

MINUTES OF THE
MEETING OF THE JOINT SENATE AND ASSEMBLY COMMITTEES
ON TRANSPORTATION

SIXTY-FIRST SESSION
NEVADA STATE LEGISLATURE
March 26, 1981

The Joint Senate and Assembly Committees on Transportation were called to order by Chairman Richard E. Blakemore, at 7:09 p.m., Thursday, March 26, 1981, in Room 131 of the Legislative Building, Carson City, Nevada. Exhibit A is the Meeting Agenda. Exhibit B is the Attendance Roster.

COMMITTEE MEMBERS PRESENT:

Senator Richard E. Blakemore, Chairman
Assemblyman Robert E. Price, Chairman
Senator William Hernstadt
Senator Lawrence E. Jacobsen
Senator Wilbur Faiss
Senator Clifford E. McCorkle
Senator James H. Bilbray
Assemblyman John Polish
Assemblyman James W. Schofield
Assemblyman Peggy Westall
Assemblyman John B. DuBois
Assemblyman Paul Prengaman
Assemblyman Erik Beyer

COMMITTEE MEMBERS ABSENT:

Senator Joe Neal
Assemblyman Alan Glover
Assemblyman Donald R. Mello

STAFF MEMBER PRESENT:

Kelly R. Torvik, Committee Secretary

SENATE BILL NO. 297

Mr. Frederic W. Harrell, Executive Director, Motorcycle Dealers Association of Nevada, presented the committee with prepared testimony in regard to Senate Bill No. 297. (See Exhibit C.)

Assemblyman Westall asked what the class three and four endorsements were. Mr. Harrell explained that class three is for the operation of automobiles and class four is for the operation of motorcycles.

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Assemblyman DuBois asked what capacity was used to determine the figures on page 5.2 of Mr. Harrell's testimony. Mr. Harrell explained that the categories which do not have load figures are presumed to be carrying capacity loads.

Senator Hernstadt noted that there appeared to be an error in the 1976 figure for the graph on page 1.5. Mr. Harrell stated that the figure in the graph for 1976 should be 2.52.

Senator McCorkle noted that Nevada has one of the highest accident rates in the country with regard to registrations. Mr. Harrell stated that the fatalities per registration figures are not used as valid statistics because they fail to account for the non-registered touring motorcyclists who travel through the state. He felt that determining the fatality rate through the amount of accidents would be more valid. He stated that the high rate of fatalities per registration could be attributed to the lack of training to motorcyclists.

Senator Faiss asked how comprehensive the driver education courses are for motorcyclists. Mr. Harrell explained that the novice program being offered by the Clark County Community College and the Western Nevada Community College is 21 hours of motorcycle experience, a combination of classroom experience and actual riding. He stated that they have worked to create a program for the experienced motorcycle riders. This program consists of three hours of classroom time and five hours of actual riding time. Mr. Harrell said that the Department of Motor Vehicles has agreed to a three demerit point reduction in the records of anyone who has taken the course because of a court referral.

Senator Faiss asked how long the classes have been in operation. Mr. Harrell stated that the North Las Vegas classes have been in operation for close to two years. He has been working for the past three years to put the programs onto a statewide basis.

Senator McCorkle noted that Nevada seems to be one of the only states without an in-traffic skill test requirement. Mr. Harrell explained that although Nevada does not have an in-traffic skill test, the state has adopted the use of the Motorcycle Operator Skill Test (M.O.S.T.) which is an objective test of certain necessary skills to operate a motorcycle safely. The test was designed to be used statewide, however, at the present time it is only available where there are adequate facilities. Mr. Harrell felt that the M.O.S.T. test should be a minimum standard for motorcyclists. He stated that because the test is not administered in traffic it gives the motorcyclists a chance to correct any errors in their driving methods.

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Assemblyman Prengamen asked if the number of fatalities of motorcyclists who had taken rider training courses was slightly lower or significantly lower than the number of fatalities of motorcyclists who had taken no training as referred to on page 4.3 of Mr. Harrell's testimony. Mr. Harrell stated that the number of fatalities was significantly lower. He pointed out that research has shown that it would take four years for a non-trained motorcyclist to learn on his own an equal amount of training as offered in a formal training course.

Mr. Irv Lewis, Director of Purchasing, Model Dairy, quoted Governor List from the Reno morning paper. This quote, "It is always easy for those outside, who don't have access to all the facts, to pass judgement, they are simply wrong," was not made in regard to the compulsory helmet use law. He stated that there were a variety of publications available in regard to the use of helmets. Mr. Lewis said that he represented the United Motorcycle Riders of Nevada (U.M.R.O.N.) and that his group felt strongly that young riders should be required to wear a helmet. He felt that adult riders who have ridden a motorcycle for a number of years should be able to decide whether or not to wear a helmet. Mr. Lewis stated that wearing a helmet may be a good idea, however, the mandatory wearing of a helmet should not be legislated. He cited statistics which stated that during a specific period of time motorcycle registrations had increased by 500 percent while motorcycle fatalities had increased by 300 percent. Mr. Lewis felt that motorcyclists in general are responsible members of society.

Assemblyman Beyer asked Mr. Lewis if he felt that inexperienced riders should be required to wear a helmet. Mr. Lewis felt that requiring inexperienced riders, regardless of age, to wear a helmet would be in the best interest of the riders. He felt that such requirement would be unenforceable.

Assemblyman DuBois felt that since, in Mr. Lewis' opinion, two years of experience should be required before a rider can choose whether or not to wear a helmet, 18 would be too low of an age to allow the rider to make that choice. Mr. Lewis stated that in his personal opinion the age of 21 should be chosen as the age of a rider able to make that decision.

Mr. John Smith, attorney, addressed the constitutionality of the helmet law. He felt that the statute which requires that helmets be worn violates the spirit of both the state and federal constitutions because it is counter to the concept of ordered liberty and individual choice. He stated that the helmet law

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also violates the spirit of the nation's founding fathers. The founding fathers thought was necessary to protect the nation's citizens from their government. He felt that if it is the state's duty to protect citizens against themselves that such a concept is not being addressed in other areas. He stated that motorcycle riders have been singled out for treatment under a unique theory of police power. Mr. Smith noted that traditionally police power was established to protect one citizen from the acts or omissions of another. He stated that he supported the repeal of the helmet law as it applies to persons over the age of 18.

Senator McCorkle asked Mr. Smith how his arguments against the helmet law would effect the illegality of suicide. Mr. Smith pointed out that suicide is provided for in criminal statutes. He believed that the illegality of suicide is the only example present in the statutes which protects a citizen from themselves, however, the effectiveness of the statute is questionable.

Assemblyman Beyer asked if the helmet law had ever been challenged in court. Mr. Smith stated that the helmet law had been defeated in court. He stated that it was not defeated on the constitutional grounds which he addressed earlier.

Mr. David Lawson, Highway Safety Coordinator for the Department of Motor Vehicles, a motorcycle rider, submitted testimony to the committee. (See Exhibit D.) Mr. Lawson also submitted pertinent facts and issues related to the mandatory motorcycle helmet law. (See Exhibit E.)

Chairman Blakemore pointed out that the state does not mandate the use of seatbelts. Chairman Blakemore supplied the committee with a copy of an article regarding head injuries. (See Exhibit F.) He also disputed Mr. Lawson's argument as to the public's financial interest in motorcycle accidents. He felt that such statements which label all motorcyclists as indigents were invalid.

Senator Hernstadt asked if there were any statistics which show that motorcycle riders have less insurance than automobile drivers. Mr. Lawson had no such statistics.

Senator Hernstadt asked why the Office of Traffic Safety had not asked for legislation which would require mandatory seatbelt use. Mr. Lawson felt that to enforce the use of seatbelts would be very difficult.

Chairman Blakemore asked if there were any rules mandating the use of seatbelts in state vehicles. Mr. Lawson stated that there was no such rule.

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Chairman Blakemore asked why helmet use is not required in vehicles. Mr. Lawson stated that such a mandate would limit the head injuries in vehicles, however, the roof of a vehicle provides some protection.

Mr. Lawson stated that the Office of Traffic Safety is trying to promote seat belt use on a voluntary basis because the use of safety belts will save lives.

Assemblyman Price asked Mr. Lawson why the Office of Traffic Safety would oppose the helmet law. Mr. Lawson explained that the office is charged to take a position and do what they feel will promote the safety of the motoring public.

Assemblyman Price asked Mr. Lawson if he is required by the federal government to speak against the repeal of state helmet laws. Mr. Lawson stated that he is not required by the federal government to do so.

Assemblyman Price did not feel that the state should be requiring the motorcycle riders to wear a helmet. Common sense of the rider should determine whether he wears a helmet. Assemblyman Price asked Mr. Lawson his reasoning for supporting the state's mandate that a motorcycle rider wear a helmet. Mr. Lawson felt that because of the threat of sanction motorcycle riders will wear a helmet, which they otherwise would not wear. He stated that the wearing of a helmet protects the rider and his loved ones.

Assemblyman Price stated that because of the rise in the cost of gasoline there will be more citizens riding motorcycles and bicycles. He asked Mr. Lawson where the state will limit itself in dictating mandates to citizens which should be the citizens personal decision.

Chairman Blakemore asked Mr. Lawson why the Office of Traffic Safety had limited itself to mandating helmets and not mandating the use of other safety devices. Mr. Lawson felt that the motorcycling public should be educated on the operation of motorcycles.

Chairman Blakemore pointed out that by mandating only the use of helmets the members of society who do not presently ride a motorcycle, but may in the future ride a motorcycle, are being misled into believing that since they have a helmet they are safe. They are not aware of the other safety devices. Mr. Lawson stated that in the courses which are presently being administered the use of proper clothing is being addressed along with the use of a helmet. Mr. Lawson stated that if a rider falls off of his

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motorcycle and skins himself it is not usually as life threatening as if he was subject to head injuries.

Assemblyman Westall, in regard to Mr. Lawson's testimony, pointed out that there is a considerable difference between legislation for stricter penalties for drivers under the influence of alcohol and mandatory helmet laws. She explained that a DUI affects the lives of other motorists while a helmetless rider is only affect-himself.

Assemblyman DuBois asked Mr. Lawson how he derived the figure that there will be a 40 to 50 percent increase in fatalities if the helmet law were repealed. Mr. Lawson stated that the figures were derived from other states where the helmet had been repealed.

Assemblyman Beyer asked if the \$176,000 which is available to the state from the federal government included matching funds from the state. Mr. Lawson stated that at least 95 percent of the \$176,000 is federally funded.

Assemblyman Beyer asked if the funds which are provided to the community colleges is reimbursed by tuition. Mr. Lawson explained that the students are charged a lab fee in each of the community college courses. These lab fees are used to pay the costs of maintaining the motorcycles which are used in the courses. He stated that federal funds are used mainly for instructor salaries.

Assemblyman Beyer asked Mr. Lawson if the Office of Traffic Safety itself provides a course for training motorcycle riders. Mr. Lawson stated that the office itself does not provide a course. The office is involved in the training in that it provides grants to basic entities to offer courses.

Assemblyman Beyer asked what it costs the state to provide the courses. Mr. Lawson stated that the costs to the state have been mainly in providing driver's license examiners to administer the M.O.S.T. tests. The costs to the state for the courses themselves are very minimal.

Senator Hernstadt asked if the Office of Traffic Safety is even handed in its approach to safety of motorcycle riders and automobile drivers. Mr. Lawson stated that the division is trying to promote safety in general. They address the areas where there appears to be the most accidents.

Senator Hernstadt asked if Mr. Lawson had made any recommendations to Governor List to require that Nevada state employees

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wear seat belts. Mr. Lawson stated that such a recommendation has been made, although it has not been implemented.

Chairman Blakemore pointed out that the majority of the occupants of the room may not agree with Mr. Lawson, however, his position requires that he come over and speak to the committee.

Mr. Barton Jacka, Director, Department of Motor Vehicles, stated that he had directed Mr. Lawson to make the presentation. Mr. Jacka felt that Mr. Lawson was not treated, in some instances, as well as he should have been. Assemblyman Price stated that seriously questioned the duty of the departments of state government in changing public policy. He felt that the fact and figures should be weighed against the rights of people to make decisions granted by human freedoms. Senator Jacobsen agreed with Mr. Jacka. He was not sure that the committee kept an open mind when hearing Mr. Lawson's testimony. He felt that Mr. Lawson had been intimidated. Senator Bilbray agreed with Senator Jacobsen in the treatment of Mr. Lawson. Assemblyman Prengaman felt that the Chairman had determined a portion of Mr. Lawson's testimony irrelevant and he objected to such determination.

Mr. William K. Moore, School Administrator, motorcycle rider, and Legislative Chairman of the Nevada PTA, submitted testimony to the committee. (See Exhibit G.)

Assemblyman Price asked Mr. Moore whether the PTA discussed if it would support legislation which would require youth to wear helmets while adults would be allowed to choose. Mr. Moore stated that it was discussed and it was the general consensus that such legislation would be unenforceable because of the difficulty to determine age by sight.

Senator Hernstadt suggested that Mr. Moore recommend to the members of the PTA that a motorcycle training course be offered in the high schools. Mr. Moore stated that such training was presently one of the concerns of his PTA.

Mr. John White, attorney, spoke in support of the bill. He pointed out that one of the points made, the reduction in the number of fatalities in motorcycle accidents after the enactment of the helmet law in 1971, could have been due to the fact that, like himself, people choose not to ride motorcycles if they were required to wear helmets. He stated that the registration of motorcycles in 1971 was 19,085 while in 1972 the registration was 16,089. In regard to Mr. Moore's comments that there are other

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rules and regulations which require certain safety procedures, Mr. White felt that the requirements that Mr. Moore mentioned were enacted to protect others. He stated that he was embarrassed to be a member of a state who put people in jail who refuse to wear a hat. Mr. White stated that a lot of lives could be saved by dictating how citizens are going to conduct their daily lives. Because the helmet law is effective does not mean that it should be kept. He felt that the courts are being timid by not deciding that the helmet law is unconstitutional. He disputed the fact that motorcycle riders are indigents. He noted that the concepts of liberty and freedom are unique in America and they were the reason that he objected to the helmet law.

Mr. John Reynolds, Auditor, Public Service Commission, a motorcycle rider, spoke in opposition to the helmet law. He felt that the parents have a responsibility to teach children to wear or not to wear helmets. He felt that it was not the legislature's responsibility. He stated that he would support mandatory motorcycle education in order to obtain a license. He said that motorcyclists do not have available to them adequate insurance at a reasonable price. Mr. Reynolds felt that one reason that Nevada's fatality rate was so high is the poor condition of the roadways in the state. Another reason is the temptation, on the wide open roads, to speed. He felt that the helmet law was discrimination against motorcycle riders.

Mr. Aaron Ging stated that his major objection to the mandatory use of the helmet is personal freedom and inconvenience. He felt that the mandatory use of helmets does not encourage the use of motorcycles in order to conserve energy.

Mr. Keith Henrikson, United Motorcycle Riders of Nevada, asked the committee to amend the bill to require the use of helmets by riders up to the age of 21 years. He also asked the committee to amend the bill to mandate a Motorcycle Safety Foundation course, at a minimum of 20 hours, be completed prior to obtaining a motorcycle operator's license. Mr. Henrikson stated that law enforcement agencies had said that there would be no problem enforcing the use of helmets to riders under 21 years of age. He stated that his organization would use the funds, that are presently being used to fight for the repeal of the helmet law, in order to support voluntary helmet use and more stringent regulations and specifications for helmets if Senate Bill No. 297 were approved. Mr. Henrikson said that his organization would provide trained personnel to the community colleges to teach safety courses. He did not support the idea that traffic deaths would increase if the

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if the helmet law were repealed. Mr. Henrikson felt that in states where the death total had risen it was due to the lack of education. He noted that in Rhode Island, when it repealed the helmet law in 1979, a year later deaths attributed to traffic accidents were down 40 percent. He felt that there is a false sense of security given to the motorcycle riders that if they wear a helmet they will be safe. He felt this was one reason for the high death rate among motorcycle riders. He stated that the Department of Motor Vehicles has been very helpful and cooperative to motorcyclists. He commented that he felt that the present administration had been helpful in decreasing deaths. Mr. Henrikson noted that in California the motorcycle riders in 92 percent of the accidents had no formal training, 55 percent of the riders did not have a license and 23 percent wore no helmet. He felt very strongly that the law is discriminatory.

Senator Bilbray asked if the age limit of 21 years is constitutional. Mr. Henrikson stated that in the states which impose an age limit for the use of helmets it has been upheld that it is not discriminatory.

Senator McCorkle asked Mr. Harrell if he would endorse the two amendments which Mr. Henrikson proposed. Mr. Harrell objected to the mandatory schooling requirement because of the possibility that there would be no facilities made available for training. If those schools were made available Mr. Harrell stated that his association would support the amendment for a first time licensee. He questioned whether 21 years of age would be accurate for the requirement to wear a helmet because the adult age in Nevada is 18.

Senator McCorkle asked for a commitment from Mr. Henrikson, Mr. Harrell and Mr. Lawson that they would join forces to expand education for motorcyclists, use volunteer groups to limit costs, and use the \$176,000 to expand education programs.

Mr. Lawson stated that the only problem with using volunteer groups is that there is the possibility the volunteers would lose interest and there would be no one to help with the courses required for licensing. Senator McCorkle noted that costs could be limited by using the volunteers and the courses could be funded by the state.

Mr. Harrell stated that the criteria has been set up by the Motorcycle Safety Foundation and that the courses available at the present time must be instructed by a certified Motorcycle Safety Foundation instructor, who must complete a 40 hour course.

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with classroom and riding experience. These instructors are also screened to improve the quality of instructors.

Chairman Blakemore asked if such criteria could be written so that a volunteer certified instructor could instruct the courses. Mr. Henrikson stated that such certification could be possible.

Senator Bilbray asked if the amendment addresses training new licensees or everyone who would apply for a motorcycle operator's license. Mr. Henrikson stated that the amendment addresses the training for first time licensees only.

Senator Bilbray pointed out that there are motorcycle riders on the road today that need training in the operation of a motorcycle. Mr. Henrikson stated that the education has to begin somewhere and that should be with the first time licensees. He did not feel that the state should require that experienced riders take a course on the operation of a motorcycle.

Senator Bilbray felt that the education of the riders who presently have a license should be addressed. Mr. Harrell stated that there is a Better Biking Course which is offered through court referral in Clark County. This course is aimed at the licensed and unlicensed motorcycle riders.

Chairman Blakemore pointed out that the committee was discussing the amendments while they still had not discussed the bill itself. He asked Mr. Harrell, Mr. Henrikson and Mr. Lawson to address the implementation of the 20 hour course which would be required by one of the amendments.

Assemblyman DuBois asked where the courses would be offered in the rural areas. Mr. Lawson stated that this was one of his concerns. Mr. Henrikson stated that there could be certified instructors in the rural areas, although, in order to maintain the certification the instructor must teach a course every two to three years.

Senator Hernstadt asked if there would be reciprocity with other states in that a person who carries a valid motorcycle operator's license in another state, moves to Nevada and applies for a motorcycle operator's license would be required to complete the 20 hour course. Mr. Henrikson stated that at the present time there is no reciprocity and if he went to California he would have to pass a test to get a motorcycle operator's license. Mr. Harrell believed that the court referral course could be made available to the motorcyclists who presently have an out of state motorcycle operator's license.

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Chairman Blakemore recommended that Mr. Henrikson, Mr. Harrell and Mr. Lawson work together to develop something which would explain the mechanics of administering the courses.

Senator Jacobsen asked Mr. Harrell to explain his statement, in the text, that the importance of education of the motorcyclist and the non-motorcyclists had been played down by the National Highway Traffic Safety Administration in the past several years. Mr. Harrell stated that the administration, under the direction of Joan Claybrook, stated that motorcyclist education would encourage the operation of motorcycles.

Senator Jacobsen felt that the test, in one sense, supported use of the helmet, while in another sense, did not support the use of the helmet. Mr. Harrell explained that he believes helmets are safe and that freedom of choice is the question which was being addressed.

Senator Jacobsen asked Mr. Harrell if he would oppose a fee being charged for courses. Mr. Harrell stated that his affiliations would be willing to support that a fee be attached to class four endorsements or motorcycle registrations to be earmarked for motorcyclist education.

Assemblyman Polish advised the committee not to overuse education to the point that there would not be enough time for everyone who wants the training course to receive it.

Assemblyman DuBois noted that the bill would remove the safety standards of helmets. Mr. Harrell felt that the portion of the statute which requires standards of helmets could remain in the statutes.

Mr. Steve Gessler, fuel truck driver, supplied the committee with information regarding the safety of helmets. (See Exhibit H.) He pointed out that because of size and quality of some helmets they are not safe. He stated that because a helmet can be unsafe the helmet law is ineffective.

Assemblyman Price stated that both Mr. Glover and Mr. Mello were excused from the meeting.

Mr. Sam Marper, a motorcycle rider, stated that he believes in the use of a helmet, however, he felt that the use should be voluntary. He said that the committee should bear a little self restraint with regard to limiting the freedoms of others.

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Ms. Anna Whitley, a motorcycle rider, pointed out that if she falls off of her motorcycle she would only hurt herself and did not feel that she should be mandated to wear a helmet.

Mr. Richard Gillespie, mediator, did not feel that he should wear a helmet and that was his decision to make.

Senator Jacobsen noted that Mr. Gillespie was a mediator, an occupation which requires deciding matters for other parties. Senator Jacobsen felt that the legislature was also a type of mediator and should decide whether or not a person should be required to wear a helmet. Mr. Gillespie did not agree with Senator Jacobsen.

Senator Jacobsen stated that as a volunteer ambulance driver the motorcycle riders have a responsibility to him to wear a helmet. Mr. Gillespie felt that motorcycle riders should have the right to decide. Senator Jacobsen stated that, as an American, it was his obligation to protect the life of others.

Mr. Joe Todaro, a machinist, objected to the stereotyping of motorcyclists as irresponsible burdens to the state.


There were written testimonies submitted to the committee for the record. (See Exhibits I, J, and K.)

There being no further business, the meeting adjourned at 10:03 p.m.

Respectfully submitted by:


Kelly R. Torvik

APPROVED:


Senator Richard E. Blakemore
Chairman

Dated: 4/1, 1981

AGENDA

Joint Senate and Assembly Committees on Transportation, Room 131 .

Day Thursday , Date March 26 , Time 7:00 p.m. .

S. B. No. 297--Abolishes requirement that drivers of motorcycles and their passengers wear protective headgear.

TRANSPORTATION COMMITTEES
GUEST LIST

Date: MARCH 26, 1981

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	FOR	AGAINST
Nancy Florence	Traffic Safety		X
Mike Reynolds		X	
Richard White		X	
BUD EVANS		X	
Chuck Trickle		X	
Sam Marber	NACM, Sabres M/c	X	
LEE SIEBERT		X	
Wamen Riley	MYSELF	X	
MIKE CONAN	UMRON	X	
BUCK ENNIS	L.V. NV	X	
Anna Whitley	NACM and myself	X	
HARRY BURRIS	MYSELF	X	
Eric Pederson	Corson Masonry Supply	X	
Robin Williams	myself	X	
Mark Falbe	Corson Masonry Supply	X	
Kathleen Moore	P.T.A.		X
Sabine Frost	"		X

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TRANSPORTATION COMMITTEES
GUEST LIST

Date: MARCH 26, 1981

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	FOR	AGAINST
Thomas Marcelli		XX XX	
Reggie Douglas		XX	
Randy Wain		KILL IT	
William T. Hughes		XX	
William T. Hughes		X	
Wayne H. Smith		X	
Connie Lane		X	
Jan Lewis	U.M.R.O.N.	X	
Susan Cottiero		X	
Jim R. Allison	NEVADA HIGHWAY PATROL		X
Mary Lynne Evans	Traffic Safety		X
Thomas St. Paul	Lords of Iron mc	XXXX	
Bryan A. Craig	Lords of Iron mc	XX	
Fred H. Benson	Free People	XX	
Randall M. Justice		XX	
Robert S. Sheffer		X	
Mark S. Cameron	DMU - Traffic Safety		X

TRANSPORTATION COMMITTEES
GUEST LIST

Date: MARCH 26, 1981

REPEAL HELMETS
KEEP HELMETS

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	FOR	AGAINST
DON HESS		X	
Larry Dozier		X	
Lorraine Leady		X	
Tom Grundy		X	
John Ryhl		X	
TERRY MACDONALD		X	
Lucy Kerry			X
Charles B. Hernandez		X	
ROY W. HARTMAN		X	
Loni Duh		-	
Walter A Drake			
Gary Halpin		X	
Glenn Halpin		X	
Tom Gonzalez		X	
Beckie a Gonzalez		X	

JOINT SENATE AND ASSEMBLY
TRANSPORTATION COMMITTEES
GUEST LIST

PLEASE PRINT

Date: MARCH 26, 1981

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	I WISH TO SPEAK		
		FOR	AGAINST	BILL NUMBER
DAVID LAWSON	Motor Vehicles - Traffic Safety Div	X	X	SB 297
Fred W Harrell	Mc Dealers Assoc. & Nev Assoc of Conc Mkt	X		SB 297
Trv Lewis	U.M.R.O.N	X		SB 297
John White Jr	SELF	X		SB 297
MAJIA DOZIER	SELF	X		SB 297
Karen J. Hennibum	United Motorcycle Riders	X		
George Deissnolt	UNITED MOTORCYCLE RIDERS OF NEV & PTA			
JOHN C. SMITH	SELF	X		
Charles P. MARNE	United motorcycle RIDERS of Nevada	X		SB 297
NANCY A. MAINNE	UMRON	X		SB 297
Bill Moore	Nevada PTA		X	SB 297
Steve Gessler	USA	X		SB 297
FRED TAFT	U.S. CONSTITUTION	X		SB 297

PLEASE PRINT

JOINT SENATE AND ASSEMBLY
TRANSPORTATION COMMITTEES
GUEST LIST

Date: MARCH 26, 1981

PLEASE PRINT YOUR NAME	PLEASE PRINT WHO YOU REPRESENT	I WISH TO SPEAK		
		FOR	AGAINST	BILL N°
JOE TODARO		X		

PRINT

530

PAST PRACTICES, PROCEEDURES AND PROGRAMS
FOR
NEVADA MOTORCYCLISTS

prepared for the
1981 SESSION OF THE NEVADA LEGISLATURE

by

Fredric W. Harrell

Executive Director

Motorcycle Dealers Association of Nevada

Coordinator

Nevada Association of Concerned Motorcyclists

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Voluntary helmet use campaign

Protective Gear

Billboard art for sharing the road promotion

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The following report on the mandatory helmet law was compiled by the Motorcycle Dealers Association of Nevada and the Nevada Association of Concerned Motorcyclists to help you answer questions that have been raised in the past and to address questions that may have been overlooked.

