



# Driving Freedom

NMA Foundation

Vol. 20 • Issue 3

May/June 2009

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



## June Is Lane Courtesy Month

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# Driving Freedoms

## TABLE OF CONTENTS Volume 20 • Issue 3

The "No" Movement..... 2

So You Got A Ticket In PA..... 3

Suckered By MPG Ratings..... 4

Automated Toll Collection ..... 5

Ride To Work Day..... 6

Most Ticketed Vehicles ..... 6

Least Ticketed Vehicles ..... 6

Lane Courtesy Month ..... 7

The Car Insurance Scam..... 8

How Good A Fuel Is Ethanol?..... 9

News From Around The Country .... 10

The Experts' Corner ..... 11

SCCs & Activists List ..... 12

Members Write ..... 13

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*Driving Freedoms* (permit # 0716556-KWP) is the official publication of the NMA Foundation, Inc. *Driving Freedoms* is published bimonthly by the NMA Foundation, Inc., 402 W. 2nd St., Waunakee, WI 53597. (608/849-6000) Email: nma@motorists.org Web site: www.motorists.org. Nonprofit bulk permit paid Madison, WI. Annual membership in the National Motorists Association includes a subscription to *Driving Freedoms*.

### Editorial Staff

- Managing Editor ..... Aaron Quinn
- Staff Writer ..... James J. Baxter
- Staff Writer ..... Robert Talley
- Guest Writer..... Mark Harris
- Guest Writer..... Wallace Thomas
- Guest Writer..... Norman Wartman
- Guest Writer..... Eric Peters
- Guest Writer..... Joel Kauffman

Cover  
"Lane Courtesy Month"



## The "No" Movement

by James J. Baxter, President, NMA

Personal freedom and individual rights have been on the losing side of public policy debates and judicial decisions for the better part of 50 years.

In almost all contests where personal discretion has been put at odds with "safety" or "security," it is personal discretion that has had to give way.

There have been occasional instances when government and corporate interests have pushed too hard, too fast and significant resistance rose in opposition.

Modest examples in the motorist realm would include pulling back on mandated seatbelt interlock devices in the early 1970's and repealing mandatory helmet laws in over half of the states over a period of several years.

The list of choices we no longer have is longer and more onerous than most of us would like to admit.

We have little say in the kinds of safety devices our vehicles have. The government, with aid and comfort from auto manufactures, makes those decisions for us.

We have no say about surveillance devices placed in our vehicles (think Event Data Recorders) and on our highways.

Almost all new vehicles have speed governors in them, strategically only triggered at high speeds, speeds beyond those normally travelled.

The precedent has been set and the governed speed will likely be systematically reduced in response to a succession of political crises; e.g. energy shortages, global warming, or reducing accident derived health

costs.

Seems far fetched?

Put yourself in the position of crafting an argument that supports speed capabilities in excess of 90 MPH, in a country where the highest speed limit is 80 MPH.

Along with portal-to-portal surveillance, existing and advancing technology will make traffic law enforcement a 24/7 reality – and it will be justified by the simple rationale that "the law is the law and it should be obeyed."

Makes perfect sense, right?

Of course there is the possibility that the enforcement of absurd laws will result in those laws being repealed, but don't bet on it.

The more likely outcome will be the use of technology to make non-compliance impossible.

Not a very uplifting scenario, is it?

Actually, it doesn't have to unfold this way.

All it will take is for the American public, the voting public, to say, "No."

Recently, state legislators in Mississippi got the message and outlawed ticket cameras.

Arizona legislators are getting the message that either they put the brakes on automated traffic enforcement or a referendum will do the job for them.

And, in Maryland there's a petition movement to repeal a just passed state law that expands camera based speed enforcement.

It's imperative that the "No"

(Continued on Page 4)

## So You Got A Ticket In Pennsylvania?

By Mark Harris, NMA Member

Pennsylvania has a bad reputation among motorists. It may be because of the way their court system works.

Understanding what to expect when “Smokey” gets you can be helpful in getting the best result.

Like most state police, Pennsylvania state troopers are trained legal animals. If they spot what they consider to be a clear violation, you will be in their cross-hairs. They may listen for a minute, but almost always will write the citation.

Be polite and respectful. If not, it may come back to haunt you in court.

Like most places, Pennsylvania expects their money promptly. Don't wait to be asked or sent a reminder.

Pennsylvania courts will also ask you for a few extra shekels for the “privilege” of having your case heard.

Magisterial court hearings for traffic citations in Pennsylvania are simple affairs. Often no one is in court except you, the judge, and the officer.

