

## Air quality improving says Institute of Economic Affairs

**The truth contrasts with the distorted picture painted by "Environmentalists"**

The Institute of Economic Affairs has established, using published government figures, that UK air quality has improved dramatically in recent years and can only continue to improve.

Together with the Government's own monitoring figures, which show that levels of *all the main pollutants from cars are well within safe limits* specified by the World Health Organisation (See Ceefax pp412-417), this shows that there is *no excuse* for air quality to be cited as a justification for restricting car use.

"Environmentalists - and even some less responsible government sources - have in recent years made alarmist allegations that air pollution in our major towns and cities has reached lung-choking levels and is set to continue rising (e.g. 'Don't Choke Britain' campaign)," says ABD Chairman Brian Gregory. "The truth is very different, as the IEA has shown. The ABD has been pointing this out for years, but nobody has been listening."

The environmentalists, in the shape of Jonathan Porritt on the Today Programme 22nd April, claim they welcome these improvements and try to take the credit for them.

*Funny how they are so reticent in claiming this credit until someone else points out what is going on!*

*Could it be they have a vested interest in perpetuating the illusion of air quality problems?*

### Air Quality Improvement Highlights:

- Ambient levels of sulphur dioxide have fallen by over 75% since 1980 and by over 90% since 1976.
- Ambient levels of nitrogen oxides have fallen by over 20% since 1980 and by over 35% since 1977.
- Ambient levels of ground-level ozone have fallen by about 20% since 1988.
- Ambient levels of carbon monoxide have fallen by about 50% since 1980 and by over 80% since 1976.
- Ambient levels of particulates (PM10s) have fallen by approximately 50% since 1980.

### Supporting Points:

1. UK Public Service vehicles (buses) are not currently subject to emissions controls.
- Figures generated by the National Environment Technology Centre in 1997 have shown that a typical bus generates 39 times the NOx and 128 times the

particulate levels of a modern, catalysed petrol-engined car.

- Particulates produced by old technology diesel vehicles have been shown by research workers at Kyoto University to be potentially carcinogenic.

If government is genuinely interested in achieving improved urban air quality, it must act to close this serious environmental loophole.

2. Ground level ozone, generated by the interaction between VOCs and oxygen in the presence of light of certain frequencies, is destroyed by NOx emissions. This is why ozone levels are higher in rural areas than in towns with heavy traffic.

An unfortunate consequence of the substantial NOx emission reductions (achieved through improvements in automotive engine and fuel technology), has been a deceleration in the decline of ground level ozone concentrations, for the following reasons:

- a. The lack of significant decline in VOC emissions in the UK. This is partly a consequence of the regulatory restrictions on the use of lead in fuel. All new cars in Europe must be fitted with catalytic converters which are poisoned by lead. All new cars must consequently run on unleaded petrol, containing alternative octane-boosting chemicals high in VOCs.
- b. The largest single source of vehicle-related VOC emissions arises from fuel vapours released during refuelling operations. The UK government has steadfastly declined to legislate to compel petrol retailers to install fuel vapour recovery equipment to eliminate this totally unnecessary emission source.
- c. In Summer, VOCs emanating from vegetation, tree saps, leaf fluids etc.. represent the largest single urban (and rural) VOC source. With city- and country dwellers demanding ever more 'environmentally harmonious' surroundings, VOC emissions from this

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source are only likely to increase.

3. The 1994 Royal Commission on Transport & the Environment concluded (Appendix B, pp.289-300) that emissions from road transport sources were set to fall by between 67% and 81% of peak 1990 levels (dependent on emission type) even assuming the worst case traffic level projections.

Air quality can therefore only go on improving as the UK vehicle pool is renewed and fuel quality improvements continue. Government can play its full part by regulating gross public transport polluters and through requiring installation of fuel vapour recovery by petrol retailers.

Next time a politician or "environmentalist" tells you that Draconian restrictions on car use and swingeing road user taxation increases are needed to protect people's health, expose their lies.

Motorists are being ripped off. Join the Association of British Drivers' fight for fair treatment of road users: **Don't let them tax you out of your car!**

## Driver backlash imminent - police

The London Evening Standard of Monday 19th April reported that a confidential Scotland Yard memo had warned of a violent backlash from drivers. The Yard is concerned that drivers will increasingly be angered by moves to penalise them at every turn.

