



FREE CONNECTICUT

March 1985

What's Wrong with GUN LAWS

Anyway?

"Nasty, dangerous things. Guns have no purpose except to kill. A civilized society should ban them."

That kind of viewpoint is found in 95% of all newspapers and TV channels that we can watch. We Libertarians beg to differ. Here, in part, is why.

Sexist

Not all violent crime originates on Capitol Hill; there are unfortunately some unpleasant people around who are quite ordinary. Many of them are men, and being men they are, on average, physically stronger than women. Other things being equal that leaves their female victims at a greater disadvantage than their male victims.

So far, that's just a fact of biology. Women are weaker, and so are in a more acute need of protection than men are.

Therefore, any "Law" which limits the kind of protection that any of us are free to use in self-defense, discriminates against women. That is, it's sexist.

Further, in that these "Laws" tend to prohibit handguns more stringently than rifles and shotguns, and in that handguns are light and can easily be carried in a purse while shotguns are heavy and can not, the particular content of these "Laws" is also sexist.

Isn't it extraordinary, how many of those who are loudest in their protests favoring Equal Rights for Women, can be so utterly blind to what to some women will become the most important issue of all: life or death?

Lawless

By this we mean that anti-gun laws promote lawlessness or crime.

How so? - by disarming all potential victims. As we just showed they are sexist by disarming women, who need them more than men, but they do disarm men too. Since criminals will carry guns whatever the law says, depriving their victims of the right to be equally well-armed does no more than provide the criminal with an extra advantage; hence gun laws do positively aid, create, encourage and promote lawlessness.

Or in the words of a well-known bumper-sticker, "When guns are outlawed, only outlaws will have guns".

Actually, we'd add a phrase to that: "only outlaws AND GOVERNMENT AGENTS will have guns". We're not at all sure which would be worse.

Racist

The first gun laws were written to maintain white racial supremacy.

They were written in The South, following Emancipation. Slaves had had "no rights which the white man was bound to respect" (Chief Justice Taney) and when slaves were freed, Southern legislatures promptly restored control over Blacks by enacting a wide range of prohibitions including the ownership of arms.

After passage of the 14th Amendment, more subtle gun control laws continued this effective control of Blacks by Whites; no-one, for example, was allowed to buy handguns except "the Army and Navy model", which just happened to be the most expensive one. Well affordable by the Klu Klux Klan, it was quite beyond the means of the ordinary Black. A kind of 19th Century

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WAR ON DRIVERS!

"THE COMMUNIST STATE" is how truckers dubbed Connecticut after Governor William O'Neill declared war on them and other users of the State's highways last October.

CB talk has it that a mere 61 mph infraction leads to a \$128 fine. To people trying to make an honest living hauling merchandise, that seems like "cruel and unusual punishment", so violating the US Constitution.

There have been days on the Interstates when there seemed to be police traps every few hundred yards. A massive operation, comparable to a vast manhunt for a dangerous criminal. While police were lurking behind every bush on the I-84, some of us wondered what real crime was going on, all undetected.

Keen both to confirm the facts and to give the Governor a chance to defend himself against such charges of petty dictatorship, "Free Connecticut" wrote to him with ten questions and an offer to publish any comment he might wish to make on the subject. To meet our deadlines we gave him a generous time limit of two weeks.

After 13 days a spokesman from his office called to say that it would take "a lot of research" to put together answers to the ten questions. Apparently no work had been done at all up to that point. Instead, a pair of old news releases were mailed to us.

The spokesman did confirm - with relish - that O'Neill is on speeders. So do the news releases. He is, apparently, quite unrepentant; therefore, guilty as charged.

A Few Facts

* In the first 3 days after the persecution started on October 22 1984, some 275 regular and 172 commercial drivers were arrested.

* Over 10,500 were arrested for exceeding 55 mph during its first month, along with a further 2,000 on other charges. (If the fines averaged \$50, the State raked in some \$625,000... one clue to its real purpose?)

* The operation is enhanced by two airplanes based at the Oxford and Groton airports; they cost \$220,000 but that was paid for by Federal funds (read, taxes stolen by the D.C. Mob.)

Stated Aim

The Governor's news releases make frequent reference to SAFETY as the justification for his crackdown. O'Neill said that 389 people were killed on Connecticut roads through October of 1984, 5% up from the same 10 months in 1983. "All available figures", he said, "show clearly that when traffic stays under 55 mph, the number and severity of accidents go down."

Unfortunately his office did not send us any of these "available" figures, and so it's hard to say whether this is true, partly true, or sheer hogwash.

It is true in one obvious respect: that if all traffic is slowed down to zero mph, there will be zero traffic accidents. There would also be zero transport, and our civilization would be reduced to a pre-Bronze Age prosperity.

No figures were sent to us that show whether fatal accidents increased or decreased during the months of the crackdown; nor whether any change was statistically significant, nor whether it was clearly isolated from any other possible cause.

The Air Force

Captain Wm N. Smith of Haddam is Red Leader commanding the two-plane squadron, and other spies-in-the-sky are Officers D.C. Bastedo of Salem, D. St John of New Milford, R.



Governor O'Neill: Face #1...



... and Face #2.

Maslan of Norwalk, B. DePrimo of Norwalk, and R.J. Magruder of Wallingford. If any of these are your neighbors, you might like to tell them how you feel about their work.

It would, of course, be quite wrong to daub the Cessnas with graffiti, but any readers living close by Oxford or Groton might wish to make some other form of local protest. Some readers may feel that since the Government started this War, it is quite in order to destroy such "Government Property", but should be warned that such acts have been declared criminal, even if only by the "owners" who stole the money to buy it. Such destruction may not be immoral, but it must be noted that these same people run the prisons and pay the judges.

Elsewhere in this issue are articles on the subject of road safety, speeds, and how to frustrate the Governor's attempt to remove this aspect of your freedom. Enjoy!

Libertarian Party of Connecticut, 156 Keeler Drive, RIDGEFIELD, Ct 06877.

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precursor of laws banning "Saturday Night Specials" - today, the most affordable means of effective self defense on the market.

From the beginning until now, gun-control laws have had little to do with safety or crime prevention, and a great deal to do with political control of a racial minority.

Elitist

While gun prohibition "laws" appear to apply impartially to all, in practice it is much easier to get a handgun permit in an affluent, "respectable", middle-class area than in an urban slum neighborhood. The actual implementation of these "laws" therefore favors those who are already better off; it is elitist, giving added advantage to a favored few.

Since the urban ghettos tend to have the highest crime rates and the least effective police protection, this also means that those who need such self defense most are the very ones who are most savagely denied it.

One of the very few reasons why some kind of Government is probably necessary, is to give protection to those who need it. With its anti-gun "laws", today's government does the exact opposite; it disarms those in the greatest danger. By doing so our various levels of Government have flagrantly betrayed their trust, and shown that their real raison d'être is to protect mainly the wealthy and powerful. This is not the kind of Government that America was supposed to have. Therefore, it should be replaced.

Illegal

How can a law be illegal?

Only too easily, alas! Question: in America, who makes the laws?

The answer that most people have absorbed, through the Government School System, is that Congress does; and that since Congress democratically represents the People, the People do. Isn't that what democracy is all about?

May be so; but that's not what America is all about.

America is NOT a democracy, no matter what anyone says; it's a Constitutional REPUBLIC. The difference may seem small, but is very important; what it means is that in this country, there are limits on what the majority can vote to do to the minority. Those limits are severe, and they are spelled out in the Constitution. That document, in fact, IS the Supreme Law of the Land.

If the government violates the Constitution, then the government becomes a criminal body.

If it writes "laws" which contradict or violate the Constitution, then those laws are illegal laws.

Get it?

There are, unfortunately, hundreds of ways in which Government - responding very probably to some wish by some voting majority - has violated the law of the land by writing, and enforcing, illegal laws. One group of them contains all the laws which ban guns or which require them to be licensed.

Why are such laws illegal? - because they contradict the Constitution, which is the Supreme Law. Let's read what it actually says:

"A well-regulated militia being necessary to the security of a free state, the right of the people to keep and bear arms shall not be infringed".

Whatever reasons may have lain behind the formation of this Second Amendment, the fact is that it is an absolute ban on any Government interference with people's



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natural right not only to possess whatever weapons they wish, but also to carry them around wherever they wish. You and I may or may not like that, but THAT'S THE LAW. And where Government people have INFRINGED that right, they have broken the Law and so are criminals.

Connecticut has a whole book full of regulations about owning, licensing, carrying and using guns, and on top of that are heaped ordinances written by Towns and Cities. Given as above that they are all immoral and illegal, we say: scrap the lot.

"55"

by Otto Bahn
of Schnellstrasse 110, Berlin, Ct.

[Ed. Note: This is a serious article, but such is the author's reasonable fear of harassment by Government agents that he has chosen refuge under this deeply symbolic pseudonym.]

The 55 mph speed limit is so much rot. It represents two broken promises; it is a fraud; it is anti-poor; it has got to go; and until it is wiped from the books it should be circumvented.

Broken Promises

Decades ago, the Federal Government forced citizens to pay for a network of high-speed roads. In exchange for our dollars we were promised HIGH SPEED ROADS. Now that they are built, we are forbidden to drive on them at high speed.

In the early 1970's we were told that the 55 mph limit was "just a temporary measure" to get us through the gas "shortage". After getting the law on the books in its temporary disguise the politicians went on to make the law permanent.

Fraud

The authoritarians claim that 55 saves lives and prevents the waste of fuel.

The claim about saving lives does not stand up to close examination. When the 55 mph limit went into effect, many towns reported a decrease in traffic fatalities. This indeed happened in the very town in which I was living at the time. Was this proof of the value of the 55 limit in saving lives? Not at all! A phone call to the chief of police confirmed my suspicion. The town never had any roads posted at over 55 to begin with!

Whatever was leading to fewer fatalities could not have been the new, lower limit. Most likely, it was the skyrocketing cost of gasoline which induced people to drive less.

Nor does the 55 limit prevent the waste of fuel. While there is an argument that high speed driving consumes more fuel in a given distance than does slower driving, this is hardly the same thing as wasting fuel. In exchange for additional fuel expended the fast driver reaches his destination sooner. Only the driver, who paid for the extra fuel, is qualified to say whether the cost was more or less valuable than the time he saved.

Anti-Poor?

You bet. The 55 limit makes cars less than ideal for vacation trips. While the well-to-do can afford alternate means of transportation for long-distance trips, the poor can't. If Mr & Mrs Snob want to spend their vacation in Disneyland they just buy airfare for themselves and their kids. Upon arriving in California they rent a car for the time they will be spending there.

Meanwhile Mr & Mrs Blukoller are trying to plan THEIR trip to Disneyland. At 70 as opposed to 55 mph they'd be spending fewer days on the road, less of their money on motels, and would have more time to spend actually enjoying Disneyland with their children. Thanks to the 55 mph limit they must either pay through the nose for a less than ideal vacation, or just not bother with the trip at all.