The information presented here is in no way meant to imply that our organizations have a desire to see motorcyclists go helmetless. Our desire is to return to adults the right to decide for themselves whether or not they should wear a helmet. We encourage the use of high-quality helmets blended with education, of both the motorcyclists and the non-motorcycle riding motorists. In that sense, the helmet law question is not a safety issue, but a political issue.

We have used the most current data and reports from the motorcycle industry and the National Highway Traffic Safety Administration (NHTSA). We have tried to present both sides of an often emotional controversy that has raged since the National Highway Safety Act of 1966, and since the national helmet law brought Nevada under compliance in 1972. We will address the following areas: accidents and fatalities, social responsibility, enforcement, and education. The categories, although broad, will be discussed in detail. Through our efforts to present both sides of the issue, it is our hope that you will be more able to make an informed decision so that helmet use in Nevada can be on a voluntary basis for adults.

SECTION I ACCIDENTS AND FATALITIES

THE COMPASSIONATE SOCIETY OF CALIFORNIA

Fatalities among motorcyclists have risen drastically since the early 1960's. During this period the motorcycle industry's growth rate has doubled.* This growth can be attributed to the entrance of Japanese manufacturers into the market, and the American discovery of motorcycling--as an enjoyable, economical way to travel. To the chagrin of the industry, the safety community, and motorcycle enthusiasts; as the popularity of motorcycling increased, so did the accident rate.

Initially, it was believed by most individuals concerned that mandatory helmet laws would reduce fatalities. In 1966 there was little evidence available to disprove this belief. Consequently, the NHTSA mandated by law, on the national level, that helmets be worn by all cyclists. States were given until 1972 to comply or 10 percent of their federal highway funds would be withheld. California and Illinois did not comply and were in hearings to lose 10 percent of their highway funds, when Congress revised the law to allow individual states to handle the helmet issue without the fear of losing their highway funds. Since 1976, twenty-eight states have joined the original three (Utah was a partial compliance state) in making helmet use voluntary.

Since 1976 NHTSA has spent over \$400,000 in Colorado, Kansas, Oklahoma and South Dakota trying to document that

*see end notes 6.1.6

1945 / 1979

U.S. TOTAL MOTORCYCLE REGISTRATIONS

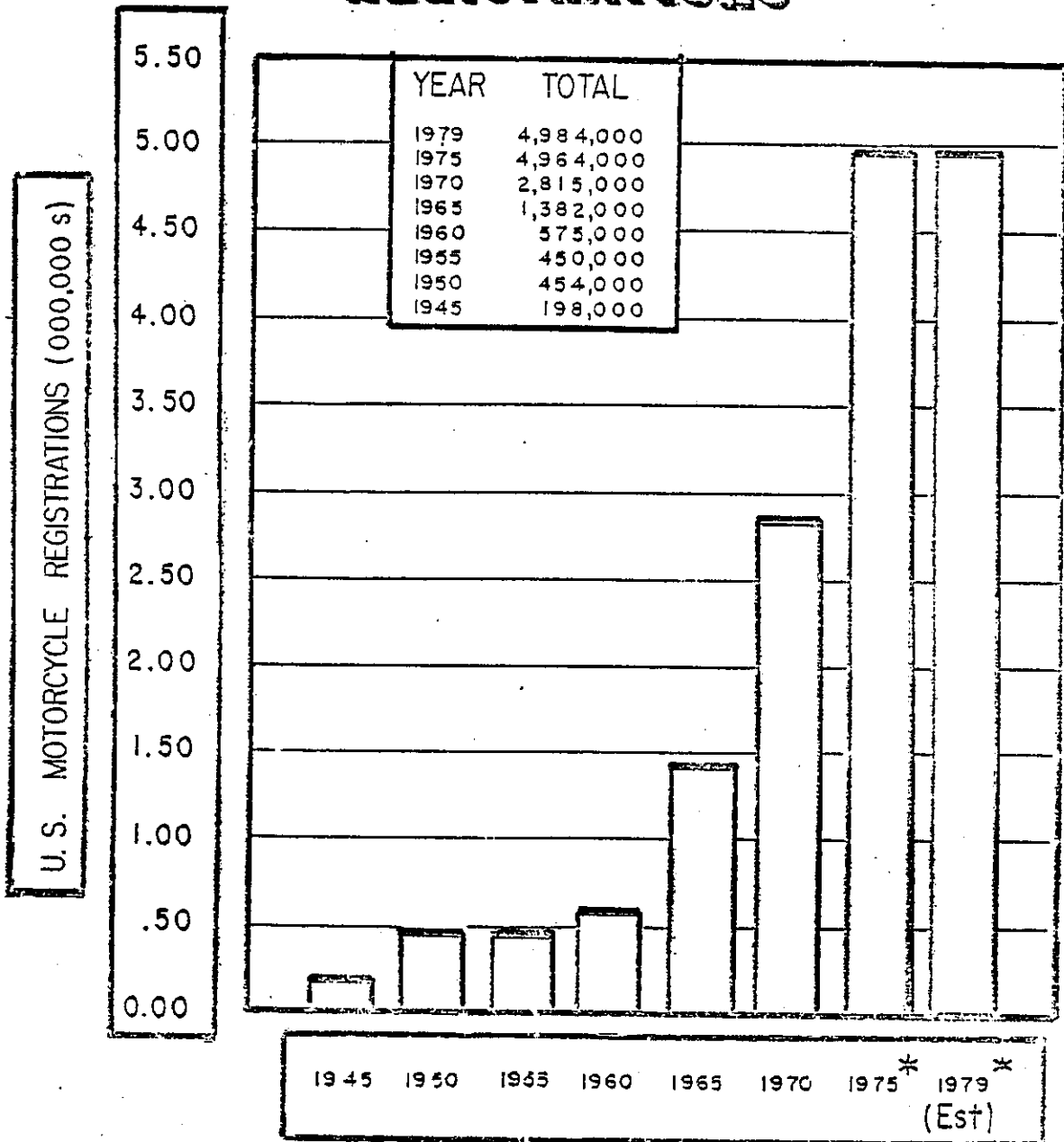


Chart compiled from information supplied by the Motorcycle Industry Council 1980 Motorcycle Statistical Annual

increased motorcycle fatalities were a direct result of the helmet law repeals.* However, through careful study, the data does not support that premise. NHTSA continually stirred the helmet law controversy by releasing only portions or incomplete data in key states (states where repeal efforts were being considered). This is understandable, since helmet laws were NHTSA's primary safety program for motorcyclists.

A typical ploy of NHTSA publicists was to compare one helmet law state with one voluntary use state. This works fine for minor comparisons, because it makes details loom larger. However, when looking for conclusive evidence to document a position, large scale comparisons are necessary.

In April of 1980, NHTSA delivered, by request of Congress, a document that attempts large scale comparison. Generally, NHTSA claims that fatalities among motorcyclists rose almost 50 percent in repeal states, and only 45 percent in non-repeal states. However, in the states that had never enacted a helmet law, fatalities only showed a 41 percent increase. The difference in the percentages is not sufficient to draw meaningful conclusions as to whether or not the helmet law actually reduces fatalities. To achieve a more accurate picture, we used the number of fatalities per 100 accidents as our basis for comparison. Any other use/comparison fails to consider the many other variables

*see end note 6.1.10

affecting the relationship between the two groups of figures, i.e., the fatalities per registration method.

In Nevada, the Office of Traffic Safety (OTS) has compiled a motorcycle accident impact study to document that the helmet law is in fact reducing injuries and fatalities. Using the only valid comparison available, we find that the fatalities per 100 accidents dropped drastically in 1972, the year Nevada began enforcing the helmet law. However, it is important to note that 1972 was the year the legal age for riding a motorcycle was raised from 14 to 16. It is entirely possible that raising the legal age was a major contributing factor to the reduction of fatalities. This became especially clear in 1973, when the fatalities per 100 accidents began climbing, even with the helmet law in effect. In 1975 the fatalities dropped again. However, it must be remembered that 1975 was the first full year that the 55 MPH speed limit was being enforced, and that the state and nation was adjusting to a gasoline shortage. It is likely that these two factors were the reason fatalities were reduced. In 1978, the f/100a (fatalities per 100 accidents) increased from 2.06 to 3.18. It has remained relatively constant at 3.18 through 1980.*

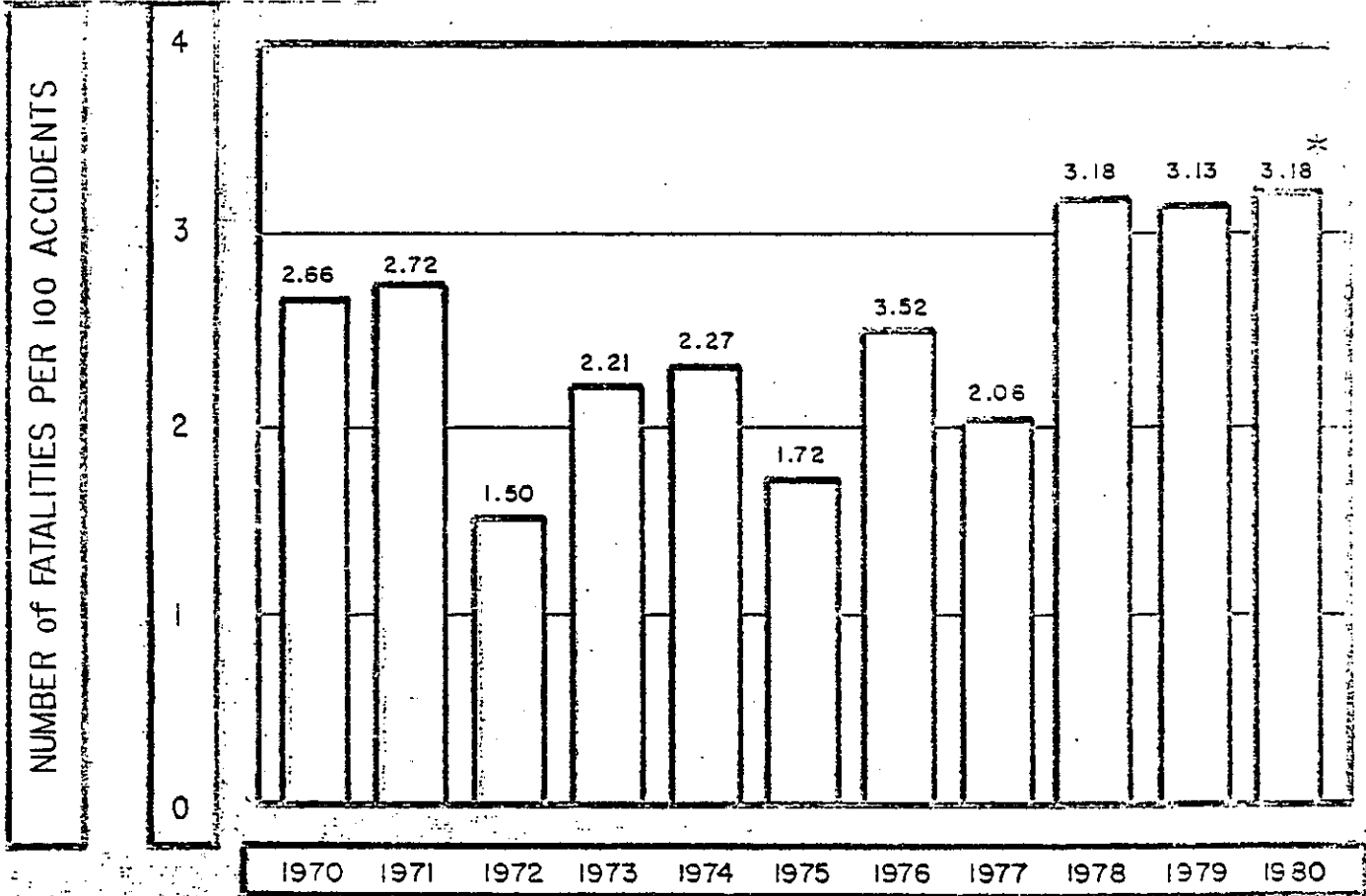
We can only speculate about the reasons for the jumps and levelings. One theory that perhaps has merit, is that the fuel shortage caused cyclists to rely on their

*see end note 6.1.8

TOTAL NUMBER OF MOTOR-
CYCLE RELATED FATALI-
TIES IN NEVADA

YEAR	TOTAL
1970	23
1971	19
1972	9
1973	13
1974	13
1975	10
1976	25
1977	17
1978	31
1979	37
1980	38

FATALITIES



* ESTIMATED

Motorcycle related fatality information provided
by the Nevada Office of Traffic Safety

motorcycles more for basic transportation needs. Earlier, (1976-1978), these riders were using their motorcycles primarily for recreation. However, as the need increased with the gasoline shortage, these same riders were riding in a different traffic situation involving congested traffic patterns. Not being familiar with this type of traffic, they became more susceptible to being involved in an accident. In 1978-1980 we witness somewhat of a leveling of the f/100a. Perhaps this is a result of the riders becoming more familiar with riding in heavy traffic situations and also becoming more skillful in the operation of their motorcycles. The Hurt study (compiled at NHTSA's request and expense) documents this theory by pointing out that it takes four years of experience to acquire the knowledge obtained in formal training. Since compliance with the helmet law is over 95 percent in Nevada, and helmetless riders involved in fatal accidents are very few, it follows that rider education is the most effective way to reduce fatalities.

The Hurt study was completed by Dr. Harry Hurt for the University of Southern California, under a NHTSA grant. The purpose of the study, (released in 1980), was to document when, where, why and how motorcyclists were involved in accidents. The study involved five years and 900 motorcycle accidents in Los Angeles. Again, because of NHTSA's desire to promote helmet laws, a biased view was presented by only releasing portions of the study until 1980. Now that the

report in its entirety has been released, we find the NHTSA claim that the Hurt study supports helmet laws inaccurate. According to the report, helmets are an aid in saving lives, however, there is nothing in the study that substantiates NHTSA's claims that helmet laws save lives. What the report does point out is that over 45 percent of the accidents could have been avoided if the cyclists had used evasive tactics, even if over 65 percent of the accidents were ultimately the fault of the other driver.*

In the 45 percent of the accidents that were not particularly in a dangerous pre-accident situation, motorcyclists panicked, overacted, or just did not react at all. Consequently, they found themselves in a precarious situation. The most crucial element of the study points out what motorcyclist have been trying to convey for years. That is: Helmets reduce head injuries, but the education of the cyclists and the other motorists is the most important factor in reducing injuries and fatalities. Education will be discussed in greater detail in a separate section.

Helmets may save lives. However, to conclusively prove that the helmet law is contributing to the reduction of fatalities in Nevada or elsewhere is not evident by the information the OTS or NHTSA has gathered, given the negligible impact on the fatalities to accident ratio. We find OTS studies designed to prove that helmet laws are working

*see end notes 6.1.10

end up proving that the study itself is incomplete, and that there is a definite need for rider and driver awareness via education.*

Because of incomplete surveys or surveys released in piecemeal fashion, we find a built-in prejudice against the possibility of the helmet law repeal. Along with this prejudice there is a large amount of misinformation and blame leveled at the motorcyclist charging social irresponsibility.

*see end note 6.1.8

SECTION 2. SOCIAL RESPONSIBILITY

A call for social responsibility has been leveled at helmetless riders, the motorcycle industry, and motorcyclists in general by NHTSA and their counterparts on the state and local level. According to the April 1980 report cited earlier, helmetless riders involved in accidents resulting in injury are less likely to pay their hospital bills. This conclusion was drawn from a survey at Denver General Hospital and based on very sketchy data. The survey segregated helmetless motorcyclists and made no attempt to make comparisons between any other groups, such as seatbelt users vs non-seatbelt users.*

It has been argued that helmetless riders become a financial burden because these individuals are hospitalized, injured seriously, paralyzed, forced to miss work or must go through rehabilitation in order to become productive members of society again. Of course, this is true, but not only for helmetless cyclists; it is true for all motorists, regardless of their mode of transportation. According to the American Motorcyclist Association (AMA), Denver General Hospital also said, though unprinted in the NHTSA document, that both facial injury and cost rates are the same for motorcycle operators as for automobile drivers.

If the argument that the helmetless cyclist is,

*see end notes 6.1.10

indeed, a greater financial burden to society, is true; the most logical solution would be to allow cyclists to ride helmetless. Thereby increasing fatalities so as to avoid society's burden in paying for prolonged hospitalization, etc... Surely no one would maintain that the wearing of a helmet insures no injury, or even slight injury, when a collision occurs.

When the helmetless rider misses work because of injury it has been said that the community is deprived of a portion of the rider's taxable income. However, this again can be said for any segment of the population missing work because of injury. If tax dollars are the primary concern we should consider that money spent for various medical needs for the injured individual can be counted as income for someone and is simply taxed from a different pocket.

We are sure that no responsible government agency or individual is willing to reduce human lives to dollars and cents. We are also sure that everyone agrees that social responsibility involves the best interest of the community and should take its rightful priority. However, the rights of the individual to decide, in the light of the possible consequences, must be recognized. Furthermore, it surely must be agreed that before any group of individuals can be singled out and laws passed

to mandate the safety for that group, conclusive statistics should be gathered to determine if the benefit of the law could be universally applicable, regardless of the type of vehicle or social activity. The welfare and rights of all individuals should be considered when any law is passed. To target one segment of the population with a law that could just as easily be made universal is ignoring the rights of the individual and is straining the precepts of social responsibility. To accuse any group of individuals of increasing the social burden because they do not wish to see a law enacted on their group is demagogic.

Carrying the social responsibility argument to its most extreme conclusion, it can be argued that because NHTSA, in 1976, rated seatbelt use as its highest priority for saving lives (mandatory helmet use ranked 21st), and over 50,000 individuals are killed in automobile accidents each year, and only 11 percent of the driving public are using seat belts, then it is obvious that the seatbeltless driver/passenger adds tremendously to the social burden, and the only way to decrease this burden is with a mandatory seatbelt law. Seat belt laws, or automobiles built to encourage their use, have proven very unpopular; a case in point would be the removal of the regulation requiring inter-lock devices, originally

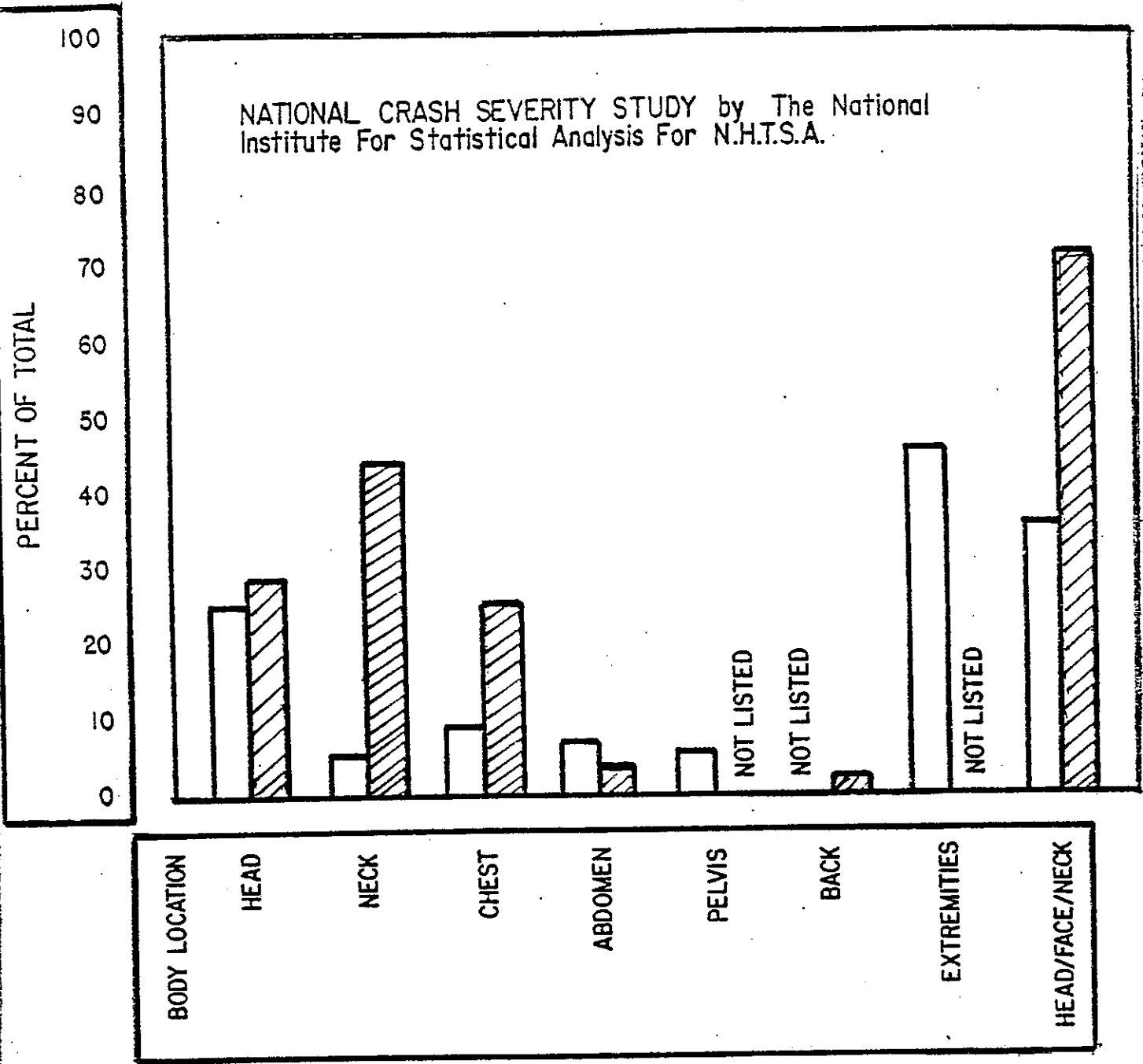
mandated by NHTSA in 1974. These devices were very unpopular with American drivers, as is the helmet law with most motorcyclists today, but since motorcyclists have been, in the past a politically small minority, they are subjected to special regulations, such as the helmet law.

In its zeal to show only one side, NHTSA failed to include a 1979 National Crash Severity Study. Using this survey and comparing it to the NHTSA data it is obvious that the fatalities among unhelmeted motorcyclists resulting from head/face/neck injuries is half of what the fatalities among unrestrained auto operators is with the same injuries. Analyzing the studies further, it is also obvious that there is no appreciable difference between fatalities among unhelmeted motorcyclists and fatalities among unrestrained auto operators.*

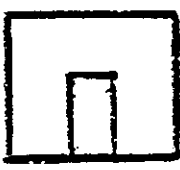
In summary, the social responsibility arguments can not be applied only to motorcyclists. The argument either applies to all road users or it has no application at all.

