

JONATHAN KING

A FEW weeks ago I took delivery of a new Rolls Royce and I've been proudly looking after it ever since.
On Saturday night I left it parked in a quiet road near my house, the kind of tree-lined avenue undisturbed by rowdy party goers or drunken football fans.
On Sunday morning I woke to find every window smashed.

HA
HA
HA



(MM: Jonathan King starred in a BBC2 television series about life in America some 4 or 5 years ago and filmed one of Alaska's massive fur warehouses and loving described some of the 'wonderful' coats which could be bought there).
Jay Calascione was on her way back from a family party, reflecting on a rare moment of celebration. Her mood changed when she was a few yards from home in the village of Crownurst, East Sussex and saw a Mini adorned with rows of spotlights, glinting against the fading sunlight. In her words, the 52 year old teacher snapped. She ran inside to find an axe. She returned and smashed up the Mini, which belonged to the man responsible for a

road accident at the same spot 18 months earlier in which her 20 year old son, Simon, died. He had been thrown from his Honda motorcycle. Mrs Calascione says, without remorse, that smashing the car 'was the best thing I ever did'. (The Independent 29.8.90).
Things got too much for author Kudno Mojestic. He was arrested in the street outside his Belgrade (Yugoslavia) home attacking cars with an axe, yelling 'Away with all cars - they are the devil's work.' (Sunday Mirror 11.1.76).

ii) Set this Man Free and Give Him an Award for Bravery.

"Avenge Dad's Xmas Card." "Stephen Owen is on bail charged with trying to murder Kevin Taylor who served a year of an 18 month sentence for mowing down Owen's 12 year old son, Darren." (The Sun 26.12.91, p.19).
(MM: It is extremely surprising that more people have not attempted to wreak revenge on the motorists who have slaughtered their children. The Mundi club would like to offer our commiserations to Stephen for his loss and to express our utmost admiration for having the guts to do what he did. Well done).

● A PETITION signed by 37,000 Sun readers urging heavier jail terms for reckless drivers was delivered to 10 Downing Street earlier this month.

iii) The Sun's 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).

iv) Hyenas Protect the Environment; Motorists Don't.

(MM: The government recently ran a tv and press campaign to warn motorists against the perils of car theft. It asked motorists to look after their property. The film showed hyenas breaking into cars to dramatize the message and to denigrate car thieves. The fact is, however, that hyenas protect the environment - motorists bugger it up. It's about time the government started campaigning against cars because of the damage they are inflicting on the environment.

WE'LL DO IT SADDAM



MAPPA MUNDI

EXPOSING THE GLOBAL ECO-TERRORISTS

ISSUE 2

CAR-BUNCLE

IF I SEE ANOTHER DOG CRAPPING ON THE ROAD I'LL STICK THIS UP HIS ASS OOPS I MEAN DOG CRAP IS THE WORST FORM OF POLLUTION ON EARTH.



THE PREPOSTEROUS WORLD-VIEW OF THE MOTORIST

MUNDI CLUB PUBLICATIONS

CIVIC VENOM, a local terracist magazine covering politics in 'ull.
Issues nos. 1,2,3,4,5,6,7,8. £1.00 each (inc. p @ p).
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ALL PAMPHLETS AVAILABLE FROM THE ADDRESS BELOW

WHY NOT BECOME AN ECO TERRA-IST?

Do you find yourself in a rage when you hear about wildlife being slaughtered, tortured, 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 sick at the sight of a bulldozer? Do you feel ill when planning permission is given for yet another mass construction project on a greenfield site? 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, beer-pellied, factory-pharm, politicians receiving public acclaim for creating more Earth wrecking jobs? Are you appalled by the mega regional shopping centres for the criminally inane? Do you

want to puke when socialists earning more than £3,000 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 'Domans First' brigade over the cliff? Do you wish greens who say they want to save the environment and then drive around in cars would go and join the Lib Democrats? Do you hope battery pharm cretins who want to cover the planet in concrete, crap, and crops would get BSE?

If so then this is the magazine for you.

THE GOVERNMENT'S CHARIOTS OF FIRE CAMPAIGN

Today, in Britain, there's a type of scavenger, Motorists, who prey on defenceless pedestrians. They show no compassion toward their victims. Most environmental crimes are committed by motorists.

If your car hasn't killed anyone, You're making life too easy for them. Leave pedestrians unmolested and they're laughing. To all motorists. Together we'll smash the Earth.

The MUNDI CLUB is an independent, terracist, collective which publishes 'CIVIC VENOM', a local magazine focussing on green politics in Hull; 'TERRA', a national magazine covering national, and global, green politics; 'MAPPA MUNDI' which maps out the dominant, planetless, world view of the global ruling elite and the consumer masses; THE TERRA FIRM, a theoretical journal featuring a variety of terracist topics; and DOOM, DOOM, DOOM, AND DOOM, a magazine which proves that oomans are pushing the planet to the brink of an ecological collapse. For further details see back page.

HELP NEEDED

Help is desperately needed to get MAPPA MUNDI into local alternative bookshops. All that needs to be done is to ask the shop if they would stock the mag, find out what the shop's discount is (usually between 20-30%), and then let us know - we'll take over from there for all future distributions. If you do this we'll send you the next two issues free of charge. At the moment MAPPA MUNDI is available only in London, (Compendium, Freedom, Bookmarks, Centreprise), Hull, and Oxford so any help would be much appreciated.

ACKNOWLEDGEMENTS

This issue is an offshoot of 'The Case for Banning the Car' (for details see back page). Some of those who bought 'Ban Cars' wrote to express their support, offer criticisms or provide information. I would like to thank all those who responded but will leave a fuller acknowledgement until the second issue of 'Ban Cars'. (see the forthcoming publication, 'A Preliminary Proof for a Temporary Ban on Cars' - details on back page). For providing some of the press clippings used in this pamphlet I would like to thank Pat Kelly, Karen Noole, Alexander Croal and Jon Hirst, and thank Keith Mitchell for his present.

**CAR-BUNCLE
THE PREPOSTEROUS WORLD-VIEW
OF THE MOTORIST**

INTRODUCTION.

**THE MOTORIST WHO THOUGHT
HE HAD THREE EYES**

Motorists involved in a car accident have to submit an insurance claim in the hope that their insurance company will cover the costs of the damage caused by the accident. Over the years, hundreds of thousands of motorists have filed insurance claims in which they provide details about how the accident occurred and why, of course, it wasn't their fault. Whilst trying to explain why the accident had absolutely nothing to do with them (even though they were drunk and blow drying their hair at the time - if you think this sounds ludicrous you'll need to read on) many motorists find themselves involved in another head-on collision - this time with the English language. Their desperate attempts to twist the facts to exonerate themselves often results in grammatical blunders which not only achieve the direct opposite result from that intended, but turns an unfortunate, even tragic, sequence of events into a slapstick comedy. We have to thank the comic skills of Jasper Carrot for unEarthing these gut-wrenchingly funny, car insurance claim whoppers.

SECTION ONE: CAR CULTURE

i) Drive-in Burger Bars.

(MM: The opportunity for motorists to go out for a meal without getting out of their orgasm-accumulators has existed in America for a couple of generations and this habit has become such a significant part of people's lifestyles that is widely recognized as an important part of America's cultural life. Unfortunately, these bad habits have begun to spread across the Earth).

WELCOME TO THE SECOND ISSUE

It was stated in the first issue of 'Mappa Mundi' that the whole of the next issue would be devoted to a satirical analysis of the denatured, planetless worldview of the motorist. During preparations for the second issue of 'Ban Cars' it became more and more obvious that motorists aren't just indifferent to the mass slaughter they are causing on the roads and the destruction they are wreaking on the planet, they are insane, reality-defying, bigots who refuse to listen to any criticism of their precious love-objects. As a consequence, there is little point in trying to persuade them to give up their cars merely by presenting them with a comprehensive, detailed, scientific case for banning the car. What is also needed is an expose of their preposterous attitudes in the hope that the shock might bring these pathetic, oomano-imperialists to their senses before they totally ruin the planet's life sustaining processes. Future issues of 'Mappa Mundi' will hopefully feature further examples of the bizarre world of the motorist so if you come across any loony motorist stories please send them to the address on the back page.

**C-runch!
Oops, I'm
seeing
treble..**

HEARD the one about the three-eyed motorist?

He told his insurers: "When the accident happened I had one eye on a parked car, another on approaching lorries and another on the woman behind."

The triple vision was one of the zaniest crash claims sent to the AA's insurance department.

THE DAILY MIRROR 18.12.91

For example, one claim recently received by the AA's insurance department was from a motorist who suffered from the delusion that he had three eyes. "When the accident happened I had one eye on a parked car, another on approaching lorries and another on the woman behind."

The self serving fantasy stories found in car insurance claims aren't just an insight into the educational culpabilities of the average British motorist. Nor are they just a revelation of the lengths to which supposedly fair, decent and law abiding motorists will go to put the blame for their accidents on others, whether these might be disabled pedestrians, children in prams, or even, if at all possible, inanimate objects. Most importantly, they are a prime example of the preposterous world in which motorists live.

This pamphlet aims to expose the wide range of motorists' prejudices, stupidities and arrogance. The sooner their outlook on life is comprehensively ridiculed, reviled, and then dismantled, the better the chances of saving the planet from auto-destruction.

ii) Drive-in Cinemas.

Hackney Borough council officers have given permission for a 2,000 car drive-in cinema to be held for a trial period of four weekends on Wick Field, a 35 acre site of common land. (Hackney Gazette 28.6.91). (MM: America's drive-in tradition is slowly catching on in Britain. Not content with covering the countryside in coagulated oil slicks and poisoning the atmosphere, motorists also want to destroy what is left of the country's few remaining sites of common land by organizing drive-in-cinemas. The average motorist believes they are entitled to drive their cars wherever they like, whenever they like and bugger the consequences).

iii) Drive-in Church Services.

First church service in Britain for "motorists and road users." (Guardian 6.5.91, p.1). (MM: America's drive-in-church services have also spread to the land of the Bruts. However, the Americans are still one step ahead since they also provide drive-in funerals. Surely it can't be too long before motorists start openly worshipping their cars?).

iv) A Celebration of Car-nage.

"New York city wags plan to erect a monument on the corner of 74th Street where the first American was killed by a car in 1889." (Daily Mirror 13.4.91, p.16). (MM: Sometimes cars aren't so bad after all!).

v) Joyriding.

(MM: Joyriding is another American invention but whilst in America this anarchic form of behaviour was rapidly transformed by entrepreneurs into a wide variety of spectator sports which over the decades have become extremely popular, this did not happen in Britain where there is the occasional outburst by disgruntled teenagers).

vi) Hotting.

(MM: Hotting, on the other hand, is a relatively new phenomenon in Britain. The difference between joy riding and hotting is that whilst the former is indulged in by a few individuals for their own edification, the latter involves a large group of people who carry out car stunts or races for an audience. High performance cars are stolen so that notters can put on impromptu displays for friends in their own community. One of the main hotting communities was the Blackbird Lees council housing estate in Oxford where large crowds used to watch the displays. "We have seen the roads lined with sightseers - mums and dads with kids as young as six. It was like a road-show." (Daily Mirror 31.8.91, p.7). Hotting takes place in disintegrated communities which cannot or will not take action to stop what is going on. Hotting requires a degree of organizing since a number of people are needed to help protect the notters from being caught by the police. "These gangs use CB radios and scan police wavebands to foil us and its a constant battle of wits," said Supt Paul Taylor of Oxford Police. (Oxford Courier 16.5.91, p.5). Sometimes the hotting displays are organized in advance and word is quickly passed around. "People come from miles around to watch this event at 4 o'clock in the morning." (Oxford Courier 16.5.91, p.5). Notters also enjoy baiting the police. They encourage the police to chase them because they know they can escape by leading the police into ambushes. After being showered with stones and bottles the police are forced to call off the chase. The final characteristic of hotting is that after the cars have been used in displays they are then torched. In 1991, 21 cars were torched in Blackbird Lees. The number increased dramatically the following year and by May some 22 cars had been destroyed. However, not all the cars are torched. Some are just dumped. "A staggering 2,040 cars worth £10 million were stolen in Oxford in 1990." (Daily Mirror 11.1.91). In fact some hotters don't even bother to dump the cars but simply leave them outside their homes because they know they won't be arrested by the police. Because magistrates tend to caution hotters for the first dozen or so offences, it simply isn't worth the police's time and effort to arrest them.

vii) Ram Raids.

(MM: Ram raiding is a relatively new crime in Britain even though it has been common in America for many decades and has even appeared in a few films. Reputed to have first appeared in Newcastle it has now spread around the country).

viii) Famous Green Car Stickers.

PLEASE DO NOT SMOKE IN MY CAR
(MM: The car can smoke but you can't).
I'M USING UNLEADED PETROL
(MM: This is an example of green vacuousness. There is no such thing as unleaded petrol. All petrol contains lead even if none is added to it).
I RUN ON UNLEADED PETROL
(MM: As if the biggest threat to kids was being poisoned rather than being knocked over - 400 killed in Britain each year).



Page Three

Q8 UNLEADED
YOU DON'T HAVE TO BURN LEAD TO BURN RUBBER
(MM: This is quite true. But then again you don't need to take oil out of the ground to see it burn. Well done, Saddam. Take deep breaths you Earth raping, sheikh shits).

Q8 THE ONLY PLACE FOR LEAD IS ON A CHURCH ROOF
(MM: Well why do they nick lead from churches then?).
Q8 UNLEADED WON'T DRIVE YOU CRAZY
(MM: Perhaps not, but Saddam Hussein will. Well done, Saddam).

THE LORD SHELL PROVIDE
(MM: And, hopefully, the lord shell taketh away - preferably as soon as possible).

JOIN THE GREEN PARTY
(MM: Then you can own a car with a clear conscience).

VOTE GREEN
(MM: Then everyone on the planet, all 6 billion, can have a car just like me).

JOIN FRIENDS OF THE EARTH
(MM: Then everyone on the planet can have a car like me).

GO GREEN - FEEL GREAT BP
(MM: You can tell how dated this one is because nobody feels great about green politics anymore. People have forgotten they live on planet).

SAVE THE WHALE
(MM: This one was spotted on the back of a Nissan car. It's one of the Mundi club's favourites because it reveals all too clearly that some motorists are totally off their planet).