There you have it. The 55 mph limit is anti-poor, a fraud, and represents two broken promises from the Government to the People.

THANKS A LOT, BIG BROTHER!

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THE MEDIA: OFF TARGET

by Monte Dunn.

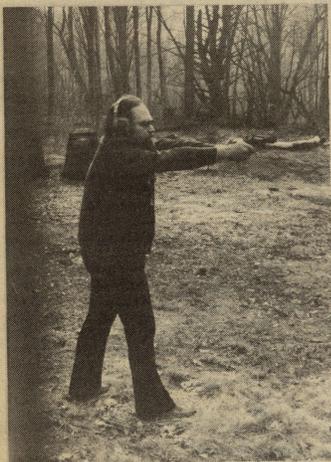
The shooting sports are uniformly neglected by the media in America. Most broadcast journalists and many in the medium of print are anti-gun. To them the only purpose of a firearm is to kill; at best an animal, at worst a human being. While they are absolutists when it comes to the First Amendment (which protects their freedom to publish) they are clearly revisionists when it comes to the Second (which guarantees the right to carry arms). This is a "liberal" view based in part on the misapprehension that shooters and owners of firearms are neo-fascists. Such journalists do not serve the truth.

Partisan reportage should be restricted to the Editorial page but it is not. There is no conspiracy to do this, but by the sin of omission the news media in general - and TV in particular - are doing their best to present a negative image of guns. While hunting may rightly be called a blood sport, target shooting is contemplative in nature. Placing a fast-moving minute piece of lead into a small space requires a high level of psychomotor coordination.

In Japan, the similar sport of archery is used by Zen monks to center the mind. It is, in fact, a means of meditation as is the tea ceremony, flower arrangement, calligraphy and karate. The martial arts are seen in the same light as all other arts, from healing to painting. It is no different in America but anti-gunners have been most successful in presenting the art of shooting as the violent pastime of rednecks, racists and idiots.

Bad Image

We do not see much about guns of television except acts of mayhem in which a firearm is used. Certainly a murder or hostage situation is news. When guns are involved, however, "liberal" editorialists trot out the same showworn arguments about gun control. When Sikh terrorists hijacked a plane using only knives, no one editorialized about banning knives. When a mugger splashed gasoline in a victim's face and ignited it, no one suggested that all purchases of gasoline be registered.



Author, w/aun.

Photo by Diane Dunn

There is no doubt that firearms are dangerous, especially in the hands of someone who is either careless, vicious, or both. The same can be said of cars, baseball bats, rope and water. Yet emotions tend to run high on the issue of guns.

On a recent broadcast of the CBS evening news a story was shown wherein the President of Ecuador was televised at a pistol shooting contest. When his pistol failed to fire, he began to examine it. While he was doing so, the weapon discharged. The point of the story was that even an experienced shooter could have such an accident and that

the fate of his country might have been changed by a stray bullet. The fact that the gun was always pointed downrange and that the President's knowledge of his pistol and of safe gun-handling techniques averted a tragedy, were hardly mentioned.

Likewise during the Olympics a sportscaster on WFSB when reporting a shooting event where an American won the Gold Medal said the following: "The small bore rifle competition was won by an American and that's a bore to everyone except the man who won it." Ha, ha. The winner's name was not even mentioned. This was at the height of Olympic fever and on a station that reports not only minor league baseball teams but those of high schools and Little League. To be sure, target shooting is not as visual as gymnastics but skeet shooting is at least as exciting to watch as the Marathon.

In addition in this Year of the Woman, with the first female older-party candidate for the Vice Presidency, no attention was paid to the fact that there were new Olympic events for female markspersons. Women can compete with men on an equal footing in most shooting sports and do, often to the embarrassment of the men. Feminists in the media, especially in the area of sports, should take note of this. Many are the marksmen who are outshot by their wives or girlfriends.

For children too, with proper supervision, the shooting sports instill a sense of responsibility and accomplishment that few other sports can provide. Even in urban areas where standard ammunition can prove to be a bother, the airgun can provide all the sport needed. Beyond the simple BB gun there are technically advance airguns capable of trackdriving accuracy.

On TV and in the "liberal" press, guns are portrayed as the playthings of the psychotic and the assassin. While there is some truth to this it is also true that most households have airguns and that most are never used to dispatch anything larger than a rat and are mainly used for shooting at tin cans and paper targets.

Sport

Shooting is not a violent sport. It requires concentration and a calming of the mind. A person who shoots with jerky, violent motions will generally miss the target. Much of the negative use of firearms may well be inspired by television itself. From TV Westerns to the violent detective series that periodically grace the public airwaves, shooting at other human beings is often glorified. The attention lavished on a John Hinckley along with instant replays of our President being shot over and over, send out a message to the unbalanced, insecure and seeker of publicity: "Blow someone away, kid, and we'll put your name in lights". And yet they blame the inanimate gun as the root cause of mayhem in America.

First and foremost shooting is a sport and most of this sport does not involve the spilling of blood. Hunting is popular, but most shooting is not at any living thing. Only 10% of gun owners have used their guns in self-defense and even then the mere sight of a firearm is often enough to dissuade a potential felon without a shot being fired. But too many people in the media do not like guns and do not want people to have them, so they portray guns not as tools or implements but as temptations to murder.

This is not only a shame, it is bad journalism. It is the truth, but not the whole truth. When our Olympic medalists are denied their due merely because their sport is repugnant to a few would-be arbiters of our culture, it verges on the criminal. It is time for sports shooters to come out of the closet and let the media know we're mad as hell and are not gonna take it any more.

[Monte Dunn is the author of the "Dunn Gun Amendment" which would increase Second Amendment rights in Connecticut by reducing the restrictions placed upon handgun owners wishing to carry their weapons to target practice. He was in 1984 named "Citizen of the Year" by the Citizens' Committee for the Right to Keep and Bear Arms, located at 12500 NE Tenth Place, Bellevue, Washington.]

FREEDOM

This free newspaper, uniquely in Connecticut, stands for individual freedom.

Freedom from what? - from whoever would stop each of us doing separately and peacefully whatever he may wish; and today, that faces many threats. In our view, the most formidable by far comes from the very body that is supposed to defend it: Government.

Slowly, in the last couple of hundred years there has been a terribly dangerous shift in the way in which Americans see Government.

Today, folk regard it as a fundamentally good and beneficial institution - error prone sometimes, but with the best interests of the people at heart.

And ours is less oppressive than most.

But our Founders didn't see governments as benign. They agreed with the Nation's philosophical founder, Thomas Paine: "Government, even at its best, is but a necessary evil". They saw that ALL governments are inherently evil (not just British 18th Century imperial ones), and in framing the Constitution, tried hard to make sure that if they had to have one at all, it would have very limited authority.

That document still serves as a brake on our rulers' endless lust for power. But all too often they have evaded or broken through its restrictions. In this issue of "Free Connecticut", we comment mainly on just a couple of the many ways they do so. We hope it will alert you to the urgent need to join actively the fight for individual freedom.

The fight starts with oneself. If and when you're ready to join us Libertarians, you will have to sign the declaration below. It is one of the heaviest commitments you will make. It promises that just as you prize your freedom for yourself, you are willing to let everyone else have theirs.

Think about it.