*see end notes 6.1.5

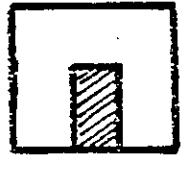
NATIONAL CRASH SEVERITY STUDY by The National Institute For Statistical Analysis For N.H.T.S.A.



Unhelmeted Motorcyclist Fatalities



Unrestrained Auto Operator Fatalities



SECTION 3 ENFORCEMENT

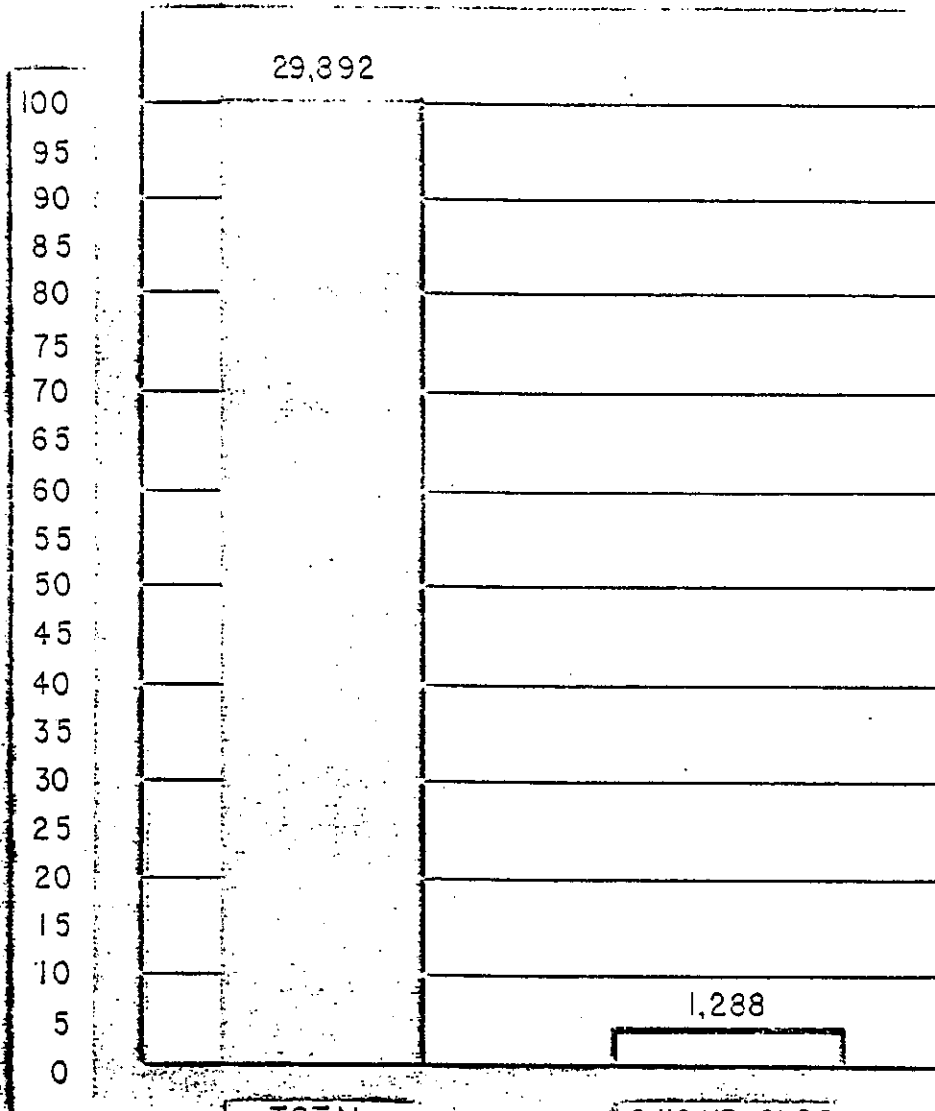
The enforcement of the helmet law has never been a problem. Fines were set, penalties established, and the individual had to choose whether to suffer the consequences for non-compliance. Helmet law states can accurately say that their compliance rate is between 95 and 99 percent. The same can be said of any law where the consequences are greater than the desire to violate the law. Compliance to the existing helmet law is easily enforced because street and highway motorcycling is practiced in plain view.

If the helmet law were repealed for adults only, i.e., requiring that all cyclists under the age of 18 must wear a helmet while operating or riding as a passenger on a motorcycle, the question of enforcement may be addressed as a possible problem. To say that the enforcement will be a greater problem than the enforcement of other laws that deal specifically with 16-18 year olds is a gross exaggeration. Our organizations are concerned about the problems of enforcement that may arise when the helmet law is repealed only for adults. We are aware that 16-18 year olds may be impressionable and perhaps likely to emulate older motorcyclists, especially if they equate riding helmetless with being macho. It is our joint responsibility to insure that minors use helmets, to comply with the federal dictate.

1979 CLASS 3/4

ENDORSEMENTS

PERCENTAGE OF CLASS 3-4 ENDORSEMENTS



TOTAL

16/18 YR. OLDS

Based upon information provided by the Nevada Office of Traffic Safety

We do not oppose this.

The most common motorcycle license endorsement issued in Nevada is the class 3-4 combination. There were 29,892 of these endorsements in 1979, with 1,228 of them issued to individuals in the 16-18 age group, thereby making this group a very small percentage of the potential enforcement problem. Between 1975 and 1979 there were 16 motorcycle related fatalities in the 16-18 age group. Of those killed, 13 of the 16 were wearing helmets.* Record keeping methods make it impossible to determine just how many of these individuals possessed a class-4 endorsement, or how many of the motorcycles they were riding were registered for street use. Regardless of how the motorcycle is registered or whether the individuals had a class-4 endorsement, we are dealing with a very small segment of the motorcycling population in Nevada. Therefore, the enforcement argument for minors, when the law is repealed, is not particularly strong.

It is the desire of our organizations to promote safe motorcycling without restricting the rights of the adult motorcyclists. We will help to do this by working with the various agencies to provide educational material and suggestions for methods of enforcement of the helmet law for 16-18 year olds when the law is repealed for adults. Currently, the penalty for non-

*see end notes 6.1.8

compliance is 4 demerit points against the violator's license. We recommend that the 4 points be retained for the 16-18 year olds when the law is repealed for adults. Also, we suggest that the non-complying 16-18 year old be sent to a motorcycle training course. There is not much we can do in areas that normally fall under the control of parents, however, we are presenting schools and other agencies with material aimed at the 16-18 age group and we are prepared to work to educate all motorcyclists to the pitfalls of operating a motorcycle without a helmet or in a careless manner.

SECTION 4 EDUCATION

The importance of education of both the motorcyclists and non-motorcyclists has been played down by NHTSA for the past several years. Instead of education, the mandatory helmet law has been stressed as the panacea for safe motorcycling, while little or nothing was being done to make motorists aware of the problems motorcyclists face in day-to-day traffic situations.*

The approach being taken by the motorcycle industry, the Motorcycle Safety Foundation (MSF), the American Motorcyclist Association (AMA), and enthusiasts throughout the country is one of educating motorcyclists to the advisability of wearing a helmet and to the integration of the helmet as part of the total safety equipment package. In Nevada we have taken steps to educate motorcyclists on the voluntary wearing of helmets. Because of the educational programs that the MSF and AMA sponsor, voluntary use of helmets in non-helmet law states is 50 to 60 percent of the motorcyclists on public streets and highways. Compare this to the 11 percent national compliance to the voluntary use of seatbelts. Most motorcyclists understand the advantages of voluntary helmet use; high impact programs have even upped the rate of voluntary helmet use to 70 percent in a Maryland project.

Not only are motorcycle organizations working to

*see end notes 6.1.9

stress voluntary helmet use, but we are also working to educate the motorcyclists and all motorists in sharing the road with a motorcycle. In Nevada, our organizations have encouraged the DMV to provide motorcyclists with a valid handbook on motorcycling for the past several years. In 1980 this finally became a reality and the DMV gets the thanks. We also encouraged the DMV to provide a learner's permit for beginning cyclists, and this too became a reality in 1980. One of our goals was to get motorcycle education incorporated into the high schools as part of the driver education curriculum. We faced opposition from various school oriented groups and were forced to abandon this plan. We did, however, donate to each high school the MSF film, "A Driver's View of Motorcycling." This film is also available to any other group or individual through the Motorcycle Dealers Association of Nevada, or the Nevada Association of Concerned Motorcyclists. Safety in motorcycling extends far beyond helmet laws.

Presently, we are working to encourage the DMV to expedite publication of the newly revised driver handbook that incorporates the principle of sharing the road with a motorcyclist, along with other pertinent information. This publication has been delayed for almost a year, even though the information has been available to the DMV for

nearly two years. We hope to see it published at the end of this legislative session.

We will continue to support rider education because we believe that it is working to reduce accidents and fatalities among cyclists. In studies of motorcyclists taking rider training courses in Arizona, Illinois, and South Dakota, the one most common point the studies made was that accidents and fatalities are lower among cyclists who have taken the courses.* We will continue to maintain our support to motorcycle rider education by continuing to support such groups as the North Las Vegas Police Dept., the Clark County Community College, the Western Nevada Community College, the Clark County Traffic Survival School, and the rider training programs they offer to the public. We plan to work, as we have in the past, to insure that funds are made available for ongoing education of motorcyclists and for improvement of driver awareness programs in Nevada.

As an interesting footnote with regard to our efforts to have the helmet law repealed in Nevada, it should be noted that it was not until motorcyclists organized against the helmet law did we see any effort being put forth on a statewide basis for rider training or driver awareness. Until recently, the helmet law was the only "safety program" available throughout the state

*see end notes 6.1.1-4

with little or no funding being made available for motorcycle safety or education.

SECTION 5 SUMMARY

Motorcycling has been and will continue to be a viable means of transportation. We can count among the enthusiasts, doctors, lawyers, publishers, and state legislators. There are over 5 million motorcycles registered in this country, and in Nevada, there are over 30,000 licensed motorcyclists.

The motorcycle industry and enthusiasts are working to encourage safe motorcycling without excessive regulation. We have seen, because of misunderstandings about the nature of motorcyclists and motorcycling, efforts to regulate, and in some cases legislate motorcycling out of existence. We do not wish to see this happen in Nevada.

With the exception of inter-city buses, motorcycles are the most fuel efficient vehicle available per passenger mile traveled.* Motorcycles also contribute less wear and tear to streets and highways, add less pollutants to our air, and will play a very important role in the transportation picture of the future. The federal government recognizes this more than ever.

It is the desire of motorcyclists to see less regulation, more education, and greater cooperation between themselves and the various agencies. It has been with our encouragement and through our cooperation that the programs now implemented have become realities. We have done this because we believe in educating motorcyclists and non-motorcyclists alike.

*see end notes 6.1.6

ENERGY USE PER PASSENGER MILE

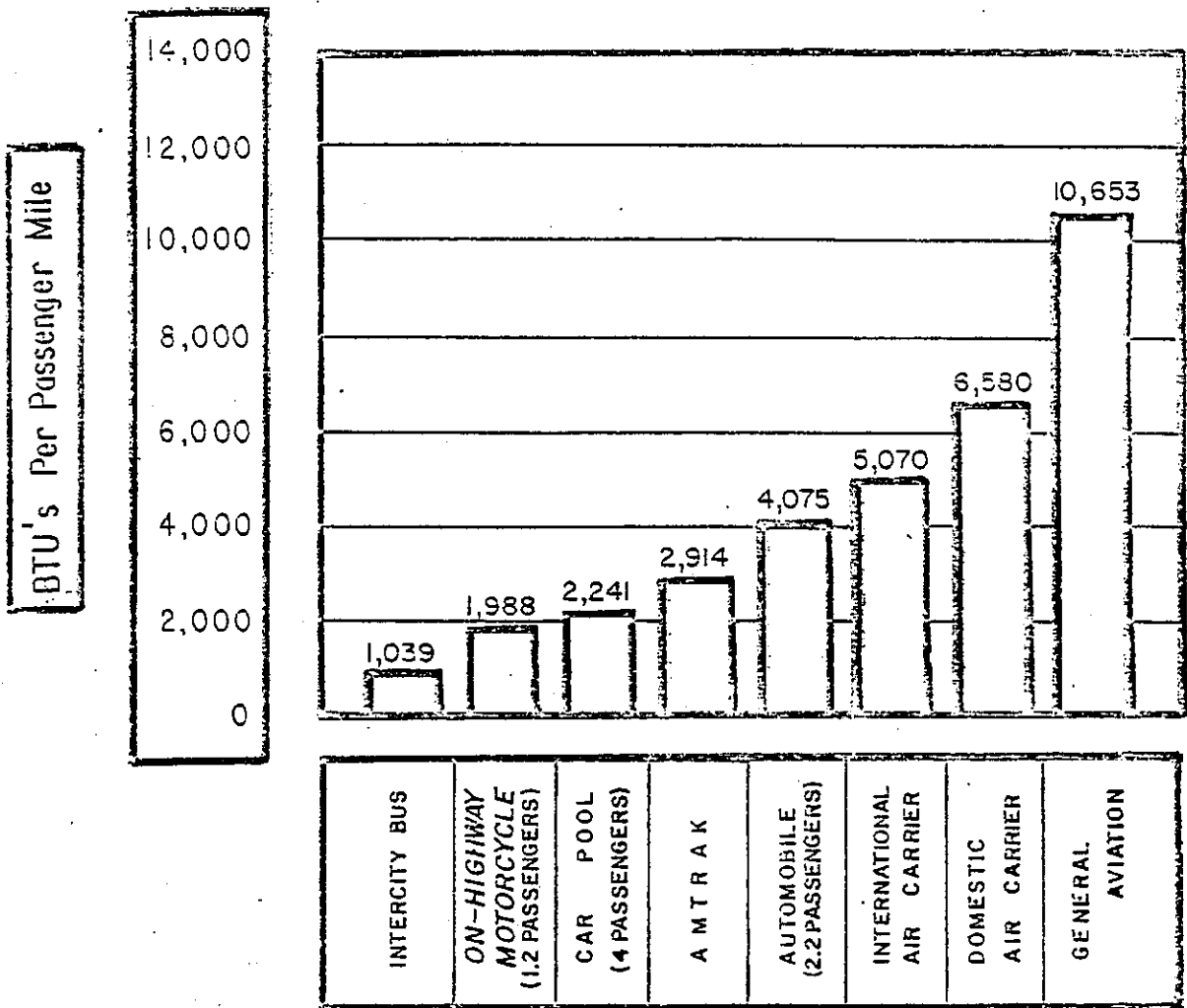


Chart provided by Motorcycle Industry Council 1980
 Motorcycle Statistical Annual

As has been evidenced, motorcyclists are more than willing to work to promote safety and education. Those of us working hard to bring about positive change look to the safety community to insure that the safety and education programs are implemented and accepted. By allowing helmet use to become voluntary for adults, the precepts of a comprehensive safety program become more palatable by removing the resentment that motorcyclists feel toward forced safety in any form.

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QUESTIONS & ANSWERS

Regarding Accidents & Fatalities

- Q. Who is usually at fault in a motorcycle/other vehicle accident?
- A. It has been documented by NHTSA that in over 65 percent of the accidents involving a motorcycle and another vehicle it is the operator of the other vehicle who is at fault.
- Q. Can the fact that motorcycle related fatalities increased 46 percent between 1976 and 1979 be attributed to the repeal or weakening of helmet laws?
- A. No. Nationally, fatalities among motorcyclists have increased; in helmet law states by 45 percent; in non-helmet law states by 48 percent; and in states where voluntary use has always been the case, by 41 percent. There is not enough difference between the three groups to conclusively prove that it is the lack of a helmet law that has caused the rise in fatalities.
- Q. Do helmets save lives?
- A. Yes. An approved helmet will increase a motorcyclists chances of surviving a head injury. Helmets must meet minimum standards, however some helmets go beyond the minimum standard, thereby offering better protection.
- Q. Why have motorcycle related fatalities increased in Nevada disproportionately to the increase in motorcycle registrations?
- A. No one is really sure. However, one theory is that motorcycles were used primarily for recreation before the gas shortage. As the gas shortage worsened, the use of motorcycles for basic transportation increased. Consequently, there was a shift in rider familiarity with traffic situations, hence the rise in fatalities.
- Q. Should motorcyclists be required to have a helmet available for passenger use?
- A. No. A helmet, or helmets, attached to a motorcycle while the motorcycle is being operated presents a safety hazard, especially if the helmet should become detached and fall under the wheel of the cycle or into the path of another vehicle.

- Q. Why have motorcycle related fatalities in Nevada leveled off in the past three years?
- A. Initially, as explained above, fatalities increased as an indirect result of the gas shortage, changing riding habits, and rider infamiliarity with traffic situations. The leveling off of the fatalities over the past three years points out that motorcyclists are now becoming familiar with commuter traffic situations.
- Q. Can this change in rider skills be documented?
- A. Yes. A study done by Dr. Harry Hurt for USC, funded by NHTSA supports the above theory. In his research of 900 motorcycle accidents, Dr. Hurt concluded that it takes four years to acquire the experience that can be learned in a motorcycle training course. The lack of motorcycle training by Nevada motorcyclists has been documented by the OTS impact survey.
- Q. Is the mandatory helmet law working to reduce fatalities in Nevada?
- A. Fatalities among motorcyclists have continued to increase disproportionately to the increase in registrations, even though there is 95 percent compliance with the helmet law.
- Q. How do motorcycle related fatalities compare to other traffic fatalities in Nevada?
- A. Of the total traffic fatalities, motorcyclists only represent 10 percent.

QUESTIONS & ANSWERS

Regarding Social Responsibility

Q. Will taxpayers be forced to bear the burden of helmetless motorcyclists injured in accidents?

A. According to the Motor Vehicle Manufacturers Association, the "social burden" for all traffic accidents in the United States is an estimated \$45 billion. There is no data available that specifically details motorcyclists as a social burden, with or without helmets. Taxpayers (including motorcyclists) will not be forced to bear the financial burden for helmetless cyclists any more (or any less) than they would for cyclists wearing helmets, or seatbeltless drivers.

Q. Will motorists be forced to pay for the "luxury" of motorcyclists going helmetless via increased insurance rates?

A. In accidents involving motorcyclists and another vehicle, the driver of the other vehicle is at fault 65 percent of the time. Regardless of whether or not the cyclist was wearing a helmet, other drivers are usually responsible for what happens, and they should have to pay for their careless driving.

Q. Are helmetless riders involved in accidents less likely to pay their hospital bills?

A. There is no evidence available to document that helmetless cyclists are less likely to pay their hospital bills.

Q. Are medical costs higher for motorcyclists than they are for other motorists?

A. According to NHTSA, it costs \$10,000 to treat injuries sustained in traffic accidents, regardless of the type of vehicle the injured person was operating.

Q. Will the community be deprived of the helmetless cyclists taxable income if the cyclist becomes injured?

A. Income obtained from medical services is simply income that is taxable from another pocket. Helmetless riders, along with helmeted riders, seatbeltless drivers, and seatbelted drivers will pay for the services that will ultimately be taxed as income.

- Q. Is the helmet law reliable to insure social responsibility?
- A. Social responsibility can not be mandated. To accuse motorcyclists of being socially irresponsible because some choose to go helmetless is avoiding the issue. Especially when there is 50 to 60 percent voluntary helmet use in non-helmet law states. Again the cost of all traffic accidents is relatively the same, regardless of the mode of transportation.
- Q. Should insurance rates be adjusted to reflect the voluntary use or non-use of helmets?
- A. Reward cyclists who are voluntarily using their helmets by giving them lower rates. These lower rates could be based on guidelines similar to non-drinking, non-smoking rates presently established by some companies.
- Q. Why has the helmet law been promoted over other safety programs that would have more effectively reduced fatalities?
- A. The helmet law, as opposed to promoting voluntary helmet use for adults, rider training courses, and driver awareness, has been promoted because it was an inexpensive means to solve what was believed to be a major problem. When helmet laws were enacted motorcyclists were a small political minority, consequently, they were easy targets for any type of legislation, and they were not in the position to insist that other approaches to fatality reduction be taken.
- Q. If seatbelts save lives, why has there been little effort to promote national or state seat belt laws?
- A. Seat belt laws have been attempted via the inter-lock devices automobile manufacturers were forced to install on new cars. The use of the inter-lock devices was so unpopular with the driving public that NHTSA was forced to withdraw the regulation. Furthermore, it would be a form of political suicide for a legislator to actively promote a mandatory seat belt law.
- Q. What could be done in Nevada to promote motorcycle safety?
- A. Limited funds could be stretched, resources could be shared and duplication of efforts decreased, if there is total communication and cooperation between the motorcycle associations, state agencies and legislative bodies.

QUESTIONS & ANSWERS

Regarding Enforcement

- Q. Why should helmet use be mandatory for the 16-18 year-old age group?
- A. To comply with the federal regulation that makes helmet use voluntary for adults but mandates use for individuals under the age of 18.
- Q. When the helmet law is repealed for adults in Nevada will the enforcement of the law as it applies to 16-18 year olds present a problem?
- A. It would present no more of a problem than any other law that deals specifically with minors.
- Q. How can possible enforcement problems be avoided?
- A. They can be avoided by maintaining the demerit schedule (four (4) demerits per violation) for the 16-18 year olds. There should also be available motorcycle training courses for 16-18 year olds caught in non-compliance with the law.
- Q. How can non-complying 16-18 year olds be apprehended for not wearing a helmet?
- A. When a traffic officer stops an individual, it is usually for an obvious violation, such as, speeding, erratic driving, unsafe vehicle, etc... Age becomes apparent when the violators license is checked, and the officer can cite the individual for non-compliance at the same time the citation is issued for another violation.

QUESTIONS & ANSWERS

Regarding Education

- Q. Why do motorcyclists resent the helmet law?
- A. In a random survey of 10,000 motorcyclists for NHTSA, Applied Science Associates determined that, although motorcyclists are willing to voluntarily use helmets, there is an attitude statistically isolated called "resistance to regulation." This documents why there is so much resentment to the mandatory helmet law.
- Q. Why is motorcycle safety education and driver awareness more important than the helmet law?
- A. Helmets, although encouraged to be an integrated part of a rider's safety equipment, are safety after the accident has happened. Safety education and increased driver awareness of motorcycles is universally applicable and encourages the prevention of accidents.
- Q. What alternatives are there to the mandatory helmet law?
- A. A comprehensive state wide rider education program, blended with a well publicized voluntary use campaign, and at the same time, promotion of a "sharing the road with a motorcycle" program.
- Q. What is the meaning of "sharing the road"?
- A. As stated previously, 65 percent of the motorcycle accidents are faulted to the other vehicle operator because the motorcyclist "wasn't seen". The Motorcycle Dealers Association and the Nevada Association of Concerned Motorcyclists are working with the Motorcycle Safety Foundation to promote awareness of motorcycles and the problems unique to operating a 2-wheel vehicle in various traffic situations. Sharing the road is knowing the motorcyclist has just as much right to the use of the road as any other vehicle operator and developing the instincts to see an oncoming motorcycle.
- Q. What specifically is being done with regard to sharing the road?
- A. The Motorcycle Dealers Association recently purchased and donated the AAA/MSF film, "A Drivers View of Motorcycling", to each high school in Nevada and to several

police and safety agencies to be used to further develop the sharing the road attitude. A state wide billboard program is being developed stressing sharing the road. Our associations are encouraging the DMV to incorporate the sharing the road idea into the driver's handbook given to motorists.

Q. Are these programs expensive?

A. No. The films cost \$37 each, for a total cost of \$2,500. We expect to spend \$5,000 on the billboards, based on the fact that the space will be donated by the billboard owner as a public service. We are also prepared to work with the Office of Traffic Safety and DMV on a cost sharing basis if it helps to promote sharing the road.

Q. What is being done in the area of rider education?

A. For over 10 years motorcycle dealers in Nevada have been insisting on a comprehensive rider education program. Today this program is becoming a reality through the community college system. The motorcycles used in training are donated by Association members.

Q. Is motorcycle training available in high school driver education classes?

A. No. Only the film, "A Driver's View of Motorcycling" is available. We found so much opposition to rider training programs by school oriented groups that we dropped the idea.

Q. Why would anyone oppose safety education?

A. We feel that certain groups were afraid that motorcycle rider training meant encouraging motorcycle use, rather than promoting motorcycle safety.

Q. How effective is rider training?

A. Rider training is very effective. It has been documented that four years of actual riding experience is needed to gain the knowledge that an individual can gain from one formal training course.

Q. Does rider training save lives?

A. Yes. In surveys of traffic accidents and fatalities, motorcyclists with formal rider training represent a small minority of the total number of those involved in accidents and fatalities.

