



TABLE OF CONTENTS
VOLUME 13 • ISSUE 5

The Positives2
You Are Cordially Invited3
Ethanol Use May Increase.....3
Moyers Situation Disappointing.....4
NHTSA Seeks Comments4
Return Address4
2002 NMA Business Members5
Metering Mobility.....6
NMA Mentions7
“Topspeed” Joins NMA.....7
A New Kind Of License.....8
Media Hype9
NMA Photo Contest9
News From Around The Country10
The Experts’ Corner.....11
Members Write12
More NMA Staff13
NMA Items For Purchase15
State Chapter Coordinators and Activists.....16

Copyright © 2002 by National Motorists Association Foundation. All rights reserved.

NMAF NEWS (permit # 0716556-KWP) is the official publication of the National Motorists Association Foundation, Inc. NMAF NEWS is published bimonthly by the National Motorists Association Foundation, Inc., 402 W. 2nd St., Waunakee, WI 53597. (608/849-6000) Nonprofit bulk permit paid Madison, WI. Annual membership in the National Motorists Association includes a subscription to NMAF NEWS.

EDITORIAL STAFF

Executive Editor:Eric Skrum
Advertising Manager:.....Nancy Mills
Guest Writer:Aarne Frombom

COVER

“Watch Opposing Traffic”
 By Nadine M. Dausey-Sorenson

The Positives

by James J. Baxter, President, NMA

I've touched on this subject before, but it deserves to be periodically revisited. The overwhelming majority of our time seems to be devoted to being "against" all manner of government proposals, regulations and legislation. Interviews with TV and radio commentators, and newspaper reporters, inevitably turn on some issue where the NMA is cast as the "opponent" to a politically correct sacred cow policy. These policies are invariably intended to "protect the children, save the environment" or "bring order where chaos now exists." Lost in all this gnashing of teeth is the truly positive nature of the National Motorists Association. We aren't just pessimistic negativists!

Unlike our opponents and detractors, we actually *like* people! We think most people are decent, honest sorts who really just want to go about their affairs in a harmless manner with minimum conflict with their fellow citizens. For sure we don't subscribe to the NHTSA/IIHS/MADD vision of the world where without posted sentries at 100-yard intervals on every road to enforce all manner of laws, the populace will maim, murder and destroy, just for the heck of it.

All of our public policy positions have a positive aspect. For example, we support the proposition that parents should make decisions concerning the welfare and safety of their children. It naturally follows that we believe adults can and should make *their* own decisions concerning their individual welfare and safety. This, of course, puts us at odds with those who support punitive government mandates in favor of individual discretion and personal responsibility. In this same vein, we endorse the concept that, at a minimum, government safety

regulations should do no harm. It should not be the government's prerogative to harm one group of citizens under the pretense of this harm being acceptable collateral damage for some supposed "greater good" for the population at large.

Our support for rational, engineering based speed limits may get lost in the "speed kills" hysteria, but our dogged promotion of 85th percentile speed limits is irrefutably defensible. Again, our position is positively in sync with the habits and practices of normal, reasonable and responsible people. For taking this stance, we've been referred to as a "fringe group!"

The NMA has always been an outspoken proponent of full due process rights (including jury trials) for persons defending themselves against traffic tickets. This also involves our support for any provision in law that eliminates or reduces the conflict of interests characterized by the police, judges, or local communities who financially benefit from the assessment of traffic fines. A police department or courthouse supported by traffic fines cannot be an impartial even-handed component of the justice system. Amazingly, the press, legislative leadership, and civil rights organizations don't recognize, publicize, or even oppose this incestuous system where traffic ticket enforcement and adjudication are exercised for the financial benefit of the enforcers and the adjudicators.

Then there's our endorsement of undiluted implementation of the traffic control standards as defined in the national *Manual on Uniform Traffic Control Devices*. The federal government spends

continued on page six

You Are Cordially Invited...

The *National Motorists Association* is honoring 20 years of protecting motorist rights and we want *you* to help us celebrate!

Ivan Sever, the Massachusetts State Chapter Coordinator is hosting this event in Massachusetts. But that doesn't mean that only Massachusetts members can attend. This party is open to all NMA members! And, we would love to see you there. Please mark your calendars for this event. There will be music and door prizes! (Pub food is available to any who wish to order.) If you plan to attend, please **RSVP** by calling (781-449-7231) or emailing (ma@motorists.org) Ivan.

Details of the Party

When:
Friday, September 27, 2002 at 7 PM

Where:
Fitzwilliams, Burlington Marriott
(Routes 128 & 3A)
781-221-6626 (Facility phone)

Please RSVP with Ivan Sever,
Massachusetts State Chapter
Coordinator at:
ma@motorists.org
781-449-7231

Directions

From New Hampshire and the North:

Off I95/Route 128, take Exit 33B "Route 3A - Burlington." Keep left on the exit ramp. Continue straight at the first set of lights onto Mall Road. Marriott entrance will be on the left.

From New York and the South:

Off I95/Route 128, take Exit 33B "Route 3A - Burlington." Keep left on the exit ramp. At the first set of lights take a left onto Mall Road. Marriott entrance will be on the left. ↩

Ethanol Use May Increase

By Eric Skrum, Managing Editor

Congress will consider a bill this fall which would call for five billion gallons of ethanol a year to be added to gasoline within 10 years (up from two billion today).

This mandate would benefit farmers and farm communities that rely on their corn being used in the production of ethanol. And, ethanol production companies (like Archer-Daniels Midland Co. that owns 35 percent of these companies) would see an increase in profits.

But you won't see any of those profits. An increase in ethanol won't be a benefit to the motorist; it will be a detriment.