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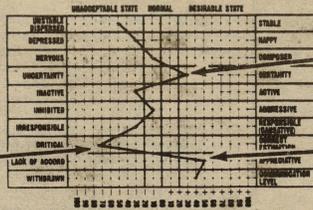
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1. Do you make thoughtless remarks or accusations which you later regret?
2. Is it hard on you when you fail?
3. When others are getting rattled do you remain fairly composed?
4. Do you find yourself being extra active for periods lasting several days?
5. Do you browse through railway timetables, directories or dictionaries just for pleasure?
6. Do you resent the efforts of others to tell you what to do?
7. When asked to make a decision would you be swayed by your like or dislike of the personality involved?
8. Is it normally hard for you to "own up and take the blame"?
9. Do you intend two or less children in your family even though your health and income will permit more?
10. Do you have a small circle of close friends rather than a large number of friends and speaking acquaintances?
11. Are your actions considered unpredictable by others?
12. Do you often sing or whistle just for the fun of it?
13. Do you get occasional twitches of your muscles when there is no logical reason for it?
14. Does "everything" seem glorious to you even though you are aware of some things that should be changed?
15. Would you prefer to be in a position where you did not have the responsibilities of making decisions?
16. Would you rather give orders than take them?
17. Do the affairs of other people interest you very much?
18. Do you put quite a few deprecations of others into your conversation?
19. Do you consider too much money is being spent on social security?
20. Are you considered warm-hearted by your friends?
21. Do you act impulsively rather than deliberately?
22. Do you make efforts to get others to laugh or smile?
23. Is your voice quite varied rather than calm?
24. Can your world "cave in on you" without your being upset?
25. Do you say little except in response?
26. Are you strict in the matter of discipline rather than being easy going?
27. Are you readily interested in other people's conversation?
28. Do you refrain from complaining when the other person is late for an appointment?
29. When hunting or fishing do you feel concern for the pain you inflict on game, live bait or fish?
30. Do you find it easy to express your emotions?
31. Are you generally careless of accepted rules for protecting your health?
32. Are you sometimes considered by others a "spoil sport" or a "wet blanket"?
33. When unexpected things happen do some of your muscles have jerking motions?
34. Are you constantly happy even though there is no real reason for it?
35. Do you speak slowly?
36. Would you admit you were wrong just to keep the peace?
37. Do you give a judgement only after looking at the pros and cons?
38. Do you consider there are other people who are definitely unfriendly towards you and work against you?
39. Are you normally considerate in your demands on your employees, relatives and friends?
40. Do you have only a few people of whom you are really fond?
41. Do you take reasonable precautions to prevent accidents?
42. Do you speedily recover from the effects of bad news?
43. Does the idea of talking in front of people make you nervous?
44. Do you ever get a "dreamlike" feeling towards life when it all seems unreal?
45. Do you "circulate around" at a social gathering?
46. Do you often keep your opinions to yourself because they do not seem important enough to tell others?
47. Do you sometimes think others are looking at you or talking about you, when they are really not doing so?
48. When you criticize, do you at the same time try to encourage?
49. If you saw an article in a shop which was obviously mistakenly marked lower than its correct price, would you try to get it at that price?
50. Do some people consider you to be cheerful?
51. Do you get into trouble occasionally?
52. Does life seem worthwhile?
53. Do you have a particular hate or fear?
54. Do you spontaneously give things away even though you have a use for them?
55. Do you prefer to be an onlooker rather than participate in any active sport?
56. Are you so sure of yourself that you sometimes annoy others?
57. Do you find it easy to be impartial?
58. Do you completely condemn a person because he is a rival or opponent in some aspect of your relations to him?
59. Have you a definitely set standard of courteous behaviour in front of other members of your family?
60. Does emotional music have quite an effect on you?
61. Would you "buy on credit" with the hope that you can sit up payments?
62. Do you often "sit and think" about death, sickness, pain and sorrow?
63. Do you remain upset for some time following an accident or other disturbing incident?
64. Do you hold onto things for which you have no real use?
65. Can you "start the ball rolling" at a social gathering?
66. Are you rather indifferent to maintaining the dignity of your job or place in life?
67. When hearing a lecturer, do you sometimes experience the idea that the speaker is referring entirely to you?
68. Do you give much time in your conversation to the criticism of people and things?
69. Do you consider the good of all concerned rather than your own personal advantages?
70. Are you openly appreciative of beautiful things?
71. Do you make plans well in advance of an event and then carry them out?
72. Do you often ponder on past misfortunes?
73. Does "external noise" rarely interfere with your concentration?
74. Do you sometimes give away articles which, strictly speaking, do not belong to you?
75. Do you pay less attention to things going on around you than most people?
76. Are you sometimes considered "overbearing"?
77. Are you inclined to be jealous?
78. Do you accept criticism easily without resentment?
79. Do you consider the modern prisons without bars system "doomed to failure"?
80. Do you greet people cordially?
81. Do you tend to put off doing things and then discover that it is too late?
82. Does the youth of today have more opportunity than that of a generation ago?
83. Are you usually undisturbed by "noises off" when you are trying to rest?
84. Do you throw things away only to discover that you need them later?
85. Is it easy for you to get yourself started?
86. Would you give up easily on a given course if it were causing you a considerable amount of inconvenience?
87. Are there some things about yourself on which you are touchy?
88. Do you rarely suspect the actions of others?
89. When you see someone in pain are you sympathetic enough as to want to do something about it?
90. Do you live the kind of life where you have only a few expressions of enthusiasm?
91. Do you break out in more explosive words or actions than would be expected from the cause?
92. Do you sometimes wonder if anyone really cares about you?
93. Do you bite your fingernails or chew your clothes?
94. Do you sometimes feel compelled to repeat some interesting item or habit?
95. Are your interests and activities modified somewhat by someone else's?
96. Do you turn down responsibility because you doubt your fitness to cope?
97. Are you prejudiced in favor of your own school, college, club, team etc.?
98. If you have a disagreement, do you think as well of the person afterwards?
99. If you were invading another country would you feel sympathetic towards conscientious objectors in this country?
100. Is your facial expression varied rather than set?
101. Can you be a stabilizing influence when others get panicky?
102. Would it take a definite effort on your part to consider the subject of suicide?
103. Do you ever get a single thought which hangs around for days?
104. When you have an opinion can you simply state it without outlining how you arrived at it?
105. Are you a slow eater?
106. Would you consider yourself energetic in your attitude towards life?
107. Are you scientific in your thinking?
108. Is it hard to please you?
109. Would you stop and find out whether a person needed help even though they had not directly asked for it?
110. When passing a beautiful child do you avoid showing interest rather than looking and smiling?
111. Do you pay your debts and keep your promises when it is possible?
112. Does a minor failure on your part rarely trouble you?
113. Do you sleep well?
114. Do you sometimes feel that you talk too much?
115. Do you prefer to take a passive role in any club or organization to which you belong?
116. Do you seek to have your own way rather than being likely to give in to the wishes of others?
117. Is your opinion influenced by looking at things from the standpoint of your education, experience or occupation?
118. Do you usually criticize a film or show that you see or a book that you read?
119. Would you use corporal punishment on a child aged 10 if it refused to obey you?
120. Do you smile much?
121. Do you often make tactless blunders?
122. Do you remember illness or pain for some time?
123. Do you ever get disturbed by the noise of the wind or a "house settling down"?
124. Do you get very ill at ease in disordered surroundings?
125. Provided the distance was not too great, would you still prefer to ride than walk?
126. Do you try to convert others to your ideas about several subjects on which you are not an expert?
127. Are personal interests unable to sway you from sound decisions?
128. Do you get frustrated at not being able to do something, rather than finding a substitute activity or system?
129. Have you made more than one loan which you were persuaded to do against your wishes and were never repaid?
130. When recounting some amusing incident, can you easily imitate the mannerisms or the dialect in the original incident?
131. Do you frequently take actions, even though you know your own good judgement would indicate otherwise?
132. Do you often feel depressed?
133. Are you aware of any habitual physical mannerisms such as pulling your hair, nose, ears and such like?
134. Does disorder bother you so much that you feel you must take immediate and drastic action against it?
135. Do you sometimes get quite exhilarated?
136. Can you accept defeat easily without the necessity of "swallowing your disappointment"?
137. Can you see things from someone else's point of view when you wish to?
138. Do you rarely express your grievances?
139. Are you in favor of color bar and class distinction?
140. Would you rather be with adults all the time rather than with children part of the time?
141. Can you quickly adapt to new conditions and situations even though they may be difficult?
142. Are you sometimes completely unable to enter the spirit of things?
143. Do some noises "set your teeth on edge"?
144. Do you work in "spurts" being relatively inactive and then furiously active for a day or two?
145. Do you frequently stay up late?
146. Does the number of uncompleted jobs on hand bother you?
147. When voting, do you study the candidates and issues, rather than voting the same party straight?
148. Do you consider the best points of most people and only rarely speak slightly of them?
149. Do the "petty foibles" of others make you impatient?
150. Do people enjoy being in your company?
151. Do you usually carry out assignments promptly and systematically?
152. Do you laugh or smile quite readily?
153. Do children irritate you?
154. Can you quietly watch another work, without feeling you must insist on helping when they indicate they would rather do it themselves?
155. Are you less talkative than your associates?
156. Are you definite and emphatic in voice and manner?
157. Do you place too high an importance on your own interests and fields of knowledge in comparison to others?
158. Do you suspect someone does not like you and criticizes you to others?
159. Would you assist a fellow traveller rather than leave it to the officials?
160. Are you cordial only to close friends, if at all?
161. Do you quickly return to normal rather than being disturbed for a while after seeing a tragic movie or play?
162. Does some inferiority make you feel sad?
163. Is it easy for you to relax?
164. When you "really want to do something do you feel your desires are paramount to all opposition"?
165. Do you attempt to "start things in your area"?
166. Do you feel strongly convinced of the correctness of your opinions when in a controversy, excluding those subjects about which you are an expert?
167. Do you find it annoying to have any criticism made of you, even though it is justified and from which you could profit?
168. Having settled an argument, do you continue to feel disgruntled for a while?
169. Would you stand by and fail to protect some animal from needless suffering?
170. Do you give a kiss, hug, pat on the back or otherwise manifest pleasure in meeting friends you haven't seen for some time, rather than just being polite?
171. Do you find it hard to get started on a task that needs to be done?
172. Is the idea of death, or even reminders of death, abhorrent to you?
173. Do you sometimes get so frightened or apprehensive that you have physical reactions?
174. Do you find yourself "going off in all directions at once"?
175. Could someone else consider that you were really active?
176. Is your opinion of your abilities less than the facts warrant?
177. Do your emotions sway your judgement much?
178. If you lose an article do you get the idea that "someone must have stolen or mislaid it"?
179. Are you opposed to the "probation system" for criminals?
180. Are you friendly in voice, attitude and expression?
181. Do you "stand up" well under difficult situations?
182. Do you feel upset about the fate of war victims and political refugees?
183. Do you spend much time on "needless worries"?
184. Does life seem rather vague and unreal to you?
185. Do you frequently find yourself "waiting" for something to happen instead of taking action?
186. If you thought that someone was suspicious of you and your actions, would you tackle them on the subject, rather than leave them to work it out?
187. In a disagreement do you find it hard to understand how the other person fails to see your side and thus agree with you?
188. Do you spend very little if any time grumbling about the conditions of your work?
189. Are you usually truthful to others?
190. Do mere acquaintances appeal to you for aid or advice in their personal difficulties?
191. Do you spend too freely in relation to your income?
192. Do you sometimes feel that your age is against you (too young or too old)?
193. Can you take a "calculated risk" without too much worry?
194. Do you have spells of being sad and depressed rather than staying about the same level?
195. Do others push you around?
196. Do you tend to hide your feelings?
197. Do you make allowances for your friends where with others you might judge more severely?
198. Are you frequently dismayed by the actions of others, not being able to understand their duplicity or stupidity?
199. If you were involved in a slight car accident would you really take the trouble to see that any damage you did was made good?
200. Do you consider you have many warm friends?



"Jury Power", cont. from p. 6

"The jury has the right to determine both the law and the facts." - Samuel Chase, Supreme Court Justice, 1804. Chase was a signer of the Declaration of Independence.

"There are five separate tribunals to veto laws: representative, senate, executive, judicial, and jury. It's the right and duty of juries to hold all laws invalid that are unjust or oppressive, in their opinion. If a jury does not have this right, the government is absolute and the people are slaves. It is absurd that twelve ignorant men should have the power to judge the law, while justices learned in the law should sit by and see the law decided erroneously? The justices are untrustworthy and are fond of power and authority. To allow them to dictate the law would surrender all property, liberty and rights of the people into the hands of arbitrary power." - Lysander Spooner, 1852, in "An Essay on the Trial by Jury".

"Jury lawlessness is the great corrective of the law in its actual administration." - Dean Roscoe Pound, 44 Am L Rev 12 at 18 (1910).

"The jury has the power to bring in a verdict in the teeth of both law and facts." - Oliver Wendell Holmes, Horning v DC 254 US 135, 138 (1920).

"If the jury feels the law is unjust, we recognize the undisputed power of the jury to acquit, even if its verdict is contrary to the evidence. This power of the jury is not always contrary to the interests of justice." - US v Moylan 417 F.2d 1002 at 1006 (1972).

"The pages of history shine on instances of the jury's exercise of its prerogative to disregard instructions of the judge; for example, acquittals under the fugitive slave law." - US v Dougherty 473 F.2d 1113 at 1130 (1972).

Definitive ISMS

SOCIALISM

You have two cows, the government takes one and gives it to your neighbor.

FABIANISM

You have two cows, the government makes you milk both and gives the milk to your neighbor.

COMMUNISM

You have two cows, the government takes both and gives you some milk.

FASCISM

You have two cows, the government takes both and sells the milk.

NAZISM

You have two cows, the government takes both and shoots you.

BUREAUCRACY

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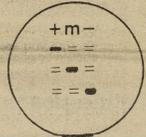
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Answer each question as to how you feel RIGHT NOW. The accuracy depends upon the truthfulness of your answers. Each question may be answered 1 of 3 ways.