- Q. What has Nevada done to develop safety programs for motorcyclists?
- A. Until recently, very little motorcycle safety has been developed or promoted in Nevada. Primarily the helmet law was Nevada's only safety program until motorcyclists began pushing to make helmet use for adults voluntary. At the same time our organizations were stressing voluntary helmet use, we were working to encourage the DMV and OTS to revise the driver handbook and begin a sharing the road program. Also we have encouraged the development of a state wide rider training program.
- Q. Where does the funding for these programs come from?
- A. Title 402 of the National Highway Safety Act provides funds for state highway safety programs.
- Q. Has this Title 402 money been used for motorcycle safety in Nevada?
- A. Until recently only on a very limited basis, and primarily to promote the mandatory helmet law.
- Q. Will Nevada lose Title 402 funds when helmet use becomes voluntary?
- A. No. In 1976 the National Highway Safety Act was revised to allow states to decide if they wanted to make helmet use voluntary for adults, this can be done without loss of Title 402 funds.
- Q. Why has there been so much publicity surrounding the retention of the helmet law?
- A. Initially, NHTSA believed that helmet laws were the only solution to preventing motorcycle related fatalities. Therefore, helmet laws were established and publicized as the only safety program that works to reduce fatalities, even when NHTSA was presented with documented evidence (theirs) that helmet laws were not reducing fatalities among motorcyclists.
- Q. Why do motorcyclists want to go helmetless?
- A. "Going helmetless" is not necessarily the reason motorcyclists desire helmet use to be put on a voluntary basis for adults. Primarily the feeling stems from a desire to be treated equally as adults, not from a desire to go without helmets.

- Q. What is "voluntary use" in regard to helmets for motorcyclists?
- A. Returning the choice to adults to decide if they should voluntary use a helmet.
- Q. Does voluntary helmet use work?
- A. Yes. In the states that have allowed helmet use to be on a voluntary basis helmet use among motorcyclists is between 50 and 60 percent and in a recent high-impact promotion of voluntary helmet use in Maryland, the percentage of motorcyclists complying was increased to 70 percent.
- Q. How does voluntary helmet use compare to voluntary seat belt usage?
- A. Voluntary seat belt usage is at an all-time low of 11.9 percent according to NHTSA, and seat belt usage has been NHTSA's number-one goal for several years.
- Q. What will the Motorcycle Dealers Association and the Nevada Association of Concerned Motorcyclists do to encourage voluntary helmet use when the helmet law is repealed?
- A. Material is available for distribution throughout the state for high schools, motorcycle businesses, motorcycle clubs, and other interested individuals and organizations to promote voluntary helmet use. Also our organizations are working to develop programs riders can identify with to encourage voluntary use and motorcycle safety.
- Q. What is recommended to encourage minors to comply with the helmet law?
- A. Retain the 4 demerits currently given to violators and provide violators with a motorcycle training program.
- Q. What could cause motorcyclists to react negatively toward rider training?
- A. If rider training is made mandatory or excessive regulations are passed without regard to the concerns of motorcyclists.

QUESTIONS & ANSWERS

Regarding General Subjects

- Q. Will there be an influx of motorcycle gangs to Nevada when helmet use is made voluntary for adults?
- A. No. To believe that a \$20 helmet is going to stop motorcycle gang activity is the same logic the French used when they built the Maginot line to keep out the Germans. If motorcycle gangs are to be kept from Nevada, it will not be the helmet law that does it.
- Q. Why did NHTSA spend over \$120,000 to develop a backward steering motorcycle?
- A. No one knows. However, this \$120,000 coupled with the \$400,000 NHTSA spent trying to document that helmet laws save lives, could have been more productively spent promoting motorcycle awareness and rider training.
- Q. What are some of the variables that should be considered when comparing motorcycle statistics?
- A. When one state's statistics are compared, efforts should be made to insure that the same things are being compared. For instance, some states include moped related fatalities with all motorcycle fatalities, Nevada does not. Comparing fatalities to registration fails to accurately account for traffic not registered in Nevada, however, fatalities to accidents accounts for all traffic.
- Q. Will motorcycling enthusiasm die out as do other fads?
- A. Motorcycling is not a fad. Motorcycle registrations have doubled in the last 15 years. Today motorcycling is an important part of the transportation picture and it will play an even greater part in the future.



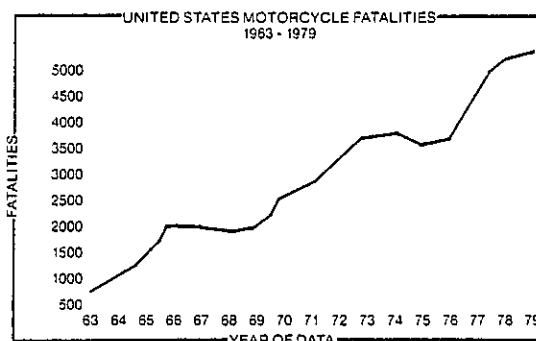
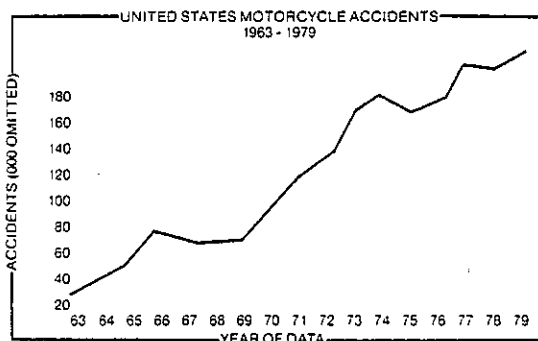
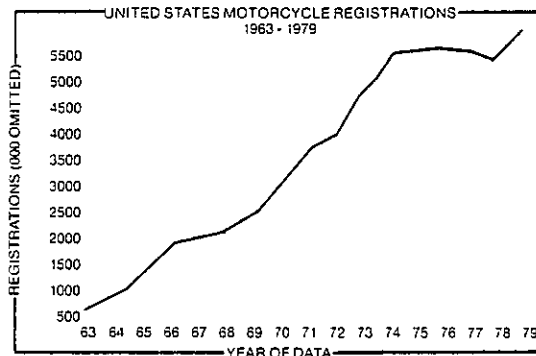
Motorcycle Statistics—1979

THE 1979 PICTURE

Motorcycle registrations in the U.S. went up by 493,656 during 1979. This 10 percent increase is the largest yearly increase since 1974 when registrations went up nearly 13 percent in one year. In 1979, 5,339,358 motorcycles were registered.

Although motorcycle accidents increased by 7.3 percent from 1978 to 1979, the ratio of accidents per 10,000 registrations decreased by nearly 10 points, from 342.37 in 1978 to 333.34 in 1979.

Fatalities in motorcycle accidents rose by only 4.8 percent in 1979—from 4,624 in 1978 to 4,850. This was a much smaller increase than the year before when fatalities rose by more than 12 percent.



This small increase also meant that the ratios of fatalities per 10,000 registrations and per 100 accidents decreased from 1978 to 1979. Fatalities per 10,000 registrations were 9.08 for 1979 and 9.54 for 1978; fatalities per 100 accidents were 2.72 for 1979 and 2.79 for 1978.

A WORD ABOUT THE DATA

There is no uniformly representative national reporting system for motorcycle statistics. Some states, when reporting registrations record "motorcycles only"; some include combinations of mopeds, motorized tricycles, scooters and even similar vehicles. In other states motorcycles have been registered with trailers and snowmobiles.

Accident reports vary from state to state, as well. The property damage thresholds required in police reports are not uniform among the states. Accidents with only minor property damage often are not recorded at all.

THE TYPICAL ACCIDENT

The "typical" motorcycle accident involves a motorcyclist between the ages of 20 and 24. Accidents occur most often between 4:00 and 7:00 p.m. Most accidents occur at non-intersection locations, usually in an urbanized area. Motorcycle operators are at fault in about 40 percent of these accidents. Most multi-vehicle accidents occur at intersections with the car driver at fault nearly 70 percent of the time.

ACCIDENT REDUCTION MEASURES

Both the Motorcycle Safety Foundation and the American Motorcyclist Association support the concepts of motorcycle rider education and quality licensing programs as motorcycle accident countermeasures. In addition, MSF and AMA urge the voluntary use of helmets and other protective clothing to reduce injuries when an accident does happen.

In 1979 more than 400 organizations offered motorcycle rider education courses either meeting or exceeding MSF classroom, range and curriculum requirements. More than 20,000 students, throughout the United States, successfully completed rider education courses sponsored by these organizations.

A federally-funded project will begin late in 1980 in New York state to determine the accident reduction capabilities of rider education programs like the Motorcycle Safety Foundation's *Motorcycle Rider Course*.

In addition a federally-funded research study in California has already shown the accident reducing potential of improved licensing. Results of the study showed a 14 to 21 percent reduction in motorcycle accidents for operators completing the comprehensive testing program.

The Motorcycle Safety Foundation is a national, private, nonprofit organization whose goal is the reduction of motorcycle accidents and injuries. This is accomplished through the development and implementation of motorcycle rider education and licensing improvement programs, and through research and public information programs focused on motorcyclist and motorist operations. MSF is sponsored by the five leading motorcycle manufacturers: Honda, Yamaha, Kawasaki, Suzuki and Harley-Davidson.

The American Motorcyclist Association is a nonprofit service and activity organization whose purpose is to pursue, promote and protect the interests of motorcyclists. Through its government relations and communications departments, the AMA prepares news releases, makes public appearances and educates America's legislators about the realities of motorcycling. The AMA also offers individual members a monthly magazine and the opportunity to participate in annual road and competition events.

1979 NATIONAL AND STATE STATISTICS

	Registrations	Reported Accidents	Accidents Per 10,000 Registrations	Fatalities	Fatalities Per 10,000 Registrations	Fatalities Per 100 Accidents
<i>National</i>	5,339,358	177,984	333.34	4,850	9.08	2.72
<i>State Data</i>						
Alabama (1, 5, 6, 15, 20)	70,604	2,670	378.17	57	8.07	2.14
Alaska (2, 12, 15, 20)	9,842	294	298.72	11	11.18	3.74
Arizona (2, 11, 15, 20)	72,917	4,108	563.38	135	18.51	3.29
Arkansas (4, 10, 15, 20)	33,415	1,164	348.35	37	11.07	3.18
California (1, 12, 15, 20)	713,820	32,530	455.72	862	12.08	2.65
Colorado (5, 10, 15, 20)	115,000*	2,646	230.09	78	6.78	2.95
Connecticut (12, 15, 20)	74,324	3,057*	411.31	91	12.24	2.98
Delaware (1, 2, 3, 4, 10, 15, 20)	11,494	389	338.44	12	10.44	3.08
District of Columbia (1, 14, 18, 20)	4,398	438	995.91	4	9.10	0.91
Florida (2, 9, 15, 20)	184,595	9,324	505.11	202	10.94	2.17
Georgia (1, 2, 3, 4, 10, 16, 19)	105,139	3,128	297.51	108	10.27	3.45
Hawaii (5, 11, 15, 20)	9,986	599	599.84	21	21.03	3.51
Idaho (13, 15, 20)	51,266	873	170.29	34	6.63	3.90
Illinois (1, 10, 15, 20)	280,658	8,297	295.63	210	7.48	2.53
Indiana (5, 7, 15, 19)	154,941	4,603	297.08	161	10.31	3.50
Iowa (1, 10, 15, 20)	203,600	2,987	146.71	81	3.98	2.71
Kansas (1, 11, 15, 20)	87,511	2,208	252.31	54	6.17	2.45
Kentucky (5, 9, 15, 20)	61,925	1,846	298.10	65	10.50	3.52
Louisiana (5, 14, 18, 20)	34,180	3,640	1,064.95	80	23.41	2.20
Maine (5, 9, 15, 20)	35,478	1,010	284.68	28	7.89	2.77
Maryland (8, 15, 20)	66,521	3,858*	579.97	64	9.62	1.66
Massachusetts (1, 9, 20)	100,502	3,665*	364.67	94	9.35	2.56
Michigan (1, 2, 4, 9, 15, 20)	251,210	7,448	296.49	130	5.18	1.75
Minnesota (11, 15, 20)	156,552	2,872	183.45	97	6.20	3.38
Mississippi (4, 10, 15, 20)	23,145	593	256.21	18	7.78	3.04
Missouri (5, 12, 15, 20)	146,788	3,041	207.17	76	5.18	2.50
Montana (3, 10, 15, 20)	27,392	596	217.58	20	7.30	3.36
Nebraska (5, 10, 15, 20)	57,172*	1,474	257.82	32	5.60	2.17
Nevada (3, 5, 10, 15, 20)	24,149	1,184	490.29	37	15.32	3.13
New Hampshire (1, 11, 15, 20)	32,883	955	319.62	35	10.64	3.33
New Jersey (5, 9, 15, 20)	100,482	4,384	436.30	85	8.46	1.94
New Mexico (4, 7, 15, 20)	46,803	1,864	398.27	50	10.68	2.68
New York (4, 12, 15, 20)	178,355	9,106	510.55	196	10.99	2.15
North Carolina (5, 9, 15, 20)	103,164	2,942	285.18	102	9.89	3.47
North Dakota (5, 12, 15, 20)	28,108	365	129.86	12	4.27	3.29
Ohio (8, 15, 20)	274,000*	8,698	317.45	251	9.16	2.89
Oklahoma (4, 7, 15, 20)	122,764	2,159	175.87	80	6.52	3.71
Oregon (1, 9, 15, 20)	86,952	1,415	162.73	66	7.59	4.66
Pennsylvania (1, 13, 15, 20)	217,036	5,669	261.20	185	8.52	3.26
Rhode Island (1, 20)	23,467	423*	180.25	13	5.54	3.07
South Carolina (5, 9, 15, 20)	37,466	1,543	411.84	42	11.21	2.72
South Dakota (1, 3, 12, 15, 20)	31,102	597	191.95	22	7.07	3.69
Tennessee (1, 2, 3, 4, 9, 15, 20)	81,833	2,779	339.59	62	7.58	2.23
Texas (1, 10, 15, 20)	290,000*	10,539	363.41	358	12.34	3.40
Utah (1, 2, 3, 4, 12, 15, 20)	61,687	1,230	199.39	31	5.03	2.52
Vermont (1, 9, 15, 20)	23,293	454	194.91	11	4.72	2.42
Virginia (5, 15, 20)	76,147	2,679	351.82	59	7.75	2.20
Washington (11, 15, 20)	129,641	3,992	307.93	121	9.33	3.03
West Virginia (1, 10, 15, 20)	37,415	985	263.26	31	8.29	3.15
Wisconsin (1, 2, 3, 4, 12, 15, 20)	168,625	4,306	255.36	124	7.35	2.88
Wyoming (5, 10, 15, 20)	19,611	358	182.55	15	7.65	4.19

*Estimates

Footnotes

Registrations

1. Includes mopeds or motorized cycles
2. Includes mopeds and "similar vehicles"
3. Includes tricycles
4. Includes mopeds, tricycles and scooters
5. Other

9. \$200 property damage threshold
10. \$250 property damage threshold
11. \$300 property damage threshold
12. \$400-\$500 property damage threshold
13. No property damage figure specified
14. Other

17. Only records accidents investigated by State Highway Patrol
18. Other

Fatalities

19. Number of fatal accidents in which a motorcycle was involved
20. Number of motorcyclists and passengers fatally injured in a motorcycle accident
21. Other

Accidents—Damage Threshold

6. \$0-\$25-\$50 property damage threshold
7. \$100 property damage threshold
8. \$150 property damage threshold

Accidents—Description

15. Accident listed as "property damage, personal injury or fatality"
16. Accident listed as "any reported motorcycle accident"



MOTORCYCLE SAFETY FOUNDATION

CYCLE SAFETY INFO

780 ELKRIDGE LANDING ROAD
LINTHICUM, MARYLAND 21090
(301) 768-3060

STATE MOTORCYCLE OPERATOR LICENSING—1981

Beginning in 1974 the Motorcycle Safety Foundation has annually prepared a listing of state procedures for licensing motorcycle operators. This is the fifth in a series of cycle safety info sheets reporting those practices.

As in the past, a detailed questionnaire was sent to the licensing authorities of all 50 states and the District of Columbia. The questionnaire requested information on motorcycle operator license applicant requirements. That information is reported in the table on the reverse side.

This year we are including information on what the states are doing with the **MOTORCYCLE OPERATOR SKILL TEST**, the **MOTORCYCLE OPERATOR MANUAL** and the **MOTORCYCLE KNOWLEDGE TEST**. That information is included in the table in the adjoining column.

The Motorcycle Operator Skill Test

Nearly three years of research has resulted in the development of a new motorcycle operator testing procedure. A study has shown the test works. In comparison with an existing state test, the Motorcycle Operator Skill Test (MOST) showed a 15 percent reduction in accidents. When coupled with a rider training program, accidents were reduced 21 percent.

The MOST contains nine exercises that test the skills riders need to operate safely in traffic. Since the test only requires an area 50 x 125 feet, it can be set up in a parking lot.

The Motorcycle Operator Manual

In addition to the skill test, a new manual is available for motorcycle operators. The Motorcycle Operator Manual (MOM) includes information on proper protective gear, handling different road surfaces and reacting to emergencies. License applicants in a study group increased their knowledge 15 percent by reading the manual. MSF provides free negatives to states adopting the manual.

The Motorcycle Knowledge Test

The Motorcycle Knowledge Test was developed from the contents of the manual. Using multiple choice questions and line drawings, the test emphasizes areas critical to safe riding. MSF will provide the test on slides for states using automated testing machines.

The Foundation's licensing department provides technical assistance and examiner training for states adopting the MOST. A growing number of states are accepting the new licensing tests and manual. Here is a summary of state plans for 1981:

- 6 states are using the MOST;
- 31 states have adopted the MOM;
- 14 states are using all or part of the knowledge test;
- 4 states are planning to use the knowledge test in 1981;
- 6 states are planning to adopt the MOST in 1981.

The Motorcycle Safety Foundation's purpose is improving the safety of motorcyclists on the nation's streets and highways. To reduce motorcycle accidents and injuries the Foundation has programs in rider education, licensing improvement, public information and research. These programs are designed for both motorcyclists and motorists. A national, private, non-profit organization, MSF is sponsored by the five leading motorcycle manufacturers: Honda, Yamaha, Kawasaki, Suzuki and Harley-Davidson.

STATE	ADOPTED MOST	MOTORCYCLE OPERATOR MANUAL	MOTORCYCLE KNOWLEDGE TEST ¹	RECENT UPGRADE OF SKILL TEST	TOTAL NUMBER STATE LICENSE EXAMINERS	TOTAL NUMBER OF EXAM SITES (INCLUDING PART-TIME SITES)
Alabama	No	No ¹	NO MOTORCYCLE TEST			
Alaska	No	1977	Yes	No	25	35
Arizona	Planned 1981	No ²	Planned 1981	No	86	41
Arkansas	No	No	No	No	31	17
California	1980	1979	Yes	—	420	210
Colorado	No	1980	Yes	No	175	79
Connecticut	No	1980	Yes	No	70	15
Delaware	No	1979	Yes	Yes	8	4
D.C.	No	No	No	No	9	1
Florida	NO MOTORCYCLE TEST					
Georgia	Planned 1981	1980	No	Planned 1981	129	55
Hawaii	No	No	No	No	20	12
Idaho	NO MOTORCYCLE TEST					
Illinois	No	No	No	No	438	123
Indiana	Planned 1981	No ¹	Planned 1981	—	92	192
Iowa	No	No	No	No	36	140
Kansas	No	1976	Yes	Yes	149	39
Kentucky	No	No	No	No	87	120
Louisiana	No	No ¹	Planned 1981	No	256	123
Maine	No	No	No	No	33	33
Maryland	No	No	Yes	Yes	100	23
Massachusetts	No	No	No	No	200	36
Michigan	No	No ¹	No	No	1,169 ²	223
Minnesota	Planned 1981	1980	No	No	91	97
Mississippi	No	1976	NO MOTORCYCLE TEST			
Missouri	No	No	No	No	148	136
Montana	No	No	No	No	21	56
Nebraska	No	1980	Yes	Planned ³ 1981	50	95
Nevada	1980	1979	Yes	—	30	36
New Hampshire	No	No	No	Yes	27	25
New Jersey	No	No ¹	No	No	67	20
New Mexico	1980	1979	No	—	74	69
New York	No	1979	No	No	158	122
North Carolina	No	No	No	No	265	190
North Dakota	No	1977	No	No	95	66
Ohio	No	1977	No	YES	75	70
Oklahoma	No	No ¹	Yes	Yes ³	49	122
Oregon	No	No	No	Yes	150	54
Pennsylvania	No	1976	No	No	138	77
Rhode Island	No	No	No	No	9	7
South Carolina	No	No	No	No	111	52
South Dakota	1980	1980	Yes	Yes	52	88
Tennessee	No	1976	No	No	81	102
Texas	No	No ¹	No	No	343	360
Utah	1980	1977	No	—	48	20
Vermont	No	No	No	No	13	9
Virginia	Planned 1981	1980	Planned 1981	No	172	126
Washington	No	1980	Yes	Yes	223	66
West Virginia	NO MOTORCYCLE TEST					
Wisconsin	1980	1980	Yes	—	175	111
Wyoming	No	1977	Yes	No	56	39

¹Negatives sent. Not in print as of November 1980.

²All branch office employees authorized to administer skill tests.

³Adopted Motorcycle In-Traffic Test for age 14-15

⁴Some states have adopted portions.

⁵MIT adoption.

STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES—1981

1981

STATE	SPECIAL LICENSE OR ENDORSEMENT	LEARNER'S PERMIT	DURATION OF LICENSE	MINIMUM AGE WITH DRIVER EDUCATION	MINIMUM AGE WITHOUT DRIVER EDUCATION	MOTORCYCLE SAFETY EDUCATION A PREFERRED USHTE TO LICENSING	MOTORCYCLE KNOWLEDGE TEST	OFF-ROAD SKILL TEST	IN-TRAFFIC SKILL TEST	CYCLE INSPECTED	RIDER GEAR INSPECTED	REEXAMINATION REQUIRED	Reexamined for:					
													Vision	Knowledge	Off-Street	In-Traffic		
Alabama			14															
Arizona	•	• ⁷	3	16	16		•	•	•	• ³⁴	3	•	•	• ¹¹				
Arkansas	•		2	16	16		•	•	•			•	•	•				
Colorado	•	• ⁶	4	16	16 ¹⁴		•	• ¹⁵	•	• ³⁴	4	•						
Connecticut	•	• ³	4	16	18		•	•	•	• ³⁴								
D.C.	•	• ³	4	16	16 ⁴⁶		•	•	•	•	4	•	• ¹⁷	• ¹⁷	• ¹⁷			
Florida					15 ¹⁶		• ¹⁸	• ¹⁸	• ¹⁸	• ¹⁸	•	•	•					
Hawaii	•	• ⁴	2/4	15	15		•	•	•	• ²¹	2/4	•	•					
Idaho				14	16								•					
Indiana	• ⁴⁴	•	2/4	16 yr. 1 mo.	16 yr. 6 mo.		• ⁴⁴	• ⁴⁴				•	•	•				
Iowa	•		2/4	16	18	• ²²	•	•	• ¹⁸	•	2/4	•						
Kentucky	•	• ³	2	16	16				• ¹⁸	•	•							
Louisiana	•		2/4	15	15						4	•	•					
Maryland	•	• ⁴	4	16	18		•	•										
Massachusetts	•	• ⁷	4	16 1/2	17		•	•	•	•	4	•						
Minnesota	•	• ²	4	16	18	• ²²	•	•	•	•	4	•						
Mississippi		• ³		15	15					•	•							
Montana	•	• ⁷	4	15	16		•	•	•	• ²⁰	4	•						
Nebraska	•	• ⁹	4	16	16		•	•	•		4	•	•					•
New Hampshire	•	• ¹	4	16	18		•	•	•	•	4	•						
New Jersey	•	• ⁴	2	17	17		•	•	•	•	•	• ⁴⁵						
New York	•	• ⁹	4		16 ²⁸		•	• ¹⁹	•	•	4	•						
North Carolina	•		4	16	18		•	•	•	•	4	•	• ⁴²	•				
Ohio	•	• ⁷	4	16	18		•	•	•	•								
Oklahoma			2	14	14 ³⁸		• ²⁵		• ²⁵	• ²⁵	• ²⁵							
Pennsylvania	•	• ⁵	2/4		16		•	•	•	•								
Rhode Island	•	• ⁴	2	16	18	• ³⁷	•	•	•	•	4	•						
South Dakota	•		4		14		•	•	•	•	• ⁴⁰							•
Tennessee	•		2	16	16 ³⁰		•	•	•	•								
Utah	•	• ³	4	16 ³¹			•	•				•	•	•				
Vermont	•		2	16	18		•	•	•	•								
Washington	•	• ⁹	2	16	18		•	•	•	•	2 ³²	• ³³	• ¹¹	• ¹¹	• ¹¹			
West Virginia				16	16				• ¹⁸	• ¹⁸								
Wyoming	•	• ⁹	4		16		•	•	•	•	4	•	•	•	• ¹¹			

• Mandatory Learner's Permit Required

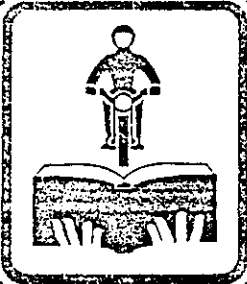
- 1 Maximum 30 days.
- 2 Maximum 45 days
- 3 Maximum 60 days
- 4 Maximum 90 days
- 5 Maximum 120 days
- 6 Maximum 150 days
- 7 Maximum 6 months.
- 8 Maximum 8 months.
- 9 Maximum 1 year.
- 10 Maximum 2 years.
- 11 At the examiner's discretion
- 12 Age 14-16 restricted to 250cc or less with parental consent.
- 13 Under 16 restricted to 200cc or less.
- 14 Learner's permit issued at age 15 if enrolled in approved course
- 15 Off-street except when facility not available
- 16 Age 15 restricted to cycle of five brake horsepower—knowledge test only
- 17 Age 70-74 required to pass a psychophysical test. Age 75 and over required to pass road test

- 18 Motorcycle only license applicants
- 19 Provided only at select sites
- 20 Only helmet inspected
- 21 Helmet inspected for applicants under age 18.
- 22 Under age 18
- 23 Age 18 and under effective 11 81
- 24 Effective 11 81 age 15 restricted to motorcycle not exceeding 125cc.
- 25 Required for age 14-15 restricted to 125cc or less) and motorcycle only applicants.
- 26 After 40 years of age every third renewal and after 55 years of age every two years
- 27 Under age 16
- 28 Class B (16-18) motorcycle license or permit not valid in New York City. Nassau County has special restrictions
- 29 Operators 69 years of age or older required to pass complete examination every three years
- 30 Age 14-16 restricted to five brake horsepower or less

- 31 Driver education required regardless of age.
- 32 Under age 17
- 33 Every two year renewal period.
- 34 Only eye protection inspected.
- 35 Age 16-17 restricted to less than 150cc
- 36 Age 14-15 restricted license to and from work and school.
- 37 Required of all first-time applicants regardless of age.
- 38 Age 14-15 restricted to 125cc or less
- 39 Age 13-15 restricted to under 100cc.
- 40 For moving violation only
- 41 Age 13-14 restricted to under 100cc.
- 42 Knowledge and skill test if driving record warrants.
- 43 Only after license expires over 60 days or reinstatement after point revocation.
- 44 Required effective 1981
- 45 Examination every 10 years
- 46 Age 16 with parental consent notarized.

