



# Bust-

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## Introduction

# Captives of Car Culture

Carbusters Collective

Instead of pinning excessive blame on drivers themselves, we must realise we have all been captives to the urban planning forced upon us since the end of World War II (see feature, page 22).

At the same time, mounting evidence suggests drivers are indeed addicts (see Studies & Reports)—that they won't drop the car unless it's made inconvenient, too expensive or uncool.

So what can we do? We don't always have the political power to put alternatives back on the same footing as the car. But in this issue you'll find France's Car-Free Day provides one of the answers, allowing people to catch a glimpse of freedom and their car-free future. So get off the sofa (see page 11), put down this magazine and do something!

## Français

Au lieu de trop en vouloir aux conducteurs, il faut se rendre compte que nous sommes tous prisonniers de l'urbanisme qui nous est imposé depuis la fin de la 2ème guerre mondiale (voir page 22).

En même temps, il semble de plus en plus évident que les conducteurs sont des accros (voir page 26) et qu'ils ne laisseront tomber leur voiture que si elle devient inconfortable, trop chère ou ringarde.

Alors que faire? Nous n'avons pas toujours le pouvoir politique pour donner aux moyens de transport alternatifs les mêmes privilèges que la voiture. Mais dans ce numéro, vous verrez que la journée "en ville sans ma voiture", organisée en France, fournit une des réponses en donnant aux gens une idée de la liberté et d'un avenir sans voitures. Alors quittez le canapé (voir page 11), posez cette revue et agissez!

## Español

En lugar de acumular demasiada culpa en los conductores, debemos darnos cuenta que todos somos cautivos de la planeación urbana impuesta sobre nosotros desde el fin de la Segunda Guerra Mundial (ve el artículo de la página 22).

Al mismo tiempo, existe creciente evidencia que sugiere que los conductores son de hecho adictos (ve Estudios y Reportes) que no dejarán el auto a menos que se haga inconveniente, demasiado caro o fuera de moda.

¿Qué podemos hacer? No siempre

tenemos el poder político para hacer las alternativas tan atractivas como el coche. Pero en este número encontrarás que el Día Nacional sin Autos en Francia propone una de las respuestas, permitiendo a la gente tener una visión de libertad y de su futuro sin coches. ¡Así que levántate del sofá (ve la página 11), deja a un lado esta revista y haz algo!

## Deutsch

Anstatt alle Schuld den Auto-fahren zuzuschreiben, müssen wir uns zugestehen, daß wir alle Gefangene des Urbanismus' sind, der uns seit dem Ende des Zweiten Weltkriegs vorgeschrieben wird. (siehe Seite 22).

Gleichzeitig scheint es immer deutlicher, daß Autofahrende wirklich abhängig sind (siehe Seite 26) und daß sie erst von ihrem Auto ablassen würden, wenn Autofahren unkonfortabel, zu teuer oder aldmodisch geworden wäre.

Was können wir also tun? Wir haben nicht immer die politische Macht, um den alternativen Transportmitteln dieselben Privilegien wie dem Auto einzuräumen. Aber in dieser Ausgabe findet Ihr, wie der in Frankreich organisierte "in die Stadt ohne mein Auto"-Tag eine Idee von mehr Freiheit und einer autofreien Zukunft aufgezeigt hat. Verlaßt also das Sofa (siehe Seite 9), legt diese Zeitschrift beiseite und werdet aktiv!

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## Cover:

The Bethbuster herself behind bars. Photo by Raoul Anvélaout.

## Notice:

Articles in this magazine do not necessarily reflect the opinion of Car Busters or its editors.

## Paper:

It's been 100% recycled Cyclus paper from the first issue.

## Mission:

Car Busters, a project of European Youth for Action, aims to build and maintain the international anti-car movement. The magazine is published quarterly to facilitate exchange and cooperation among activists and campaigners, and to inspire new activists.



Vancouver is home to a merry band of mischievous Veloraptors, the Dinosaurs Against Fossil Fuels. They turn up unexpectedly at various public events and protests, and are frequently spotted riding through the city streets for the pure hell of it. The Dinos pass out humorous handbills, sing songs of fossil freedom, and provide living proof that extinction stinks. We have five Veloraptors so far. Our herd is growing... - Carmen Mills, Vancouver, Canada

### Crash-Proof Pedestrians

I just heard that new cars are about to get "even safer." But these new crash tests—do they involve crashing new cars into pedestrians and cyclists? If not, then "safer cars" are likely to become even more dangerous for us "vulnerable road users."

Why not build cars out of balsa wood and greenhouse glass so that occupants realised they might get hurt if they crash? And why not airbags on the outside for the benefit of those they crash into? Just a thought.

Richard Evans  
Merton Cycling Campaign  
London, England  
Pascale@compuserve.com

### The Road Lobby is Watching

Sandra Woods from the "IRF" recently called me to obtain a copy of the Le Monde article calling for car-free cities. IRF, as you may know, stands for the International Road Federation. Yes, they are interested in Car Busters.

Woods told me she found my text [see World News section]—less than 48 hours after

I wrote it—on the web site archive of the Alternative Transportation listserve.

So you are all informed now: IRF is watching! As I have a French name, Ms. Woods may have thought I would not know what IRF means. But then, let's be fair; she is not trying to hide. I told her with a laugh activists don't usually do much for organisations like IRF; it is really the pro-road lobby. She sounded a bit uncomfortable.

Benoit Lambert  
Geneva, Switzerland  
Benoit.Lambert@droit.unige.ch

### Let's Do The Time Warp Again

It's very heartening to hear of everything going on in Europe, as here we're stuck in a time warp where people know that freeways don't work but think there is no choice but to keep on building them anyway.

Still, we've been having fun here, doing some bike lanes, billboard "corrections" and thinking about a Reclaim the Streets (number two in Melbourne) in November.

Karl  
Friends of the  
Earth Fitzroy  
Melbourne, Victoria, Australia



## CAR CULT REVIEW

"I love cars. I love cars of all shapes and sizes. Cars are a good thing... I also love roads. I have always loved roads."

- Robert Key, former British Minister of Roads

Renault is treading new ground with its latest ad campaign featuring love-hate relationships with cars. Publicising Renault's new "deal" of renting a Renault with option to buy later, the ads show a woman talking to her car, saying: "I love you, but don't make me pay with restraints I can no longer endure."

A millionaire car dealer in a village in Rutland, England, has been rebuffed in court after attempting to sue a nearby farmer for having muddy sheep.

"Mud was inevitable," said Judge Victor Hall as he threw out Frank Sytner's application for a restraining order against farmer Edward Baines and his untidy flock.

Sytner's wife Elizabeth told the court of her own rustic ordeal: "I was in my garden and heard cows making a noise in the field. It was annoying, so I went to see what was happening." When told it was normal for cows to be heard in the countryside, she replied, "Yes, it's unfortunate, isn't it?"

"Warning! These audio-books are not for everyone. Some commuters like to enter a state of suspended animation when they drive. They don't want to think about anything. Mean-spirited people like me refer to this state as brain-dead. So if you try a Recorded Book audio-book and find that you prefer a blank mind instead, please remember: I warned you."

- R.B. Calvin, Recorded Books, Inc.

## English is to the Car What Esperanto is to the Bicycle

I really see Car Busters as the interface between all the people and groups involved in the struggle against the car.

However, I have a few comments:

Are you against the car (and the lorry) itself or against its misuse?

Secondly, it seems to me that the car certainly must be combatted, but it's not the only thing. We must be concerned with multinationals, architects who completely alter cities, business people in the centre of town who want more cars and more customers, etc.

Finally, English is to the car what Esperanto is to the bicycle (or rollerskate, or walk by foot). I say English, but it's also true of any language striving to become the international language. To consecrate English is to return to the logic of dominant-dominated, the same logic of those who hold the car as sacred. The car driver is the dominant, other transport users are the dominated. Voilà, I hope I've convinced you.

Richard Forget  
Montbeliard, France  
r.forget@hotmail.com

[Ed. response: Ni demandis al diversa homaro paneuropa, kaj plejpartege la vidpunkto kontraduis uzi la esperanton en la gazeto. Tial ghine plu estas chi tie... Pardonu!]\*

## Remember Easy Rider?

I'm 47 and that film crystallised the essence of youth's eternal desire for truth and freedom, a celebration of wind in the hair and wind in the soul.

In the end what people didn't understand they destroyed. That spirit of freedom lives on, and I believe the mantle passed some years ago from motorcyclist to cyclist.

We cyclists have thrown away the car keys of a degenerate society. (In Easy Rider he symbolically throws away a watch at the beginning of the film.) I am sure that a re-make would be electrifying on bikes. Imagine some serious recumbent bikes with the long hair flowing and, of course, the same sound track...Riders of the Storm...Hendrix...

That's what's really needed. Some decent film or book to give people a idea of where the body and mind can travel together by cycling or walking...

Colin Guthrie  
Glasgow, Scotland



# Meet the Enemy

## The Association of British Drivers

You're unlikely to cross this bunch unless you too spend your Saturdays admiring the latest shiny BMW at the car show. Run by an outfit called Pro-Motor, Ltd., the group acts to protect its object of affection from scientific reason and anything else soiling the car's reputation.

### On Public Transport:

Public transport can never match the unrivalled flexibility and the go-where-you-want, when-you-want freedom offered by the private car. On a per-vehicle basis, public transport produces disproportionate quantities of the most dangerous PM10 emissions.

### On Cyclists:

Drivers tend to be blamed for every injury on the road, yet it is the gross misbehaviour of numerous cyclists that puts them and others at risk.

### On Traffic Calming:

Humps and pancakes distract drivers from watching out for real hazards like cyclists or children. All traffic-

calming features should be removed immediately.

### On Speed Limits:

A speed limit of not less than 85 mph for motorways and high-quality dual carriageways (freeways) would be more realistic and more appropriate.

### On Pollution:

The motorist is accused of polluting the environment. Well, of course cars emit some exhaust gases, but the scale of the problem has been hugely exaggerated and is used as an excuse to restrict access to towns.

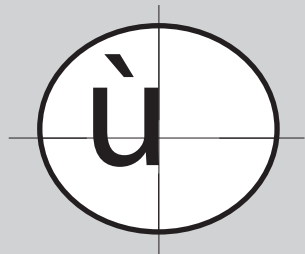
In 1992 Saab showed that a modern, catalyst-equipped car actually cleans the city air as it drives along! Its efficient fuel and emission-control systems digests the aerial filth created by other vehicles such as buses.

Although some people refer to carbon dioxide emissions from vehicles as "pollution," carbon dioxide is breathed out by all living animals and is essential to the existence of all green plants; they breathe it in! In fact, plants grow better in an atmosphere rich in carbon dioxide. n

For more of the same, check out <[www.deltacom.co.uk/abd/](http://www.deltacom.co.uk/abd/)>.

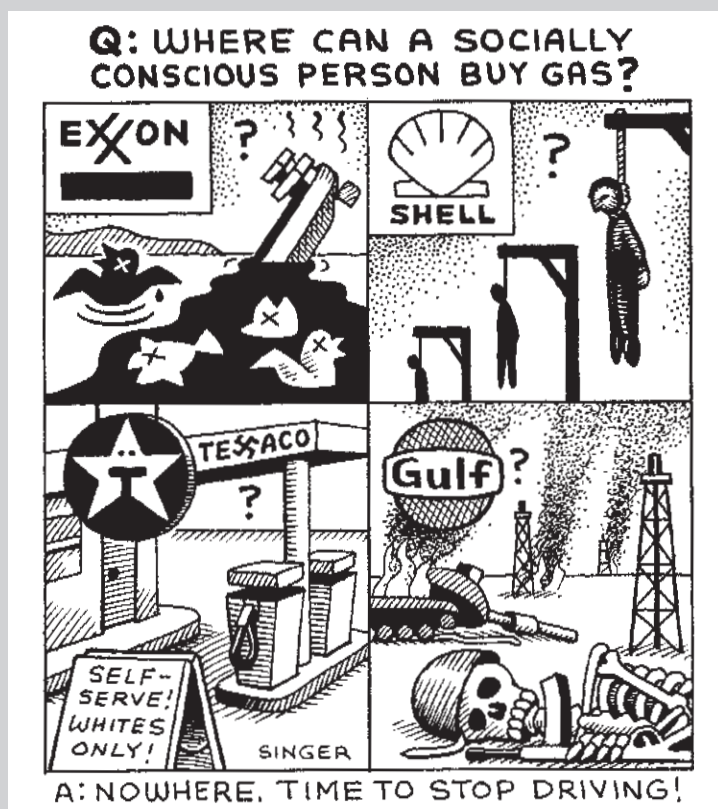
\*We asked a diverse range of people across Europe and the overwhelming viewpoint was against having Esperanto in the magazine. So it's no longer here...Sorry!





# Industry Watch

Dishing the dirt on your favourite corporations.



## Snoeks:

Car manufacturers sabotaging their own cars?

Wig, a Dutch activist, was amazed to discover this practise during his recent temporary job with Snoeks, a Dutch car company.

Based in Neive Vennepe, Snoeks imports Nissan Patrol Four-Wheel-Drive vehicles from Japan, rips out the seats and other fittings on arrival, and removes the windows. These are all disposed of, metal is welded over the window frames and the vehicles converted into light transit vans.

The burning question is, if the company wants to sell transit vans why does it not import these to start with? After all, who needs a four-wheel-drive in the Netherlands?

Well, it turns out the import tax for private vehicles is lower than for business vehicles such as vans.

Also, there's a market demand for vans which have the "posey" appeal of the Nissan Patrol: customers would rather have this "pretend" van when they could find a proper transit van for half the price.

As Wig remarks:

"It's to give business reps that "big feel" when they pull up in the company car park." n

## Volkswagen:

Melvin Weiss, the New York lawyer who sued Ford in May for having used slave labour in Germany during World War II, filed a second suit August 31 against Volkswagen on the same grounds.

In mid-June, Volkswagen rejected a demand for compensation by 30 Jews living in Israel. But then, after Swiss banks set up a \$1 billion compensation fund after years of stalling—and after VW learned German lawyer Klaus von Muenchhausen planned to file suit on behalf of the 30 Jews—Volkswagen finally set up its own compensation fund.

But Weiss calls this fund "insufficient," claiming VW is only prepared to pay small sums to its former slave labourers, who in 1944 and 1945 were often beaten or worked to death. Company officials say they are making a humanitarian gesture, denying any legal responsibility to compensate Holocaust survivors, although VW somehow found enough money to recently buy Rolls-Royce.

According to VW-funded research work by Hans Mommsen, VW employed two-thirds of the forced labourers working in German industry during the war. VW head Klaus Kocks admits his

company violated workers' human rights, but claims the German government is responsible for compensation.

But Michael Pinto-Duschinsky, a historian researching the issue for the Holocaust Education Trust, says, "the German government has never acknowledged its obligation to give full compensation for slave labour—it has opposed survivors' claims at every turn and defended corporations against legal liability."

Most of the labourers were taken from Hungarian ghettos at the age of 15 or 16, singled out as being fit for work at the "selection" at Auschwitz, and then taken to Wolfsburg to work over 11 hours a day on armaments production at the Volkswagen factory. Many of those who didn't die in the underground factory at Wolfsburg later died in the typhoid epidemic at nearby Bergen-Belsen camp or after their transfer to Mittelbau-Dora camp in southern Germany. n

# Chevron Nigeria:

Over the years Chevron has consistently waged a war on our land, forests and waters. Go to Awoye community [Nigeria] and see what they have done. Everything there is dead: mangroves, tropical forests, fish, fresh water, wildlife. All killed by Chevron.

So on May 25 I led 121 youths from 42 communities to Parabe [oil] platform to protest against the continuing destruction of our environment by Chevron. This was after all our other methods of making our grievances known had failed.

We met an officer of the Nigerian Navy. (Chevron uses the military and imported security people from abroad in all its operations in the Niger Delta.) He said he would have to take us to Mr. Davies, a Chevron representative. We all stood on the barge. I addressed them on the issues. I told them of the letters we had sent over the years, the numerous entreaties for meetings and how we had been ignored. They promised to do something. Immediately.