WORLD WIDE FUND FOR NATURE - SAVE THE AMAZON RAINFOREST

(MM: This is just out and out hypocrisy. Massive, open cast, iron ore mines have been created in the Amazon which have destroyed hundreds of thousands of acres of rainforest. The ore is smelted using charcoal which is created by roasting trees taken from the surrounding forest. Millions of tonnes of iron ore are being mined, smelted and then exported to be used in millions of cars manufactured around the world especially in the EC and Japan. Thankfully, however, the WWF eventually realized its absurdity. "The World Wide Fund for nature is no longer producing car stickers." (Econews Aug 1991). The question which has to be asked is why so many people who own Japanese cars feel they need to display green bumper stickers? Perhaps the following info might trigger off an unpleasant guilt trip. "Japan is the world's largest importer of tropical rainforest timber. Many of the logging companies belong to the same multi-national corporations which manufacture well known cars.

**Car stickers:
the next
endangered
species?**

THE DAILY MIRROR 13.4.91 p16

★ NEW YORK city wags plan to erect a monument on the corner of 74th Street and Central Park West where the first American was killed by a car in 1889.

ECONEWS No 57 AUG 1991

The World Wildlife Fund for Nature has decided to do away with its popular car stickers, after getting a "pasting" from party member Bob Davis.

The Japanese multi-national corporations listed below imported the following amounts of rainforest timber; - Ichi-kan logged 1,039,000 cubic metres of wood - owns the Isuzu car company. Fuyo logged 1,030,000 cubic metres of wood - owns the Nissan car company. Mitsui logged 474,000 cubic metres of wood - owns the Toyota car company. Mitsubi logged 467,000 cubic metres of wood - owns the Mitsubi car company.

South East Asia 1987. Source: Hadfield and Kuroda. "Japanese brand names unconnected with the logging trade are Suzuki and Honda." (Rob Harrison 'Ethical Consumer' The Globe Oct-November 1991 p.11).

SPENDING THE KID'S INHERITANCE (MM: This is the one that says it all. What else is there to say other than we either exterminate motorists or they'll exterminate us).

ix) Car War Adverts. (MM: In the run up to Xmas 1990, ITV and Channel 4 transmitted a couple of adverts which seemed a little contradictory. As part of its road safety campaign, the government ran a commercial featuring a beautiful, curly haired child looking tearfully into the camera lens whilst a voice-over informed viewers that over 600 kids were being killed or seriously injured every month.

A few adverts later, during the same intermission, there was almost invariably a commercial for CAR WARS VIDEOS Volumes 1, 2, 3, "and now Volume 4". This commercial contained dramatic footage of all sorts of vehicles running out of control, smashing into a variety of obstacles and then being thrown into the air and rolling over and over and over before eventually bursting into flames or blowing up, etc., etc.. The voice over, probably that of an alternative comedian, spoke lyrically of the new video which showed, "Thrills, spills; crashes and smashes."

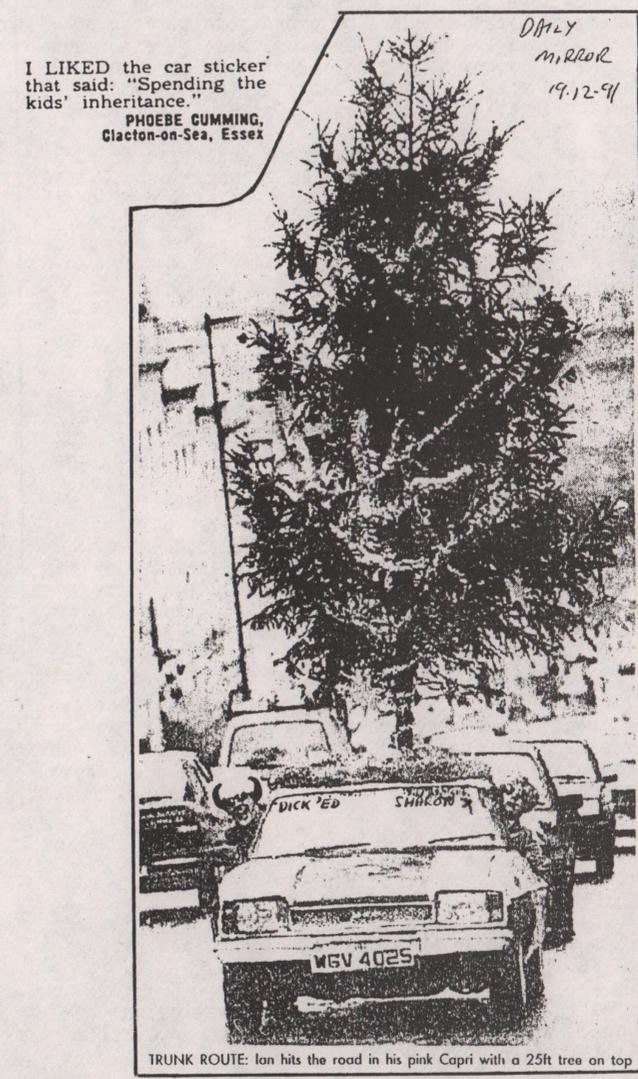
In the run up to Xmas 1991 the adverts reappeared to announce that further CAR WAR videos were now on sale. And then people wonder why nothing became such a fashion in the early 1990s. Was it just chance that there were so many nothing events during this period? However, it has to be suggested that the reason nothing became so popular in Oxford was a protest against the top-cop series, 'Morse'. Every story in this series, which was watched regularly by over 14 million people, featured a wide range of toffy-nosed gits with a BBC accent such as academics, artists, actors, doctors, aristocrats, novelists, broadcasters, clergypersons, etc., but not one was devoted to local people with their own peculiar, local accent. The number of occasions when the real Oxford accent was heard was negligible. It was if those who produced the programme believed that local people weren't interesting enough to be featured in, let alone become the centre of, a story.

When the Morse film crew arrived in Wood Farm, a council estate in Headington, for a couple of days of shooting, many of the locals must have believed that at long last they were going to appear in one of the programmes - perhaps the real Oxford accent would then become as well-known as the Cockney or Geordie accent. However, by the time the story hit the screens, all that was left was a three second shot of a delocalized road followed by a scene inside a council house. Being ignored is a demoralizing experience but being let down was worse and many young people in Oxford must have concluded that the only way they were going to get on television and attain their own degree of fame was to engage in a bit of amateur dramatics of their own.

x) Car Boot Sales. Car boot sales are yet another part of the drive-in tradition imported from the US and have become firmly established in Britain. Thousands are organized across the country every Sunday. To modern consumers it's an exquisite combination of shopping and driving. Having spent most of their weekdays in the shopping mall what better way is there of spending their Sunday afternoons than by selling the fucking trash they'd acquired during their last shopping frenzy. The most popular car at car-boot sales is a beetle because motorists can watch over their goods and haggle over prices whilst sitting in their front seats.

The trouble with this seemingly innocuous pastime is that most car boot sales are not held on one of the thousand acre car parks which seem to have become so common all over the country but on surplus farmland or on green spaces. It is almost as if motorists regard car boot sales as an opportunity to drive their cars over greenfield sites to which they would not otherwise have had access. The Churchill hospital in Oxford owns a huge area of pastureland in Headington, which it has been busy covering in car parks and spanking new medical facilities, and has started holding car boot sales on one of the pastures it has not yet covered in sement. As a result of the cars being driven across it and thousands of people trampling all over it, the thick, rough grass is being worn away and large bare patches of Earth have started to appear. Eventually it will degenerate into a lifeless field of mud. Even worse, just around the corner, the massive car parks that these medical Earth rapists have laid down, remain virtually empty. Just in case such vitriol may seem inappropriate for such an august body, for many years the Churchill used to dump its rubbish over the side of a beautiful, wild valley at the edge of one of its pasture fields. Clearly the good doctors are only concerned with ooman health rather than environmental health although quite how these quacks manage to divorce the two is beyond the Mundi club).

xi) A World Turned Upside Down. "Madcap motorist Ian Johnson has put a 25 foot Xmas tree on the roof of his car. Startled shoppers stared as Ian took his tree for a drive." (Daily Mirror 19.12.91). (MM: Who says we aren't living in a world turned upside down where cars are given priority over the Earth's life sustaining processes and where trees are treated as a decoration or as an object of amusement by car-cinogenic dickheads?).



I LIKED the car sticker that said: "Spending the kids' inheritance." PHOEBE CUMMING, Clacton-on-Sea, Essex

As awful as it might be to have to talk about such a repulsive subject, some motorists are in love with their cars.

SECTION TWO: CAR LOVE

I LOVE MY LORRY LOADS MORE THAN I LOVE MY GIRL

By JAMIE PYATT
TRUCKER Ivan Keeping stunned his girlfriend by telling her: "I love my lorry more than I love you."
He also confessed he carries a snap of the 255,000 38-ton truck next to his heart - but no photo of Diane King.
Ivan said would rather stay behind after work to polish his cab then go home and get jugger-naughty with Diane.
THE SUN 14.5.91

Double glazing for car

THERE are a number of mechanical devices which increase sexual arousal, particularly in women. Chief among these is the Mercedes Benz 380SL convertible.
- PJ O'Rourke.
THE DAILY MIRROR

DRIVER Richard Goldberg is double-glazing his Bentley so he can listen to his favourite pop tapes as loud as he wants.
He is fed up of being stopped by police and told to turn down his £7,000 15-speaker car stereo.
So he is paying £15,000 to make his £75,000 limo sound-proof.
THE DAILY MIRROR 13.4.92

i) Auto-eroticism. P. J. O'Rourke: "There are a number of mechanical devices which increase sexual arousal, particularly in women. Chief among these is the Mercedes Benz 380SL convertible". (MM: PJ obviously enjoys riding his multi-horse powered dildo). Ivan Keeping: "Trucker Ivan Keeping stunned his girlfriend by telling her; "I love my lorry more than I love you." He articulated, "I am obsessed by it. When I am not driving my lorry I am underneath cleaning it, I'm like a lunatic." (The Sun 14.5.91). "Barry Jones: "Barry Jones, Australia's federal minister for science, customs and small business responded to a questioner who criticized the lack of mass transit in Australia by quipping that Australians would never have decent mass transit since they were hopelessly locked into their "auto-eroticism". (quoted in, Stephen Schneider 'Global Warming, Are We Entering the Greenhouse Century?' The Lutterworth Press, Cambridge 1989 p.326).

ii) Spontaneous Ejaculation. "Spontaneous ejaculation, apparently, is the occupational hazard of motor racing; a man's love with his car is serious stuff. Or so says Keith Botsford, the former motor racing editor of the Sunday Times ... Although only one racing driver has ever admitted to him that he had an orgasm on getting into his car for the first time, Botsford is convinced that stained jumpsuits are far from uncommon on the Grand Prix circuits of the world. The confession does more than bring a new meaning to the cliché, 'the thrills and spills of motor racing'." (Quoted in Heathcote Williams, 'Autogeddon' Jonathon Cape, London 1991, p.108). Leslie Coe: "So Porsche driver Leslie Coe boasted that his speed of 148mph was well within his capabilities because of his racing experience." (Daily Mirror 7.3.92). (MM: So what was he doing at 148mph?).

iii) There's Nothing I Wouldn't do for My Car. Working on the grossly self indulgent, and fuck-the-Earth, principle of 'Nothing's Too Good for my Car', "Driver Richard Goldberg is double glazing his Bentley so he can listen to his favourite pop tapes as loud as he wants." (Daily Mirror 13.4.92).

SECTION THREE: CAR-DIACS.

i) Pro-Car Admirers. Kenneth E Boulding: "An automobile is a species just like a horse. It just has a more complicated sex life and detachable brains which guide it." (quoted in Norman Myers, 'The Gaia Atlas Of Future World's, Challenge and Opportunity in an Age Of Change' Robertson, 1990 p.5). John Lloyd: "I got my abiding love of gas guzzling cars from 77 Sunset Strip. That, and series like it, seemed so luxurious, so full of splendid waste." ('The Green Light' The Sunday Times, 1990 p.49). (MM: Was this profligate carbon nurd really employed as an editor of a radical left wing journal?). Stephen Schneider: "I agree we don't want to cut off our use of coal, oil and natural gas; nor do we want to abandon our cars. No environmental group I know of ever proposed such an absurd policy." ('Global Warming' p.302). (MM: This is the voice of realism from one of the world's leading scientists on global warming. Terra help us).

James Lovelock: "The three deadly Cs: Cars, Cattle and Chainsaws. We need not be fanatical and ask for them to be banned; it wouldn't work." ('Gaia, The Practical Science of Planetary Medicine' Gaia Books Ltd London 1991, p.176). (MM: This is another leading scientist on global warming. It's funny but as soon as these ecologists turn away from the natural world and start talking about the real world they forget all about ecology). ii) Greenlist: Consumer Superstar Car-diacs. Terry Waite: (MM: It was pointed out in the first issue of 'Mappa Mundi' that after being couped up in a tiny cell for five years Terry Waite celebrated his return to freedom with a slap up meal of roast chicken - perhaps a battery pharm chicken? The Mundi club started, "Welcome back to the land of the oomano-imperialists, Terry. All you need to do now to get back to normality is to take an enervating dash down the wide open spaces

of the nearest motorway. Didn't you learn anything while you were couped up like a chicken?" (MM, p.13). In early February, a couple of months after his return to England, an article on ITV showed Terry, surprise, surprise, getting into his triumph midget which had been repaired by his friends whilst he'd been couped up in his cell thinking about getting his teeth into a good roast chicken. He was then shown setting off for a spin. So there we are, The Mundi club's understanding of the mentality of Earth-rapist motorists proved to be all too accurate. One wonders what was going through his mind as he juntered through the countryside - 'I believes in the cod almighty, all knowing, blessed, pure and wholesome but, fuck the planet, let's kick up some dust. The only time I get close to Nature is when the wind's whistling through my hair as I dash through the countryside in my Midge.' Verily, here we have a man of the cloth who can't see the Earth for the God in his eyes).

Anita Roddick; VW golf umwelt diesel. (MM; It seems all too symbolic that Anita drives a volksgrotten, First of all volksgrotten go into the Amazon and set fire to tens of thousands of acres of rainforest and then Anita wanders along to get the wogs to sell her some forest commodities. It has to be asked if she knows the origin of the iron ore that volksgrotten uses in its cars? Not content with propping up their evil activities in the Amazon by buying herself one of their cars she's now bought a whole fleet of them for the planks, "When the Body

Shop's Anita Roddick needed some environmentally friendly company cars she bought a couple of dozen VW golf umwelt diesels. Steve Ellsworth, Greenpeace car campaigner; Drives a VW golf. (MM; No wonder Greenpeace has never launched an anti-car campaign and why it's increasingly referred to as the McDonald's of the green movement. Why is volkswagen so popular amongst living-in-fairly-land greens??)

