

ROADS AND HIGHWAYS COMMITTEE MEETING - FEBRUARY 16, 1972

The Roads and Highways Committee met in room 519 S at 2:45 P. M. on February 16, 1972. Chairman Dierdorff called the meeting to order and all members were present except Allison, Dempsey, Hughes and Ossmann.

Conferees on House Bill 460 were: Ray Orłowski, Federal Highway Safety Coordinator, State Highway Department; Lewis S. Buchanan, Motorcycle Safety Specialist for the National Highway Traffic Safety Administration, Washington, D. C.; Harley V. Phillips, Harley's Cycle Supply, Hutchinson; Steward E. Nowlin; W. A. Sawhill, Wichita, Motorcycle Industry of Kansas; Jerry Almsburger, Kansans Opposed to Motorcycle Legislation; Bill Smith, Kansans Opposed to Unfair Motorcycle Legislation; Jerry Boyles, Secretary-Treasurer of Boyles, Inc., Topeka.

A roster of others who registered their attendance is attached.

Chairman Dierdorff had 350 telegrams and 55 letters in opposition to the legislation.

SENATE BILL 460 - AN ACT relating to motor vehicles; requiring certain equipment for an operator of or passenger on a motorcycle; requiring certain equipment on motorcycles and motor-driven cycles; amending KSA 1971 Supp. 8-577j and 8-577k, and repealing the existing sections.

The Chairman had requested the Highway Director to have a representative from Washington here to explain the federal regulations and to answer questions.

Mr. Orłowski introduced Mr. Buchanan. Mr. Buchanan's remarks are attached.

All others who spoke were opposed to the legislation. Remarks

Except as otherwise noted, the individual remarks recorded herein have not been transcribed verbatim and this record has not been approved by the committee or by the individuals making such remarks

of Nowlin and Smith are attached. Leslie W. Blevins, Sr. requested his letter be filed with the committee minutes; James Holmes, student at K. U. asked to appear, but since he had a test scheduled, he asked to be recorded as being opposed to Senate Bill 460; petitions signed by 882 people opposing the legislation are filed in the House Journal of February 18, 1972.

After all testimony was given, Mr. Davis asked Mr. Buchanan why he would recommend that if legislation is not enacted our funds be withheld when there are other states that have not passed it because their courts have declared it unconstitutional.

Mr. Buchanan said that during 1970 the State of Kansas took a step backward in highway safety by repealing that portion of its safety helmet law requiring use of helmets by persons over 21 years of age. The fact that we regressed in our safety standards is looked upon with disfavor.

Mr. Phillips told the committee he was unable to understand why the Governor of Kansas had said reinstatement of the helmet law will be an important part of his legislative program for 1971. Mr. Phillips read a letter from Governor Docking sated April 1, 1970, in which he said "It is my belief that persons over 21 years of age are responsible citizens and should be given the option of wearing safety equipment." Copies of both letters are attached.

The Chairman announced that the time for the hearing had come to an end and the meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:


ARDEN DIERDORFF, CHAIRMAN
2-18-72

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5/3/60

ROADS AND HIGHWAYS COMMITTEE

2-16-72

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
W. W. Warrington Harold Kern	Hutchinson Paola Kansas	Hardy (Sweet) Davidson Miami Two Wheelers Club.
Ron Roberts	PAOLA KAN	"
Myer Elrod	Hillsdale, Ks.	Miami two Wheelers Club
Richard E. McCoy Jr.	Hillsdale, Ks.	Miami two Wheelers Club
Paul S. Cichy	PAOLA KAN.	"
Jack Klues	Paola Kan	"
John Beets	" "	"
Mike Burch	" "	"
Nancy Isher	" "	"
Richard Evans	" "	"
Bob Perry	" "	"
Jim Johns	Osa. Kan.	
Dennis Sheridan	Osuatomie, Kansas	Miami two Wheelers Club
Daniel S. Sore	2041 N 75th K.C.K., Kansas	Opposed to Unfair Cycle Legislation
Jerry J. Almsberger	5109 Crest Dr.	K.O. U. M.C.L.
Donald E. Church	1131 N. 99 K.K.K. 505 So. 60th Dr. K.C.K.	Face-setters M.C.C. Club K. O. U. M. C. L.
James R. Stewart	5412 Pawnee K.C.K.	

