



# *Driving Freedom*

**NMA Foundation**

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*The NMA Foundation is a non-profit group dedicated to finding innovative ways to improve and protect the interests of North American motorists.*

**NMA Foundation**  
402 W. 2nd St.  
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If your NMA membership expiration date is on (or before) 9/1/08, this is your last issue of

***Driving Freedoms***

PLEASE RENEW NOW  
TO AVOID ANY LAPSE!



The Truth That  
Speed Trap Promoters  
Refuse To See

**Page 7**

# “Now More Than Ever You Need a Great Detector”

There are an estimated **50 million tickets** issued each year. This year, that number is expected to climb. In fact, the problem is so severe, the *New York Times* recently published an article entitled, *The Taxman Hits in the Guise of a Traffic Cop*, which



and stationary speed cameras are targeting your wallet. Is there anything you can do?

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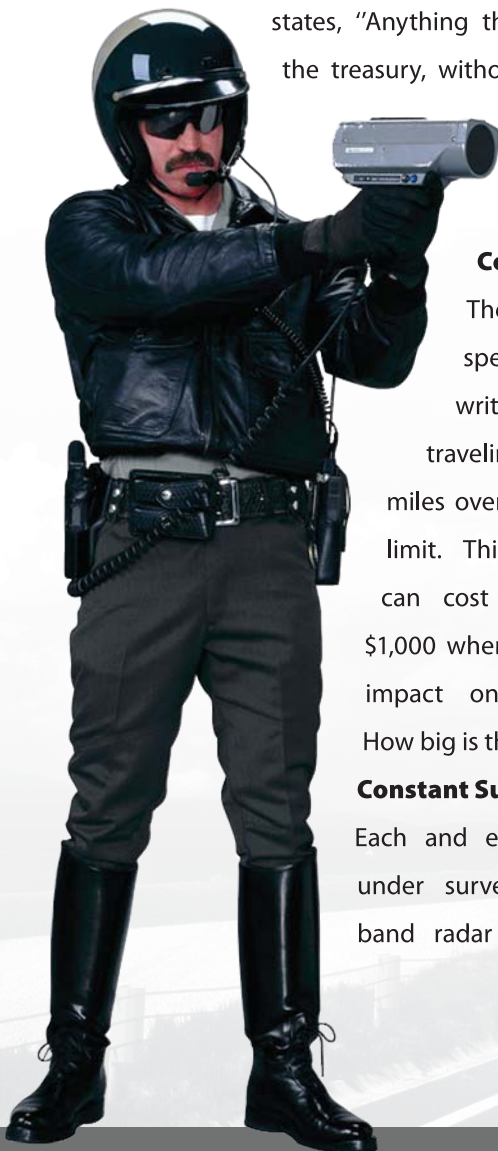
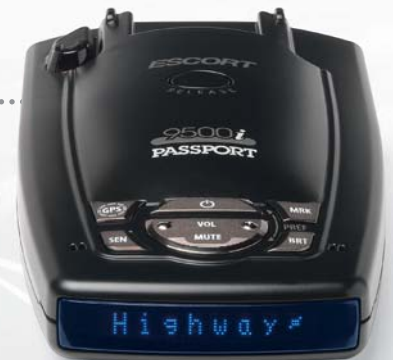
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**Driving Freedoms**

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*"Speed Trap Promoters"*



**How To Force Change Locally**

by James J. Baxter, President, NMA

It's time to go on the offensive, not in Washington, DC, but right in our own back yards.

There's been a lot of political hot air expended on the subject of saving gasoline and diesel, most of it directed at new and old ways to stick it to motorists. Most notably is the talk about going back to the dysfunctional 55 MPH National Speed Limit.

This has caused us to slip into a defensive mode when instead we should be using this opportunity to demand changes that will actually reduce fuel use *AND* benefit motorists.

Here are three proposals that can be presented at the local or state level that will have a meaningful effect on fuel conservation while improving the driving environment:

**1. Streamline "Right turn on Red" laws.**

Currently, most state and local laws require that the driver must come to a complete stop before turning right on red. This is an unnecessary requirement that is being exploited by the ticket camera industry.

Drivers, typically, do not come to a complete stop before turning right on red.

Much of the time it simply is not necessary because there are no pedestrians or vehicles that require the right turning vehicle to stop and yield.

When cross traffic and/or pedestrians are present, the right turning vehicle does stop and then proceeds when the roadway is clear.

All "Right Turn On Red" laws should be changed to require that vehicles turning right on red should yield (not stop) to crossing traffic

and pedestrians.

This puts the law in sync with normal and safe practice and shuts down the ticket camera scam of citing drivers who do not come to a complete stop before executing a perfectly safe right turn on red.

**2. Remove unnecessary stop signs.**

The NMA has long campaigned against the over-zealous use of stop signs, particularly in locations where they serve no purpose but to interrupt traffic, or where they could easily and safely be replaced by "Yield" signs.

There is a wealth of research that shows that the overuse of stop signs is counter-productive in multiple ways. They cause more accidents. They increase fuel use and vehicle wear and tear. They waste motorists' time, and they do not reduce vehicle speeds.