This also means that how you interact with the judge and officer can be critical. There will be two stories, yours, and the officers. Your usual job is to give a reasonable explanation of your case without admitting guilt.

Of course, if there are factual or legal issues with the officer's version, be prepared to make the most of them without stretching the truth.

Because the hearing is so simple, dressing up beyond your usual attire is normally not necessary.

An exception – if you needed a lawyer because of the gravity of your offense, then you should wear a suit or equivalent.

If your usual attire is grungy or even suggests anti-social tendencies or anti-establishmentarianism, change it, unless you like challenging the system

and collecting loser points. Make sure that your hair is within normal bounds too.

Let's look at a few aspects of how these hearings often run:

**Court** – Normally traffic cases in Pennsylvania are heard before local magistrates, not trained judges.

**Guilt** – You will be presumed guilty until proven innocent. However, you can make a good case before a sympathetic judge.

**Law** – The judge may not know the law, or even have a copy of it. When shown the law, it may not matter.

**Fines** – Unless you can prove a case of extreme poverty, don't even dream of getting your money back.

**Flexibility** – The judge may tell you a hard-nosed tale that there is no flexibility and that (s)he has no latitude in your case. This is not true (except somewhat for commercial driver's license holders). The judge is still the judge and can make changes, disposition permitting.

**Judgment** – Believe it or not, whether you get clemency or not usually depends on the officer more than the judge. If you haven't pissed off the officer, he or she may be willing to



allow the judge to reduce the charge. If the officer objects, your train already left the station.

**Points** – The judge knows all about points, and how much they matter. Often they will exercise some consideration so you don't get too many, especially if you are not deserving of them.

**Expectations** – Often the best that you can expect is to get the charge reduced to a “no-pointer.” They still keep all the change (whatever you paid).

*Note that these comments assume that your case will be held in a magisterial court. If it will be heard in a municipal court, for example Philadelphia, there will be many differences. ■*

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## We Are Being Suckered By MPG Ratings

By Wallace Thomas, NMA Member

Miles per gallon seems like it's easy enough to understand, but it's not. Let me give you a hypothetical situation:

Let's say that my wife and I have two vehicles, the first, is one of those high performance 4WD SUVs that averages 10 MPG. The second is a pretty cool sports car that averages 25 MPG per year of use.

Now, just to make my point, we'll say that both cost about the same. Both are driven the same amount of miles per year – we'll say 15,000, and both are the same year – 2005.

Now, we realized that replacing two cars at the same time gets quite expensive, so since they both are now four years old, we've decided we'll replace one now, the other in four years.

So now we're looking at two vehicles to decide which to replace.

The proposed replacement for the SUV is an extended cab pick-up. We still need the ability to tow, still need passenger room, but are considering a little more utility, and a little less sport.

The pick-up we're looking at, with the way we use it, would average 12.5 MPG for a year of use. That's a whole 2.5 MPG improvement. Woo-hoo!

The sports car replacement would be a sports coupe. Seating for four, still fun to drive, and it would return around 33.3 MPG for a year of use. That's an 8.3 MPG improvement – over an already decent MPG. Pretty good, huh?

So, which one will save us more money in fuel?

Well, with a 2.5 MPH improvement versus an 8.3 MPG improvement, it's pretty obvious. So the SUV goes, and in comes the pick-up with its 12.5 MPG. Huh? What about the 5.8 MPG better we would do with the Coupe? That's the big problem.

In Europe, they use a different

rating system. It's liters used per 100 kilometers. What if we converted to gallons used per 100 miles? We could call it GPHM (Gallons Per Hundred Miles!)

So here's the story. The old SUV at 10 MPG is using 10 GPHM. The new pickup, at 12.5 MPG is using 8 GPHM, an improvement of two gallons for every 100 miles driven. In 15,000 miles of use per year, that's 300 gallons not purchased.

The old sports car used 25 MPG. That's 4 GPHM. The new one, at 33.33 MPG is using 3 GPHM. an improvement of one gallon for every 100 miles driven. In 15,000 miles of use per year, that's 150 gallons not purchased. An improvement of 8.3 MPG saved one half the money and fuel that the improvement of only 2.5 MPG did!

But people don't think that way. They see the bigger MPG improvement and assume they'll save more money.

To get the same fuel savings as the truck, the sports car would have to be replaced with a car that gets 50 MPG throughout the year! How many sporty coupes are there around that do that?

Now consider this: If you already were getting 33.33 MPG, you would need to get 100 MPG to get the same fuel saving!

So, what I'm putting out there for you to mull around is that we should *seriously* look at how we measure and compare fuel use.