ROADS AND HIGHWAYS COMMITTEE

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
August R. Magnuson	910 So. Main	South Hutchinson, Ks. MC-DEALER
Harold Wilson	RR-3	Kingman, Kan.
William Bannum	RR-1	Cunningham, Ks. self
Robert Bannum	RR-1	Cunningham, Ks.
Danny Beck	301 West E.	Kingman, Kans.
Leonard W. Winger		Cunningham self
Charles Van Truse	Olathe, Kansas	Ottawa Cycle Sales, Inc.
Charles F. Dennis II	Olathe, Kansas	Ottawa Cycle Sales, Inc.
Jerry Boyles	Boyles Inc. Topeka	Boyles Inc.
William Boyles	" "	" "
J. S. Hoff	1211 Western	H-D Sales Topeka
Wesley E. Baker	2530 So. 34 th St	K. S. Kans self
Donna S. Bates	2530 S 37 th	" " self
Jana Fisher	21 N. Baltimore B.C. K.	self
David L. Donell	9135 West 39 th St	self
Steve Hall	320 E First Arch	self
Night (Sue) Magnuson	910 So Main S. Hutchinson	Mc Dealer.
Jim Schreger	1000 1/2 N 5 th	Leav
Ernst Maupin	2212 S. 4 th	Leav. Kans.
Ray Orlewski	Highway Safety	Topeka
Lewis S. Buchanan	Motorcycle Sply Specialist NHTSA	Washington D.C.

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Joseph H. Scholtz, Jr.	8108 th LAWRENCE	
Bruce Orant	Topeka	KACI
MAX W. WHEEN	Downs, Kt.	JAYHAWK ARMS & CYCLES
Frank R. Hain	LAWRENCE	WHEELSPORT Motorcycle Club
Nancy Nowlin	K.C., K.	
Stewart Nowlin	K.C., K.	
Bryce M. Debusch	Topeka	Topeka Motorcyclists Association
Bill Nichols	Wichita	Individual
Al Smeckell	Wichita	Kansas Motor Council
Kenneth Clark	Shawnee	KMHC + Southwest Cycle
Jim Parr	K.C. K.	Jim Parr Cycle Sales
Harley & Phillips	Hutchinson, Kans	KMHC - AMA - Harley's Cycle Supply
W. Stealy	Hutchinson, Kans	Al's Honda
Bill Porter	Topeka Kansas	
Doc Bell	Hutchinson Kansas	
Sullivan	" "	
Jim Raloff	Wichita, Kans.	Individual
Dean Godsey	" "	" "

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GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Richard A. Libby	579 E. 5 th St.	Individual
Paul Gordon	3802 W 8th	Coffeyville, KS
Stephen Gilson	2453 Bellview	Individual
Nick Hirsch	629 W. 17 th	Individual
Cindy Lombard	413 Pacific	Osawatomie
Dobbie Parker	1701 Parker	Osawatomie
Bill Calvick		Yontana

ROADS AND HIGHWAYS COMMITTEE

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
Delmon T. Eddy	304 9th Pawla	Aristotle Ransom <u>Builder</u>
John E. Brown		
Cedee S. Switzer	K.C.P.O.	SELF
Chris King	KCK	"
David L. Pomeroy	Pawla Kansas	Self

ROADS AND HIGHWAYS COMMITTEE

GUESTS

NAME

ADDRESS

FIRM OR CORPORATION REPRESENTED

Robert Thompson *R.R. 4 Parla Kan*

2-16-72

STATEMENT OF LEWIS S. BUCHANAN
MOTORCYCLE SAFETY SPECIALIST FOR THE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
TO THE HOUSE ROADS AND HIGHWAY COMMITTEE
OF THE KANSAS LEGISLATURE

FEBRUARY 16, 1972

Mr. Chairman and members of the committee:

I very much appreciate the opportunity to discuss motorcycle safety with the committee. The National Highway Traffic Safety Administration believes that motorcycle safety should be an important element of the comprehensive highway safety program conducted by each State in accordance with provisions of the Highway Safety Act of 1966, and that one important cornerstone of a State's motorcycle safety program must be a requirement for motorcycle operators and passengers, of all ages, to wear an approved, securely fastened safety helmet.

Evidence documented in this country, several European countries, New Zealand and Australia shows conclusively that motorcycle safety helmets are effective in reducing the likelihood and severity of head injuries in motorcycle crashes. I will mention some of this documentation later.