On May 28 we saw three helicopters. They came like eagles swooping on chickens. We never expected what followed. As the choppers landed one after the other discharging soldiers, we heard gunshots and fire. In fact they started shooting commando-style at us even before they landed. They shot everywhere. Arulika and Jola fell. They died instantly. Larry who was near him rushed to his aid, wanting to pick him up; he was also shot.

More soldiers came and more shooting followed. Some of my colleagues jumped over board into the Atlantic; others ran onto the platform. There was pandemonium. They shot tear gas. White men flew all the helicopters. I was by this time on the platform with some of my colleagues. We were defenseless, harmless.

We entered the radio room and I called Deji Haastrup. I complained that we were to meet today in the community and instead he sent us soldiers. He replied: "I have warned

you. If you want a chance to live, you should leave the place."

Forty-five minutes later another chopper came. There were four soldiers inside. They joined in the shooting for another hour, this time shooting into the air and shouting like cowboys attacking Indians that were caught unaware. The workers on the platform demanded to be evacuated; they were all flown to Meren platform. The soldiers saw me and wanted to shoot me. Lt. Commander Williams shouted at them not to shoot. The army captain who led the operation ordered most of my colleagues locked in a container.

Larry was first taken for first aid. He had been shot in the stomach, the legs and elbows. They also flew the corpses of my colleagues away.

As the hours dragged on painfully, Haastrup phoned the platform to say that five of our elders, the governor of Ondo State and senior Chevron officials were waiting at the naval base in Warri. I told Lt. Commander Williams that it was a lie. To show the lies in him I told Deji in the presence of the commander: "You know that you killed a lot of people."

Haastrup replied angrily, "If it means blowing up the platform with you inside, I will not mind doing that." I reminded Haastrup that whatever he was saying on radio was being received by the world. He hung up.

Most of us who went for the peaceful protest were injured; at least 30 received gunshot wounds. Several of our engine boats and fishing equipment were destroyed.

We got information that Chevron had lodged a complaint against us that we are pirates and that the mobile police would take us for prosecution. My colleagues and I were in a cruel cell until June 22, when we were let go. Our struggle continues. n

- Bola Oyinbo

"Chevron has consistently waged a war on our land.

Mangroves,  
tropical forests,  
fish, fresh water,  
wildlife.  
All killed by Chevron."

- Bola Oyinbo

## Unocal:

In one of the largest legal attempts to shut down a corporation in history, 30 organisations and individuals have filed papers to revoke Unocal Corporation's corporate charter (the document that permits a corporation to exist). Unocal is the parent company of Union Oil.

The groups—including Rainforest Action Network, the National Organization for Women, Alliance for Democracy and the National Lawyers Guild—have formulated a petition calling for the charter revocation. The petitioners delivered this to Attorney General (head state lawyer) Dan Lungren's office during a protest at the Ronald Reagan State Building in Los Angeles.

They allege Unocal engages in environmental devastation, unethical treatment of workers, usurpation of political power and complicity in gross human-rights violations by unsavoury governments with which it conducts business, among them Afghanistan, Indonesia and Myanmar.

Lungren responded September 15 with a hasty, terse rejection letter, which included language proving Lungren hadn't even read the 127-page petition—a serious legal document drafted by Loyola Law School professor Robert Benson and other attorneys citing 64 laws and 45 cases as precedent and alleging 10 separate counts against the oil company.

Lungren's reaction was a first; in the past he had always presented a detailed legal analysis for not taking action.

"Instead, we got a three-sentence rejection that a court can easily reverse as arbitrary and capricious," said Benson.

"This is all we need to know about where Lungren's office stands on the matter of corporate crime," added James Lafferty, executive director of the National Lawyers Guild.

So seeking a court order compelling Lungren to act may be the next step. Meanwhile, as election time draws near, the lawyers guild is prepared to host a public forum for all governor and attorney general candidates, to encourage full public discussion of corporate crime. n



On September 22 lovers of clean air and pedal powered objects enjoyed a brief revenge over motorists, as 35 cities banned cars from their central districts for a day-long experiment titled "In Town Without my Car."

"

assert that the car is an error of civilisation," declared the green group Chiche! Paris in the early morning as one of its members mounted a tripod in the middle of the Champs-Élysées.

Unimpressed with the timid Car-Free Day actions of Paris' city council, Chiche! took action during the morning rush hour, and another group of greens blocked Avenue Jean Jaurès with the same tripod during the evening rush hour.

"If you look at the streets the city council chose to block off, many are minor streets not used much by cars anyway," explained Chiche! member Patrick Soullignac. "We felt the city should tackle some of the real problem spots. That is why we decided to block the Champs-Élysées."

Some motorists disagreed, shout-

ing at police reinforcing the city's barricades, which had blocked off 365 hectares, or one-thirtieth of the city.

# France's Day Without Cars!

Bethan Stagg

"Traffic conditions were identical to those of a day in August," said traffic commissioner Bertrand Michelin. (The French vacate cities for holiday in August.) Paris' atmospheric air pollution had been halved.

"It's really pleasant to sit and eat peacefully in the sun without my sandwich tasting of exhaust fumes," remarked a mobile-phone salesman.

One shop owner found the increased number of bikes was good for business: "Since this morning people have been stopping to do their shopping. On a bike, they only have to brake. No need to try and find a parking space to squeeze into."

Still, some Parisians were livid: "You do not organise a car-free day on a Tuesday, when everyone has to work and take their kids to school!" exclaimed one man, missing the point of the experiment slightly.

"This business is driving me mad," a furious florist declared. "In Paris we are used to pollution."

Many thought the day had been badly organised in Paris, leaving people unaware of which streets would be blocked. Still, the Paris police department estimates car traffic fell 20 to 30 percent throughout the city.

## Enough About Paris

Meanwhile Montreuil, a nearby suburb of 100,000 residents, blocked off one third of the city.

Amidst the new-found silence and purer air, residents' reactions ranged from "We should do this every day;

this is the life!" to "It feels like I'm still on vacation!"

In Nancy, carbon monoxide levels fell 80 percent and nitrogen oxide 28 percent. In La Rochelle, which had organised its own Car-Free Day last September, noise levels and nitrogen monoxide both dropped by half. Strasbourg public transport use was 80 percent higher than previous days, while traffic levels dropped 20 percent in cities that participated fully in the experiment.

In Bourges, the city rolled out a lawn over the High Street.

"A city without noise is excellent," exclaimed Amiens mayor Gilles de Robien, who felt the day had been in "the mood of a party." The city intends to speed up plans to pedestrianise streets and purchase buses running on Aquazole®, a low-emission fuel.

Lyon's city hall had refused to participate in the national day, with vice mayor Christian Philip calling the idea "an absurd and unrealistic goal"—the same Christian Philip who spoke at the public day of last year's "Towards Car-Free Cities" conference.

In response,





Regroupement pour une Ville Sans Voitures (Group for a City Without Cars) made its own car-free zone, in a street beside the 15th-century St. Nizier Church, using barricades borrowed from the city.

The 50-strong car-free crowd irreverently erected a volleyball net across the street, dumped a bike-trailer-load of sand

in the street to play pétanque (French bowling), and laid out tables for food that everyone had brought to share.

The Pyrenées city of Pau was as damning as Lyon. Mayor André Labarrère described the event as “a useless, costly gadget—zero ecological value.”

Dijon's city council also didn't participate in Car-Free Day, so cyclists took to the streets in a special Critical Mass organised by Maloka, an eco-anarchist collective. In Chambery it was Lorry-Free Day, as the Association for Protection of Mont Blanc blocked 100 lorries by placing two snow ploughs across the Mont Blanc tunnel. The group was protesting against heavy-weight lorries, 2,500 of which thunder through the Chamonix Valley each day.

Toulouse and Bordeaux also refused to “play ball,” insisting on holding the event on a Sunday. This disregards one of the reasons for a car-free day—to test the effect of a car-free zone on a normal weekday and its impact on every-day life, providing concrete ideas on what must be done to make car-free living viable.

### How It All Happened

The Car-Free Day, titled “In Town Without My Car,” was initiated by France's Environment Minister Dominique Voynet, a prominent Green Party figure who invited city councils to rise to the car-free challenge eight months before the event. She hopes France's first Car-Free Day will become a national event

like the National Day of Music, and similarly infect “our neighbours in the European Union.”

Transport Minister Jean-Claude Gaysott agrees. “For decades, cities have been built for cars,” he told *Le Monde*. “We can't let things get out of control when we are close to asphyxia.”

Sixty-nine percent of people questioned thought the closure of city centres was a good idea, yet 57 percent use their cars daily, and public transport use is in continual decline.

It was this contradictory behaviour that Voynet hoped the Car-Free Day would tackle, saying motorists must “rediscover the use of their legs.”

The official “rules of the game” were as follows: Each city council was to choose its car-free zone, either a single area or scattered over several neighbourhoods. The city would then inform the public of the event in the preceding months via posters, postcards, radio, hotline, and other means. On the day of the event, the car-free zone would be set up from 7 a.m. to 9 p.m., using barricades and often traffic police. Motorists would abandon their cars in the car parks provided at the periphery, often in exchange for reduced-fare bus or tram tickets. Analysis of air quality, noise levels and traffic density were to be carried out before, during and after the experiment. Surveys would assess attitudes to the new city environment.

But of the 35 cities participating, only Amiens, Montreuil and La Rochelle made substantial areas of the city car-free zones (100, 200 and 250 hectares). As the day was meant as a “practise run” of car-reduction principles and a means to allow people to experience how much more pleasant their cities would be, small car-free zones leave these goals unmet.

Still, 85 percent of people questioned in the participating cities on the evening of the Car-Free Day judged the initiative “a good idea” and 57 percent thought it had been effective.

Even more encouragingly, 45 percent thought the operation should be repeated weekly, and 12 percent

wanted every day to be Car-Free Day.

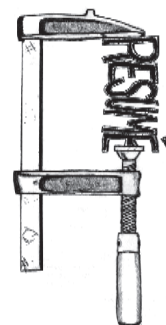
“Next year all the big cities and towns will take part, with bigger car-free zones,” says Voynet's advisor Vincent Jacques Le Seigneur. Already Ile-de-France, the region surrounding and including Paris, has announced that next year's Car-Free

Industry cares, too? The saga continues on page 15 with a related article on industry's dubious role in Car-Free Day.

See also page 26 for “Thursday,” EcoPlan's Car-Free Day plan.

### Français

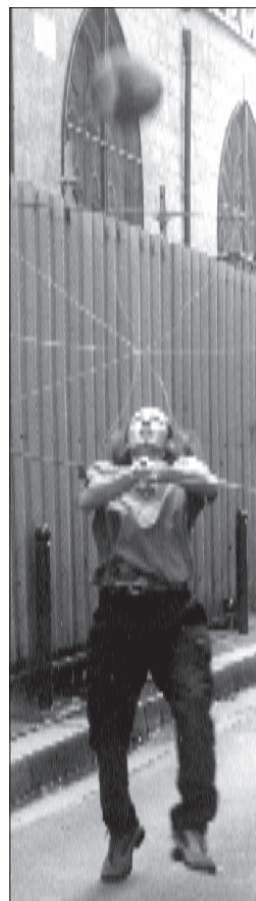
À Le 22 septembre, 35 villes ont participé à la première journée “en ville sans ma voiture”, une expérience de réduction de l'utilisation de la voiture pour donner une idée aux citoyens de ce que serait une ville sans voitures. Certaines municipalités ont refusé de participer et ce sont les militants qui sont descendus dans la rue. Ainsi Chiche! Paris a bloqué les Champs-Élysées aux voitures.



### Deutsch

À Am 22. September haben 35 Städte an dem ersten “in die Stadt ohne mein Auto”-Tag teilgenommen. Mit dem Experiment, weniger Autos zu benutzen, sollte den StädterInnen eine Idee gegeben werden, wie eine autofreie Stadt aussehen könnte. In den Städten, wo die offizielle Seite ihre Teilnahme verweigerte, sind die AktivistInnen auf die Straße gegangen. So hat in Paris die Gruppe “Chiche!” den Verkehr auf den Champs-Élysées blockiert.

Volleyball at Lyon's street party.

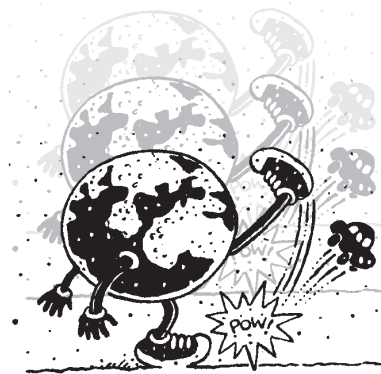


### Español

À El 22 de septiembre, 35 ciudades francesas se reunieron por primera vez para celebrar el Día Nacional sin Autos, con experimentos para reducir el uso de los coches y para dar a los ciudadanos una demostración de un futuro sin autos. En las ciudades que se negaron a participar, activistas tomaron las calles mientras Chiche! París bloqueó el paso de autos por los Campos Eliseos.

### CJFF846

à A,D&Z6 &@ KDa>P44 ),>\ \$,2 <aT4>, BD@T,\*T46 22 F,>Hb\$Db 1998 h@\*a, @SX,\*4>4: 35 h@D@\*a& FHDa>Z & B@ BZH8, F>424H\ 8@:4R,FH&@ a&H@<@S4:6 & h@D@\*aN 4 \*aH\ 4N 04H,:b< &@2<@0>@ FH\ BD,\*FHa&4H\ F,\$, \$J\*JV,, \$,2 <aT4>. % H,N h@D@\*aN, 8@H@DZ, @H8a2a:4 & BD@&\*,>44 a8P44, a8H4&4FHZ &ZT:4 >a J:4PZ, a & AaD4r, (DJBBa “Chiche!” B,D,8DZ:a \*&4r,>4, >a +:4F,6F84N B@:bN.



### Prague Gets a Big Crowd

On August 29, 4,500 people gathered for Prague's second street party. Punk rockers, Rastafarians, environmentalists, anti-fascists and families with kids and dogs came together.

Techno, house, dub and punk music provided the background for fire eaters and drummers.

- Hubert



Photo: Frodo

A funeral procession "drove" this year's Ecotopia participants (see page 18) to their self-made "Ozone-Free Zone" in Freiburg on August 14. The "Reclaim the Streets" demonstration coincided with a peak in ozone levels in Germany, which had remained high despite recent government-imposed car restrictions, a result of the high number of exemptions allowed.

### Tiananmen Square Comes to Sleepy Salisbury

Red faces and laughter could be found all around on June 21 during Salisbury's Reclaim the Streets, when partygoers turned a corner and bumped into two army tanks. Dozens of people clambered aboard until soldiers gave up trying to push them off and accepted their humiliating defeat.

Some danced on the tanks; others discussed with a young soldier the error of his career choice, i.e., killing. Huge traffic jams built up as the police, not knowing whether to laugh or cry, took a while to clear the naughty punks and hippies off the tanks.

### Sheffield Minus the Queen

The police wanted "Not Another RTS" in Sheffield, but then so did the "organisers," intending the August 1 event to be in the spirit of the old '70s jubilee street parties, minus the queen.

A few hundred partygoers ne-

gotiated a location on a highway with three times as many police. Football and "human draughts" were played to the rhythms of Orpheus, Sheffield's pedal-powered sound system, until the party was escorted to a pedestrian zone.

### Bristol Plays Cat and Mouse

"We're up for it today; we know you're just a bunch of professional anarchists," said "Chief Inspector Copper."

And "up for it" they were, bringing horses, dogs and a helicopter to Bristol RTS as party guests. As a result, the sound systems didn't get through, all the musicians were arrested and a police van squashed an eight-foot-long, pedal-powered hedgehog.