If you were to change from a 10 MPG vehicle to a 20 MPG vehicle, you would save more fuel – and money (5 GPHM savings) than switching from a 20 MPG vehicle to a 100 MPG vehicle (4 GPHM savings)!

As I said in the beginning, we're being suckered by miles per gallon ratings. ■

## Editor's Note

The NMA Washington Report, which normally appears in this space, will return next issue.

This issue includes many articles written by NMA members, which is great to see. We encourage you to send in an article of your own for the next newsletter.

However, please note that the sentiments expressed in these articles are those of the respective authors and not necessarily the NMA. ■

## The "No" Movement (Continued from page 2)

movement not just confine itself to ticket cameras.

It should be extended to roadblocks, ever increasing fines and penalties, intrusive surveillance, unrealistic speed limits, and the diversion of highway user fees to non-highway purposes.

A legislator that condones these practices shouldn't be re-elected to office.

Often the choices are not clear cut, but you can still consider the issues most important to you and vote accordingly.

Of course, there is also an obligation on the citizen's part to let his or her legislator know where they stand on an issue.

Too often I've heard a legislator say, "I haven't heard from any of my constituents on this issue."

It's time to remove that excuse. ■

## Automated Toll Collection — Another View

By Norman Wartman, NMA Lifetime Member

I read with interest the article about automated toll collection in Florida, written by Henry Stowe (*Driving Freedoms* Jan/Feb 2009). I thought he was right on point as he said, "...glide through a toll gate without having to stop and pull out cash is a strong draw."

But then he lost me.

As an extremely satisfied SunPass customer and actively involved in the Citizens Transportation Advisory Committee and the Miami Dade Expressway Authority, I felt I needed to clarify some of the observations made in his article.

My understanding of Henry's concerns was that he took issue with the SunPass User Agreement.

Much like any agreement you sign up for today, it details the protection of payment to the receiving party, but most importantly it details the privacy protection of the information you provided.

The agreement states that the Florida Department of Transportation does not sell or share its customer list with outside marketers nor do they permit the use of the data collected in a way that associates a user's personal identifying information. In addition, account information is exempt from disclosure under Florida's public records law.

Here, it would be prudent to outline the process of how the SunPass system works. Like any technology, it isn't 100 percent, but very close at 99.99 percent.

A secondary backup system to strengthen this is the violation enforcement system. It uses digital camera technology to assist in capturing the 0.01 percent. The digital image of the license plate is collected when a

SunPass fails to read in the lane.

On a valid account, the toll is deducted and the account statement would indicate "I-Toll" which stands for image toll. There are no additional charges, just the toll at the SunPass rate.

As it states in the SunPass agreement, a service charge *may* be added for image tolls in excess of ten a month; it makes business sense and gives users a little leeway when they forget to change the battery.

So what does someone do when they get a toll violation notice or citation in the mail?



For a SunPass customer, this usually means that their license plate number was not on the account or something else is wrong with the account. For example, your credit card may have expired, your account could be negative, you could have recently installed a new license plate and forgot to register it with SunPass, or your account may have been suspended for failure to maintain a balance.

I completely agree with Florida Circuit Court Judge John Galluzo's opinion that there is no violation if someone has a valid SunPass or E-Pass account.

As it states on the toll violation notice or citation, customers with a

valid/active account, at the time of the violation, should contact SunPass/E-Pass immediately to resolve the account issue.

The goal of the agency is to collect the toll, not a fine. If someone has a valid account and has an equipment malfunction or forgot to register a new vehicle tag, they still have the responsibility to pay the toll and help correct the problem.

Anyone receiving a Citation has a full 30 days from the date of issue to clear up their account before it escalates to the Court. These cases are dismissed and no further fines/fees/actions are taken.

Even at the Court phase, valid account holders can have their cases dismissed without fines/fees or points if they take care of the issue(s) prior to actually pleading the case in front of the judge.

Once a case is heard, jurisprudence is followed. The tolling agencies have no authority to apply points; this is strictly a judicial matter with the Courts.

The evolution of the SunPass continues. Soon to be available is the optional, anonymous SunPass – no information on the driver or vehicle required and can be paid for and replenished by cash at any of thousands of locations statewide.

SunPass technology is prohibited from being used for speed enforcement.

If that ever changes, I will be the first to return my SunPass transponder.

The goals for SunPass are to be user-friendly, reduce accidents, increase capacity, reduce congestion, and reduce pollution (less stop-and-go driving).

The only thing worse than paying a toll is having to stop to pay that toll! ■

## June 15th Is "Ride To Work" Day

On June 15th of this year, the number of motorcycles and scooters on roads and highways will more than double as many riders become two wheeled commuters to help demonstrate that riding is an efficient, economical form of personal transportation which makes parking easier and helps traffic flow better.