Brian Gould; Drives a ford orion, David Gee, director of friends of the Earth; Drives a ford sierra. (MM; No wonder friends of the Earth has never launched an anti-car campaign. I wonder how many other members of its staff also drive cars?). Prince Charles; Aston Martin DB6. Mark Sagoff; "I love my car; I hate the bus. I have an 'Ecology Now' sticker on a car that drops oil everywhere its parked." ('The Economy of the Earth, Philosophy, Law and the Environment' Cambridge University Press, Cambridge, 1988).

SECTION FOUR: WHAT DO MOTORISTS DO WHILE DRIVING?

There may be those who are naive enough to believe that what motorists do whilst driving (other than waving their dicks out of the window) is keep their eyes rivetted on the road in order to avoid hitting pedestrians or having an accident. This is to fail to appreciate the preposterous world of the motorist and their sheer oblivion of reality).

★ THE California Office of Traffic Safety has issued a warning to motorists about the dangers of doing something else while driving.

Among the almost unbelievable activities drivers have been spotted engaging in while driving on the state's high-speed motorways are: ● FLOSSING and brushing their teeth.

● BLOW-DRYING and combing their hair at 65 mph.

● WATCHING TVs and using washing machines, fax machines, copying machines and lap-top computers - all plugged into the car's cigarette-lighter sockets.

● READING books, newspapers and magazines.

● CHANGING tights and blouses while driving in the fast lane.

THE DAILY MIRROR 13.4.91 p.16

SECTION FIVE: JUST HOW MIND-BOGGLINGLY STUPID ARE MOTORISTS?

1) Take My Breath Away, Darling.

(MM; 'Sex in Car Tragedy'. What a tragedy. Just in case there are any motorists who might find this story extremely hilarious it should be pointed out that what they are doing to the planet is hardly any different. The preposterous maxim recited by motorists as an excuse for their breathe-taking lunacy is that, 'It's just too hot to stop').

ii) Breath-takingly Stupid.

"A dozy lorry driver kept himself warm by running a pipe from the exhaust into his cab."

(MM; Imagine trying to explain the ecological dangers of global warming to this lorry driver and then trying to convince him of the threat posed to the survival of all life on Earth by the build up of 750 Gt of atmospheric carbon. It's totally hopeless. Factory pharma motorists don't live on a planet - they live in an air-conditioned, fantasy world).

THE DAILY MIRROR 8.2.92

Driver's a real gas

A DOZY lorry driver kept himself warm by running a pipe from the exhaust into his cab.

Police feared a suicide when they saw the lorry with its engine ticking over on an industrial estate in Barnsley, Yorks.

They had to point out the danger to the Irish driver, who was "quite all right" and unharmed by his extra heater.

Sex-in-car tragedy

HULL DAILY MAIL 14.1.92

Lover's story at inquest

HORRIFIED lover Karen told an inquest today how she found her boyfriend dead next to her in the car they used as a lovenest.

Mr Mark (29) died from carbon monoxide poisoning after the couple fell asleep following a sex session in the car, which was parked in his parents' garage.

North Humberside Coroner Mr Peter Gladwin recorded a verdict of accidental death and told the court that Mrs had been very lucky to survive the incident, which happened in Derwent Street, Hull, in June last year.

A tearful Mrs (25), restaurant hostess at the Lambwath pub, Sutton Road, told the inquest how she had been meeting Mr for some time outside the house he shared with his parents.

She would park her car and the couple would go into Mr's car, where they would make love. She said Mr would sometimes

By Melanie Hannam NEWS REPORTER

leave the engine running to warm up the car.

On the night he died, the couple had met as normal and had undressed in the back of the car. Mrs fell asleep after they had had sex.

When she woke it was daylight and Mr was lying naked and unconscious next to her.

"He was just laid there," she said. "I shook him to wake him but could not."

Mr's father, Mr Albert, told the inquest the first he knew of his son's whereabouts that morning was when he saw a woman rush through his garden gate.

He told the court he did not know Mrs at the time but added: "She said something like 'I can't wake Mark - up or words to that effect.'"

Mr Snr ran out to the garage where he tried desperately to give his son the kiss of life. Ambulance staff who

rushed to the scene also failed to revive him.

Mr Snr said that his son, who worked for British Aerospace at Brough, had been perfectly cheerful when he last saw him alive as he was leaving to go to the pub with his friends that night.

The police vehicle inspector, Pc John Morris, told the inquest Mr's car had been parked in the garage with the engine running.

He added that eight air fresheners which Mr put inside contributed to the accident because the smell masked the exhaust fumes.

Mr had been meticulous about his vehicle's cleanliness.

Mr Gladwin said that Mr's father had warned him on other occasions about the dangers of leaving the car engine switched on while working on it in the family's small garage.

"I'm quite sure that Mark's death resulted from a tragic accident" he said.

iii) I'd Rather Lose My Life Than My Car.

"Businessman John Holroyd was carried along on the roof of his own car at 60mph as two teenage joyriders tried to steal it. He leapt aboard as it moved away, grabbing the open sun roof with one hand." (Daily Mirror 15.8.91). (MM; Such is motorists' devotion to their cars they would willingly lay down their lives to stop their love machines from being stolen).

There is increasing scientific evidence that motorists are bugging up the planet and that cars are the second or third biggest source of ecological destruction. Motorists, of course, who know absolutely nothing about ecology, don't see it that way. As far as they are concerned they are helping to protect the planet and if it wasn't for them this planet would have been devastated decades ago. There are, unfortunately, all too many examples of the ways in which motorists are helping to save the planet.

SECTION SIX: GREEN MOTORING

THE GUARDIAN 2.12.84

i) The Mae West School of Environmental Concern.

A pilot scheme has been set up to "give motorists far more positive and precise warnings (about fog). The buildings and construction climatology at the Meteorological Office is mostly concerned with minimizing the effects of the climate on roads." (Guardian 2.12.89).

(MM; The government virtually stopped monitoring atmospheric pollution after the 1950s (see later) but, such is the topsy turvy world in which motorists live that more and more research is being carried out into the effect of climate on motoring. This can be seen as a classic example of the Mae West School of Environmental Concern; 'It's not the effect of roads on the climate that matters but the effect of climate on roads.')

ii) At Long Last, A Green Motorway.

"A new £113 million motorway link between the A1 and the M1 has been hailed as the country's first green motorway." (Guardian 25.11.90). (MM; When huge oil spills occur at sea people are extremely concerned at the damage caused to the environment. However, when oil is spread over the land it's called a motorway and the same people go out for a celebratory ride in their cars.

In days gone by it used to be extremely difficult to convince the village idiot that the coagulated oil slicks being laid across the countryside were actually roads but in today's highly civilized, highly sophisticated society, it seems relatively easy to convince even the most intelligent people i.e. those who drive cars, that the only way to save the planet is to build more and more green motorways. Ah, progress).

JOHN BEATS JOYRIDERS

BUSINESSMAN John Holroyd was carried along on the roof of his own car at 60mph as two teenage joyriders tried to steal it. He leapt aboard as it moved away, grabbing the open sunroof with one hand.

Then he fought with the pair as they tore through Bradford, West Yorks. John, 37, put his hand over the driver's eyes to stop the car. He said: "It lasted minutes, but it seemed like hours." Police are hunting the boys.

DAILY MIRROR 15.8.91

iv) Homo Moronicus.

(MM; It should be obvious by now that motorists cannot be defined as 'homo faber' or 'animal laborans' but are better understood as 'homo moronicus'. 'Homo moronicus' has a rusty, clapped out, robin reliant, brain but drives around in a turbo-charged car. The average car engine is 1700 cc but the average motorist's brain rarely surpasses 10cc).

THE GUARDIAN 21.2.90

Spending on new roads, estimated at £4 billion in the next three years, is 50 per cent higher in real terms than the previous three years.

Mr Parkinson rejected demands for a cut in the programme. "That would be a disastrous option. We don't see roads as being hostile to the environment at all. The worst pollutant is the traffic jam. If you keep traffic moving, you reduce pollution."

He attempted to assuage the environment lobby by promising to plant more trees on verges, appoint consultants to

iii) Motorways Reduce Pollution.

Cecil Parkinson: "We don't see roads as being hostile to the environment at all. (MM; AT ALL!!!!). The worst pollutant is the traffic jam. If you keep traffic moving, you reduce pollution." (Guardian, 21.2.90).

(MM; It might be thought that when trees are cut down and the Earth smothered in oil slicks so that millions of vehicles can pump hundreds of tonnes of thousands of different pollutants, that this might adversely affect the planet. Not so, according to motorists. The construction of roads is known to decrease pollution.

There are still many light greens who believe it is possible to reason with motorists rather than smashing up their fucking Earth raping machines. Just in case there are those who might be tempted to believe that Cecil Parkinson can be dismissed as an eccentric turd for arguing that "The worst pollutant is the traffic jam" the following quote should show that those in the other Death and Destruction party are no different.

The Labour Party: "We will ensure that all proposals for public transport, railway and road developments are judged on the same basis - and in terms of the benefit they bring to the community and the environment." (Labour Party News June/July 1990 p.18).

(MM; Now that's amazing, the Labour party is going to construct roads which produce environmental benefits. Presumably no other party could achieve such magic. If roads bring so much benefit to the environment why doesn't it advocate that it will cover the entire country in cement to increase the benefits - or is this what the Labour party mean by the M1, the east coast motorway??).

New, high-speed railways will reduce congestion on the roads and airlines, and cut environmental pollution. Modern transport is also essential if we are to protect the environment. At the moment, however, there is no effective coordination between different forms of transport and land use planning. We will ensure that all proposals for public transport, railway and road developments are judged on the same basis - and in terms of the benefit they bring to the community and the environment.

LABOUR PARTY NEWS

iv) If it Sounds Green Then it must be Green.

In this age of green awareness, many car corporations are signalling their deep understanding of ecological issues by giving their new cars environmentally sounding names. The 'Ghia' (Gai?) The 'Terra' The 'Umwelt' (German for environment).

v) Motorists Protecting the Environment.

'Plans to build a house in Cumbria have been blocked by the department of the environment - because it would ruin the view from the M6.' (The Hull Daily Mail 6.12.89, Sent in by Jon Hirst).

(MM: Here's a perfect example of the way in which motorists will act to protect the environment albeit only that which they can see through their front windscreens). 'Police have condemned vandals for "disfiguring the environment" with anti-car slogans in the Littlehampton area. Inspector Ron Nevitt said, "These messages are unsightly. They generally disfigure the environment."

(MM: The Mundi Club thinks that Ron must be in line for a major award environmental disfigurement amongst the oil slicks, the poisonous car fumes and all the rubbish which motorists keep chucking out of their car windows. Without such green policemen we're never going to save the planet from the Earth-rapists).

vi) Motorists Doing Their Very, Very, Very, Nice, Little Bit for the Environment.

(MM: Motorists tend to be vaguely aware that they are damaging the environment and, as if to compensate, hype up the environmental benefits of catalytic converters and unleaded petrol. Unfortunately, as has been pointed out above, there is no such thing as unleaded petrol. Even worse, lead substitutes like benzene are far more dangerous to ooman health than lead. "Cancer-causing benzene ... has reached alarming levels. Dr Wolfe, a toxicologist at University College, London, blames benzene for many of the 'pockets' of leukaemia found around Britain in recent years." (Quoted in 'Autogeddon' p.121). Cats are not much better, "Catalytic converters do not start to function until the engine reaches a working temperature of 300C and will not perform optimally until 1000C. As the majority of car journeys are of five miles or less engines rarely get much past the first temperature." (Quoted in 'Autogeddon' p.125).

vii) Environmentally Sweet Engines.

John Prescott, shadow transport secretary; At the 1991 Labour party conference this oomano livestock beast called for the introduction of, now wait for it, "environmentally sweet (motor) engines."

Anger over anti-car vandalism

POLICE have condemned vandals for 'disfiguring the environment' with anti-car slogans in the Littlehampton area.

They are appealing for the public's help in catching the wreckers who have been defacing road signs, a bridge, and building site hoardings with the graffiti.

Inspector Ron Nevitt said, "These messages are unsightly. They despoil important road signs and generally disfigure the environment."

(MM: Let's hope that Prescott has been doing extensive field trials to ascertain which engines release the sweetest smelling exhaust fumes).

viii) Cars Are Recyclable. Audi: It has been claimed in recent television advertisements that the Audi 80 is largely recyclable.

ix) Public Transport is Irrelevant.

Cecil Parkinson: "Public transport improvements are unlikely to achieve a major reduction in road traffic and congestion." (quoted in Jonathan Porritt 'Where on Earth are we Going?' p.49).

x) First We Bugger up the Environment Then We Assess the Environmental Damage.

The European Commission insists that member countries should "carry out environmental impact statements ONCE PLANS HAVE BEEN PASSED." (MM: It would seem only reasonable to carry out environmental impact statements (EISs) before any proposal is given the go-ahead so that environmental damage could be minimized. Unfortunately, the EC insists that EIS's are carried out only after it has been agreed to go ahead with a project - which means that they are more like ecological *post mortems* than measures to protect the environment. However, when the EC proposed that EISs should be carried from the outset there was a strong reaction against the idea. Conservative MP Bowen Wells, secretary of the tory backbench environment committee, dismissed the commission's ideas as "absolutely crazy". (Guardian 5.2.92, p.2).

'Kill Cars' - one of the slogans which has been despoiling the area.



Plans to build a house in a remote area at Endmoor, Cumbria, have been blocked by the Department of Environment - because it would ruin the view from the M6.

THE HULL DAILY MAIL 6.12.89

Government resists environment initiative

BRITAIN is ready to resist European Community proposals to compel public bodies to consider the effect on the environment from the outset when planning major construction projects.

The commission believes that the logical extension of the legislation would be for the environment to be considered at the earlier planning stage.

The Conservative MP Bowen Wells, secretary of the Tory backbench environment committee, dismissed the commission's ideas as "absolutely crazy."

He said: "It would put a further delay in the planning system which is already very long drawn-out in Britain, one of the longest planning procedures in Europe."

The commission spokesman said officials were looking into several ways of widening EC legislation on environmental assessment to make it more effective.

The changes under consideration would not give Brussels any power to block schemes if an environmental study were negative.

xi) Mexico's Revolutionary Anti-Pollution Device.

(MM: Mexico city suffers from appalling pollution problems as nearly four million motorists pour into the city everyday. Polluted, cold, air is trapped by a layer of warmer air above preventing the pollution from being dispersed. A novel solution has recently been put forward).