The Federal government subsidizes the costs of ethanol through tax breaks on gasoline that is mixed with ethanol. This literally means less money is going to the nation's Highway Trust Fund. The more ethanol is used, the less money for the maintenance of our roads and highways.

Also, at least 20 states offer their own tax exemptions and other

incentives. This means the motorist loses in multiple ways. There is less revenue for roads. Ethanol causes reduced mileage and fuel costs become higher.

As use of ethanol goes up, so will food prices. Corn that would have gone toward corn syrup or feed for livestock will be used in vehicles. And, ethanol pricing is also highly influenced by weather patterns. This summer's drought in parts of the US raised the cost of ethanol to refiners by 24 cents.

Compounding these negatives is that ethanol is no longer needed in the quantities that it is currently used. In the 1980s, ethanol was introduced as a way to reduce emissions. It was used as an oxygenate to reduce carbon monoxide. With the advent of fuel-injection and computer-controlled engines, ethanol doesn't actually reduce the amount of emissions. The computers in newer vehicles monitor and adjust the air-to-fuel ratio and adjust it to deliver minimum

emissions. These engines don't care about the fuel composition since they continually monitor the mixture and compensate according to pre-set values. So, while a minute amount of ethanol is needed to help achieve higher octane levels to prevent engine "knocking," it isn't needed to reduce emissions.

Increasing the use of ethanol will be of no benefit to motorists and will actually cost you more while reducing funds available for road expansion and improvement. Please contact your Congressman to express your opinion on this issue. You can find their contact information on the web at <http://www.house.gov/>. Or you can use the more traditional approach:

United States House of
Representatives
Washington D.C. 20515
(202) 224-3121 ↩



printed on recycled paper

Moyers Situation Disappointing

By Eric Skrum, Managing Editor

In July, Public Television journalist Bill Moyers was charged with drunken driving after being stopped in Arlington, Vermont. The State Trooper who stopped the journalist said Moyers had swerved repeatedly across the center line of the road and had trouble negotiating a curve.

A roadside breath test (which is inadmissible to Vermont courts) was taken and showed a reading of .10 percent. Ninety minutes later, an admissible test was taken and showed Moyers to be at .79 percent which is below the .08 percent law in Vermont.

Now, Moyers has plead guilty to a charge of negligent driving and was fined \$750. He was also ordered to take a drunken driving course, and was given a choice of paying \$1,000 to an anti-drunk-driving group, or doing 200

hours of community service.

This was disappointing news. After he had been arrested, Moyers made a point of announcing to the media that he would be proving his innocence by fighting the drunken driving charge. Soon after, the media reported Moyers' capitulation to the new charges.

Moyers had the opportunity to prove himself innocent of these charges. The admissible evidence showed him to be under the state's definition of drunken driving. Instead of fighting, he chose to accept lesser charges. I should also point out that the NMA attempted to contact Moyers and offered our support, and encouraged him to contest the charges. We received no reply.

Not only did Moyers not fight the charge, he meekly accepted penalties that have nothing to do with what he

was convicted of. Moyers plead guilty to negligent driving. So why does he have to take a drunken driving course and pay \$1,000 to an anti-drunk-driving group? (He has the option of paying the \$1,000 or doing 200 hours of community service, but considering that he has taken the easy way out on everything else connected with this case, he will most likely pay his way out of this.)

This was a chance for Moyers to prove his innocence (and perhaps point out the excesses and abuses that characterize DWI enforcement practices). At the very least, he could have fought the penalties that had nothing to do with the charges, but he chose to capitulate. For such a high profile journalist to simply "cave in" is the most disappointing aspect of this entire episode. 🙄

NHTSA Seeks Comments

The National Highway Traffic Safety Administration (NHTSA) issued a formal request for public comment on its plan for vehicle safety rulemaking priorities. Your submitted comments would help NHTSA determine what to focus on for the next four years.

This is a great opportunity to voice the issues you'd like NHTSA to concentrate on.

The deadline for commentary is September 23, 2002. Comments may be submitted in writing to the *Department of Transportation's Docket Management Section, Room PL-401, 400 Seventh Street S.W., Washington, DC 20590*. It is requested, though not required, that two copies of the comments be provided. The docket section is open on weekdays from 10 a.m. to 5 p.m. Members of the public who are providing comments should

cite the docket number: *NHTSA-2002-12391*.

Also, comments may be submitted electronically by logging onto the docket management system web site at <http://dms.dot.gov>. Click on "Help" or "Electronic Submission" to obtain instructions for filing the document electronically. In every case, the comment should refer to the docket number, *NHTSA-2002-12391*.

The plan and the "notice of request for comments" can be found on NHTSA's web site at www.nhtsa.dot.gov/cars/rules/rulings. 🙄

With just the click of a button, renew your NMA membership online!
www.motorists.org

Return Address

We have been receiving quite a bit of mail without return addresses. This makes it difficult for our membership department to ensure that you receive your benefits. For example, a member will pay for his/her membership with a money order and not include the renewal form. That member's name isn't on the money order and the signature isn't legible. We then refer to the return address on the envelope for a name. If it isn't there, we don't know who to credit with the renewal.

Filling out the return address will make it easier for us to ensure that you receive the member benefits that you deserve. Please help us to better serve you. Thanks. 🙄

2002 NMA Business Members



Each year, we proudly publish a list of NMA business members. These businesses have supported our causes throughout the past year and we hope you will support them.

As a business member, you receive

a 15% discount toward the purchase of any NMA advertising package. Your company officers are included in our Traffic Justice Program, and are eligible for all of our regular NMA benefits.

If you are interested in becoming a

business member and supporting the NMA in this manner, please call the national office at 608/849-6000 for more information.