This only made people more determined, and they played a "cat and mouse" game with police all day long by blocking a major roundabout, waiting until the police got upset, then running to the next roundabout and blocking that. People even spilled onto the nearby M32 motorway, to be met and driven back by

### Finns Party Against Car Race

Five hundred people took to the streets of Jyväskylä August 22 in Finland's fifth Reclaim the Streets party, carrying along with them a more visible political message than earlier street parties.

A massive car race, Neste Rally, was held in Jyväskylä and on nearby roads the same weekend. So although many people had only come to dance and have fun, the message against unnecessary traffic and racing was very clear in the banners and the chosen date.

Finally the party took over an important four-lane street, Yliopistokatu, in the middle of town. Fire spitters, jugglers and MBX-bikers entertained themselves and the crowd.

After the Party some people joined an alternative race with toy cars in a nearby park, organised by Friends of the Earth's local branch.

- Olli Hamalainen  
and Panu Vaananen

### Protestors Support London Tube Workers

At 7:30 a.m. on July 13, three Reclaim the Streets activists climbed onto the roof of a tube (metro) train at London's Bank station, shutting down the entire line.

The action supported the tube-workers' stand against privatisation, so a banner reading "Private Profit at Private Expense" was unfurled while people dressed as "fat cats" offered to buy the station, handed out peanuts and leaflets to passengers, the peanuts demonstrating what they'll gain from privatisation.

Metro signs were also "subverted" to read "Laughing all the Way to the Bank," a reference to the huge corporate profits to follow the privatisation.

RTS says selling the Underground system will only push more commuters into cars. More fundamentally the group argues this public resource should not become yet another opportunity for corporate gain.

RTS has a history of supporting tube workers. During the 1996 tube strike, group members held a Critical Mass while others occupied the London Underground manager's office.



## Oxford Station Evicted

On September 10, a hundred police, bailiffs, tunnellers and climbers smashed their way into Oxford's London-Midland Scottish Station, a heritage site standing in the way of plans for a six-lane junction and a business school.

The station and surrounding trees had been occupied by 50 protestors since May 2.

The bailiffs discovered, to their frustration, that protestors had locked themselves to the building itself; cutting them out would mean damaging the building, forbidden by law because of its listing as a heritage site.

Other activists were locked onto "the world's first sofa lock-on," up tree houses, down tunnels or hanging from the ceiling in nets.

Arrests included Green Party councillor Mike Woodin, who was arrested after complaining about the wrong trees getting the chop.

An officer even damaged the listed building by falling through the roof.

The eviction order on the railway station was declared in court August 12, a shambles of a court hearing, with the defendants being barely allowed to complete a single sentence.

The station will be dismantled and moved elsewhere in England.

Highlighting the double standards of the famous university, campaigners hit back on August 11, when they unfurled a banner designed to look like a huge road down the front of Sheldon Theatre, a historic theatre owned by the university.

Background information to the campaign can be found in Car Busters 2.

## Polish Road Fighters Occupy Path of A4

On June 30 protestors occupied buildings in the path of the A4 motorway [see World News in Car Busters 2].

Construction workers' reactions were very frightening; they started to destroying the buildings with the people still inside. Other building occupants discovered the floors were disappearing from beneath them and had to hang from the ceiling. Some protestors were beaten up by workers on removal and even asked the police to arrest them, to avoid this confrontation. Police generally didn't interfere, saying it was between the workers and the activists.

One of the most violent workers tried to charge at the activists in a vehicle, so activists threw stones and bottles at the vehicle to stop him. These activists, normally nonviolent but using self-defence on that one occasion, were later portrayed by the media as violent hooligans.

- Zuzanna Iskierka  
Green Federation, Warsaw  
<ZISKIE@sgg.waw.pl>

## Tour d'Israel

On September 14 and 15, a hundred-strong relay bicycle ride crossed Israel in 30 hours in a successful "Tour d'Israel" to protest the proposed Trans-Israel Highway and encourage the use of alternative transportation.

The 540-km ride started at Metula, the northern-most point in Israel, and finished in Eilat, the nation's southern-most city. Eighty riders took part, each riding 10 to 300 km.

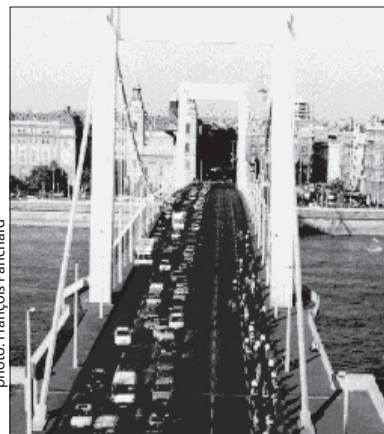


photo: François Panchard

A hundred cyclists took part in Critical Mass August 28 in Budapest, the first time the city has held the ride on the last Friday of the month, the traditional date shared by cities across the world.

## Parisian Roller Madness

Thousands of roller-bladers flash past your eyes. You notice even police on rollerskates! This is the centre of Paris, any Friday night, on normally car-filled roads.

These rollerblade parties started out with a small number of people, but have since exploded. The party is not an action, but a kind of sporting event; it is even rumoured to be sponsored by rollerblade companies.

The parties block the streets as effectively as any Critical Mass, however, and participants can also be seen at Paris's monthly Critical Mass, organised by Chiche! and held the first Saturday of every month 2 p.m. at Place de la Bastille. The rollerblading party departs from Place d'Italie every Friday at 10 p.m.

- Arno Simon, Chiche! Paris  
<arno@innocent.com>



## Berkeley Bikers Pedal Sofas

The couch is usually occupied when watching television in those gaps of time between driving to work and working to drive. On August 14, the couch enjoyed a more active role, rolling along in the Berkeley Critical Mass.

"New riders joined along the way, and many motorists' confused or 'oh yeah, Critical Mass' expressions turned into pure joy," recounted participant Jason Meggs. "Much waving and honking in support ensued. Nothing like taking The Couch on the road. Our mascot!"

"It's the most plush experience," said Caycee Cullen, who divided her riding time between the couch and the bicycle that pulled it. "You are on this bouncy, cushiony piece of furniture sailing along the street!"

Police behaved better than the month before, but did block the couch and create a huge scene in the middle of Telegraph Avenue until the fun-loving riders won the release of The Couch from the "thug patrol." Such cheering! Such relief! The sea of riders separated and the couch rolled on.



# Moscow Transport Sickens As Private Cars Increase

*"When we were 16, our group had a Moscow metro 'cult.' We would draw fantastic maps of the Metro 'after the revolution' (which in our jargon meant 'future'), with crazy double rings and vast lines. It's sad to observe what's happening to it nowadays."*

*- Anya, activist, Moscow*

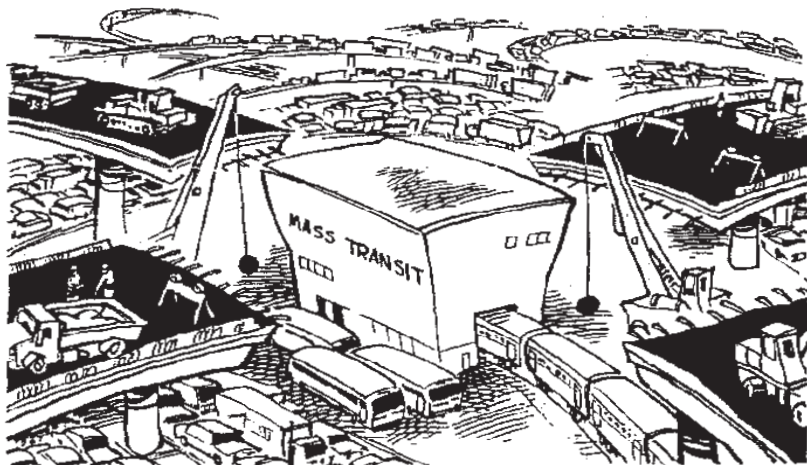
The sparse traffic on Moscow streets decades ago was the subject of many jibes by foreign correspondents, but millions of people each day were travelling quickly and conveniently for small-change fares on the city's underground railway, the metro. Transport policies in the USSR reflected social needs.

But the ways of the West are catching up with Moscow's public transport showpiece. Rush-hour travel on the metro is now a succession of unsolicited whole-body embraces.

Changing from one metro line to another can require standing with hundreds of others and patiently inching your way toward a single escalator.

Today's halt to metro construction has a symbolic poignancy for many Muscovites. Even in December 1941, when Nazi forces were only a few kilometres beyond the city limits, the building of the Moscow metro continued. On the ceiling of Novokuznetskaya metro station are mosaics that were transported through the fascist blockade.

Symbols, however, are presumably not the prime concern of today's residents of Mitino, a raw-looking spread of high-rise apartment blocks on Moscow's north-west fringe. Every morning hour, overcrowded buses haul 30,000 Mitino commuters to metro and rail stations inside the Moscow ring road. Promised a



metro line still marked as "under construction" on the maps in every station, Mitino will have to wait indefinitely.

Capitalism, however, does not exist to serve people who cram into buses in order to get to work, but people driven to their jobs in luxury cars with smoked-glass windows.

During the 1990s, Moscow vehicle numbers increased by several times, not the result of prosperity so much as of a combination of pent-up demand and increased availability of cheap, used vehicles from the West.

For those behind the smoked-glass windows, getting to downtown offices each day has become a tedious ordeal. Accordingly, the city is pressured to favour roads over public transport.

Alongside conventional plans for new roads and multi-level intersections is a proposal to turn Moscow's inner rail-freight ring—once proposed for conversion to rail passenger use—into a highway. More patently self-serving is a plan to build a four-lane highway to an area west of Moscow where high-ranking government officials and wealthy "new Russians" have country houses.

Although this latter plan would demolish numerous apartment blocks and houses, cut down 236,000 trees and dismantle a passenger rail line, it has government support. Local residents dealt a blow against the scheme last December, when they voted overwhelmingly in a referendum to oppose closing the rail line.

Votes, however, are not usually an important consideration in Mos-

cow city politics, and public transport users are continuing to lose out to the private vehicle lobby.

The future is easy enough to predict. As the need to replace equipment in the public transport system becomes urgent, federal and municipal authorities alike will resist allotting money. To keep the trains and buses running, fares will be raised and off-peak services slashed. Users will be told they have to pay the full cost of the services they receive.

Muscovites who can afford cars will be forced to buy and drive them, reducing public transport revenues and prompting further service cuts and fare increases. The share of municipal finances spent on maintaining and expanding the overburdened road network will spiral upwards. For an efficient, unobtrusive and relatively cheap system, an expensive, polluting, city-strangling monstrosity will be substituted. Only the car firms will benefit.

Moscow, in short, seems destined to repeat the experience of many cities in the West where public need has lost out to private greed.

It would not require any special radicalism for Moscow authorities to accept the new wisdom of many Western city planners: that prioritising public transport, even if it has to be subsidised, is the cheap option in the end, and the only civilised one.

But in Moscow, whose rulers lavish money on cathedrals while worshipping the market, public vision is a commodity as rare as eggs



# Y2K

In the year 2000,  
the "Millenium Bug" Will  
Drastically Alter Transport...  
and a Whole Lot More

**W**ho would have thought two missing digits could bring civilisation to its knees?

If it weren't a realistic possibility, it would seem almost laughable that such lack of foresight combined with dependence on technology could trigger a crisis on the scale of the 1930s depression or worse. It would seem the problem could be easily solved with a simple program and a minimal expense of time and energy. But nothing could be further from the truth.

The fact is, no one knows how bad the year 2000 situation will be; no one has any solid basis to argue against the most pessimistic scenarios—which means people need to prepare themselves. To get a taste as to why and how this could happen, one can do no better than quote a scenario from Peter Garrison's recent article in the L.A. Weekly:

Data-processing failures lead to delays and errors in billings, interruptions of payments, inability to determine debts and receivables. Amid growing financial disruptions, ill-prepared businesses and banks begin to fail for lack of cash flow, individuals can't get access to their money, securities markets slide as confidence crumbles. Even the manufacturers who have done their Y2K homework find their assembly lines stopping because parts don't arrive from suppliers who haven't. As goods become less universally available, supermarket shelves are emptied by hoarders.

In the meantime, glitches in malfunctioning electronic controllers lead to widespread power failures in the middle of winter, explosions or fires in chemical plants and refineries, effluent spills from sewage-treatment plants, unsafe drinking water, fuel shortages, breakdowns in medical services and communications. Repair teams are overwhelmed. Air traffic

slows to a crawl because '80s-vintage traffic-control computers can neither be relied upon nor fixed. Everyday life becomes a minefield of erratic traffic lights, stalled elevators, false alarms, busy signals and missed payments. Government, tormented by as many electronic demons as anyone else, suspends some services and fails to deliver others—including various kinds of entitlement checks. Civil disorders spread. The well-supplied arm and barricade themselves against foraging guerrilla gangs. And so on.

Yes, this could all be quite scary and depressing, but you should be scared "on," not scared off, and prepared for the worst. Many say six months of cash should be on hand, along with food, water and cooking gas. Not to mention that being stuck in a big city might be a really bad idea.

If this all reeks of doom and gloom to you, consider the U.S. Senate's hearings on the matter.

According to one software research firm, it will take 700,000 person-years to fix and test "non-compliant" software alone. State Farm Insurance, which started fixing its Y2K problem nine years ago, still has 100 employees working "around the clock" on nothing but Y2K.

Because the world's computers are so interlinked, no company will be left untouched.

Aside from the software problem, deep within the machinery of everything from water-treatment plants to nuclear reactors to trains and buses, billions of embedded chips were long ago programmed to read the date as two digits. And now that the century will turn over, and since these chips were never told what to do when the date "goes back in time" from "99" to "00," many will behave erratically or shut down completely, often causing

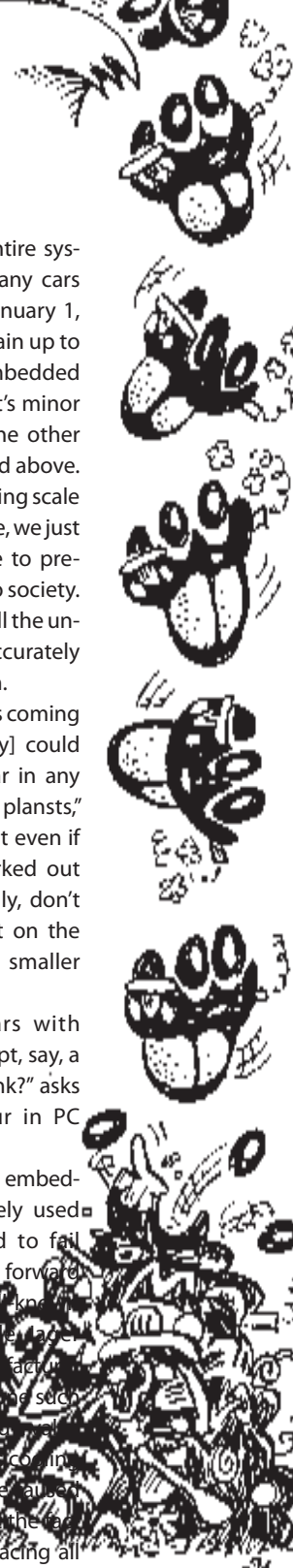
the shut down of the entire system. Because of this, many cars will refuse to start on January 1, 2000, because they contain up to 100 "non-compliant" embedded computer chips. But that's minor compared to some of the other possible effects described above.

Looking at the daunting scale of the problem worldwide, we just don't have enough time to prevent major disruptions to society. As far as transport, with all the uncertainties no one can accurately predict what will happen.

"If Y2K were to hit this coming weekend, [one company] could not produce a single car in any of its 157 manufacturing plants," said Senator Bennett. But even if a car company has worked out its Y2K problem internally, don't forget it's all dependent on the suppliers, thousands of smaller companies.

"Can you build cars with everything in place except, say, a carburetor and a gas tank?" asks columnist Jim Seymour in PC Magazine.