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

Although this information was obtained from the most authoritative sources available as of November 1980, the Motorcycle Safety Foundation is not responsible for its accuracy or completeness.



MOTORCYCLE SAFETY FOUNDATION

780 Elkridge Landing Road, Linthicum, Maryland 21090 • (301) 768-3060



RIDER EDUCATION

Rider Education Recognition Program

The Rider Education Recognition Program is sponsored by the Motorcycle Safety Foundation in cooperation with several insurance companies. The program recognizes quality rider education courses and the students who successfully complete these courses.

The organization conducting the course receives a certificate, suitable for framing, that indicates the course meets or exceeds rider education standards developed by the Foundation and the American Driver and Traffic Safety Education Association. Graduating students receive a completion card that entitles them to a premium discount when they purchase motorcycle insurance from cooperating companies.

Any organization that is offering or plans to offer a rider education course may apply to participate in the program. MSF will evaluate each course application and approve those that meet or exceed the curriculum and instructor standards for the program.

The Rider Education Recognition Program is not limited to beginning or novice rider courses. Experienced rider courses also are accepted. All courses that do not use the Foundation's standard 20-22 hour *Motorcycle Rider Course* curriculum must submit a detailed course outline and a suggested teaching schedule.

RIDER EDUCATION COURSE OBJECTIVES

The following objectives should be met by the student in the classroom and in practice riding sessions during the rider education course:

Locates and operates the controls and devices:

- identifies important vehicle component parts
- performs pre-ride inspection
- recognizes safe vehicle conditions

Performs pre-street procedures:

- uses protective gear and equipment
- mounts the motorcycle correctly
- assumes proper riding posture
- starts the engine
- shuts off the engine and dismounts

Performs basic vehicle control procedures:

- follows safe procedures for practice riding
- balances motorcycle when walking or under power
- moves motorcycle in straight path

- stops with proper application of both brakes
- parks and secures motorcycle properly

Demonstrates fundamental motorcycle riding skills:

- coordinates throttle and clutch smoothly
- turns left and right in open and tight quarters
- upshifts and downshifts using all gears
- controls vehicle when stopping with front and rear brakes

Performs routine riding tasks:

- communicates with electrical and hand signals and other vehicle lights
- rides at higher speeds
- operates while standing on footpegs
- rides on irregular and changing roadway surfaces
- carries passenger and other loads
- demonstrates turning speed judgment
- executes countersteer technique
- performs quick lane changes

Operates safely in traffic:

- develops techniques to increase visibility in traffic
- identifies hazards and potentially unsafe conditions
- predicts points of conflict with roadway and other vehicles
- decides what to do, and maintains or changes vehicle position and speed for a safe path of travel

Prevents and protects from highway loss:

- selects an appropriate motorcycle
- maintains a safe motorcycle
- recognizes signs of vehicle trouble while riding
- selects an appropriate insurance plan

INSTRUCTOR REQUIREMENTS

Instructors for the course must have completed an MSF approved motorcycle instructor preparation course, currently possess a valid motorcycle license or endorsement in the state the instruction will occur, and have a good driving/riding record. A copy of each instructor's Motorcycle Safety Education Instructor Certificate must be attached to the application.

SPONSORING ORGANIZATION'S RESPONSIBILITIES

Organizations participating in the Rider Education Recognition Program are responsible for:

1. conducting a rider education course that meets or exceeds the Foundation's standards;
2. issuing student completion cards only to students who successfully complete the course;
3. keeping records for up to two years of the names, addresses and ages of all the students who successfully complete the course;
4. notifying the Foundation of any changes in the curriculum or course status; and
5. responding to all MSF surveys on the Rider Education Recognition Program.

MOTORCYCLE SAFETY FOUNDATION'S SUPPORT

The Motorcycle Safety Foundation will support the course by:

1. Supplying student completion cards to the sponsoring organization. These completion cards entitle students to a discount at selected companies when they purchase motorcycle insurance.
2. Providing a certificate to the sponsoring organization signifying that its rider education course meets or exceeds the standards established by MSF.
3. Providing, upon request, an up-to-date list of cooperating insurance companies that offer a premium discount.
4. Maintaining a list of all the rider education courses that meet established standards.
5. Maintaining records and reporting on the status of these courses.

APPLICATION

Organizations interested in participating in the Rider Education Recognition Program should complete

the attached application. Remember to include evidence of the instructor's certification and a course outline if the standard 20-22 hour *Motorcycle Rider Course* is not used.

The application should be mailed to:

RIDER EDUCATION RECOGNITION PROGRAM

Motorcycle Safety Foundation

780 Elkridge Landing Road
Linthicum, Maryland 21090

Notification of the status of the application will be provided by the Foundation within 30 days of initial submission.

THREE YEAR CERTIFICATION PERIOD

Rider education courses are accepted in the Rider Education Recognition Program for a three year period. Every three years the sponsoring organization must re-submit a Rider Education Recognition Program application for approval. This is part of the quality control process and also assists in updating records. The Foundation will automatically send an application to each sponsoring organization prior to the expiration date. A new certificate shall be issued when the application is approved.

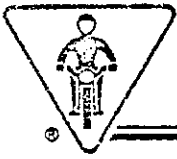
CHANGES AND REVISIONS

All changes in the course outline, program coordinator and instructors must be reported to the Foundation within 30 days of the change. This notification must be in writing.

ADDITIONAL INFORMATION

For additional information about the Rider Education Recognition Program please call the Motorcycle Safety Foundation's education department at (301) 768-3060.

Cut here to
separate the
Application Form



Rider Education Recognition Program Application

780 Elkridge Landing Road, Linthicum, Maryland 21090 • (301) 768-3060

PART I Sponsor Data

Sponsoring Organization: _____

Mailing Address: _____

City: _____ County: _____

State: _____ Zip: _____ Phone Number: () _____

AREA
CODE

Name of Official Making Application: _____

Title: _____ Phone Number: () _____

AREA
CODE

Type of Organization

- | | |
|----------------------------------------------------|----------------------------------------|
| _____ High School | _____ Civic Group |
| _____ Private Driving School | _____ Military |
| _____ Police Department | _____ University/College |
| _____ Teacher Preparation | _____ Other (please name and describe) |
| _____ Community College or Adult Education Program | _____ |
| _____ Company Employee Training | _____ |

Student Category (Check One)

_____ Novice or Beginning Riders _____ Experienced Riders _____ Mixed

Age Groups

_____ Under 14 _____ 14-17 _____ 18-25 _____ 26-35 _____ 35-Over

PART II Course Organization

- _____ Total number of hours of instruction
- _____ Number of hours of classroom instruction
- _____ Number of hours per student of on-cycle instruction
 - _____ Number of on-cycle hours provided in an off-street area
 - _____ Number of on-cycle hours provided on-street
- _____ Number of hours of other instruction (simulation, etc.)
- _____ Average number of students enrolled in each class
- _____ Number of students in on-street phase under the direct supervision of a single instructor
- _____ Number of students in off-street phase under the direct supervision of a single instructor
- _____ Average number of motorcycles available for instruction in each course
 - Number of: Free Loan Motorcycles _____ Student Owned Motorcycles _____

Dealer Names and Locations _____

Other _____

Instructor #3 Name: _____
Address: _____
City: _____ County: _____
State: _____ Zip: _____ Phone Number: () _____
AREA CODE

Occupation and place of employment: _____

Institution where formal course in motorcycle safety instructor preparation was completed: _____

Name of instructor(s) who conducted this instructor preparation course: _____

Location: _____

City: _____ County: _____

State: _____ Zip: _____

College credit obtained: _____ Year: _____

Currently possesses a motorcycle license or endorsement in the state in which instruction will take place.

YES _____ NO _____ NOT REQUIRED _____

Instructor #4 Name: _____

Address: _____

City: _____ County: _____

State: _____ Zip: _____ Phone Number: () _____

AREA CODE

Occupation and place of employment: _____

Institution where formal course in motorcycle safety instructor preparation was completed: _____

Name of instructor(s) who conducted this instructor preparation course: _____

Location: _____

City: _____ County: _____

State: _____ Zip: _____

College credit obtained: _____ Year: _____

Currently possesses a motorcycle license or endorsement in the state in which instruction will take place.

YES _____ NO _____ NOT REQUIRED _____

I certify that the information in this application is, to the best of my knowledge, true and correct, and that changes will be reported to the Motorcycle Safety Foundation within 30 days of the effective date of such changes.

(SIGNATURE)

(TITLE)

Upon approval of the course as described in this application the Motorcycle Safety Foundation will issue a certificate. This certificate will entitle the organization to issue completion cards to successful graduates of its courses for a three year period.

Willful misstatements of information or failure to report program changes will result in revocation of certificate and may result in suspension of loan motorcycles and other assistance from manufacturers and dealers who support the Motorcycle Safety Foundation.

PART III Course Content

Motorcycle Safety Foundation's *Motorcycle Rider Course*

_____ 20 hour (no on-street) _____ 22 hour (on-street)

State Department of Education Curriculum Guide.

State of: _____ *(Must attach course outline and schedule)*

Armed Forces Motorcycle Curriculum Guide. Branch: _____ *(Must attach course outline and schedule)*

Other: _____ *(Must attach course outline and schedule)*

Supplemental curriculum or instructional media used in your course:

Printed Materials: _____

Film/Filmstrips: _____

Other: _____

Please indicate the objectives met by the student in your rider education course. (Check yes or no column)

YES	NO		YES	NO	
_____	_____	Locates and operates the controls and devices	_____	_____	Performs routine riding tasks
_____	_____	identifies important vehicle component parts	_____	_____	communicates with electrical and hand signals and other vehicle lights
_____	_____	performs pre-ride inspection	_____	_____	rides at higher speeds
_____	_____	recognizes safe vehicle conditions	_____	_____	operates while standing on the footpegs
_____	_____	Performs pre-street procedures	_____	_____	rides on irregular and changing roadway surfaces
_____	_____	uses protective gear and equipment	_____	_____	carries passengers and other loads
_____	_____	mounts the motorcycle correctly	_____	_____	demonstrates turning speed judgment
_____	_____	assumes proper riding posture	_____	_____	executes countersteer technique
_____	_____	starts the engine	_____	_____	performs quick lane changes
_____	_____	shuts off the engine and dismounts	_____	_____	Operates safely in traffic
_____	_____	Performs basic vehicle control procedures	_____	_____	develops techniques to increase visibility in traffic
_____	_____	follows safe procedures for practice riding	_____	_____	identifies hazards and potentially unsafe conditions
_____	_____	balances motorcycle when walking or under power	_____	_____	predicts points of conflict with roadway and other vehicles
_____	_____	moves motorcycle in straight path	_____	_____	forecasts possible acts and behaviors of other vehicles
_____	_____	stops with proper application of both brakes	_____	_____	decides what to do and maintains or changes vehicle position and speed for a safe path of travel
_____	_____	parks and secures motorcycle properly	_____	_____	Prevents and protects from highway loss
_____	_____	Demonstrates fundamental motorcycle riding skills	_____	_____	selects an appropriate motorcycle
_____	_____	coordinates throttle and clutch smoothly	_____	_____	maintains a safe motorcycle
_____	_____	turns left and right in open and tight quarters	_____	_____	recognizes signs of vehicle trouble when riding
_____	_____	upshifts and downshifts using all gears	_____	_____	selects an appropriate insurance plan
_____	_____	controls vehicle when stopping with front and rear brakes	_____	_____	Evaluates student's knowledge and skill
_____	_____	Performs fundamental motorcycle riding skills	_____	_____	Skill Test
_____	_____	turns left and right in open areas and in tight quarters	_____	_____	Knowledge Test
_____	_____	shifts through gears	_____	_____	In-Traffic Test
_____	_____	controls vehicle while stopping with rear and front brake	_____	_____	

PART IV Instructors

(Please attach a copy of all instructor's Motorcycle Safety Education Instructor Certificates.)

Primary instructor's name: _____

Address: _____

City: _____ County: _____

State: _____ Zip: _____ Phone Number: (AREA CODE) _____

Occupation and place of employment: _____

Institution where formal course in motorcycle safety instructor preparation was completed:

Name of instructor(s) who conducted this instructor preparation course:

Location: _____

City: _____ County: _____

State: _____ Zip: _____

College credit obtained: _____ Year: _____

Currently possesses a motorcycle license or endorsement in the state in which instruction will take place.

YES _____ NO _____ NOT REQUIRED _____

Instructor #2 Name: _____

Address: _____

City: _____ County: _____

State: _____ Zip: _____ Phone Number: (AREA CODE) _____

Occupation and place of employment: _____

Institution where formal course in motorcycle safety instructor preparation was completed:

Name of instructor(s) who conducted this instructor preparation course:

Location: _____

City: _____ County: _____

State: _____ Zip: _____

College credit obtained: _____ Year: _____

Currently possesses a motorcycle license or endorsement in the state in which instruction will take place.

YES _____ NO _____ NOT REQUIRED _____

_____→



MOTORCYCLE SAFETY FOUNDATION

780 Elkridge Landing Road, Linthicum, Maryland 21090 • (301) 768-3060



RIDER EDUCATION

Loan Program for Rider Education

WHAT IS IT?

The loan program for rider education makes motorcycles available to qualified school and community motorcycle rider education programs. It involves the cooperative efforts of motorcycle manufacturers, local dealers, and the school or organization sponsoring the program.

The motorcycle loan program is essential to the expansion of quality motorcycle rider education programs; these programs are a key part of comprehensive efforts being made to reduce the frequency and severity of motorcycle accidents.

HOW DOES IT WORK?

Those familiar with automobile loan programs for high school driver education courses will recognize many similarities in the motorcycle loan program. Typically a school (or other sponsoring organization) requests motorcycles from local area dealers. After verifying that the rider education course meets quality standards, the dealer requests the motorcycles from the manufacturer. At least six weeks lead time should be allowed. If you are located in a small town and there are no local dealers, visit the dealership closest to you. This is necessary because all loan vehicles must be provided through local area motorcycle dealers. Additional information for course sponsors and dealers follows.

THE DEALER'S ROLE

The dealer should be familiar with the motorcycle loan program and his manufacturer's loan policies. This can be accomplished by phoning or writing the manufacturer's regional representative or headquarters contact person.

Four Motorcycle Safety Foundation (MSF) member companies—Honda, Yamaha, Kawasaki and Suzuki—participate in the motorcycle loan program. Another MSF member company, Harley-Davidson, does not manufacture training size motorcycles and, therefore, does not participate in the program.

Motorcycle loans from a dealer can be arranged, in some instances, even if the manufacturer does not participate in the motorcycle loan program. These situations require a special effort by course sponsors to explain how the dealer will benefit from loaning motorcycles; without a manufacturer's financial incentive, the dealer will bear a larger financial burden in making the loans.

HOW DOES A DEALER BENEFIT?

The dealer benefits in a number of ways: (1) The dealer receives the personal satisfaction of contributing to a worthwhile cause—saving lives through education and training. (2) Participation in motorcycle safety efforts greatly enhances the dealer's reputation and standing as a community member. (3) Increased sales can be a direct result of loaning cycles to educational programs.

A new rider is likely to consider buying the same cycle model he or she has been trained on, and to do business with the dealer who provided the loan motorcycle. Also, the increase in motorcycle rider education programs improves the image of motorcyclists, making motorcycling more acceptable in the eyes of the general public, and subsequently increases the number of people turning to motorcycling for transportation and recreation.

In addition, most manufacturers provide financial incentives to dealers on motorcycles loaned for educational purposes—the company's representative or headquarters contact person will provide specific loan information to franchised dealers.

WHAT ELSE SHOULD YOU KNOW?

For the Sponsor

First, be sure to contact several local area dealers representing a variety of motorcycle manufacturers. Obtaining and using a variety of brand-name motorcycles in your course is an effective way to acquaint students with different makes and models, and to identify the differing locations of various controls and instruments. This also will help you to secure enough machines for your course in future years by neither burdening nor favoring any one dealer with a request for a large number of motorcycles.

Second, the sponsor must recognize and accept numerous responsibilities in obtaining loaned vehicles. These include:

- Certifying that the rider education course is based on an MSF-recognized or state-approved curriculum and will be taught by a qualified instructor.
- Assuring that the sponsoring organization meets all the written loan agreement conditions, such as insuring the cycles, using the loan machines only for instructional purposes, and paying for maintenance and repair on non-warranty items.

(over)

- Requesting no more cycles than needed and only those sizes appropriate for novice training; in a typical situation these are 100cc or 125cc street-legal cycles (with a maximum size of 200cc).
- Returning the motorcycles to the dealer on time, clean and in good operating condition.
- Recognizing publicly the cooperation and contribution of the dealers in the motorcycle rider education program.

For the Dealer

The dealer should learn about all local area rider education programs to assure they are quality programs that meet or exceed these requirements:

- The course is based on a state-approved curriculum or curriculum materials made available through the MSF (i.e., *The Motorcycle Rider Course*).
- If no portion of the course is taught on public streets, the course consists of at least 20 hours of instruction—eight hours in the classroom and twelve hours on-cycle in an off-street training area (range).
- If a portion of the course is taught on public streets, the course consists of at least 22 hours of instruction—eight hours in the classroom, ten hours of on-cycle instruction (range) and four hours of on-street instruction.
- The instructor has a valid motorcycle operator's license, a good driving/riding record, and is either (a) a certified driver education teacher who has completed a state-approved college or university course in motorcycle instructor preparation, or (b) a person who has completed an MSF-approved instructor preparation course.

To avoid misunderstanding, before signing an agreement for the loan of the cycles be sure to clearly identify the responsibilities of all parties concerned, such as:

- Who will insure the cycles and the students who will ride them?
- Who will handle and pay for motorcycle maintenance and repair?

- For what time period are the motorcycles being loaned?
- How many and what type (e.g., vehicle identification number, cc size) of motorcycles are being loaned?

MSF ASSISTANCE

The Foundation has several materials available free to dealers and sponsors:

- this information sheet which explains the motorcycle loan program;
- a "Suggested Rider Education Unit Loan Agreement Form";
- a "Certificate of Recognition," suitable for framing, for use in recognizing the dealers' contributions to the local motorcycle rider education program.

The Foundation also will help interested course sponsors to obtain free loan cycles where problems develop. This assistance cannot be provided unless the sponsor has *first* contacted all local area dealers and has been unsuccessful in securing an adequate number of free loan cycles. Phone or write the Motorcycle Loan Coordinator at Foundation headquarters.

The Motorcycle Safety Foundation is a national, private, nonprofit organization whose goal is the reduction of motorcycle accidents and injuries. This is accomplished through the development and implementation of motorcycle rider education and licensing improvement programs, and through research and public information programs focused on motorcyclist and motorist operations. MSF is sponsored by the five leading motorcycle manufacturers: Honda, Yamaha, Kawasaki, Suzuki and Harley-Davidson.

Motorcycle Safety Foundation

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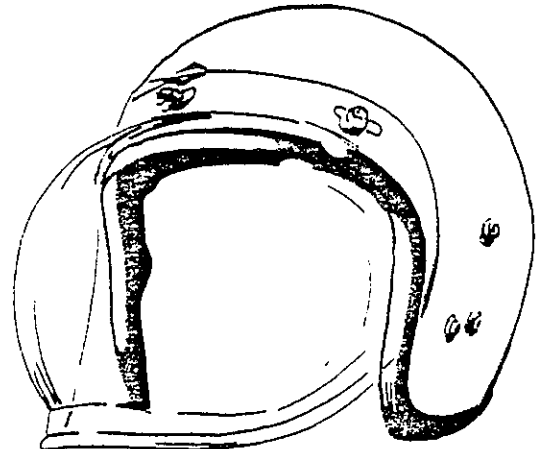


The Motorcyclist and Protective Gear

You may be a novice rider or an experienced motorcyclist . . . or just a passenger; you know already that motorcycle riders are not as well protected as automobile drivers who are wrapped in a strong steel compartment.

You probably also know that motorcyclists are exposed to the elements—weather, flying insects and road debris. For this reason wise motorcyclists wear proper protective equipment and clothing for safety and comfort. If properly selected, clothing will reduce the severity of injury should a spill occur.

This "cycle safety info" explains how to select and use protective clothing and equipment.

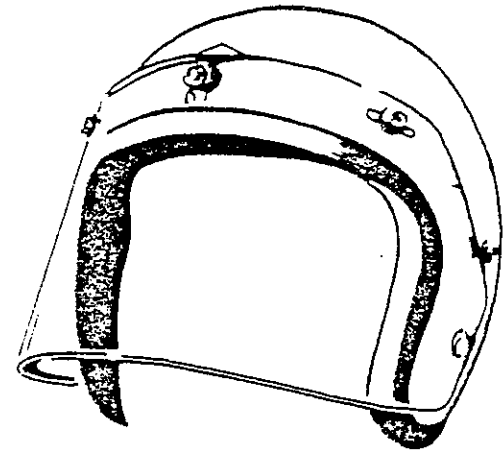


1) Bubble Shield

Helmets

The helmet is the single most important personal piece of protective gear the motorcyclist can use. Thus, choosing and consistently using a quality helmet are of importance to both motorcycle operators and passengers.

The Foundation has available a "cycle safety info" entitled *What You Should Know About Motorcycle Helmets* that outlines helmet standards, construction, care and other important information. Single copies of this "cycle safety info" are available free upon request to the Foundation.



2) Competition Shield

EYE PROTECTION

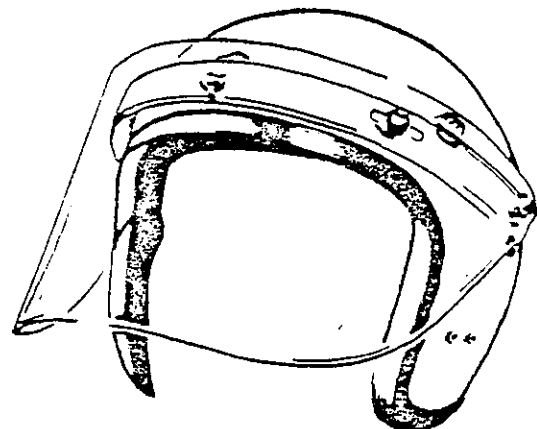
Face Shields

Face shields provide protection to the face as well as the eyes.