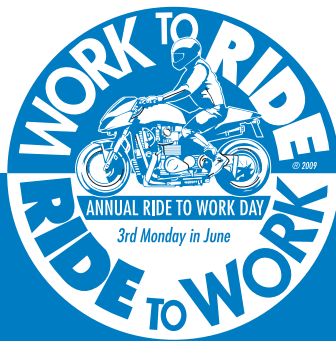
This year marks the eighteenth annual world-wide event, which

involves riders of all ages, occupations, and from all walks of life.

"Motorcycles and scooters consume less resources per mile than automobiles, and they take up less space in parking areas and on roads. Riders seek employer support for this efficient form of transportation, and more government and public awareness about riding's many benefits," states Andy Goldfine, an event organizer.

For hundreds of thousands of workers, motorcycles and scooters are an economical, efficient and socially responsible form of mobility that saves energy, helps the environment, and provides a broad range of other public benefits.

On "Ride To Work Day," the practical side of riding becomes more visible as a larger number of America's 8,000,000 cycles are ridden to work. ■



# RIDE 3<sup>RD</sup> MONDAY IN JUNE

# TO WORK DAY

### Top 10 Most Ticketed Vehicles

Which vehicles are most targeted by the police? It's a little known fact that Hummer drivers get more traffic tickets than any other make of vehicle.

According to *US News & World Report*, Hummers are loved by Cops because they help them make their ticket quotas. Ever wonder if your car is causing you to get unwanted attention by police?

Based on a survey by ISO Quality Planning, here is a list of the top ten vehicles known to be the biggest ticket magnets:

- 1) Hummer H2
- 2) Scion tC
- 3) Scion xB
- 4) Mercedes Benz CLK63 AMG
- 5) Toyota Solara Coupe
- 6) Mercedes Benz CLS63
- 7) Scion xA
- 8) Subaru Outback
- 9) Audi A4
- 10) Toyota Matrix ■

Source: *US News & World Report via MotorWatch*

### Top 10 Least Ticketed Vehicles

Is it possible that your vehicle is helping you avoid unwelcome attention from the police?

While it's possible that the type of driver who selects a particular vehicle may have more influence than anything inherent in the vehicle's design, according to a survey conducted by ISO Quality Planning – a company that helps insurance companies spot risks – there are clearly certain vehicles that are less likely to be ticketed for moving violations.

Here is the list of the top ten least ticketed vehicles:

- 1) Jaguar XJ
- 2) Chevrolet Suburban
- 3) Chevrolet Tahoe
- 4) Chevrolet Silverado 2500 and 3500
- 5) Buick Park Avenue
- 6) Mazda6
- 7) Buick Rainier
- 8) Oldsmobile Silhouette
- 9) Buick Lucerne
- 10) GMC Sierra 1500 ■

Source: *US News & World Report via MotorWatch*

## June Is Lane Courtesy Month

With summer just around the corner and visions of vacations dominating Americans' thoughts, our highways will experience a dramatic increase in traffic. To enhance the travel experience for motorists, we have designated June as Lane Courtesy Month.

Lane courtesy, also called lane discipline, is the simple act of moving to the right to allow faster traffic to pass.

Lane courtesy has a powerful influence on highway safety, traffic flow, and congestion. Arguably, its effect is more important than speed limits, traffic enforcement, or any other attempt to control driver behavior.

Ask almost any motorist what most raises their ire when using major highways and the answer will be "failure of slower traffic to keep right or yield to the right when faster traffic approaches."

The lane courtesy ethic must be reinvigorated, promoted, and recognized for the contribution it can make toward safer, faster and more enjoyable travel. We hope that declaring June as "Lane Courtesy Month" will reawaken interest in this incredibly important and positive traffic safety concept. ■



### Sample Letter To The Editor

Driving on the highway has become a pain. Drivers don't yield the left lane to faster moving traffic, people tailgate, and the highways are congested. I think it is time we got back to using Lane Courtesy on the roadways.

Lane Courtesy isn't a radical idea and it's easily implemented. Drivers should keep the left lane clear for faster moving traffic. After you pass a slower moving vehicle, move back into the right lane. This way there's less tailgating, less congestion, and a more consistent traffic flow. It's safer because you don't have to continually speed up and slow down, which also helps to conserve gas.

I realize that a lot of drivers

claim the left-hand lane as their own because they're going the speed limit, but they're just adding to the frustration on our roads by blocking the flow of traffic. They are creating the potential of an accident by being an obstacle on the road. Many accidents and frustration can be alleviated if more drivers would simply follow lane courtesy.