"Mexico city plans to test a revolutionary anti-pollution device - enormous fans that will whip up a wind and blow the smog away. Professor Castillo said the plan, if it is put into action, would be to place 100 of the 24 foot fans around what is considered one of the world's most contaminated cities at a cost of about \$100 million." (Guardian 21.2.92, p.10). Some argue this would be wrong, "It will create more pollution, it wastes energy and it means the government would pay to continue subsidizing the polluters." (Gdn 27.2.92, p.9). (MM: Unfortunately given the huge number of motorists and the political clout they wield such a technological remedy is likely to be the only solution).

Motorists possess their own ideological outlook on the environment. The overwhelming advantage of this ideology, no matter how utterly preposterous it is, is that it makes motorists almost impervious to criticisms. There is no point in criticizing motorists for not caring about the environment because, as has just been demonstrated in the section above, motorists believe they are doing admirable work to protect the environment. It is no good relying solely on scientific evidence to prove that vehicle exhaust fumes are dangerous because most environmentally-aware motorists believe that pollution from cars poses no threat whatsoever to ooman health. Even those motorists at the cutting edge of environmental wadicalism, who grudgingly accept that vehicle exhausts are a health hazard, believe there are far more dangerous and more insidious forms of pollution than vehicle exhaust fumes, i.e. dog manure.

SECTION SEVEN: MOTORISTS' CONCEPT OF POLLUTION.

i) Vehicle Exhaust Fumes No Danger to Oomans.

Christopher Chope, former tory transport minister; "There is no danger to cyclists from air pollution." ('Going Live' BBC1 18.1.92).

(MM: When interviewed on 'Going Live' Christopher Chope, the then tory transport minister, was asked whether cyclists weren't likely to damage their health by cycling through city centre streets packed with cars. He denied there was any danger. The Mundi club has to state categorically that Cope is a liar, a cheat and a fraud. There are many woolly minded, green activists who believe it is possible to conduct rational debates with motorists but this shows once again that it is simply not possible. They'll go to any lengths to defend their sex-objects so it is pointless wasting time trying to reason with the unreasonable).

ii) Vehicle Exhaust Fumes No Danger to Wildlife.

"Road vehicles certainly pollute the air and they are very noisy, but pollution apparently has no serious effect on wildlife, and wild animals become accustomed to the noise and they ignore it." (Michael Allaby 'Into Harmony with the Planet, The Delicate Balance Between Industry and the Environment' Bloomsbury Publishing Ltd., London 1990, p.162).

Mexico City unveils plan to fan away the fumes

GUARDIAN 21.2.92 p10

MEXICO CITY plans to test a revolutionary anti-pollution device - enormous fans that will whip up a wind and blow the smog away.

"The idea is to ventilate the city," said Heberto Castillo, a former physics and mathematics professor who heads the Mexico City branch of the opposition Revolutionary Democratic Party.

"There will be a small breeze, and the dirty air will be exchanged for clean air," said Prof Castillo, one of the chief architects of the plan.

Mexico City's mayor, Manuel Camacho Solis, announced on

Tuesday that the city had approved construction of two experimental fans, which will be tested to see if they actually reduce pollution.

The fan plan was unveiled on Wednesday as Mexico City's pollution index soared to unhealthy levels, prompting the government to order many cars off the streets and sharply cut factory production.

Prof Castillo said the plan, if it is put in action, would be to place 100 of the 24-foot fans around what is considered one of the world's most contaminated cities at a cost of about \$100 million.

iii) Motorists Organize Anti-Car Protests

"You report 1,000 people crammed into Hornsea Town Hall last Wednesday evening to launch a campaign to prevent Parkland Walk becoming a six lane motorway; apparently a wonder heart-warming occasion but, on closer scrutiny, an exhibition of selfishness, short sightedness and stupidity of humanity.

Almost to the last one of them car owners, with most owning more than one, they wanted to drive all over Europe without having traffic disturb what's left of their tranquility. What was missing from this meeting was a commitment by the campaigners to get rid of their cars." (Letter to the editor, The Journal, north London News Limited, 29.9.88).

(MM: Such car-owning, anti-car campaigners are not confined to the middle classes. Colin Ward mentions "Peter Neville, a contributor to the anarchist press, (who) was going to a Friends of the Earth meeting, somewhere off the railway line, so he took his car." Neville complained that, "It was raining very heavily and when I got to the meeting place I surprisingly couldn't find anywhere to park as the area was jammed with cars. When I got there I found everyone else was nice and dry. They'd all arrived in their cars." (Colin Ward 'Freedom to Go: After the Motor Age' Freedom Press, London, 1991 p.30).

iv) Toxic Campaigners in Toxic Convoy Protest Against Toxic Waste.

(MM; In July 1991 a multi-national waste disposal corporation, ITE, announced plans to build a £30 million toxic waste incinerator at Saltend, just outside 'ull. Angry letters were sent to the local press about the dangers caused by the incinerator. One correspondent admitted that he enjoyed the luxuries of life and that his opposition to the incinerator was based on plain hypocrisy but he just didn't want the thing built near him. In response to this sort of nonsense, a local green activist pointed out what the middle class toxic campaigners refused to acknowledge; that cars in the city pump out far more toxic emissions than those which would be blown across the city from the waste incinerator. Cars were a bigger threat to public health than a waste incinerator. The letter went on to state, "I was walking down Ouesbery Street the other day when a motorist started revving up his engine, spewing great clouds of toxic, carcinogenic, fumes into the air. As I hurried by, trying to avoid being poisoned, I noticed there was a car sticker on the side window which said, Hedon Toxic Waste Incinerator Offensive Organization, (HTWOO). I had to walk back to check that I wasn't dreaming. Cars are mobile toxic waste incinerators. The reason that campaigners haven't protested about this is because many are motorists." If ITE had proposed the construction of a car factory at the Saltend site, most of the motorists protesting about the incinerator would have welcomed the news with glee and given it every encouragement. It is typical of these ecological ignoramuses that they go out of their way to encourage industries which create pollution and yet oppose those which have to dispose of it.

This condemnation of the toxic campaigners obviously hit home for a few months later, HTWOO organized a demonstration outside County Hall, Beverley, when ITE's planning application was discussed by Humber-side county council's planning sub-committee. As if to insist that they had an absolute right to have a car whilst refusing to have anything to do with disposing of the waste created by the manufacture of cars, and an absolute right to use their toxic mobile incinerators to protest about toxic waste, the toxic campaigners led a convoy of 70 cars from Beverley to Saltend to publicize their victory when they heard that councillors had rejected the application. What they were parading in this convoy was their hypocrisy; their bigotry that toxic waste from cars was acceptable; and their bloody mindedness in refusing to face up to their responsibilities for disposing of the waste helped to create. What further proof does anyone need that motorists are totally irrational and that there is no way that such NIMBY's are likely to be stopped from destroying the planet).

v) Ban Smoking Buses.

In Australia a couple of years ago, a bus driver who had just been diagnosed as having lung cancer sued his employers on that grounds that his illness had been caused by passengers smoking on his bus. He won his case and was awarded \$A30,000. (Sorry, I've lost the reference for this one). (MM; An increasing number of bus and coach companies have banned smoking on their vehicles. Such curbs are to be welcomed but this concern for people's health seems a little .. lop-sided given the huge amounts of pollution pumped out by buses and coaches. The follow up to this story which, unfortunately, hasn't yet been published, is that 20,000 pedestrians are currently suing the driver for a range of lung and respiratory ailments which they blame on the vast amounts of pollution emitted by the bus he was driving. The court case continues, (hic).

SUE ARNOLD 'DOGS OUGHT TO CLEAN UP AFTERTHEMSELVES BUT ME AND MY SIX SPROGS JUST DUMP OUR SHIT IN THE THAMES AND MY CAR DOESN'T CAUSE POLLUTION.'



Hilda Ives, chairman of the Humber-side Toxic Waste Offensive Organisation (HTWOO) was delighted with the decision by the planning sub-committee, but said the fight would continue.

"It is the result we expected from the council, but we start again with a bigger fight now to raise a lot of money for the appeal.

"I would like to think the Environment Secretary will decide against the scheme without an inquiry, but we have got a lot of fund-raising events planned already.

"We have had a great turnout today and I am hoping for as much support from the public as we have had in the past," she said.

More than 100 protesters armed with banners and placards marched on County Hall before the meeting in a show of opposition.

Members of HTWOO and the Humber-side Action to Stop Toxic Emissions drove from Saltend to Beverley in a convoy of more than 70 cars.

THE MUNDI CLUB SAYS THAT IF IT'S A CHOICE BETWEEN TOXIC CAMPAIGNERS AND A TOXIC WASTE INCINERATOR THEN GIVE US THE INCINERATOR.



vi) Doctors Believe Cars Do Not Contribute to Lung Cancer.

(MM; For many years the BMA, Britain's medical establishment, has run innumerable publicity campaigns against the dangers of cigarette smoking and the threat caused by passive smoking. These campaigns tend to reinforce the public's impression about how wonderful our great doctors are (even though most of them are little more than salespersons for multinational pharmaceutical companies). And yet the BMA has never run a single campaign against vehicle exhaust emissions.

It has been estimated that smoking kills about 115,000 people in the UK every year. Unfortunately the scientific veracity of this statistic is greatly undermined by the fact that doctors cannot provide any figures for the number of those killed by vehicle exhaust emissions - it is simply assumed that those who die of lung cancer are smokers or the victims of passive smoking.

However, "An American study has revealed that 12% of lung cancer deaths in the USA could be attributed to motor vehicle emissions. No work in this area has been done in the UK, but if the figure is applicable to Britain, this would mean 3,000 to 4,000 lung cancer deaths per year as a result of automobile pollution." (Steve Eisworth, 'A Dictionary of the Environment' Paladin, London 1990).

It is blatantly obvious that one of the major reasons why people living in inner city areas, or along main roads, suffer health problems is because they are constantly breathing in poisonous car exhaust fumes. They are victims of passive motoring. There is no difference between smoke filled rooms, which have become the nightmare of every non-smoker, and smoke filled streets after tens of thousands of motorists have dumped hundreds of tonnes of pollutants into the atmosphere.

Nightmare of a non-smoker

THE DAILY MIRROR 28.3.92 p7

TV STAR Roy Castle revealed last night that doctors have given him only a one-in-ten chance of beating lung cancer.

But non-smoker Roy, who caught the disease breathing in other people's fumes, said defiantly: "I am going to fight it. I won't let it beat me."

Doctors believe the host of the children's TV show Record Breakers was poisoned by the energetic tap-dance and trumpet routine he has performed in clubs during 45 years in showbusiness.

Roy said: "When you play the trumpet you have to gulp in very deep breaths and you are breathing in all the smoke.

"I never believed this was possible - I thought you had to be a 40-a-day man to get this."

Let's assume that the average smoker gets through an ounce of tobacco every week. In the same week the average motorist uses three gallons of petrol. The amount of pollutants pumped into the atmosphere from an ounce of tobacco is negligible in comparison to the 18lbs produced from three gallons of petrol. The average motorist generates nearly three hundred times more pollution than the average smoker. It might be argued that smokers fill up rooms with smoke whilst car exhaust fumes waft into the atmosphere but anyone who has walked alongside a bus or a coach as it pulls away from the kerb will know that the poisonous clouds which these vehicles throw across the road are far more dense than the cigarette smoke which fills a room.

So why is it that doctors don't seem to be bothered about this major threat to public health? Why aren't they at the forefront of a campaign to reduce vehicle exhaust pollution? Why do they do so little research into the health problems caused by vehicle exhausts? The answer is that firstly, the vast majority of doctors are motorists many of whom have moved to the countryside where they can escape the vehicle exhaust pollution in inner city areas which they have helped to create. Secondly, most of the multi-national corporations which produce drugs, and which lavishly wine and dine the doctors who prescribe them, are multi-national oil corporations and the last thing they want is their company doctors protesting about cars. It should not be forgotten that when environmentalists in California put forward a radical programme for environmental protection, known as Proposition 13, ICI, Shell and BP combined to spend over a \$1 million to defeat the proposal, (see MM1). Thirdly, doctors who work full time for the NHS are now entitled to 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," (Colin Ward 'Freedom to Go' p.27).

Roy's TV battle for life

STAR Roy Castle is to screen his battle against lung cancer on TV.

He is making a special BBC2 documentary about his treatment to highlight the perils of passive smoking.

Camera crews have already filmed him undergoing painful chemotherapy treatment for the programme - due to be broadcast in June.

Roy developed lung cancer after years performing in smoky night clubs - and has only a 10 per cent chance of beating the disease.

THE DAILY MIRROR 17.4.92 p7

vii) My Body Was My Castle.

"Tv star Roy Castle revealed last night that doctors have given him only a one-in-ten chance of beating lung cancer. But non-smoker Roy, who caught the disease breathing in other people's fumes, said defiantly, "I am going to fight it." (Daily Mirror 28.3.92, p.7). "Roy developed lung cancer after years of performing in smoky night clubs." (Daily Mirror 17.4.92, p.7). "Speaking at his £1 million mansion, father of four Roy, 59, said, "I have never been a smoker and nobody in the house smokes. Those people who do smoke have to think about the effects they are having on people around them who don't smoke." (Daily Mirror 28.3.92, p.7). He has promised to launch a campaign against smoking/passive smoking.

(MM; The medical profession puts the blame for Castle's illness on cigarette smoke and our folk hero has vowed to launch a campaign against smoking/passive smoking. Here then we have the makings of a new legend in the preposterous cosmology of the motorist. Quite clearly, our hero believes that lung cancer is caused only by indoor pollution from smoking rather than outdoor pollution from cars, factories or incinerators and, correspondingly, that he has done nothing to contribute to his own illness.

As has been noted in the previous section, it seems to be a well known fact of 'medical science' that the only way a non-smoker can contract lung cancer is through passive smoking. Walking along main roads filled bumper to bumper with cars spewing out hundreds of tonnes of some of the most carcinogenic fumes known to the ooman race, has no known adverse effects on ooman health. Breathing in acid air (much of which originates from car exhaust fumes) also has no effect on ooman health - acid rain might turn stone buildings black but acid air wouldn't damage anything so resilient and impenetrable as ooman lungs.

Filling up cars with petrol and breathing in the pleasantly aromatic smells of petrol, which contains poisonous hydrocarbons like benzene, has no discernible effect on the lungs whatsoever. Living in a highly industrialized country packed with car component, car accessory and car manufacturing industries which spew out a wide variety of carcinogens, etc., couldn't have anything to do with lung cancer either, etc., etc.. Such, then, is the state of environmental knowledge amongst the country's quack doctors. It has to be asked whether Castle contributed to his own illness or is he an innocent victim of other people's pollution? Does he drive a car? If so, does he like the smell of benzene when he fills up his car with petrol, "The smell of petrol is familiar at filling stations but the petrol you smell consists of hydrocarbons which pollute the air." (Michael Allaby). Does he ever walk along busy main roads? Given the amount of time he seems to spend in smoke filled night clubs does he breathe in any outdoor pollution at all? Far from being an innocent victim could he have contributed to people's deaths by driving a car? Still there is one consolation about Castle's attack on smokers - at least he didn't blame his illness on dog-turds.

