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went to pay for higher salaries for our Ministers, for a better pension scheme and for free domestic and overseas travel into eternity for all our Ministers and their extended families. So the Government has a vested interest in not following its MOT into a total ban of all traffic. Not being allowed to stop the movement of vehicles altogether, the MOT is doing its utmost to slow it down or stop it temporarily wherever it sees a chance to do so and in this it has, unfortunately, the full blessing of the Government. To achieve this, the MOT is using a series of dirty and fiendish tricks of which we will mention here only the most blatant. We all agree, no one likes high speed accidents causing death and serious injuries. But the Government positively adores slow speed nose to tail accidents where the only injuries are to the pride of the motorists involved who straight away rush to their insurance companies to have their cars repaired. This is music to the ears of our Government since repairs mean more employment and above all more GST. A few extra nose to tail accidents, and there will be enough money in the Government's kitty to allow aunty Flo, a member of some Minister's extended family, to join the rest of the family in an overseas trip to some obscure conference no one has ever heard of. Nose to tail accidents can be engineered in various ways and our dear MOT uses

them all to good effect. See for yourself.

**TRAFFIC JAMS.** Not the European type where cars get stuck sometimes for hours without moving an inch. That would not do at all. No, what we have are the slow crawling traffic jams, where you stop and start every few seconds. This has a double advantage. Not only does it create the chances for a string of nose to tail accidents, but it also prevents motorists from switching off their engines altogether, as people do in European traffic jams. Slow moving traffic, with all car engines going, uses up an awful lot of petrol, just as much or maybe even more than fast moving traffic. So the Government wins on both sides. It reduces the chances of high speed accidents but still keeps its income from high petrol consumption.

**DIS-SYNCHRONISED TRAFFIC LIGHTS:** or rather synchronised in such a devilish way that each set of traffic lights turns red just as you get to it. It slows the traffic down, it creates that stop/start ripple effect so conducive to nose to tail accidents and it raises, even in the most peaceful motorists, the blood pressure to boiling point which of course turns the motorists into candidates for more potential revenue producing accidents. Near downtown Auckland, there are two sets of traffic lights, hardly 20 meters apart, that can never be crossed in one go. Barely two seconds after the first light turns green, the

second goes red. Not even Stirling Moss in a Formula 1 racing car could beat that fiendish set up. If there is supposed to be some logic behind this weird arrangement, no one so far has been able to find it, except most likely the MOT.

**ROAD WORKS:** In areas where traffic jams never or seldom occur, the MOT creates them artificially by allowing road works to be undertaken at a time when they have the best chances to create the biggest nuisance (morning or afternoon rush hours for instance). Once the road work signs have been set in place, they seem to stay there for ever. Signs indicating 30km/h are purposely left on the road even months after the last worker has gone from the site.

**OLD WRECKS.** We all know that a car parked on the side of an open road always attracts the attention of the passing motorist. The more the car looks damaged, the more rubbernecking takes place. Two smashed-up cars on the side of the road slow the traffic right down to a crawl. This fact has not escaped the attention of our MOT who, as the word goes round, places some old wrecked cars in strategic places along the roads to slow the traffic down. Place alongside these two wrecked cars a disused police car and maybe a tow truck or two, and the scene is complete for traffic jams to form for miles on either side of the "accident".

**WHITE LINES.** How many times have you come across a beautiful 4 lane road simply to find that the MOT had ordered half the road to be painted over with diagonal white lines on which

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