The National Motorists Association Foundation even made this June "Lane Courtesy Month" and has more information about this issue on their web site, [www.lanecourtesy.org](http://www.lanecourtesy.org).

Take a few minutes to check it out. It's a good way to learn more about how lane courtesy can benefit us all. ■

## Take Action!

Lane courtesy is one of the most important issues that motorists deal with. You can help improve lane courtesy across the country by employing the strategies below:

### Lead by example.

Practice lane courtesy whenever you drive. Improved lane courtesy starts with you.

### Distribute lane courtesy information to friends, family, and co-workers.

Word of mouth is one of the most powerful ways to get the lane courtesy message out to the public.

### Contact your state legislators and urge them to support stronger lane courtesy laws.

Thoughtful letters, emails, and phone calls can have a large impact on what bills your legislators support. Do your part locally by making contact with your legislators.

### Write to the commander of your state police or highway patrol.

Lane courtesy enforcement is seriously lacking, explain to him or her why enforcing this law is so important.

### Donate to the NMA Foundation's efforts to promote lane courtesy.

All contributions to the foundation are tax deductible to the fullest extent of the law.

### Write a "letter to the editor" to your local newspaper.

The whole point of Lane Courtesy Month is to raise public awareness about this issue, and your letter will definitely help. We've included a sample "letter to the editor" on this page that you can use or you can write your own. ■



## The Car Insurance Scam

By Eric Peters, Automotive Columnist & NMA Member



There was a time when you didn't have to buy car insurance. Risky? Reckless? Maybe. But one thing's certain: All of us now have to spend exorbitant sums on insurance – whether we ever need it or not.

Consider a modest annual premium of \$500. Over five years, that's \$2,500 spent on... nothing, if you never have an accident or need to file a claim. And that's a good bet, incidentally.

You probably know someone – perhaps yourself – who has gone twenty or thirty years without a single “at-fault” accident. Yet over a ten-year period, such a blameless driver would nonetheless have had to fork over \$5,000 in insurance premiums; \$10,000 over 20 years.

That is no small change. It's also money that could have gone to savings, investments, the kids' college fund – any number of useful, productive things.

Instead, it's flushed down the financial black hole of state-mandated insurance.

It's little wonder many of us have no more than a few thousand bucks in the bank (if that). By the time we pay Uncle Stinker – who extracts not just federal taxes but also the weekly fraud payment to Social Insecurity

amounting to 7.65 percent of every dollar we earn and which none of us under 40 will ever see again – plus state and local taxes and then all the forced insurance we're made to buy, we're broke.

I drove around for several years without insurance when it was still legal in my state to do so. (This was Virginia, early 1980s – when the dying embers of personal liberty still glowed a little bit.)

I saved thousands of dollars. Never harmed a soul – or cost anyone a red cent.

But what about the risk to others of allowing people to drive without insurance?

It's a valid question. My answer is: Should the theoretical risk that an individual might damage someone else's property or person impose a definite obligation on them to buy insurance “just in case?”

No, it should not! The only time you or I should be forced to do anything is when it can be shown there is a direct, specific negative impact on others arising out of something we've done. Vague, generalized, broad-brush “risk” shouldn't be sufficient cause for a legal corn-holing.

And speaking of which: What about the side effects of compulsory coverage?

For one, mandatory insurance screws us all – because we're all forced to do business with a cartel. When insurance is optional, insurers have to fight for our business as individuals. It's much harder for them to screw us at every turn over things like premium “surcharges” based on trumped-up speeding tickets. We can just say, “No Thanks.”

But when everyone has to buy a

policy, the insurance cartels have us all by the soft parts. We've lost our leverage – and of course, they exploit it mercilessly.

It's no coincidence that the cost of a typical insurance policy has increased obnoxiously since mandatory coverage went into effect over the past 20-25 years.

Even “good drivers” who have never filed a claim or been involved in an “at-fault” accident are compelled to hand over hundreds, if not thousands, to the insurance mafiosi each and every year.

That money could have been set aside in a “rainy day” fund – and used to pay out expenses resulting from an accident. Assuming one actually happens, which statistically speaking, it probably won't. And if it doesn't, you'd still have your money – instead of the insurance cartel.

As far as the risk to others – the main argument used to defend forced coverage – it really comes down to whether you believe in liberty: Which is more important? Your ability (via the coercive apparatus of government) to force others to buy insurance against a small, theoretical risk to you that may and probably never will be needed? Or allowing individuals to decide for themselves what's best – and leaving them free to act?

Sadly, too many of us no longer believe in liberty.