I might add that they also breed disrespect for stop signs in general, another major negative.

This is a campaign that can begin right on the street where you live. The average city or village official will be completely dumfounded by a citizen that comes in and says, "I want the stop signs removed from my street (or road)."

Most of these local officials have spent their entire careers being bombarded by residents who demand stop signs by the boatload.

I'm not talking about legitimate installations that actually serve the purpose of controlling right-of-way at busy intersections, but we all know of at least a dozen four-way or all-way stop sign installations that

*(Continued on Page 4)*

## From The National Motorists Association Blog

<http://www.motorists.org/blog/>

*We've switched to a blog format for the news section on the NMA website and we encourage you to check it out. The blog will keep you up-to-date on the latest motorist news in an entertaining, easy-to-read format. We generally post new articles to the blog three days a week and you can comment on ongoing stories. You can even subscribe online to get blog updates in your email inbox! Just type [www.motorists.org/blog/](http://www.motorists.org/blog/) into your Internet browser to get started.*

### What To Do If You Lose Your Copy Of A Traffic Ticket

On occasion, traffic ticket recipients misplace or lose their copy of the ticket. Unfortunately, it's very rare that the police will lose their copy of the same ticket. In other words, ignoring the problem will not make it go away.

The only future notice you are likely to get regarding the lost ticket is that you have been found guilty, you have not appeared or paid your fine, and therefore a warrant has been issued for your arrest and/or your driver's license has been suspended.

Therefore, it is prudent to be pro-active and obtain another copy of the lost ticket and follow the instructions printed on the ticket.

The best place to start your search is with the police department that issued the ticket. That department should be able to give you a copy of the ticket as well as tell you what the ticket has on it in terms of instructions and the specifics of your violation.

If you don't know what police agency issued the

ticket you can try the courthouse in the county or city in which you received the ticket. Here you will deal with a clerk of court. The ticket may be filed at the courthouse, or they can direct you to the various police departments in that area that may have issued the ticket.

You may also drop by the District Attorney's office and explain your dilemma and ask them to note your name and driver's license number and contact information if the ticket should appear there for prosecution. This can be done by phone as well. Sending a letter, even by registered mail, is not as effective as talking to someone directly in the DA's office.

In the unlikely event you cannot retrieve a copy of the ticket or the information on it and you receive a letter announcing your guilt and arrest status, your documented effort to locate a copy of the ticket may persuade the court to re-open your case and provide a means of relief. ■

## How To Give Out 178,000 Traffic Tickets And Accomplish Nothing



Just ask Montgomery County, Maryland, they seem to have it figured out.

The Washington Examiner had a story recently that mentioned that Montgomery County speed cameras, in action for nine months now, were averaging 20,000 tickets per month

and that, in total, the county had handed out 178,000 speeding tickets from the cameras.

The story went on to mention that Montgomery County has collected more than five million dollars from drivers so far and expects to collect ten million more in the next year.

And what is the result of this massive ticketing effort?

According to an insurance industry study, the average speed – at the camera sites — has dropped from

42 MPH to 38 MPH.

Think of all the lives that 4 MPH drop has saved!

Especially when you consider that some of these cameras are placed on roads with speed limits of 35 MPH and that undoubtedly, once most drivers pass the cameras, they resume traveling at the speed that is comfortable for them.

But when it comes to ticket cameras, it's all about safety, and not about the money. It's never about the money. ■



## NMA Washington Report

by Robert Talley, NMA Lobbyist



The rise in gas prices has renewed calls for national speed limit legislation. The NMA is monitoring these calls and will actively engage in the debate if efforts to institute a national speed limit begin to gain traction.

While it doesn't currently appear to be gaining much support, stranger things have happened and the NMA will be vigilant.

Another debate of interest is the response by the Consumer Federation of America (CFA) to recent calls for more access to national oil and gas resources.

The CFA believes that the new CAFÉ standards are far too low. By contrast, the world's leading automobile manufacturers say the proposed standards are already too aggressive and risk placing unnecessary stress on the already cash-strapped industry.

The next Congress and President will face another problem—

currently, the bulk of the nation's roadwork is funded by federal and state taxes on diesel and gasoline. The federal rate of 18.4 cents for a gallon of gasoline has stayed the same since 1993, and most state fuel taxes have remained unchanged for at least the last decade.

The static tax rates, along with a decrease in American driving and an increase in auto fuel economy, have left transportation accounts unable to generate enough revenue to keep up with needed maintenance and construction spending.

The Administration, and some states, have turned to selling existing assets to make up this shortfall. For example, in 2006, Indiana secured \$3.8 billion from the private sector by leasing the Indiana Toll Road for 75 years. Currently, more than twenty other partnerships are in some form of negotiations.

Turning existing public assets over to private entities is a troubling

trend—not only are financing costs higher for private entities, the added profit requirement can substantially increase the total cost to the driver.

Furthermore, leases on infrastructure tend to be 75-99 years long, effectively locking in a generation to a decision that may or may not be prudent.

Despite these concerns, politicians see an easy solution to a difficult problem when offloading public assets. With reauthorization of the federal transportation law on the agenda for 2009, Congress will be taking this very issue up and the public should be wary.