Thank you, to all of our 2002 business members. 🐾

ABATE/ CMRO Garrettsville, OH	Bose Law Firm PLLC McLean, VA 703/981-7726	Home Builders Assn of IA Urbandale, IA 515/210-4800	Pegasus Scientific Inc. Burtonsville, MD 301/421-4399
Act 1 Carol O'Loughlin Real Estate Inc. Falmouth, MA 508/540-4200	Camptown Tool & Die Co. Inc. Kenilworth, NJ	Hulett Trucking Inc. Allenton, MI 810/395-7121	Reading's Fun Book Fairs Lansing, IL 800/601-7136
Advid Inc Kendall Park, NJ 732/748-9370	Capitol Insurance Center Indianapolis, IN 317/253-1155	Jensales Inc. Manchester, MN 507/826-3666	Scientific Retail Systems Inc. Caro, MI 517/673-6226
Aero Lube Inc Kearny, NJ 201/998-1049	Casey W Raskob III Attorney At Law Croton-On-Hudson, NY 914/271-5383	Law offices of Hector Hernandez-Nazario San Juan, PR 787/758-0051	SlowerTrafficKeepRight.com Lake In The Hills, IL 847/854-5282
Amex Tool Co. Inc. Asbury, NJ 908/735-5176	Doug & Mary Volk Riverside, CA	Luxury Limousine/ Florida Keys Key Largo, FL 305/367-2329	Sunset Sound Factory Hollywood, CA 323/469-1186
Anderegg & Mutschler LLP. Milwaukee, WI 414/963-4590	Robert Kurtz Jr. Des Moines, IA	The Murphy Company Houston, TX 713/622-1050	TNW Corp. Vernonia, OR 503/429-5001
Associated Beer Distributors of Illinois Springfield, IL 217/528-4371	Columbus Truck & Equipment Co. Columbus, OH	NMS Consulting Orange, CA 714/532-2109	Trol-Matic Services Corcoran, MN 612/494-4681
Automotive Marketing Consultants Vista, CA	Dana Fleet Leasing Toledo, OH 419/891-7594	Norbco Inc. Westmoreland, NY 315/853-3936	US Biomedical Inc. Whitehouse Sta, NJ 908/534-7714
B & H Industrial Inc. Midland, TX 915/683-8032	Dolphin Aviation Inc. Sarasota, FL 941/355-2902	NY Capitol Consultants Inc. Albany, NY 518/449-3333	Xportation Safety Concepts Inc. Colorado Springs, CO 719/593-8881
Bancare Inc. Hawthorn Woods, IL 708/394-1122	Eck Collins & Marsteller Richmond, VA 804/788-4457	Oakland Valley Inc. Cuddebackville, NY 845/754-8500	Xtier Net Stroudsburg, PA 908/768-6966
Bare Bones Software Inc. Bedford, MA 781/687-0700	Goodman Sales Co. Inc. Arlington, NJ 201/997-2900	Pantech Inc. Wayne, PA 610/688-3998	
Barry S. Jacobson, Attorney At Law Brooklyn, NY 516/935-1990	GTI Toluca Lake, CA 818/776-1324		
	Harley Davidson/ Reno Reno, NV		

Metering Mobility

by Aarne Frobom

Holland may become the first country to charge for road use with on-board satellite receivers and computers. If things go as planned by the Netherlands Transport Ministry, by 2006 the eight million vehicles in Holland will carry something like a taxi meter, recording the miles traveled and transmitting the amount due in road-use taxes.

The Dutch have invited proposals to supply eight million "mobimeter" kits and associated billing services. Over 500 firms and individuals expressed interest in the invitation. There's a terrific amount of money involved in hardware, software, accounting and installation.

After installation costs of several hundred dollars per car, the scheme is intended to be "revenue neutral." Vehicle sales taxes, registration fees, and cash tolls would be abolished. Fuel taxes would be reduced. (In Europe, most gas taxes are for general government spending, so only about a quarter of the Dutch fuel tax would go away). Vehicle taxes would be per-mile, instead of annually, so the cost of each trip would go up, but the cost of car ownership would fall. Low-mileage drivers would save and high-

mileage drivers would pay more. The break-even point would be around 11,000 miles per year. Environmental crusaders have long believed that people would drive less if all vehicle charges were per-mile. This will be the first real test of this proposition.

Insurance could be per-mile, too. It's one of many ancillary businesses that could operate off the on-board GPS receiver and computer, such as traffic information and travel services.

Drivers would periodically upload the amount due, probably as a condition of buying fuel. They might remove a "smart card" from the car and insert into a reader. Road users would be billed for travel, as with a credit-card bill. Designers of these systems say that privacy is protected because only the amount due is transferred from the car; the record of its travels stays aboard the car's computer. Still to be determined is how meterless cars would be detected. Police spot checks and roadside radio receivers are possibilities. But certainly there will be some means of chasing down vehicles with balances due.

Eventually, the system will charge higher prices at times of peak demand.

This could reduce congestion. Of course, the price schedule could be bent in other ways, such as to charge more for travel in areas that don't want traffic, or according to a car's emissions. It's too soon to tell whether GPS location and computerized road maps will ever be accurate enough to enforce speed limits and other traffic laws. Theoretically, your car could one day rat you out for speeding or illegal turns or parking. But accuracy and data requirements put this scenario far in the future.

The current British government intends to impose a similar scheme by 2010. American researchers are looking into this idea, but have so far concluded that a tax-due meter would have to be deeply embedded into the electronic architecture of future cars. They feel there's no way to retrofit existing vehicles with the necessary hardware and make it fraud-proof and private. The Dutch have no such reservations. Maybe the Dutch aren't expert hackers, or maybe they feel that stiff penalties will deter obedient Dutchmen from uploading bogus amounts or just stiffing the state. 🐾

Positives

continued from page two

massively to determine, document and disseminate uniform traffic control standards. The states legislatively adopt these standards and impose them on local units of government as well. Then, the federal and state governments go to great lengths to avoid actually enforcing or implementing these standards. They ignore violations,

weaken the standards with weasel worded exceptions, and then claim they are being "flexible." The right term is "politically expedient."

