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you are not allowed to drive. So a perfectly good 4 lane road, built at great expense with our tax money, has actually been reduced to an ordinary two lane street. Word has it that it is only the inability of the paint manufacturers to produce sufficient paint which is apparently preventing the MOT from painting white diagonal lines over the whole roads so that no one could use them at all. With the centre of the roads having been turned into a no-man's land, the traffic has now to crawl along on the one lane left open. In peak periods, these roads which were meant to be main traffic arteries, carry now slow moving bumper to bumper traffic as far as the eye can see and beyond. Motorists living in adjoining streets particularly appreciate this arrangement: blocked for very long times at the intersection, they have ample time to admire the MOT's wisdom whilst counting hundreds of cars passing in front of them until they find that elusive gap to join the procession.

BUMPS AND CHICANES. The chicanes on the racing circuits of Monza and Hockenheim are a child's play compared to some chicanes placed by the MOT on certain roads in NZ. Some of these chicanes are so tight that no bus could ever get through, thus successfully cutting off whole residential areas

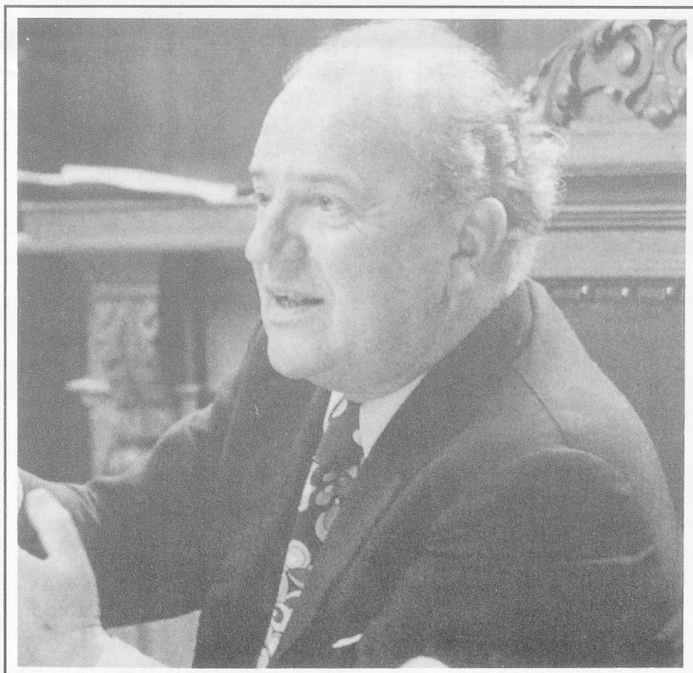
from any possible future bus services. The Government is happy with this arrangement because fifty people using a bus do not bring in much money, but fifty people each driving their own cars use a lot of petrol, hence more revenue for the Government. Maybe this time, even old grandma could join a Minister's family on a trip in First Class to Honolulu at the poor motorists' expense, all paid by the petrol tax and topped by the GST to add insult to injury. Of course the vicious bumps placed by the MOT on perfectly flat roads have no other purpose than to rip off the exhaust pipes of any low riding sports car. And as these special pipes are usually 3-4 times more expensive than ordinary exhaust pipes, the Government makes good money out of the added GST.

SPEED CAMERAS. If you stood by the road at night and flashed a strong spotlight into the face of any oncoming motorist, you would soon be arrested for endangering people's lives, and rightly so. But the MOT is, in this respect, above the law. They are allowed to do just that and this with the blessing of the Government. You drive along quite happily at night when suddenly you are shocked by an enormous flash light which leaves you totally blind for the next few seconds whilst you are still trying to steer your car. To deliberately

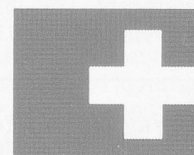
shock and blind an unsuspecting driver and still expect him to be in full charge of his car is pure lunacy. To use these cameras at night seems to have only one aim: to create a situation for a potential accident. Either the blinded driver jams on his breaks and gets rammed by the car behind or he finishes in a ditch. In either case, the Government cashes in on the repair jobs. Now if all the trickery by the MOT has still not brought the traffic to a virtual standstill, then they use the ultimate weapon: **THE ROAD BLOCK.** The road blocks are the nearest thing to what the MOT always wanted: to stop all traffic movement in NZ. Although for a short time and in some restricted areas only, the road blocks make the MOT feel supreme. Under the pretext of wanting to check your warrant of fitness, your car licence, your bad breath, the pressure of your tyres and the age of your grandmother, they keep you stopped as long as they humanly can. Having gone through more questions than are contained in a game of Trivial Pursuit, they reluctantly let you go, satisfied that they are stopping all traffic as long as they could. What the MOT has not yet realised though is that once out of the road blocks, the motorists are travelling twice as fast as before just to make up the lost time.

DEATH OF NELLO CELIO

Past Federal Councillor, Nello CELIO, died recently at the age of 81. He was elected to the Federal Council in 1966 and became President in 1972. He took charge of the Military Department followed by the Department of Finances. He resigned from his position in 1973 claiming that, although he had been elected as a Federal Councillor almost against his own will, he had nevertheless fulfilled his duty to his country by accepting this high position for a period of 7 years.



Nello Celio in 1972 during his year of presidency.

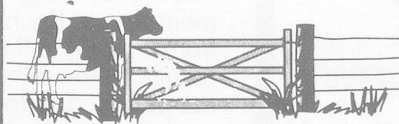


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