**Introduction**

The mighty is a book and television documentary series from the year 1979 made by Computer Scientist Dr. Christopher Evans. It discusses the technology of the microprocessor. Dr. Evans makes various predictions on the impacts that this technology will have on society and the on the way we live in the future.

In episode 2 of the series Dr. Evans discusses the impacts the microprocessor will have on machines, society and in particular money.One of the more erroneous predictions Evans made in this episode concerned how we would interact with physical cash in the future.

***Jump to clip on cashless society***

While he has made accurate predictions he overestimated the adoption of physical money. However, it is true that there has been a shift, as only about 8% of all money today exists in a physical form. But we still love in a world where cash is used extensively.

There is no doubt that the technology is available to achieve such a fantasy. However, Evans, a technological determinist, was blinded by the potential of the microprocessor and didn’t realise the lack of trust between humans and computers. He also blindly believed that theft would become a thing of the past as a result of this transition.

**Clip of theft**

What Evans failed to realise was that as currency went digital so too would theft. IBM’s CEO recently stated that cyber crime was the greatest threat to every company in the world.

In all aspects of society there is strong sense of distrust between humans and computers. We still don’t trust technology to assist us with our voting. Voters still fill in ballot forms which are in turn counted and tallied by other humans and not machines. Today’s technology is even great enough that commercial airlines could potentially fly themselves. However, we still feel the need for a pilot in the cockpit.

**Elon Musk**

In 90% of crashes, human error is to blame. **‘The Frankenstein complex’** is the fear that something a human makes will turn on its creator. The fantasy that is driverless cars has not yet been successful also as a result of this distrust. Three out of four U.S. drivers said they would feel “afraid” to ride in self-driving cars, according to the AAA survey released on 1 Mar 2016.

But just as we learned to stop fearing the devil, we might also learn to stop fearing robots as we become more and more accustomed to them. Who knows, maybe one day we will live in a society in which we fully trust computers.

Experts are divided on the impact the robotic worker will have on society. Some say that, just as the industrial revolution destroyed farming jobs but created factory work, the rise of the machines will foster new opportunities, many of which are not even imagined today. Others believe that the jobs that do emerge will be so specialised or skilled that large swathes of the working population will find themselves obsolete.

In 2013, researchers at Oxford predicted that nearly half of all jobs in the United States are at high risk of being computerized in the next decade or two.

A phrase coined by Isaac Asimov, **‘The Frankenstein complex’** is the fear that something a human makes will turn on its creator — just like in Mary Shelley’s novel where Victor Frankenstein dies at the hands of his monster.

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In 90% of crashes, human error is to blame. And so most experts agree that self-driving car technology will reduce the number of crashes and fatalities. Self-driving cars, Adrienne LaFrance writes in The Atlantic, could save up to 1.5 million lives just in the United States and close to 50 million lives globally in the next 50 years. Yet in a March 2016 poll by the American Automobile Association, 75% of respondents said they are not ready to embrace self-driving cars.

Three out of four U.S. drivers said they would feel “afraid” to ride in self-driving cars, according to the AAA survey released on 1 Mar 2016. Just one in five said they would actually trust a driverless vehicle to drive itself with them inside. On the other hand, drivers who already owned vehicles with technologies such as automatic emergency braking or adaptive cruise control were more likely to trust such semi-autonomous features than drivers without experience of the technologies. If U.S. drivers can get used to semi-autonomous technologies, they might also change their minds about self-driving cars once they get a chance to try them later on.