

The Electric Car Is the Trojan Horse of Global Communism



The Procession of the Trojan Horse in Troy by Giovanni Tiepolo, circa 1760

by Roger L. Simon

Elon Musk is no communist, but he may end up having contributed more to its global success than anyone since Karl Marx.

By making the Tesla the status symbol of our times, and now apparently about to offer an affordable version for the common man and woman, he has helped clear the way for government imposition of electric vehicles (EV) across the globe.

With a complaisant President Joe Biden currently in putative control of such decisions in the United States, the electric

car is upon us as never before, with new Environmental Protection Agency regulations this week that mandate a dramatic switch to all sorts of EVs by 2030—barely the blink of an eye away in historical terms.

Meanwhile, electricity, almost all of it, is in the hands of the government, to be switched on and off at its will.

It comes down to this: Our mobility will be controlled and if you control our mobility, you control us.

Even more than digital currency—bad enough—this is the final nail in our communist coffin. It is, quite literally, where the rubber meets the road.

While workarounds against government-controlled digital currency are possible, when it comes to actual movement, doing business, going to the market, a restaurant, entertainment, seeing friends and family, or having any personal contact at all, most of us are slaves to a highway and road system that has existed for decades.

There's a reason that the Chevy at the levee [Don McLean](#) sang about was a symbol of freedom. Bye-bye Miss American Pie, indeed.

Were Friedrich Hayek to rise from the dead to write a sequel to "The Road to Serfdom," it would no doubt feature the electric car.

All of this is being done in the name of avoiding potential climate catastrophes that will never occur. In fact, the reverse is true. Through technologies that are actually useful, the dangers of events such as hurricanes have been radically diminished by factors close to 90 percent, but you wouldn't know it from the writings of so-called environmentalists.

As with all stalking horses for communism, the climate

fascination is about government control of who makes money and how. It's not about social justice and least of all about the "environment." Everyone wants a clean world. We're all conservationists. We just don't like to be lied to about it.

Perhaps the biggest lie is about the dangers of carbon, whose slight rise in recent years has caused an extraordinary greening of the Earth and a concomitant agricultural boom for third-world countries where the starvation of the populace is a serious problem.

And never mind that the West's—notably the United States'—weaning from fossil fuels opened the door for oil-rich Vladimir Putin's invasion of Ukraine, not to mention inflated heating and cooling costs throughout the world accompanied by slower growth.

Germany appears to have had something close to a nervous breakdown when it discovered that wind and solar energy were nowhere close to dealing with their winters—something that was only common sense.

I could go on, but these "minor" facts don't deter those who have long made "climate change" their religion.

In any case, the real point was power and never climate. The latter was the most effective way of gaining the former.

Their Trojan Horse—the electric car—is doubtless their most effective tool yet.

Never mind that this tool directly empowers communist China, a nation we would depend on more than ever for raw materials, rare earth, and so forth, if the meager 6 percent of electric cars currently being purchased in our country expanded to anything even remotely close to the 50 percent or more sought.

And maybe, only slightly deeper down, that's the point. Maybe our so-called elites want us to be dependent on Xi and Co., to

keep the toxic co-dependency going to mutual advantage.

Remember that Klaus Schwab, the godfather of globalism and the World Economic Forum (WEF), had admiring words to say about the Chinese communist regime, just as Biden, only months before declaring for the presidency said the Chinese are our friends. He has reduced that to “competitors,” which is sort of like tossing a basketball to your opponent under your basket so he can slam-dunk over you.

In a world of diminishing—one could almost say fully disappeared—privacy, for some of us our cars, perforce, have replaced our homes as our castles. It was the one place we couldn't be spied on, especially if we left our cell phones at home.

That's over in the world of the EV, which, by its very nature, is connected to the forces above, delivering us new software as it gobbles non-stop information about our lives.

I am writing this while on the campaign bus of Vivek Ramaswamy, also an electric car skeptic, techy though he is. We are presently parked in front of a restaurant in Dover, New Hampshire.

Standing outside is a young man with a T-shirt emblazoned with a portrait of George Orwell, accompanied by the message “Boy, did I get right!”

Indeed. But not even the great Orwell conceived of the potential dangers of the electric car.

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