The Fourth of July has become an absurdity – a holiday about “freedom” most of us aren't even allowed to celebrate with fireworks we light off ourselves anymore. That would be risky, unsafe. Someone might get hurt. So naturally, it's illegal in most parts of the country.

Just like not buying insurance. ■

## How Good A Fuel Is Ethanol?

By Joel Kauffman, Automotive Chemist & NMA Member



At times and places when petroleum based fuels were not available, ethanol (aka ethyl alcohol) has been used in what we would usually call gasoline engines.

When an engine designed to burn gasoline is modified by little more than larger carburetor jets, mechanical problems and unreliability appear. These problems range from failure to start in cold weather (because of ethanol's low vapor pressure) to corrosion (because of ethanol's affinity for water).

Nevertheless, with properly modified engines in a warm country, alcohol works well enough, as in Brazil. The vapor pressure problem is dealt with by including some gasoline mixed with the ethanol, to give, in the USA, an 85% ethanol, 15% gasoline mixture we call E-85. With this mixture, an electric fuel pre-heater need not be built in.

Besides the love of water and low vapor pressure, the other major annoyance of fuel ethanol is that so much of it is dead weight, or dead volume – namely the oxygen content.

Any high school graduate who took a chemistry course can multiply the numbers of each type of atom in ethanol by their respective atomic

weights: carbon (12), hydrogen (1) and oxygen (16) to find a molecular weight of 46, of which 35% is oxygen.

Since engines pick up the oxygen they need from the air, ethanol is only 65% fuel, so to speak, and 35% dead weight or volume.

This calculation shows that an engine that manages 30 mpg on gasoline will manage only 20 mpg on ethanol.

This means that cruising range is cut by the same 35%. Had it been 300 miles per tank on gasoline, it will be 200 miles on ethanol.

Ethanol enthusiasts often try to dispute this, betraying their lack of knowledge of combustion chemistry. One real life test was run and reported by Consumer Reports, October, 2006, p16. A 2007 Chevrolet Tahoe flex fuel (FFV) was tested for city, highway, and a mixed trip. Overall, gasoline (containing 10% ethanol) gave 14 mpg, while E85 gave 10 mpg.

This 29% drop speaks for itself, but allowing for the 15% content of gasoline in the E85 and the 10% content of ethanol in the gasoline, plain gasoline would have given 14.3 mpg while pure ethanol would have given 9.5 mpg. This would be a 34% drop – in great agreement with the calculations!

When ethanol enthusiasts proudly announced that ethanol from corn could be made in bulk and sold for “only” \$2/gallon, they neglected to mention that it was equivalent to gasoline at \$3/gallon in energy content. Brazilian ethanol from sugar cane costs much less.

Ethanol enthusiasts argue that in an engine optimized for ethanol by means of an 18:1 compression ratio, the thermal efficiency can be 40%, unlike the test of E-85 in the Tahoe FFV

where it was around 25%. But we have no long-term durability tests on any such engines. And they would not be able to burn gasoline in an emergency.

The thermal efficiency of gasoline engines is still given as 25%, which was true for engines with compression ratios around 10:1. Now with compression ratios of 12.5:1 made possible by direct fuel injection into the cylinders, as in a diesel engine, that efficiency may be up to 30%.

And speaking of diesel, its efficiency is normally given as 35%. Both are improved by turbocharging.

Finally, ethanol promoters urge its use instead of gasoline to limit global warming. The chemical rationale is that the sequence, or parts of it: starch → glucose → ethanol begins with a plant that derives its carbon atoms from carbon dioxide in the air, so burning the ethanol merely returns these same carbons to the air, not raising the carbon dioxide content.

Some serious studies find that so much hydrocarbon fuel is used to make ethanol from corn (plowing, fertilizing, harvesting, fermenting, distilling, transporting) that there is little net reduction in carbon dioxide emissions.

Even many climate realists have ignored 200 years of direct chemical assays for carbon dioxide levels in air, showing higher levels than now (385 ppm) in 1820 (450) and 1942 (420), and nearly the same in 1858 (370).

So it appears that legislating fuel ethanol use nationally was not a great move, even ignoring what it did to food prices.

In my opinion, it should be optional, not mandatory. If you want to brew your own fuel ethanol or buy (or barter) for it from a neighbor, no harm is done. ■



## News From Around The Country

### Arizona

The state Department of Public Safety has suspended expansion of the statewide photo-enforcement program. Administrators made the decision in mid-January as a backlash from motorists manifested into legislation to alter or suspend the program. Plans originally called for DPS to place 100 cameras around the state, with 60 in permanent locations and 40 in mobile vans.