A separate, Government-commissioned, study has also apparently warned that drivers would not accept technology that would charge them for travelling. The report predicts

### New ABD address

Please note our new address.  
See page 2 for details.

that plans for charging drivers to use motorways could fail as thousands would refuse to pay.

The police now think the same would apply to urban road charging on London streets.

But will these reports alarm ministers sufficiently to halt their bloody-minded determination to push through measures such as the "integrated transport policy" in the face of all common sense and reason?

In the Yard's memo a senior police officer warns of a breakdown in law and order if authorities attempt to implement plans to block London-bound traffic. Computer-controlled traffic lights are already used to "gate" vehicles at certain entry points, even when there is no congestion ahead. The memo warns that many London boroughs are also infuriating drivers with "traffic calming" and traffic reduction schemes. [If only they had listened to the ABD for the last few years.]

Even the RAC backed the memo saying that many traffic-calming measures were now angering motorists with potentially lethal results. Edmund King of the RAC said: "In many cases traffic-calming has backfired. It is holding motorists up and they are speeding, jumping red lights and breaking the law as a result." He thus vindicated On The Road's "Thought for the Day" in the March issue, "There was no such thing as road rage until traffic calming was invented".

The Yard's memo further supports this by drawing attention to "little-publicised plans" for turning major routes into "no-car" lanes and the creation of "car-free" zones which will squeeze drivers so hard there will be a rise in "road rage" incidents as motorists fight over diminishing road space.

A senior police officer also warned that the new bus lane on the M4 due to open in May would have "major implications", forcing traffic to queue along the motorway and causing bottlenecks.

### "Essential User" Rebate

The ABD has long warned of the Divide And Rule tactics of government and the anti-car lobby: creating and then exploiting antagonism between pedestrians, cyclists, car drivers etc. Now a major player among road users has fallen completely into the trap.

Steven Norris, Director General of the Road Haulage Association is proposing that, like public service vehicles, lorry drivers should receive a rebate on the fuel tax they pay. Norris has dubbed it the "Essential User Rebate".

If this were to take effect there would still be many millions of people who, like the truckers, are essential users of their vehicles: without them they would have no livelihood. They would be left to bear the burden of the ever-escalating tax.

The fact is that this tax is far too high for *everybody*, not just the truckers. It all goes to

show that those who make the most noise get noticed, while those who stay quiet and put up with injustice are fleeced for evermore.

Taxi drivers have joined in some of the more recent protests. Could this be the start of an escalation of protest to include many more classes of drivers, each fighting for their own sectional interest?

If Norris gets his way, only the most heavily polluting vehicles (buses and trucks) will be able to claim fuel tax rebates. What perverse logic! Politicians make "pollution" the excuse for ever increasing taxation. But if you pollute heavily enough, you'll be rewarded with a tax rebate!

### More hypocrisy

Alan Meale, Labour environment minister, travelled the two miles from Peterborough railway station into the city in a 17mpg Ford Lincoln stretch limousine. He was there to address a transport conference and to make a speech about the "damage caused by the way we travel".

He told a meeting of representatives of the Greater Peterborough Commerce, Training and Enterprise Council: "The way we travel is damaging our towns, harming our countryside and already changing the climate of the planet."

### AA in anti-car U-turn

The fickle AA, recently praised for its campaign against the petrol tax rip-off, has performed a spectacular U-turn and come out in support of road-charging in Scotland. The AA is backing plans by David Begg, one of the Government's most aggressively anti-car advisors, on cutting car use.

Unbelievably, the AA said it "was not siding with the enemy"! Neil Greig, AA head of policy in Scotland said, "Investment is needed in the transport system in Edinburgh and the only way we are going to get the level of money needed is from road pricing. We want to be involved to ensure any money raised is actually invested in transport and not just a new tax on motorists."

An ABD member recently remarked, "I wish I was in the AA - just so I could have the pleasure of resigning".