The only organization in the entire country that truly supports the intent and spirit of the MUTCD is the National Motorists Association.

I could continue on with many other examples where the NMA has staked out positive positions on important motorists' issues. However, the point I want to make is that the NMA has a positive and enlightened agenda. It is not just a

naysayer that opposes change, or any form of regulation. Initiatives that respect individual rights and personal responsibility, and that have a positive effect on the traveling environment, are likely to find favor within the NMA. So the next time you read or hear the NMA being quoted as being against or opposed to some government proposal, just remember that our opposition is really fueled by our support of more important and lasting principles. 🐾

NMA Mentions

This is the section in *NMAF NEWS* that illustrates how the NMA is used as an information source by many in the media. If you know of a reporter in your area who is looking for motorist information, you can refer them to your *State Chapter Coordinator (SCC)* or *Activist*. If you don't have one in your state, the National Office is always available as well.

This time, we wanted to focus on the NMA in the national media. *Kiplinger Magazine* had an article in

the August issue on speeding tickets and drew heavily on the NMA for information. *Ivan Sever (Massachusetts State Chapter Coordinator)* and *Chad Dornsife (Nevada Activist)* both spent hours sharing information with the authors. Not only did *Kiplinger* draw on Ivan and Chad's experiences, they also spent quite a bit of time with *Eric Skrum (NMA Communications Director)*.

The *Kiplinger* article also ran on the *MSN* web site (www.msn.com) for a day. A link to this article was at the

very top of the homepage. It included a link to the NMA web site and generated approximately 5000 people to visit the site.

In the September 2002 issue of *Car and Driver*, *Jim Kadison (Virginia Activist)* contributed information on red light cameras to columnist *Patrick Bedard*.

Also, Eric Skrum was a guest on several syndicated radio talk shows covering a wide variety of motorist issues from red light cameras to ticket fighting techniques. ☺

"Topspeed" Joins The NMA

The NMA is a proud sponsor of Louis "Topspeed" Alborno. And, Louis is proud to promote the NMA!

Louis (or "Topspeed" as he's known to friends) has been competing primarily in Formula Dodge and as a rookie he has posted numerous Top 10 finishes.

Louis began racing in 1991 using a 1969 Chevy Nova SS street legal drag car which he custom built himself. Louis enjoyed great success in drag racing on (and off) the track.

After seven years, he decided to expand his racing horizons beyond the straight line, foot to the floor routine of drag racing.

Formula racing was the perfect answer. In 1998 Louis made the decision to switch over and chase after his new dream of becoming Formula 1 World Champion. He sadly sold his beloved drag car and used the proceeds to obtain his Formula racing license.

Louis graduated from the full course at the world-renowned Skip Barber Racing School.

His other racing experience also includes Formula Ford, Formula 2000 and Winston Cup cars. He also has

been a member of Sports Car Club of America (SCCA) for two years.

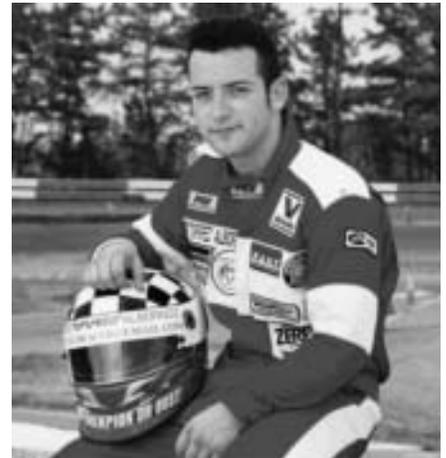
While putting in 70 hours per week in his real job, Louis is constantly sharpening his skills, seeking sponsors and, while at the race track, promoting the National Motorists Association. With the help of some additional sponsors, Louis is confident that his talent and consistency, coupled with his burning desire and dogged determination, will result in the fulfillment of his racing career dreams.

Louis' hometown is New York, New York. If you want to contact Louis to lend your support or find out more about his racing efforts, you can contact him at topspeedracer@email.com.

The NMA web site will also have a section following Louis' racing exploits. You can find this at <http://www.motorists.org/topspeed/index.html> ☺

Have a **friend** join the NMA and you'll get an extra three months of membership

FREE!



Louis "Topspeed" Alborno

Visit one of the NMA web sites for more motorist information.

www.motorists.org

www.speedtrap.org

www.roadblock.org

A New Kind Of License

By Eric Skrum, Managing Editor

The United States House of Representatives is currently debating HR 4633, the "Driver's License Modernization Act of 2002," in committee. The title sounds harmless enough, while the bill is anything but. While the phrase "National ID" isn't used, the bill does admit that, "Drivers' licenses and identification cards issued by states have become the *favored form of identity verification* in the United States and are used by government agencies and private entities alike." The bill also requires the states to link their motor vehicle databases to each other. What one state knows about you, the other states will know about you. Add these two factors together and you have the very definition of a National ID.

This is, of course, being done in the name of *safety*. This bill uses the terrorist attacks of September 11 as the reason for "modernization."

The purpose of the bill is, "...To amend title 23, United States Code, to establish standards for state programs for the issuance of drivers' licenses and identification cards, and for other purposes."

It is the phrase, "*other purposes*" that echoes with ominous ambiguity. This bill not only establishes a National ID; it creates a system that is ripe for abuse.

