

Left-wing drive

All left-wingers hate cars. I don't mean that they hate looking at them or riding around in fancy roadsters. These are mere mechanical functions. Deep down in their psyches, leftists know that the car is a grave ideological threat.

In communist nations, private cars are harder to find than fresh tomatoes. Most are reserved for the exclusive use of party bigwigs. Gas stations and repair garages are almost impossible to find. Cars are considered dangerous and wasteful. Instead, automotive resources are channeled into making trucks, buses and tanks.

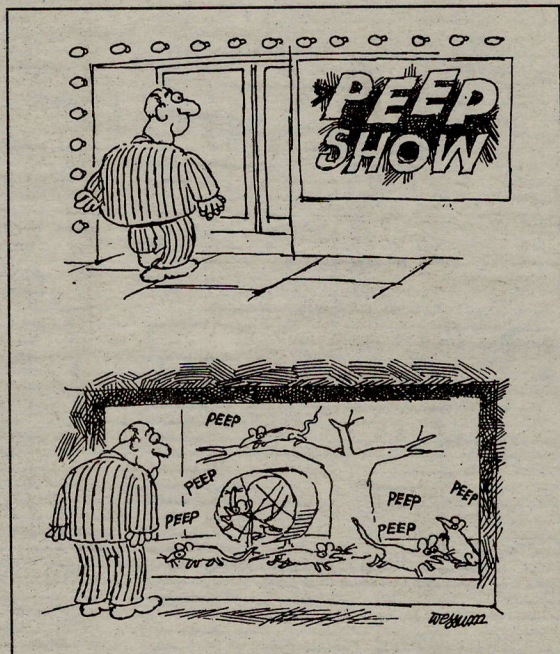
The reason the USSR has 55,000 tanks — one third of the entire world's supply — is because the Russkis don't waste time or money making private cars. In fact, 21 million black South Africans own more cars than 270 million Russians.

This is no surprise. Priority No. 1 in all communist states is tight and unrelenting control of the people. By forcing people to take public transportation, such as buses, trams and trains, the state security apparatus can readily monitor all movement. Anyone who has visited communist states will have noticed the intense security at train stations, airports and bus terminals.

Cars, of course, allow people to go where they want and to hold secret meetings — as generations of American teenagers have so enjoyably discovered. Freedom of movement is an anathema to totalitarian states. That's why only dependable party members get cars. Everyone else takes the bus.

This Marxist hatred of the car has, unfortunately, replicated itself in North America. Scratch one of our leftist city councillors in Toronto, for example, and you find a bitter car hater. Some of these socialist Solons are not even sure why they hate

Punch



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cars but all know deep down that autos are wicked and the enemy. It's almost as if they had been programmed.

But fighting cars in North America is no easy task. So our local leftists have resorted to guerrilla warfare. The city council's Che Gueveras have developed a host of highly effective anti-car techniques. Such as putting up stop signs on every corner to infuriate drivers, slow traffic to a trickle, use up the West's supply of gasoline and poison the capitalists' air. There are also those speed bumps which are really a sort of people's minefield designed to shatter the bottoms of bourgeois cars.

Raising parking fees or getting rid of parking lots outright has been another useful technique. Making street parking almost impossible, or banning it totally, has certainly put a spoke in the capitalists' wheels. Some of them have even been forced to take public transportation. No matter that Toronto has one of North America's shortest and most placid rush hours, we are routinely informed that the city is about to be permanently paralyzed by gridlock — brought about, naturally, by capitalist arrogance, selfishness and greed.

Not to be outdone, Toronto's police department has also had a go at the concept of the free-roving car. Police have been itching for years to be able to pull cars over to do routine checks. This, as any good cop will tell you, is one of the most effective crime-fighting techniques. In communist nations, the ubiquitous random check is a favorite with state security agencies. And who has not seen the look of rapturous delight pass across the face of a Paris *flic* when he stops some potential miscreant and snaps, "*Papiers, monsieur!*"

Here in North America, police didn't used to be able to stop cars without reasonable cause. Something had to be found to justify getting a grip on drivers. Along came the crusade against drinking and driving. *Voilà!* The perfect excuse to stop cars. To detect those most heinous of criminals: Drinking drivers.

In the East Bloc, police do the same, but look, instead, for their own version of drinking drivers: The "anti-state element." No wonder at Christmas time, RIDE-stricken Toronto looks very much like East Berlin.

With these thoughts in mind, can some of us be blamed for worrying about the future of the car? If the leftists have their way — and up here in Canada they almost always do — we will all one day be taking public transit or shuffling off to work in heavy boots. Then all public transit will require a plastic coded pass. And this pass will record on computer who went where, when.

Police will stop pedestrians and check them for drinking or for proper documentation. Cars will be only a memory — except, of course, for the Lada limos of the city council's commissars.