These are some of the broader themes that are expected in the federal legislative and regulatory arena in 2009.

The outcome of the elections will dictate how Congress and the Administration proceeds on each of these issues and how the NMA must respond on behalf of its members. ■

### Force Change

(Continued from page 2)

barely ever see two vehicles approach at the same time. Every one of these installations wastes tens of thousands of dollars annually, dollars that come from motorists.

If you're not yet ready to do battle with the neighbors, contact your county board representative and/or state legislators and ask them to consider legislation that would mandate realistic traffic volume requirements to retain or install stop signs.

This kind of activism doesn't

require a big bankroll, just persistence.

### 3. Raise the speed limits on urban and suburban arterial and collector roadways.

Our usual cast of detractors has been quick to promote lower highway speed limits to save fuel, but they are dead silent when it comes to raising speed limits to save fuel.

Modern automobiles can achieve excellent fuel economy traveling at a steady speed of 40 to 50 MPH. Many major urban and suburban roads can readily accommodate these kinds of speeds, especially if traffic lights are timed in coordination with actual

travel speeds.

However, these same roads are often posted with speed limits of 25 or 30 miles per hour. These are not fuel efficient speeds, especially when combined with disruptive traffic patterns.

Any one of these three strategies would save more fuel in one year, if fully implemented, than was saved by the 55 MPH NMSL in its 22 years of existence.

It's time we demanded real and effective action that complements and improves our driving environment, while conserving fuels. ■

## Traffic Laws & Small Town Politics

*By Ivan Sever, NMA Massachusetts State Chapter Coordinator*



Because I'll be moving to a different town, after seven years I resigned from the local Traffic Management Committee I served on since it was established.

Overall, my town's policy regarding stop signs, traffic controls and calming devices was much better than some of the neighboring towns.

Still, here are my observations regarding the workings of small town politics:

The officials always ensured there were more of them on the committee than residents. Being re-elected or re-appointed was the utmost consideration on town officials' minds.

For instance, high school students and out-of-towners were routinely ignored in parking disputes with the residents.

Town officials also based their written responses to the residents on their own notes rather than on the official minutes of the meeting.

The engineers did not conduct any speed studies, because they knew the study would justify higher speed limits.

The police routinely bent the rules to enforce the unposted speed limits. However they also warned the residents more often, while they almost always ticketed the commuters driving through the town.

For these reasons being on the committee was frustrating, but it also provided me with information I wouldn't have otherwise.

Overall, I recommend getting involved and trying to make a difference in your own town. ■

### Driver Tickets Michigan DOT

When Carol Greenberg got stuck in a work-zone backup on southbound I-275 at its merge with I-75 in Monroe County, she did more than just fume about it.

First, she sent the Michigan Department of Transportation (MDOT) an e-mail complaint. Then the Perrysburg resident sent MDOT a \$16 bill for the gasoline she figured she'd wasted idling in traffic.

"Thousands of vehicles from both Interstates, including mine, sat an estimated 50 minutes, wasting thousands of dollars worth of \$4-per-gallon gasoline, belching tons of emissions into the atmosphere," she wrote.

Rob Morosi, a department spokesman, said, "We usually get damage claims about stones kicked up from the roadway or overspray from painting. I have never heard of anyone being compensated for the loss of gasoline."

Even before getting a response from MDOT, Mrs. Greenberg estimated her chance of getting her "bill" paid was zero.

"It is not MDOT's policy to reimburse motorists for lost time, wages, or gas when traveling through or near a work zone. Please understand, if we paid out for one, we would have to pay out for all and that is simply not feasible," MDOT's Kari Arend wrote to Mrs. Greenberg. ■

### Online Tool Locates Alternative Fuel

A new website, [www.drivealternatives.com](http://www.drivealternatives.com), generates maps of alternative fuel stations in cities across the United States.

The website covers a wide variety of fuel types including hybrid, biodiesel, E85, electric, compressed natural gas, hydrogen, and propane.

There are more than 7,000 stations included on the website which was built using Google Maps. ■

### Texas Gas Tax Dollars Protected

The top three legislative leaders in Texas agreed to a plan that would put an end to the practice of using state gas tax dollars to fund certain expenses unrelated to transportation.

Governor Rick Perry, Lieutenant Governor David Dewhurst and House Speaker Tom Craddick sent their proposal in the form of a letter to the Texas Transportation Commission. ■

### Indiana Ticket Cameras Illegal

Indiana's Attorney General issued an official opinion declaring red light cameras to be in conflict with state law.

The ruling was requested after the city of Hammond enacted an ordinance on its own authority in the hopes of establishing a lucrative photo ticketing program. ■

## Seat Belt Ticket Leads To Assault Charge



John Mathias, 79, spent most of a night in jail in early August of this year after a police officer pulled him over for a seat belt violation.

After allegedly throwing a pen at the officer, Mathias was charged with two counts of assault and battery, hauled to jail and kept there until 1 a.m. After finally being released, he was dropped off in the

middle of the city without a car.

