home.

McCabe, of Kirkdale, Liverpool, pleaded guilty to causing the deaths by careless driving while under the influence.

The tragedy happened just a week before a change in the law increased the sentence for the offence from five years to 10.

In a letter read out in court he apologised for the agony and trauma he had caused and said:

"No matter what punishment the court gives, I will punish myself for

the rest of my life. On the night of this tragedy my own death would have been preferable to having to live with my own mind."

But Judge William Wickham told him: "You knew you were unfit to drive and deliberately avoided a police officer. You could easily have got a taxi."

A solicitor for some of the victims' relatives said later: "They feel their loss is not represented by the sentence."

● Comment — Page 6

sentences for people who walk on fields and blow horns to disrupt blood sports' meetings. This means that hunt saboteurs will receive bigger fines and longer sentences than those given to drunken drivers who murder innocent people. Such are the values of the car-mad, brutish establishment.

f) Teeside Crown Court.

He was 19; he had no driving licence; he'd just bought a ford escort xr3; he'd never had a driving lesson; he was drunk (over twice the drink-drive limit); he was speeding at 80mph down narrow terraced streets; and he ploughed into three young girls. Two were killed and the third lost both her legs. He was jailed for 48 months.¹⁹ The judges didn't even give him the maximum five year sentence prevailing at the time of the slaughter. The home secretary michael howard was too busy drafting laws against antiblood sports' demonstrators and dope smokers to be bothered about formulating a law banning people from buying cars without a driving licence. 'We don't need yet more government rules and regulations - the road is a free market place.'

g) Newbury Magistrates Court Chairman Brian Baxter.

"Boozy Michael Marshall escaped jail after admitting his sixth drink-driving offence in thirteen years. The court decided that jailing him was "no deterrent".²⁰

h) Judge Michael Mander.

A man with a previous conviction for drink-driving, who downed 6 or 7 bottles of pils (the drink) and was two and a half times over the limit, got into his car, drove off and killed three sisters. He was given 3 years in prison. Even though the judge presiding at the trial, michael mander, could have given the driver the maximum sentence of 5 years, he cowardly tried to deflect criticism of this sentence by stating that his powers were restricted because tougher government penalties were not in force when the women were murdered.²¹

i) Justice Popplewell.

A motorist who "drove his £25,000 Mercedes at up to 65mph through snow and slush, overtaking a string of slower cars, before spinning into an Austin Metro" .. killed four people and was given a six month sentence. "Justice Popplewell, who could have locked up David Edmonds for five years, said he was a man "not merely of good character, but outstanding character."²²

j) Judge William Crawford.

A motorist who downed ten pints of beer crashed into the back of a lorry virtually decapitating his passenger. "Judge William Crawford gave the driver nine months saying that the badly parked lorry had contributed to the tragedy."²³The judge later sentenced the lorry to 3 years youth custody to be spent visiting various tourist attractions in the mediterranean.

k) Judge William Wickham.

A 65 year old man, twice over the legal drinking limit, deliberately avoided a police checkpoint in case they noticed he was drunk, before ploughing into three mothers on a pedestrian crossing. For killing these three women he was given 3 years (the maximum at the time was 5 years).²⁴

In his defence the pensioner could have argued that he'd just seen a bbc2 programme produced by nik berg and read an article in kelvin mackenzie's sun pointing out how speeding motorists could spot cars being used by the police to catch speeding motorists - see story above. These articles were a blatant incitement to drunken motorists to evade detection by the police and thus endanger people's lives. People like nik berg and kelvin mackenzie should be arrested for aiding and abetting murder. It is difficult not to believe that one or more of the motorists who saw the articles produced by these two carist bigots have then gone out and used this information to avoid detection by the police and then ended up killing someone.

l) The Crown Prosecution Service & Justice Sachs.

A man who was disqualified from driving because of a drink-drive conviction; who was more than twice over the drink-drive limit; ignored a red light and ploughed into a car killing the driver. He was given 3 years by so-called justice sachs. There are a number of interesting features about this case.

* The crown prosecution service planned to charge the driver only with causing death by careless driving.

* Appalled by this decision, the dead driver's wife decided to take out a private prosecution. Once this had been done the cps took over the prosecution. * At his trial, the jury was not told:-

a) that the driver was over the limit because the police broke rules concerning blood tests and,

b) that he was disqualified from driving.²⁵

m) Judge Patrick Halnan.

The judge said about a woman driving at 103 mph on country

Page Twenty Seven

roads that, "By a whisker we cannot be sure that your driving was not that of a careful and competent driver."²⁶ One wonders just what reaction injustice halnan would have had to a couple of people smoking a joint in their back-garden.

n) Judge Simon Coltart and Lord Chief Justice Lord Taylor.

Colin vano, "who had previous convictions for speeding and jumping red lights, was seen overtaking other vehicles as he approached the zebra crossing". He hit a 9 year old girl at 27 mph causing catastrophic head injuries. Judge Simon Coltart described the accident as "a momentary reckless error of judgment with tragic consequences."²⁷ (The judge seems to have overlooked the fact that vano had had a series of these momentary lapses). Vano was jailed for 28 days, banned from driving for three years and fined £800. The victim's father said, "I was threatened with more for not paying my poll tax."²⁷ (Exactly. One of the fac-

Outrage at leniency

A JUDGE convicted of drink-driving twice in eight years is to keep his job.

District judge Angus MacArthur, 50, was three times over the limit both times.

He could have been sacked from his £60,000-a-year post by the Lord Chancellor, but was let off with a warning.

Yesterday, the decision was slammed as "outrageous" by the Campaign Against Drinking and Driving. Organiser Maria Cape said: "People will view this as one law for the lawyers and one for the rest of society."

"Many have lost their jobs for drink-driving, including police officers, but not this judge."

"If anyone doubted the law is an ass, this is the final proof."

Lenient

In 1985 the judge, then a civil court registrar, admitted being drunk in charge of his Renault.

Magistrates at Okehampton, Devon, let him keep his licence. In April, JPs at Stamford, Lincs, fined him £3,000 and banned him for two years for a second drink-drive offence.

The Lord Chancellor Lord Mackay told the judge, who sits at Peterborough County Court, that if he was convicted

again, he could be fired.

Maria, whose daughter was killed by a drink-driver 11 years ago, said: "Judge MacArthur is a lawbreaker. How can he judge others?"

CADD co-founder John Knight added: "The Lord Chancellor has been very lenient."

THE SUN

2.6.93 p23

DRUNKEN DRIVER
EVAPES POLICE
TRAP —
SO WHO'S BEEN
ENCOURAGING
THIS MURDERER
TO ACT
IRRESPONSIBLY??

tors which probably helped the judge to reach his decision was who had paid their poll tax. The motorist had paid his but the victim had not. Banning motorists from driving is about as effective a sentence as community service).