### Colorado

Lawmakers killed a bill that would have given Fort Collins and other cities significantly expanded powers to deploy photo radar. Fort Collins police asked Sen. Bob Bacon to carry the bill, SB143, giving them the legal right to deploy photo radar on almost every street in the city. House members killed the proposal on a voice vote recently which means the proposal is likely dead for the session.

### Georgia

In a unanimous decision, the Dalton City Council voted to terminate the city's red light camera contract. City leaders say they've outlived their usefulness. The cameras had been up for more than a year but since recent statewide legislation required the city to lengthen yellow light times, the cameras were losing money for the city.

### Illinois

Governor Pat Quinn is frowning upon a proposal to allow speed enforcement via camera. Quinn said recently that he was "not really excited about" the idea, but he didn't

completely rule out his signature on the legislation if it gets to his desk. State Senator Terry Link, a Waukegan Democrat, is pushing a measure to allow speed enforcement cameras.

### Indiana

State Representative Earl Harris said it's doubtful that legislation that would allow Indiana communities to install cameras to ticket drivers running red lights will move this session. The proposal was approved by the State Senate in February. It was assigned to the House Interstate and International Cooperation Committee, which Harris chairs. Harris said the only recommendation he could give would be to send the bill to a study committee.

### Montana

State senators are giving a green light to a bill that bans the use of cameras to enforce traffic violations. House Bill 531, sponsored by Representative Bill Nooney, R-Missoula, was endorsed on a 37-13 vote in early April. After another vote, it may move to the governor for consideration. The measure would prohibit the use of red-light cameras or other technologies to ticket drivers for violations that are not witnessed by a police officer.

### Ohio

Mayor's courts in ten Northeast Ohio cities are being called out by the state's highest court for failing to register their quasi-judicial system with the state, as required by law. The courts are controversial because they often amount to speed traps with

heavy fines and because the mayor, who is supposed to be impartial, acts as judge and jury.

### Rhode Island

If you drive through Hopkinton, keep this in mind: The officers you see are each required to write 20 traffic tickets per month, "more or less," under a new Police Department policy. Excuses, like being busy doing something else, or having taken vacation days, "are not acceptable," Lt. Daniel C. Baruti said in an internal email that spells out the policy. The e-mail says, in bold, italic type, "Do not forward this e-mail."

### Tennessee

Two Tennessee legislators, Representative John Litz and Senator Steve Southerland have introduced bills to set a mandatory 5-second minimum yellow light time where red light cameras are installed at traffic signals. The city of Morristown is fighting against the proposed legislation

### Texas

A review of preliminary collision data supplied by the city of Corpus Christi, Texas shows that the installation of red light cameras has done nothing to improve safety. The total number of accidents increased 14 percent at nine locations where ticket cameras were stationed. These results prompted state Representative Solomon Ortiz, Jr. (D-Corpus Christi) to introduce House Bill 3275, a measure that requires public hearings before any camera can be installed on any state road. ■

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

We just returned from a 4,000 mile roundtrip by car through Arizona, New Mexico, Texas and Oklahoma.

We noticed two things that were particularly annoying and felt oppressive both personally and politically.

The first was in so-called "work zones" where fines are doubled. In 95% of the mileage involved there was no one working!

The second was in so-called "Safety Corridors" where for several 15 or 20 mile stretches "all fines are doubled."

It's like a bad joke, if it weren't such a glaring ripoff of the public.

Kindly bring this to the attention of the driving public and let us lobby to be rid of such ridiculous, demeaning, stupid and useless highway racketeering by our elected officials.

*Andras Nevai  
Sedona, AZ*

I look forward to each issue of *Driving Freedoms* and I trust and rely on the accuracy and completeness of the information contained therein.

The article "5 Federal Court Cases That Paved The Way for Roadblocks" gives the reader the wrong information. In your article you say Brown was convicted and fined. This is correct in the Texas State courts but the U.S. Supreme Court, 443 U.S. 47, decided June 25, 1979, found in Brown's favor and overturned his State conviction.

The Court held: "The application of the Texas statute to detain appellant and require him to identify himself violated the Fourth Amendment because the officers lacked any reasonable suspicion to believe that appellant was engaged or had engaged in criminal conduct.

Detaining appellant to require him to identify himself constituted a seizure of his person subject to the requirement of the Fourth Amendment that the seizure be "reasonable", cf. *Terry v. Ohio*, 392 U.S. 1; *United States v. Brignoni-Ponce*, 422 U.S. 873. The Fourth Amendment requires that such a seizure be based on specific, objective facts indicating that society's legitimate interests require such actions, or that the seizure be carried out pursuant to a plan embodying explicit, neutral limitations on the conduct of individual officers. *Delaware v. Prouse*, 440 U.S. 648. Here, the State does not contend that appellant was stopped pursuant to a practice embodying neutral criteria, and the officer's actions were not justified on the ground that they had a reasonable suspicion, based on objective facts, that he was involved in criminal activity. Absent any basis for suspecting appellant of misconduct, the balance between the public interest in crime prevention and appellant's right to personal security and privacy tilts in favor of freedom from police interference".