- + means yes or mostly yes and is indicated by \rightarrow
- m means maybe or uncertain and is indicated by \rightarrow
- means no or mostly no and is indicated by \rightarrow

SAMPLE



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CITY _____ STATE _____ ZIP _____

DATE _____ AGE _____ SEX _____

OCCUPATION _____ PHONE _____

When you've finished simply mail your answer sheet to the address below. When we receive it we will analyze the results and prepare your personality chart, then come in and have the results explained to you. We will call to arrange a time best for you.

- I have enclosed a check or money order for \$3.95 paperback. Please send me a copy of **Dianetics the Modern Science of Mental Health** by L. Ron Hubbard.
- I am interested in the introductory lecture on Dianetics. Please let me know when the next one will be held.
- Please send me a list of other books on the subjects of human potential and personal efficiency.
- Yes I would like a free appointment with a consultant about what I can do to better use my abilities.

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JURY POWER

by Jim Davies.

The implications of the Goetz Affair are wider than the Establishment Media would like us to understand - to say nothing of the Government.

First, a caveat: "Free Connecticut" in no way endorses murder, or unprovoked violence of any sort. If Bernhard Goetz attacked his attackers after the elapse of a significant amount of time, we would, if asked, have judged him guilty.

Assuming however that his was an essentially defensive act, done in the heat of an attack by a gang of thugs, we are delighted that the Grand Jury refused to indict him - and still more that the people of New York applaud it.

Not so, the Powers that Be. Crime may be terrible, but nobody must deal with it except those properly authorized, they say. Baloney.

According to Nancy Gruber of WPIX (Channel 11) TV, to allow people freely to carry guns and defend themselves - like the Constitution guarantees - would mean the collapse of civilized society. (By which she appears to mean, today's New York City!)

And the very idea that juries can over-rule judges and other learned members of the legal oligopoly, is anathema to virtually the whole of that distinguished elite.

Yet that is what Mr Goetz has done: he has, quite without meaning to, pulled the astonishing principle of Jury Nullification on to the front page of this and other, even more popular tabloids.

"Nullification"

This vitally important principle is one of America's best-kept secrets. Ever since King John had to relinquish power at Runnymede, Anglo-American Law has held that a person shall be tried BY A JURY, not by some expert in the Law.

A jury of ordinary people from the defendant's locality.

It means that the clever people who run the courts and the law schools and the police need never be our masters; if a jury does not like what they say, it can - and should - NULLIFY it. Yes, even CHANGE THE LAW for the particular case in question!! The principle is a wonderful protection against injustice, and should be used far more often than it is.

Whenever a person is accused of a serious crime, in order for him even to be brought to trial he must, under American Law, be indicted by a Grand Jury. Now, most Grand juries are like sheep. They nod wisely when the prosecutor (the D.A.) tells them how guilty the accused must be, bleat a little, then dutifully agree that a trial should be held. A skillful D.A. can normally twist them round his finger; because they don't know about Jury Nullification.

And he isn't about to tell them!

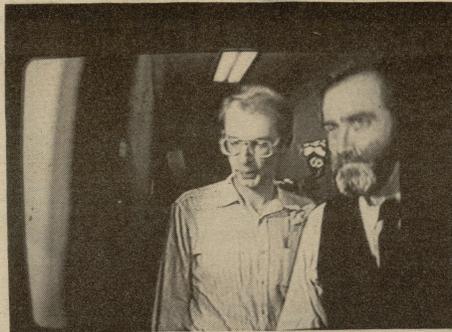
And of course, they were never told about it in Government Schools.

But in the Goetz case, some of the members of the Grand Jury did a bit of thinking. They said, hey wait a minute, we think this guy is a hero. Why should he stand trial?

Mayor Koch had said pompously that Goetz would be tried "in a court of law, not the court of public opinion". Wrong. Juries are the public; and their opinion, to the chagrin of Hizzoner and of the legal profession generally, is what finally counts.

Trial Juries Too

This power of the Jury is not limited to Grand ones. In the courtroom, the Jury is that group which is actually trying the



accused! Read for yourself the US Constitution, Article III para 2, and Amendment VI. By whom does it say an accused shall be tried? - BY A JURY!! Not by a judge, or the police, or the lawyers - but by a bunch of ordinary lay people.

They don't like doing it, but the more honest of the legal community have admitted it several times over the years. References are shown below.

Now, we think a whole bagful of "laws", apparently on the books of Connecticut and the USA, are intrusive and restrictive and unjust and unconstitutional. We want to see them properly repealed. But meanwhile, if members of juries only realize what power they have, these laws can be cancelled immediately, for the cases they are trying!

The Goetz case concerns the gun prohibition laws. The jury said, in effect, we don't mind what your law says, New Yorkers are going to be free to defend themselves. Amen to that! - and what a tremendous reduction in street crime there would be if every jury

would do the same! The criminal community would be in panic, and prison space would be up for rent.

Other cases might concern taxes, for example. We are quite unable to understand how people can delegate to Government the right to steal money, when they don't have that right in the first place. We think tax is therefore "legalized" theft, and that it's perfectly moral to resist it in any way at all. Suppose jury members were to hold the same opinion; without any political or other revolution, the whole sting would be taken out of the tax laws! We could all rest at night knowing our property was safe from Government thieves.

Yet others might concern speed limits, or drug use, or whatever. It's often forgotten that Prohibition was repealed only after juries started refusing to convict people on trial for selling the drug, alcohol. The same could happen with those absurd and terribly destructive laws that prohibit other drugs... and thereby drive up their prices, and so attract really violent criminals.

References

Jury Nullification is, as we say, as old as Magna Carta; but jurists have been most reluctant to make it widely known. In one infamous Supreme Court ruling (Sparf v US, 156 US 51, 1895), they even tried to conceal it: the ruling said that although juries have the right to ignore a judge's instructions on the law, the jury shouldn't be aware of it!

Some have been more honest, and we thank Mr Stormy Mon of the Colorado Libertarians for supplying the following:

"The jury has a right to judge both the law as well as the fact in controversy." - Chief Justice John Jay, US Supreme Court, Georgia v Brailsford (3 Dallas 1, 1794).

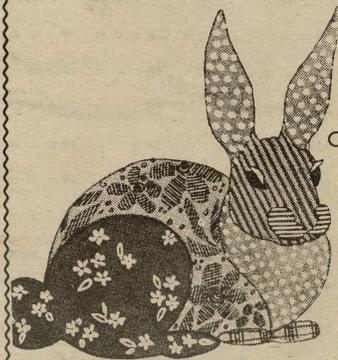
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GUN CONTROL: LEGAL? WISE?

by Thomas S Ross

Gun control. Like so many "controls" set by Government, this one is not a control on some inanimate, lifeless object; it is a control on people. People that happen to enjoy the shooting sports, buying guns, selling them, fixing them, or carrying them around.

Unlike most of our political leaders today, those who ratified our federal and state constitutions almost two centuries ago had a great respect for individuals. They held, as one of their highest values, the belief that all men had certain inalienable rights. One of these rights has been called the "right to life", or, the right of self-ownership. We own ourselves; or, conversely, no-one else may own or enslave us. Those who try to rob us of our life should recognize that they are violating our rights and are subject to our actions of self defense, violent if necessary.

The revolutionaries who debated the ratification of our federal constitution had, only a decade before, fought with gun in hand to secure their freedom, and were keenly aware that widespread ownership of guns, and freedom, go hand in hand.

The ratification process did not go smoothly. In fact, the nation in 1787 was split into two bitter factions: the federalists and the antifederalists. The federalists believed that a centralized government with a power to tax was imperative to the survival of our nation. The antifederalists felt that the constitution would lead to an all-powerful despotic government. The specifics of their areas of disagreement were many, but one area that produced little debate was that of the right of the people to privately own and bear arms. Antifederalist leader Patrick Henry stated "The great object is that every man be armed... everyone who is able may have a gun." And his close friend Henry Lee wrote "To preserve liberty, it is essential that the whole body of the people always possess arms and be taught alike, especially when young, how to use them." Likewise, federalist Samuel Adams stated "The said constitution.. shall never be construed.. to prevent the people of the United States, who are peaceable citizens, from keeping their own arms." And Thomas Jefferson said, "No free man shall ever be debarred the use of arms."

Ultimately the constitution was ratified, but a bill of rights was attached to it, to appease the antifederalists such as George Mason, who refused to sign the constitution without the amendments. The second amendment reads:

"A well regulated militia, being necessary to the security of a free state, the right of the people to keep and bear arms, shall not be infringed."

Just as most people today think the word "liberal" means the exact opposite of what it originally described, so the word "militia" seems to have taken on a different definition in the minds of most people. Attorney David T. Hardy, reporting on the results of the 1982 US Senate Subcommittee on the Constitution, writes "Regarding the argument about well regulated militias meaning that the second amendment only guarantees the right of a state to have national guard units, the subcommittee gives two replies. First, the "militia" referred to a universally armed people, not to organized units. When the framers referred to the equivalent of our national guard, they uniformly used the term "select militia". Indeed, the debates over the constitution constantly referred to organized militia units as a threat to freedom comparable to a standing army, and stressed that such organized units did not constitute, and indeed were philosophically opposed to, the concept of a militia."

Senator Orrin Hatch wrote in the subcommittee report, "The conclusion is thus inescapable that the history, concept and wording of the second amendment to the constitution of the United States, as well as its interpretation by every major commentator and court in the first half century after its ratification, indicates that what is protected is an individual right of a private citizen to own and carry firearms in a peaceful manner."

Many of the revolutionaries didn't rest upon ratification of the federal constitution. They returned to their home states and began to erect a second barrier to state suppression of our natural rights - the state constitutions. The Connecticut constitution was enacted in 1818 and section seventeen reads "Every citizen has a right to bear arms IN DEFENSE OF HIMSELF and the state." [Emphasis added.]

Then in 1865 the fourteenth amendment to the United States constitution was ratified. It forbade the states to "make or enforce any law which shall abridge the privileges or immunities of citizens of the United States..." Through the fourteenth amendment, every citizen of the United States became protected not only by the provisions of the second amendment, but also by section seventeen of the Connecticut constitution.

Perhaps in 1985, we should look at the condition of our second amendment and section seventeen rights in Connecticut. Most of us can still keep and bear arms. But not all of us, and not all arms. Those of us who still can own some guns, find our rights have been infringed. Consider that anyone who buys a firearm in Connecticut has the transaction recorded on several government documents, the ultimate use of which cannot be known. Then, if his purchase is of a small gun (with a barrel less than 16" long and BATF-approved), the buyer must either wait two weeks before taking possession of his purchase, or circumvent this by getting a "permit to carry." Getting this "permit" requires a lengthy process of government investigations which can be made almost indefinite by an uncooperative local government "police chief". Many Connecticut residents cannot purchase any gun legally because they committed some violation of our legislature's decrees, regardless of whether or not these residents are peaceful citizens. Further, no one in Connecticut may own a firearm that fires more than one shot for each squeeze of the trigger, or a non-rifled gun with a barrel less than 18" long, without more government investigation and the payment of a \$200 tax.