The kicker? He doesn't even have to wear a seat belt. Mathias has a medical condition that prevents him from wearing a seat belt. He has a doctor's note, which he said he tried to explain to the officer.

New Mexico, where the stop took place, has a seat belt statute that includes an exemption for drivers with a note from a licensed physician.

However, the officer didn't want to see the note and instead wrote two citations, one for not wearing a seat belt and the other for failing to signal when he was pulling over.

After his arrest, Mathias' car was towed and not returned to him until eleven days later. He has not yet filed a formal complaint against the police department. ■

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## Highway Fatalities Continue To Decline

Traffic deaths in the United States declined last year, reaching the lowest level in more than a decade.

Some 41,059 people were killed in highway crashes, down by more than 1,000 from 2006.

The fatality rate of 1.37 deaths for every 100 million miles traveled in 2007 was the lowest on record.

Traffic injuries fell for the eighth straight year, to fewer than 2.49 million injuries in 2007.

California had the largest decline, 266 fewer fatalities than the previous year. The largest percentage decreases were in South Dakota and Vermont.

Motorcycle deaths increased for the 10th straight year. ■

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## License Plate Readers Gain Popularity

Officials in the Washington area plan to dramatically expand the use of automated license plate readers.

Their reasoning, as usual, is that scanning drivers' license plates will help prevent terrorist attacks.

Officials from Maryland, Virginia and the District of Columbia have agreed to install 200 license plate readers on police

vehicles, at airports and along roads. The plan will be funded by federal homeland security grants.

The readers will scan every license plate that passes by and will run the numbers through federal criminal and terrorist databases.

New York officials recently said they plan to scan license plates of all cars entering Manhattan. ■

## In Other News...

- Rep. James Oberstar (D, MN) was recently quoted as saying that in developing the 2009 highway reauthorization bill, Congress would "have the opportunity to consider moving to a vehicle-miles-traveled fee system that can be indexed to the cost of construction."
- A Carnegie Mellon University study has shown that just listening to a cell phone while driving can cause drivers to commit some of the same types of driving errors that can occur under the influence of alcohol. The study used brain imaging to document that listening alone reduces by 37 percent the amount of brain activity associated with driving.
- The federal government recently outlined changes to its crash-test safety ratings, which grade new vehicles on a scale of as many as five stars. The new program is expected to lead to fewer five-star vehicles.
- According to an article in *Car & Driver*, Los Angeles took in over \$14 million from impounding motorists' vehicles in 2006. There were 175,285 impoundments overall.
- NHTSA's final rule on event data recorders (EDRs) has been published. Despite an attempt to mandate their installation in new vehicles, NHTSA decided to keep installation voluntary.
- LED headlights will make their debut on the 2009 Cadillac Escalade Platinum SUV. Audi and Lexus now use LEDs for low-beam headlights.

**NMA Member Experiment: How Speed Limits Affect Actual Travel Speeds***By Jim Walker, NMA Michigan Member*

I have worked closely with the Michigan State Police for several years in their pursuit of correcting as many Michigan posted speed limits to the correct 85th percentile speed level as possible. Yes, we have a very enlightened state police administration that wants to see posted limits set for safety, not revenue.

I have testified before Michigan legislative committees in support of the State Police to help explain the science involved, helped to nominate the key officers for a Governor's Traffic Safety Advisory Committee Award which they won in 2006, and helped the police find areas of state trunk line routes (numbered highways) which should be re-surveyed because the posted limits were set far below the normal speeds of traffic.

In late 2006, the state police came to Ann Arbor and did speed studies on several state routes through Ann Arbor, parts of Business Route US-23 and parts of Business I-94. The posted limits on these trunk line routes are legally under the control of the state police and MDOT, not local authorities, but the local authorities can sometimes "push back" in the court of public opinion.

After a long period of negotiations and explanations with a city that does not want posted limits raised at all, three areas were re-posted in early 2008 with corrected speed limits raised to the 85th percentile speed of free flowing traffic under good conditions.

The City Council even passed a resolution opposing these safety-oriented changes, but they do not have legal control over state routes, so they finally agreed to the three areas to be changed.

After allowing a period of adjustment while drivers got used to the newly posted higher limits, I re-surveyed these three areas to see what changes there were, if any, in actual travel speeds.

The huge study done in 1992 by Martin Parker (available on the NMA website) says there would be little change in the speeds people actually drive.

This was, of course, the result.

Actual travel speeds changed by a maximum of 2 mph in some parameters, not at all in others, and some speed points were lower with the higher posted limits. The actual traffic speeds remained the same as they have been for 23 years.

One thing did change, as was expected, the vast majority of safe, sane, competent drivers who go along with the normal flow of traffic are no longer arbitrarily defined as criminals, and no longer subject to big ticket fines and even bigger insurance surcharges.

One of my key goals is to get a reluctant Ann Arbor city government to adopt the proven practices to set the safest speed limits as described in the Institute of Transportation Engineers Engineering Handbook, the Michigan Manual of Uniform Traffic Control Devices, and the revised set of Michigan traffic laws that went into effect in November of 2006.

It is an uphill battle, because of two reasons.