### TRL "Safenet"

*Following the item, last issue, on TRL report 323 which reveals that speed is a definite causal factor in only 4.3% of accidents you might think the TRL would start to address the causes of the other 95.7% ...*

An ABD member, who is also a transport planning professional, recently attended the launch of the TRL programme 'SafeNET', which endeavours to estimate the effects on accidents over a whole network of a change in traffic movements, e.g. a road closure, banned turn, traffic calming, etc. He subsequently sent a letter to the TRL criticising their use of the '1 mph reduction in average speed equals 5% reduction in

## The Association of British Drivers

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For contact details see:  
[www.abd.org.uk/contacts.htm](http://www.abd.org.uk/contacts.htm)

accidents' relationship in assessing the effects of traffic calming, as this appeared to produce a ridiculously large reduction in accidents over the whole example network they showed in the presentation at the launch. He suggested there was an element of double counting at work and also referred to TRL Report 323 about the proportion of speed related accidents.

In its reply, the TRL made the following comments on the results of TRL Report 323:

"The figures in Table 2 show that 'excessive speed' was reported on 424 occasions, ie in just over 15% of the 2795 accidents in the study (the figure 5847 refers to the number of factors reported, the form allows for more than one factor to be reported per accident). Even when excessive speed is not a contributory factor, the consequences would often be less if the speeds were lower. Of the four factors which were reported more frequently than excessive speed, it could be argued that none is as amenable to treatment as speed. Furthermore, a number of other factors such as 'in a hurry', 'slippery road' and 'bend' imply driving at a speed which is inappropriate."

They really seem to be clutching at straws to defend the 'Speed Kills' policy here. The 424 occasions quoted from Table 2 of the report is for all factors, whereas excessive speed was quoted as a definite factor just 126 times (as explained in a previous OTR article). Even using the figure of 424, that only represents 15.2% of accidents, well below the infamous 'one third' figure. The four contributory factors quoted more frequently than excessive speed are:

'Failure to judge other person's path or speed', 'Behaviour - careless/thoughtless/reckless', 'Inattention' and 'Looked but did not see'.

In other words, all these are errors which could be reduced by improved driver training, but that is too difficult! So they would rather enforce speed because it is easy, than do something about driving standards. What an admission!

## International News

### End of "Montanabahn"

After three years without a daytime speed limit, Montana will impose limits of 75mph on interstates and 70mph on two lane highways on May 28. This will no doubt be presented by the 'Slow is Safe' brigade as a desperately needed safety measure prompted by horrendous carnage; but the truth is somewhat different.

When the American national speed limit was abolished at the end of 1995 the Montana speed law automatically reverted to what it had been prior to the national law being applied, with a daytime speed limit defined as whatever was 'reasonable and prudent'. The state legislature could have convened specially to establish a new limit, but given

the scarcity of traffic in most of Montana this was not felt to be necessary. There was however, a general assumption that when the legislature next convened such a limit would be established.

The consequences of the change in the law were exactly what anyone familiar with research on the subject would have expected. Average speeds increased by 2mph, fatalities in 1996, the first year without a limit, were 9% down on the previous year. In other words, considering normal variation, nothing at all changed. Accordingly a proposal for a daytime speed limit was overturned.

In 1997 however, fatalities went through the roof, reaching the highest level since 1983 and a third up on 1996. Supporters of a speed limit argued that this was clearly the result of the lack of a daytime limit, others pointed out that there hadn't been a limit in 1996 either, the limit in 1983 had been 55mph, and many of these accidents had occurred at night anyway. Pressure from residents of the less trafficked areas of Montana, for whom passing another car on the highway counted as a social occasion, prevented a limit being enacted in 1998.

Then a Mr Rudy Stanko, a cattle buyer from Billings, got himself booked for speeding, again, and again. Once for 101, once for 117, then for 121, each time being accused of violating the 'reasonable and prudent' speed law. Mr Stanko argued that since no one could tell him how fast he could legally drive, the speed law was 'void for vagueness', therefore unconstitutional. The Montana Supreme court agreed with him and in December 1998 overturned his speeding convictions (but he still got charged with reckless driving), and the law. This is what prompted the state legislature to introduce the numerical limits. Whether Mr Stanko intends to modify his driving style is not known.

In conclusion, there is no evidence of the scrapping of a numerical daytime speed limit being followed by, let alone causing, significant alterations in traffic speeds. There is no evidence of increased incidence of dangerously high speeds, and any change in fatalities, either way, is lost in the general variation.