*Ted Levitt  
Alba, TX*

In Steven Goldman's letter concerning global warming (*Driving Freedoms* Jan/Feb 09), Mr. Goldman cites a NASA official, Jim Hansen, as still believing in global warming thus (he infers) global warming must be true. It should be noted that government

employees, like Jim Hansen, earn their living & enhance their career by promoting global warming.

Personally, I believe the word of scientists who have *zero* financial stake in the Global Warming debate. In December 2008, at the UN Global Warming conference, over 650 dissenting scientists criticized the climate claims made by the UN IPCC.

"I am a skeptic...Global warming has become a new religion." – Nobel Prize Winner for Physics, Ivar Giaever.

"As a scientist I remain skeptical." – Atmospheric Scientist Dr. Joanne Simpson, the first woman in the world to receive a PhD in meteorology and formerly of NASA who has authored more than 190 studies and has been called "among the most preeminent scientists of the last 100 years."

"It is a blatant lie put forth in the media that makes it seem there is only a fringe of scientists who don't buy into anthropogenic global warming." – U.S. Government Atmospheric Scientist Stanley B. Goldenberg of the Hurricane Research Division of NOAA.

*Joe Powell  
Independence, KY*

I wish to invite Mr. Goldman to visit [www.PetitionProject.org](http://www.PetitionProject.org) where he can view a petition signed by over 30,000 U.S. scientists disputing the hysterical assertions made by Jim Hansen over at NASA. This web site also features a summary of peer reviewed research which Mr. Goldman might find enlightening.

*Kennon Ledbetter  
Trinity, AL*

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](mailto:nma@motorists.org) or mailed to us.



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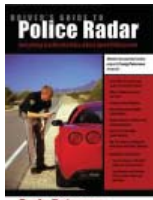
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## Beat Your Ticket

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.

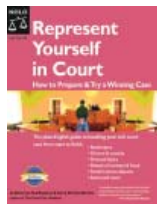
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## Driver's Guide To Police Radar

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*.

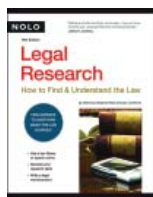
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## Represent Yourself In Court

*Represent Yourself In Court* is written for the non-lawyer. This book offers a step-by-step guide to representing yourself in a civil trial, from start to finish. It does double duty in that you can use this information for any civil matter, not just traffic tickets.

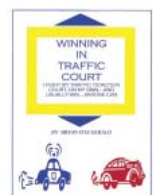
Non-Member Price: \$29.95 **Member Price: \$21.95**



## Legal Research

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.

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



## Winning In Traffic Court

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.

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  
 Fax Your Order: 1-608-849-8697  
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# 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.

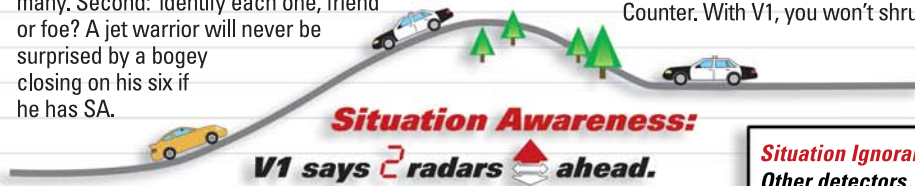
Fighter pilots just say "SA." When you peel off the military jargon, SA turns out to be man's oldest survival technique: *know what's going on around you.*

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.

## The Shrug Factor

When a beeper gives two beeps and then goes quiet, most drivers shrug: "It's probably nothing," they say. Wrong! Two beeps is exactly the warning when instant-on ambushes somebody ahead. You could be next. Every bogey may not be radar, but it's a threat until you know otherwise.

V1 has antennas facing both forward and behind, for radar and for laser. It scans all around your car. This patented SA system reports to you through locating arrows and the Bogey Counter. With V1, you won't shrug.



**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

## What others say about V1

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

PC Magazine

*"Best detection range in our tests."*

Wired

*"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

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

Wired

*"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, quoting Alex Roy, four-time trophy winner of the Gumball Rally

Escort is a registered trademark of Escort, Inc.

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



Valentine Research, Inc. Phone 513-984-8900  
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 Cincinnati, Ohio 45242



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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