Here's the crux of the embedded-chip problem: Widely used chips have been found to fail when the date is moved forward to "00." For example, well-known Y2K consultant Peter deJager cites a volatile-gas manufacturer that found the failure of one such chip would have triggered a well-shutting down of the plant's cooling system, which would have caused an explosion. And to make matters worse, repairing and replacing all such specialised chips (if and when replacements exist) cannot possibly be done in the time remaining, even if there is the will to do it, which it often isn't.





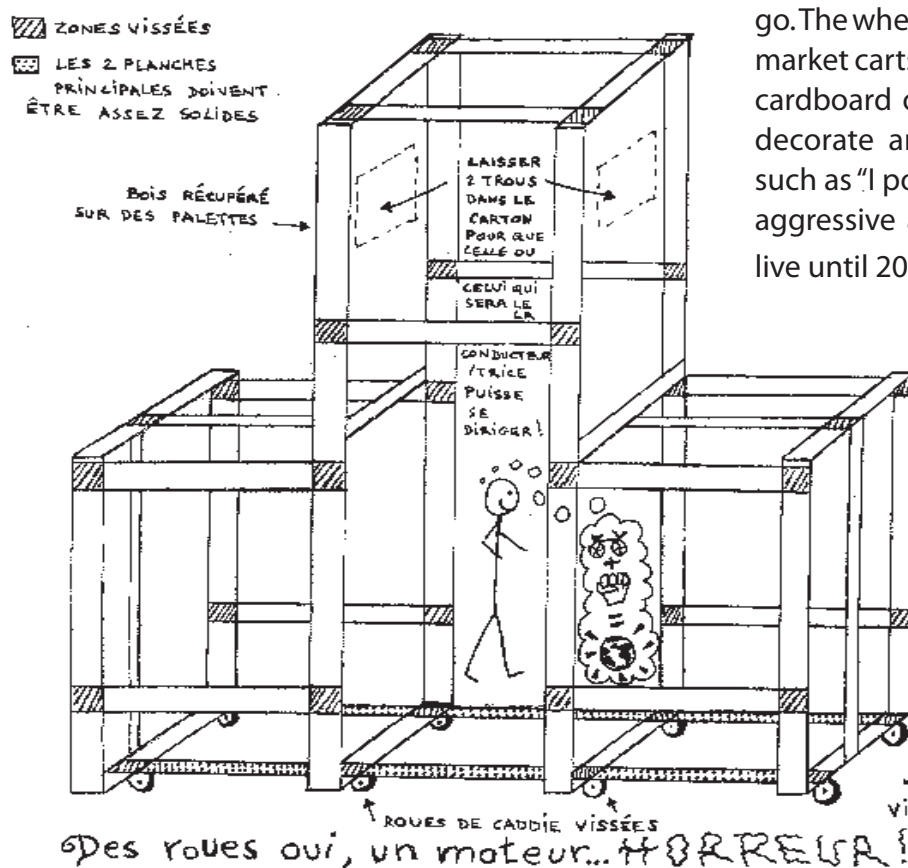
"Je pollue" means "I pollute." Since this is France, the irony of the photo below was completely lost on the photographer. In France if you tell someone your apartment is non-smoking, they'll actually ask you why.



It's easier than you think

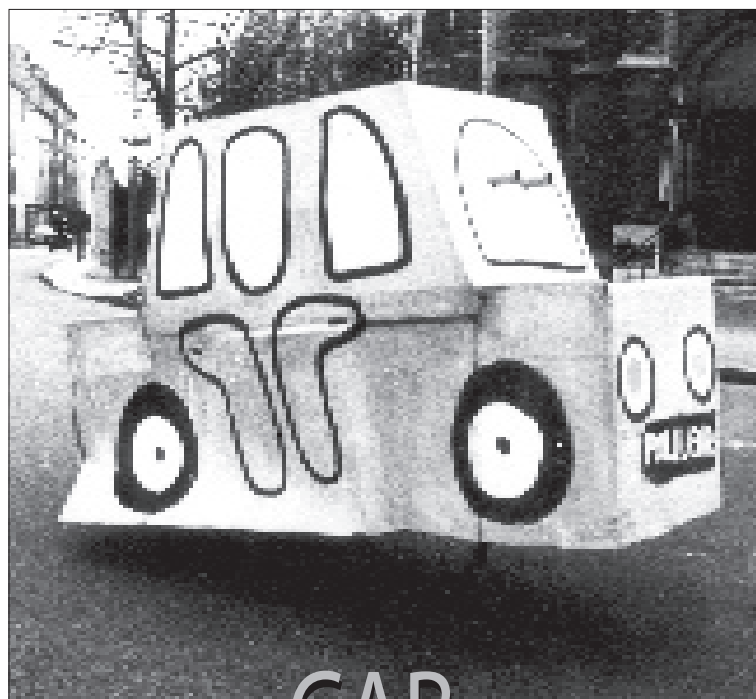
## Make Your Own

Construct one of  
the most ecologically sound  
cars in the world!



Salvage wood from pallets, then nail the pieces together to make a structure like below. You need the two boards along the bottom to be rather solid. Leave two holes in the top so the "driver" can see where to go. The wheels are taken from supermarket carts. Nail and tape pieces of cardboard over the structure, then decorate and cover with slogans, such as "I pollute, I render my driver aggressive and never will I let you live until 2012!"

- Bea Burdeau



## CAR



## ...Car-Free Day

continued from page 9

### Industry Cares, Too?

Even a Green Party environment minister is reluctant to attack industry itself.

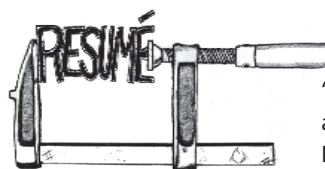
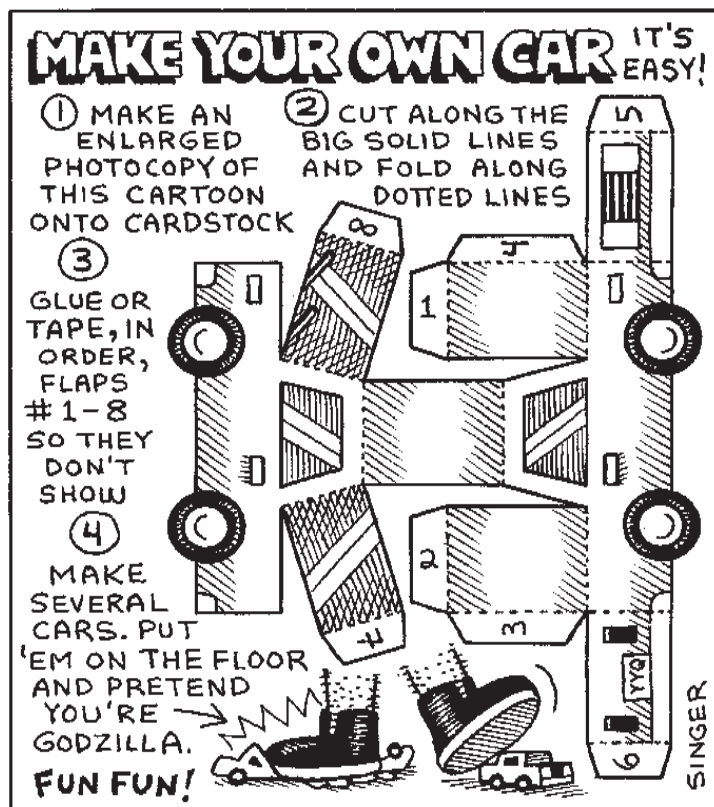
"I would like to reassure the car-manufacturing industry," Doynet was quick to point out. "We are not out to condemn our citizens' desire for mobility. Many industries are among us today."

Indeed Toyota, Volkswagen and France's oil giant, Elf, were all partners in "In Town Without My Car." One would fear they were using the event as a "vehicle" for their marketing activities. Toyota launched the "Prius" that day, a car with electric and petrol engines, the first model in its "ecological series."

Obviously Toyota did not understand Car-Free Day means *no* to cars. Even Toyota's eco-cars, for example, will have produced more pollution in their production than an average car produces in a whole lifetime of driving.

When questioned on this issue, Sophie Glemet of Toyota's marketing department murmured, uncertainly, "I am sure that factories are cutting emissions on the time," then fell back on her "in-all-cases-we-need-to-work-together" catchphrase.

Elf also launched a new low-emissions fuel, Aquazole®. When *Car Busters* asked Elf if it envisioned research and production becoming increasingly directed towards public transport, "Georges" (last name withheld) became agitated and repeated several times: "It is not a case of priority, we see them [*cars and buses*] as parallel and equally important." n



Summaries provided for "Make Your Own Car" as well as page 16's "Make Your Own Bike Lanes."

### Français

à A Dijon, le groupe anarcho-écolo Maloka a récemment inventé la première voiture vraiment verte, sans moteur, sans plastique et sans essence. Avec ces monstres ambulants en carton, Maloka anime ses manifestations, les brûlant à la fin pour offrir un sacrifice au dieu de l'espace public. Voici comment les fabriquer soi-même.

à L'idée de faire des pistes cyclables soi-même est marrante et simple. Cet article vous montrera comment reprendre l'espace public aux voitures pour le rendre aux vélos. Tout cet été, en France, en Pologne, en Australie et ailleurs, des gens ont organisé de telles actions. Voici comment y participer!

### Deutsch

à In Dijon hat die anarcho-ökologische Gruppe Maloka vor kurzem das erste wirklich grüne Auto erfunden: ohne Motor, ohne Plastik und ohne Benzin. Diese Monsterautos aus Karton sind die Attraktivität der Demonstrationen von Maloka. Am Ende werden sie als Opfergabe an den Gott des öffentlichen Raumes verbrannt.

à Die Idee, selbst Fahrradwege anzulegen, ist einfach und amusant. Dieser Artikel zeigt, wie man den Platz der Autos den Fahrrädern zurückgeben kann. Den ganzen Sommer lang haben Leute in Frankreich, Polen, Australien und anderswo solche Aktionen organisiert. Hier seht Ihr, wie man sich daran beteiligen kann.

### Español

à El grupo Maloka de Dijon inventó recientemente el primer auto verdaderamente ecológico del mundo, que no tiene motor, no tiene plástico y no consume gasolina. Con estos monstruos rodantes de cartón, Maloka anima sus demostraciones e incluso los incendia después del evento, en sacrificio al Dios del espacio público. Aquí te explicamos cómo puedes construirlos tu mismo.

à Con esta idea irresistiblemente fácil y divertida, podrás aprender rápidamente cómo recuperar el espacio público de los coches y devolvérselo a la bicicleta. Desde Francia y Polonia hasta Australia, la gente ha estado impulsando estas acciones quijotescas durante todo el verano. ¡Aún tienes tiempo para participar! Aquí te decimos cómo.

### CJFF846

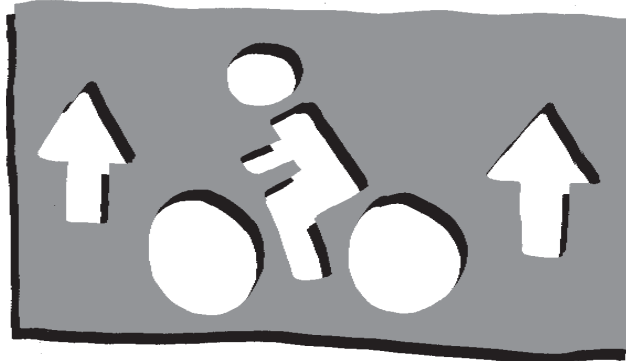
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**Pochoir:**

(Stencil:)



\* Prendre une plaque  
Découper des bouts de  
moquette et les coller.

\* Prévoir un bac de peinture...

Nico shows you how

## Make Your Own Bike Lanes

Is it possible  
to make a bike lane  
all by yourself?

Nico Garrigues

If your city council completely ignores your justified claims as cyclists, there's no point waiting around for the reign of the car to end.

Get the message across: you're going to be able to travel around town right now without creating pollution and without running the risk of getting crushed in the middle of your local High Street (Main Street). Does your city council keep repeating that bike lanes are impossible because the streets are too narrow, it would cost too much, or car drivers wouldn't like it? Or maybe your city council hasn't even figured out what a bike lane is?

Well there's one simple way to show your city that on the contrary it's easy and cheap—that where there's a will there's already half a car-free way: make the bike lanes yourselves!

Line-drawing bicycles, neatly replacing the council's heavy machinery, have already been successfully used in The Netherlands and England during cyclists' demonstrations.

In Dijon, where the council had planned the widening of a number of the city centre's main roads despite a brand-new air-quality law, no bike lanes were planned. So to support a cycling group that was taking legal action against the council to obtain bike lanes, home-made bike lanes were created on

the various roads in question during a Critical Mass bike demonstration.

How's it done? Here's a rough plan which is easy to carry out and which, while it can doubtless be improved, has worked well in the past.

It's best to use oil paint rather than the water-based kind, which may fade quickly. One good way of getting hold of free paint is to phone up paint wholesalers and manufacturers and ask them if they've got any substandard batches (which they're normally happy to give away for a good cause such as "making temporary theatre scenery" or something like that).

The paint in the can must be well diluted so that it will flow fast enough into the tube and onto the ground.

It's best to have a practice run the day before in a secluded spot, to check that everything goes as planned. The painting needs three or so people: one to move the bike, one to control the flow and press the roller onto the ground, and one to put down stencils at regular intervals.

C'est tout, alors! n

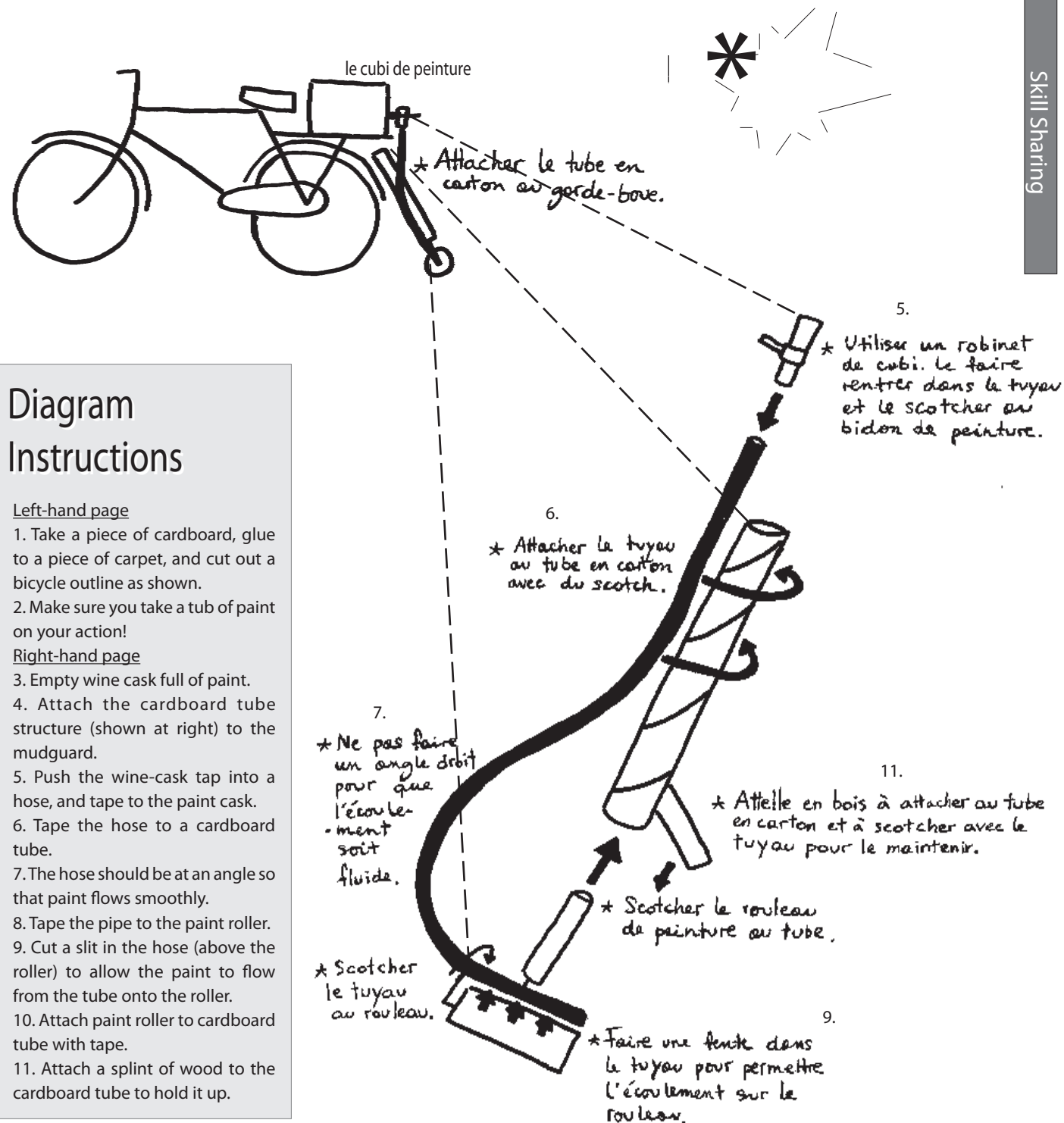
Nico Garrigues is with Maloka, an eco-anarcho action group and infoshop in Dijon, France. Maloka recently launched an anti-car group called "Collectif pour des Villes Sans Voitures."



photo: Béatrice Burdeau

Nico at work.