All of these infringements are unconstitutional, for all the reasons mentioned above, and also due to sections of the fifth and ninth amendments of the United States constitution, and certainly others. The fact that these violations exist without fervent opposition is a frightening development for those who love liberty.

It is also an occurrence that can be seen happening in similar ways to guarantees of others of our rights. The trend is toward more and more government intrusion into the lives of peaceful citizens. Let us all hope that this trend can be reversed before it engulfs us.

[Tom Ross is Chairman of the Libertarian Party of Connecticut and is a firearms expert.]

Crazy Boycott

by Joe Dehn

I recently went to a theatre in New Haven to see the movie The Gods Must Be Crazy. Outside I encountered something I did not expect - a picket line, sponsored by a Yale student group, protesting apartheid. One of the picketers gave me a leaflet, which asked that I support a "cultural boycott" of South Africa by not attending the movie.

Apartheid - who could ask for a better example of government getting out of hand? South Africa - a country where government power is used to rob the majority of the population of their liberties, personal AND economic. Once again, the old pattern of the people in power usurping the tools of government to keep their power, refusing to allow those out of power to compete either in the market or in the political arena. And, of course, as is so often the case, using race as the arbitrary criterion for deciding whose rights will be recognized. It's certainly something worth protesting!

And a boycott is surely a legitimate form of protest. The right to trade and the right not to trade are just two sides of the same basic liberty. Of course, nobody has the right to prevent me from trading with whomever I choose - in this case to pay to see the movie. But just as surely the protesters have the right to choose not to trade, not to attend the movie, and to inform me of their opinion through peaceful "speech", including picket signs and leaflets. So, since they didn't use force to prevent me from attending, everyone was within his rights, right?

Maybe everyone was within his rights, but something is still wrong.

First, I find the idea of a "cultural boycott" frightening. Ideas are the friend of freedom. There are enough barriers to the free exchange of information around the world without Americans, no matter how good their cause, setting up more. As Americans, we enjoy a society relatively free from actual censorship, but we rely on the free market in news and entertainment to bring us ideas from the rest of the world. In the long run, any interference with this market, even if it is not actually backed by the use or threat of force, can only serve to weaken our understanding of the world.

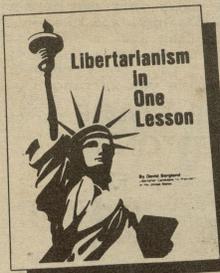
As individuals we need knowledge of the rest of the world not only to make decisions that are in our own interests, but also if we want to be able to help people in other countries who are seeking freedom. And the people who are seeking freedom need the exchange of information even more than we do - most of them live in countries where government control of ideas is an established fact. Economic boycotts often lead to counter-boycotts; if a "cultural boycott" in the United States triggers any counter-boycotts, we can be sure they won't be of the voluntary kind.

The other thing that struck me as wrong about the protest was its target, a "South African movie". The message of the movie is not pro-apartheid, and the protester's leaflet clearly stated that the content of the movie was not at issue. Nor, apparently, was the government of South Africa involved in making the movie. I was being asked to boycott this movie simply because the person who made it happens to live in South Africa, without being given any evidence that he supports the policy of the present government.

A boycott of an oppressor in defense of the oppressed makes sense. But the oppressor is not "South Africa" - it's the GOVERNMENT of South Africa, which is to say the individuals who run it and support it. To boycott an artist and his art because of his nationality is just another case of arbitrary discrimination. It is an example of the common failure to consider the people of another nation as individuals, with their own individual opinions, rights, and responsibilities. When we lump them all together in our minds as "South Africans" (or "Arabs", or "Japanese"), we end up advocating policies that deny them their individual rights, hurt both them and us economically, and obscure our common interest in a world of increased freedom for all.

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BEATING THE SYSTEM

by Vittorio Allegro

If you've decided that the 55 mph limit is not for you - well, you're not alone. Although the M.G. sports car is no longer being built you'd probably like the company's old motto, "Safety Fast". It is, of course, possible to combine speed with safety. Here's how to do it, and reduce your chances of having your rear-view mirror filled with flashing blue lights.

Driving at high speeds requires that your car have its brakes and steering in good order, and it demands good tread on the tires. It is also important that you be sober. This is the most important thing of all, for roughly 50% of the carnage on the roads is accomplished by 2% of the driving public... the 2% who are drunk. That really is food for thought, isn't it? Here's more. Seat and shoulder belts can cut the fatality rate by 50%. Take a moment to add things up. A 50% reduction in the accident rate through sobriety in drivers, and a 50% reduction in fatalities in the remaining accidents through the use of belts. That means that sobriety and belts offer a reduction of 75% in the current death toll. That's impressive! No need for megabucks, airbags, or whatever other crackbrained ideas are floating round inside Ralph Nader's head. Just stay sober and buckle up. Think about it.

Now, about speed. Tearing through built up areas remains a bad idea. With a great congestion of traffic, and a high number of on and off ramps requiring considerable lane changing, cities like New Haven, Bridgeport, Waterbury and Stamford simply demand a moderate speed. (Besides, one never knows when another of Butcher Bill's killer bridges is going to depart for the river bottom, and in such an event you've got to be able to stop on a dime.)

The Weaponry

Once out of the cities however, the situation changes. There you are in YOUR car, on YOUR road. One problem only remains: the long arm of the law. The prime weapons of the State Government are unmarked cars, radar, and in some areas, patrolling airplanes. Your prime tools are a CB radio, a radar detector, and your intelligence.

Not all the State's unmarked cars are the big blue LTDs. They've branched out somewhat to include Mustangs and some others, though Ford remains the preferred make. Radar units can be either stationary, or mounted in patrolling cars. The planes use observers, and we'll get to them later.

CBs give motorists a way of communicating with each other and warning of radar traps and areas of police activity. They also offer you a chance to get in touch with the police and blow the whistle on any drunks you notice. This has the long range benefit of ridding the roads of drunken butchers and has the short range benefit of keeping the police busy with the boozers so that you can enjoy some brisk driving with less chance of interference. Think it over.

Radar units use the Doppler effect to measure your car's speed. The beam is fired from the radar gun, hits your car, bounces back to the radar unit and is analyzed by the receiver to give an LED readout of your speed. Radar's weak point is that it can be detected at twice its effective range. If radar's effective range is a quarter mile, you should be able to detect it at a half mile. The reason for this is that radar must be able to make the round trip, from the police cruiser to you and back again. To successfully read your speed at a quarter of a mile the beam must be able to make the round trip. Since two quarters are a half, you should be able to detect the beam at a half mile. This would give you a quarter mile to decelerate to a desired speed before entering the effective range of the beam. Radar detectors have become so useful at defeating radar that police have countered their use by leaving their radars switched off until the motorist is within the quarter mile. This, sad, to say, leaves you with little hope of avoiding a ticket. But don't lose hope. Remember that you are seldom alone on the road. If you were, the radar operator would reserve the beam for you alone; but as he uses it on motorists ahead of you, you and your equipment have an opportunity to detect the beam.

The practical use of a detector, then,

requires the presence of cars ahead of your own to attract the attention of the police so that the radar will betray itself. But a word of caution here. The natural thing to do upon encountering a radar unit is to hit the brakes. This is something you cannot do when the traffic is heavy. The chances of a chain reaction of collisions behind you is too great, and the consequences could be quite horrible. When traffic is heavy you and others are better off without high speed driving and without radar detectors.

Ironic, isn't it, that the real danger associated with high speed is not the speed itself, but the fact that the Government is trying to stop it!

It is possible for radar to be used against you AFTER you have passed the unit. In effect the operator is waiting till you get past him, then shooting you in the back. Detectors are of little value in countering this method. Your answer to this problem is to anticipate the places where this method can be used, and to slow down accordingly. And where can this tactic be used? Well, the police need a place where their car will be out of sight as you approach, and yet where they can get a clear radar shot at you after you pass. Such places are overpasses, (the cruiser may be on the bridge itself, prepared to radio news of your arrival to a chase car further down the road), or lurking behind the abutment. A cruiser may be waiting on the "on" ramp, or tucked out of sight behind some shrubbery. Any of these places are suitable for the "stab in the back" method and it is up to you to slow down when in their vicinity.



If it moves, regulate it.

There are two other features in the highway system which are used by police. One of them is the short drive crossing the median divider and connecting the opposing halves of the divided highway. While the drives themselves can be hard to spot, especially if the terrain is heavily wooded, the State is often kind enough to announce their presence with signs. No, not ones saying "Police May Hide Here!", but with signs declaring that the drives are for "Official Use Only".

The other choice piece of terrain is the sharp hill. Most of the highway system has gradual grades and hills, but there are a fair number of steep hills with sharp peaks. Watch out for them! A radar unit can be set up over the crest of a hill and there is little chance of detecting such a radar in time to do yourself any good. Radar beams do not hug the earth, they will not bend over the brow of a hill to give you warning. And the speed with which you can enter such a beam is such that the trick of letting the car in front of you sniff out the radar will not work.

Spies in the Sky

The State of Connecticut is now equipped with two airplanes used to monitor speed from the air. They do not use radar, so your detector cannot help you. The observer has a stopwatch and calculator which he uses to measure your speed over a known distance. (Distance/time = rate. Remember fifth grade?)

Unless your car is equipped with surface-to-air missiles your best defense is to know that this system is dependent upon reference marks, painted on the paved shoulder of the road. You will see these off to your right as you drive. They are done in white paint and are in the shape of a letter "T".

They are a quarter mile apart.

I-95 has a set of them some miles East of

New Haven, and another set closer to the Rhode Island border near Stonington. It is your progress past these marks that the observer will time. If he finds that you are speeding he will radio this news to a chase car on the road ahead of you. To defeat this system you must decelerate as soon as you pass the first of these reference marks, and observe the limit as long as the marks are there. Important point! As you drive past the first of them, you must brake to a speed lower than 55. If you are doing 70 as you pass the first mark, and merely brake to 55, your average speed through that quarter mile will be something like 62. Not so good. What is required is to brake from 70 to something like 40 to get that average of 55. Once beyond that first quarter mile you can get back up to 55.

Again it must be said that rapid deceleration in heavy traffic is an invitation to disaster. Either do not speed in heavy traffic (that's the best idea) or accept the fact that you're going to be ticketed. It would be better to pay the fine than to end up in a hospital or a morgue because the 18-wheeler behind you couldn't match your deceleration.

Here are two more thoughts on the "spy in the sky" system. Because it is dependent on the ability of the observer to see the marks on the side of the road, it is not used at night. And for the same reason it may not be used at all during winter, since plows deposit snow on the sides of the road and obscure the marks.

If it happens that you are spotted speeding, don't try to flee. The sort of speed needed to get the better of a police pursuit is too dangerous, and other motorists are not to be subjected to that sort of risk. Anyway, police can radio ahead for other cars to join them, they can blockade the road, and if one of their airplanes should be in the area... well, you get the idea.