#### Fatality rates, Montana

Year	Fatalities
1994	202
1995	215
(65mph limit repealed)	
1996	196
1997	261
1998	223

#### Average speeds in Montana, 1997

Interstates	67.2mph
Two lane roads	58.5mph

## Environmental naïvety exposed again

The European Chemical News of 8-14 February 1999 contained an article exposing how the simplistic soundbite arguments of environmentalists are driving society down a blinkered, pseudo-scientific regulatory cul-de-sac.

The simplistic view of the overwhelming majority of environmentalists seems to be that the natural terrestrial world is entirely composed of benign "biodegradable" chemicals that always break down to form harmless compounds which do not accumulate to dangerous levels in higher animals (ignoring, of course, such inconvenient, naturally occurring toxic substances as arsenic and asbestos).

Consequently environmentalists label all chlorinated and brominated organic compounds identified in natural habitats as synthetic and "unnatural" and further evidence of the detrimental ecological effects of human activity.

This oversimplified, "Hovis advert" view of the natural world coupled with the implied "dirtiness" of human activities has been seriously undermined by recent Canadian research on naturally occurring chlorinated and brominated chemicals reported in the American Chemical Society's Journal of Environmental Science and Technology.

Researchers at the Carleton University, Hull, Ontario have isolated the heterocyclic aromatic hydrocarbon 1,1-dimethyltetra-bromodichloro-2,2-pyrrole in the eggs of sea birds. It is suspected to emanate from the anti-predator defence mechanisms of seaborne bacteria and has been detected in puffins, sea eagles and even seals. The chemical is persistent and seems to become more concentrated along the food chain. It is conceivable that a high fish diet could lead to such concentration effects in humans.

Environmentalists and legislators should bear such findings in mind when respectively initiating their campaigns and framing regulatory legislation. As Matt Ridley wrote of global warming in the Daily Telegraph: 'Do the science, then start the campaign'.

## Biosphere results

*Bernard Abrams looks at the results of the well-known self-sufficiency research project.*

'Biosphere', and in particular 'Biosphere 2', attempted to create a closed community. All parameters associated with it were closely monitored as the community attempted to eke out a living in a closed ecosystem. Monitors quickly discovered a severe problem - runaway carbon dioxide levels, and not a single car in site [sic]! They tried in vain to decrease the levels by increasing "rainfall" (watering) to such an extent that their 'desert' area became pampas. They also planted trees in an attempt to get huge wood harvests to store (sequester) CO<sub>2</sub>, but this didn't cure

the problem either. Eventually 'they' realised that the soil, treated with such amounts of organic (!) material as to be super-fertile, was a haven for micro-organisms at bacterial level and these were reproducing and growing at such a rate that the rise in carbon dioxide levels (and a small fall in oxygen) was alarmingly large!

Now, given that the Sun and the Milankovitch cycles account for around 99% of observed climate change (and the percentage here is probably calculated on an over-estimate of temperature change, due to the urban heat island effect, so it's probably 100%) my guess is that there most certainly IS now the full 100% of any real effect accounted for. Surely, alongside industrialisation, farming around the world began to increase the fertility of soil, eutrophication was just around the corner, and hey-presto: CO<sub>2</sub> output will have been boosted. Even now, 'green' organic farming is seen, from Biosphere 2, to have a severe impact on atmospheric CO<sub>2</sub> levels. Conclusion? To save the planet, drive a car to pick up your groceries from Tesco rather than growing your own (unless you enjoy gardening!).

## Eco-taxed to oblivion with no hope of remission for good behaviour...?

Rodney Chase, President and Deputy Chief Executive Officer of BP Amoco, appears to embrace the concept of energy taxes - so long as those companies 'which actually reduce their emissions' benefit from 'the introduction of a reduced rate of corporate taxes'. Meanwhile, the various institutions representing the interests of European industry groups simultaneously queue up to make special pleadings for delays, defrayments and exemptions. And just who is looking after the interests of the man overtaking the Clapham omnibus? Only the Association of British Drivers.