WEST
HULL
TARGET
29.1.92

Curb these dirty dogs

IF IT HAD BEEN THE OTHER WAY AROUND WITH A CAR UNMIND ON HER LAWN AND AN ENDLESS STREAM OF TURDS RACING PAST HER GATE, WHAT WOULD SHE HAVE SAID THEN?

IF I FEEL I must air my views about dogs fouling foot-paths etc.

Most people have heard of the disease toxoplasmosis, which blinds young children and can be caught from infected dog faeces. Yet some owners let their dogs defecate on paths, in parks and other people's property but not their own.

I have lived in Kirkella for two years and have noticed that some dog owners are oblivious to where their dogs are defecating. Their dog is either yards in front or yards behind them and not on a leash.

My own property down Redland Drive, Kirkella, is open plan and someone's beloved pet has been de-positing it-

self on my front lawn for the past year. Short of sitting in the window 24 hours a day, seven days a week, how do I catch the culprit?

It is time the law was made more stringent to stop some irresponsible dog owners letting their pets foul everywhere but their own property.

LET DOGS ROAM - PUT MOTORISTS ON A LEAD

viii) Motorists and Dog Crap.

(MM; It was pointed out in the first issue of 'Mappa Mundi' that at the 1990 Tory party conference, "many delegates speaking to a motion praising the policies of the then secretary of state for the environment, Chris Patten, concentrated their ire not on the colossal pollution from heavy industries or power generation or the toxic waste disposal industry, but on dog manure. One delegate even went so far as to suggest that, "Dog manure was easily the worst form of pollution on Earth."

Since most motorists believe that car exhaust fumes are not dangerous to health, it should not come as any surprise to discover they regard dog manure as the biggest threat to ooman health. In the preposterous cosmology of the motorist, dog manure occupies a role similar to that of the devil in christianity. It preoccupies the minds of middle class motorists more than any other environmental issue. Bhopal leaves motorists indifferent, Chernobyl causes a degree of annoyance, toxic waste incinerators stimulates anger but only dog turds turn motorists livid. This is such a feature of the motorist's outlook that if a huge crowd of oomans were gathered in one place it would be possible to determine who was a motorist and who wasn't simply from their reactions to dog manure. It's bad enough that motorists consume so many non-renewable resources, even worse that they devastate large areas of the planet, and it is appalling that they are creating an ecological holocaust, but what makes this situation so nightmarishly ludicrous is that they seem to transfer all of their environmental anguish onto something which is, admittedly, a little bit smelly and unpleasant in appearance, but is nevertheless so crucial to the survival of the planet's life sustaining processes. It is one of the most absurd experiences of modern life to observe motorists sitting in their cars with their engines idling, shouting at dog owners for allowing their dogs to fertilize the planet.

Such attitudes are a total mystery. Why is it that motorists seem to be totally unconcerned about the deposits left behind by their cars but so incensed about canine deposits?

Why do motorists try to live in a totally sanitized environment (don't forget that to motorists there is no such thing as car pollution) by insisting that all dog owners should be registered, tattooed with a number and issued with pooper-scoopers? Why do rich, middle class prudes, driving around in cars poisoning the atmosphere, vehemently demand that dog owners, who are often unemployed, pick up dog manure.

The Mundi club knows of no philosopher who has yet been able to explain such bizarre attitudes. It is ironic indeed that the only decent commodity produced by these middle class loonies is manure but such is the scale of their ecological ignorance and such is the fantasy world in which they currently reside that the sooner they can dump it into the loo and flush it out of sight the happier they are.

ix) Help! - There's A Turd on My Lawn.

Dog manure is a topic which craps up frequently in the letters' page of local papers. One correspondent complained about the nuisance caused by dog turds even though just beyond her front gate is a main road used by tens of thousands of cars every day. Another complained bitterly that, "Someone's beloved pet has been de-positing itself on my front lawn for the past year. Short of sitting in the window 24 hours a day, seven days a week, how do I catch the culprit." (West Hull Target 29.1.92).

(MM; It might be deduced from such an attitude that dog crap was the worst form of poison known to ooman-kind (hic) rather than a vital nutrient which would help fertilize her prize lawn. Of course, spraying the lawn with a wide array of herbicides and pesticides is alright but allowing a dog to rejuvenate the soil is a sin.

Is it not a little preposterous for this person to sit at her window looking out for dog crap when the planet's life processes are collapsing around her? She wouldn't think of looking out of her window for a car dropping a poisonous deposit so why dogs? What a fucking stupid bitch).

x) Motorists Support Fines on Polluters.

(MM; Motorists are so desperate to combat dog 'fouling' that virtually every local authority in the country has passed byelaws imposing draconian fines of £50 on dog owners who allow their dogs to fertilize green spaces. The only environmental laws which are actively enforced by the vast majority of most councils around the country are not those against industry (because local councils have virtually stopped measuring air pollution) but against dog owners. Of course, whilst motorists use the law to persecute dog owners, they allow car owners to foul the air every minute of the day without the slightest risk of being fined.

Here is another reason why it is entirely unreasonable to reason with such motorized bigots. This is yet another tell tale sign that oomanviles are not capable of implementing the policies which could save them from an ecological holocaust).

xi) Motorists Don't Take No Crap.

"Loudspeakers are being used to scare off birds which leave droppings on new cars ready for export at Southampton docks." (Daily Mirror 23.12.91). (MM; So great is the love that motorists have for their cars and so great is their abhorrence of manure, they'll go to any lengths to prevent their Earth-raping machines from being 'soiled'. The fact that these birds might be dropping a hint to these morons about the ecological damage that cars are causing to the planet, doesn't yet seem to have been appreciated).

Getting the bird

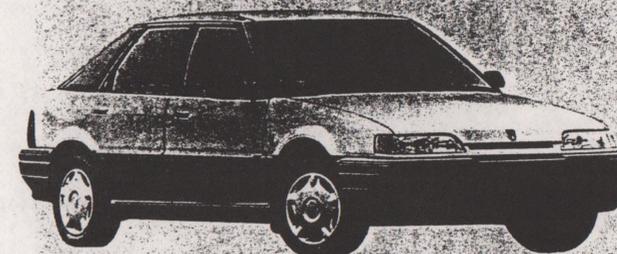
THE DAILY
MIRROR
23.12.91

LOUDSPEAKERS are being used to scare off birds which leave droppings on new cars ready for export at Southampton docks.

SECTION EIGHT: CAN'T SEE BEYOND THE WINDSCREEN WIPERS.

THE VICTORY FOR LABOUR LOTTERY

1 ST PRIZE
THE STYLISH
ROVER 214 Si HATCHBACK,
with catalytic converter



i) The RAC.
"When the RAC's Public Policy Committee met recently, the members were ready to take a revolutionary step. For the first time in the RAC's 93 year history, it announced environmental support by advocating the use of catalytic converters. A year ago it would have been unthinkable." (Oxford Mail, 28.3.90). (MM; This shows the level of ecological stupidity which prevails in the RAC).

ii) Europe's Transport Ministers.
"Europe's Transport Ministers will discuss the environment for the first time at its meeting in Paris this week." (New Scientist, 25.11.89). (MM; So now they've found their willies what are they going to do with them?).

iii) Labour Party.
(MM; The Labour party has been doing its best to show that it understands ecology. In aid of planet consciousness raising they have been holding a series of environmentally sensitive lotteries - first prize a brand new car).



SECTION NINE: STARK, STARING, RAVING, BONKING, MAD.

i) Clash of Tits.
(MM; A few quotes by the silky smooth Cecil Parkinson, former secretary of state for transport, and that rough tug boat from the 'umber John Prescott, shadow secretary of state for transport, have been given above which provide a clear indication of their dazzling brain power. One of the highlights of the 1987-1992 parliamentary season was the great battle between these intellectual giants over one of the major issues of our time, the multi-billion pound east coast motorway, the M11. Rarely have such enormous pairs of tits been seen rubbing each other up the wrong way in the country's best known carbon brothel. However, before examining this struggle it is necessary to introduce these great men in more detail.

Cecil's a Freemason and after his announcement of a £12 billion road building programme was often referred to as 'The Great Road Builder in the Sky.' He's very pro-car. It is said he prowled the houses of parliament showing off his left tit both to men, to show he isn't a woman, and to women to prove that he's a man. I really don't know what it is about Cecil but every time I see him slithering onto the tv screen a quote keeps coming into mind. "You can put a battery pharooman in a suit but you'll never stop him scratching his armpits." A few years ago, John Prescott's meteoric political career came to a shuddering halt after his failure to defeat Roy Hattersley in the Labour party deputy leadership election, and Neil Kinnock (known to his friends as Sandy - see Terra II) decided to shunt the noisy

livestock 'ull MP into the sidings by giving him first grunt on transport. This demotion turned out to be one of the most disasterous decisions Sandy ever made because from the moment Porky took up his new position there were a veritable avalanche of public transport disasters which resurrected the bumpkin from the hoped for obscurity into which he'd been dumped and put him in the constant glare of the media spotlight. His pignacious condemnations of the government for these disasters led Cecil 'I'll show you my left tit' Parkinson to accuse him of being a 'political vulture', 'who made political capital out of travel tragedies' (HDM 23.6.90) most of which had been caused, of course, by his insane PM's penny pinching attitude to public services. However, branding Porky a vulture is not only an animalism but is ecological incorrect. Vultures clean up the environment, Porky's policies would poison it, Ipso facto, Shoot Porky and make a vulture the shadow secretary of state for transport.

● "There's Cecil Parkinson's shadow - John Prescott - known to the world as the mouth of the Humber."
Kenneth Baker.

'Vulture' rap for Prescott

HULL DAILY MAIL 27.6.90

HULL MP and Labour Transport spokesman John Prescott was branded a "political vulture" by his Tory opponent today.

Accusing Labour of attempting to make political capital out of travel tragedies, Transport Secretary Cecil Parkinson made a scathing personal attack on Mr Prescott.

"His reaction to the appalling transport tragedies this nation has witnessed recently has been disgraceful," Mr Parkinson told the Conservative Women's Conference in London.

'Obscene'

"He has proved himself to be nothing more than a political vulture. His desire to be seen on TV verges on the obscene."

"His, and his party's, attempts to make political capital out of every dreadful tragedy are both offensive and malicious."

During 1990, however, Porky's popularity took a bit of a plunge. He was attacked yet again by Tories scenting his political demise. "There's Cecil Parkinson's shadow - John Prescott - known to the world as the mouth of the Humber," (Guardian 13.10.90, p.4) (which just goes to show how what an opportunity Kenneth Baker wasted since over 12 million people, living in an area stretching from Birmingham, Sheffield and Leeds, dump their turds into tributaries of the

Parkinson shuns road plan fears

GUARDIAN 21.2.90

Michael Smith
Transport Editor

MR Cecil Parkinson, the Transport Secretary, has committed the Government to the largest road building programme ever undertaken, dismissing environmental fears about its effect on the countryside.

Mr Parkinson yesterday unveiled plans to spend £5.7 billion on roads in England over the next three years as part of the rolling programme to invest at least £12.4 billion in the 1990s.

The three-year spending plan, which compares with £3.35 billion spent in the previous three years, involves more than 500 schemes covering more than 2,500 miles of road, and includes 45 national projects already under way at a cost of more than £1 billion. It also includes 20 new schemes.

lumber which, as a result, is known locally as the Arsenhole of the East Coast); he just managed to cling onto his place in the shadow cabinet as his vote plunged from 116 to 85 coming 18th for one of the 18 places in the shadow cabinet, (Guardian 25.10.90, p.5), and, then, at the end of his tether, the porky brute was caught speeding in his Daimler - although the police have so far refused to say what he was doing at 100 mph, (HDM 29.10.90, p.5). However, before proceeding there is one more aspect of Cecil's time as secretary of state for transport which deserves to be highlighted.

ii) Parky's Not Bonked.

On the night of January 25-26th 1990, a massive storm hit the country which was all too reminiscent of the 1987 hurricane. In America it is customary to anthropomorphize hurricanes and this custom was gradually being picked up in Britain at the time and, as a result, the storm was frequently referred to as Sara. Undaunted by the claims that this storm was a manifestation of global warming, a few weeks later Parky, "unveiled plans to spend £5.7 billion on roads in England over the next three years as part of a rolling programme to invest at least £12.4 billion in the 1990s." This was, "the largest road building

programme ever undertaken." The Department for the Promotion of the Interests of Multinational Car Corporations had forecast that such a vast public building programme was needed because Lord McAlpine, the Tory party's chief fundraiser, wanted some of his money back and because, "traffic could rise by 142% by the year 2025," (Guardian, 21.2.90). As has been noted earlier, Parky (who used to be a director of a road construction company) couldn't believe for a single moment that his huge investment in roads would damage the environment. "We don't see roads as being hostile to the environment," (Guardian 21.2.90) let alone increase global warming. (Such an ability to ignore reality does not come without a great deal of practice and during his time as secretary of state for energy, when he was steering through parliament the privatization of the electricity industry, he continued to argue, right up to the very last minute,

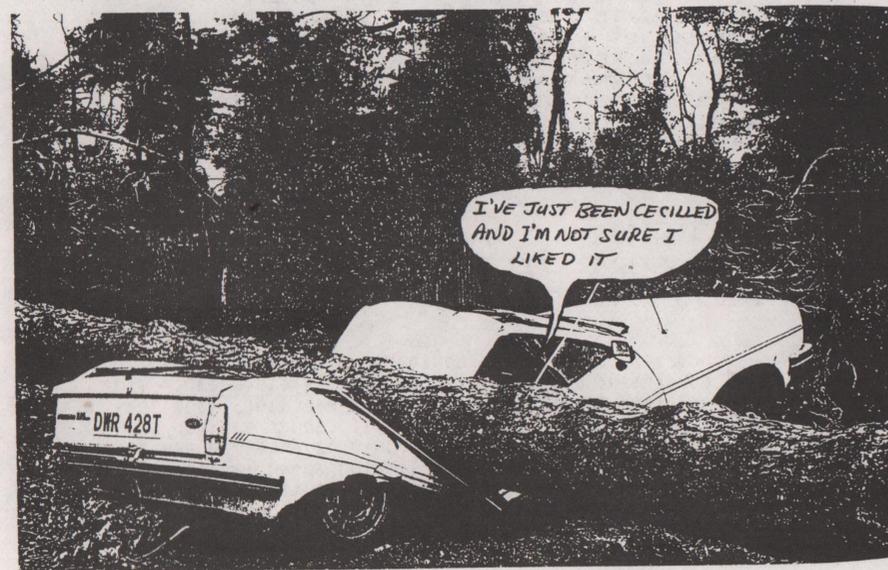
despite over a decade of evidence to the contrary, that NUCLEAR POWER WAS PROFITABLE AND THAT THE PRIVATE SECTOR COULDN'T WAIT TO GET THEIR HANDS ON THIS LICENSE TO PRINT MONEY. As a result, "Mr Parkinson has been blamed for the collapse of government plans to sell off the nuclear industry," (Gdn 28.6.90). Despite this reality defying insanity, Parky couldn't totally ignore public concern about the environmental damage caused by his road building programme and, in an effort to prove the Earth really was safe in the hands of the conservative party, promised that, "MORE TREES WOULD BE PLANTED ALONG ROAD VERGES," (Guardian, 21.2.90). Less than a week later, a second devastating storm swept the country. In total, the two storms killed 60 people and caused several billion pounds worth of damage.