## Diagram Instructions

### Left-hand page

1. Take a piece of cardboard, glue to a piece of carpet, and cut out a bicycle outline as shown.

2. Make sure you take a tub of paint on your action!

### Right-hand page

3. Empty wine cask full of paint.

4. Attach the cardboard tube structure (shown at right) to the mudguard.

5. Push the wine-cask tap into a hose, and tape to the paint cask.

6. Tape the hose to a cardboard tube.

7. The hose should be at an angle so that paint flows smoothly.

8. Tape the pipe to the paint roller.

9. Cut a slit in the hose (above the roller) to allow the paint to flow from the tube onto the roller.

10. Attach paint roller to cardboard tube with tape.

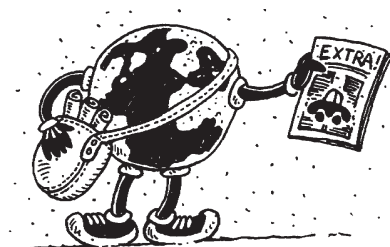
11. Attach a splint of wood to the cardboard tube to hold it up.



Photo: Nico Garrigues

Okay, maybe you're not used to breaking the law. But with this irresistibly fun action idea, you'll get used to it quickly and at the same time take public space from the car and give it back to the bicycle.

"Alternatively, you could write your council, ask it to put in a bike lane, wait for a response, lobby the planning or traffic committee, write more letters, and be told there are no funds available—even though the council is building that multi-story underground car park," says Karl of Friends of the Earth Australia. "It's your choice."



## Great Britain

## Trafalgar Square Car Ban

Until recently Westminster City Council had opposed the pedestrianisation plans for Trafalgar Square, Whitehall Square and Parliament Square, on the grounds of traffic disruption. But now the north side of Trafalgar Square along the front of the National Gallery will be pedestrianised; changes made to Whitehall Square and possibly Parliament Square will reduce traffic or remove it altogether from some areas.

The changes may be due to concerns that London's traffic crisis will choke the approaching millenium celebrations.



## First Flywheel-Powered Tram

Britain's first commercial flywheel-powered tram has gone into service recently on a mile-long harbourside track in Bristol.

Rather than using overhead electric cables, the ultra-light, 20-seat "railbus" draws power from low-voltage electric charging points at passenger stops. The electricity powers an electric motor that spins a 500-kg, steel-encased flywheel, which then releases its stored energy to waft the tram silently along the track up to two miles to the next charging station.

The tram weighs only six tonnes, while conventional railbuses weigh as much as 40. The lightweight vehicle can run on existing rails, but if new tracks need to be laid, the disruption and cost are minimal.

"It is a clean, economic and attractive alternative to private car use, will reduce congestion and air pollution and help deliver the 20 per cent cut in emissions that the government has promised within 15 years."

- The Daily Telegraph London

## France

## Le Monde Supports Car-Free Cities

Another warm summer in Europe, again one of the warmest since the turn of the century. Many French had gone to the beach, so they did not suffer so much from the heat and the pollution in the city. But the editorial journalists at Le Monde in Paris, on the other hand, lost control!

Le Monde's August 11 editorial, titled "A City Without Cars?" goes beyond past coverage by taking a stand:

"Chasing the car from the city for public health reasons—but also for traffic, economic and noise reasons—would allow us to make public transport attractive and rethink urban organisation with a social orientation," the editorial said. "A car-free city, it seems impossible. Yet, it may become necessary."

Last November 16 Lyon's "Towards Car-Free Cities" conference made the cover page under the headline, "Urbanites of all Nations, Unite Against the Automobile Dictatorship!"

- Benoit Lambert, Geneva



## Pedestrians Retake Champs-Élysées

Five years ago, the most famous avenue in the world, les Champs-Élysées, was down and out. Pedestrians zigzagged on narrow, littered sidewalks through cars haphazardly parked on the curb.

Today, after a 280-million-franc makeover, the Champs is enjoying an unprecedented boom. Cars were banished to underground parking garages, and pavements (sidewalks) were nearly tripled in width, paved in pale granite and planted with trees to recreate the avenue's original role as a relaxing place to stroll. Not surprisingly, rents for retail space have risen more than 30 percent in the past year.

"Pedestrian traffic translates into sales," said the president of the Champs-Élysées Committee.

- Wall St. Journal

## Germany

## Demonstrators Could Lose Their Drivers' Licenses

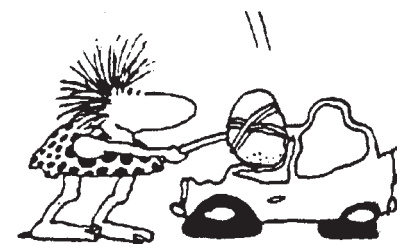
In Germany the conservative Christian Democratic Party wants to make it legally possible to withdraw drivers' licences from "violent" demonstrators, if monetary fines cannot be extracted. The ADAC (German Car Lobby) is not surprisingly against these plans, while the Social Democrats support the idea, and say it should not be limited to demonstrators.

"I think driving licence withdrawals should be possible from violent people, even if they are able to pay fines," says Vienna transport activist Daniel Sokolov. "Violent people are a danger even more if they sit in a car, bus, or lorry."

But could any arm of government be entrusted to make the subjective classification of "violent" without misusing it for political reasons?

## Greens Want Parking Fines Equal to Fare-Dodging Fines

In Berlin, illegal parking fines normally cost 10 DM while fare dodging costs 60 DM, so the Berlin Greens want the two to become equally priced. For illegal parking, the Police Union even talked about a 100-DM fine, which is now the fee for running a red light.



## Ecotopia '98

Activists from over 20 European countries descended on the sleepy town of Emmendingen for the 10th annual Ecotopia gathering, organised by EYFA (European Youth For Action).

Participants explored this year's transport theme through workshops and informal chats to the August 14 "Ozone-Free Zone" demonstration.

Ecotopia sowed the seeds for two exciting projects: a second "Towards Car-Free Cities, possibly to be held in Poland (the first, held in Lyon, was the springboard for Car Busters) and a poster campaign for Eastern Europe to boost the image of the bicycle and depict the car as "uncool."

The Ecotopia Bike Tour '98 arrived at the gathering after its 1,000-km journey across Poland, the Czech Republic and Germany.

#### Four Years Later...

Berlin resident Bernd Wolff, like many others, is sick of noise and polluted air. In 1994 he sued the Berlin Senat (city council) to get a 30-kmh speed limit and a lorry ban on the street where he has lived for 15 years. After four years waiting for action, on October 8 the court will hold first hearing. Wolff is one of 20 Berlin residents fighting in court for traffic calming.

- Berliner Zeitung

#### Belgium

#### Hasselt Mayor Converts Ring Road to Car-Free Zone

Not only did the mayor of Hasselt stop a third ring road last autumn, but he converted one existing ring road into a pedestrian and bicycle street, and made the buses free.

Since then, bus ridership has increased 800 percent. This initiative has been so successful in attracting new business to Hasselt that taxes have been cut and the city's debt is down. To celebrate the first anniversary of the changes, the mayor announced free bicycles.

The measure was partly adopted because the city did not have enough money to expand its roads. Free buses were a cheaper alternative, and it worked.

- Car-Free Times

#### Swiss Car-Free Days? Switzerland

Swiss voters will soon decide whether to ban cars one Sunday in each season of the year. Private cars would be banned from 4 a.m. to midnight. Public transport would operate normally.

- Electronic Telegraph

#### Slovenia

#### Bikes Go Free on Slovenian Railways

An agreement signed in August between bicycle advocates and Slovenian Railways has led to free rail transport of bicycles throughout Slovenia to any passenger whose cycling organisation is a European Cycling Federation member. Every passenger who has a valid member card which includes an ECF logo or a statement about ECF membership of his or her cycling organisation can make use of this free service starting September 1.

#### Canada

#### Moving the Economy

Some of the same people who brought us the Second International Auto-Free Cities Conference in 1992 just staged another global gathering July 9 to 12 in Toronto, Canada: "Moving the Economy," subtitled "Economic Opportunities in Sustainable Transportation."

With a name like that, you might guess a wide range of people would attend, and you'd be right. The alternative transport crowd in Toronto seem to have a talent for attracting people of all stripes and viewpoints to their events, and actually getting them to talk to one another. This mix from activists to executives generated quite a few constructive sparks of energy.

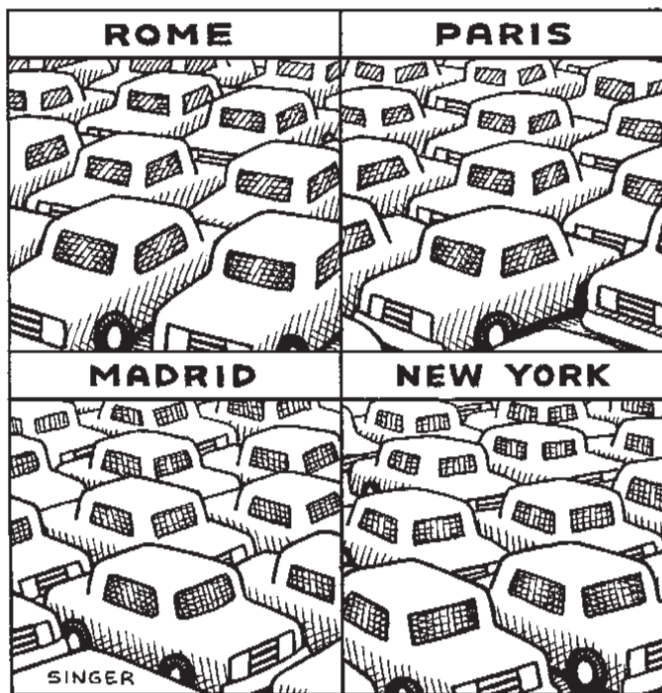
Researcher Peter Newman presented a recent study he co-authored showing that cities investing in public transport have healthier economies than those investing in roads.

Exhibitors included car-sharing networks, bicycle trailer makers, a bicycle-based diaper delivery service, Car Busters, Detour Publications and community organisations.

To learn more, see the web site: <[www.city.toronto.on.ca/mte](http://www.city.toronto.on.ca/mte)>.

- Katie Alvord

## GREAT CITIES OF THE WORLD



#### Israel/Palestine

#### Apartheid on the Roads

At a late-July seminar on Israeli-Palestinian transport, Dr. Jad Isaac, Director General of the Applied Research Institute in Bethlehem, harshly criticised current trends in transport planning and policy. The Trans-Israel Highway was cited as a critical example of misplaced priorities.

Isaac documented the use of roads and transport policy as a tool of Israeli occupation of the West Bank and Gaza. Many bypasses are accessible to Israeli yellow-plate cars only and Palestinian cars are categorically excluded from entering Israel.

"The bypass roads are creating a salad out of the West Bank, isolating Palestinian towns and villages from one another and creating for Israel both an internal and external security belt," Isaac said. "Palestinians now associate new roads with an attempt to create political boundaries, with confiscation of land, with demolition of houses and with fragmentation of their future state."

For more information contact Rimah Al-Kurd at EcoPeace: tel: +(972) 2-6260841/3; fax: +(972) 2-6260840; e-mail: <[ecopeace@netvision.net.il](mailto:ecopeace@netvision.net.il)>; web: <[www.ecopeace.net](http://www.ecopeace.net)>.





### Indonesia

#### Recession Drops Pollution

According to a recent survey in the city of Bandung, city traffic has dropped 30 percent. The prolonged economic recession has dragged the national economy into a down-spiral.

From measurements on the six busiest roads, nitrogen oxides dropped 400 percent from last year's figures; carbon monoxide dropped 50 percent.

However, the rush of weekend traffic from Jakarta paralyses the road network. A journey that normally takes 3.5 hours by car, takes 8 to 9 hours.

- SUSTRANS Listserv

### South Africa

#### How to Talk Without Saying Anything

In Cape Town on September 21, South Africa announced its transport strategy for city dwellers is being redesigned to cater for the needs of all, rather than a "minority elite."

"We have spent the past four years dismantling parts of [old South Africa's] legacy to make way for practices geared to the needs of all customers of transport." Transport Minister Mac Maharaj told an international transport conference, Codatu VIII.

Speaking in the context of "sustainable development tools," Maharaj discussed his department's draft urban passenger transport strategy for the next 20 years. Known as Moving South Africa, the strategy had three main directions, said Maharaj. These were "the development of so-called transport corridors capable of carrying high volumes of traffic, sustainable operations and increased efficiency."

- Africa News Online

### China

#### No Petrol, No Sex

Enterprising petrol stations in western China have taken service to new heights by offering sex with a tank of fuel. Some of the more than 1,000 filling stations in the region of Ningxia have been luring motorists with the services of a prostitute along with petrol and diesel, and industry publication said.

"Sometimes there is no clear dividing line whether the customers come for petrol or sex, but the sex service is based on the condition that you have to buy petrol first," said China OGP, which is published by the official Xinhua news agency. "The term no money, no honey has changed into no petrol, no honey," it said.

#### Beijing Can't Build Its Way Out

Beijing's city government has outlined two major road-construction projects to supposedly counteract the city's worsening traffic congestion, ignoring the effect of traffic generation—that more roads produce more traffic rather than reduce it.

Official statistics indicate Beijing has about 1.2 million cars to date, 8.7 million bicycles and a population of more than 16 million.