After the outcry against such a lenient sentence, the case was submitted for review to the heads of brutish injustice. "Attorney General Sir Nicholas Lyell went to the High Court claiming the sentence for dangerous driving was not enough. But three appeal judges, headed by the Lord Chief Justice Lord Taylor, rejected his plea."²⁸

o) Judge Colin Willis.

"A man who drove a JCB when he was drunk and caused £35,000 of damage to buildings was last week jailed for three years. About the same time, Lee Taziker was in court for driving his 28 ton truck while twice over the drink drive limit. He veered across the road, hit 17 year old John Smith as he walked along a grass verge, and knocked him into the path of another car, causing his death. Judge Colin Willis said, "I accept that in this case you were guilty of of a momentary inattention" and sentenced Taziker to 240 hours community service on a charge which carries a maximum sentence of 10 years."²⁹ Just imagine what sort of sentence he would have been given if he'd had a quick joint before driving off - 10 years????

p) Judge Andrew Geddes.

"A lorry driver was jailed for 15 months yesterday for causing the deaths of five women in a

Judge killed

A JUDGE was killed in a car crash as he drove to court yesterday. Judge Colin Woodford died instantly when his Land Rover Discovery hit a tipper truck at an accident blackspot near Diss, Norfolk. The 59-year-old judge, a father of three, was on his way to Norwich Crown Court from his home near Stowmarket, Suffolk.

crash. Peter Young was trying to jump a queue of traffic slowing for roadworks on the M50 by switching into the slow lane. His 4.5 ton Volvo truck ran over a Ford Fiesta at 61 mph."³⁰

q) Sunderland Magistrates.

"Magistrates fined unqualified Norman Strong £100 for driving into four year old Tiffany Leng after she ran into the road. The court heard he had a string of motoring convictions going back to 1983, including four for driving while disqualified and five for being uninsured. The prosecutor said Strong would have had 45ft to stop if he had been paying attention to the road. He added, "This accident could, and should have been avoided." Sunderland magistrates fined Strong £100 for careless driving when they could have imposed one of £2,500. A Home Office spokeswoman (a driver, ed) said: "In a careless driving case, only the degree of carelessness is at issue, not any consequences of it, no matter how dreadful. And prison is not an option."³¹

And prison is not an option."³¹

V: Good Riddance.

A: Judge Colin Woodford.

Judge Colin Woodford died instantly when his Land Rover Discovery hit a tipper truck.

xii) Carism in Business.

I: No Car, No Job.

"Ian, 35, thought he was ideal for two vacancies advertised for fork-lift truck drivers. But staff at the Job-Centre in Sudbury, Suffolk, thought differently. "They told me I needed a car because my 15 year old bike wasn't suitable," said Ian. The Job Centre manager said, "We have to deal with vacancies in the way an employer wishes."³²

xiii) Carism and Social Workers/Probationers.

Doubtlessly both social, and probation, workers (not to mention the police, prison officers, ambulancepeople, etc) are faced by traumatic experiences as a result of their work.

Page Twenty Eight

Unfortunately some of them seek to find compensation through organizing overseas jaunts which are supposedly to help their clients but which are mainly to provide themselves with a cheap holiday.

I: The Best way to Punish Hotters is to send them on Holiday.

"A dad banned his tearaway son yesterday from returning to a children's home which plans to take him skiing in Norway. The father claimed the behaviour of his 13 year old boy had worsened since he was sent to the controversial home. The youngster was sent by social services to winedale hall in Holderness, Humberside. He recently absconded and is now back with his family in Norfolk. But the school still wants to send him on a £350-a-head trip with 23 other teenagers to the olympic ski resort of Lillehammer."³³

II: The Second Best way is to Build Racing Tracks where they can Learn to Look after, and Race, Cars.

SEE ARTICLE 'Project Needs Cash to gather Speed' (Oxford Mail 15.4.93 p.6).

xiv) The Carism of the Insurance Profession.

Insurance companies make a profit out of car accidents, "Insurance companies provide free "road safety" publicity material. They also give money



Mr Lawson . . . third offence

DRINK DRIVE VICAR JAILED

A VICAR has been jailed for his third drink-driving offence in two years.

The Rev David Lawson is the first Church of England clergyman jailed for the offence - and is likely to lose his job.

His flock only found out when they were asked to pray for him.

Bachelor Mr Lawson, 46, is vicar at 12th century St Bartholomew the Great church in Smithfield, London.

Tests showed he had 99 milligrammes of alcohol in 100 millilitres of blood. The limit is 80.

Mr Lawson was sent to Brixton prison after losing an appeal against his two-month sentence. He was also banned for five years.

His solicitor David Clark said last night: "On all three occasions I understand he has been just over the limit."

Mr Lawson's assistant priest The Rev Anthony Winter added: "He is a kind and holy man. I've never seen him drink."

The Rev Rod Marshall, of the London Anglican Diocese, said: "Church law means he automatically loses his living for being imprisoned."

"But if his parishioners want him back, the Archbishop of Canterbury could overrule it."

Chief Inspector Peter Clarke of Oxford Police, said: "The scheme has been a great success with waiting lists for both groups."

THE SUN 15.4.93 p7

for supposed research into road safety, which, while appearing to be substantial in amount, should be compared with their turnover and advertising budgets. Their involvement is basically a form of advertising. It is difficult to see how their involvement leads to any real chance of reduction of road crashes, from which, of course, they derive a great deal of their revenue."³⁴

xv) Carism and the Church.

I: Rev David Lawson.

"A vicar has been jailed for his third drink-driving offence in two years."³⁵

II: Parking Problem.

"Massgoers at St Margaret's Church, Forres, are in the cops' bad books - for illegal parking. Sunday worshippers in the Morayshire town were stunned when they discovered they'd been booked - en masse. Defending his flock, Canon George McCurrach said they'd been parking in the High street for years."³⁶ One never hears the clergy referring to the difficulties of those who walk or use public transport to get to church. On sundays public transport is minimal or non-existent. The parking difficulties of the car-borne are utterly trivial in comparison with the difficulties of the non-car user. (RB).

xvi) Carism and the Trade Unions.

The trade unions are extremely pro-car which is hardly surprising considering that millions of workers are employed in one way or another in the road/car/oil industries. What is surprising is that many left wing orientated greens still seem to believe that the trade unionists will lead the opposition to cars. There are, however, other factors behind trade unionists' support for the car.

I: The Trade Union Officials' Gravy Train - Free Cars.

A: The RMT.

"A 70 page report by top London accountants HW Fisher calls on the RMT (Jimmy Knapp's rail union) to slash costs to avoid a £4 million deficit next year. The union handed out free cars to 29 officials."³⁷ "Jimmy Knapp receives £7,392 mortgage and car perks."³⁸

B: The National Association of Head Teachers.

David Hart receives a car benefit worth £3,250.

C: Royal College of Nursing.

Christine Hancock receives a car benefit worth £2,000.

D: Manufacturing, Science and Finance.

Roger Lyons receives a car benefit worth £2,935.

E: Schoolmasters.

Nigel de Gruchy receives a car benefit worth £6,094.