The police may be your opponents, but they are not your enemies. Don't think of them as "pigs"... they're not. They are men and women who do a job which is boring at best, sometimes dangerous and sometimes nauseating. Mostly they drive around listening to their squawky radios. Sometimes they come up against psychos and some of them die. And sometimes they get to deal with road accidents featuring human beings torn apart or burnt to a crisp. You may not like to see police in your rear-view mirror when you're topping 55, but they're the very people you look for if you wind up in trouble yourself. As people go, police are a darn sight better than the politicians who sit in Hartford and Washington and write our laws.

The Real Enemy

It's the politicians who are your real enemies. Those unimaginative, meddling, paternalistic pin-wits are the bane of motoring. They sit in their offices with a copy of "Readers' Digest" in one hand and "The Gospel According to Ralph Nader" in the other and endlessly chant "Speed kills, speed kills". They steal money from us to buy high-speed roads cluttered with "Speed Limit 55" signs. Then they steal more money and buy radar guns and airplanes to use against us.

Do they even obey the laws they cram down our throats? No, they do not. One day I was driving along I-95 at a modest 60 mph, when a car approached from behind. Angry flashes of headlights told me to get out of its way. I did so, and as the car passed me I saw the special legislative plates indicating the driver was one of the Hartford Mob. The police held no fear for the legislator, for he was confident of his ability to see that any charges against him would be dropped.

To that lawmaker, and to the other like him who break the very laws they create, I say "Rot in Hell".

And to you, dear reader, and to decent drivers everywhere I say this: Stay buckled up and sober. Combine attentiveness and good judgment with your speed. You'll get there sooner and enjoy yourself more in the process. Happy motoring!

"A tax supported, compulsory educational system is the complete model of the totalitarian state."

Isabel Paterson, 1943

Space Defense

by Jonathan Tappan

Everyone agrees that our present state of nuclear standoff, with its constant threat of annihilation, is extremely undesirable. The question is, what can be done about it? One of the most popular ideas is that the government should build a new high-tech anti-missile system, based on satellites armed with lasers or other energy weapons, which would shoot down attacking missiles as they are launched.

The motives of the proponents vary. The libertarians who support such a system are idealists who hope that by concentrating on "defensive technology" we can develop a shield behind which we can dismantle our offensive weapons. Other proponents, such as President Reagan, want to continue the offensive arms race while building an anti-missile system in addition. People who support space development tend to back the idea because they are in favor of anything that will get the government to spend more money on space.

To understand these proposals we need to know something about the theory of nuclear targeting. We have all heard of the doctrine of Mutual Assured Destruction (MAD), under which both sides blast each other's cities and wipe each other out. Another name for this is "countervalue" targeting. This strategy requires a few hundred warheads, which can be delivered by relatively inaccurate vehicles such as bombers and submarine-launched missiles.

Both the United States and the Soviet Union have thousands of strategic nuclear warheads, far more than this strategy requires. This is explained by a different strategic doctrine, called "counterforce" targeting. While a countervalue attack concentrates on the enemy's population centers, a counterforce attack is aimed at military targets such as airfields, military bases, and missile silos. To destroy targets such as missile silos, which are hardened against nuclear attack, you need vast numbers of warheads and a very accurate delivery system--only land-based missiles will work.

Both the United States and the Soviet governments favor the idea of counterforce. Proponents of this doctrine claim that it is much more moral because it minimizes the deaths of innocent civilians. A countervalue attack might kill 100 million, while a counterforce attack would kill "only" 30 million. This idea has both moral and practical problems. For one thing, a counterforce attack would so disrupt transportation and food supplies that most of the urban population might starve to death anyway. The TV-movie "The Day After" depicted the results of an all-out counterforce attack on the United States.

But there is another problem that is more subtle and more urgent. If both sides have an effective counterforce capability, then both sides have a motive to launch a

... HOPE OR ILLUSION?

pre-emptive first strike. A successful counterforce first strike would destroy enemy missiles; a successful retaliatory strike would destroy only empty silos. We could eliminate this threat by dismantling our vulnerable land-based missiles, but this would mean giving up counterforce, since less vulnerable delivery systems such as bombers and submarines are simply not accurate enough.

To deal with this problem, nuclear strategists have come up with many proposals for anti-missile systems to protect our land-based missiles. The space defense idea is the latest. A system to defend our missiles is much more practical than one to defend our cities. A system to defend cities should be 100% effective; to let even one warhead through would be fatal. A system to defend hardened missile silos can afford to let a few through, since at worst each warhead can take out only one missile. Most experts agree that proposed defense systems could at best be 90-95% effective.

However even these estimates tend to assume that if we build an anti-missile system the other side will do nothing, except perhaps build a defensive system of its own. Actually there are many countermeasures that the Soviets could take.

- 1) They could try to confuse the system with decoy missiles, radar jamming and similar techniques.
- 2) They could reduce the vulnerability of their missiles to lasers by coating them with reflective material.
- 3) They could attack the satellites. As a general rule, it is much easier to shoot down a satellite than to shoot down a missile.
- 4) If these measures were not sufficient, they could retarget their missiles at our population centers. Aim 20 warheads at each city, and one or two are bound to get through.
- 5) If our anti-missile system was so good that none of these measures was effective, they could change delivery systems. Low flying cruise missiles would be very hard to stop. Coastal cities could be destroyed by long range nuclear torpedoes. As a last resort, an attacker could secretly assemble nuclear bombs in all the target cities and detonate them by remote control.

Note that the last two options involve giving up counterforce. It is ironic that a system intended to preserve the counterforce strategy might end up causing it to be abandoned by both sides. (We can probably assume that anything that one side does will be imitated by the other.) It is even possible that if we build a defensive system to protect our missiles, and the Soviets switch to countervalue targeting as a result, we could suffer more casualties in a nuclear exchange than we would have without the defensive system.

At this point the advocates of "defensive

technology" are probably getting restless. "We aren't talking about some boondoggle to defend the MX missile," they may say. "We want a complete redirection of our defense efforts away from offensive weapons. Finding an effective defense against the atomic bomb is merely a technological problem, one we can solve if we really want to."

A technological breakthrough that would eliminate the threat of nuclear weapons is certainly desirable, but I do not think that it is a realistic hope. Building defensive weapons is not a problem that can be compared with putting a man on the moon. In warfare we must overcome not the blind forces of nature, but human opponents who are as clever as we are.

The idea of defensive technology has been tried over and over again throughout history. The Great Wall of China, the Maginot Line, the Atlantic Wall and the Bar-Lev Line are all examples of such efforts. In every case the enemy either found a way around the defense, or smashed his way through it.

I cannot think of a single historical example of a weapon that was made obsolete by advances in defensive technology. Centuries after its introduction, the longbow remains as deadly as ever. No one ever came up with a satisfactory defense. Instead, the longbow was discarded after more effective "offensive" weapons were developed.

Defensive technology is morally attractive, but it just will not work in practice. The nature of warfare gives too much advantage to the offense.

This does not mean that we must just continue with the status quo, with its ever-increasing risk of annihilation. We cannot make nuclear war "safe", and we certainly do not want "solutions" that will cost us billions of dollars and only succeed in expanding the arms race in new directions. We need to find ways to reduce the risk of nuclear war.

One obvious way that the United States could reduce the risk of nuclear confrontation would be to pledge never to initiate the use of nuclear weapons. Most Americans are under the impression that we have already done this, but in fact both Democratic and Republican administrations have always insisted on the right to be the first to use nuclear weapons under certain circumstances. At the last Democratic National Convention, Walter Mondale personally intervened to kill a "no first use" platform plank. This illustrates how the bipartisan coalition that has run our country since the Second World War has ignored ways to reduce the risk of a war that could destroy us all.

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The cost of liberty is less than the price of repression.

William du Bois

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BUMPER BANE

by Scott Noss

The good news is that the relaxed bumper standards of 1982, setting the crash-test level at 2.5 mph rather than at 5 mph, are a welcome, if slight, notch in the trend of increasing government meddling into personal transportation. The bad news is that the regulatory framework remains firmly in place, ready to carry whatever future standard might be proposed.

Bumper regulations are a small part of the extensive maze of laws which bear on the cars sold in this country. It started with the National Traffic and Motor Vehicle Safety Act of 1966. That Act was the legal basis for the Federal Motor Vehicle Safety Standards (FMVSS), and, later, today's National Highway Traffic Safety Administration (NHTSA). FMVSS 581, one of a series of standards NOT concerned with safety, is the bumper standard.

The greatest pressure for a bumper rule had come from the auto insurance industry, resulting in the 1972 Motor Vehicle Information and Cost Savings Act. The Law stipulated that "no standard would be set unless the costs of the vehicle improvements necessitated by the standards were less than the consumer benefits produced by such standard." The regulators arrogantly assumed that they had the wisdom to take over one of the functions of the car manufacturers and to distort the free market in such a way as to benefit consumers.

Volare/Dodge Aspen and concluded the 2.5 mph standard would be more cost-effective than the 5 mph standard. Then the NHTSA reversed itself in 1979 and concluded that the 5 mph bumpers were worth \$39 in net benefits over the 2.5 mph bumpers. The Council on Wage and Price Stability (COWPS) found serious flaws in that NHTSA study. COWPS favored the 2.5 mph standard at a \$42 advantage. A total of four NHTSA studies was split with two supporting each standard, all within a small range. The latest from NHTSA is that 2.5 mph bumpers have a \$28 advantage.

The insurance lobby, with its regulate-everything philosophy, is eager to have the bumper strength standard increased to 7.5 mph for a barrier impact, 10 mph for a car-to-car impact, direct or angled, and to account for the pitch-dive effects of one or both cars being braked prior to impact. After the 1982 announcement of the weaker bumper standard, Allstate threatened a 10-15% increase in the cost of collision coverage and demanded a return to the 5 mph standard. State Farm's figures, however, showed that it was the uniform height requirement, not the strength requirement, that improved the claims experience. Anyway, the auto insurers seem to see more profit in the tough bumper standards and are fighting the issue in the courts and in Congress.

What have been the effects of the 5 mph bumper standard?

PRICES were up, by \$137.50 at the start of 1974, and by about \$120 in 1979.

DESIGN suffered. Small cars were hurt the most by the bulky, massive bumpers. More complex support structures imposed design limitations on other parts of the car. Increased weight causes increased wear on tires, brakes, engine, etc, and decreases fuel mileage.

PERFORMANCE suffered. Increased weight directly impacts acceleration.

SAFETY was barely improved, and only indirectly. The bumper standard's contribution to safety is in protecting safety equipment, such as brake lights.