Every driver's license and identification card would have an embedded chip. That chip would hold the same information that your current license does (in most states this would include your social security number) with the added bonus of "encoded biometric data matching the holder of the license or card." As of now, there is no definition of what the biometric data will be (fingerprint, retina pattern, DNA coding, etc), only that it will be required. This biometric data could only be acquired with the "cooperation" of the cardholder.

But who is going to refuse? You need a driver's license to drive, but you can't have the license unless you give the government anything they ask for (your blood sample or whatever other biometric data they need). How is this voluntary? Short answer: It isn't. You have no choice in the matter. You will be forced to surrender this information or not be able to legally drive.

There seems to be very little protection in terms of limiting who would have access to your information. It can be anyone in Federal, State, and local agencies asking to view it. It can also be any private agency acting under those agencies. That's a fairly wide range of entities that can access the information on the chip.

The bill states that these are the only entities who would have access, but we all remember the government promise that your social security number would never be used as an identification number. And, we all know how well they kept that promise.

These are just the repercussions that would immediately be in place. There could be more due to "function creep." The functions of this new driver's license are designed to change. This is where the phrase "*other purposes*" kicks into overdrive.

The bill states that standards must be set for the chip to "... ensure interoperability and the ability to store multiple applications created by government agencies and private entities and transmitted to the license or card with the express consent of the license or card holder..."

The chip not only fulfills the functions that the bill sponsors are trumpeting, but it is also being designed to easily adapt to other functions. To ensure that there actually will be other functions, the bill provides incentives for others to brainstorm more uses. "The National Science Foundation may make grants to States for the implementation of

programs that utilize computer chips embedded in drivers' licenses and identification cards... for innovative uses that enhance government services." Some of the innovative uses that have been suggested range from the issuance of food stamps to registering to vote.

Ultimately, anybody in any state with a card reader would be able to look up your personal driving record, credit rating, social security number, health information, personal address, and anything else the government would force you to divulge, in order to "voluntarily" obtain a driver's license. Any incident from your past, no matter how small and long ago, would stay with you and be open to examination, at any time, by just about anybody.

You don't have to stretch your imagination too much to see the possible abuses of this system. It is a nationwide system that could hold your personal records (driving, financial, health, arrests, taxes, etc) along with your personal biometric data.

Think of all the groups that currently have access to your driver's license (financial institutions, employers, insurance companies, etc.). How many more could find plausible reasons to request information from your driving record? Especially, if the government started to use this card to hold your medical history or your tax information? All of this in the name of safety and convenience.

Please take the time to write to your Representative in Congress to express your opinion on HR 4633. On the web, you can find the contact information for your Representative and the wording of this bill at <http://www.house.gov/>. Or you can use the more traditional approach:

United States House of
Representatives
Washington D.C. 20515
(202) 224-3121 

Media Hype

US Highway Deaths Hit 11-Year High In 2001" read the Reuters headline and thus began the media spin. The National Highway Traffic Safety Administration (NHTSA), among other agencies, is attempting to use the media to create the perception that there is an epidemic of deaths on our highways. What aids their effort is that most journalists regurgitate this propaganda with little thought or analysis.

There is no epidemic on our highways. The highways are literally the safest they have ever been. While it is true that the number of people who died on the roads in 2001 slightly increased from 41,945 to 42,116 (an increase of 0.4 percent), this single number has never been indicative of highway safety trends. The fatality rate (the number of vehicle miles driven compared with the number of deaths) is a far more meaningful indicator of these trends. Because the number of miles driven increased (2.75 trillion to 2.778 trillion), the fatality rate per 100 million vehicle miles traveled (VMT) actually decreased from 1.53 deaths to

an all-time low of 1.52 deaths.

The press regurgitates these government reports without ever questioning the accuracy or the validity of the information the government disseminates.

NHTSA and organizations like MADD are playing the media like a Stradivarius violin. While MADD is feeding the press comments like, "forty percent of all traffic fatalities are caused by drunk drivers," neither NHTSA nor the press ever corrects the perverted interpretation of the government data.

For the record, approximately seven percent of ALL at-fault accidents result in the issuance of a traffic citation related to drunk driving. There is no evidence that supports the contention that drunk drivers are six or seven times more likely to cause fatal accidents than to cause non-fatal accidents. That means drunk drivers cause 3500 to 4000 traffic-related fatalities, not 17,000 fatalities as coyly implied by NHTSA.

The 40 percent that MADD is using is actually from the NHTSA. NHTSA says that 40 percent of traffic fatalities

are "alcohol-related." NHTSA and MADD are playing word games to confuse and mislead the public. They use terms like "alcohol-related crashes" and then rely on the press to jump to the conclusion that this is synonymous to accidents *caused* by drunk drivers. Nothing could be further from the truth! "Alcohol-related crashes" really means that one or more of the participants in a fatal accident had some trace of alcohol in their systems—they may not have even been driving a car!

And, still the media does nothing to question these figures. They do nothing to correct the confusion and misleading information. So how about it, all you journalism school graduates, isn't it about time to hold government bureaucracies to the same standards of veracity that you apply to any other vested interest? The public deserves honest and valid information sifted through thoughtful analysis, not regurgitated press releases from self-serving public agencies. The truth is usually there, you just have to dig a little to find it. ☞

Photo Contest Winner

The latest winner in our cover photo contest is Nadine M. Dausey-Sorenson of Orange, CA. It looks like Nadine may have taken the traffic sign a bit too literally!

The photo contest continues. The NMAF NEWS is looking for interesting, motorist-related graphics or photos for its cover. If we use your entry, NMAF NEWS will send you \$50.

Here are the requirements.