F: Professionals, Managers and Specialists.

Bill Brett receives a car benefit worth £909.

G: National Union of Mineworkers.

Arthur Scargill receives a Ford Granada plus concessionary fuel (£1,260).

Page Twenty Nine

II: Unions Protest over Loss of Mileage Allowances.

"Council services were still running smoothly but slower after union action over proposals to slash mileage allowances. Public service super union Unison said it had 100% backing for its action at Oxford City council. Unison says the proposed changes amount to a pay cut."³⁹

III: The Trade Unions which support Road Construction.

"The very noisy "East Anglia Roads to Prosperity" has been as busy as ever recently. So an Alarm UK supporter took the trouble of giving them a call. His call was redirected by BT to the TUC headquarters in London, where the extension number just rang and rang."⁴⁰

xvii) Carism and Academia.

In 1994 Nissan bought its way into the british educational system in Oxford which will make it more difficult for academia, which loves cars, to allow criticisms of the car.

xviii) Carism and the Military.

There is an over-lap of interests between the road building, car manufacturing, and oil extraction industries. There is also an overlap between the road/car/oil industries and the

Project needs cash to gather speed

ORGANISERS of an Oxford community motor project to steer youngsters away from crime want to expand the operation throughout the county.

The acclaimed scheme, Trax, opened in troubled Blackbird Leys last July, and has so far taken on 30 young people.

Project manager Mr Miles

Daly says they now aim to raise about £150,000 over the next 18 months.

Trax has sufficient cash to keep going until the end of next year, but Mr Daly believes more money is needed not only to keep the scheme going but to make it available to more youngsters.

"We have a need to expand, because we are looking at the idea of satellite projects through the whole of Oxfordshire."

Currently, 40 per cent of funding comes from the Government. The rest comes from a variety of sources such as Oxfordshire Social Services.

Trax deals with an under 17 group, 60 per cent of them from Blackbird Leys, and over 17s only 20 per cent of whom are from the estate.

Chief Inspector Peter Clarke of Oxford Police, said: "The scheme has been a great success with waiting lists for both groups."

OXFORD MAIL 15.4.93 p6

THE OXFORD STAR 13.5.93 p59

military industrial complex. Given that wars have been fought for oil, that civil wars have erupted over oil, and that a substantial number of car manufacturers also manufacture military vehicles, etc., then the military industrial complex has considerable overlaps with the road/car/oil industries.

I: Military Personnel are Motorists.

Virtually all military personnel from the lowliest soldier to the top brass are car owners. It would be almost inconceivable to military authorities to allow non-motorists to join the armed forces. It is easier for gays to join the military than it is for pedestrians, cyclists and ramblers.

II: The Car Perks of Military Leaders.

"Luxury limousines and chauffeurs for military top brass cost British taxpayers a staggering £2.3 million each year. Plush Rover 800 cars and drivers are provided for 114 top officers and civilian staff, Defence minister Nicholas Soames revealed last night. And he said 140 limos, costing £1.8 million were bought by the taxpayer in the last three years. Labour MP Stephen Byers demanded the details from the Defence ministry. He said: "This beggars belief. It's another case of senior officers enjoying a life of luxury while troops on the front-line are being put on the dole."⁴¹

III: The Car Manufacturers Manufacturing Military Equipment.

A: Daimler Benz.

"Daimler Benz is the fourth largest company in Europe, and has operations worldwide, not only making luxury cars but trucks as well. The company is already significantly involved in the arms trade."⁴²

B: Ford.

"Ford .. has contracts for all sorts of high technology equipment including missiles, lasers and nuclear systems."⁴³

C: SAAB.

Whilst BAe were reluctant to take on the role as a car manufacturer, SAAB positively relishes the combination since it believes the technological overlaps between cars and aeroplanes could be beneficial to both.

D: General Motors.

GM .. "since buying up Hughes aircraft and EDS, GM has become the single largest supplier to the Pentagon."⁴⁴ "Hughes aircraft, the American defence giant .. is .. an offshoot of General Motors."⁴⁵

E: No Links.

a) BMW and Suzuki.

"Avoiding defence connections is not particularly easy in the car industry. BMW and Suzuki do not to our knowledge have military contracts. Ford and Volkswagen appear to have withdrawn from defence."⁴⁶

b) BAe.

The British government virtually forced British aerospace, against its will, to take over responsibility for the ailing British car company, Rover. It was only persuaded to do so by huge government sweeteners - which the European Commission has since demanded should be repaid. The mutual

inter- **Page Thirty**

est between BAe and Rover seemed to be considerable. "When it was announced that the Rover group would be sold to BAe, many commentators wondered what they had in common. The answer was of course arms manufacturing; the Rover Group through its subsidiaries was already making trucks, tractors and road-making equipment for military use, light tanks and armoured cars, troop carriers and land rovers for armies all over the world. It also made and serviced engines for both naval and air force equipment."⁴⁷ It is believed that BAe has since sold off Rover.⁴⁸

TOWARDS A SUSTAINABLE ENVIRONMENT /RB

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Strategic in your thinking and practical in your approach, you will be part of a multi-disciplinary team committed to the conservation, development and management of the area.

THE GUARDIAN
12.10.94 p43

BANNED DRIVER LIED TO GET JOB

A DISQUALIFIED drink-driver lied about being banned to get a job.

Unemployed Paul Markham was so desperate to find work that he told bosses he had a clean licence when he was offered a job as a warehouse packer.

Didcot magistrates heard last week that the unnamed company told him he would only need to deliver goods occasionally.

Markham, aged 22, of Dymham Place,

Headington, had been banned last summer for two years. But he felt he could not refuse an order to take the company van out on June 10.

He was stopped by two policemen in St Martin's Street, Wallingford, said Lynn Champkin, prosecuting.

Markham confessed he was banned from driving, and had no insurance.

He told the court: "I was on the dole and getting depressed. I got the job and

then found I had to drive. I thought I'd be able to make excuses."

He admitted to the magistrates that he had been very "stupid", and would probably have got the job anyway.

Markham, who pleaded guilty to driving while disqualified and driving with no insurance, was disqualified for 12 months to run concurrently with his existing ban, and fined £140. His licence was endorsed with eight penalty points.

THREE: GLOBAL CARISM.

i) The Bias Towards Cars.

I: The World Bank.

The world bank has a clear bias in favour of motorists or, more precisely, the multi-national road/car/oil corporations. "The (World) Bank's cost benefit analysis computer programme for roads, Highway Design Maintenance Standards Model Version III, (HDM3) operates very much like its UK equivalent, COBA 9 - the benefits and costs for non-motorized travellers of a given scheme are simply not taken into account."⁴⁹

ii) The Use of Aid to Promote Private Transport.

I: The World Bank.

"Western countries often tie aid to planning for motorized traffic or the construction of road infrastructure. Between 1972 and 1985, rail and bus systems received less than one-third of the funding for World Bank urban transportation projects."⁵⁰ "The World Bank has helped slant transportation projects towards motorized solutions by providing less than one-third of transport funds for public transportation projects."⁵¹

iii) Creating Free Markets.