OTHER COSTS are not to be neglected. Administration of the program, including the many government studies, is a burden on taxpayers. Accelerated depletion of resources, including fuel, and increased pollution from burning more fuel, as well as from increased wear on brakes, may be seen as costs. Automotive industry personnel have been burdened with the mental anguish of having to meet arbitrary, ever changing standards and deadlines. Consumers have not been allowed the choice to buy cars with bumpers weaker than the government standard. Consumers have been given the false sense of security that comes from believing in the validity of arbitrary, half-baked, and unsupported standards. The existence of a regulatory framework entices self-serving interests to seize control of and use the strong arm of the law for their private benefit. Consumers are not safe when the weapon of oppressive regulation is up for grabs. Interested parties fighting over the level of the bumper standard in courts divert the courts from the weightier matters of the law and justice.

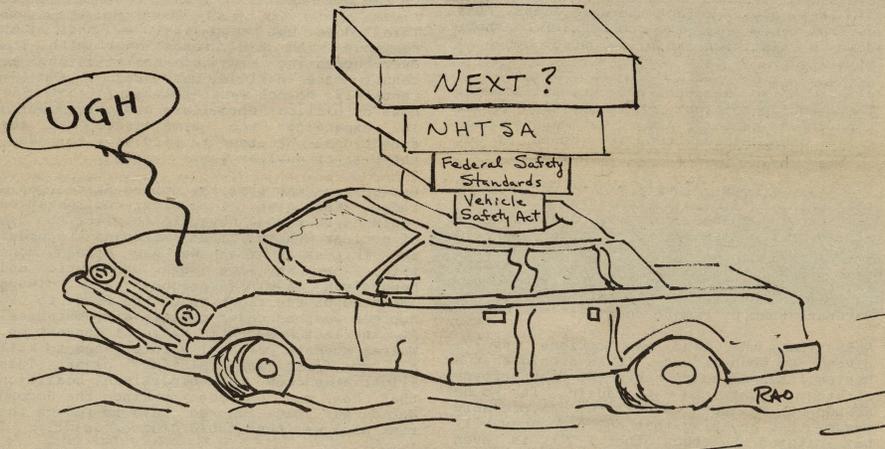
What would cars be like if there had been no bumper standard? European and Japanese imports might be more like their home versions. Perhaps some manufacturers, foreign or domestic, would have detected

some demand from crash bumpers and designed and offered them but not in haphazard haste. Perhaps the insurance industry could have established a voluntary standard by offering coverage of crash-worthy cars at lower rates. Perhaps groups such as Consumers Union could have helped establish a voluntary standard by educating consumers as to the efficacy and net benefit of crash bumpers.

What would cars be like following repeal of the existing bumper standard? As with the reduction of the standard to 2.5 mph, probably a full range of bumper strengths would become available to consumers. After several years, perhaps some level of crash protection would emerge as optimum and become a voluntary standard. More likely different manufacturers would settle at different levels of crash protection, even with different levels for different models, as Chrysler and General Motors seem to be doing already with the existing lower standard. As above, the insurance industry and consumer groups could influence the continuation of some standard, though such a standard would be strictly voluntary.

Regardless of the argument whether the government bumper standard should be 5 mph or 2.5 mph, the basis of the standard is flawed. The government has no more legitimate place to set a bumper standard than it has to require any particular number of ashtrays in a car. The characteristics of a car's bumpers are not properly the government's concern. Bumper strength should be an open choice to the consumer, as are choices of engine size, transmission, steering etc. A consumer should be given the chance to assess his need for crash protection, what types and number of crashes he is anticipating, whether he would repair minor damage or accumulate dents, whether he would insure his car for collisions, whether he would want to pay more now for a hefty bumper or more later in insurance premiums or damage repair, and so on. It is absurd to think that even the brightest minds in the world should have the answers to these questions for all drivers. The government doesn't need to tell us how strong bumpers have to be, any more than it needs to tell us how many speeds a transmission has to have or how round a tire has to be.

The bumper regulations should be repealed. What little good they have done does not need to be thrown away, but the bad does not need to be allowed to continue. The bumper regulations are like a shark, temporarily tranquilized. We would all be safer if the shark were gotten rid of, before the Jaws start grinding again.



The 1974 models suffered the first major effect of the bumper regulations. US bumpers were clumsy add-ons for many imports. The new bumpers added weight and length. A 1979 sample of imports shows increased weight of 50-200 lb for US over home versions, exclusive of catalytic converter weight. Most of the weight increase was due to the crash bumpers. Length of cars increased in some cases up to 10.0 inches for the new bumpers. Despite the cost-saving stipulation of the regulation, the effect of increased bumper weight on fuel consumption was neglected. And, of course, there was the basic cost of the beefier bumpers, energy-absorbing and support systems, and later engineering "turkey work" to make the crash bumpers lighter and to integrate them into the design of the whole car.

The new bumpers increased car price by an average of \$137.50 for 1974 over 1972. "Road & Track" estimated that "motorists paid out some \$967 million MORE in 1974 than in 1972 (the last year of the unregulated bumper) because of the new devices, NOT INCLUDING INCREASED FUEL CONSUMPTION due to the added weight, and that the insurance companies paid out as much as \$2 million more."

The seemingly crucial question of cost-effectiveness has been thrashed about repeatedly, with results going both ways. The 1978 NHTSA study concluded 2.5 mph bumpers would result in a net gain for the consumer. The insurance industry challenged that conclusion and suggested 7.5 mph bumpers as even more cost-effective than 5 mph bumpers. A bumper manufacturer tested US and Mexican versions of the Plymouth

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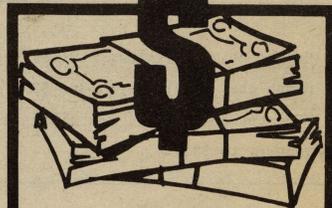


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Symbol ?

or Substance ?



by Jim Davies.

Lee Iacocca, that Captain of the Car Trade, was selected to raise funds to restore Lady Liberty. What a choice!

He will, no doubt, do an excellent and efficient job, and America's great symbol of liberty will be restored to last, perhaps, for another hundred years. Iacocca has shown beyond doubt that he can do a tough job well. Would that we had men like him working FOR liberty, instead of against it.

For that's what he's been doing, unfortunately; which makes his a particularly inappropriate name to be associated with rebuilding the Statue.

He's the man who, when his Chrysler Corporation was in deep trouble a few years back, persisted in persuading Congress to underwrite loans to his company at the risk of you and me, the taxpayers. True, he did such a good job of trimming Chrysler down that after all the loans were not needed; helped somewhat by the revival of the car trade in general since 1981, and by the Government's protection of it against Japanese competition - of which more below.

Without those loan guarantees, Chrysler would have gone bankrupt and many would have lost their jobs.

With them, Chrysler survived and many did lose their jobs.

The deal was "sold" by Iacocca to Congress on the basis that voters in Michigan would be thrown out of work without them; and all Congressmen can be trusted to rescue votes at all costs - so long as the taxpayer foots the bill.

Since Chrysler was overstaffed there had to be massive layoffs anyway, so the individual employee lost twice - once as a taxpayer, being forced to take a risk that was unacceptable to potential lenders of their OWN money - and once as an employee; 30,000 were laid off anyway. But the facade was maintained - Chrysler survived, and Lee came out smelling like a rose.

Had Chrysler been allowed to go bankrupt,

the free market would have operated with quiet efficiency to scavenge the profitable parts and scrap the rest - which is, of course, precisely what should have been done. Why should we be compelled to finance a commercial basket case? There would have been layoffs (there were anyway) but the end result would have been a healthier car trade.

So, there's no question: when it suits him, Lee Iacocca is an ENEMY of freedom; far from believing in Free Enterprise, he wants Government to force the people of this free nation to pick up the tab for the mistakes of his own company. For freedom, you see, is a double-sided coin; just as America is meant to be the place where people are free to succeed, they must also be free to fail. The alternative is to squander the nation's resource on ventures unable to make a profit, and that's a sure way to prevent the creation of wealth. Will we never learn, for example, from Britain?

Imports

Iacocca has been busy undermining freedom also during the years since Congress underwrote his company. Only recently, for instance, he called for "retaliation" against the Japanese, whose Government restricts the imports of many goods Americans would like to sell there. He wants to see high tariffs on imported Japanese cars.

Such tariffs would undoubtedly help the car makers of Detroit, at least in the short term. But what would they do to freedom? - by raising the price of Japanese cars, they would reduce the freedom of choice of ordinary Americans. Some would be unable to

afford the car of their first choice. Others would buy it anyway, but sacrifice some other purchase instead. And if they run true to form, the moguls of Detroit will hike their own prices under the Government's umbrella - so reducing our freedom of choice even more. That's what such "protection" always does. It protects a few, for a while - but socks it to the rest of us, for ever.

Actually, the "Free Enterprise" Reagan administration has been busy erecting such protection for the car trade ever since 1980, at the urging of Iacocca and others. What it did was to get the Japanese to agree to "voluntary export quotas".

What they "voluntarily" agreed to do, was to restrict the NUMBER of cars exported to America. That's why you have to wait so long today for most Japanese models. Another touch of "freedom", Iacocca style!

The restriction has done more, though, than lengthen the time we have to wait. It has also pushed up the price... by about 50% since 1982, even though inflation in the period has been about 10%! How so?

Well, the Japanese aren't stupid. Since their arm was twisted to limit the NUMBER of cars sent to the USA, they chose to send only the EXPENSIVE models - that's why "cheap Japanese imports" is now a phrase belonging to history. Under the phrase umbrella of this increase in Japanese car prices, incidentally during a period when the Yen has declined sharply against the dollar - which would in a free market lead to a dollar price REDUCTION - US car makers have happily raised theirs too. Guess who loses? - you and I.

So that's the kind of damage that is being done to individual freedom by this fundraiser for the Statue of Liberty, and his friends in Government. What a tragedy! The immigrants who so thrilled when first they saw that Statue knew at first hand that all governments restrict liberty, and destroy wealth; and that's why they came to this free country, for a chance to make good. How very, very sad that their descendants are busy re-erecting the kind of government that will destroy that freedom. And that at least one of them, Lee Iacocca, is doing so in the fair name of Liberty itself.

Continued from Page 12

policeman at every corner, who will not let you pass until the street ahead is empty, is a bureaucratic nightmare of a solution. When automobile drivers are not self governing we get quite upset. Imagine the world FULL of drunk drivers. Automobile traffic as we know it would be impossible, even with a cop on every corner! The bureaucratic solution is still not very useful for aviation. How successful or even how promising would the automobile be if it had to operate in such a system?

How do I keep planes apart?

The chief problem, and the source of most accidents in a car or plane, is from not knowing where you are and being in the wrong place. Crossing the double yellow line on the roadway or in the air is a prescription for trouble. For aircraft, radio navigation can now pinpoint almost any location. A highway in the sky could keep traffic separate. Small electronic instruments developed in the last 5 years allow us to find our position with an accuracy of between a few feet and a few hundred feet. The present cost is now less than \$2,000 and this is not in mass production the way car parts or calculators are. This innovation makes it possible for personal aircraft to be self regulating. There are still problems to be solved. Automotive invention and innovation did not stop with Henry Ford's mass production of the automobile. Yet with a highway in the sky, air traffic can largely find its own way. Or can it?