- Color: We would prefer black and white, however we can accept color photos if there is good contrast.
- Orientation: It should be *vertically* oriented with the subject of the photo in the bottom two-thirds of the graphic area. Also, the subject should also be to one side or the other to allow room for captions.
- Topic: Your entry must be motorist-related in its content.

Please send your entry to:

Cover Contest
NMAF NEWS
 402 W. 2nd Street
 Waunakee, WI 53597

You can also email your entry to nma@motorists.org.

Please remember to include your name and address with your entry. If you wish to have your photo or drawing returned, please include a self-addressed stamped envelope suitable for that purpose. ☞

News From Around The Country

California

A proposed Los Angeles ordinance would take cars away from those who solicit prostitutes on the street. A first time offender would have their car impounded for 30 days. A second time offender would have it impounded for 60 days. And, if there was a third arrest, the car would be permanently seized.

Also, there is now an online petition that visitors can sign that urges enforcement of the law against Critical Mass for blocking the roads. (Penal Code section 370—it is a misdemeanor.) You can find this petition at: www.PetitionOnline.com/srbd01/petition.html.

Connecticut

Effective July 1, 2002, the Blood Alcohol Content level for Connecticut is .08 percent.

Delaware

The Delaware Department of Transportation (Del DOT) has revealed to the public that they are working on a new variable speed limit system that will be deployed on any road with a 65 mph speed limit. The system will be used to adjust speed limits due to traffic incidents, weather conditions, or excessive air pollution levels. To support the system, the Del DOT will deploy dynamic message signs to warn motorists that speed limits have been reduced. A tentative time schedule has been set to have the system functioning next summer.

Illinois

Illinois State Police management is instituting a point system to help with the performance of officers. The system awards points in 11 different areas. Writing tickets counts as one point. Points are assessed at the end of the month and officers who fail to make their quota can be disciplined.

Florida

Hundreds of motorists were flagged down by off-duty state troopers (hired at \$30 per hour) to take part in a survey. The survey was commissioned by the Florida High Speed Rail Authority to gauge public interest in riding a proposed 120 mph bullet train.

Massachusetts

Governor Jane Swift signed legislation that doubles the fine for speeding in marked construction zones.

New Jersey

Kenneth Powell drove his friend Michael Pangle back to Pangle's car after he had been arrested for DWI. Shortly after this, Pangle was involved in an accident that took his life and the life of John Elliott. Now, Powell faces up to 15 years in prison if convicted of manslaughter, vehicular homicide, and aggravated assault by auto. This is the first case of its kind.

New York

Governor George E. Pataki signed legislation that raised the speed limit on Route 219 from 55 mph to 65 mph. This will go into effect as soon as the new signs are posted which is estimated to occur within the next two months.

Pennsylvania

Because the bill that would allow Pennsylvania to use red light cameras couldn't pass on its own merits, it has now been added as an amendment to Senate Bill 238. This bill will allow the use of red light cameras in the state.

Also, state troopers are breaking records as they ticket motorists on the Pennsylvania Turnpike. According to the Pittsburg Post-Gazette, the troopers are being required to issue 40 tickets a month to meet their quota. So far, the number of tickets issued has increased

by 21 percent compared to last year. It has been estimated that if troopers continue at this pace, they will have issued more than 100,000 tickets for 2002. It should also be noted that officially, the state police maintain there is no quota.

Utah

Provo city leaders have dictated that officers must write three tickets in a 10 hour shift. Be aware of this if you are driving in the area, as the police may be more zealous in their ticketing efforts in order to meet their new quota.

Wisconsin

The state Supreme Court has ruled in a 5-2 decision that police may order a suspected drunken driver to take a blood test without a search warrant, even if the suspect has agreed to a breath test.

Canada

Vancouver, British Columbia

Royal Canadian Mounted Police are disguising themselves as "squeegee kids" to peek inside your vehicle to see if you are wearing your seat belt. If you aren't, the "squeegee kid" signals a uniformed officer to stop you and give you a ticket. In a four-hour period, officers issued 90 tickets. 🙄

Motorist News

If you have any news on motorist issues, please send it to the National Office. You can email it to us at nma@motorists.org

or you can mail it to:
Eric Skrum, Executive Editor
NMAF NEWS
402 W. 2nd Street
Waunakee, WI 53597

The Experts' Corner

Do you have a question that only an expert can answer? If so, look no further. We have many NMA members with special fields of expertise. This feature was created to assist members with answers to both practical and technical questions.

This sharing of knowledge is another benefit of belonging to the NMA. Please indicate that you are an NMA member when calling a listed "expert."

Can you help? Please contact us with your field of expertise and provide us with a contact address.

A telephone number would be very helpful, but is not required. Feel free to list preferred contact times if you do provide a telephone number.

PLEASE NOTE: This is not intended for listing of commercial business services.

As an NMA member, the Experts' Corner is available to you online at

<http://www.motorists.org/join/membersonly/experts.html>



MEMBERS WRITE

Your letters are welcomed and appreciated. This is a forum for diverse opinions, different perspectives, and personal experiences. Letters may be edited for length or clarity. Letters should not exceed 300 words in length. Full-length articles will also be considered for publication in the NMAF NEWS. Articles should not exceed 600 words in length. Positions and opinions expressed in letters and member-authored articles are those of the author and do not necessarily reflect NMA policies or objectives. To submit, you can email us at nma@motorists.org or mail to our NMAF Office.

Few detest more and more laws than I. But the simple fact remains that some folks just won't do some proper and appropriate things without them. True, some won't do them with the laws but the chances are better with a law than without.

Case in point. Helmet laws on motorcycles, kind of similar to your seatbelt evaluation. When a cyclist says it's his business whether he wears a helmet or not, that would only be true if it involved nobody else and he were alone on the road. Unfortunately, that's not the case. There are others on the road with him, thus his actions become their business.