I: Nigeria.

"The IMF wants to see an end to the petrol subsidy (in Nigeria) .. Last year, under World Bank pressure, the government made a ham-fisted (sic) attempt to raise the cost of subsidized fuel and reduce the deficit. After announcing a single, seven-fold increase, widespread rioting broke out. The government backed off."⁵² Strange isn't it that the IMF and

the world bank insist that Nigeria must reduce its petrol subsidies but does not insist that similar action is taken in the United States.

NOTES

- ¹ Ethical Consumer no.3 July/Aug 1989 p.1.
- ² Daily Mirror 26.8.93 p.6.
- ³ The People 11.12.93 p.23.
- ⁴ The Oxford Star 21.4.94 p.3.
- ⁵ Daily Express 31.12.92. (PF).
- ⁶ It's no Choke. Sun editorial. However, as was noted in 'car-buncle' the Sun organized a campaign against reckless drivers. "A petition signed by 37,000 Sun readers urging heavier jail terms for reckless drivers was delivered to 10 Downing Street earlier this month." (The Sun 26.12.91. p.19).
- ⁷ Daily Mirror 4.11.94 p.18.
- ⁸ The Sun 24.11.93 p.14.
- ⁹ For one such case of a motorist avoiding a police car minutes before ploughing into a group of women crossing the road please see below and also mappa mundi V 'car culture'.
- ¹⁰ Daily Mail 17.6.92. (PF).
- ¹¹ The judiciary includes here judges, court officials and the legal profession.
- ¹² Walk Autumn/Wint 1993 p.8.
- ¹³ Robert Davis 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3 p.121.
- ¹⁴ Walk Autumn/Wint 1993 p.8.
- ¹⁵ Walthamstow Guardian 29.7.93. Quoted in WALK vol7 no.8 Summer 1994 p.5. (RB).
- ¹⁶ Daily Mirror 18.8.92.
- ¹⁷ 'Ferrari Show-off Jailed' (Daily Mirror 13.11.93 p.14).
- ¹⁸ 'Court blitz (sic) on drunk drivers' (Daily Mirror 18.12.93 p.7).
- ¹⁹ 'Just 4 years for Car Lout who Mowed down 3 Kids' (Daily Mirror 14.12.93 p.8).
- ²⁰ 'Six-Time Car Drunk Beats a Jail Rap' (Daily Mirror 6.2.93 p.13). The only time when imprisonment is not a deterrent is when motorists are involved.
- ²¹ 'Three Years the price of Killing Three Women' (Daily Mirror 8.1.94).
- ²² 'Death Drivers 'sick' Sentence' (Daily Mirror 22.1.94 p.19).
- ²³ 'Death Crash Let-off Fury' (Daily Mirror 30.7.93).
- ²⁴ Daily Mirror 24.5.94 p.13; see also, '10 Kids Lose Mums on Three-death smash' (The Sun 11.8.93 p.11).
- ²⁵ Daily Mirror 13.4.94 p.8.
- ²⁶ Daily Mirror 26.3.94 p.18.
- ²⁷ Daily Mirror 30.7.94 p.5.
- ²⁸ Daily Mirror 21.12.94 p.2.
- ²⁹ 'Judge is a Law unto himself' (Daily Mirror 17.8.94 p.7).
- ³⁰ Daily Mirror 20.9.94 p.A.
- ³¹ Daily Mirror 23.2.95 p.9.
- ³² Daily Mirror 29.7.94 p.15.
- ³³ Daily Mirror 24.12.94 p.12.
- ³⁴ Robert Davis 'Death of the Streets. Cars and the Mythology of Road Safety' Leading Edge Press and Publishing Ltd, Hawes, 1992-3 p.121.

ROAD BOSS IS BANNED

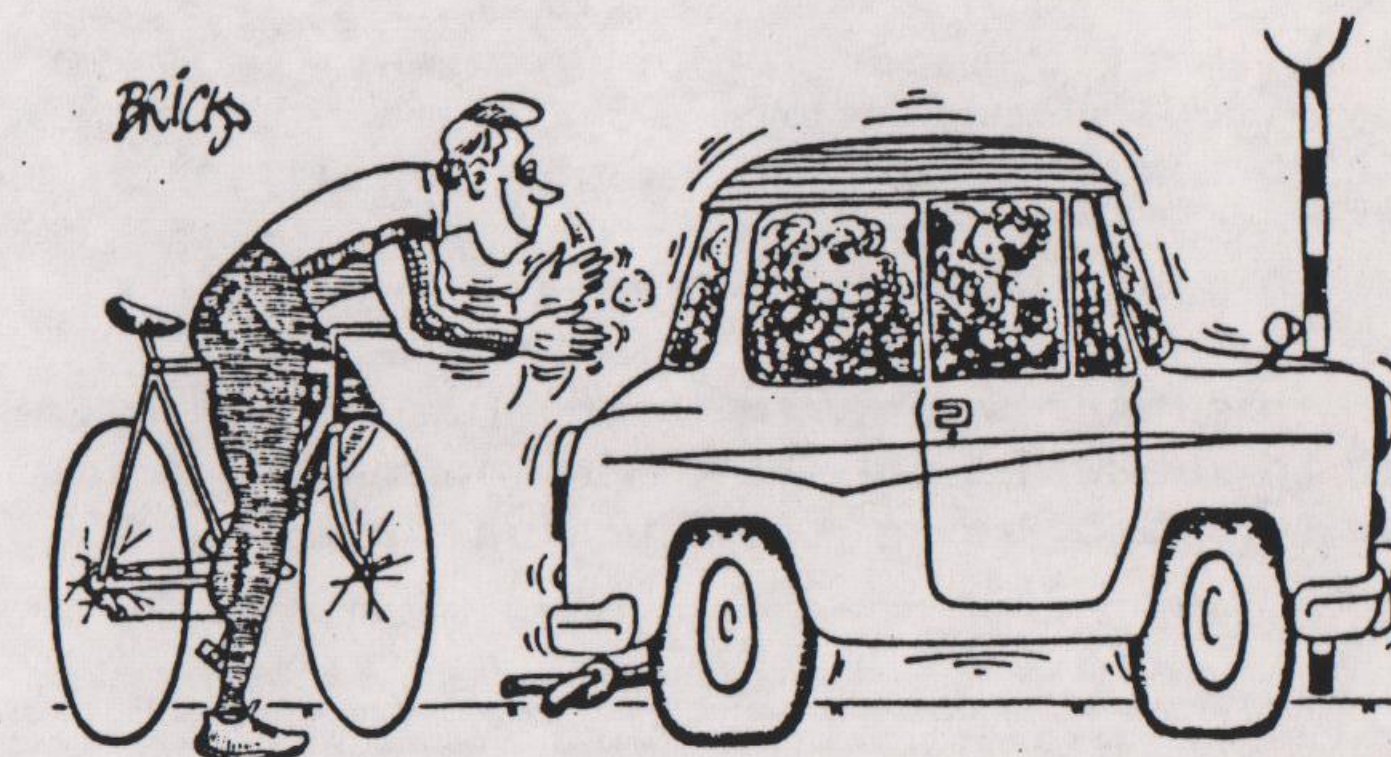
A BOOZED-up roads chief was banned from driving yesterday after he was nabbed leaving a Christmas council bash.