First, the city makes so much money from traffic tickets that safety practices take a back seat to the revenue.

Second, the flow of misinformation and deliberate disinformation that has come out of Washington since the early 1970s has convinced many citizens that lower numbers painted on the speed limit signs means lower actual traffic speeds and safer driving.

Anyone who has read the scientific literature knows this is totally false, but a lot of education is needed to repair the damage and correct the false beliefs many people have about posted limits.

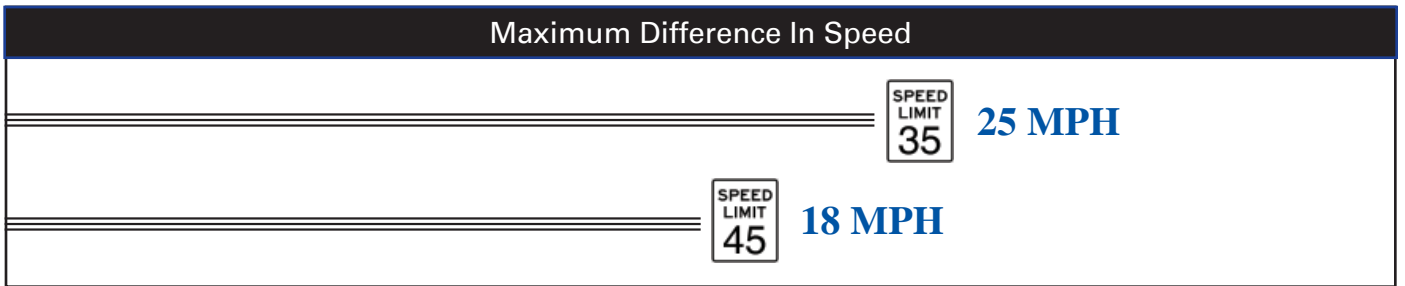
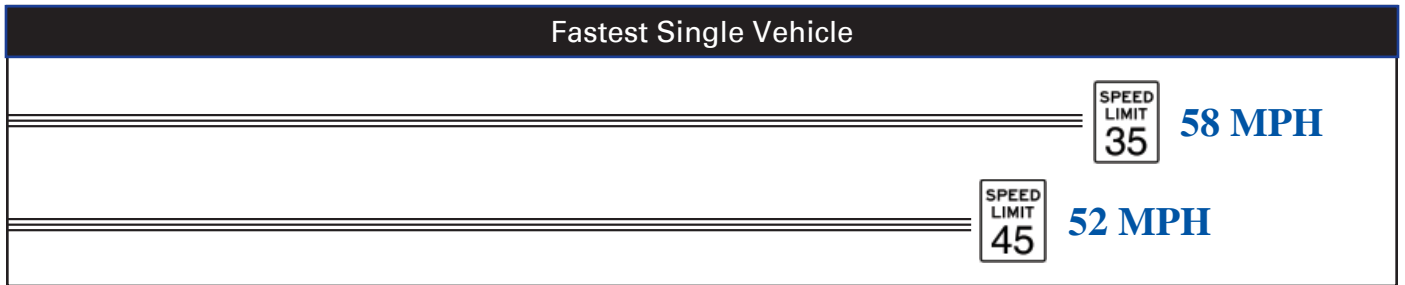
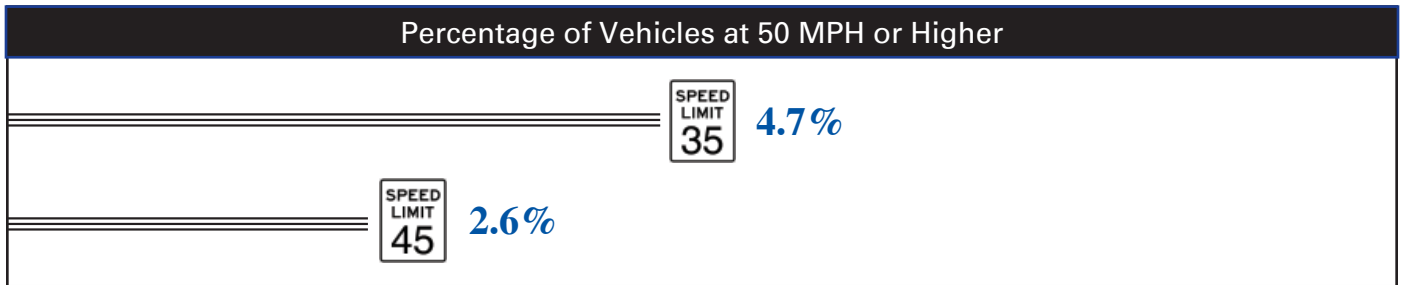
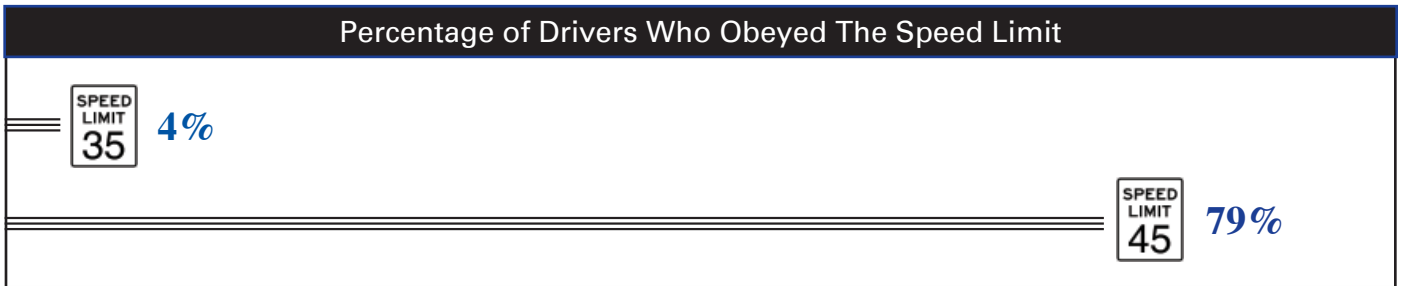
Hopefully the City Council members and others who read the charts will see the proofs that actual travel speeds do NOT rise with corrected 85th percentile posted speed limits and that will remove one counter argument for posting 85th percentile speed limits to maximize safety. ■