What is of interest here, however, is that during the second storm 6 motorists were killed, and dozens injured, by falling trees, (Guardian, 27.2.90). The same storm ripped over the north sea and caused more deaths on the continent. "The death toll from gale force winds which whipped across France at the weekend rose to 23 yesterday after two people died of their injuries. Another six people were killed - five by falling trees - when the storms swept eastwards into West Germany," ('Autogeddon', p.127). It would seem that Parky's plan to make roads environmentally friendly by lining them with millions of trees was destined to transform the country's motorways into death traps. It has to be asked why Parky supported such a scheme which would force motorists to play skittles with thousands of falling trees. Was it because the secretary of state was:- totally off his bonk, had concocted the plan in mid bonk, or, had suggested the idea to bonk as many motorists as possible in order to sabotage what little interest they had in the environment? Whatever the reason, Parky certainly wasn't going to be bonked by Sara and neither the road building programme nor the tree planting scheme was modified in the slightest.

iii) How to Murder Motorists Legally.

"The Department of Transport in promoting its environmental credentials, has claimed that road schemes are beneficial to the environment. In particular it has pointed to the large number of trees it plants. 30 million have been planted since 1963 at an average of 20,000 per week. This is more trees and shrubs for amenity purposes than planted by any other single body in the country. (TEST 'Wrong Side of the Tracks. Impacts of Road & Rail Transport on the Environment' p.183). Humberside county council also does the same, "Humberside County Council has decided to plant 17,500 trees alongside roads in Humberside," (Humberside Reporter, Autumn 1990 no. 3).

ANOTHER CECIL PARKINSON (GLOBAL WARMING) VICTIM



iv) The Humber Bridge.

The battle over the east coast motorway has its roots in the 1960s when the Harold Wilson government faced a by-election in 1966 which was crucial to its survival. "Barbara Castle electrified a by-election meeting by announcing that the government had authorized the building of the bridge" (Gdn, 15.8.90). The Humber Bridge was a product of Labour government corruption. This must be one of the biggest 'Sting' operations in history when the Labour party bribed its supporters with their own money. The people of Grottsville are destined to pay for the Humber bridge for the rest of their lives. Its debts are projected to reach half a billion by the end of the century. What exacerbates this scandal is that even those who do not own cars have to pay as much as those with cars. Even worse, the unemployed are also responsible for repaying the bridge's ever increasing debts through their 20% contribution).

v) The Battle over the East Coast Motorway.

Once it was realized that the Humber bridge's debts were spiralling out of control, local Labour councillors decided they had to build a multi-million pound shopping centre in Hull to attract more motorists to use the bridge and thus reduce its debts. Unfortunately, it soon became apparent that this would not be enough and the bridge's debts continued to escalate. The only way to get people to snop in the multi-million pound shopping centre was to build an east coast motorway which would make it easier for more people to visit the city. So, a couple of years ago Humberside county council announced the launch of a campaign for an east coast motorway to link Cambridge (where the M11 currently ends) via Hull and the Humber Bridge, to Newcastle. In other words, a bastard, mega-capital-intensive construction project (the bridge) gave birth to a

second mega-capital-intensive construction project (the shopping centre) which in turn gave birth to a third mega-capital-intensive construction project (the motorway) which is supposed to pay off the debts of the first mega-capital-intensive construction project (the bridge). This form of economics is often referred to as socialist deficit funding but to any normal person it's called fucking grandiose, leftie extravagance. Parky, of course, leapt at the idea of a motorway since it would mean an economic boost for his home constituency and thus increase his chances of being re-elected. Parky, of course, opposed the project for exactly the same reason. The last thing he wanted was Parky belching and farting at him across the despatch box for yet another parliamentary season. So, in the summer of 1990 Parky kneed the roughcut in the groin by rejecting the idea of a new motorway (Hull Daily Mail 24.5.90) and, a few months later, gave him another lashing by announcing that the government would spend £1 billion upgrading the A1 into a motorway, (HDM 3.7.90) - not because it was needed but because it enabled him to rub Parky's nose in the mire. It should be remembered that the cost of the east coast motorway had been estimated to be in the region of £1 billion,

GUARDIAN 15.8.90

BERNARD WEX was a brilliant structural engineer who designed as remarkable a memorial for himself as a man could have - the beautiful but ruinously uneconomic Humber Bridge that connects Hull and Grimsby, Yorkshire and Lincolnshire. The vast, lovely loop of it remains the longest, single span suspension bridge in the world, at 4,625 feet bigger by 426 feet than the Golden Gate itself. Aesthetics, statistics, and the convenience of local communities apart, however, almost everything else about it has been trouble and strife.

Such a link had been talked of for a hundred years, but its hour came suddenly during the Hull by-election of 1966, crucial for the Labour government of the time, in which the Guardian's Richard Gott played an upsetting part by standing

against the policy of supporting the Americans in the Vietnam war. How directly the two things were connected has always been disputed, but in January of that year, Barbara Castle electrified a by-election meeting by announcing that the government had authorised the building of the bridge - an enterprise which the Daily Telegraph thereafter referred to as Mrs Castle's pork barrel.

Its costs soared from an original estimate of £19 millions to £90 millions when it was opened (years later), and by last year the accumulated debt had reached £350 million, with traffic running at less than a quarter of what had been predicted, and the highest toll rates in the country.

Porky immediately launched into a counter offensive and claimed, "What the people of Humberside wanted was a proper motorway system that would connect them down the east coast via the M11," (HDM 4.7.90). But even Parky must have realized that his chances of a brand new motorway were slim with Parky in power.

vi) End of the Parky and Porky Show.

Once Parky realized Porky was likely to be re-elected in the 1992 general election he decided that he couldn't take any more and retired from politics. With Parky out of the way, Porky must have believed, during the run up to the election, that he'd soon be in power announcing his new motorway. But alas, it was not to be. But, time will tell whether Parky will be able to arrange another pork-barrel and see the construction of his east coast oil slick.

MP stopped by police on motorway

HDM 29.10.90 p5

HULL East MP John Prescott has been interviewed by police for allegedly speeding at 100mph in a Daimler car.

Mr Prescott was questioned by officers from West Hendon after being stopped on the M1 motorway on the outskirts of North London.

A spokesman for the Metropolitan Police said it was still being decided whether he would face charges and that a decision was likely "within the next few weeks."

There are many wadical, lefties who can discern the slightist degree of sexism, genderism, racism, or classism in any activity. Unfortunately, however, they almost invariably overlook one of the most common prejudices in society - one indeed which is often held by most of the leftie, wadicals themselves - carism. Support for the car runs deep in the over-industrialized nations and is especially prevalent amongst politicians especially those in government - no matter what party is in power. In the same way that former government minister George Younger encouraged the police to prosecute people who smoke dope in order to protect his beer profits, so motorists have taken control of government and use their political power to enhance their own interests.

SECTION TEN: THE POLITICAL CORRUPTION CAUSED BY MOTORISTS.

i) Government Ministers are Motorists.
Virtually 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, ramblers and bicyclists. There would be a particularly loud outcry if the secretary of state for transport was carless.

ii) 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 on building motorways for cars and providing billions of pounds in 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.'" (CTC Cycle Digest Summer 1991, p.1).

iii) Transport Ministers Might Ride a Bike But They're Still Motorists.
Christopher Chope was MP for Southampton and a tory transport minister before he lost his parliamentary seat in the 1992 general election. He's also a motorist. Just before the general election he announced, perhaps a little unwisely, that the M27 in his area would be 'upgraded' to four lanes. There was a considerable degree of opposition to this scheme and so, in an attempt to convince the public that he was concerned about the environment and thus get himself re-elected, he joined a demo organized by the Southampton Cycling Campaign to protest about a 'cyclist eating' bridge. His presence was about as welcome as a turd on a front lawn. It did him no good, however, and he lost his seat.

iv) Government Ministers Getting High on Speed.
There are a number of government ministers and shadow ministers who show their concern for the environment by speeding down motorways.
Lord Young: "Lord Young fined for driving without due care and attention." (Guardian 11.10.91, p.3).
(MM; Just like his policies on the environment, Lord Young was one of the few profligate carbon tarts who was foolish enough to allow himself to go on record as saying that he would like to see the abolition of all regulations protecting the environment).
Allan Clarke: Fined £100 for roaring down a motorway at 98mph. (Daily Mirror 11.1.91).

v) Porky Gets High on Speed.
It has already been pointed out above that a few years ago Porky was caught speeding down the motorway. Whilst it may be perfectly acceptable for mere transport ministers to show their allegiance to the car by being caught speeding, it might have been thought that it would have been an entirely different matter for prospective secretaries of state for transport to be caught setting such a bad example. Not only is speeding excessively dangerous it is extremely energy inefficient and the rate of emissions from vehicle exhausts accelerates at speeds greater than 55mph. It would seem then that when it comes down to it that Porky 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, really care about the planet?

However, such is the dominance of motorists both in government and society that Porky's misdemeanor did not lead to his resignation, or ejection, from the shadow cabinet. As a result, 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.

vi) The Civil Servants in the Department of Transport are Motorists.
Motorists' grip on power is consolidated and reinforced by the fact that most civil servants in the department of transport are motorists. Applicants for jobs 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 is able to weed out any subversive ramblers or bicyclists.

vii) Motorists Compile Car Pollution Statistics.
Another aspect of the political corruption caused by the car is that the civil servants who compile statistics about car pollution are motorists. As a consequence, they have a vested interest in minimizing the car's impact on the Earth and have been peddling the lie that cars emit only 18% of global CO2 emissions. This fact alone is proof of the wholesale corruption amongst civil servants.

MINISTER'S SPEED SHAME

DAILY MIRROR 11-1-91

WHAT an example Defence Minister Alan Clark has given to drivers by being fined £100 for roaring down a motorway at 98mph.

Arrogant Tories like him seem to think they are beyond the law. — Mrs F. Pearce. Sheffield.

viii) Roads are a Service, Rails Aren't.
(MM; Perhaps the most well known example of the DoT's pro-car bigotry is that while it funds road construction out of general taxation, so that motorists don't have to pay for using the roads, it refuses to fund the construction of railways in the same way but expects people who use the railways to pay the costs themselves. The government provides motorways for the rich but expects the poor to pay for the railways.

ix) The DoT's Cost Benefit Analysis.
The most blatant example of the car corruption in the DoT is the department's cost-benefit analysis. This is used to assess whether a proposed road construction project should be given the go-ahead or not. Over the years this analysis has been used to give the go-ahead to virtually every controversial road proposal around the country. As a consequence it is widely regarded as a joke and nothing more than a smokescreen for the interests of the country's construction companies most of whom make substantial payments to the tory party. The preposterous scams, not to mention lies and fraud, involved in this analysis are so great they rival Jasper Carrott's car insurance claim whoppers and it is a wonder he hasn't progressed to ridiculing cost benefit analyses.
There are a number of absurdities. Firstly, "The

Department of Transport assesses only short separate sections of road rather than the whole road." (Guardian 16.9.91, p.2). This is a real gem. Taken to its logical conclusion, what it means is that once a road has been started the benefits accrue only when it is finished. Basically all that the DoT needs to do is build a small stretch of road pointing out of London and the analysis can then be used to legitimize the construction of hundreds of miles of motorway to the other side of the country.
Secondly, many people think that the environmental element in cost-benefit analysis means that green spaces, such as Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, etc., are given additional protection. On the contrary, the analysis is rigged to attract roads to such places.
The DoT lied for years about the value it allocated to open spaces. It was eventually forced to admit that it gave them only a nominal value. In fact this turned out to be another lie. They were given a negative monetary value according to the amount of money needed to maintain them. As a consequence, "in the case of very important sites requiring maintenance, CoBa (the name of the DoT's cost-benefit analysis) may treat their destruction as a benefit to the nation. The perversities of CoBa may help to explain why important wildlife sites appear to attract roads." (Rupert Harwood 'Roads without Reason' Alarm Bells Spring 1991, p.2).
Many of the assumptions employed in cost benefit analysis are so biased that every effort has to be made to keep them secret for fear of inducing public ridicule which would put the whole exercise into public disrepute.

x) Local Civil Servants are Commuters.
Virtually all local government civil servants are not merely motorists but commuters. They live outside the city for which they work. As a result when local civil servants draw up plans for a city they distort the plans to favour those who live outside, rather than those inside, the city. One of the main reasons why, over the last few decades, so many roads have been driven through inner city areas is so that top local government officials can sweep into the city centre and get to their offices with the minimum of delay.
Hegel suggested that civil servants represented the general interest but Marxists countered by arguing they represented only their own particular interests which often ran counter to the general interest. What Marx ignored, however, was their locational interests.

Carism is one of the most pervasive, yet overlooked, forms of discrimination in the over-industrialized nations and the carless are treated as second-class citizens. As is usual in such situations, the oppressed not merely suffer because of their oppression but are condemned for being deprived and then punished. Discrimination against the carless manifests itself in a number of ways.

SECTION ELEVEN: DISCRIMINATION AGAINST THE CARLESS.

i) Doctor Refuses to Treat Dying Bicyclist.

"A doctor refused to leave his surgery in East Ham to help a dying cyclist." (London Cyclist July/August 1991).
(MM; It would appear that some doctors, all of whom are motorists, have such a contempt for the carless they won't even treat the terminally ill until they show their driving license).

ii) Cars Receive Bigger Welfare Payments than the Unemployed.