Face shields may cover only a portion or all of the face and come in a variety of designs. Two popular shields are the non-flip types: the bubble shield and competition "comp" shield. A number of flip-up shields are available, two examples are bubble-flip and flat-flip. (See drawings.)

When using a face shield be sure it is securely fastened to the helmet to prevent its being blown off. It should also be shatterproof and free from scratches.

When purchasing a face shield, look for the ANSI



3) Flat Flip Shield

Z87.1 or VESC-8 standards on the top of the shield. These shields have been tested for impact resistance and penetration resistance. (See box for details.)

Whether you wear a face shield or goggles, the lenses should be clear. Tinted lenses substantially reduce vision at night. Sun glasses can be worn under a face shield to avoid eye fatigue during daylight hours.

Face shields can be cleaned with a mild solution of soap and water.

REMEMBER: regular eyeglasses were never meant to be eye protection on a motorcycle! Windshields (fairings) do not provide adequate personal eye protection.

Goggles

Goggle standards have been established by the Vehicle Equipment Safety Commission (VESC), a commission created by congressional charter and funded by the individual states. This commission works with state committees to develop minimum performance standards for safety equipment.

Lexan and Butryate are leading lens materials each with its own qualities. Aircraft windshields and bullet proof shields are made of Lexan, a polycarbonate material. Lexan is a soft plastic material that is placed between two hard-coated outer layers of plastic. This combination provides a scratch-resistant surface which will absorb a severe impact.

Butryate, another leading lens material, is more brittle than Lexan but also is more scratch resistant. This material is not capable of withstanding as severe an impact without cracking as Lexan does.

Before purchasing any goggle or lens, be sure it carries the VESC-8 approval.

Goggles should be securely fastened over the helmet so they do not blow off. The face guard should allow air-flow to your face for comfort, easy breathing and to prevent fogging. Most frames utilize a rubber/cotton fiber strap that resists tearing and stretching.

Washing the goggles in the sink by hand and hanging them up to dry is the recommended way to care for your goggles.

PERSONAL PROTECTION

Footwear

Foot and ankle protection is important for motorcycle riding.

Leather boots which go over the ankle are the best footwear for riding. Boots protect your ankles from engine burns and also scuffing when kicking starting the motorcycle. Rubber soled boots with heels will provide a better grip on the pavement and help keep your feet on the pegs. Lace-up boots offer

substantially more ankle support than boots with zippers or slip-on boots. Good foot and ankle protection reduces fatigue when riding.

Sandals, tennis shoes or loafers should never be worn when riding a motorcycle.

Gloves

Leather gloves protect your hands from debris kicked up by cars and keep them from getting cold, tired and sore. A glove which fits snugly also improves your grip on the handlebars.

If the gloves are too bulky your ability to operate the controls will be reduced. If they are too tight circulation will be restricted and the hands will be-

TESTING PROCEDURES

ANSI Z87.1 Impact Resistance Test

Securely mount face shield to wooden hat block, drop $\frac{7}{8}$ -inch diameter steel ball, weighing 1.56 ounces, from height of 50 inches onto face shield. Face shield passes test as long as it is not fractured, separated or removed from any point of fastening to headgear.

Penetration Test

Administered in same fashion as impact resistance test but pointed projectile, weighing 1.56 ounces, is freely dropped, needle point down onto the face shield. Face shield passes test as long as shield is not fractured, pierced through, separated or removed from any point of fastening to the headgear.

VESC-8

Checks for sharp edges or projections that could harm wearer. Lens' optical properties are checked for waves or bubbles in the structure which would impair optical quality.

Impact Resistance Test

Administered by dropping weighted projectile onto secured lens from distance of 3.5 feet. Lens passed test if projectile does not penetrate it. If lens splits or cracks it still passes test as long as it is not punctured.

come cold. Seamless gloves will help prevent blisters. Gauntlets will keep cold air from going up your sleeve.

The gloves you wear should reflect the riding conditions. A lighter glove is fine for summer, and a well insulated glove will offer protection in the winter.

Adding strips of reflectorized tape to your gloves makes you more visible to motorists when you are riding in night traffic.

When purchasing a good pair of leather riding gloves thought should be given as to how they are to be used and when. Be sure they fit snugly and are not too bulky.

Clothing

Proper clothing provides protection for the motorcyclist and prevents discomfort. A long sleeved jacket and long pants are minimal clothing requirements for good riding protection. If a cyclist is involved in a spill and not wearing correct clothing he is almost certain to suffer skin abrasions during the slide along the ground or pavement.

Many cyclists prefer leather clothing because it offers superior protection. Suitable and less expensive alternatives are denim and corduroy.

Widened pants, flowing scarves and similar items should be avoided because they could become entangled in the motorcycle.

Your clothing should fit comfortably without binding. A jacket with a zippered front will be more wind resistant than a jacket with buttons or snaps. Jackets with snug cuffs and waist are recommended to keep wind from blowing into the garment. Be careful about collar style—a large, loose collar will flap when riding and may irritate your skin or be a distraction.

Remember that even in relatively warm weather, constant exposure to wind when riding may cause hypothermia: a subnormal body temperature. Hypothermia can cause you to lose your ability to concentrate and react to changing traffic conditions. Motorcyclists are especially susceptible to rapid chilling leading to loss of reflexes, a symptom of hypothermia. The biggest danger of the subnormal body temperature found in hypothermia is a deterioration in the ability to think clearly. Proper riding gear such as wind-proof clothing and insulated layers of clothing is essential.

For example, on a warm day, 65 degrees (Fahrenheit), a motorcyclist riding at highway speeds of 45-55 mph experiences a chilling effect equivalent to 33 degrees (Fahrenheit). That is only one degree above freezing. If the rider is not properly dressed for the chill, he could become a victim of hypothermia.

A motorcyclist must be cautious when preparing

to ride in cold winter weather. Several layers of clothing are necessary, usually starting with thermal underwear. Extra layers of pants, shirts and jackets should be worn but layered loosely to aid body heat in forming a warm insulation. Topping your clothing with a wind-proof outer layer will prevent the cold dry wind from reaching your body, thus, preventing the loss of heat.

Another alternative to cold weather riding is wearing a snowsuit. These are light-weight insulated suits, and provide the necessary warmth needed to prevent hypothermia. Some riders prefer a snowsuit to the bulky layers of clothing. One final alternative available to motorcyclists is an electrically warmed suit.

REMEMBER: Clothes that are just right for cold weather riding may be too much when stopped or walking causing excessive perspiration. To prevent this, dress in layers so that outer clothing may be removed as necessary.

As with helmets and gloves, the clothes you wear when riding can serve to make you more visible in traffic. Choose bright colored clothing when possible. If you wear dark clothing, inexpensive reflective vests can be worn over the jacket. Also, it is a good idea to affix reflectorized tape striping to garments you regularly wear when riding. This also applies to bright clothing worn during the day. Unless they are reflectorized, they will not offer the same good visibility at night.

Rainsuits

As a matter of comfort, special rain gear is recommended for inclement weather.

One or two piece rainsuits can be purchased in several materials the most common being poly vinyl chloride and nylon. They come in different colors but for high visibility orange or yellow is best.

The rainsuits are generally the same with perhaps small differences in style. The pants to a typical rainsuit have elastic at the waist and elastic stirrups (or tie-strings) on the pant leg to wrap around the rider's boots.

The jacket has a high collar which fastens with Velcro.® The front zips up and a wide flap fastens across with one long strip of Velcro.® The wrist openings are held tight with more elastic.

When you are purchasing a rainsuit, it would be wise to also consider purchasing glove covers and boot covers. Most glove covers are large enough to fit over gauntlet type gloves without interfering with hand flexibility. The boot covers have a string-tie on top and should be worn under the pants. The pant stirrups are pulled over the boot covers. The boot covers will not take much abuse (i.e. walking around), so it's suggested they be taken off before doing much walking.

For the avid motorcycle rider a rainsuit is a must. A dry cyclist will be much more comfortable and alert than the rider who is wet and cold worrying about getting home to dry out.

CONCLUSION

By getting into gear—protective gear—before you ride, you are demonstrating a responsible attitude toward safe motorcycling. For comfort and protection, be sure your helmet and other gear meet the characteristics of good, protective, personal equipment outlined in this "cycle safety info." Good riding gear is essential to safe motorcycle operation.

The Motorcycle Safety Foundation is a national, private, nonprofit organization whose goal is the reduction of motorcycle accidents and injuries. This is accomplished through the development and implementation of motorcycle rider education and licensing improvement programs, and through research and public information programs focused on motorcyclist and motorist operations. MSF is sponsored by the five leading motorcycle manufacturers: Honda, Yamaha, Kawasaki, Suzuki and Harley-Davidson.



MOTORCYCLE SAFETY FOUNDATION

CYCLE SAFETY INFO

780 ELKRIDGE LANDING ROAD
LINTHICUM, MARYLAND 21090
(301) 768-3060

WHAT YOU SHOULD KNOW ABOUT MOTORCYCLE HELMETS

Aside from accident prevention measures, one of the best ways to reduce the chances of a serious injury on a motorcycle is to wear a helmet.

A sure way to avoid injury is to prevent a spill or accident from happening in the first place. This is a first level of protection known as accident prevention. The emphasis is on reducing the likelihood of an accident.

Accident prevention measures include quality rider education and improved licensing standards and practices. Public information and education for other highway users also reduces the probability of accidents. In the majority of car-motorcycle crashes the car operator is legally at fault. Car drivers can prevent many motorcycle crashes.

A second level of protection applies when a spill or accident does occur. Here the emphasis is on minimizing injury.

Injury reduction measures include the use of protective clothing and equipment. Protection for the head, eyes and limbs is provided by helmet, face shield, gloves, over-the-ankle boots and durable clothing that leaves minimum skin area exposed.

Since head injuries account for the majority of motorcycle fatalities, head protection is of critical importance. The best helmet available cannot guarantee survival in all crash situations. But, without a helmet there is three times the probability of sustaining a serious head injury as the result of an accident.

Choosing and consistently using a quality helmet, therefore, is of obvious importance. This applies both to motorcycle operators and passengers.

Standards

A safe helmet must provide two separate but related types of protection. First, the shell must provide protection from penetration and abrasion, as well as distributing impact forces over as large an area as possible. Second, it must provide shock absorbing qualities. This function is performed by the non-resilient, fairly hard, inner liner.

Millions of helmets are manufactured and sold but not all meet existing standards. Following is a summary of the standards set by various organizations.

There are presently three standards in widespread use in the United States: American National Standards Institute (ANSI); U.S. Department of Transportation (DOT); and Snell Memorial Foundation (Snell). All three standards employ the following tests:

Impact — A measure of the shock absorbing capacity of the helmet. The helmet is placed on an instrumented magnesium alloy test headform attached to a drop assembly. The helmeted headform is dropped onto rigid and flat hemispherical anvils. The DOT and ANSI standards use the same foot pounds of impact energy and have the same failure criteria. The Snell uses a higher impact energy and has a lower failure threshold.

Penetration — A test designed to measure the helmet's ability to withstand a blow from a sharp object. A rigidly mounted headform is covered with an electrically conductive material. A penetration test striker with an electrically conductive tip is dropped on the outer surface of the helmet from a prescribed height. The helmet

fails the test if the striker makes electrical contact with the headform. The three standards use the same weight striker and employ the same drop height.

Retention — All three standards use a check of the chin strap's ability to support a 300 pound load without breaking or stretching more than one inch.

Peripheral Vision — Approved helmets must provide a minimum peripheral (side) vision of 120 degrees. Most people have peripheral vision of about 110 to 115 degrees. DOT and ANSI standards test for peripheral vision; Snell does not.

1. *Snell Memorial Foundation (Snell 75)*—The Snell standard differs from others in that it is not a consensus standard. As the state of the art in helmet manufacturing improves, the Snell standard becomes more stringent.

At the time the Foundation was established there were no helmet standards. Since the Foundation introduced its first standard in 1959, the Snell criteria have been upgraded several times, most recently in 1975. The testing to meet the Snell standard is about twice as severe as the DOT tests. The Snell 75 approval is required for all helmets used in American Motorcyclist Association professional races.

2. *Department of Transportation (DOT)*—By law the DOT sticker must appear on the bottom edge of the back of the helmet. Until recently only medium size (7-1/8" and 7-1/4") helmets were certified to meet this Federal standard. As of May 1, 1980, all adult-sized helmets have to meet the DOT standard.

Because the sale of helmets is covered by the "Motor Vehicle Safety Act of 1966," dealers and distributors are responsible for making sure the helmets they sell bear

the DOT sticker.

In the past, the motor vehicle departments in some states have required helmets that were not covered by the DOT standard to meet the ANSI Z90 standard. The DOT standard now pre-empts other laws and applies to all 50 states.

3. *American National Standards Institute (ANSI Z90.1b-1979)*—The Z90 standard for road users' helmets was formulated by a committee of representatives from consumer groups, helmet manufacturers, testing organizations and the armed forces. Since the original standard was formulated in 1966, it has been revised in 1971, 1973 and 1979.

In the past many states used the ANSI Z90 rating as the required approval for all helmets that were not covered by the DOT regulations.

Purchasing

There are many types and styles of helmets available, and prices vary widely. Select the style that offers the most protection. This is not always the best looking or even the most expensive helmet. You should wear a helmet that meets or exceeds the safety standards accepted by your state, and bears either the American National Standards Institute label or the Snell Memorial Foundation label inside. Helmets must bear the Department of Transportation (DOT) label on the lower rear outside.

For both comfort and protection, your helmet should fit snugly but not too tightly. Avoid the helmet that fits loosely. Remember to fasten the chin strap securely—a loose helmet offers little protection and can come off in an accident.

Also look for the Safety Helmet Council of America sticker. SHCA randomly monitors finished helmets and record-keeping to insure that the manufacturer meets or exceeds his certified basic standard.

...wearing a helmet does not hinder vision?

That's right. When standing still a person has peripheral (side) vision of about 110 to 115 degrees. When a helmet is put on, the peripheral vision remains the same because certified helmets provide a minimum peripheral vision measuring 120 degrees. This is standing still. Once the cyclist starts riding his area of vision decreases, *but* this is caused by increasing speed (not the helmet) causing a tunnel effect on the cyclist's vision. This happens with all moving vehicles, motorcycles as well as cars. The faster you go the smaller the tunnel, and the less you see.

...wearing a helmet does not impair hearing?

What a helmet does is provide a screening effect, *but* it screens all sounds to the same degree. Thus, noises that the cyclist doesn't need to hear, such as wind blast, are screened along with other sounds. The cyclist wearing a

helmet hears all critical sounds at the same relative strength as the rider without protection . . . except at higher speeds. **THEN THE RIDER WITH THE HELMET HEARS BETTER!** At highway speeds wind noise becomes a critical factor in the cyclist's hearing. Because the helmet acts as a windscreen, the helmeted cyclist actually hears better at high speeds than the bareheaded rider.

...wearing a helmet does not cause neck injuries?

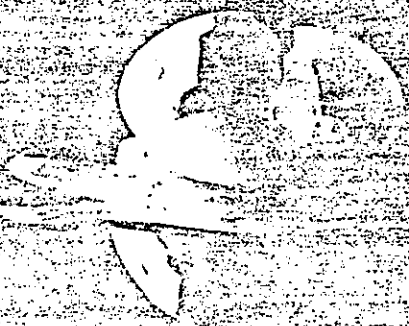
The common argument is that the added weight of a helmet contributes to whiplash injuries; however, whiplash injuries don't happen to cyclists. If a cyclist is hit, the entire body is free to move, but when a car is hit only the driver's head and neck move violently over the back of the front seat. This snapping action is what causes whiplash. Whiplash injuries are peculiar to car accidents. And, yes, a helmet does add extra weight. *But* only for a day or two; then the neck muscles adjust and you don't feel any "weight problem."

The chances of taking a direct blow on the neck during a fall are pretty slim, but the chances that you'll hit your head are over fifty percent. Most neck injuries occur when the rider's *head* gets bounced on the pavement, or hits a guardrail or cracks somebody's windshield. If the rider isn't wearing a helmet, a neck injury is the least of his problems. It's common knowledge that your head sits on your neck, so if a helmet absorbs the impact that would be taken by your head, it also absorbs the impact that would be taken by your neck. Helmets don't cause neck injuries.

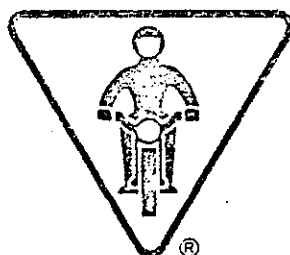
...helmets do save lives?

During 1978, motorcycle deaths exceeded 4,300, accidents exceeded 175,000. Of every 10,000 motorcycle registrations 333 will be involved in an accident. It could happen to you even though you might not be at fault. Be smart—wear protective equipment including a helmet.

**All the king's horses
and all the king's men**



Did You Know That...



Motorcycle Safety Foundation, 780 Elkridge Landing Road,
Linthicum, Maryland 21090

Helmet Shell Material

Current helmet technology dictates that the shell of a helmet, as well as the liner, must act as a shock absorber. Therefore, the shell should be partially destroyed by a really severe impact; thus absorbing part of the shock before it gets to the liner. For this reason, helmet manufacturers recommend that a helmet not be reused after an impact. Even an unintentional dropping of the helmet from the motorcycle to the pavement could partially weaken the shell. All helmets that have been impacted should be returned to the manufacturer for inspection. Most manufacturers will inspect and repair a damaged helmet for a small fee.

Fiberglass offers resistance to penetration, but will crush under impact and absorb and dissipate part of the shock. Polycarbonates, another material used extensively in helmet shell construction, are almost indestructible under ideal conditions. And being nearly indestructible, they transmit impacts to the liner and suspension system.

Although at the present no polycarbonate shells meet Snell standards, it should be noted that this standard sets forth no construction or materials standards to which helmets must comply, only performance standards.

Helmet Style

Like standards and shell material, helmet style will play a part in helmet purchasing decisions. There are differing opinions as to the merits of full-face helmets as opposed to more conventional 3/4 face coverage types or the half shells.

Full-face helmets have certain disadvantages; they are heavier (usually about six ounces) than a comparable open-face model. They are warmer in hot weather and tend to fog up under certain conditions. However, the added weight is located low on the front of the helmet, and some individuals believe it actually improves a helmet's center of gravity if properly fitted. The increase in weight, heat and fogging tendency should be weighed against the added protection

to face and lower jaw afforded by this design.

Half-shell helmets do not offer as much protection as 3/4 face or full-face helmets. Riders who prefer half-shells often claim they increase comfort.

If you're carrying a spare helmet, use the special helmet attaching points on the motorcycle instead of ramming it down on the sissy bar, where bumps can destroy the helmet's padding.

Second hand helmets are questionable bargains. There is no way of knowing if the helmet has been dropped or in an accident.

As a final note, most helmet manufacturers recommend replacing a helmet about every two years if worn regularly.

Care

Soap and water are all you need to keep a helmet in top condition. A lens cleaner does a good job of cleaning a scratched face shield. Petroleum-based cleaners can weaken the chemical composition of the helmet shell.

Carefully follow the manufacturer's instructions for cleaning a helmet. Never expose the shock absorbing liner to chemicals.

If you want to decorate a helmet, use precut decals or shapes cut from rolls of reflective tape available from automotive supply or hardware stores. These materials won't hurt the finish of a helmet or destroy its protective qualities.

Motorcycle riders using CB radios often drill tiny holes in the helmet for miniature speakers. These holes tend to spread, thereby weakening the helmet structure. In fact, a hole over 3/16-inch will expand immediately. For safety's sake, holes should not be drilled in a helmet.

Reflective Material

Many states require a specified amount of reflective material on a helmet. Few helmets actually are reflective, although many may appear to be. Check with the dealer when purchasing the helmet. Also, check with the department of

motor vehicles on the location and number of square inches of reflective area required by state law. Most dealers carry reflective material. The Motorcycle Safety Foundation also has a reflective decal available for use on helmets.

All these elements need to be considered when purchasing and caring for a helmet. Buying a helmet is an important decision for each motorcycle rider.

Helmet Laws

Over the last ten years many states have repealed helmet laws. The Motorcycle Safety Foundation strongly recommends that riders continue wearing their helmets.

Helmets *are* effective—they offer the best protection to a rider's head in an accident.

The Motorcycle Safety Foundation's purpose is improving the safety of motorcyclists on the nation's streets and highways. To reduce motorcycle accidents and injuries the Foundation has programs in rider education, licensing improve-

ment, public information and research. These programs are designed for both motorcyclists and motorists. A national, private, nonprofit organization, MSF is sponsored by the five leading motorcycle manufacturers: Honda, Yamaha, Kawasaki, Suzuki and Harley-Davidson.

For additional information concerning helmets and their use contact:

American Motorcyclist Association
P.O. Box 141
Westerville, Ohio 43081

**National Highway Traffic Safety
Administration**
400 7th Street, S.W., Room 5319
Washington, D.C. 20590

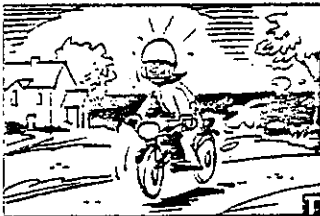
Safety Helmet Council of America
9841 Airport Boulevard—Suite 1208
Los Angeles, California 90045

Snell Memorial Foundation, Inc.
1876 Stockton Boulevard
Sacramento, California 95816

viewpoint

The Freedom To Choose

Many riders feel that a motorcycle is more than just a mode of transportation. It often makes getting there most of the fun. Motorcycling gives riders a feeling of freedom they don't have when driving a car.

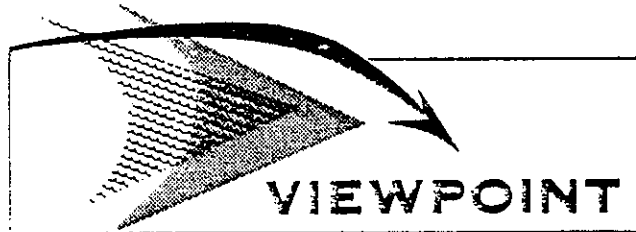


Smart motorcyclists wear protective helmets whether or not they are required by law.

Mandatory helmet usage laws have been regarded by some motorcyclists as a restriction of their right to choose. While they might agree that a helmet is an important piece of protective equipment, they want to have the right to make their own decision about wearing it.

People don't go out for a motorcycle ride expecting to have an accident. But accidents do occur. Often the motorcyclist isn't at fault. But, he is more likely to be injured, even in a minor accident. The likelihood of a serious head injury is greatly increased if the cyclist isn't wearing a helmet.

The Motorcycle Safety Foundation points out that whether or not protective headgear is required by law, it makes good sense to protect yourself by wearing a helmet at all times.



SAFETY HELMETS: STAYING AHEAD

Motorcycle safety helmets can't prevent accidents nor can they prevent all the injuries you might receive in a motorcycle accident. However, they can reduce the severity of head injuries. Wearing a helmet can mean the difference between walking away from an accident and being carried away due to a head injury.

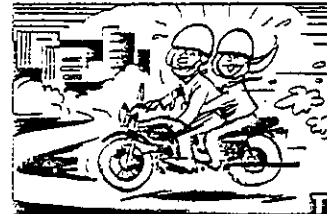
Many riders would agree that helmets are a necessary item of protective gear. They probably wouldn't go on a long trip without wearing a helmet at all times. But, on a short trip—perhaps to the corner store—they leave their helmets at home. They don't expect to have an accident.

It's just as important to wear a helmet on a short trip as it is on a long journey. When a spill or a crash occurs serious head injuries are four times more likely without the protection of a helmet. Short trips usually involve more possibilities for conflict and collision—traffic is more congested, intersections are more numerous.

Many motorcyclists have misconceptions about wearing helmets. They think helmets may hinder their vision, impair their hearing, and may even cause neck injuries in an accident. Extensive research and tests have shown this isn't true.

Helmet manufacturers are

required to design helmets so that they provide a minimum peripheral vision of 120 degrees. A person normally has a peripheral vision



Required by law or not, wearing safety helmets helps smart motorcyclists stay ahead.