*A selection from the results of Jim's study are on the next page. If you're interested in seeing all of the data collected, send a request via email to [nma@motorists.org](mailto:nma@motorists.org).*



**Results: The Effect Of Speed Limits On Travel Speeds**

<p><b>History of Speeds</b></p> <p>Washtenaw Avenue Ann Arbor, Michigan</p> <p><i>Data is from the middle of the section where the posted speed limit was corrected to 45 mph in 2008, from the former 35 mph. Data is taken at Points R &amp; S on the MDOT Traffic Control Order Map.</i></p>	Survey date	September 2006	July 2008
	Posted Speed Limit	35	45
	% of Vehicles Obeying Speed Limit	4%	79%
	50th Percentile Speed	42	43
	85th Percentile Speed	47	46
	90th Percentile Speed	48	47
	% of vehicles at 50 MPH or Higher	4.70%	2.60%
	Fastest single vehicle	58 mph	52 mph
	Total Range of Speeds	33 to 58 mph	34 to 52 mph
	Maximum Difference In Speed	25 mph	18 mph



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### Talley's Log Cabin Bar

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### Valentine Research Inc.

Cincinnati, OH  
(513) 984-8900



## News From Around The Country

### California

A plan to institute congestion taxes in San Francisco was scrapped after Golden Gate Bridge District directors refused to go along.

The San Francisco Transportation Authority voted down the unpopular plan which was initially introduced so the city could get \$80 million in federal grant money.

### Illinois

Governor Rod R. Blagojevich announced a plan to expand dramatically the state's existing freeway speed camera program.

If approved by state lawmakers, the Illinois State Police will set up 108 cameras to ticket motorists going both directions on potentially every major highway. The governor's office estimates the \$4 million system would raise \$40 million.

### Indiana

Despite an announcement by Attorney General Steve Carter explaining that ticket cameras are illegal in the state of Indiana, the city of Hammond decided to launch a pilot red-light camera enforcement program.

The project was launched as part of a plan to generate new revenue for the city.

### Kansas

The Kansas Energy Council – which advises lawmakers and Governor Kathleen Sebelius – has decided to take public comment on the idea of lowering the state's top speed limit of 70 MPH to 65 MPH.

The proposal also would double fines for speeding and reduce the

amount of leeway motorists receive before speeding is considered a moving violation that can raise their insurance rates. The plan is not expected to garner much support.

### Maryland

A Montgomery County speed camera accused an elderly man of speeding through a busy neighborhood at 100 MPH during rush hour.

Only after local media got involved did Montgomery County admit that the camera, which has all the certifications of accuracy and maintenance records needed to allow thousands of citations to be issued, was mistaken.

### Massachusetts

The Massachusetts General Court wrapped up its regular legislative session without approving a bill that sought to set statewide standards for red-light cameras.

Sponsored by Rep. Kevin Honan, D-Brighton, the bill remained in a House committee when the session ended. The measure, H3512, would have allowed communities to contract with companies to install and maintain cameras.

### New Jersey

Sen. Jeff Van Drew, D-Cape May, has proposed a \$40 surcharge on all motor vehicle violations and using the money – estimated at \$160 million – to help municipalities pay for police.

Half of the money would pay for the State Police Rural Patrol Program and the other half would be distributed proportionally among municipalities with full-time police departments.

### Ohio

A plan to install red-light cameras in Cincinnati failed to generate enough support to pass the City Council. There were four votes in favor of the cameras and four votes against the cameras.

In addition to the City Council stalemate, Mayor Mark Mallory vowed to veto any red-light camera plan that made it through and a local coalition gathered enough signatures to force a citywide vote if it had passed.

### Oregon

The union of Oregon City police officers recently voted to file an ethics complaint against Police Chief Gordon Huiras over an alleged trip he took to the coast in January in his city-owned vehicle. The union has also complained that the department had instituted the use of traffic citation quotas without negotiating the new policy with the union. The city denies that there is an official quota policy.