(MM; 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." (Guardian 4.3.91, p.2). Company managers and directors receive more in com-

In the days before the car local civil servants used to live in prestigious inner city areas and had a self interest not only in preserving their job and enhancing their privileges but in influencing local government policies to increase the value of their homes in the city. However, because so many of them now live outside the city they serve, they no longer benefit from increases in city property values. They are no longer adversely affected by urban planning blight and have no interest in minimizing its damage. On the contrary, it is now in their interest to give the go-ahead for massive new roads into city centres, no matter what planning blight might be caused, in order to enhance the value of their property outside the city. They have a personal, vested interest in the construction of roads through inner city areas and will push through such proposals no matter how destructive this might be to people's lives, to community life, or to the city's heritage.
The point which needs to be made, then, is that instead of trying to reduce the material self interest of local civil servants it ought to be encouraged by insisting that they live within the city. They would then be far more concerned about protecting what at the moment they are so willing to sacrifice. Civil servants should be compelled to have vested interests in the city not allowed to escape such interests.

Locational interests became so acute in New York that state legislators passed a law banning the state from employing people who lived outside the area. "In New York, civil servants are required by law to live in the city." (Guardian 20.9.90, p.20). It's about time the same law was enacted in this country.

xi) Motorists Draw Up Green Party's New Transport Campaign.

It is hardly to be expected that the new light green leadership of the green party would be immune to such political corruption. The team which drew up the party's new transport policies were all motorists. The green party goes out of its way to balance the sexes in its highest posts by having one man one woman. It seems to ignore the need for a transport balance - one bicyclist/one motorist.
The lack of consultation over the formulation of these new policies, especially the ban on engines over 1600cc, caused a degree of embarrassment to those expected to extol the virtues of these policies. After turning up for interviews in 'large' cars they found themselves being grilled by interviewers wanting to know why they weren't supporting their party's policies.

Doctor refuses to help dying cyclist

A Doctor refused to leave his surgery in East Ham to help a dying cyclist. GP Kalariyil Azad was working just 20 feet from where David Stenson had fallen off his bike and cracked his head. However, he ignored the pleas to leave his surgery and give first aid, a disciplinary hearing was told.

Worried bystanders flagged down a patrol car and a policeman rushed into the surgery to ask for the doctor's help.

A nurse eventually gave Mr Stenson, 54, the kiss of life. But he died of a heart attack 10 minutes after being rushed to hospital.

pany cars perks than an unemployed person receives in income support. All motorists, however, receive huge welfare payments for having a car. It has been calculated that motorists pay only 27% of the total costs of owning a car which means that even the unemployed help to subsidize rich motorists).

iii) The Poll Tax: Even the Carless Subsidize Motorists.

(MM; The introduction of the poll tax meant that 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, contribute to improved transport for the rich).

GROUP ENVIRONMENTAL ADVISER

GUARDIAN 12.7.91 p32

c.£20,000 PLUS CAR



iv) Motorists Make The Best Environmentalists.

(MM; Virtually every job advert for an environmental post requests that applicants must be a car-owner and invariably includes an extremely lucrative offer of a massive car allowance. It is utterly preposterous offering people who are supposed to be protecting the environment, a machine which is the second or third biggest contributor to the ecological devastation of the Earth - it's a bit like demanding that applicants for a job as a bank manager must have a police record of armed robbery. This state of affairs proves conclusively that companies (and local authorities) are not looking for environmentalists who will protect the environment but seek people who will protect the company from criticisms levelled by radical environmentalists. The best way for a company to guarantee that the person they hire will protect the company and not the environment is to employ car owners. As far as capitalists are concerned, having a car is the sine qua non for being a good, reliable, company environmentalist).

v) China's Transport Experts.

(MM; The following anecdote is just of an example of the fact that discrimination against bicyclists is not confined to Britain but is pervasive around the world even in bicycle dominated, so-called developing nations, like China).

"When a senior Chinese transport planner stood up in London recently to tell environmentalists that there were now 8 million people in Beijing with bicycles, there were gasps of admiration and envy (sic) at the advanced thinking of the east. Hardly had the expressions of delight formed than they turned to ghastly rictus as the man proceeded to denounce the bike as "vicious". It gets in the way of traffic," he said, innocently outlining his vision of progress and a China full of motorways and Fords. The environmentalists were speechless." (John Vidal, Guardian 27.3.92, p.31)

(MM; x Rictus - an ocular impediment, common amongst western environmentalists, creates the illusion that only western governments discriminate against the carless, whilst governments in the 'developing world' want nothing more than to provide the best cycle network for the peddle-crazy masses who can then use their bicycles to cruise around the far east on millions of miles of pretty cycle tracks.

vi) The State's Lavish Devotion to the Motorist.

In Britain, motorists have such a tight grip on power they have been able to ensure there is virtually no monitoring of vehicle exhaust pollution. "Dr 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." (Guardian 26.7.90). 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 site to see people sitting in little portakabins, perched close to the edge of a major road intersection, counting the numbers of passing cars. Local authorities also employ people to analyze these traffic surveys and make recommendations on how to speed up the flow of traffic. Yet more people are employed to implement their recommendations whether this might involve a change in the frequency of traffic lights, road widening, or the construction of a new road. Local authorities spend vast sums of money ensuring the smooth flow of traffic so that no motorist will be delayed during their journey.

To help them to predict when they need to swing into action, and to avoid the expense of unnecessary gritting, the county council uses a computer system. Eight roadside weather sensors around the county feed information along telephone lines to a computer at County Hall, Beverley. The roadside weather stations record information on wind, rain and temperature. Sensors in the road surface can even tell how much salt is left on the road from previous grittings.

Information from these stations is also used by the Meteorological Office in Leeds which then provides the county council with a forecast of temperatures during the night and early hours of the morning.

This forecast is monitored throughout the night as actual readings are made. If temperatures are seen to be following a predicted pattern which falls below freezing point, crews stationed at nine operational depots are alerted and carry out salting, mostly during the early hours of the morning before the temperatures drop to freezing point - which usually happens only for a few hours around dawn.

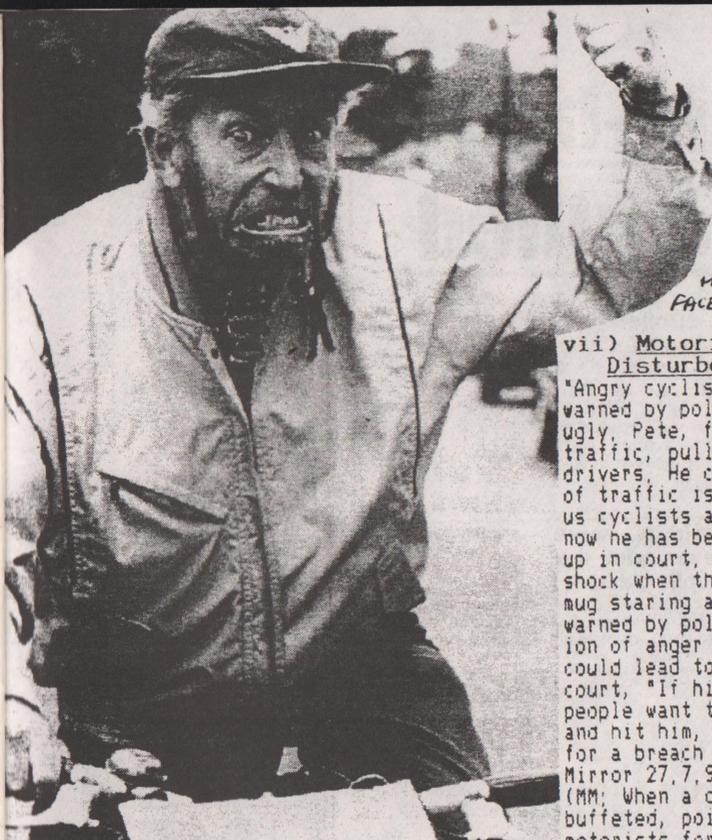
HUMBERSIDE REPORTER WINT 1991 p.5

Up and down the country, local authorities have acquired the most detailed knowledge of the traffic flows on all of their major roads going back ten, twenty, and even thirty years. But, they haven't got the slightest inkling as to how much pollution these cars have dumped into the atmosphere during this period because no such measurements were taken.

For example, Humberside county council has only one once monitored atmospheric pollution in the county since its inception in 1974 - and this was only to look for 6 insignificant pollutants. However, in a recent edition of its freebie newspaper, a report detailed the amount of work needed to salt the county's roads during the winter to keep traffic flowing. "To help them to predict when they need to swing into action, and to avoid the expense of unnecessary gritting, the county council uses a computer system. Eight roadside weather sensors around the county feed information along telephone lines to a computer at County hall, Beverley. The roadside weather station record information on wind, rain, and temperature. Sensors in the road surface can even tell how much salt is left on the road from previous grittings. Information from these stations is also used by the Meteorological office in Leeds which then provides the county council with a forecast of temperatures during the night and early hours of the morning. This forecast is monitored throughout the night as actual readings are made. If temperatures are seen to be following a predicted pattern which falls below freezing point, crews stationed at nine operational depots are alerted and carry out salting." (Humberside Reporter Winter 1991 p.5).

The county council has a computer to "prevent unnecessary gritting" but it doesn't have a computer to collect information on the county's levels of atmospheric pollution. It has installed, "eight roadside weather sensors" but has not installed any pollution sensors. It has "sensors in the road surface to measure the amount of salt on the road" but there are no sensors to measure the amount of pollution on these roads. And, finally, whilst it has half a dozen crews kept on 24 hour standby to salt roads, it doesn't have anyone available to indicate to people on the streets when levels of some of the worst forms of pollution on Earth have reached critical levels so that action can be taken either to stop or to reduce the pollution or to warn people of the hazards they face.

The county council spends tens of millions of pounds on motorists ensuring that everything possible is done to keep them happy, but it doesn't do anything to protect pedestrians from breathing in the toxic fumes created by these poisonous bastards. There could hardly be a greater indication of the striking contrast between the amount of attention lavished on motorists and the total neglect of the environment. This is out and out discrimination against the carless.



THE DAILY MIRROR 27.7.91 p15

THIS CYCLIST IS CONSTANTLY BUFFETED, HARASSED AND POISONED BY MOTORISTS SO WHAT DO THE POLICE DO? THREATEN TO THROW HIM IN PRISON FOR PULLING FACES AT THE EARTHRAVISTS!!

vii) Motorists Not to be Disturbed by Cyclists.

"Angry cyclist Pete Adams has been warned by police - for looking ugly, Pete, furious about heavy traffic, pulls hideous faces at car drivers. He complained, "The amount of traffic is making life hell for us cyclists and pedestrians." But now he has been told he could end up in court. Motorists recoil in shock when they see Pete's horrible mug staring at them. He has been warned by police that any expression of anger towards motorists could lead to him being taken to court. "If his behaviour makes people want to get out of their car and hit him, he could be arrested for a breach of the peace." (Daily Mirror 27.7.91, p.15). (MM; When a cyclist who has been buffeted, poisoned and harassed by motorists for over 30 years tries to make some feeble gesture of protest against cars, the police

threaten to take him to court and throw him in prison. What does it matter how much misery that motorists inflict on cyclists and how much they endanger cyclists' life? But, if a cyclist dares to disturb the tranquility of the motorists who blithely push him into the kerb, he'll be thrown in prison. Enough of such nonsense - time to get out the submachine guns to plug a few motorists.

viii) Citizen's John's Concept of the 'Good Life'.

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." (Guardian 6.4.92, p.12). (MM; To ecological ignoramus such as citizen Jajor the best indicator of the 'good life' is the number of four lane motorways. The pro-car bigotry in his vision of the 'good life' is plain - he wants to create a paradise for motorists and bugger the bicyclists. After all, he surely can't believe that everyone in his classless society is going to own a car? Can he??????).

SECTION TWELVE: LICENSED TO KILL.

i) What Sort of Oomans are Motorists?

(MM; The behaviour of many motorists is utterly vile. There have always been oomans who are pathological killers or sick degenerates but the warmth, comfort and security provided by cars, and their ability to speed away from the scene of any crime, seems to encourage such tendencies). "A driver who ran down and killed a hitch-hiker who gave him a 'V' sign for failing to give him a lift, was sentenced to five years' youth custody at Bristol Crown Court yesterday. The court was told that Dalley mounted the pavement and drove his van at almost 50 mph into Clifford James, an able seaman in the Royal Navy." (Daily Telegraph 30.7.88). "At least 20 cars ran over a 12 year old girl as she sought help for her dying father after a motorway crash, police said yesterday.

A motorist finally called the police, who found the girl's remains spread over 50 yards." (The Guardian 16.11.88). "A college lecturer drank two and a half bottles of vodka before he mowed down and killed a boy, a court heard yesterday. George Clarke left Jonathon Parfitt, 13, dead on the pavement and drove on to buy his fourth bottle of the day." (Daily Express 27.3.90). "Bike Death Driver was so Callous." Michael Thomas knocked down and killed David Button, a father of six, just before Xmas 1991. At the inquest the coroner said, "I have never come across a set of facts which shows such callous disregard for one's fellow humans - to knock someone down in a dark lane and drive off, not knowing whether he was dead, dying or injured." (Daily Mirror 1.2.92).

"Crazed Driver on Loose." "A maniac motorist armed with a steel pole attacked two drivers who flashed their lights at him. One terrified man was punched in the face as he sat in his car. The other driver ran away ... and the crazed motorist smashed up his new car with the pole." (Daily Mirror 17.12.91). "Playing Chicken with the new Highwaymen" (MM; This article is so full of interesting insights into the mentality of the motorist that it has been reprinted in full).

ii) It's Never too Late to Learn How to Drive.

Lady Nancy Vernon is 93 years old. She has had a provisional driving license since 1924. In 1991 she had an accident and magistrates decide to ban her from driving her Triumph Dolomite until she ... passed her driving test. (Daily Mirror 1.2.92).