In the European Chemical News of January 25, Chase argued that what makes a tax good or bad is the intention behind it. 'If a government is determined to increase its revenue from taxation, energy use is likely to be a target ... in which case, let us be honest about the motivation and stop pretending that all this is because of concerns over climate change' (Hear! Hear!). Energy taxes [he said]

### Speed Limits - How they are set and your Right to Object

The ABD has prepared an informative Action Pack which sets out in detail the process by which Local Authorities set speed limits, and the rights that every member of the public has to object to the imposition of new or reduced limits. The pack costs £5 to non-members, but is available free to members.

can have an important contribution to make 'provided they are directed at creating incentives for people to do the right thing, as opposed to creating a revenue dependence from people doing the wrong thing'.

But how can anyone take seriously the ethical basis of eco-taxes purportedly justified on scientific grounds, when their supporters' true, Machiavellian, objectives can be captured thus: 'Never mind if the science is all phoney, there are collateral environmental benefits. ... Climate change offers the greatest chance to achieve justice and equality in society'? [Quote taken from the Calgary Herald of December 14th 1998, and credited to Canadian Environment Minister, Christine Stewart, speaking on the Kyoto Greenhouse Gas Emissions Treaty.]

Let's face it: a tax based on unsound science is a bad tax. Period. How can anything "just" come out of an unjust tax?

Meantime, European residents - and particularly UK residents - already pay over-the-odds for virtually every everyday article due to our distorted energy taxation structure. Cars, fuel, housing, domestic air and rail travel, food, newspapers, paint - in fact just about every single necessity of life in a modern industrialised society - is more expensive in Europe than in the United States.

Frankly, whether government instigates investigations into the disparities in pricing between various European countries is largely immaterial. Far better for it to investigate the pricing disparities between Europe and the United States.

European governments would not then dare to propose yet more energy taxes; and would instead actually be forced - a long time overdue - to emulate the United States and slash the crippling burden to our industrial competitiveness represented by extortionate taxes on energy and fuels generally.

## Gatso Watch

### The flash of death?

This month the ABD publishes three letters which appeared in quick succession on our email system and which reveal the complete disregard for life and limb implicit in the current manic obsession with speed of the police, highways and local authorities.

"There is a Gatso camera on the A603 between the junction with the A1198 and Cambridge. The reason that I know of this one was that one night in November 1998, on the way back from taking my wife to the Rosey maternity clinic in Cambridge, the damned camera flashed at someone in the opposite direction (I presume). I was not aware of its presence and was so startled by the two bright flashes that I lost control of my car and came about as close as I ever want to do to rolling a car.

"Damned things should be removed - if I stood at the side of the road with a flashgun and fired it off in people's faces, then I know

what would happen to me!"

Our next correspondent replied:

"One of the theories about the death of Princess Diana was that someone had gone alongside and fired a powerful flash into the driver's eyes. The possibility of a flash causing the accident was strong enough to make the national media, yet the authorities are erecting thousands of Gatsos which are having the same effect!"

And the next:

"Several people have spoken to me recently, with similar experiences to my own, of being flashed from the front by a Gatso at night. All say that they were blinded temporarily and one told me that he lost control of his car but did not crash.

"On the A68 in the past three weeks there have been two fatal accidents at night within spitting distance of fixed Gatso sites. Now, I have no idea whether this is merely coincidence, whether the Gatso flashed, whether the drivers reacted inappropriately to seeing the Gatso, or whether the Gatso had no bearing on either incident whatever. Even if the Gatso was a major contributory factor in either incident, I doubt whether that would ever be published.

"A suggestion, however: If each of us wrote to the appropriate police authority for our area, citing the dangers (relating personal experience if appropriate) of Gatsos flashing in one's face at night, is there the remotest possibility that some forces would desist from installing more?"

Indeed. Or will the prospect of filthy lucre hold sway?

## Letters



### "Yes" verdict on Rally

Sir - I've just read this month's OTR and saw the suggestion of a motorists' rally similar to the truckers' protest earlier this month. I for one would go.

Damon Green

Sir - I would be happy to attend a rally in order to protest at the present cost of fuel, and the large increases that the government seems intent on continuing to apply.