For example, if you were involved in an accident with that cyclist and had a choice, wouldn't you rather have maybe hurt him than kill him? It's a big difference and that's where it becomes your business.

John Windsor
Oak Ridge, LA

In reading your article you have completely ignored the federal blackmail imposed by the Federal Highway Administration on states that didn't pass seat belt laws. Seat belt laws, like Helmet laws are just another way for the Government to rule us in a totalitarian way. We are being led like sheep by the people with power. Where are the rebels of the 60's? They are in Power doing

exactly what they fought doing in the 60s!

Name withheld by request

Another great issue. It's amazing reading something where I agree with nearly 100% of what's written; the editorials, the shut-downs of camera enforcement, the great record of reader involvement across the country.

And this may be something that you may or may not chuckle at, regarding the propensity of accidents based on astrological signs, well, I would say that it's nothing to completely dismiss. Just as the owners of certain cars are more likely to run their cars into the ground (how many 1983 Eldorados have you seen lately in good condition?), and my favorite, the type of person more likely to sit in the left lane refusing to move to the right, despite a blipping of the high beams and/or a line of cars having to pull over to the center or right lane to get around them?

Ahh, I can imagine the CNN report now...

All the best. The NMA is an organization that I am proud to be a member of.

James Mironchik
New York, NY

Wanted to thank you for listing the Attorneys and other members

willing to offer assistance in the back of the magazine. I recently called Casey Raskob, III regarding appealing a speeding ticket in an unposted area of NYC. Not only was he very knowledgeable but he took his time in offering his advice and laying out what my options were. I really felt like I was in good hands. Thanks again to you for keeping the list and thanks again to Casey for being so helpful. It'll be awhile before I know how the appeal goes but I'm confident I will win.

Tolga Morawski
Fort Plain, NY

Baseless Praise for the 55-mph Limit

Writing in the journal of the Society of the Sigma Xi, Leonard Evans, who had a 33-year career with General Motors and founded Science Serving Society, blamed driver error as a contributor to more than 95% of traffic crashes (Evans, 2002). This contradicts the only multidisciplinary study on fatal and serious crashes carried out in the US, directed by Dr. Alfred L. Moseley, Harvard School of Public Health. Dr. Moseley found that police reports on crash causes were the usual source of data for "accident studies", and that actual investigations, even incompetent ones, were seldom carried out.

continued on next page

Members Write

continued from previous page

The typical police forms offered choices that could be checked off in a few moments. The choice at the top of the form was usually "Speeding". Actual investigations by the Moseley Group showed that multiple causation was the norm, including mechanical failure (tires, brakes, etc.), poor visibility, road traps, illness, impairment, and suicides. Thus, Evans' opinion has no real support.

A further finding in 105 investigations directed by Moseley was that in 1/3 of fatal collisions the victim was trapped by circumstances with no possible recourse, with survival dependent on the vehicle's protection alone (Moseley, 1961). "Speeding" was found to be irrelevant.

Evans attributed a drastic decline in fatalities to the 55 mph speed limit (NMSL) imposed in 1974. A more likely explanation for the big dip in 1973-4 was the decline in optional driving caused by the worst recession since 1932. This decline was followed by three years of rising fatality rates, even though the NMSL was still in force. Ultimately, the fatality rate returned to the trend line already begun before the speed limit change. Evans also failed to note that the fatality rate continued to go down after the 55 mph limit was repealed.

Using three year periods, one can see that from 1973-1976 the fatality rate dropped from 0.45 to 0.35 (22%). However, from 1946-1949, during a period of rising speed limits, the fatality rate dropped from 0.90 to 0.65 (28%).

Evans, L. 2002. Traffic Crashes. American Scientist, May-Jun: 90(3):244-253.

Moseley, A. L. 1961. Death by Driving, the Harvard Program of

Research on Fatal Highway Collisions, Harvard Medical Alumni Bulletin, 36:40-46.

Joel M. Kauffman
Wayne, PA 🐾

More NMA Staff

The NMA National Office proudly announces an addition to our staff. Kelly Acker (Membership Services) gave birth to a healthy baby girl (Rylie Jean) on July 11.

Hopefully, we will be seeing more of Rylie around the office (We could use some help stuffing membership packets!). Congratulations and best wishes to Kelly and Rylie.



State Chapter Coordinators & Activists:

You can find a list of these volunteers on the back of *NMAF NEWS*. They are a great resource for NMA members. Can't find one in your state? Would you like to become one? Contact the NMA for more information.

Give a Gift Membership

Individual \$25.00**
(*Gift price only)

(Gift membership also available online at www.motorists.org)

Please make checks payable to:

NATIONAL MOTORISTS ASSOCIATION

402 W 2nd St

Waunakee, WI 53597

CANADA: Visa or MasterCard ONLY

I prefer to use my:

VISA MasterCard _____
Expiration Date

Credit Card Account Number

Signature

call toll-free

1-800-882-2785

or fax: 1-608-849-8697

or visit Web Site: www.motorists.org

• Please Print Clearly •

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

PHONE (____) _____

EMAIL _____

SPONSORING MEMBER & MEMBER #:

**YOU DRIVE TOO FAST!!!
> AND YOU WILL GET CAUGHT <**

When this happens, you will need experienced representation to keep insurance rates low and your license intact.