### Wisconsin

A Wisconsin Court of Appeals judge issued a ruling earlier this month in favor of a defendant who argued his speeding ticket was invalid because a municipality failed to comply with federal rules.

Motorist John Klos had measured every sign posted on that street and found each was either too short or too close to the curb, failing to meet national standards set by the federal Manual on Uniform Traffic Control Devices (MUTCD).

Under Wisconsin law, the speed limit is invalid if the signs are not posted in the correct position. ■

As of this printing, this information is current. For more information on this and other motorist news, visit [www.motorists.org](http://www.motorists.org)



## Members Write

James R. Campbell  
Arlington, VA

**Editor's note:** NHTSA's 1989 "Study of the Effectiveness of State Motor Vehicle Inspection Programs" came to a similar conclusion.

The government has made a mess of the emission rules and now they are going to attempt the same thing with going back to the 55 MPH speed limits.

Their rationale for doing this is to save on fuel consumption. The only problem is that going to 55 MPH will have the opposite effect.

Most cars travel at 65 MPH and this generally is the speed at which the manufacturers designed and anticipated them to be driven. The operating torque and efficiency of the total vehicle package was designed with this in mind. These designs achieve better fuel efficiency and are also in the better torque range for the engine.

If you lower the speed limits, and therefore the operating engine speed, cars will be outside their efficiency range on the low end and will actually use more, rather than less fuel, in the process achieving lower MPG. If they need to down shift to maintain drivability it will be even worse.

Theodore Giovanis  
Highland, MD

So far, all the discussion on the national speed limit issue has dealt with whether or not reducing speed limits would save gas and/or lives. (Who was it who said that those who ignore history are doomed to repeat it, or something to that effect?) In my opinion, they/we are ignoring a HUGE point: the value of time.

Just for argument's sake, let's say that for a particular vehicle, driving 55 instead of 75 results in 40 mpg instead of 30. Assuming \$4.25 / gallon, such a speed reduction is equivalent to valuing one's time at only \$7.30/hr. I don't know about you, but to me that's

working dirt cheap! Slowing down from 75 to 65 would imply a time value of about \$9.90/hr – better, but still a pittance.

A 2005-06 study in Oregon, involving faster (proposed) toll roads versus slower free roads, concluded that, on average, drivers value their time at \$12/hour. Using that figure, gas would have to cost at least \$7/gallon in order to justify slowing down from 75 to 55.

Guy Olsen  
Caldwell, NJ

Mr. Tom Fuscaldo, I saw your letter in *Driving Freedoms* (Jul/Aug 08), and have some info that you might find useful.

Like you, I despise inspections. My biggest complaints are that they take time, the people that do them are messy and dirty and often cause damage, and that they are a waste of time and money.

Virginia used to have them every six months until about 1983. Sometime in (I believe) 1982, the *Wall Street Journal* ran a front page article referring to a study done by a university which showed that the accident rate due to failures of things that are usually the subject of auto inspections was no different in states that had inspections from those that didn't have them.

I don't have the date of the Journal that carried the article but I suspect that a good local library could help find it.

Our town has a Traffic Advisory Committee. I joined years ago after it was formed as the "Speed Hump Committee." I'm not kidding, that was the name they chose, and the purpose of the committee was to oversee the installation of speed humps throughout the town!

It took a while, but I was able to convince many of the members that the speed humps were not such a good idea. My arguments were bolstered by input from residents who lived near the humps, and by valuable data from NMA sources.

Long story short...one of the two original humps was removed, and no new humps have been installed. And, we have changed the name to the Traffic Advisory Committee, of which I am Vice Chairman. Of course, the Chairman is a member of the Town Council, but that's the nature of local politics.


The purpose of this message is simply to suggest that NMA members get involved. If your town, city, or county doesn't have a traffic committee, suggest that they form one, and become active. You will be the expert, and the opportunities to influence decisions are wonderful.

Jim Thomas  
Corte Madera, CA

Your letters are welcomed and should not exceed 300 words. They may be edited for length or clarity. Full-length articles will also be considered for publication and should not exceed 600 words. Submissions may be emailed to nma@motorists.org or mailed to us.

# Great Deals At The NMA Store!

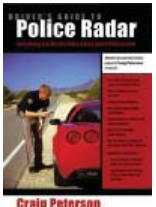
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The Cheetah GPSmirror is a speed camera & red-light camera detector that prevents tickets and helps keep you safe on the road. The GPSmirror comes preloaded with the locations of the cameras, and it warns you with a voice and visual reminder whenever you are approaching a camera.

**Cheetah GPSmirror**


Non-Member Price: \$279.95      **Member Price: \$219.95**



Ever wondered just how close that police officer has to be to get you on his radar? Have you heard that lasers can't be aimed through car glass? Are you getting your money's worth from your detector? These are just some of the questions answered in *Driver's Guide To Police Radar*.

**Driver's Guide To Police Radar**

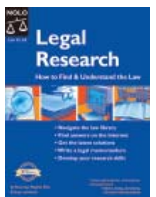
Non-Member Price: \$19.95      **Member Price: \$14.95**



State and local governments are increasingly relying on traffic ticket revenue for daily operations. This book gives responsible motorists the means to protect their rights by addressing many types of tickets: speeding, reckless driving, defective equipment, and more.