Liberal Democrat councillor Eric Pickford, the Isle of Wight's transport chairman, refused to resign after he pleaded guilty to drink-driving.

He said: "I deeply regret what happened but would like to warn other people what can happen if you are not careful over what you drink."

After his arrest, he even carried on promoting a festive campaign against drinking and driving.

Pickford, 64, a former Parkhurst prison officer and member of Hampshire Police Authority, was also fined £300.

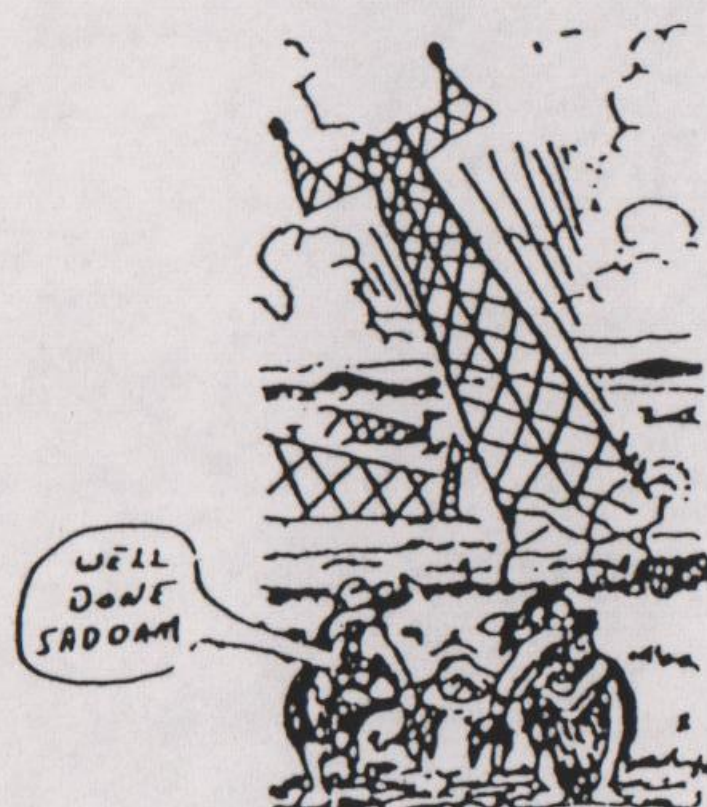


DAILY MIRROR
23.94 p9

- p.62.
- ³⁵ The Sun 15.9.93 p.7.
- ³⁶ Universe 10.4.94. (RB).
- ³⁷ The Sun 11.8.94 p.2. Well done the sun. There are those who argue this dreadful rag ought to be banned but who else would come out with this sort of information?
- ³⁸ The Sun 31.8.94 p.6. All other quotes in this section drawn from this article.
- ³⁹ Oxford Mail 20.7.93 p.2.
- ⁴⁰ Alarm Bells no.10 July 1994 p.4.
- ⁴¹ The Daily Mirror 23.2.95 p.5.
- ⁴² Ethical Consumer no.3 July/Aug 1989 p.6.
- ⁴³ Ethical Consumer no.3 July/Aug 1989 p.6.
- ⁴⁴ Ethical Consumer no.3 July/Aug 1989 p.7.
- ⁴⁵ Guardian 27.4.93 p.15.
- ⁴⁶ 'Ethical Consumer' no.21 Sept/October 1992 p.5.
- ⁴⁷ Ethical Consumer no.3 July/Aug 1989 p.5.
- ⁴⁸ Can't be sure of this - have lost track of the company.
- ⁴⁹ 'Paving the World' The Ecologist's World Bank Briefings.
- ⁵⁰ David Engwicht 'Towards an Eco-City. Calming the Traffic' Envirobook 18 Argyle Street, Sydney NSW 2000 1992 p.106.
- ⁵¹ Wolfgang Zuckerman 'End of the Road. The World Car Crisis and How We Can Solve It' The Lutterworth Press, Cambridge 1991 p.253.
- ⁵² Chris McGreal Guardian 13.8.93. p.13.

There are currently 400,000,000 cars on the world's roads. Cars contribute to ecological devastation (the destruction of the Earth's Phytosynthetic capacity) and are the biggest single contributor to all the major forms of atmospheric pollution i.e. acid rain, stratospheric ozone depletion, tropospheric ozone pollution, and the greenhouse effect. However, the ecological damage and pollution caused directly by cars is just the tip of a colossal pyramid. The following article outlines the huge range of industries which help to keep cars on the roads. The ecological damage and atmospheric pollution generated by these industries in servicing the car can be deemed to be a part of the damage caused by the car, and car related, industries.

THE DAMAGE CAUSED BY THE CAR, AND CAR-RELATED, INDUSTRIES TO THE EARTH'S LIFE SUPPORT SYSTEM



The car causes a significant amount of pollution and damages the Earth's life support system. The car industry also contributes to all the major forms of pollution and has a bigger impact on the greenhouse effect than cars. It also causes far more ecological damage than cars and thus contributes more to global warming.¹

THE CAR INDUSTRY

The road construction industry deposits thousands of miles of oil slicks across the Earth's landmasses every year (primarily, and, seemingly if at all possible, through greenfield sites, sites of special scientific interest, areas of outstanding natural beauty, Forests, Wilderness areas, etc).

THE ROAD/CAR INDUSTRIES

Cars also have to take responsibility for a substantial part of the ecological damage caused by the oil industry given that over half the world's oil is used, in one way or another, by motorists and the transportation industry.² Although western oil experts condemn the dilapidated Russian oil industry for creating oil slicks in Siberia which are alleged to be 400 times bigger than the Exxon Valdez disaster, western oil companies have caused far more extensive damage in tropical Rainforests around the world.³

THE ROAD/CAR/OIL INDUSTRIES

Cars are highly dependent on the transportation industry. A significant fraction of the goods carried by the transportation industry are used by the car, and the car related road/oil, industries. Tens of millions of cars are shipped around the world firstly from factories to ports; then overseas by ship; and, finally, inland by car transporters. Vast numbers of car components and accessories have to be transported by vans, lorries and heavy goods vehicles to car assembly plants and retail outlets all over the world. By the time a car leaves the factory gate it has already travelled around the Earth several times.