Spencer Allen

### At last - the truth

Sir - An organisation called the "Car Free Cities Network", was set up by the EU's Directorate General 11 (DGXI) in March 1994 at the "Car Free Cities?" Conference in Amsterdam. (See <http://www.edc.eu.int/cfc/about.html>) The CFC adopted the "Copenhagen Declaration" at its AGM on 8th May 1996. This "Declaration" (<http://www.edc.eu.int/cfc/copenhagen.html>) is full of the usual hyperbole about predicted growth of traffic, greenhouse gases and so on but right at the end it says, "All decision-makers at the local, regional, national and European levels are urged to play their part in changing our culture of mobility!"

In other words, the EU wants us to stop using our cars. We must no longer consider ourselves "mobile". We must get back into our little boxes, back to the days when everyone walked to work, walked home and the highlight of the year was a coach trip to Bangor. We've been free for long enough. This is why all levels of the bureaucracy are bringing in anti-car measures, from Pratscott, through Staffs CC cluttering Lichfield with 150 humps, to Lichfield District Council pedestrianising the centre of Lichfield against the wishes of local businesses and the general population.

However, the authors admit, right at the start of the Copenhagen Declaration, that "Mobility is an expression of freedom and an integral part of modern society. Mobility is part of our culture. Culture may be defined as the ideas, beliefs and customs that society shares." Then after three pages of verbosity we get the by-now familiar quote "We must move towards a society respecting environmental limits. All decision-makers at the local, regional, national and European levels are urged to play their part in changing our culture of mobility."

So, from the first paragraph we can see that they *know* that "mobility" = "freedom". Using the mathematical technique of substitution we can see that their final paragraph actually reads "All decision-makers at the local, regional, national and European levels are urged to play their part in changing our culture of freedom"!

Chris Lamb, Staffs.

### EU is symptom, not cause

Sir - The fact that the EU may be promoting destructive, anti car and anti road traffic policy should not in my view make us anti EU, any more than the fact that all our major parties seem to have no idea of the true needs and aspirations of their citizens in terms of mobility and freedom makes me want to abolish the Government.

What we should be seeking to do is to drive some of the nasty elements out of our political establishment. That applies at local, national and European levels.

Those who are anti EU (as opposed to just critical of some of their policies) should perhaps consider why we seem to have the most virulent form of anti car politics in this country and Europe's most expensive petrol. It is naive to think that this is all the effect of Brussels, because most of it, sadly, is home grown.

Having watched a German TV programme about traffic law enforcement, from parking to speed, it was quite clear that neither the police nor the traffic wardens nor the reporters shared the sickening anti motorist attitudes that we in the UK have to put up with. And even a so called "red-green" Government in Germany dared not raise tax on petrol more than 6 pfennigs a litre (about 2p), for fear of a backlash.

Julian Rowden, Sheffield

### A cry from the heart

Sir - When is something to be done in this country? The government do nothing but take the money out of our pockets and no one seems to act. I am a car sales executive and am totally fed up with the government taking the Michael. Is there nothing to be done?

Imagine having bought a diesel car in the last few years. A lot of my customers are now fed up and so am I. Is there anything that can be done? I, like many people in this district, have to pay dearly in order to get to work to pay the government more bloody taxes. I am fed up. Is there anything I can do to object?

J Heaney

### Annual Fuel Duty Escalator

Sir - Regarding the escalator, apart from the lorry drivers, is there another campaign to get the escalator removed as it is daylight robbery.

Tony May

## Campaigning

### Your chance to campaign!

Members of the ABD - and anybody else like-minded and able to take a day off work - are invited to take part in a lobbying of delegates to the conference 'Implementing the Kyoto Protocol' at Chatham House, St James's Square, London SW 1Y 4LE, on Monday 14 June 1999. Aim to be there by 0830 hrs (0900 latest). You will be given leaflets to distribute, and the ABD banner will be there too, so all you need to bring is clothing to suit all likely eventualities and enough food / drink to see you through your intended period of attendance. Piccadilly Circus is as good a tube station as any if you're planning to use the underground in your travels. Johnny "Two Jags" Prescott is a keynote speaker at this three-day event, but is unlikely to be there on the Monday (pity).

This is the first active campaigning 'on the streets' that the ABD has organised, so the more the merrier. Aside from the truckers, who may be joining in, it's possibly the first such action by any car user group in the UK in the face of penal tax rises and continued simultaneous road-user stigmatisation and cash-cow milking.