**Beat Your Ticket**

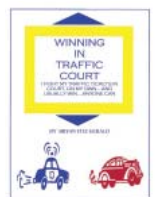
Non-Member Price: \$19.95      **Member Price: \$11.95**



Many laws and statutes that you need to prepare your case are state specific, which means that you will have to do the research. This book gives you the basic understanding of how to conduct legal research. The book explains everything in easy-to-understand terms.

**Legal Research**

Non-Member Price: \$29.95      **Member Price: \$22.95**



This book is a helpful, enjoyable read on how to fight a traffic ticket. The author not only explains how to fight a traffic ticket, but also offers amusing anecdotes along with his justification for fighting every ticket you receive.

**Winning In Traffic Court**

Non-Member Price: \$19.95      **Member Price: \$9.95**

**NMA Foundation Legal Defense Kit**

Represent yourself in traffic court and win! In addition to covering court procedures and strategy, this ten-pound kit includes technical information on speed enforcement devices. It also contains state-specific information on Discovery and Public Records Laws (this is how you get information from the police on your case!). Remember, this resource is being constantly updated and improved.

Call 800-882-2785 to order the Kit and tailor it specifically to your ticket!

**\$155 Refundable Security Deposit    \$10 S&H    Rental Fee: \$30/month**

Order Toll-Free: 1-800-882-2785  
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Beat Your Ticket		
Legal Research		
Winning In Traffic Court		
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		S&H
		Total

# Your best defense against radar

(choose one):  **Situation Awareness?**  
 **Situation Ignorance?**

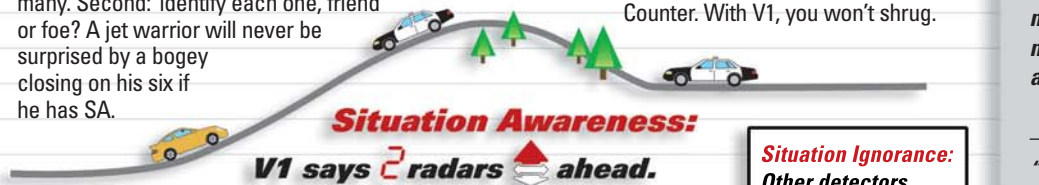


Mike Valentine: Electronics Engineer and Co-Inventor of the original Escort® detector.

## Situation Awareness.

Fighter pilots just say "SA." When you peel off the military jargon, SA turns out to be man's oldest survival technique: *know what's going on around you.*

For combat pilots, SA is a two-step process. First: know all the threats — where they are and how many. Second: identify each one, friend or foe? A jet warrior will never be surprised by a bogey closing on his six if he has SA.



**Situation Ignorance:**  
Other detectors always say "BEEP!"

## SA on the Road

The Valentine One Radar Locator is born of my personal passion for SA. I want to know the threats, both radar and laser. *All of them. As far away as possible.*



When Valentine One finds radar or laser, a red arrow points toward the source. Ahead? Behind? Off to the side? V1 tells you instantly. Other detectors? They all go "beep" and leave you guessing, just like they did in the Seventies. Situation Ignorance, in other words.

## Situation Ignorance

Our patents prevent our competitors from matching V1's SA. So they try to distract you with technology. "Intelligence" is the latest claim for a GPS scheme aimed at reducing your Shrug Factor by reducing beeps. But GPS doesn't find new threats, **just false alarms you already know about.**

## Arrows and the Bogey Counter

V1's advanced computer analysis tracks each signal separately. And the arrows point toward each one. A digital display called the Bogey Counter tells "how many." V1 won't keep you ignorant. Example: you see one radar, but there's another ahead. V1 tells you about each one. The beepers just go "beep."

I guarantee V1 to be free of bells, whistles, and distracting gizmos. It's an instrument of Situation Awareness, pure and simple.

**"Awesome...the patented arrows are a huge advantage."**

— MPH, April, 2006

## What others say about V1

**"The Valentine One radar detector provides the best, most comprehensive, most useful, and least annoying alerts."**

PC Magazine, April, 2006

**"Best detection range in our tests."**

Wired, January, 2007

**"The controls and interface are a marvel of logical design."**

Wired, March, 2006

**"This is the only unit that can track radar and laser in 360 degrees, and it can detect multiple threats, helping drivers to better identify false signals."**

Popular Science, April, 2006

**"The only radar detector that works at all is the Valentine One. It shows if the signal is forward, rear, or side, as well as the number of signals."**

Best Life, February, 2007, quoting Alex Roy, four-time trophy winner of the Gumball Rally

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Please call toll-free **1-800-331-3030** or visit **www.valentine1.com**

- Valentine One Radar Locator with Laser Detection - \$399
- Carrying Case - \$29
- Concealed Display Module - \$39

For covert operation: remotes all visual warnings to a location of your choosing (1" x 2" x 1.5")

- Plus Shipping
- Ohio residents add sales tax
- 30-Day Money-Back Guarantee

**"...it's worth every penny."** — Wired, January, 2007