Playing chicken with the new highwaymen

GUARDIAN

Duncan Campbell warns of a US trend in motoring repartee

AS I WAS walking to work yesterday morning I saw two men crossing the road at the traffic lights. A van whizzed towards them at speed, peeping its horn and making no effort to slow down. It seemed as though it was bound to hit one of them and, sure enough, the next second, one of the pedestrians went down clutching his foot. I started to make a note of the van's number, but it had already stopped and the driver, a young man, and his passenger, a woman, got out and came towards the felled commuter. Instead of asking if he was all right, they immediately launched into accusations that he had been jay-walking and had deliberately slowed down

as he crossed the road. The passenger was particularly annoyed with the shaking figure, and seemed to imply that he was lucky to get off with such a small penalty for his misbehaviour. The driver, clearly shaken, was less aggressive but made it clear that he felt the man had deliberately taken it easy in crossing the road - which he hadn't - and had only himself to blame for being run over. After exchanging addresses these scourges of slow pedestrians set off on their day's duties for the horticultural firm which is lucky enough to employ such no-nonsense workers. The limping pedestrian ruefully remarked that they would probably sue him for damage to their van. It reminded me of an incident more than 20 years ago when I first came to London. I and a friend had gone to the East End to see the pubs we had heard about in Scotland that were all

bonhomie, beer and how's yer father, and to meet the irrepressible chippy chap who inhabited them. We had had a jolly night and were making our way to our car across Commercial Road when a car sped towards us, peeping furiously. We jumped out of the way and my friend made a laconic "V" sign at the departing vehicle. He won't do that again. The car screeched to a halt, skidded around, and drove straight at us. I jumped out of the way, and my friend went down with a broken foot. The driver and his irrepressible chippy companions leant out of the window and said roughly, "That'll teach you not to do that again," interspersed with the mandatory couple of dozen F and G words. Ah, London, we thought. God bless yer. It made me wary of London motorists. Last year I sat pathetically still and explained weakly that my car had stalled. Then last month I was walking to the newsagent's in the

man that at least a couple of councilors must live in the street. I was going slowly, too slowly for the driver behind who peeped furiously and flashed his lights. I went slower - never do that unless you have a Heckler and Koch self-loading carbine in your glove compartment - and chummy dully overtook, skidded to a halt, and leapt out of his car in menacing fashion, accompanied by his friend, a pitbull terrier in a shell suit. They demanded to know what the "V" I thought I was "V"ing doing. "You "V"ing "V"ing." I lunged open the door of my car and sent both of them sprawling to the ground, clutching damaged knees; pausing only to say, "Wash your mouth and G words. Ah, London, we thought. God bless yer. It made me wary of London motorists. Last year I sat pathetically still and explained weakly that my car had stalled. Then last month I was walking to the newsagent's in the

morning and crossed the road at an angle. A car which had turned into the road without signalling that it was doing so, skidded to a halt and its driver said: "Are you "V"ing blind, you "V"ing? I was on foot, so on this occasion I could hardly say I had stalled. Anyway, he was smaller and older than me so, trying to sound as irrepressible as possible, I countered: "You never signalled. What are you getting so excited about?" This met with a barrage of furious abuse, before the driver turned into the driveway of the local funeral directors where I presume he works and where the clients don't answer back. Relating these tales of comradery to a colleague, he told me how he had had a similar experience with a driver who felt he had cut in on him on Haverstock Hill, Hampstead. The driver overtook, stopped, jumped out, wrestled my colleague's front window out of its

socket and hurled it into the passenger seat. Hampstead, for God's sake. An American over here from Los Angeles last month related how there had been a rash of "commuter slayings" in California. In a two-month period eight people had been shot dead after arguments over cutting in, overtaking, driving too slowly, bumping bumpers, and so on. This had caused wide publicity in the press, leading understandably to the complete reverse: now every driver joining the highway was saying, "After you, Jack." "No, no, Bart, after you," bringing traffic to a standstill. If London's motorists - I think this is a big city problem: I don't believe commuters in Dundee or Darlington are quite so *livid* about life - continue with their present high-octane level of pointless fury, we will soon be reporting brains splattered on windcreens and shoot-outs on the North Circular. Only then perhaps will people reach the happy stage of, "After you, Derek." "No, no, after you, Greg." Until then, don't catch their eye.

iii) **All Motorists are Hotters.**

(MM; It is has been argued above that 'hotting' is a new phenomenon in Britain. In as much as hotters are people who set out to steal a car and then deliberately act recklessly by carrying out extremely dangerous stunts, then it could be argued that all motorists are hotters. Around the world, motorists slaughter nearly a quarter of a million people every year, permanently disable millions more and injure tens of millions. A large proportion of these deaths are not the result of tragic accidents in which circumstances conspire to produce a fatality but are caused by deliberately reckless behaviour. Listed below are just a few such examples of the murders committed by the modern, motorized, barbarian hordes. Thousands of additional examples could be found if anyone could stomach the blood).

'Crazy 'Hotter' Mows Down Teenage Sweethearts. "A teenaged couple were mown down and killed as they strolled hand in hand after a night out - suspected victims of the deadly car 'hotting' craze. The sweethearts, both 17, were struck by a Ford Capri which swerved out of control and mounted the pavement before smashing through a garage plate glass window." (Daily Mirror 7.9.91, p.7).

(MM; As if to confirm that all motorists are hotters the tabloid is increasingly using the term 'hotting' to describe more and more accidents).

"Two Held in Adele Tragedy." "Two youths appeared in court accused of the 'joyride' killing of 12 year old Adele Thompson. Adele died and two boys aged 9 and 10 were badly hurt when the car crashed into them." (Daily Mirror 2.11.91).

Hand-in-hand couple killed

A TEENAGED couple were mown down and killed as they strolled hand in hand after a night out - suspected victims of the deadly car "hotting" craze.

Sweethearts Lisa Morrell and Darryl Coppin, both 17, were struck by a Ford Capri which swerved out of control and mounted the pavement before smashing through a garage plate glass window.

TWO teenage joyriders were yesterday cursed to live forever with the torment of having killed a 10-month-old baby.

The 14-year-old driver and his passenger, aged 15, were told by judge Sir John Waite: "Your excitement at taking the car was soon over and the moment for boasting about it never came."

THE DAILY MIRROR 15.2.92

Baby in hit-run horror

A BABY boy was fighting for his life last night after a hit-and-run driver smashed into his pram on a zebra crossing.

The eight-month-old tot was tossed into the air as the van struck him and his three-year-old sister in Toxteth, Liverpool.

He suffered head injuries and is in a serious condition at Alder Hey Hospital.

The girl, who was pushing the pram, was treated for shock along with her mum and two-year-old brother. They have not yet been named.

Storm at 6 months for killer

A FATHER yesterday slammed a six-month jail sentence given to the drink-drive motorist who killed his daughter.

Fireman Stephen Linley, who was called out to the accident in which Elvina, 15, was mown down, said it was "derisory".

"He should have got the maximum five years for causing death by reckless driving," said Mr Linley after the sentence at Birmingham Crown Court.

THE DAILY MIRROR 3.8.91 p.15

Car killer is jailed

MOTORING menace John Durkan, who killed two men in a horrific high-speed crash, was jailed yesterday for 40 months.

Durkan, 31, was already banned for five years for drink driving when his van ploughed into the men's car at 95 mph.

The two men died instantly and Durkan, who was returning from a social club, was in a coma for four weeks.

Durkan, a heating engineer, of Filey, admitted at York Crown Court causing deaths by reckless driving.

He was banned from driving for 15 years.

JAIL FOR DEATH CRASH LAWYER

A DRUNKEN lawyer who killed a van driver in a crash was jailed for 21 months yesterday.

Solicitor John Stocks, 31, who had drunk two bottles of wine the night before, was still twice over the alcohol limit when his car crashed into the van at 9am.

The sentence - for causing death by reckless driving - was attacked by the family of the dead man, Alan Bennett, and anti-drink driving campaigners.

THE DAILY MIRROR 8.2.92

Seaside stroll couple killed

A COUPLE walking along a quiet seafront promenade were killed instantly yesterday when they were mown down by a car.

Michael O'Connor, 41, and his wife Glenys, 43, were hit by a white Ford Orion as they strolled near a restaurant on Walney Island, Cumbria.

Police arrested the 25-year-old driver and his passenger, 24, and were later questioning them about drink-driving offences.

Driver dies as he flees smash

By PATRICK MULCHRONE

A MOTORIST who survived a motorway smash in thick fog yesterday was killed as he fled from the wreckage.

Philip Bullough, 42, was hit by another vehicle as he climbed from his crashed car on to the carriageway of the M61, near Bolton, Greater Manchester.

THE DAILY MIRROR 8.2.92

"Joyride Killers are Cursed by a Judge." "Two teenage joyriders killed a 10 month old baby. The hotters goaded police into chasing them through the streets of Newcastle. Then they leapt clear of their speeding Montego. The driverless car smashed into little Richard Harthill's pushchair being wheeled by his 16 year old mum. Richard was flung into the air and suffered severe brain injuries. He died in hospital." (Daily Mirror 9.11.91, p.11).

"Seaside Stroll couple Killed." "A couple walking along a quiet seafront promenade were killed instantly yesterday when they were mown down by a car." (The Sun 26.12.91).

"Baby in Hit-Run Horror." "A baby boy was fighting for his life after a hit-and-run driver smashed into his pram on a zebra crossing." (Daily Mirror 15.2.92).

"Driver Dies as he Flees Smash." "A motorist who survived a motorway smash in thick fog yesterday was killed as he fled from the wreckage." (Daily Mirror 8.2.92).

iv) **Motorists Condoning Murder.**

(MM; If a motorist kills someone in a car accident they are occasionally, but not always, charged with manslaughter. If convicted they are often given derisory sentences. The manslaughter charge is inappropriate for the crimes committed by many motorists. If a person jumps into a car and deliberately drives recklessly they may not intend to kill anyone in particular but they know that their driving will dramatically increase the likelihood of a fatal accident. It's no different from terrorists who plant bombs in public places. They don't know who their victims will be they know that their actions will endanger life.

The vast majority of the magistrates and judges who sit in judgement over motorists involved in fatal car accidents are themselves motorists. This cannot but have an unfair influence on their decisions.

The major reason motorists on trial for manslaughter are given such lenient sentences, however, is because the maximum penalty for causing death by reckless driving is 5 years. This law was made by motorists for motorists and is tantamount to condoning murder. Listed below are a few examples which clearly indicate that the courts are treating motorists too leniently. Some of these examples reveal that the motorists indulging in reckless driving are murderers.

"Storm at 6 months for Killer." "David Wyman, who was twice over the drink limit and driving at 57mph in a 30mph zone at Sutton Coldfield, was given a 6 month jail sentence... for mowing down a 15 year old girl." (Daily Mirror 3.8.91, p.15).

"Car Killer is Jailed." "John Durkan killed two men in a horrific high speed crash. Durkan, was already banned for 5 years for drink driving when his van ploughed into the men's car at 95 mph. He was jailed for 40 months and banned from driving for 15 years." (Daily Mirror 26.10.91).

"WPC on Rescue Dash." Sergeant Josh Jones was attacked by a drunken motorist yelling "I'll kill you! You're dead!" and was savaged to such an extent that he had his uniform torn to shreds. The attacker was jailed for one month." (Daily Mirror 17.12.91).

"Drive on, Pensioner who killed 3 is told." "Nellie Mole, a 72 year old retired nurse, popped along to the shops in her Rover 827. Her out of control car careered through a shopping centre mowing down 13 people killing three before ramming a lamppost 100 yards away. It was claimed in her defence that interference from a cabbie's radio messages caused something to go wrong with the car's computer. She was found guilty of careless driving and was fined £300 and given 8 penalty points which means she was able to drive again. (Daily Mirror 21.12.90, p.5).

"A motorist involved in a fatal accident was found guilty of driving without due care and attention by Callington magistrates on Thursday and fined £40." (quoted in 'Autogeddon' p.97).

"Jail for Death Crash Lawyer." "A drunken lawyer who killed a van driver in a crash was jailed for 21 months yesterday, Solicitor John

SIMON MURPHY OF Over Wallop was fined only £250 for driving into three festival-goers - killing Miranda Wood - last Summer Solstice (see GA25). He was driving drunk, disqualified and uninsured and said he was going to "get some hippies" on the night of the 'accident'.

GREEN ANARCHIST no. 27 SUMMER 1991

Mercy for Army wife car killer

From KEVIN O'LONE in Verden, Germany

THE Army wife who ran down and killed her husband's lover was shown mercy yesterday.

Christine Dryland, 42, was put on probation for 12 months by a court martial, on condition she goes into a leading psychiatric hospital in London.

She had admitted manslaughter due to diminished responsibility.

And two psychiatrists said she was mentally unstable when she killed 34-year-old Marika Sparfeldt in her Saab car.

SECTION THIRTEEN: FIGHTING BACK AGAINST THE ECO-NAZIS.

OXFORD MAIL 6.8.90
BUCKS: An arsonist left a trail of destruction on the sprawling Lakes Estate at Bletchley, near Milton Keynes, yesterday after setting fire to 14 cars in less than an hour. "A few weeks ago I took delivery of a new Rolls Royce. On Saturday night I left it parked in a quiet road near my house. On Sunday morning I woke to find every window smashed." Jonathon King. (Class War 1991).

Stocks who had drunk two bottles of wine the night before was still twice over the alcohol limit when his car crashed into the van." (Daily Mirror 8.2.92).

v) **Legalized Murder.** (MM; If it seems that the only way to kill someone and get away with it is to run them over in a car, then this is exactly what some people have done).

"Murderer Murphy Fined." Simon Murphy of Over Wallop was fined only £250 for driving into three people. He was drunk, disqualified and uninsured and said he was going to "get some hippies" on the night of the accident." (Green Anarchist, Summer 1991).

"Mercy for Army Wife Killer." "The army wife who ran down and killed her husband's lover was... put on probation for 12 months by a court martial." (Daily Mirror 8.2.92).

vi) **Motorists Murder Animals as Well.**

"Driver Caught on Hop." Dave Pawson smashed into an escaped Wallaby along the A19 near Middlesborough. A North Yorks police spokesman said, "You can run down as many wallabies as you like with complete impunity." (Daily Mirror 16.11.91).

vii) **Hitler Used Cars to Murder People.**

(MM; When Hitler initiated his genocide policy the first mass death technique fed exhaust pipes into the back of large vans to poison people with carbon monoxide). "Now massive dosages of carbon monoxide are apathetically inhaled throughout the global autreich." ('Autogeddon' p.32).

viii) **Who was the Biggest Murderer - Henry Ford and Adolf Hitler?**

(MM; Heathcote Williams claims that since the invention of the motorcar nearly 17 million people have been killed in car accidents. This is probably an underestimate. It would be interesting to know how many have been killed by fords. The question which has to be asked is, 'Who is the biggest murderer, Ford or Hitler?'. It might be of some interest to point out that Henry and Adolf were on friendly terms). "I regard Henry Ford as my inspiration." (Adolf Hitler, quoted in 'Autogeddon' p.120). "We look to Heinrich (Henry) Ford as the leader of the growing fascist party in America." (Hitler quoted in 'Autogeddon' p.120).

i) **Driven to Despair.** (MM; There are a miniscule number of people who have been driven to take desperate measures because of the sufferings inflicted on them by callous motorists. The Mundi club does not seek to encourage people to smash up cars or to take revenge on motorists who murder people but, given that such events have happened, we see no reason why such actions should not be praised and duly celebrated).