THE ROAD/CAR/OIL/TRANSPORTATION INDUSTRIES

Cars are also responsible for much of the damage caused by the mining industry given that a huge proportion of the raw materials gouged out of the Earth's mantle are destined for the car, and car related road/oil/transportation, industries.⁴ Mining uproots large areas of Forests and Top-soil. It destroys more Forests and Top-soil through the creation of waste dumps. The toxic run-off from these waste dumps poisons more land and Vegetation. Mining also boosts atmospheric pollution. The scale of the ecological damage caused by mining can be gauged from the fact that the global mining industry currently digs up more soil and rock than all the world's rivers combined.⁵

THE ROAD/CAR/OIL/TRANSPORTATION/MINING INDUSTRIES

Once mined, the processing of raw materials causes additional ecological damage and atmospheric pollution. Processing creates more slag heaps. It requires the construction of dams in Wilderness areas (drowning vast areas of Forests and Wildlife habitats under reservoirs) to provide cheap electricity to smelt aluminium (10% of which is used by the car industry).⁶ It necessitates the logging of vast stretches of Rainforests to create charcoal to smelt iron ore (much of which is also used by the world's car industry). The Brazilian Grand Carajas project has 26 pig-iron plants consuming 300,000 hectares of Forest per annum.⁷

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING INDUSTRIES

Cars can also be blamed for a large part of the ecological damage and pollution caused by the construction industry which is suffocating the Earth under an increasingly vast network of factories, petrol service stations, garages, car showrooms; car hire depots; motorway cafeterias; vehicle testing centres; car accessory/component shops; car parks; motoring organizations' office blocks; car insurance office blocks; car registration/road tax/petrol tax offices; local, and national, government transport departments, etc.⁸

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION INDUSTRIES

Cars are also responsible for a substantial part of the ecological damage and pollution created by the world's shipbuilding industry which constructs oil supertankers (accounting for 40% of all seaborne trade),⁹ bulk cargo carriers (carrying raw materials for the road/car/oil/mining/processing industries), ferries/barges (transporting cars, car components/accessories), and oil derricks.

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING INDUSTRIES

A large part of the ecological damage and pollution generated by the chemicals industry can also be blamed on cars given the huge quantities of paints/solvents/dyes/acids used by the car, and car related road/oil/transportation/mining/processing/construction/shipbuilding, industries.¹⁰

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS INDUSTRIES

A bit more surprising is that cars are responsible for a large proportion of the ecological damage and pollution created by the micro-electronics industry. The world's cars and vehicles have been transformed by the micro-chip and will soon possess more computing power than all the world's desktop computers. In addition, the car related road/oil/transportation/mining/processing/construction/shipbuilding/chemicals, industries use vast numbers of micro-chips and computers.¹¹

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS INDUSTRIES

It might seem a little strange but cars are also responsible for a significant part of the ecological damage and pollution caused by the media since it is heavily financed by the car, and oil, industries. In the United States \$5 billion a year is spent on car advertising alone (more than the country spends on public transport).¹²

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA INDUSTRIES

As the biggest consumer of the world's raw materials, cars are responsible for a significant proportion of the ecological damage and pollution caused by the waste disposal industry. The car, and car related road/oil/transportation/mining/processing/construction/shipbuilding/chemicals/micro-electronics/media, industries produce more waste than any other industrial complex. Some 650 million cars have been dumped in the United States alone since 1900¹³ - which means, say 650 million x 20 tyres; 650 million by 5 batteries, etc..

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA/WASTE DISPOSAL INDUSTRIES

There are only a pitifully small number of electric cars in the world and the amount of electricity they consume is a negligible proportion of total electricity output. However, the car, and car related road/oil/transportation/mining/processing/construction/shipbuilding/chemicals/micro-electronics/media/waste disposal, industries consume a significant proportion of the world's output of electricity. Given the large proportion of electricity is generated by coal, then clearly cars run as much on coal as they do on oil. Some of the car industry's waste materials are used to generate energy/electricity.¹⁴

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA/WASTE DISPOSAL/ELECTRICITY SUPPLY INDUSTRIES

The culture, tourism, entertainment and leisure industries are highly dependent upon the car and each leisure facility around the world provides car parks for vast numbers of petrol/steam driven machines. Although the leisure industry (which, according to some experts, will soon become the world's number one industry) is often regarded as environmentally friendly it causes far more pollution than traditional heavy industries because of the vast distances that people travel for entertainment.¹⁵ Wallyland causes more pollution than the average steel foundry.¹⁶ Even worse is that many leisure facilities (in some countries perhaps the majority) would never have been built on greenfield sites if it wasn't for the mobility created by the car.

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA/WASTE DISPOSAL/ELECTRICITY SUPPLY/TOURISM INDUSTRIES

Although an obvious contributor to the car industry, forestry tends to get overlooked because it is supposedly environmentally friendly. However, modern forestry is far from green. Cars are therefore responsible for a part of the ecological damage and pollution caused by global forestry e.g. the huge rubber plantations which provide the raw materials for the manufacture of billions of tyres, have been created by torching vast stretches of tropical Rainforests. As an indication of the scale of the destruction which has taken place, the rubber industry 'employs' 16 million people in the third world.¹⁷ The car, and car related road/oil/transportation/mining/processing/construction/shipbuilding/chemicals/micro-electronics/media¹⁸/waste disposal/electricity generation/leisure¹⁹, industries also use considerable amounts of timber.

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA/WASTE DISPOSAL/ELECTRICITY SUPPLY/TOURISM/FORESTRY INDUSTRIES

The car, and car related road/oil/transportation/mining/processing/construction/shipbuilding/chemicals/micro-electronics/media/waste disposal/electricity generation/leisure/forestry, industries also use agricultural products. If the predictions of a number of car-owning greens come true then in the future the car will become increasingly dependent upon agricultural crops providing biofuels. For many years a number of countries have been producing 'green petrol' on large scale sugar cane plantations - only to end up using as much oil growing, distilling and transporting ethanol as the crop produces.²⁰

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA/WASTE DISPOSAL/ELECTRICITY SUPPLY/TOURISM/FORESTRY/AGRICULTURE INDUSTRIES

The car is responsible for the deaths of nearly 250,000 people on the world's roads. Vehicle pollution causes a whole range of diseases from lead poisoning to asthma which leads to even more deaths. It may be the case that more people are killed by vehicle exhaust pollution than by car accidents. The car, and car related industries, require a substantial proportion of total medical services and thus a corresponding proportion of the ecological damage and pollution generated by the medical industry must be blamed on the car. Hospitals cause a large amount of ecological destruction through the construction of hospitals and car parks. Hospitals also release a considerable amount of pollution through their own waste incinerators.²¹

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA/WASTE DISPOSAL/ELECTRICITY SUPPLY/TOURISM/FORESTRY/AGRICULTURE/MEDICAL INDUSTRIES

As if this wholesale pollution and destruction of the Earth's life-sustaining processes wasn't sufficient the car, and car related road/oil/transportation/mining/processing/construction/shipbuilding/chemicals/micro-electronics/media/waste disposal/electricity generation/leisure/forestry/agriculture/medical, industries also reinvest some of their profits in further acts of ecological devastation - e.g. Volkswagen, and other car-makers, who have razed hundreds of thousands of acres of Amazonian Rainforest,²² and Japanese/south Korean car-makers currently clear cutting their way across what remains of the world's Rainforests as well as the vast expanses of the Siberian Taiga. The car industry is also going into the banking sector by producing its own credit card.