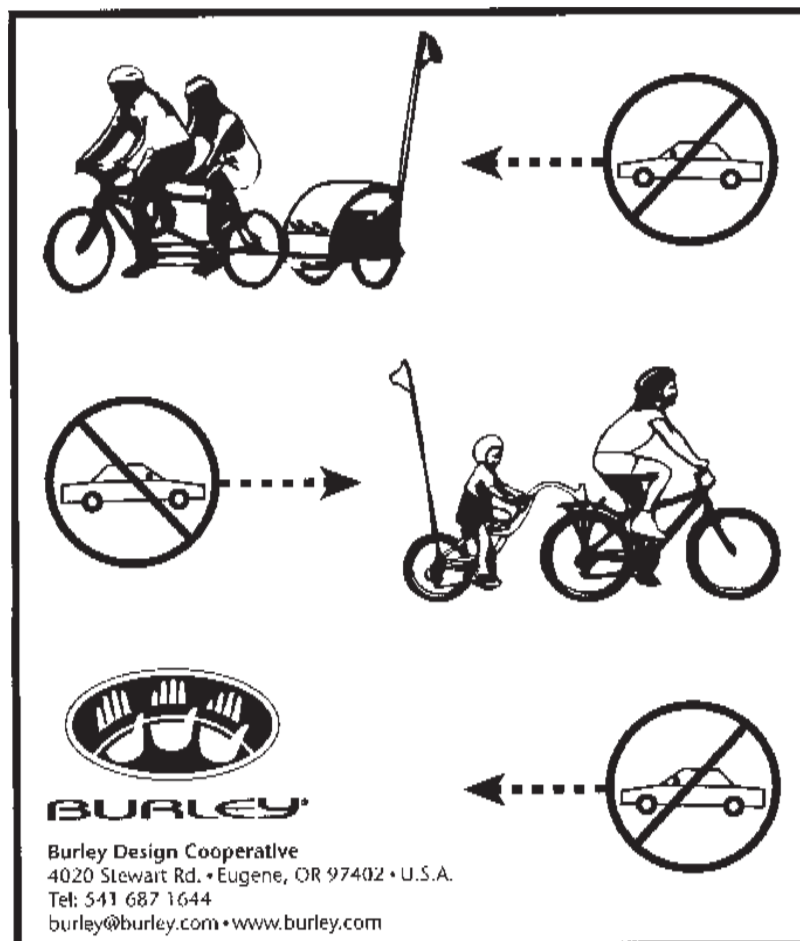
The city government has pumped about 8.5 billion yuan (U.S. \$1 billion) in the past 15 years for road construction and renovation. The government, although seemingly missing the cause-effect connection, reports traffic has steadily worsened in that time.

Since 1995, the municipal government has added another 2.7 billion yuan (U.S. \$325 million) in infrastructure construction, such as building more car parks and overpasses.

#### Car Carnage

Despite an ownership rate of one car per 1,000 people, more than 63,000 people were killed in traffic accidents in China in 1993, says Gordon Laird in TransMission magazine.

As there are now 1.2 billion people in China, that makes 1.2 million cars. That means that in a single year, one car in 20 is killing someone. If the life span of a car is 20 years, then the average car kills one person before it goes to the scrap yard.



# Blair's Bureaucrats Weaken

Transport Minister "John Prescott came back from his holidays as chipper and combative as ever," wrote columnist George Monbiot in *The Guardian* after Prescott released his Transport White Paper, which was supposed to radicalise British transport.

Although Prescott asserted on the *Today* television programme September 8 that nothing was standing in the way of his plans for Britain's transport, Tony Blair and his Number 10 Policy Unit stepped in with their scissors and succeeded in severely weakening the policy.

"So we have ended up with something like those Chinese meals which fill you up when you are in the restaurant but an hour later leave you hungry for more," explained Christian Wolmar in *London Cyclist*, citing "lots of tasty bits of dim sum to excite the palate, but precious little that is substantial or will radically alter our transport patterns."

Some of the best features of the 170-page paper didn't make it to the final draft. A chapter called "Reclaiming the Streets," for example, originally included proposals to take back road space from cars and redistribute it to cyclists, buses and pedestrians, but these were deleted after interventions from the Number 10 Policy Unit, which described them as "anti-car."

"Prescott's plans, timid as they are, have the potential to offend the two constituencies Tony Blair is most afraid of: big business and Middle England," wrote Monbiot. "Prescott had insisted that he, rather than the Number 10

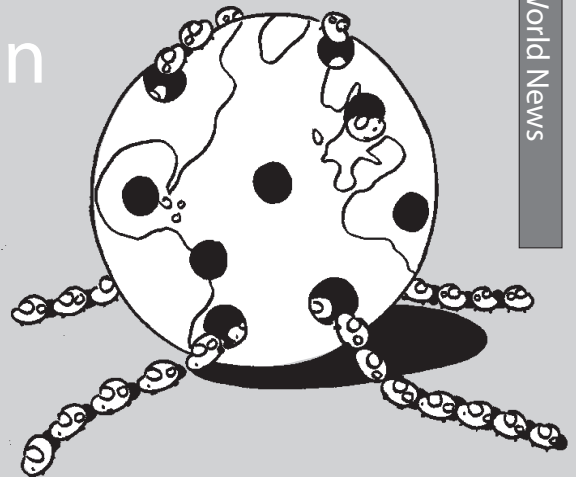
Policy Unit, would have the final say on transport strategy, but the White Paper ended up as a shadow of the radical package he had promised."

In the sanitised final draft, car ownership would actually be encouraged. Company cars would still get tax breaks. There would be no charges for parking at superstores, no action on bullbars, no targets for traffic reduction, and no plans to remove car space from cars and hand it to cyclists and pedestrians.

Among the White Paper's policies, motorists will be charged for entering towns and parking at work and this money will be invested in public transport, an organization will be established to monitor the progress of integrated transport, school crossing patrols and safe routes to school will be expanded, town planning will be altered to reduce the need to travel, tough action will be taken against drivers who block bus lanes, and the "goal" of quadrupling bicycle use in Britain by 2012 is maintained.

Friends of the Earth described the White Paper as "an important step in the right direction, but not the Great Leap Forward we still need." But the environmental group's senior transport campaigner Roger Higman accused "the termites of the Number 10 Policy Unit of eating away at the radical foundations" of Prescott's original draft.

Brussels-based environmental network Transport & Environment heralded the White Paper's final draft as completely positive. n



## RTS Subverts

"New Labour's much-touted Transport White Paper will be about as much use to the U.K. as the exhaust pipe is to the lung," said London Reclaim the Streets in a July 19 press release.

"Why is there no charter for those most affected by the car—pedestrians and cyclists?" the group asks. "Perhaps it's because these people don't figure so much in the balance books of an economy dedicated to growth at any cost."

While New Labour announced the White Paper's release, London Reclaim the Streets turned the situation around with its Green, Black and Red Paper.

This policy would ban private cars from city centres, redirect the saved money into making public transport free, rule that car ads must carry a government health warning (mentioning the most recent years' road fatalities), and convert the M25 into the world's largest circular organic allotment.

Unlike the White Paper, the RTS version includes no motorists' charter. Instead there would be a declared priority of means of transportation: pedestrian, cyclist, train, coach, motorcycle, taxi, and finally, right at the bottom, car and airplane.

Also on July 19, Reclaim the Streets launched a London-wide campaign of "subvertising," redecorating Ford's latest advertisements to celebrate the paper's release. While Ford's ads superimpose the company's "Ka" model over a tube map and call it "London's Alternative Transport," the aesthetically altered adverts "drove" home the message that for RTS the total absence of the motor car and the development of ecologically sustainable transport systems are the only real "alternatives." n



*Ford's "Ka" ad originally appeared without the bicycle, a feature added in "subvertising" by London RTS.*



# Capitalism Fascism Car Culture

"Above all, it is the young who succumb to this magic. They experience the triumph of the motorcar with the full temperament of their impressionable hearts. It must be seen as a sign of the invigorating power of our people that they give themselves with such fanatic devotion to this invention, the invention which provides the basis and structure of our modern traffic."

- Adolf Hitler

Ford and other corporations who funded Hitler's Germany also developed the ideological and infrastructural roots of car culture. So is it mere coincidence that motorisation takes away our freedom and makes us captives of the car, in a friendly version of how fascism took over much of Europe?

Not only did German car manufacturers enable Germany to carry out World War II by producing armaments, tanks and other war vehicles, but corporations in every industry lent a hand. Germany's wealthiest capitalists—the Krupps, Thyssens, Kirkdorfs, etc.—invested heavily in the Third Reich from the very beginning—providing both financial and tactical support.

In fact, on Jan. 3, 1933, Hitler was summoned to a meeting at the home of Reinhard Shroeder, a wealthy German banker, and was asked to form a government. Within a year Hitler was proclaimed "fuehrer"—absolute leader. Mussolini's Fascist Party had come to power in a similar fashion 11 years earlier.

But not only German capitalists hailed Hitler. Big U.S. corporations

including Ford, ITT, General Motors, Standard Oil, IBM and Texaco invested \$1.5 billion in Germany during the 1920s. Their managements were just as eager as their German counterparts to see the labour movement smashed in Germany. And they wanted to profit off the Nazi military build-up.

Most of these companies continued to operate in Germany during the war—and many used concentration-camp slave labour—while at the same time producing war vehicles back home for the U.S. military.

Half a dozen corporate magnates sat on the board of the pro-Hitler America First Committee. The Du Pont dynasty that controlled General Motors and U.S. Rubber subsidised the fascist American Liberty League and the black-hooded, Klan-like Black Legion.

In 1934 the Du Ponts and Morgans—another family of influential capitalists—tried to hire Marine General Smedley Butler to stage a fascist coup against the liberal Roosevelt administration. Butler told Roosevelt, and the plan fizzled. Despite a Senate investigation, no one was ever prosecuted, which serves as a measure of Big Business' power.

Meanwhile, Henry Ford and General Motors' James Mooney became personal friends of Der Fuehrer, while Ford was singled out for praise

in Hitler's book, "Mein Kampf," and received a medal from Hitler in 1938. Ford's own writings, such as "The International Jew," showed his alignment with Nazi ideology.

Knowing of Ford and Hitler's mutual ideological sympathy, it seems feasible that Ford funded Hitler's rise to power in the early 1930s, as contemporary sources allege.

## Fascist Ideology Breeds Motorisation

Back to the car, we may never fully know Ford's intentions, but we can analyse the results of his legacy.

Henry Ford was the Bill Gates of his day—an industrialist who despite starting with nothing had become one of the world's richest people by creating a cheap version of a machine that had previously been unavailable to the average person.

Similar to the "blood and soil" Nazi ideology of a nation of peasant farmers, Ford's vision of a peasant America with the car as the farmer's vehicle rather than a toy of the rich.

But rather than being an instrument of democracy, mass motoring gives and supports in everyone the illusion that each individual can seek his or her own benefit at the expense of everyone else. Take the cruel and aggressive selfishness of the driver who at any moment is figuratively killing the "others," who



appear merely as physical obstacles to his or her own speed. This behaviour, brought in when the motorcar became popular, marks an absolute triumph of fascist ideology on the level of daily life: driver behaviour acts out the idea that the strong dominate and the weak should be crushed. Perhaps the resulting feeling is what Volkswagen described with its pre-war name, Kraft Durch Freude Wagen, the “strength through joy” car.

## Ford and Hitler Pioneered Mass Factory Production

With the class compromise of the post-war settlement in 1945, the working class, in effect, relinquished much of its existing control within the workplace in return for the welfare state, the promise of stable, full employment and rising living standards.

Yet this settlement, and with it the post-war boom, was only made possible on the basis of a new strategy and method for corporations to accumulate wealth—Fordism.

Fordism was based on the mass assembly-line production of standardised consumer goods, which was made possible by the replacement of the skilled worker by semi-skilled assembly-line workers, which in turn allowed management detailed control over the labour process.

This opened up a huge potential for the application and refinement of “scientific management” and automation, which together opened the way for an enormous growth in labour productivity—while turning work into an endless repetition of tedious tasks.

This raised productivity meant wages and profits could both rise at the same time. With rising wages and the relatively secure employment offered by Fordist production, Fordism was able to provide the basis for mass consumption, which was a necessary condition for its own reproduction.

Fordism, as its name indicates, was first pioneered by the Ford Motor Company in the 1920s, yet in Nazi Germany, Volkswagen and the building of the Autobahns (motorways) in the 1930s made further experiments.

The Nazi Autobahn project—which allowed rapid control of areas remote from the seat of power, and

not just in war time—was duplicated in non-fascist countries in North America and Western Europe, though the idea can be seen as fascist in itself. After all, the Romans never claimed to be improving traffic in their empire, and at first, neither did these modern Western nations.

Nazi concentration camps were modelled on Ford’s production lines, which in turn were modelled on slaughterhouses. Using this model, the motor industry became the model for a whole number of consumer durables that followed its lead.

But unlike the vacuum cleaner, the radio, or the washing machine, which retain their use value when everyone has one, the car, like a villa by the sea, is only desirable and useful insofar as the masses don’t have one.

Once the masses have cars, everyone’s left stuck in the same traffic jam and forced to go the speed of the slowest vehicle—nearly always much slower more unpleasant than functional train or tram systems would be. That is how in both conception and original purpose the car is a luxury good. And the essence of luxury is that it cannot be democratised. If everyone can have luxury, no one gets any advantages from it.

The car was not merely the first in a line of consumer durables to be produced by Fordist methods, it was also the foremost. After housing, the car has become the biggest purchase an ordinary “consumer” is likely to make, being the equivalent to several months’ wages (meaning most people have to go into debt to purchase one, furthering the cycle of dependence). Furthermore, car production involves a wide range of industries from rubber, steel, plastic, electrical, oil—together with support industries such as road construction, advertising and finance.

Such wide economic linkages have meant large and diverse sections of the modern economy have become dependent on car production to such a degree that car production has become an important economic indicator in its own right. As has been said, “When General Motors sneezes, America catches cold!”

## Cars and Highways Destroyed Worker Solidarity

With the post-war reconstruction of bombed cities throughout Europe, state planners took the opportunity to break up the old working-class communities surrounding factories and relocate workers in new tower blocs, new towns and “garden cities.” This dislocation was at first made possible by public transport, but further development was consolidated by growing car ownership.

With the break-up of the old communities came the break-up of the old working-class solidarity to be replaced by the isolated individualism of the new, sterile housing estates.

Neighbours are now never seen as they rush past in motor cars—and as neighbourhoods become more dangerous and unpleasant from increasing traffic, more and more people retreat into the comfort of

### Français

à Ford et d'autres entreprises fondatrices de l'Allemagne hitlerienne ont participé à la mise en place des racines idéologiques et des structures de développement de la culture automobile. Est-ce une coïncidence que la motorisation réduise notre liberté nous rendant captifs de la voiture, de la même manière que le fascisme a pris le pouvoir en Europe?

### Español

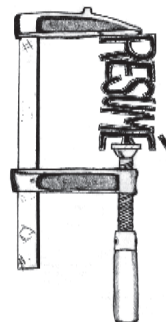
à Ford y otras corporaciones que dieron fondos a la Alemania de Hitler también desarrollaron las raíces ideológicas y culturales de la cultura del auto. ¿Es mera coincidencia que la motorización nos roba nuestra libertad y nos hace cautivos del coche, del mismo modo en que el Fascismo se adueñó de casi toda Europa?

### Deutsch

à Ford und andere Firmen, die das Hitlerdeutschland tatkräftig unterstützten, haben beigetragen, daß sich Ideologien und Strukturen der Automobilkultur entwickeln konnten. Ist es ein bloßer Zufall, daß die Motorisierung unsere Freiheit einschränkt und uns zu Gefangenen des Autos macht, ebenso wie der Faschismus über Europa Macht ergreifen konnte?