The background to this conference is the emissions reductions, and trading of emissions reductions, under agreements made at the Kyoto Summit

and which, under Tony's Cronies, are being used to justify road tax (sic) and petrol tax hikes on environmental 'Kyoto Protocol' grounds even though we all know that transport is not responsible for the non-existent global warming we are all made to feel guilty about. Our leaflets for delegates will score points on this clearly, simply and subtly to delegates and passers-by, using recent information on new technology and other fronts to disarm the greens, while our standard leaflets will be available too.

We are looking to arrange other supporting activities on or before the date to maximise impact, and these will be covered in press releases both before and after the event. See you there!

### The ABD needs your help

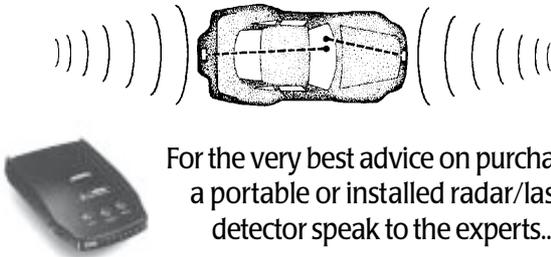
The structure of the ABD has seen some changes recently, and to be as effective as possible will soon see a few more. There are plans in hand to do more campaigning on a regional and local level, but to do this we need more members to share the workload. The more people who get involved, the lighter the workload for everyone.

### Local campaigns

We are looking for people who are willing to act as regional representatives, so local issues can be tackled more effectively. Initially it would be a case of liaising with members in your area on local initiatives - many people feel they would prefer to get involved on local issues, and leave the national campaigning to those who currently do it. By becoming a regional representative you can get as involved as you want to and are able.

We're also trying to increase the number of active members. If you can write press releases or help to spread the ABD gospel to as many people as possible, we would like to hear from you. If you have any ideas you have for improving the effectiveness of the ABD's campaigning please contact us.

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## ABD at Coy's, Silverstone

Finally we now have an events committee that is in place to ensure the ABD is represented at some of the many motoring events around the country. This year we are looking at having a stand at the classic car show at the NEC and the Coy's Historic Festival at Silverstone. If you have a car that would be suitable for display, or you can spare the odd day or two to help on the stand, please offer your services. Don't put it off or leave it to somebody else - your input counts!

If you can help in any way, please get in touch with me through any of the channels below. If you need help with any campaigning I'm here to help you, so don't be shy!

Richard Dredge (contact details, p2).

## Pro-Motor News

### NEC classic car show

The ABD attended this year's Classic Car show at the NEC. We had a small stand which was decked out with the ABD flag and lots of sheets with information on about the issues we campaign on.

Reaction was very positive - only a couple of people objected to what we were doing. One of these was about the speed camera listing specifically, and the other was a person who refused to believe that the car isn't destroying the environment.

Five people signed up to become members, including a lady from Lancashire who had never heard of operation Victoria. The most positive aspect of the show was the chance to liaise with car clubs who (in some instances) represent several thousand members. AC, Audi, Volvo, Ford Granada, Jaguar and TVR clubs all were keen to join the ABD as members and to print information from us in their club magazines. The TVR Car Club signed up over the weekend with a view to linking up with John Lyon with some sort of advanced driver training package - they have a lot of young members with new TVRs, and the club wants to promote driver training.

More people will join as a result of our attendance - a few took leaflets away with the view of visiting the web-site before joining. Something that came across quite clearly was that we are now becoming well known - at least within motoring circles. Several people came to the stand (including a couple who signed up straight away) having already heard of us.

Highlight of the weekend came on the Saturday. Bernard Abrams and Brian Gregory were attracting people's attention by asking whether or not they thought John Prescott is being fair to them with the policies he is putting in place. Bernard asked a young woman this question, to which she replied "I can't answer that because I'm his niece"!

**New address, tel. no. or email?  
Please make sure you tell us!**

## Regional contacts

In the last issue of On the Road we asked if any members could offer their services as regional representatives. The first six volunteers have stepped forward, and their details can be seen on page 2 of this issue. We need as many people as possible to help co-ordinate the different areas of the country.