Who will Reign?

There are other problems with the bureaucracy. Does the flying car require a 5 mph bumper and PASSIVE restraint systems? Will a catalytic converter be required? Does the car require aircraft tires? (Snow tires on an airplane?) Does the automobile

need to pass FAA lightning strike requirements? Must the aircraft portion of the vehicle meet the requirements of a trailer when it is being towed with the wings folded? Will the gas station mechanic need an FAA license? These are regulatory questions that can stop a manufacturer faster than bankruptcy. No manufacturer can make a perfect product, but the market helps correct errors. The Ford Edsel is a fine example. But each regulatory requirement has a cost. It costs the manufacturer to prove that his product is in compliance. At present, regulatory and product liability costs account for one third of the cost of general aviation aircraft. The consumer also suffers the indirect cost of a vehicle that has less usefulness per dollar spent. In this regulatory environment, how could any manufacturer invest the millions (!) of dollars required to get the vehicle certified?

The end run to evolution

The largest manufacturer of light personal aircraft is the man or woman who purchases plans and/or a kit and builds the vehicle himself. If plans were sold, then the flying car, the freedom and utility it represents, and the methods of exercising that freedom would soon follow. The system of roads and highways would have been developed even if cars had continued to be custom creations. Once common practice had shown the automobile to be legally acceptable and practical, then mass production did not seem such a risk. Perhaps the aerocar can follow the same road.

Defense, Swiss Style

In the view of "Free Connecticut", Government has no more right to tell us not to own or carry guns, than it has to tell us not to own or carry kitchen knives.

It's interesting however that by a very long tradition, the Government of Switzerland has compelled its citizens not to refrain from keeping guns, but rather to keep them!

Every adult male Swiss is required by law to keep a gun in his house.

This is almost as objectionable as the US laws which do the opposite, since as we say the choice of owning a gun or not owning one is in our view 100% that of the individual concerned. The Swiss polity, though, does make more sense than our own. It deliberately makes house-to-house, decentralized sniper resistance a key element in the National defense strategy. Any other Government contemplating the invasion of Switzerland (and for centuries that small country has been literally surrounded by large potential invaders) has to reckon with the existence of a gun in every closet. No occupying soldier would ever be safe.

May be that's a good part of the reason that for 500 years, nobody tried.

"The education of all children, from the moment they can get along without a mother's care, shall be in state institutions at state expense."

Karl Marx & Friedrich Engels, Communist Manifesto, 1848.

Victim's View



RON SOLTESZ doesn't just theorize about handguns, he carries one; and fears the day when Government might make doing so even more difficult. Here, he gives his reasons - straight from the combat zone.

Recently Chief Justice Warren Burger said that there is a war going on between criminals and the rest of us; and that the criminals are winning. I can't agree more.

In the part of Hartford where I recently lived, in one year there were FIVE MURDERS, in one of which 86-year-old Catherine Healy was beat to death in her living room. The police haven't solved it.

Three years ago, I myself was a victim. My work is music, and I have to transport valuable equipment late at night, from clubs where I've been singing. I use good kit. My \$2000 guitar was stolen from my van. The police have never found it; by one account, they haven't even searched for it.

My brother, too, was a victim. He called one day at a bar on his way home from work in Meriden, for a beer and a sandwich; soon afterwards four bikers followed him from the local outlaw club. They pulled out pistols, locked the door, tied my brother to a bar stool and for four and a half hours tortured him for "Fun", with cigarettes, belts and boots. Nobody helped him. He carried no gun to defend himself, and died of his injuries December 16, 1979. His murderer, known as "Mad Dog", is still free. The police say their hands are tied. Justice Burger was right.

Monopoly

In the "wild" West beyond reach of the law, there was much less violence than in today's cities teeming with police; and I mean the real West, not the one made in Hollywood. Most folk carried guns for self-defense, and it worked. Every time a criminal set out to rob, he knew his life was going on the line.

Since my guitar was stolen, I've carried a gun at my belt. I hope I never have to use it, but I'm a marksman and I know how to; and since it's been in view, no-one has tried to rob me. Self defense is effective.

The police, however, don't seem to like that. Apparently they want a monopoly in the fight against crime. It took me some SIX MONTHS to get a pistol permit out of them; the Hartford police "lost" my fingerprints THREE TIMES, obstructed me when being tested in their shooting range and when I passed, one Officer of the Law said "Watch out, there goes a f...ing Communist!" I wonder where HE was, while I was fighting Communists in Vietnam.

The only valid argument favoring an armed, uniformed force paid with tax dollars and having special authority from Government, is that they successfully fight crime. They are failing; so the validity of that argument should be called into question.

They are not only failing, but with the help of a lot of folk who seldom go near combat zones like my old part of Hartford, they are fighting for the exclusive right to go on failing, without help from those who want to defend themselves.

Frankly I object to having to ask anyone's permission to carry a gun. I think the right to defend oneself is a basic human right; and that in any case it is guaranteed in the Constitution, whose authors could think a good deal straighter than today's "experts" on crime.

But if it were made even harder to legally own a gun, what should we do? Ask the burglar to wait for 20 minutes while we call the police?

THE ROAD NOT TAKEN

by Rob Morse

How Will I Get to Ridgefield?

Writers and the articles they promise to editors are usually late. This writer is no exception. So how can I get to Ridgefield to visit my editor in time for the next issue of Free Connecticut?

I take the car. The guys at the local rest stop remind me of the guys that used to stand by the roadside and install tire chains on cars in the mountains. But since the weather is good, I unfold the wings myself and fly off. I insert the magnetic card for the Waterbury/Danbury section of the Central Connecticut Flyway. I always get the nav cards confused with my credit cards at night. Some station attendants have no sense of humor. I follow the local traffic to the Waterbury Flyway extension and then follow it to the Ridgefield Park-and-Fly. To avoid the rush hour traffic, I go by road the rest of the way. Besides, I get a nostalgic drive past where the Danbury airport used to be.

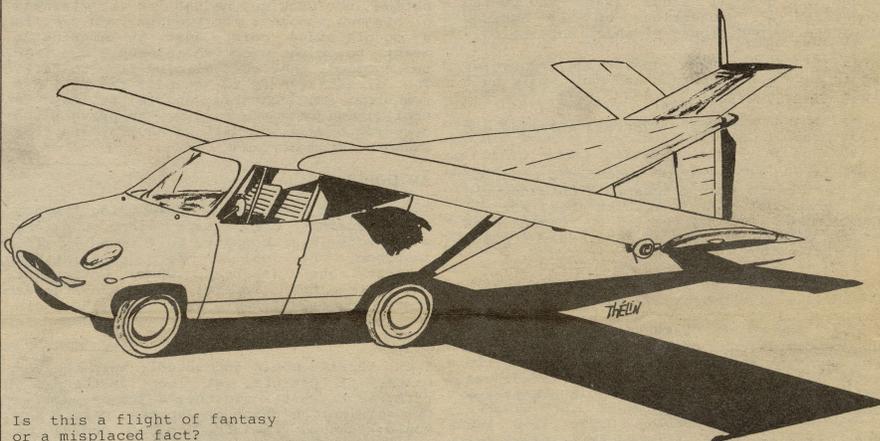
Is this Regulatory Outlook Necessary?

It is the job of the Federal Aviation Administration (FAA) and Department of Transportation (DOT) to oversee the safety of air commerce. The present system is designed to eliminate finger pointing after a collision by making it clear who was responsible for violating safe practice. The manufacturer, technician, mechanic, and aircraft driver are inspected and licensed to operate. There are "rules of the road" and pilots are expected to follow them.

All of these people and procedures operate in what is called the federal airways system. It includes the rules of aircraft navigation and separation. The aerocar suffers from system problems; a system of regulation and procedure that is not designed to handle man with wings.

How is the Present System Structured?

The airways system is much like an old



Is this a flight of fantasy or a misplaced fact?

Every technical item mentioned or implied in this "Flight of fantasy" is old technology, in 1985. Technology has given us ever greater means of transportation while decreasing the reasons for travel.

Yet, the combination of technologies that produce the aerocar may be effectively beyond our grasp. There has been a roadable airplane, also known as a flying car, since the 1940's. The third version now sits in a Wisconsin museum. It is not a Buck Rogers type of device, or a jet pack developed and best operated by Bell Labs. It uses the body of a small car and an aircraft engine to drive either the wheels or a rear propeller. The wings fold for towing and storage. The three-dimensional freedom of an aircraft and the local convenience of a car were combined to increase the utility of both. There are other versions of a flying car developed by different men. It is not perfect; I don't think it comes with wire wheels and a racing stripe or in a station wagon model... yet.

Why didn't the world beat a path to the inventor's door?

This is where our tale really begins. The world of aviation is bound with government regulation. These regulations have had a profound effect on what is economically feasible and profitable. We will not discuss the regulations that concern technical safety issues. We are not going to try wax wings again. Instead, we will examine the regulations that say, "I can't find a rule for that, so you can't do it."

How has this Affected the Aerocar?

A manufacturer must certify that his flying machine meets all the applicable Federal Aviation Administration regulations. The FAA has said it will not certify a flying car. The present airspace system would have to radically change if man takes to the air in his personal transportation machine.

street intersection before highways and traffic lights. It relies on traffic cops. Now, as a pilot, some of these people are my friends, but they still serve the role of traffic control officers. People sit in radar rooms and guide a handful of planes, guaranteeing that they will not run two of them together. Air traffic not directly controlled from the ground by an air traffic controller uses the rule of "Look out for the other guy". For those under air traffic control, it is a giant game of "Mother May I" in the sky.

Why is the structure this way?

As the federal airways system developed, airlines saw it in their interest to help tailor the system to their needs. They had an economic incentive to develop methods that allowed safe operations of large aircraft in traffic and in almost any weather. General Aviation lost out. General Aviation is the name given to individuals flying themselves, their families and friends either for business or pleasure. General Aviation is personal, private transportation. Can you imagine the highway system if it had been designed around the desires of the major bus companies? Heads of the FAA spoke of limiting the growth of general aviation for the benefit of the airways system. This wish to limit growth has come true. The modern (?) small aircraft is essentially custom built, despite the fact that the parts happen to roll down an assembly line. In fact, most assembly lines are stopped for lack of sales.

How do we keep surprises pleasant?

In comparison, automobiles by the thousands travel only a few seconds apart for hours on end. Each has a place and speed to guarantee smooth traffic flow. Auto traffic is self regulating because drivers KNOW WHERE THEY ARE AND WHERE OTHER TRAFFIC SHOULD BE. To regulate auto traffic with a