### CJFF846

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*This article was compiled from writings by Bill Doares, André Gorz, Daniel James and an anonymous past campaigner against England's M11 motorway who wrote the pamphlet, "The Importance of the Car to the Modern Economy."*

## Info contacts

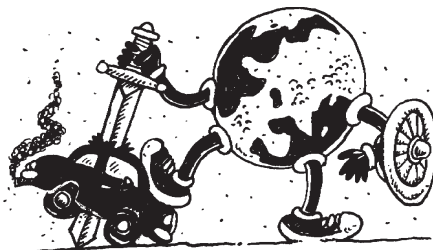
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Fighters' List

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## Key

A Network of Groups  
ù Oil or Car Industry Campaign  
c Targetting Global Structures  
(e.g., WTO, OECD)  
z Range of info and/or magazine  
ä Direct Action

MOSOP Canada      ù z  
300 Bloor St. W.  
Toronto, Ontario M5S 1W3  
tel: (416) 966-0910  
fax: (416) 966-0141  
e-mail: info@mosopcanada.org

Multinational Monitor      c z  
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<www.corpwatch.org>

People's Global Action      A c ä  
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tel: +(1) 510-705-8972  
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e-mail: moles@igc.apc.org  
<www.moles.org>

Trans-National Institute      c  
Myriam Vander Stichele  
c/o Anspachlaan 53/22  
B-1000 Brussels, Belgium  
tel/fax: +(32) (0)2 217 0676  
e-mail: stichele@agoranet.be

Take revenge\* on the top five

The World's Major  
Car Manufacturers

1. General Motors Corporation  
John F. Smith, Jr., CEO  
Headquarters:  
General Motors Corporation  
100 Renaissance Center  
P.O. Box 100  
Detroit, MI 48265

2. Ford Motor Company  
Jack Nasser, CEO  
Headquarters:  
Ford Motor Company  
The American Road  
Dearborn, MI 48121-1899  
tel: (1) 313-322-3000

3. Toyota  
President: Hiroshi Okuda  
Chairman: Schoichiro Toyoda  
Headquarters:  
1, Toyota-cho, Toyota City,  
Aichi Prefecture 471-8571, Japan  
tel: (0565) 28-2121  
fax: (0565) 23-5800  
www.toyota.co.jp/Lighthouse/

4. Volkswagen A.G.  
Klaus Kocks, CEO  
Headquarters:  
3180 Wolfsburg 1  
Germany  
tel: (49) 05361-90

5. DaimlerChrysler  
Robert J. Eaton  
Jürgen E. Schrempp  
(co-Chairmen, co-CEOs)  
U.S. headquarters:  
Chrysler Corporation  
1000 Chrysler Drive  
Auburn Hills, MI 48326-2766  
tel: (1) 248-576-5741  
European headquarters:  
Daimler-Benz  
Epplestr. 225  
70567 Stuttgart, Germany  
tel: (49) 711-170

\* letter writing, of course!



Activists laid down in the street in a "die-in" during Lyon's November 1 street party last year.

## Profile: Pour une Ville sans Voitures

### Meet the Lyon Tamers

It was back on May 15, 1993, when 150 Lyon cyclists and roller-skaters first took over the street.

"No to automobile dictatorship; let's take back Lyon's streets" was their slogan. Little did the observing, idling motorists know, this was Critical Mass and would become a monthly ritual for a new group calling for car-free cities.

"There was a bicycle group called Lyon à Vélo, but it was hopeless," recalls Fred Rollet. "In 15 years it had achieved zero results, not even a single bike lane. Myself and some others felt we had to do something."

So the assortment of intellectuals, environmentalists and animal-rights activists organised their first Critical Mass and an open-air bike repair workshop in a Lyon public square. They were surprised by the response and soon after formed Regroupement pour une Ville Sans Voitures (RVV).

"Lyon à Vélo even donated us 200 francs," Rollet said with a laugh. "But it soon became clear the groups were going to clash; we were too radical for them."

RVV's Critical Mass has dropped in attendance more recently, perhaps because it is no longer a novelty and lacks festive touches such as costumes and food. RVV organises other actions, most recently a street party and rush-hour banner drop during the September 22 Car-Free Day.

RVV tackled lobbying in 1994.

"When I introduced the group at council meetings, council members would often laugh and whisper behind their hands," Rollet recounts. "Now they are familiar with us, and besides, they can't laugh when even the government is organising car-free days."

The bike workshop is constantly growing in popularity, as cyclists from across France's third-largest city wheel in their bikes for repair help. The workshop even earns about 1,000 francs a month in membership and donations for parts. While pleased

with this success, Rollet is disappointed that many attendees are only interested in the service, not in the wider issues concerning the bicycle and transport or becoming involved in the group.

Olivier Crouzet, one of the most active bike workshop mechanics, also believes strongly in the role of direct action, especially "spontaneous actions going beyond the everyday: like the actions during the conference [*Towards Car-Free Cities*] and pollution peaks."

The group used to produce a newsletter titled *L'Auto ou la Ville* (The Car or the City) which was popular but sapped a lot of the energy of the group and sometimes caused conflicts. Rollet believes that producing a bulletin is useful for a group but should not dominate it.

"RVV was the group which brought ecology to this area, touching on many issues from the car to

## San Francisco Gets a GRIP

San Francisco's newly formed GRIP believes direct action, followed by solid demands and no-fear negotiation with the city, is the way to implement saner city planning.

On August 18, GRIP held its first action with over 150 cyclists and pedestrians, protesting the lack of bike lanes and Mayor Willie Brown's hostile position toward cycling. Ralliers gave the mayor an oversized "Reality Cheque," "The WillieHead" (a huge structure resembling its namesake) and the "Wall of Shame" (whose "bricks" represented Willie's broken promises). Handed-out peanuts symbolised what bicyclists have gotten from the city.

At city hall participants gathered in the lobby and whooped and hollered for their mayor, who heard the noise from his fourth-floor meeting. Participants spotted him sneaking out a side door to his fossil-fueled chariot.

## "Switch Off Your Engines!"

Thousands of stickers pasted up all over Bristol over the summer urged motorists to switch off their engines. The fluorescent stickers featured an exhaust pipe with a slash through it.

"Daily traffic jams, traffic lights and level crossings all keep traffic stationary for long periods, producing the most pointless air pollution," says Roland Dyer of Bristol Cycling Campaign. After extra lobbying from the campaign, the council agreed to erect official signs.

Idling campaigns also serve to tweak polluting motorists' consciences.

## Vallée d'Aspe Revived

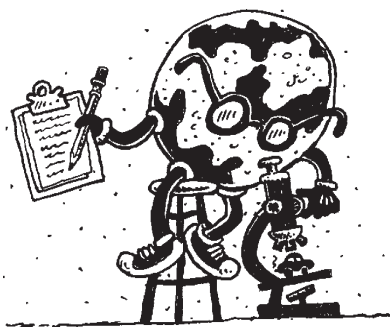
The Goutte d'Eau, part of the seven-year campaign against the E7 motorway now under construction, held a festival of action July 11 to 14. This squatted railway station lies on the route of the E7, which will destroy this valley in the Pyrénées. During the days of action, a group of 30 occupied an E7 bridge. Since construction began last year, the River Aspe is already silting up.

The crowd sabotaged nearby equipment such as cement mixers. Climbers suspended from the bridge sprayed the words: "Before there was a garden, trees and a wild river here."

Saboteurs also visited the construction site of the Somport Tunnel near the Spanish border. Total damages were reported to cost 500,000 francs. n







## Offering Drivers Alternatives "Just Won't Work"

### Roads are Polluted But Indoors is Worse

Vehicular emissions in the Indian capital of New Delhi are affecting people who stay indoors even more than those on the roads, says a new scientific study released in June.

Various studies have shown the ill-effects of high concentrations of vehicular emissions on the health of those such as traffic policemen who are badly exposed. But the new study by researchers Pandey and Shukla carried out in collaboration with the Central Pollution Control Board indicates that housewives are as much candidates for gas masks as traffic policemen.

The study showed vehicular pollutants easily penetrate homes and then remain trapped inside, mingling and reacting with other household emissions to produce a variety of dangerous gases.

Pandey and Shukla found higher carbon monoxide concentrations indoors than outside, which is particularly bad news for pregnant women in India because 70 percent of them are already anaemic, according to UNICEF.

The daily average exposure of SPM alone on housewives in East Delhi was found to be six times the the World Health Organisation's standard.

"There is a great need for public awareness and cooperation which are curiously missing in spite of the established ill-effects of atmospheric pollution on millions of people in Delhi," Pandey said.

- Dev Raj, IPS

### "End New Oil Exploration"

Rainforest Action Network and Project Underground released a report September 15 titled "Drilling to the Ends of the Earth: The Ecological, Social, and Climate Imperative for Ending New Petroleum Exploration," which makes the case against new oil exploration.

- Environment News Service

### Options? Alternatives?

Since the beginning, the sustainable-transport movement has been almost obsessed with offering "options" or "alternatives" to car users. But in the current issue of World Transport Policy and Practice (vol. 2, no. 4) Julia Meaton and Simon Kingham argue based on several studies that this is largely ineffective—that motorists are addicts highly resistant to giving up their cars or even reducing their use.

"[Drivers] offer a whole range of reasons for this, but these are often excuses to justify their use of a highly convenient and flexible mode of transport," say Meaton and Kingham.

Providing either environmental or financial arguments failed to yield behavioural change:

"Increased knowledge of the environment leads the individual to pass the responsibility on to others and increased awareness of financial costs were dealt with by criticising alternatives and reasserting the necessity of using the car. Combined information had no discernible effect."

### EcoPlan Unveils "Thursday" Car-Free Day Plan

During the U.K. Car-Free Day June 12, EcoPlan International presented its sketchplan of "Thursday," a strategy for reducing car dependence.

The Paris-based EcoPlan has spent ten years following promising techniques and projects to reduce cars in cities. But in spite of finding some interesting new approaches, EcoPlan has generally found planners and policy makers are not doing a very good job, just spending lots of taxpayer money and often "unbuilding" our cities.

Eric Britton of EcoPlan believes this is partly because transport researchers are working on the assumption that car users are "rational human beings" that will, if provided with efficient alternatives, reduce their car use. Britton concludes that car dependence (Britton

included in this diagnosis) is a habit, and the "poor addicts" must be denied access to their drug for change to occur.

This is where the "Thursday" approach comes in, attempting to radicalise attitudes on car use in a city or community. The term "Thursday" is used to emphasise that a Car-Free Day must take place on a normal weekday to be a useful experiment.

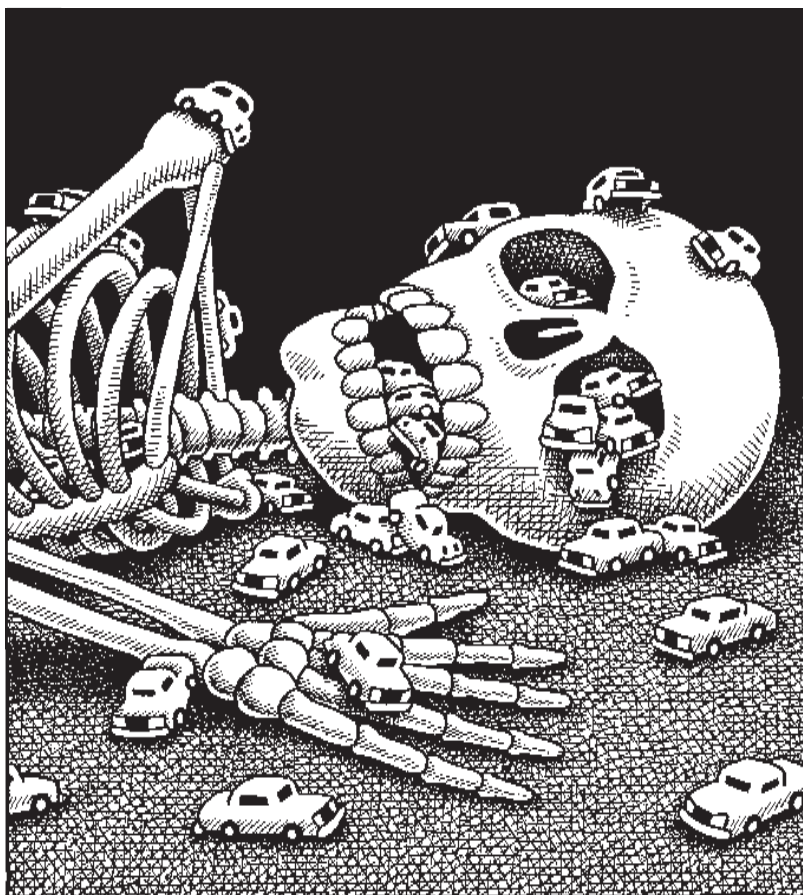
A Car-Free Day is an excellent way of doing this because it not only allows us a "practise run" in car reduction but allows the community to see its city through "new lenses" and how it becomes a more pleasant place to live.

Britton calls us "prisoners of the present," unable to envision a different scenario for our cities until we can observe the theory in practise.

Britton takes us through some logistical requirements for a Car-Free Day. Local support is necessary so that residents do not feel the car-free day is being forced upon them, but are willing to participate in and evaluate the project. The day requires a lot of preparation and education to ensure involvement and interest from all levels. Follow-up is essential.

Britton stresses that while a national car-free day is valuable, the initiative must come from the local level and the approach tailored to that city or neighbourhood; a standardised approach could never work. He adds that a national day allows for the pooling of results for useful analysis and the creation of Car-Free Day kits to be used in the future or elsewhere.

"Thursday" is an ongoing project and EcoPlan invites suggestions. To obtain a copy of the sketchplan contact Britton at EcoPlan, Le Frene, 8/10 rue Joseph Bara, 75006 Paris, France; tel: +(33) 1-43-26-13-23; fax: +(33) 1-44-41-63-41 or +(33) 1-43-26-13-23; <britton@ecoplan.org> or visit <www.ecoplan.org/>.



## Red Cross Cites Toll of World Road Fatalities

Road accidents will kill or disable more people than war, tuberculosis or HIV by 2020, the International Red Cross said in its annual disaster report unveiled in New Delhi June 24.

"Traffic accidents cause at least 500,000 deaths every year," said Astrid Noklebye Heiberg, president of the International Federation of Red Cross and Red Crescent Societies. "They will become the third largest cause of disability and premature death after clinical depression and heart disease and way ahead of war or HIV which gain more attention."

The report said traffic accidents have skyrocketed around the world since the first road death in 1896, with 70 percent of crashes in the Third World.

Around 15 million were estimated to be injured in accidents, mostly the poor and the young. The report said fatality rates ranged from about 180 deaths per 10,000 vehicles annually in Ethiopia and 82 deaths in Nepal to 1.9 for Australia and Japan. [see note]

Heiburg said road accidents cost developing countries \$53 billion a year, pointing out this is "almost as much as all the aid they receive."

The report said engineering—from car design to street lights—was far more effective in curbing road crashes than trying to change driver behaviour. - AFP n

Note: Dinesh Mohan, a transport researcher at the Indian Institute of Technology in Delhi, claims the Red Cross and Western road experts misuse traffic accident statistics.

Using the standard index of accident risk (deaths per thousand vehicles), roads in developing countries are 10 to 100 times more dangerous than those in the West. But this difference largely reflects the greater proportion of vulnerable road users. In Delhi, a city teeming with pedestrians, the annual number of pedestrians killed per million inhabitants is 75, less than four times the U.S. ratio.

Cars aren't always the issue, Mohan says. In Delhi, only one death in 20 involves a car. The big killers are buses and trucks, which are involved in almost two-thirds of fatal accidents.

- New Scientist

## Learn to Love the Car!

A leaked report has caught industry with its pants down, way down.

The confidential planning paper from the British car industry leaked to Friends of the Earth in mid-August not only reveals a £13 million campaign to change the public's attitude toward the car, but also the incredible power of advertising combined with an industry-sized budget.

Using chilling Orwellian language, the paper produced by the Society of Motor Manufacturers and Traders calls for a campaign to "lead and control the process of changing opinions."

The campaign plans to target "informed opinion" and "problem groups," including young people. The five-year thought-control campaign includes a national advertising blitz and a program to peddle propaganda to school kids. The ultimate audience is government, which "needs to be persuaded that the industry is in some way able to self-regulate."

"This leaked document confirms that the motor industry is not only cynical but immoral," commented Tony Juniper of Friends of the Earth. "Why should they have commercial freedom when everyone else is denied the right

to breathe clean air?"

All this makes one wonder if all our positive beliefs about the car would exist without a century of advertising campaigns behind us.

The paper shows industry won't even admit cars damage the environment. It describes the view that "the car is a central cause of air pollution and urban congestion" as not an obvious fact, but as a "very common perception."

The document also reveals industry wants air-pollution policy to steer clear of reducing car ownership or use, and instead focus on getting all vehicles to meet existing emissions tests—surely by replacing old vehicles with new ones, which would create more pollution than keeping the old ones on the road.

But a detailed back-up paper, also leaked to Friends of the Earth, admits the British targets on climate change cannot be achieved without a major reduction in carbon dioxide emissions from cars and new patterns of car ownership. But to industry, climate change always takes a back seat to swift business. So Britain can look forward to ads [see page 21] spinning the idea of the car as a positive contribution to the urban environment. n



In "The Estate We're In," real people come alive as they recount their car crimes and transport solutions through the readable, light-hearted pages.