It has been suggested that the national motorcycle safety standard is being forced upon motorcyclists by certain bureaucrats who would

not know a motorcycle if they fell over it....or off of it. I assure you that this notion is not the case, and that motorcycle enthusiasts are well represented on the Administration's staff. For example, about 25 of the Administration's staff have joined together in a motorcycle trail-riding club. Moreover, NHTSA Administrator, Douglas W. Toms is a motorcyclist and views motorcycling as a family sport to be enjoyed in company with his teenage son. Likewise, I consider myself a motorcycling enthusiast. I have been riding motorcycles regularly since 1965. Weather permitting, I ride to and from work on a motorcycle and travel an average of 10,000 miles a year on a motorcycle. Additionally, I have well over 1,000 miles of experience in various aspects of motorcycle competition. I mention these items only to show we in NHTSA have a first hand knowledge of the problems that are faced by our fellow motorcyclists. It is the policy of the Administration that our mutual efforts be focused on reducing some of the unnecessary risks in motorcycling without placing unwarranted restrictions upon the motorcycling sport or industry.

It is suggested by some observers that State laws requiring the use of safety helmets by motorcyclists may be unconstitutional. This question has been brought before the highest courts in 21 States. In 20 of these cases the high State courts have upheld the constitutionality

of safety helmet laws. The single descending decision was rendered by the Illinois Supreme Court. Four times the U. S. Supreme Court has declined to review cases questioning the constitutionality of helmet laws. In the most recent case before the court, the appeal was dismissed "for want of a substantial Federal question."

The use of safety helmets is challenged by some people who allege that helmets impair vision or hearing. Let us consider the assertion that helmets are a hazard because they impair hearing. First, there are helmets available which do not cover the wearer's ears, so they cannot possibly impair hearing. Other types of helmets do cover the ears. Wearing a helmet of this type does limit hearing slightly, but far from the point of being a hazard. Several full coverage helmets have vents over the ears to improve hearing and ventilation. Anyone who has ridden a motorcycle knows that they are exposed to engine noise and often it is difficult to hear over the engine whether wearing or not wearing a helmet. A motorcyclist wearing a helmet can probably hear as well, if not better than a driver in a car with the windows closed, the air conditioner operating and the radio turned on.

With regard to impairment of vision, particularly peripheral vision, the assertion that helmets create a hazard is not supported by accident studies or a thoughtful analysis of the circumstances in which motorcycle safety helmets are used. The Z90.1-1966 Standard promulgated by the American National Standards Institute and adopted by a number of States recommends that a helmet provide a range of peripheral vision of approximately 120 degrees. Additionally, a skilled motorcyclist will continually turn his head from side to side to get the fullest view of the surrounding traffic. This technique, coupled with the field of vision recommendation in the Z90.1 Standard, would assure that the motorcyclist's peripheral vision is not significantly impaired by the use of an approved helmet.

Motorcycle safety helmet laws are effective in preventing many needless deaths and serious injuries. A NHTSA staff analysis of fatal motorcycle crash rates in the United States from 1966 to 1970 concluded that during those years the States with helmet laws showed a consistently lower fatal crash rate than did States without helmet laws. The average difference was 1.43 fatal crashes (per 10,000 motorcycles) less for the helmet group. The analysis pointed out that the States with a helmet

law in effect had a 20.8 percent reduction in the fatal crash rate as opposed to a 12.2 percent reduction for those States with no safety helmet laws.

In the latter part of 1970, a staff analysis of the fatal motorcycle crash rates was made from data reported by four States which had weakened or repealed existing helmet laws. These States were Illinois, Michigan, Oklahoma and Kansas. This analysis compared the fatal crash rate per 10,000 motorcycles during three periods: (1) when the laws were operative for the full year; (2) when the laws were in effect partially or part of the year; and (3) when there were no laws in effect. The analysis showed that the average FCR for the "law in full effect" period was lower by 27.5 percent than the FCR for the "no law in effect" period. I will submit these staff analyses as well as other pertinent documentation for further consideration of this committee.

Most motorcyclists are fully aware of the life-saving value of safety helmets. I am often told by those who oppose helmet laws that "they never ride without a helmet, but they don't want to be told by the State that they must wear a helmet". However, my personal

observations reveal that far less than 50 percent of the riders wear a helmet when it is not required by law. This view is supported by a California Highway Patrol study conducted during 1968 which reported that only about 28 percent of the motorcyclists involved in crashes were wearing helmets on a voluntary basis.

Michigan provides another example. During the year between the effective dates of the first Michigan law requiring the use of helmets and the second, a law was on the books requiring that motorcyclists carry a helmet on the motorcycle for each rider. The law was adopted under the theory that if cyclists had to carry a helmet with them, they would probably wear it on their heads. Unfortunately, the law did not have the desired effect and during the year motorcycle fatalities rose by about 42 percent while registrations of motorcycles rose only 12 percent.