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA/WASTE DISPOSAL/ELECTRICITY SUPPLY/TOURISM/FORESTRY/AGRICULTURE/MEDICAL/FINANCE INDUSTRIES

Increasingly involved in the car industry is the space industry not merely to boost telecommunications throughout the car, and car related, industries, nor to help guide oil tankers across the Earth's oceans, but increasingly to detect stolen vehicles. Special devices are fitted to cars so that if they are stolen their location can be traced immediately by a satellite orbiting the Earth.

THE ROAD/CAR/OIL/TRANSPORTATION/MINING/PROCESSING/CONSTRUCTION/SHIPBUILDING/CHEMICALS/MICRO-ELECTRONICS/MEDIA/WASTE DISPOSAL/ELECTRICITY SUPPLY/TOURISM/FORESTRY/AGRICULTURE/MEDICAL/FINANCE/SPACE INDUSTRIES

So, having traced some of the major sources of ecological devastation and pollution emanating from this vast, inter-locking, global network of industries which are now required to keep cars on the road, it should not be too difficult to conclude that the car is an ecological disaster of truly colossal proportions and that, to put it more graphically, cars are nothing less than a 400 million strong panzer tank force currently engaged in a blitzkrieg attack on the Earth's life support system.

What is truly galling about this ecocidal attack is motorists' sheer waste and extravagance ("I'll just pop around the corner for a packet of fags - where's the car keys, love") and their refusal to question the ecological consequences of the car - wimps in bangers.²³

NOTES

¹ Cars and the car industry may contribute more to global warming by damaging the Earth's life support system than through the release of atmospheric pollution.

² "From 1936 to 1985, United States drivers burned 3 trillion gallons of oil, making the automobile the largest single consumer of non-renewable energy in the 20thC." (Jeremy Rifkin 'Biosphere Politics. A New Consciousness for a New Century' Harper San Francisco 1991 p.180).

³ "The world's consumption of oil has increased astronomically in the last one hundred years. In 1890 it was about 10 million tons. It was nearly 2,500 million tons a year by the 1970s." (Clive Ponting 'A Green History of the World' Sinclair-Stevenson Ltd 1991, p.287). "Of the over one trillion barrels of oil thus far discovered, one-third or more has already been consumed." (Jon Erickson 'Greenhouse Earth. Tomorrow's Disaster Today' Tab Books, Blue Ridge Summit, PA 1990 p.67). "The former Soviet Union is still the largest oil producer in the world. But its antiquated industry is on the verge of collapse, the oil fields are symptomatic of Soviet mismanagement. In the last five years (oil) production has dropped by more than 40%. Because of poor maintenance 30,000 wells are not working. Wasteful and inefficient at the best of times the industry is now counting on help from the west. Leaks from oil pipelines alone are thought to be the equivalent of 400 Exxon Valdez accidents. This is just one of the many environmental catastrophes that with the collapse of communism have come to light in the former Soviet Union." (The Prize BBC2 22.8.93).

It should not be forgotten that motorists also dump vast quantities of oil into the environment. It has been argued that, "to focus on disasters as aberrations resulting from corporate greed is to mystify the real operational character of an entire social and technological system. The real spillage goes on every day, every minute, when capitalism and mass technics appear to be 'working' more or less according to plan. The Exxon Valdez contained some 1.2 million barrels of oil: at any given time 750 million barrels (i.e. 7,500,000,000 gallons) are floating on the world's waters. In 1979, the amount of oil lost worldwide on land and sea through spillage, fire, and sinkings reached a peak of 328 million gallons; since then it has dropped to between 24 and 55 million a year, except for 1983, when tanker accidents and oil blowouts in the Iran-Iraq war brought the total up to 242 million gallons. Industry analysts say that major oil spills have declined, but that smaller spills continue to take place all the time. Most of the oil in the oceans comes not from accidents but municipal and industrial run-off, the cleaning of ships bilges and other routine activities." (George Bradford). "It has been estimated that in the US about 210 million gallons (955 million litres) of used motor oil (more than 20 times the amount spilled by the Exxon Valdez) are poured onto the ground, down the drain or buried, every year." (TEST 'Wrong Side of the Tracks' p.189).

⁴ "The motor industry consumes resources more voraciously than any other industry:-

20% of all steel,
10% of all aluminium,
7% of all copper,
13% of all nickel,
35% of all zinc,
50% of all lead,
60% of all natural rubber,
and between 35-60% of oil production depending upon country." (Ian Breach).

"In 1987 in the US motor vehicle products consumed, as a proportion of total US consumption,
74.4% of natural rubber,
54.5% of lead,
46.5% of synthetic rubber,
43% of malleable iron,
39.5% of platinum,
30% of zinc,

15.7% of aluminium,
14.8% of steel,
10.2% of copper
0.3% of cotton."

(TEST 'Wrong Side of the Tracks' p.246).

⁵ "In 1990, mines scouring the crust of the earth to supply the consumer class moved more soil and rock than did all the world's rivers combined." (Alan Thein Durning 'How Much is Enough? The Consumer Society and the Future of the Earth' Earthscan Publications Ltd., London 1992 p.22).

⁶ "Motor vehicles are the most voracious users of the world's raw materials. Each year 20% of steel production, 10% of aluminium, 35% of zinc and 60% of natural rubber is consumed in the manufacture of cars." ('Car Recycling' Technical Innovation Supplement in Transport Innovation no.25 June 1993).

⁷ "The future use of charcoal (to produce iron ore in the Carajas project) may be the greatest environmental threat to the region. By 1991 all 26 (pig-iron) plants are likely to be in operation consuming 10.3 m cubic metres or 300,000 hectares of forest per annum. Within 7 years of their installation they may use up to 10% of the remaining Amazon forest (in the Carajas region)." (Perihelion Issue 1); "Iron ore smelters in the Brazilian Grand Carajas Programme will consume 2,300 km² of forest as charcoal each year." (Global Biodiversity. Status of the Earth's Living Resources' Edited by Brian Groombridge Chapman and Hall London 1992 p.256).

⁸ This car related construction industry would also include, for the reason mentioned in the previous paragraph, the construction of dams. Some car companies even build dams. For instance, Fiat has been involved in the construction of a highly controversial dam project in Africa. The reservoir created by the Bakolori dam on the Sokoto river displaced 13,000 people and threatened to ruin the livelihood of 40,000 families living on the floodplain. "In 1979, there was a peasant uprising against the newly completed dam. The rebellion lasted seven months and ended in... massive bloodshed at Birnin Tudu, the headquarters of the construction company. The ancient floodplain farming system was destroyed at great cost. The only winner in this farrago was the Italian company Fiat, which had built the dam and canals, and supplied most of the equipment from tractors and trucks to the advanced laser technology for levelling the fields (in the floodplain)." (Fred Pearce 'The Dammed. Rivers, Dams and the Coming World Water Crisis' The Bodley Head, London 1992 p.171).