Rather than leaving the reader frustrated about the transport situation, this exploration of car culture and the gridlock facing our cities allows us to understand the human failings which shape the problem and how it can change.

"This book does not blame car drivers for the state we're in," Baird writes on page one. "After all, anyone in a vehicle can be driven mad every day by traffic."

In this way Baird leads the reader through some available solutions to reduce car use.

The transport activist will be familiar with many of these and may feel frustrated that the book is not more biting about the culprits of the car problem. But no such activist could fail to appreciate the many anecdotes and human faces in this book, examples which could be used to "spice up" our own campaign articles and presentations.

The history of car culture unfolds, from the first time someone attempted to draw this horseless carriage (during the Chan Dynasty, China, 3,000 years ago), to the 100th anniversary of the car, celebrated in Coventry with a church service offering thanks for the car.

Baird explores people's relationships to their cars—the way people seek their identity in cars to the extent that "Mondeo drivers are middle-ranking business men, Renault 5's are driven by sloany students and Mercs by footballers."

The Estate We're In

## Who's Driving Car Culture?

During a ride in a VW Beetle, Baird notes that cars develop identities in their owners' eyes:

"To my embarrassment I discover that he was talking to his car. When we go to overtake he makes clicking noises, as if he was encouraging a horse..."

Baird casts an eye over the recurring appearance of the car in our culture. She examines projects aiming at car reduction, such as bicycle parking, car sharing and car-free estates through people involved in the projects. The Body Shop decorated its staff car park with messages such as "Automobile: n: A four-wheeled vehicle which runs up bills and down pedestrians."

Baird takes us through activists' more radical methods, presenting a few unexpected examples:

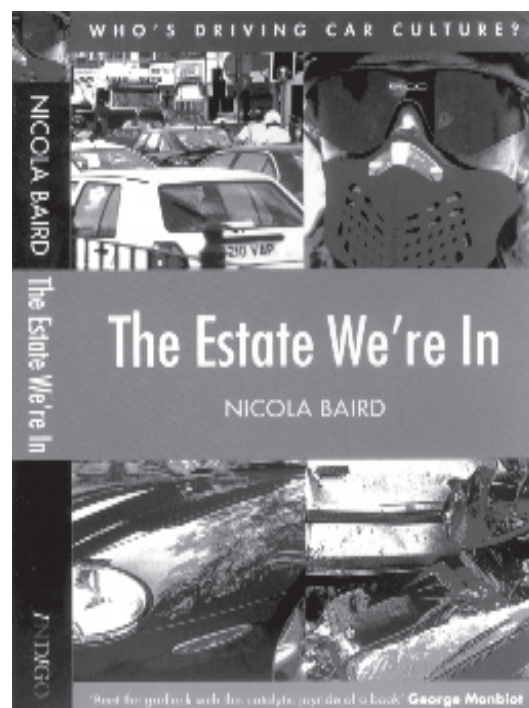
"Faith Lawson, the 75-year-old former chairman of The Pedestrians Association is tiny. But being five feet tall and weighing less than eight stone didn't stop her, and a number of other senior citizens bouncing around 18 cars off the pavement along a North London street."

Or the Christchurch resident who drew attention to the town's pollution problem by sending his council members a special perfume. The packages were initially thought to be petrol bombs, but "l'Air de Christchurch" was really a concoction smelling of diesel fumes.

Still, Baird's coverage of the British road-fighting movement contains loads of inaccuracies, having cited almost exclusively from mainstream

press reports rather than going directly to the activists involved.

The reader is taken behind the scenes of the car industry, meeting for example a government affairs manager who "insists that it is now impossible to kill yourself by inhaling the



exhausts from a new vehicle-though he admits the carbon monoxide may still give you a bad headache."

Baird closes with a warning: "The post-petrol age is coming soon and that may finally trigger a massive change in our single-minded pursuit of a set of car keys and an off-street parking place." - BS n

"The Estate We're In" by Nicola Baird is available from Virago Publishers at £7.99. For details on ordering from outside of the U.K., contact Car Busters.



# Bust-

## Announcements

### Monthly Bulletin

Via e-mail, Car Busters now puts out a monthly bulletin of what's going on with campaigns across Europe and its own projects, and how to get involved. Send an e-mail to <carbusters@wanadoo.fr> and ask to be put on the bulletin list.

### "Towards Car-Free Cities II"

Planning has begun for a second "Towards Car-Free Cities" conference to follow the one that launched Car Busters last October in Lyon. A planning meeting will take place at the EYFA Winter Meeting January in Hungary, and the second conference will focus on building campaigns to kick Western car culture out of Central and Eastern Europe.

An e-mail discussion to conceptualise the conference has begun on <traffic-l@eyfa.org>. Contact Car Busters to join it and/or attend the EYFA Winter Meeting.

### Poster Campaign

To help solve the problem of bicycles being looked down upon in Eastern Europe while the car is glorified, Car Busters is producing a colour advert-like poster designed to boost the bike's image while lowering the car's image. It will be translated into a dozen languages and pasted up in the streets by co-conspirators in at least 12 Eastern European countries. Contact Car Busters to join the campaign.

### Contributors Wanted

Car Busters needs people to keep the editors informed on what's going on around the world in transport-related developments. This way the magazine will always (well, most of the time) be on top of what's going on, and can inform people on how it will affect the larger movement. Unfortunately we can't afford to pay, but contributors will be credited.

### Car-Use Reduction

#### Int'l Conference Nov. 9-10

Called "Wheels of Change" and organised by the University of Westminster's Transport Studies Group and Local Transport Today, this conference of panels, presentations and workshops will bring together those seeking to reduce car use across Europe.

The bruising standard fee per "delegate" is £282, but a number of spaces at £140 are reserved for NGO representatives if you act quickly.

Contact the organisers at The Conference Office, Landor Publishing, Quadrant House, 250 Kennington Lane, London SE11 5RD, U.K.; tel: +(44) 171-582-3872; fax: +(44) 171-735-1299.

### Reclaim the Streets: The Book

Calling all street reclaimers and assorted revolutionaries...

Reclaim the Streets London invites everyone to send along material for the upcoming RTS book, provisionally titled "Who Are These Lunatics?: The Pleasures and Politics of Reclaim the Streets."

Send your superb photos of your street parties, press cuttings or "anything else like that." All material will be returned.

Send everything before Dec. 1 to: RTS Book, c/o John Jordan, 75 Kitto Rd., Telegraph Hill, London SE12 5TN, Britain; <artactivism@gn.apc.org>.

### Reclaim the Streets: The Film

A fast, compelling, 80-minute documentary tells the story of RTS with words, images, music and lots of action. The film sells at £6 unwaged, £8 waged, £10 well-waged and £2,000 "for nasty corporations and cops!" Send checks payable to Agustin Gutierrez, 72 Castlewood Rd., London N16 6DH; e-mail <rts@gn.apc.org>.

Gutierrez wants to make subtitled versions in other languages. Contact him to lend a hand with translation.

### Pedestrians' Listserve

Pednet, an international e-mail discussion listserve, covers all aspects of pedestrian travel. Of interest to urban/transportation planners, activists, and pedestrians naturally. To subscribe, send the message: "subscribe pednet" or "subscribe pednet-digest" to <majordomo@flora.org>. Send discussion messages to <pednet@flora.org>.



### Take a Detour

The new Detour Catalogue of Transportation and Urban Ecology has just been released—the most comprehensive source of sustainable-transport books and other resources that exists.

To get the free 28-page catalogue, contact Detour Publications, 761 Queen St. West, Suite 101, Toronto, Ont., M6J 1G1, Canada; e-mail: <detour@web.net>; fax: +1(416) 504-0068; web: <www.web.net/~detour>.

### Special Offer from John Whitelegg's Journal

The quarterly scientific journal World Transport Policy & Practice offers Car Busters subscribers and affiliates a £25 annual subscription, which is one-third of the normal price and less than the cost of production and distribution. All subscriptions must be paid in U.K. sterling or international money order. Any orders received before November 15 will receive Volume 4, No. 2, and all of Volume 5). This offer will not be repeated. All orders to the editor please:

John Whitelegg, 53 Derwent Rd., Lancaster LA1 3ES, U.K.; tel: +(44) 1524-63175; fax: +(44) 1524-848340; <j.whitelegg@lancaster.ac.uk>.

### Adbusters Magazine

Produced in Vancouver, Canada, this highly recommended 66-page, alternative yet polished "journal of the mental environment" inspired Car Busters' title. Adbusters, which produced the "Fraud" logo and photo in Car Busters 2, is filled with provocative features, media and ad-industry critique, action strategies and the best spoof advertisements out there. Every issue usually includes one or two items on transport or car culture.

Subscriptions cost U.S. \$20 for four issues; published six times a year.

Order from Adbusters, 1243 West 7th Ave., Vancouver, BC, V6H 1B7, Canada; tel: +1(604) 736-9401; <adbusters@adbusters.org>.

# Announcements

Announces • Anzeigen  
Anuncios • ?\$\\b&.>4b

The items on this page are all available direct from Car Busters.  
You can use the form on the page opposite (or your own) to order.



## ...Car Culture

continued from page 23

their houses.

Thus the car has become a bubble, a sealed environment, a shield from the picket line; it renders relations more distant in a way public transport cannot. For businesses, motor transport has become an ideal way to employ scab (casual) labour. Potential militancy by railway workers, who could gather together and organise coordinated shut-downs at stations and depots, preventing vast amounts of commodities and raw materials moving, could be bypassed with a fleet of individual-contract lorry drivers.

Thus although workers are still concentrated in urban areas, this threat to capitalism is mitigated by containing the working class as consumer citizens esconced in metal boxes, forever moving past one another in the incessant movement of traffic.

We're left with a nation of drivers, easily controllable through license plates, mandatory identifica-

## Acme Tat Supplies

Activists in Europe can now obtain discount climbing gear and other direct-action supplies all in one place, via mail order. Send Car Busters a couple Ecos or so and we'll send you the latest six-page catalogue, or e-mail us for the free e-mail version.

# Resources

## "Towards Car-Free Cities" Conference Proceedings

These proceedings are both an account of this international gathering that launched Car Busters and a manual for anyone planning a similar event.

You will find info on topics as diverse as running a tripod workshop to conference logistics. There is no better teacher than experience, and in these 40 pages you will find information and advice gleaned from the experiences of the organising team.

Available free by e-mail (Word 6.0 attachment) or 7 Ecos by post.

## "Free the Streets" Reader

This 68-page publication, produced during the "Towards Car-Free Cities" conference set-up, is filled with articles, ideas and contacts for car-free activism in Europe. Ten Ecos by post.

## Two Books by Wolfgang Zuckermann

Enjoy the classic "The End of the Road: From World Car Crisis to Sustainable Transportation." The children's book "Family Mouse Behind the Wheel" teaches children at a young age the problems of car culture. The large-format book is told through superb full-color illustrations and English text.

Both available for 20 Ecos each.

## Lyon Conference Video

This video documents the work and actions of the conference "Towards Car-Free Cities" in a punchy 36-minute format. The video can be used to introduce others to the issue, or to inspire groups already involved.

Available at cost for 15 Ecos. Note: It's in the European "PAL" format.

## "Road Raging"

The road-fighter's bible, published by Road Alert! Available for 10 Ecos. (See book review in Car Busters 1.)

## Direct Action Manual

Written last year by an Earth First! Journal co-editor, it's a 152-page almost comprehensive guide to direct-action tactics developed by Earth First! and other movements around the world. Includes lots of useful diagrams and illustrations. Get it for 14 Ecos.

## Bicycle Stickers

These coated stickers go along the full length of your bicycle frame, and can be ordered from Car Busters.

Please send 1 Eco for each, and order at least five total:

- A. ONE LESS CAR
- B. UNE AUTO DE MOINS
- C. EIN AUTO WENIGER
- D. UN COCHE MENOS
- E. THANK YOU FOR NOT DRIVING
- F. DEFENSE DE CONDUIRE

## Car "Cancer" Stickers

Big, hard-to-remove "cancer warning" stickers for cars (in French or English; 10 Ecos for 25 stickers.)

G. (Shown below)

H. French Version:

ATTENTION: Ce véhicule émet du dioxyde de carbone...

## Stickers for Selfishly Parked Cars

Fight back against cars parked on pavements (sidewalks)! Stick these mini-stickers on obstructing cars to remind the owners that pavements are for people. The "international" sticker has no text and depicts pedestrians walking over a car.

Send 2 ecos for 25 stickers (I.).

**WARNING:** This vehicle emits carbon dioxide, carbon monoxide, nitrogen oxides, sulphur dioxide, hydrocarbons, benzene, methane, aldehydes and VOCs. Causes respiratory disease and cancer.

Actual size



# CAR Bust-Subscriptions

**T**hank you for your interest in subscribing to the quarterly Car Busters magazine and (hopefully) getting active to reclaim your city from the car. Subscriptions cost 24 "Ecos" per year, translated into your country's currency in the third column at right. What are Ecos, you ask? If you're curious, see the explanation below (right of coupon).

**HOW TO PAY:** We accept cash in all major European currencies and U.S. dollars, plus cheques in U.S. dollars, French francs, pounds, guilders and German marks. We also accept international postal money orders, in francs only. If you must send any kind of cheque or postal order that charges us for currency conversion, please add 15 percent.

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à Merci de votre abonnement. Voyez la troisième colonne à droite pour le prix pour votre pays (82 francs en France). Nous acceptons des chèques français et de l'argent liquide de tout les pays. Si vous devez envoyer un chèque d'un autre pays, ajoutez 15% pour les frais de change.

## Español

à Gracias por tu subscripción. Busca en la tercera columna de la derecha el precio en tu país. Aceptamos cheques de Francia, Alemania, Estados Unidos e Inglaterra y efectivo de todos los países. Si mandas un cheque de otro país, por favor agrega un 15% para cubrir los gastos de conversión.

## Deutsch

à Danke für Dein Abonnement. In der dritten Spalte rechts kannst Du den Preis für Dein Land herausfinden. Wir akzeptieren Cheques von Frankreich, Deutschland, USA und Großbritannien, Bargeld aus allen Ländern. Wenn Du einen Cheque aus einem anderen Land schicken musst, stell ihn bitte wegen den Umtauschgebühren 15 Prozent höher aus.

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Canada	0.8 Dollars	19.2 Dollars
Croatia	1 Kuna	24 Kuna
Czech Rep.	6 Koruna	144 Koruna
Denmark	3.8 Kroner	91.2 Kroner
Estonia	3.6 Crowns	86.4 Crowns
Finland	3 Marks	72 Marks
France	3.4 Francs	82 Francs
Germany	1 Mark	24 Marks
Greece	130 Drachme	3,120 Drachme
Hungary	33 Forint	792 Forint
Ireland	0.35 Pounds	8.4 Pounds
Italy	1,000 Lira	24,000 Lira
Latvia	0.14 Lats	3.4 Lats
Lithuania	0.8 Litass	19.2 Litass
Luxembourg	21 Francs	504 Francs
Macedonia	9 Denar	216 Denar
Netherlands	1.12 Guilders	27 Guilders
Norway	4 Kroner	96 Kroner
Poland	0.75 Zloty	18 Zloty
Portugal	70 Escudos	1,680 Escudos
Romania	700 Lei	16,800 Lei
Russia	700 Rubels	16,800 Rubels
Slovakia	5.5 Koren	132 Koren
Slovenia	46 Tolar	1,104 Tolar
Spain	70 Pesetas	1,680 Pesetas
Sweden	4.5 Kroner	108 Kroner
Switzerland	0.9 Francs	21.6 Francs
Turkey	55,000 Lira	1,320,000 Lira
Ukraine	0.17 Hryvnya	4.1 Hryvnya
U.K.	0.35 Pounds	8.4 Pounds
U.S.A.	0.7 Dollars	17.5 Dollars
Yugoslavia	1 Dinar	24 Dinar

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