As well as needing regional representatives more members need to get actively involved in campaigning. If you can write press releases or would like to become a spokesman for the group we want to hear from you. If you volunteer your time you will get all the support and information you need - we won't abandon you to get on with it!

### ABD in the media

Our press releases now go out electronically, emailed to over 200 journalists at local and national level. We are now reaching the point where the media are coming to us, without us having to approach them first. Here is a list of the press releases that have gone out since the last issue of OTR. You can see them on our web-site or contact Richard Dredge for copies.

- Air quality improving not deteriorating (see page 1)
- Audit commission slams public transport
- Pedestrianisation schemes are a waste of money
- Response to FoE's assertion that London air is dangerously poor
- Scotland Yard predict anarchy over anti-car measures (see page 1)
- Small car-tax scam
- Speed cameras are there to raise revenue

Since the electronic press release system went live (in March) the ABD is enjoying unprecedented coverage in the media. It would be no exaggeration to say that this issue of OTR could be filled with examples of media coverage for the ABD, but these are a few of the highlights.

Jimmy Young gave us some publicity while discussing the truckers' protest on April 12th - he used Bernard Abram's phrase that fuel taxes are a poll tax on wheels. On the same day Brian Gregory appeared on Vanessa, on BBC1. The programme was biased against us a little, but we were represented on a programme seen by many millions of people.

That same week Autocar followed up two of our press releases - the £100 VED for sub-1100cc cars being a sham and the fact that Gatsos are being used to raise money rather than improve road safety.

The Times described the ABD as "a militant motoring organisation" for "leading a backlash against speed cameras" - a reference to our Gatso listing on the web site. As a result, a lot of curious people went to the web-site to have a look - and they liked what they saw! We had some very positive feedback as a result.

BBC local radio have granted us a lot of air time over the last few months. [At last,

some balance, at least on local stations. - Ed.] Thames Valley, Berkshire, Falmouth, Oxford and Suffolk have all given us airtime (mostly on more than one occasion), amongst many others, but the greatest conquest must be BBC Radio Northants. On April 9th they gave Nigel Humpaway a whole hour long special, purely to put the ABD's points across!

Local and national newspapers are proving a useful outlet as well - Chris Lamb has achieved notoriety in the Lichfield local press, as has Peter Davies in the Milton Keynes on Sunday. The Surrey and Guildford Star have given us quite a few column inches, and the Daily Telegraph continue to do sterling work promoting the ABD.

This short list doesn't do our spokesmen justice, as it doesn't reflect the number of hours put in by them and the massive amount they have achieved. With the move to a monthly OTR we'll keep you informed of our successes in each issue.

## Web sites

### Global Warming

Another website which seeks to tell the truth about Global Warming is the "Economically Viable Alternative Green" (EVAG) Global Warming site at:

<http://www.altgreen.com.au/gge/index.html>

### 20mph vote problem?

The BBC set up a web page at

[http://news2.thdo.bbc.co.uk/hi/english/talking\\_point/newsid\\_328000/328721.asp](http://news2.thdo.bbc.co.uk/hi/english/talking_point/newsid_328000/328721.asp)

This Talking Point page was about the 20mph speed limit and invited viewers to vote on the question, "Should your speed be curbed?" Over a period of 24 hours the balance of "No" votes changed from 63% to only 54% and several members reported that they were unable to cast their own "No" votes, they kept getting chucked out. We did not hear of anyone having problems voting "Yes" but then we wouldn't, would we?

The BBC actually set up a link to the ABD web site. Their page also had many interesting comments and will be worth visiting if it is still up.

Another Cameras page:

<http://www.homeusers.prestel.co.uk/warren/frames.htm>

The Australian Motorists Association now has a temporary website at:

<http://www.netcolony.com/members/ozimotorists/index.html>

A new motoring web-site is at:

<http://www.motormag.com>

This web site has been featured before but is worth mentioning again. It explains all about the Traffic master system, and other things that look like speed cameras. It also covers the different types of speed trap and how they work. It can be found at: [http://www.audicoupe.demon.co.uk/speedtrap\\_bible.html](http://www.audicoupe.demon.co.uk/speedtrap_bible.html)