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In 1991 the Institute of Metals, later the **Institute of Materials**, became the publisher of *Interdisciplinary Science Reviews*. Its offices are at Number 1 Carlton House Terrace, part of the famous Regency Terraces in the center of London. They were built by John Nash (1752–1835), architect and city planner, and work began in 1811. Number 1 is on the far right. *Engraving published 1831, Author's Collection.*

J.W. Arrowsmith, the excellent printers of ISR in Bristol since the beginning in 1976, and publishers since 1983, decided early in 1990 that they could no longer bear the financial loss involved in its publication and therefore decided to put ISR up for public auction. Bids were to be submitted by 1 April 1990, but none materialised and I therefore acquired it myself. However, I soon realised that I could not publish a Journal from my flat in London and I bemoaned this at the Savile Club where Erasmus Darwin heard my complaints.

He simply said: "We shall gladly publish it for you, Anthony". At the time Erasmus, the direct descendent of Erasmus and Charles Darwin, was the Honorary Treasurer of the Institute of Metals which had for some time looked for a suitable Journal to expand its range of publications. The Institute of Metals was a learned Society with superb Nash premises at 1 Carlton House Terrace, and a world wide membership of 12500 members, tracing its history back to 1869. Later it changed its name to the Institute of Materials and has continued to publish ISR since 1991.

My first Editorial for the new volume and for the fourth publisher, was inspired by a United Nations Publication on the State of the World Population. It contained not only the relevant statistics on the human population explosion, but also for the first time on world-wide motor car production and expansion. I quote my conclusion: "As the exponential growth of cars is twice as fast as the well-known exponential increase of the human population, a breakdown of the car culture, as we have it today, can only be a few decades away."

In 1990, there were twice as many people as in 1950, but seven times as many cars. World car-production had reached 29700000 annually, but as the life expectancy of a car is only about 10 years, and only 10% of all cars are annually withdrawn from the roads, congestion will inevitably increase. The car industry is unlikely to abandon its lucrative business. Unfortunately I could offer no solutions to this problem. Rebuilding of cities, more motorways, vast expansion of public transport in the Western and the Third Worlds, electronic traffic control, must all be considered as palliatives, if at all possible in a democratic society. It convinced me that the outlook was indeed grim.

The only fundamental solution to the present human transport frustration I could propose was "Electronic Communicating instead of Commuting" with 'telework' by computer from home. This has natural limits, however ideal it may appear in an utopian world. If no radical changes are planned well in advance, the decaying car culture will not be replaced by its electronic sequel.