Law Offices of Casey W. Raskob, P.C.
34 Lounsbury Road
Croton, NY 10520
914-271-5383
www.speedlaw.net

NMA COFFEE

6 Different flavors to choose from

Whole or Ground Beans available

Order at www.motorists.org

Or call 800/882-2785



Nines

NINES, the Saab Club Magazine, is for owners of any model Saab, from 2-strokes to Turbos. NINES provides technical help, news, history, and plenty of ads with new, used and specialty parts for Saabs. A new membership (includes two Saab Club decals and the most recent back issue) is \$34.00. To subscribe, send to:

The Saab Club of North America

2389 Chestnut Hill
North Canton, OH 44720
(330) 497-0346

Hours: 9 am-9 pm Eastern

visit our web site
www.saabclub.com



**Don't Get Fleece
At Your Next Traffic Stop!**

Fight that ticket by renting the **NMA Legal Defense Kit™**

In addition to covering court procedures and strategy, the kit includes technical information on almost all speed enforcement devices and key statutes in your state.

Call 800/882-2785 for more information on how to rent this kit.



These NMA Products are available for purchase. You can order by calling 800/882-2785, filling out an order form in the NMAF NEWS, or by visiting www.motorists.org.



**Advertise
With the NMA!**

You can spread the word about your business and services in the *NMAF NEWS* or online in the *Motorist Marketplace*.

For more information on either option, contact Nancy Mills at 608/849-6000 or email her at nma@motorists.org.

• **Items For Purchase** •

	MEMBER PRICE	NONMEMBER PRICE	QTY	AMOUNT
"Sun's Up, Lights Off, Thank You" Bumper Stickers.....	1 = \$3.00 each	.....\$4.00 each	_____	_____
	2-5 = \$2.00 each	.....\$3.00 each	_____	_____
	6 and more = \$1.00 each	.....\$2.00 each	_____	_____
NMA T-Shirt (Circle One) S M L XL	\$12.00 each	.....members only	_____	_____
NMA Golf Shirt (Circle One) S M L XL	\$25.00 each	.....members only	_____	_____
NMA Decal	\$1.00 each	.....members only	_____	_____
NMA Metal Medallion	(2/\$12.00) \$7.00 each	.....members only	_____	_____
Radar on Trial (Video)	\$22.00 each	.....\$25.00 each	_____	_____
Guerilla Ticket Fighter (Audio)	\$15.95 each	.....\$19.95 each	_____	_____
American Autobahn (Book)	\$19.95 each	.....\$29.95 each	_____	_____
Beat the Cops (Book)	\$9.95 each	.....\$14.95 each	_____	_____
Beating the Radar Rap, Vol. II (Book)	\$14.95 each	.....\$19.95 each	_____	_____
Joyriding: A Manual for Learning the Fundamentals of Masterful Driving (Book)	\$19.95 each	.....\$29.95 each	_____	_____
Legal Research: How to Find & Understand the Law (Book)	\$34.95 each	.....\$44.95 each	_____	_____
Represent Yourself in Court (Book)	\$34.95 each	.....\$44.95 each	_____	_____
Speeding Excuses That Work (Book)	\$14.95 each	.....\$19.95 each	_____	_____
Traffic Ticket Defense (Book)	\$14.95 each	.....\$19.95 each	_____	_____
Laser, Part 1 (General Information)	\$25.00 each	.....\$35.00 each	_____	_____
Laser, Part 2 (Court Cases)	\$25.00 each	.....\$35.00 each	_____	_____
Laser, Part 3 (Lidar Speed Measurement Manual)	\$20.00 each	.....\$30.00 each	_____	_____
Radar Operator Training Manual—WI (Part 1)	\$36.00 each	.....\$46.00 each	_____	_____
Radar Operator Training Manual—NHTSA (Part 2)	\$30.00 each	.....\$40.00 each	_____	_____
VASCAR Guide	\$30.00 each	.....\$40.00 each	_____	_____
State Specific Information: speeding, public records and discovery laws	\$15.00 each	.....\$20.00 each	_____	_____
Membership: <input type="checkbox"/> One year Individual (\$35) <input type="checkbox"/> One year Family (\$45)			_____	_____
Other _____			_____	_____

Subtotal _____

Shipping and handling (see chart below) _____

Total _____

Legal Defense Kit™ Rental available by calling NMA office at 800/882-2785 or online at www.motorists.org (members only)

• Please Print Clearly • • Make checks payable to: NMA • • CANADA: Visa or MasterCard ONLY •

NMA MEMBER: yes no MEMBER # _____

NAME _____

ADDRESS _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

DAYTIME PHONE (____) _____ E-MAIL _____

I prefer to use my: VISA MasterCard _____

Signature _____

Credit Card Account Number: _____

Expiration Date _____

MAIL TO: NMA, 402 West 2nd Street, Waunakee, WI 53597

• Order toll free: 1-800-882-2785 • FAX: 1-608-849-8697 • Web Site: www.motorists.org

US Shipping & Handling Charges

If your merchandise total is	Please add
Up to \$5.00	S/H incl
5.01 - 15.00	4.00
15.01 - 25.00	5.00
25.01 - 35.00	6.00
35.01 - 50.00	7.00
50.01 - 75.00	8.00
75.01 - 100.00	9.00
over 100.00	10.00

State Chapter Coordinators and Activists

NATIONAL MOTORISTS ASSOCIATION NEWS



dedicated volunteers who monitor, publicize, and lobby critical motorists' issues, for you, within your state. They can also provide insights on how to best fight a traffic ticket in your state.

As an NMA member, the State Chapter Coordinators and Activists are available to you online at <http://www.motorists.org/join/membersonly/sccact.html>



NATIONAL MOTORISTS ASSOCIATION FOUNDATION
402 West 2nd Street, Waunakee, Wisconsin 53597

ADDRESS SERVICE REQUESTED

If your NMA membership expiration date is on (or before) 09/01/02, this is your last issue of *NMAF NEWS*.

PLEASE RENEW NOW TO AVOID ANY LAPSE!!!

Non-Profit Org.
U.S. Postage
PAID
Madison, WI
Permit NO #1547