⁹ The oil industry is one of the biggest users of supertankers. "The movement of oil by sea is vital to the world's economy and one of its biggest businesses, accounting for 40% of all seaborne trade." (Michael Cross & Mick Hamer 'How to Seal a Supertanker' p.40).

¹⁰ Sorry - no info on the quantities involved;

¹¹ "The effect of computer technologies has been most pronounced so far in the manufacturing sector - automobile, steel, mining, chemical refining, electronics, household appliances, textiles - where automation has cut many jobs. Employment in the steel industry has been dramatically affected in the US by the introduction of computerized mini-mills. The mini-mill can produce a ton of steel with less than one-twelfth the human labour of a traditional steel mill." (Jeremy Rifkin, 'Laid Off!' The Ecologist vol.24 no.5 September/October 1994 p.182).

¹² "In the United States, some \$5 billion a year is spent on car advertising, more than the total spent on mass transit (i.e. public transport)." (Wolfgang Zuckerman 'End of the Road. The World Car Crisis and How We Can Solve It' The Lutterworth Press, Cambridge 1991 p.88).

¹³ "Between 1900 and 1984, 647,507,000 automobiles, trucks, and buses were junked in the United States alone." (Jeremy Rifkin 'Biosphere Politics. A New Consciousness for a New Century' Harper San Francisco 1991 p.179).

¹⁴ There are a number of power stations in the United States which have been built specifically to burn tyres.

The MUNDI CLUB is an independent, loss making, trans-species collective which publishes 'TERRA' a satirical magazine covering news and events in national, and global, green politics; 'MAPPA MUNDI' another satirical magazine which maps out the dominant, anti-planetary, world view of the global establishment, consumer superstars, and livestock consumers; 'THE TERRA FIRM' a theoretical journal covering a variety of geocentric topics; 'DOOM, DOOM, DOOM, and DOOM' which provides the evidence that livestock owners are pushing the Earth to the brink of a global ecological collapse; 'CARBCNOMICS' a theoretical journal which develops a new economics of the Earth; and, 'THE MUNDIMENTALIST' the global journal of the Earth party.

There are no such energy producers in great Britain as yet but construction on one project has already started. ELM Energy are building a £50 million incinerator at Wolverhampton. "That will be capable of converting 12 million tyres a year into electricity." (Don Chapman 'Treading a Fresh Path' Oxford Mail 17.8.92).

¹⁵ Visitation (to America's national parks) is expected to reach 360 million by the end of the decade and half a billion by 2010. About 95% of park visitors arrive by private vehicle, and the bulk of them never get more than one hundred yards from roads. Air pollution intensifies because heavy vehicle traffic in some parks. Yellowstone pulls in more than 3 million vehicle riding visitors yearly, while Great Smoky Mountains national park... sees nearly 9 million hauled in yearly." (Roger DiSilvestro 'Reclaiming the Last Wild Places. A New Agenda for Biodiversity' John Wiley and Sons Inc, New York 1993 p.162).

¹⁶ There is no reason to place all the blame for this on the major global leisure industries. The Woodstock pop festival in the late 1960s is often portrayed as the Vietnam War generation's first public attempt to create an alternative lifestyle based on 'love and peace' and a more harmonious relationship with nature. The success of this venture might be gauged from the fact that after the festival was over the queue of cars leaving the site was estimated to be in the region of 100 miles long - if McDonalds had street vendors in the area at that time they would have made a killing.

¹⁷ On the horizon is, "the possibility of in vitro laboratory production of basic items of food." (Paul Kennedy 'Preparing for the 20th Century' Harper Collins 1993 p.76). The in vitro production of rubber, were it to become a reality, would throw an estimated 16 million people out of work in Malaysia, Indonesia, and other rubber growing countries." (Paul Kennedy 'Preparing for the 20th Century' Harper Collins 1993 p.80).

¹⁸ Every year, 170,000 hectares of Forest are logged for American newspapers - a large proportion of which consists of advertisements for cars or the car related products. "14 billion mail-order catalogs plus 38 billion other assorted ads clog the post each year in the United States. Every year, Canada cuts 170,000 hectares of its primeval forest just to provide American dailies with newsprint on which to run advertisements." (Alan Thein Durning 'How Much is Enough? The Consumer Society and the Future of the Earth' Earthscan Publications Ltd., London 1992 p.122).

¹⁹ "Indonesia contains the most rainforest after Brazil and World Bank officials estimate that the country is destroying about 2.4 million acres of forest a year. Indonesia's exports of timber products is the country's major earner after oil and gas. Last year, Indonesia exported about one million cubic metres (10.7 million cubic feet) of hardwood plywood to the US. One of the major users of tropical plywood (known as meranti) in Los Angeles is the entertainment industry which consumes approximately 250,000 sheets of rainforest plywood every year. While several independent producers have started using alternatives, no major studios have as yet switched over to existing alternatives." (Jake Jagoff 'Tropical Imports' Earth First! Journal 2.11.92 p.6). Since this time some of the major studios have now stopped, or agreed to stop, using meranti.

²⁰ "The net energy obtained from biomass is the energy obtained from using the fuel, less the energy expended in growing the biomass, harvesting it, converting it to the fuel and transporting it to the point of use. (Comparing) the estimated energy costs of producing ethanol from sugarcane in Brazil and in southern USA. The amount of ethanol produced per hectare was similar in the two regions. The energy costs on the farm include not just the fuel used by the tractors and other machinery, but also the energy used to make that machinery, to make ammonium fertiliser and pesticides chemically, to mine and transport other fertilisers. The energy in the food eaten by the farm workers is also included, but is a small proportion of the total. The result is that in Louisiana the total energy expended to obtain the ethanol is more than the ethanol contains, so no energy is actually gained; the amount of energy is a negative number. In Brazil the net energy is a positive amount... about one-fifth of the total energy in the ethanol." (Edward I Newman 'Applied Ecology' Blackwell Scientific Publications Oxford 1993 p.19-21).

²¹ "Hospitals generate vast amounts of car-use - not just from their staff but patients and visitors too - and the trend towards bigger, out-of-town sites, has increased the problem. (The lack of public transport to these massive out of town hospitals has meant that) The usual response is to build bigger and bigger car parks but hospitals are running out of land and funds to meet demand. The Association for Public Health puts the annual NHS bill for car parking at around £165 million a year, despite the growing trend towards charging." (Guardian (S) 22.2.95 p.5). (VH).

²² "Volkswagen has a ranch covering an area the size of one of Brazil's north-eastern states, and transformed the forest there into cattle pasture using fire. The fires don't bring any benefit to the local people, the poorer population. They only transform wealth, that is trees, into ashes." (Guardian 1.9.88. p.6).

²³ Having said this it should be remembered that the Animal exploitation industry is a far bigger cause of ecological destruction than the global car industry.

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