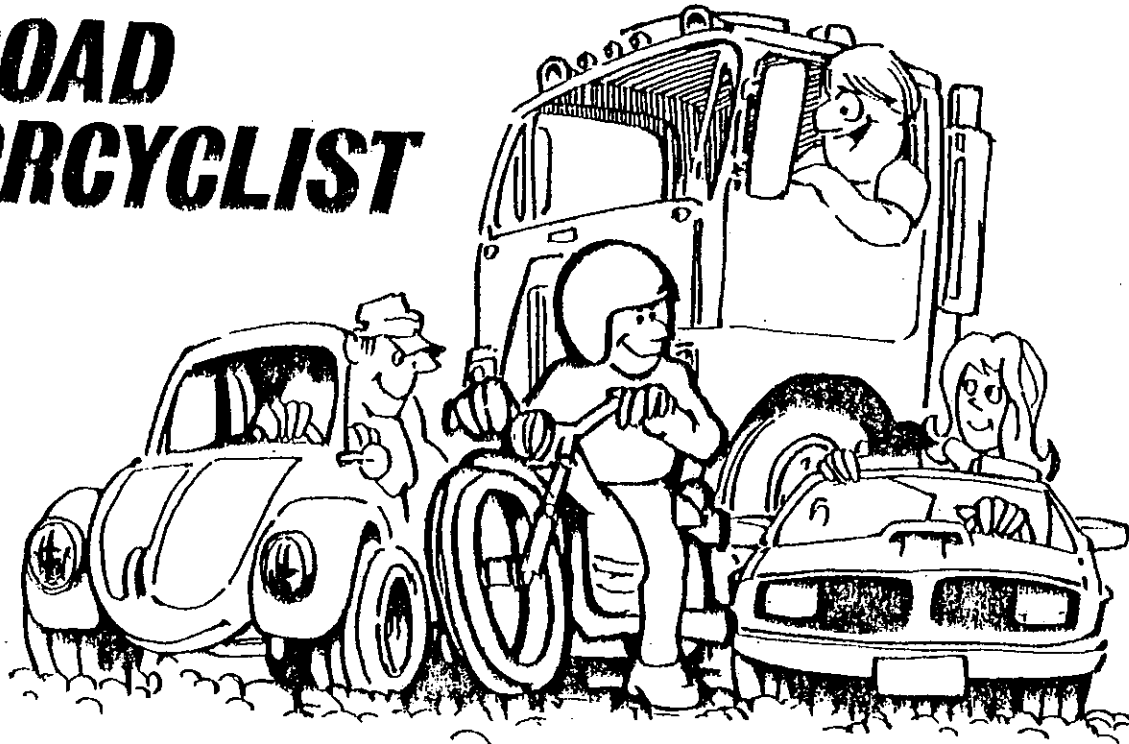
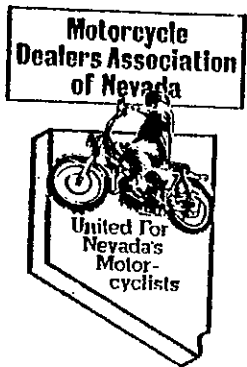
of about 110 to 115 degrees when standing still. Peripheral vision is decreased by speed, not by the helmet.

Helmets produce a screening effect on sounds. All sounds are slightly reduced when a rider is wearing a helmet, but it's an overall effect. Noise, like wind blast, which would interfere with other traffic sounds, is also cut down.

In an accident, taking a direct blow on the neck is a lot less likely than hitting your head on the pavement. A helmet will help to absorb the impact if you hit your head.

The Motorcycle Safety Foundation points out that whether or not protective headgear is required by law, it makes good sense to protect yourself by wearing a helmet all the time.

SHARE THE ROAD WITH A MOTORCYCLIST



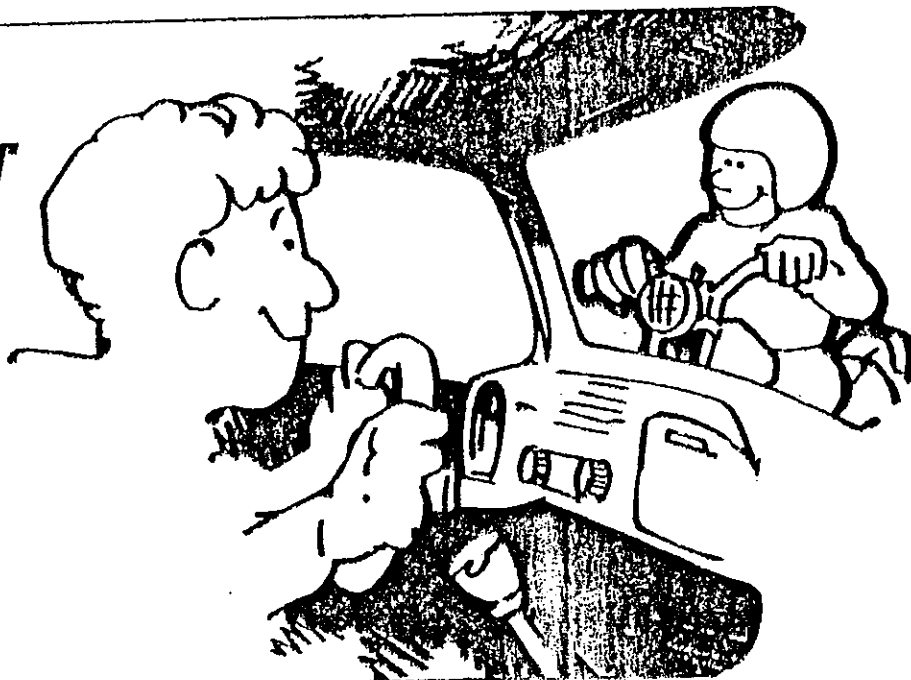
Proposed billboard program to be implimented by the Motorcycle Dealers Association of Nevada

SHARE THE ROAD WITH A MOTORCYCLIST

Motorcycle
Dealers Association
of Nevada



United For
Nevada's
Motor-
cyclists



Proposed Billboard program to be implimented by the Motorcycle Dealers Association of Nevada

NAME: _____

ADDRESS: _____

DATE: _____ TIME: _____

DRIVER PASSENGER (check one box)

AGE: _____ (at time of accident)

1. Indicate the type of injury received in accident.

None Head Neck

Chest Legs/Feet

Arms/Hands

2. How many days were you disabled due to accident?

_____ days

3. Were you wearing a helmet?

Yes No

a. If yes, was the helmet securely fastened on your head?

Yes No

4. If you received a head and/or neck injury, do you feel that the helmet prevented, lessened, or increased the seriousness of the injury?

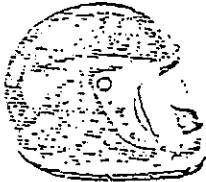
Prevented Yes No

Lessened Yes No

Increased Yes No

5. Please indicate type of helmet worn by you.

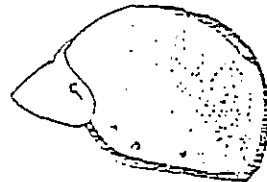
Helmet Name: _____



Full Face



Standard



Shorty

6. Number of years you have been riding a motorcycle.

_____ years _____ months

7. Have you completed a motorcycle driver education course?

Yes No

8. How much has this accident cost so far (include property damage, medical expenses, lost wages, etc.)

\$ _____

9. Can you estimate how much this accident will cost in the future (additional medical expenses, lost wages, increased insurance rates, etc.)

\$ _____

10. Do you favor Nevada's mandatory use of the helmet law?

Yes No

11. Comments: _____

Office of Traffic Safety questionnaire given to all individuals injured in a motorcycle accident in Nevada

MOTORCYCLE HELMET REPEAL TESTIMONY

David L. Lawson
Highway Safety Coordinator
Traffic Safety Division
Department of Motor Vehicles

EXHIBIT D

The State of Nevada has one of the highest motor vehicle fatal accident rates in the nation. The number of motor vehicle fatalities in 1980 was 2.3 times higher than the number of homicides in the state and 1.7 times higher than the number of suicides. Overall, motor vehicle fatalities were the 4th leading cause of death in the state and the leading cause of non-disease related deaths.

The appeal for more stringent drunk-driving laws has already been heard by this Legislature.

To crack down on the drunk drivers, which will result in added supervision and education costs to the state and local governments, and then weaken, or repeal in its entirety, the helmet law which would probably cost between 15-20 more persons to lose their lives on the State's highways during the first twelve months after the proposed repeal, seems contradictory. In 1980, 38 motorcyclists lost their lives on our highways. If past experience in other states where helmet laws have been repealed can be expected, an approximate 40-50% increase in that number can be expected in Nevada, should the helmet law be repealed.

The purpose of a helmet-use law is to achieve a high wearing rate for motorcyclists in order to reduce severity of head injury in the case of motorcycle accidents. The argument might be advanced that Nevada has had a helmet-use law for nine years and motorcycle riders are now used to wearing helmets. In written and oral testimony from numerous motorcycle riders, it is pointed out that these riders always wear a helmet - they wouldn't ride without one - but they don't want to be told to wear one. If all riders had this feeling about wearing a helmet, this

law would not be necessary - but, again back to States who have repealed their helmet laws, studies have shown that after repeal, voluntary helmet use drops from 95% to 100% to 50% to 60%. Unfortunately, the majority of those who cease to voluntarily use a helmet are the younger riders. These young people, besides being tomorrow's leaders, are already overrepresented in traffic accidents and fatalities. To afford them an opportunity to add to their overrepresentation is not right. On the surface, an obvious solution is to require younger riders only to wear helmets. The real world situation of the young-riders-only law is the difficulty of enforcement in a vast majority of cases. Witness the difficulty of enforcing the legal drinking age, what with false identification readily available, plus the fact that a lot of young people look older than they really are - and in the case of liquor laws, the enforcement person has the advantage of looking directly at the accused. The enforcement person would not have that luxury in the case of motorcycle helmet law enforcement. The law should apply equally to all riders.

Motorcycle helmets are effective. This fact has been born out time and time again. Since the early 1940's when motorcycle helmets were first studied, their effectiveness has been proven. Even the American Motorcyclist Association, which sanctions numerous motorcycle events nationwide, REQUIRES helmet use by all participants. Despite repeated scientific proof regarding helmets, some motorcycle helmet opponents advance claims that helmets cause neck injuries. The American Medical Association in April, 1977, stated that cervical-spine injuries are possible whether or not the cyclist wears a helmet, but helmets do not by themselves contribute to or worsen the injury. Another allegation

advanced is that of reduced peripheral vision caused by the helmet. Studies have shown that there are minor restrictions which have been shown to be about a 3% reduction in horizontal peripheral vision from that of an unhelmeted person. Further, accident records show that approximately 62% of motorcycle accidents occur directly in the motorcycle rider's line of sight. A third allegation is that reduced ability to hear sounds of interest in traffic. The National Highway Traffic Safety Administration has studied this situation and has concluded that the helmeted cyclist can hear a sound of interest approximately as well as a driver in an automobile when the windows are closed. Incidentally, no mention is made of radio noise in that car with its windows closed. The final major allegation is that of helmet-induced rider fatigue with a corresponding increase in accidents. No documented evidence has been produced to support this argument.

Helmet law opponents advance the legal question - the constitutionality of the law. This question has been unsuccessfully challenged in appellate courts and in courts of last resort in 27 states. The constitutionality issue has failed in one state, Illinois in 1969. The United States Supreme Court has also upheld the constitutionality of helmet laws. Their decision on a Massachusetts case in 1972 was based on the public's fiscal interest in motorcycle accidents. Their decision reads, in part, "The public has an interest in minimizing the resources directly involved. From the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him unemployment compensation if after recovery, he cannot replace his lost job and, if the injury causes permanent disability, may assume the responsibility for his and his

family's subsistence. We do not understand the state of mind that permits one to think that only the injured is concerned."

In Nevada the above description is particularly true. Most of Nevada's hospitals, and their doctors are publicly supported, as well as all but 15 of the 79 licensed ambulance services. In past sessions, a young man from Battle Mountain has appeared here to tell his story. His case has cost the State Industrial Commission well over \$100,000.00 for medical bills and rehabilitation in the past several years - and he is still a young man with many years in front of him in which the State is obligated to support and provide continual rehabilitation, and this young man is not alone. In other states, studies have been conducted that show the non-helmeted cyclists incur greater medical bills as compared to helmeted cyclists, plus, some of these studies indicate that a sizeable portion of these bills are unpaid, inflicting an even greater burden on the taxpayer.

It is a proven fact that the majority of motorcycle accidents that involve another vehicle are the fault of the non-motorcycle vehicle approximately 65% of the time. The solution to this problem is two-fold; one, educate the motorcycle rider in evasive maneuvers, and two, educate the non-motorcycle driving public about motorcycles. The Driver's License Division of the Department of Motor Vehicles is planning to include a section in the Nevada Driver Handbook on "Sharing the Road." Media Public Service Announcements can be an effective tool to create motorist awareness of the motorcyclist, however, their effectiveness depends on the media's willingness to use the prepared material as frequently, public funds cannot be used to purchase time or space.

Another point put forward by motorcycle enthusiasts, is that most accidents involve new or relatively new riders. To this end, the Division has provided funding over the past two years to establish and maintain Beginning Motorcycle rider courses in the Clark County and Northwest part of the State. These courses are currently available where 90% of the motorcycles are registered within the State. These courses use the curriculum developed and tested by the Motorcycle Safety Foundation. This curriculum enjoys nationwide use and acceptance.

Concurrent with education is stricter testing for prospective motorcycle riders. In line with this philosophy, the Driver's License Division of the Department of Motor Vehicles is currently using the Motorcycle Operator's Skills Test and related equipment in the major population centers of the State. As time and personnel permit, these education and testing programs will be used Statewide. Additionally, in the Las Vegas area, the Clark County Traffic Survival School is offering an 8-hour school to be utilized by area judges who desire to refer persons cited for violations while on a motorcycle. This course will be used as a substitute for the normal traffic survival school referral if the judge desires. Most of the educational courses held in the Clark County area are being conducted on the range recently constructed at the Clark County Community College in North Las Vegas. The courses in the northern part of the State are held where and when space and time permit, as there is no centralized facility available plus the area covered is larger, making a central facility less desirable.

To this end, the Traffic Safety Division feels that a comprehensive motorcycle program is the best way to proceed. The portions of this

program are rider education, operator licensing, motorist awareness, and helmet use to the greatest possible extent. The first parts of this program, education, awareness, and licensing represent long-term programs that are more difficult from which to ascertain results. Helmet use is the only proven short term countermeasure available that will show immediate results in the reduction in the severity of motorcycle accidents. This Division feels that without the helmet use law, that is of no cost to the taxpayer, the State's motorcycle rider program will be missing a vital link which has the potential of costing 15-20 persons their lives. For these reasons, I urge you to defeat this bill.

PERTINENT FACTS AND ISSUES RELATED TO THE
MANDATORY MOTORCYCLE HELMET LAW

EXHIBIT E

- OVERALL MOTOR VEHICLE FATALS IN NEVADA WERE 2.3 TIMES AS GREAT AS HOMICIDES AND 1.7 TIMES AS GREAT AS SUICIDES IN 1980.
- NEVADA, ONE OF THE 17 STATES THAT HAVE A FULL HELMET LAW. TEN (10) STATES HAVE NO REQUIREMENTS, 23 STATES HAVE UNDER 18 LAWS.
- UNHELMETED RIDERS ARE TWICE AS LIKELY TO RECEIVE ANY TYPE OF HEAD INJURY AS ARE HELMETED RIDERS AND ARE THREE TIMES AS LIKELY TO RECEIVE A FATAL HEAD INJURY.

MYTHS - COMPILED FROM AN APRIL, 1977, REPORT BY THE AMERICAN MEDICAL ASSOCIATION

- NECK INJURIES, HELMETS DON'T CONTRIBUTE TO OR WORSEN NECK INJURIES
- VISION, 3% REDUCTION IN PERIPHERAL VISION, HOWEVER, 62% OF ACCIDENTS OCCUR IN DIRECT LINE OF SIGHT, FURTHER, ALL APPROVED HELMETS HAVE AT LEAST 180° OF VISIBILITY, AND DRIVER LICENSE TESTING PARAMETERS CALL FOR RESTRICTED DRIVING PRIVILEGES IF PERIPHERAL VISION IS LESS THAN 140°.
- HEARING, ABILITY TO HEAR OUTSIDE SOUNDS WITH HELMET ON IS APPROXIMATELY THE SAME AS RIDING IN AN AUTOMOBILE WITH THE WINDOWS UP.
- HELMET CAUSED FATIGUE, NO DOCUMENTED EVIDENCE TO SUBSTANTIATE THIS.

SOCIETAL COSTS

STUDIED IN AT LEAST 6 STATES WITH THE FOLLOWING GENERAL CONCLUSIONS:

1. NON-HELMETED RIDERS USUALLY INCUR GREATER BILLS AND HOSPITAL STAY IS USUALLY LONGER THAN HELMETED RIDERS.
2. SIZEABLE PORTIONS OF THESE BILLS ARE UNPAID.

ABSTRACTS FROM VARIOUS STUDIES RELATED TO MEDICAL AND SOCIETAL COSTS:

MARYLAND (1978)

FOR THE 11 MONTH PERIOD JUNE, 1977 TO APRIL, 1978, THE AVERAGE BILL FOR MOTORCYCLE INJURED PATIENTS WAS \$11,038. OF THE 57 ADMITTED, 16 OR 25 PERCENT HAD NO INSURANCE FOR A TOTAL OF \$176,608. FOR 1977 AND 1978 COMBINED, THE UNPAID BILLS INCURRED BY MOTORCYCLE INJURED PATIENTS WAS \$433,200 OR ALMOST HALF A

MILLION IN TAXES. ALTHOUGH A MAJORITY OF THESE PATIENTS MAY HAVE BEEN HELMETED, IT DOES POINT OUT THAT AS A RESULT OF REPEAL IN 1979, THE STATE OF MARYLAND CAN EXPECT A THREEFOLD INCREASE IN HEAD INJURIES SOME OF WHOM WILL REQUIRE TREATMENT AT COSTS WHICH CURRENTLY EXCEED THE \$11,038 AVERAGE. IN ADDITION, THE SEVERITY OF MANY MOTORCYCLE INJURIES PREVENTS PATIENTS FROM RETURNING TO THEIR PRE-ACCIDENT LEVEL OF ACTIVITY AND PRODUCTIVITY. BECAUSE A LARGE PERCENT OF THE VICTIMS ARE YOUNG, THE LOSS TO SOCIETY OF THEIR PRODUCTIVITY IS ALMOST INCALCULABLE.

SOUTH DAKOTA (1979)

IT IS INTERESTING TO NOTE THAT AVERAGE MEDICAL COSTS INCURRED BY NON-HELMETED DRIVERS IS ONE AND ONE-THIRD TIMES THAT OF HELMETED DRIVERS. SIMILARLY, WORK COSTS FOR NON-HELMETED DRIVERS IS ABOUT ONE AND ONE-FOURTH THAT OF HELMETED DRIVERS.

TEXAS (1977)

THREE OVERALL CONCLUSIONS WERE DRAWN BY THE TEXAS RESEARCHERS FROM THE FINDINGS IN THIS RESEARCH:

1. UNHELMETED MOTORCYCLE ACCIDENT VICTIMS SUSTAIN MORE SEVERE INJURIES AND EXPERIENCE A HIGH FATALITY RATE THAN THE HELMETED VICTIMS.
2. IN MOTORCYCLE ACCIDENTS, UNHELMETED CYCLISTS SUSTAIN A GREATER NUMBER OF AND MORE SEVERE HEAD INJURIES THAN THOSE SUFFERED BY THE HELMETED CYCLISTS.
3. WHEN MOTORCYCLISTS ARE GIVEN THE FREEDOM OF CHOICE REGARDING HELMET USAGE, A MAJORITY WILL CHOOSE NOT TO WEAR THE HELMET.

IN 1977, THE FIRST FULL YEAR AFTER THE MANDATORY USE OF MOTORCYCLE HELMETS WAS REPEALED, THE BEXAR COUNTY HOSPITAL IN BEXAR COUNTY, TEXAS, RECEIVED 28 MOTORCYCLE PATIENTS WITH HEAD INJURIES FOR A TOTAL COST OF \$42,189.31 OF WHICH ONLY \$3,353 WAS COLLECTED AND THE BALANCE REMAINED A DEBT TO THE PUBLIC AT LARGE. THIS WAS REPORTED TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION THROUGH THE DOCKET 79-07 BY THE NEUROLOGY CLINIC OF THAT HOSPITAL.

KANSAS (1978)

NON-HELMETED RIDERS WERE HOSPITALIZED TWICE AS LONG, ON THE AVERAGE, AS HELMETED RIDERS, INDICATING THE MORE SEVERE NATURE OF INJURIES TO NON-HELMETED RIDERS. FURTHER, 78% OF THE DOLLAR LOSSES ATTRIBUTED TO MOTORCYCLISTS IN 1977 AND 1978 WERE THE UNPAID BILLS OF NON-HELMETED MOTORCYCLISTS. THESE BILLS ARE ULTIMATELY PAID BY EITHER TAXPAYERS OR BY INCREASED CHARGES TO ALL HOSPITAL PATRONS. THUS, THIS STUDY INDICATES THAT THE UNHELMETED MOTORCYCLIST IS LIKELY TO BE MORE SERIOUSLY

INJURED THAN A HELMETED MOTORCYCLIST, WILL REQUIRE LONGER HOSPITALIZATION, AND MAY INCUR ADDITIONAL MEDICAL COSTS WHICH RESULT IN HIGHER UNPAID MEDICAL BILLS.

COLORADO (1977)

IN THE COLORADO STUDY, CERTAIN HOSPITALIZATION COSTS WERE COLLECTED TO SHOW THE IMPACT OF REPEAL OF MANDATORY HELMET LAWS IN INCREASED MEDICAL COSTS AS WELL AS THE ADDITIONAL BURDEN TO THE TAXPAYER. THE FOLLOWING TABLE INDICATES THE IMPACT OF THESE MOTORCYCLE ACCIDENTS AND THE DISTRIBUTION OF HOSPITAL COSTS BY FINANCIAL RESPONSIBILITY. THE LARGEST SINGLE PORTION OF THE DISTRIBUTION IS THE PORTION THAT REMAINS UNPAID. THIS CAN BE EXPECTED TO INCREASE AS MORE NON-HELMETED RIDERS ARE INVOLVED IN ACCIDENTS.

71 MOTORCYCLISTS' HOSPITAL BILLS
 ADMITTED TO DENVER GENERAL HOSPITAL JULY, 1976-JUNE, 1977
 AMOUNTS & PERCENTAGE DISTRIBUTION ACCORDING TO FINANCIAL RESPONSIBILITY

<u>FINANCIAL RESPONSIBILITY</u>	<u>DOLLARS</u>	<u>PERCENT</u>
COMMERCIAL INSURANCE	\$17,919	11.0%
BLUE CROSS	37,607	23.1%
MEDICALLY INDIGENT FUND	40,942	25.5%
WORKMEN'S COMPENSATION	6,530	4.0%
PATIENTS	5,591	3.4%
MEDICAID	1,438	.8%
UNPAID	52,436	32.2%

MINNESOTA

THE DECREASE IN HELMET USAGE RESULTING FROM HELMET LAW REPEAL HAS BEEN SHOWN TO HAVE SIGNIFICANT IMPACT ON INCREASES IN MEDICAL COSTS AND LENGTH OF HOSPITAL STAY RESULTING FROM THE MORE SEVERE HEAD INJURIES SUSTAINED BY NON-HELMETED RIDERS AS COMPARED TO HELMETED RIDERS. THE ESTIMATED INCREASE ANNUALLY IN MEDICAL COSTS IS UNDERSTATED SINCE IT DOES NOT INCLUDE THE ESTIMATED COSTS FOR REHABILITATION AND LOSS OF INCOME RESULTING FROM PERMANENT PHYSICAL IMPAIRMENT. (THIS INFORMATION WAS NOT AVAILABLE BECAUSE OF THE LENGTH OF TIME NEEDED TO GENERATE THESE DATA.) WHERE ACTUAL MEDICAL COST DATA ARE AVAILABLE, IT'S FAIRLY CONCLUSIVE THAT NON-HELMETED RIDERS INCUR GREATER MEDICAL EXPENSES AS COMPARED TO HELMETED RIDERS. SINCE A SIZEABLE PORTION OF THESE EXPENSES GO UNPAID, THE MOTORCYCLISTS CLAIM THAT WEARING A HELMET IS AN INFRINGEMENT OF PERSONAL FREEDOM MUST BE EVALUATED AGAINST SOCIETY'S BURDEN OF FUNDING THESE ADDITIONAL COSTS INCURRED BY NON-HEMETED RIDERS.

FEDERAL FUNDS MADE AVAILABLE IN NEVADA FOR MOTORCYCLE
LICENSING AND EDUCATION (1979-1981)

MOTOR VEHICLES - EQUIPMENT AND SITE PREPARATION NECESSARY TO IMPLEMENT THE MOTOR- CYCLE OPERATOR'S SKILL TEST	\$52,090.00
CLARK COUNTY COMMUNITY COLLEGE - SITE PREPARATION FOR MOTORCYCLE SAFETY EDUCATION COURSE	24,262.00
SALARY AND OPERATIONAL COSTS TO CONDUCT MOTORCYCLE SAFETY EDUCA- TION COURSE	27,000.00
WESTERN NEVADA COMMUNITY COLLEGE - SALARY AND OPERA- TIONAL COSTS TO CONDUCT MOTORCYCLE SAFETY EDUCATION COURSE	45,603.00
NORTH LAS VEGAS POLICE DEPARTMENT - SALARY AND OPERA- TIONAL COSTS TO CONDUCT MOTORCYCLE SAFETY EDUCATION COURSES.	<u>27,209.00</u>
	\$176,164.00

No Helmets: Cranial Injuries Up

DETROIT—The "toothless" motorcycle helmet laws which now exist in most states are exacerbating the serious problem of motorcycle injuries, the American Public Health Association was told here by Don R. Heilman of the North Dakota State Department of Health.

While laws may require younger motorcyclists to wear helmets, for instance, under-18s are following the example of older drivers who are exempted by law.

A study of motorcycle injuries in North Dakota from Jan. 1, 1977 to Dec. 31, 1979, shows that "the decline over the past three years in helmet use among all categories of motorcycle operators, including those still required by law to wear helmets, is a most serious outcome of the repeal of the mandatory use law."

Young More Accident-Prone

This is especially serious, Heilman said, because newer and younger drivers are the ones more likely to be involved in accidents. Yet, "this new group of drivers appears to be most willing to eschew the safety of a helmet."

In his study of three years without a mandatory helmet law, he found

that there were 2,159 crashes involving 2,355 individuals, 81 percent of them 25 years old or younger, with 31 percent being under age 18. In terms of helmet use, there was a constant drop in the three-year period, with 55 percent of the operators wearing helmets as they crashed, in 1977, while this figure dropped to 46 percent and 28 percent in the two successive years.

Of those involved in crashes and who suffered injury 60 percent did not wear helmets, and 81 percent of those who died as a result did not wear helmets. When critical or fatal injuries alone were considered, 76 percent wore no helmet. In the 36 who died from motorcycle accidents during the three year period, 29 were non-helmeted individuals.

Chances Somewhat Better

For 25 of the 29 unprotected cyclists, the cause of death was head, neck and face trauma.

Heilman said that while the study shows wearing a helmet won't prevent all injuries, riders have a slightly better chance of avoiding injury after a reportable crash event than non-helmeted drivers—37 versus 31 percent. Helmeted drivers are also at less risk for multiple injuries (18 percent versus 9 percent).

Also, he said, the cyclist with no helmet has twice the chance of suffering head, neck and face injuries, and about three times the risk for critical or fatal injuries. In three-fourths of the fatal cases, head trauma was the cause of death.

Helmet Lack Is Expensive

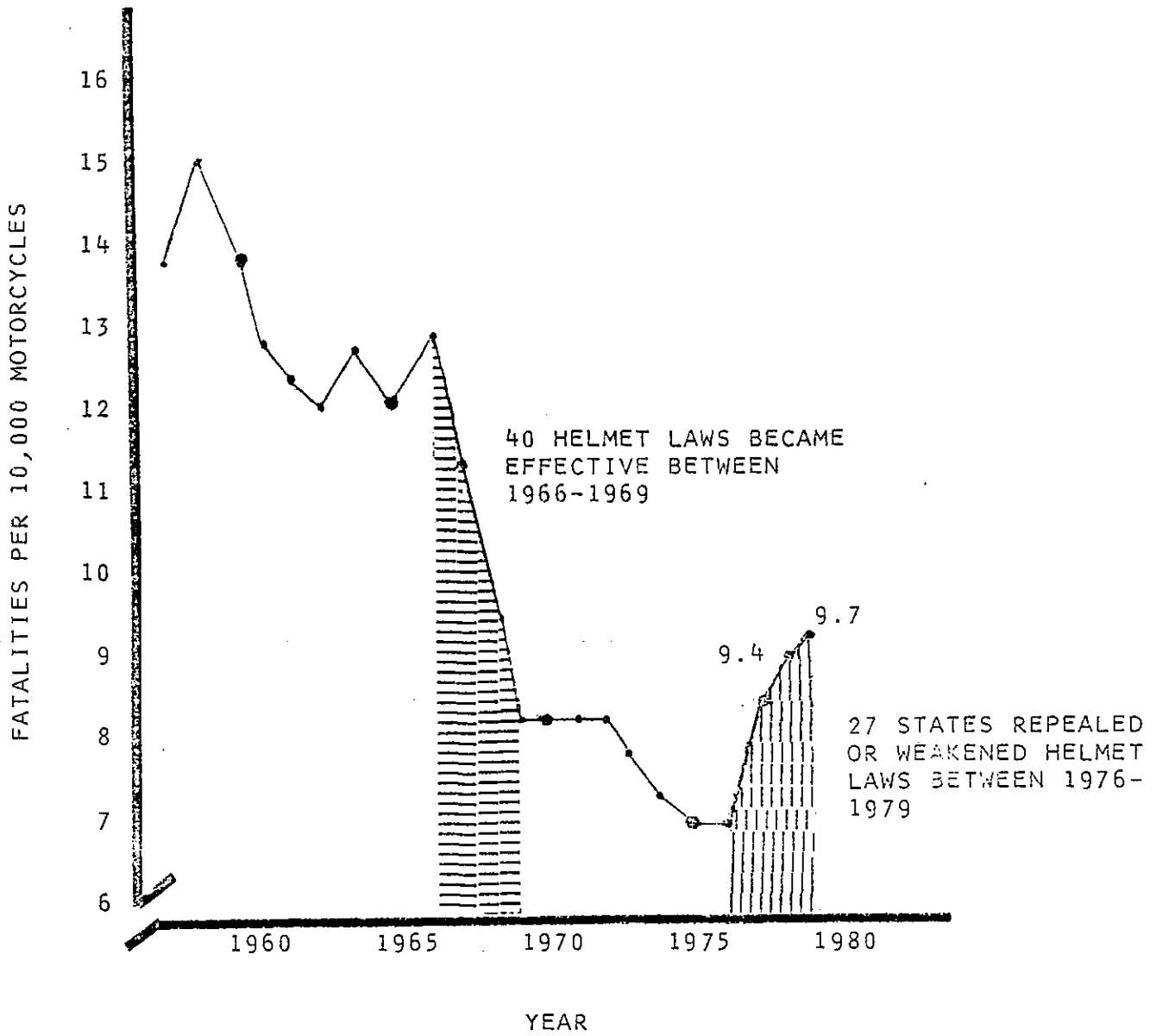
The repeal of helmet laws in the states has been a serious financial burden to taxpayers. Excluding physician fees, the average cost for treatment of motorcycle injuries, according to Maryland Shock Trauma Center study, was \$11,038, Heilman told the public health group.

Denver General Hospital researchers found that only 6.4 percent of

patients paid for their medical care while insurance covered another 41.7 percent. That left the taxpayer with 51.9 percent of the bill. "Excess costs will continue to be absorbed by the public as long as riders go unprotected," he said.

His report was made in association with Larry Graf, Richard Blair, and Jonathan B. Weisbuch.

MOTORCYCLE FATALITIES PER 10,000 MOTORCYCLES
1958-1979



Mayo study: car accidents cause most serious head injuries; falls next

Motor vehicle crashes are the leading cause of head injuries and result in more severe head injuries than any other cause, Mayo researchers report.

In a 40 year review of records (1935-74) in Olmsted County, motor vehicle crashes were linked to 36.8 percent of all serious head injuries and 50 percent of all fatalities resulting from head injuries.

The authors, writing in the current issue of *Neurology*, are Dr. John Annegers and Dr. Leonard Kurland, Medical Statistics and Epidemiology; Dr. Jack Grabow, Electroencephalography, and Dr. Edward Laws, Neurosurgery.

The report notes that the incidence of head injuries related to automobiles and recreation has been increasing while most other categories have remained stable or declined.

Falls were the second leading cause of head injuries with 28.8 percent; followed by recreational activities, 9.4 percent; bicycles, 6.4 percent; occupational accidents, 4.4 percent; assaults, 3.8 percent; motorcycles, 3.6 percent; and gunshots, 2.6 percent.

Nearly 40,000 patient records were reviewed but only 3,567 met the study's criterion of concussion with unconsciousness, amnesia, brain injury or skull fracture. Of the

3,567 injuries, 446 were fatal.

Incidence rates for males exceeded females in every age category.

Falls were the major cause of head injury in the very young (under 5 years) and the very old (over 74 years).

Recreation-related mishaps were nearly four times as common for males as for females, but the leading single cause was horseback riding, for which the peak incidence occurred among girls. Football injuries were the next most common.

Motorcycle head injuries were the most severe except for gunshot wounds.

Head injuries as a group were more common in summer and fall. Automobile injuries were most frequent in fall and considerably lower in winter and spring. Bicycle and motorcycle head injuries were concentrated in the summer months.

Falls were only slightly more common in winter than in other seasons.

If a person had one serious head injury, another was three times more likely to occur than to persons without any past injury, the study showed. This increased risk of recurrence is greater in adults than children.

EXHIBIT F

TO: THE JOINT TRANSPORTATION COMMITTEE
FROM: WILLIAM K. MOORE, LEGISLATIVE CHAIRMAN, NEVADA PTA
SUBJECT: THE REPEAL OF THE HELMET LAW

EXHIBIT G

Mr. Chairman and Members of the Committee

I am speaking tonight as the representative for the Nevada State PTA, an organization of nearly 30,000 members across the state. The PTA has, for years, been interested in laws that protect the welfare of youth. We consider the repeal of the mandatory motorcycle helmet law to be a definite hazard to thousands of teenagers who ride cycles.

Mr. Dave Lawson, with the Nevada Division of Traffic Safety, Department of Motor Vehicles, has a fine presentation laced with facts and figures about many aspects of repeal of the helmet law. Rather than to duplicate that information, I choose to dwell for a moment on the laws that seem to parallel the helmet law. Laws which point out that motorcycle riders are not singled out for the "persecution" called the helmet. There are a number of laws, regulations and policies that provide a precedent for the law requiring helmets for cyclists.

On occasion, I waterski on Lake Mead. At all times while skiing I am required to wear a coast guard approved floatation device. This regulation is intended for my own protection. When I drive my boat, I am required to carry a signaling device. In 15 years of boating, I have never used it, but it too is intended for my personal safety. I am also required, to have, a life jacket for every person on board. This again is a law aimed at personal safety. When I boarded the plane to make this trip, I was required to buckle up with a seat belt. I had a choice, to fly or not. But if I flew, I must buckle up.

Children are required to have a battery of immunizations, prior to entering public school. Speed limits are imposed for personal safety. Traffic lights are there for personal safety, but they infringe upon my person rights to a pleasant drive. For your own protection, You are not allowed to hitchhike. For your own protection you are not allowed to pick up a hitchhiker. Your are not allowed to ride in a camp trailer when it is being towed.

I could continue a long time about laws, regulations and policies which restrict personal freedom of choice. Total and complete freedom of individual choices went out with the remote life of the frontiersman. As our society becomes more humane and assumes the welfare of each to be the responsibility of all, it is reasonable that we provide guidelines for personal safety.

I see the repeal of the helmet law to be in total disregard for the health and welfare of our cycling population. Here is one cyclist who never resents wearing his helmet, speaking for the Nevada PTA, encouraging you to defeat SB297.

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All 1981 models...Inventory Includes production overruns and some helmets with minor cosmetic blemishes.

This is one more example of what is wrong with the dough-headed thinking of the pro-mandatory-helmet people. As mentioned in the last issue, they want helmet laws passed because they're supposed to protect us. But they don't pass mandatory helmet specification standards. So it's possible to buy a \$45 watermelon-sized helmet or a cheapo nine-buck one. Neither one may protect you in an accident — or do what the bureaucrats and lawmakers want us to believe they do. You may as well wear your kid's toy football helmet for all the good they do — better yet, no helmet at all. ■

Helmets Effective? Hell No!

Helmets are not effective in reducing head injury.

1. "Helmets usage does not significantly affect head injury severity" — Utah Highway Safety Division report, 1975
2. 90% of the helmets tested off the shelves were defective — USDOT News, October 1972

Helmets can cause accidents.

1. Restricted hearing. (a) Moderate to severe hearing loss — University of Utah Speech and Hearing Clinic (b) Cannot properly identify the direction of sound — easily demonstrated
2. Heat fatigue. Temperatures can reach 130 degrees within a helmet — Road Rider Magazine, July 1975.

3. Physical fatigue. The helmet weighs an average of 2 1/2 to 3 pounds.
4. Restricted movement.
5. Irritation and general discomfort caused by helmet and chinstrap
6. Trapped bugs
7. Induces a false sense of security in some riders.

Helmets can add to the severity of the injury.

1. "Tests carried out showed that helmets only slid for two thousandths of a second before they grabbed. The sudden stopping of the helmet twists the head and causes the brain to move inside the skull. This tends to rupture arteries that supply blood to the brain." — Dr. Bertil Aldman, professor of traffic safety at Chalmers University of Technology in Gothenburg, Sweden

- Continued from page 45*
2. Broken necks. Serious and fatal neck injury increased 75% in New York State the first year of mandatory helmets.
 3. Concussion with no fracture: Can be caused by a helmet and can result in massive internal head injury — Dr. D.M. Kuland, Rhode Island Hospital
 4. Concussion with a fracture: Can result in the brain swelling into the helmet — followed by removal of the helmet by an unknown "Rescuer."
 5. Pieces of the shattered helmet can become embedded in the head.
 6. The chinstrap was compared to a hangman's noose in a US Naval Study — "The Cervico-cranium and the Aviator's Protective Helmet," Cdr. E.J. Colangelo, MC, USN, Naval Safety Center, Norfolk, Virginia.

EXHIBIT H

FULL FACE GASES

England: The Observer, a well-respected British newspaper recently quoted a team of researchers as suggesting that carbon dioxide may build up in sufficient quantities inside full-coverage helmets to impair motorcyclists judgment and vision and even cause hallucinations.

Dr. Tom Ravensdale, a field researcher in a team working under the direction of the Department of Forensic Medicine at the London Hospital Medical College, was quoted as saying that accidents in which there is unexplained loss of control might be caused by carbon dioxide buildup if the motorcyclist is wearing a full-face helmet. Study will continue to determine carbon dioxide levels that may affect riders — from ABATE of Washington, Box 55, Auburn, Wash. 99002 ■

1. Automobile accidents produce the same proportion of head injuries as motorcycle accidents
2. With or without a helmet on, a motorcyclist is many times more likely to die from multiple injuries than from head injuries. — from ABATE of Idaho — from ABATE of Idaho ■

Playin' With Figures

Louisiana: A recent report stated that motorcycle deaths had increased 46 percent since 1976. However, it did not mention how much motorcycle sales had increased. If motorcycle sales had increased 50 percent since 1976, then the death rate compared with the number of motorcycles would have decreased instead of increased. When you put more of anything on U.S. roads you're going to have a death increase — from Bonnie and Clyde Stewart, Ia ■

ABATE of Northeast Ohio has started compiling tentative figures on July and August of this year. The fatality figures for the first half of this year have been compiled and were printed in our September newsletter. We can't say that the second half figures will be higher or lower than last year, but we will say this much. They will be the facts. They will be printed in an upcoming newsletter just the way we receive them from Columbus. I suggest that all ABATE of Northeast Ohio members find their April newsletter and read Wes' excellent article on the in's and out's of Mr. Mahnic.

In Mr. Mahnic's reply letter he states several reasons for wanting the helmet law reinstated. First I'm going to give you his points and we'll review them, and then I'll give you mine.

POINT #1: Helmets protect you from flying or unstationary objects.

POINT #2: Helmets *do not* cause danger from pressure to the neck.

POINT #3: Helmets are *not* uncomfortable in above 80 degree weather, but in fact help *cool* the respiratory system.

POINT #4: Helmets *do not* impair hearing.

Here he makes the comparison of riding in a car with the windows up, where of course there is no wind.

Now here are my opinions on Mr. Mahnic's four points of view:

POINT #1: It is indeed a fallacy to believe that a piece of fiberglass or plastic with 150 to 200 lbs. of body behind it, not counting the speed involved of course, is going to protect anything when it makes contact. Many helmets are tested, using only a 10 lb. head with no body, by dropping them a distance of 3 to 4 feet onto a concrete slab. If the helmet doesn't crack, then it's deemed safe for consumer use.

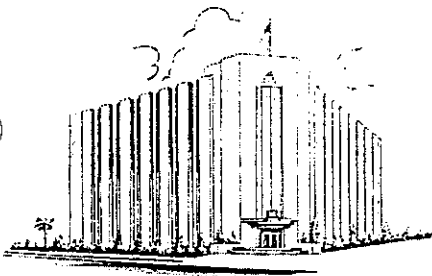
POINT #2: There are too many authenticated examples, using the hangman's noose theory, by CDR E. J. Colangelo, MC, USN, that disprove this claim. Bikers are indeed killed because the force of their helmets on impact broke their neck or severed the spine. Many times, this is the only injury that could be deemed as the cause of death.

POINT #3: Mr. Mahnic states that wearing a helmet in above 80 degree heat is not hot but actually cools the respiratory system!

Now anyone who has ever worn a helmet in such heat, on say a two-hundred mile run, knows better than that! Your head feels like it's in an oven! The only cooling of the respiratory system that I can see would be the wind in your face. Of course the wind hits your face whether you're wearing a helmet or not.

POINT #4: On point number four I think Mr. Mahnic is a little off base. He compares riding a bike with a full helmet to riding a car with the windows rolled up. Now anyone that rides will tell you that riding a scooter with a full helmet on, definitely impairs your hearing and part of your vision. Mr. Mahnic seems to have forgotten the wind factor that's involved here. The car with the windows up does not experience this turbulent wind, however the biker wearing a full helmet feels the full blast as it whistles across his ears and through his glasses.

Even if Mr. Mahnic actually believes that wearing a helmet and putting up with it's *small inconveniences* and discomfort is better than taking the risk of permanent disability or even death. It is Frank Mahnic's job to make this decision for us? Does the State or Federal government have the right to enact and enforce a law, that the people who will be directly affected by it, strongly oppose? Or, is it the pressure applied by the big lobbyist in Washington, like the helmet manufacturers and the big insurance companies.



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March 25, 1981

The Honorable Richard E. Blakemore
Chairman, Senate Transportation Committee
State Capitol
Carson City, Nevada

EXHIBIT I

Re: Senate Bill 297 - Protective Headgear: Motorcycle Riders

Dear Senator Blakemore:

This letter is to place the Farmers Insurance Group on record as opposing the passage of Senate Bill 297 which repeals the requirement in Nevada law that all motorcyclists and their passengers wear protective headgear. Also, this bill repeals the safety standards which now apply to any headgear which may be sold in the State of Nevada.

The Farmers Group is concerned with any injury to the human body, and the seriousness of any injury to the human body, besides who caused the injury.

It is the position of Farmers Insurance Group that by the passage of Senate Bill 297 any injuries to the head, sustained due to an accident involving persons riding motorcycles without protective headgear, will be more serious. Furthermore, by repealing the safety standard requirement, it is believed that an inferior grade of headgear will lull the public into believing it is as well protected as it is now.

Sincerely,

FARMERS INSURANCE GROUP

Richard R. Garrod
Legislative Representative

RRG:emg



LADIES AND GENTLEMEN:

EXHIBIT J

MY NAME IS LEON BUCK ENNIS, I AM 38 YEARS OLD AND WAS BORN IN CALIENTE, NEVADA.

I HAVE BEEN A BANKER IN THE LAS VEGAS AREA FOR 18 YEARS. MY PRESENT TITLE AND POSITION IS ASSISTANT CASHIER AND LOAN OFFICER, AND I AM SUPERVISOR OF THE INSTALLMENT LOAN DEPT.

I HAVE BEEN RIDING a MOTORCYCLE FOR 28 YEARS, 150 TO 200M MILES.

THE PURPOSE OF MY BEING HERE TONIGHT IS TO ASK YOUR SUPPORT OF SB-297, THE VOLUNTARY HELMET USE FOR ADULTS.

SOME OF YOU ARE PROBABLY IN FAVOR OF THE MANDITORY HELMET USE BECAUSE YOU THINK THAT PEOPLE WHO RIDE MOTORCYCLES ARE CRAZY FOR EVEN GETTING ON THE THINGS, AND IF THEY ARE CRAZY, THEN THEY ARE NATURALLY IRRESPONSIBLE AND YOU HAVE THE SOCIAL RESPONSIBILITY TO PROTECT THEM. WELL, I'M NEITHER CRAZY NOR IRRESPONSIBLE.

THEN THERE ARE SOME WHO HAVE STERO TYPED US AS "~~DIRTY~~, LONG HAIRED AND BEARDED", WEARING "BLACK LEATHER JACKETS, LEATHER PANTS AND BOOTS", WHO ARE EITHER "DIRTY BIKERS OR HELLS ANGLES". WELL, I AND 99% OF THE 20,000 REGISTERED MOTORCYCLIST'S TAKE EXCEPTION TO THIS TYPE OF "HOLLYWOOD MOVIE CASTING".

I DON'T HAVE LONG HAIR OR BEARD, BUT I DO WEAR A "BLACK LEATHER JACKET", LEATHER PANTS, BOOTS AND HELMET", AND WOULD PROBABLY BE CLASSIFIED AS A "DIRTY BIKER" BY THOSE I JUST MENTIONED. THE REASON I WEAR THIS ATTIRE IS BECAUSE ON A COLD DAY,

BLACK ABSORBS THE SUNS HEAT. ALSO IF I SHOULD GET HIT OR CRASH, THE LEATHER WILL HELP PROTECT ME! THAT DOESN'T MEAN WE SHOULD PASS A LEATHER LAW, IT MEANS THAT WE HAVE THE COMMON SENSE TO LOOK AFTER OUR OWN SAFETY.

WHAT THIS BOILS DOWN TO IS THAT MOTORCYCLIST'S KNOW THAT THE HELMET PROTECTS THEM IN SOME SITUATIONS AND WHEN THE HELMET LAW IS REPELLED, MOST OF US WILL CONTINUE TO WEAR OUR HELMETS.

BUT DON'T YOU SEE? AT LEAST WE WILL HAVE THAT FREEDOM OF CHOICE - THE SAME FREEDOM OF CHOICE YOU AND I NOW HAVE WHEN WE GET INTO OUR CARS AND DECIDE WHETHER OR NOT TO FASTEN OUR SEAT BELTS!

ACCIDENTS AND DEATHS ON A MOTORCYCLE OR IN A CAR ARE NOT PREVENTED BY WHAT A STATE FORCES CITIZENS TO WEAR, BUT THE TRAINING THEY RECEIVE WHEN THEY START TO DRIVE.

SUPPORT MOTORCYCLE SAFETY SCHOOLS LIKE THE ONE AT CLARK COUNTY COMMUNITY COLLEGE IN NORTH LAS VEGAS, AND PLEASE SUPPORT SB-297, THE VOLUNTARY USE OF HELMETS FOR ADULTS.

LET'S GET BACK OUR AMERICAN FREEDOM OF CHOICE BEFORE WE DON'T HAVE ANY!

I THANK YOU FOR YOUR TIME.



NEVADA TRIAL LAWYERS ASSOCIATION

502 N. Division, Carson City, Nevada 89701 • Phone (702) 883-3577

March 26, 1981

EXHIBIT K

Hon. Richard Blakemore, Chairman
Senate Transportation Committee
Nevada State Legislature
Carson City, Nevada 89710

Dear Chairman Blakemore:

The Nevada Trial Lawyers Association would like to go on record as opposing the adoption of SB-297, which would abolish the requirement that drivers and passengers of motorcycles wear protective headgear.

We have opposed the repeal of the helmet law in the past and do so again.

We see on a first-hand basis the death and debilitating injuries caused to Nevadans in two-wheel vehicle accidents.

We further believe that anything that tends to lessen the degree of injury or the incidence of death - such as a helmet requirement for motorcycles - ought not to be abandoned.

It is fine to talk about the freedom of choice, but to a young man or woman the fun of cycling often out-weighs the considerations of safety.

If you repeal the helmet law, you must face the fact that deaths and serious injuries of Nevadans are going to increase dramatically.

Society itself will be the ultimate victim in the loss of its citizens and the huge increase in medical costs which will result.

We urge the Senate Transportation Committee to kill AB-297.

Sincerely,
NEVADA TRIAL LAWYERS ASSOCIATION


BOB SHRIVER
Executive Director

PRESIDENT

Robert E. Heaney
147 E. Liberty St.
Reno, NV 89501
(702) 786-1020

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