Motorcycling is spreading rapidly, both in its sporting and transportation aspects. It was only six years ago that motorcycle registrations in this country passed 1-1/2 million, while this year alone sales of two wheeled vehicles, including minibikes, are expected to reach more than

1-3/4 million. It is entirely possible that motorcycles could ultimately comprise 10 percent of all registered motor vehicles in this country.

This growth means that the precautionary steps we take today to improve motorcycle safety will have an impact of far greater magnitude on motorcycle fatalities in the years to come.

Of course, we should not speak only in terms of fatalities. It has been substantially documented medically that motorcycle crashes often result in permanent impairment including reduction in intelligence, blindness, paralysis, and convulsive seizures caused by brain damage. Two cases of long-term impairments are cited in this publication (Motorcycle Crash Injuries and Safety Helmet News Clips) on pages 8 and 22. The first news item is entitled "Cyclist dies after 2 years in coma." The second headline is "Death ends long ordeal for mother" and refers to the 13 years, 8 months, and 4 days that a son was in a coma resulting from a head injury in a motorcycle accident. To these I will add an additional news clipping from the February 3, 1972, issue of the Washington Evening Star. It refers to a teenage girl who suffered a head injury in a motorcycle accident two weeks before the Virginia motorcycle helmet law took effect.

This young lady has been in a coma for 18 months and has incurred medical bills of more than \$70,000, which, incidentally, are not covered by medical insurance. We don't consider these cases particularly unique. There are undoubtedly many more cases throughout the country that have not received wide publicity.

Those who oppose laws requiring the use of helmets by motorcyclists, here in Kansas and in other parts of our nation, are generally well organized and extremely vocal, but do they reflect the views of most motorcyclists? During 1967 in Wisconsin, 400 motorcyclists and 400 automobile drivers were asked this question, "Do you favor mandatory use of a helmet?" Sixty-two percent of the motorcyclists and 98 percent of the automobile drivers favored compulsory use of safety helmets by motorcyclists. A copy of this survey will also be provided for use by the committee.

Some critics of motorcycle safety helmet laws suggest that State legislatures have adopted helmet laws because of the possible invocation of sanctions authorized under the Highway Safety Act of 1966. However, there is no doubt in my mind that legislators

voting in support of these laws did so because they felt a genuine concern for the tragic and needless loss of young lives caused by head injuries in motorcycle accidents.

During 1970, the State of Kansas took a step backward in highway safety by repealing that portion of its safety helmet law requiring use of helmets by persons over 21 years of age. Commenting on this action in a March 16, 1970, telegram to the Kansas Highway Safety Coordinating Agency, NHTSA Administrator Toms stated:

"The National Highway Safety Bureau views with strong disfavor any attempt to weaken or water down effective proven safety legislation. It is deeply regrettable that Senate Bill 595 which is reported as updating the State's rules of the road should have an amendment which weakens the State's helmet law.

In order to avoid the possibility of imposition of the standard sanctions, we will expect the State to make a clear and conscientious effort to restore the original provision in the next session of the legislature."

By the close of this legislative session more than two years will have passed since the Kansas helmet law was weakened. We are optimistic that the original requirements of the safety helmet law will be restored during this legislative session, since this action would eliminate the possibility that the Kansas Highway Safety Program would not be approved because of the retrogressive step taken in motorcycle safety.

Speaking as a concerned citizen and motorcyclist, not only as a Federal official, I urge your favorable action on this legislation. It will save lives, and it will eliminate some needless heartache surrounding the violent death or permanent disablement of a loved one.

Thank you for giving me an opportunity to discuss this important aspect of highway safety with the committee.

ATTACHMENTS TO STATEMENT

BY LEWIS S. BUCHANAN

1. Staff Memorandum on the Constitutional Question Presented by State Motorcycle Headgear Requirements
2. Staff Memorandum on the Analysis of Fatal Motorcycle Crashes in the United States (1966-1970)
3. Staff Memorandum on the Analysis of Motorcycle Fatal Crashes in Illinois, Michigan, Oklahoma, and Kansas (1966-1970)
4. Article from the Washington Evening Star on a motorcycle accident in which Susan Shepherd was not wearing a helmet.
5. Motorcycle Crash Injuries and Safety Helmet News Clips.
6. Public Reaction to Motorcycle Regulations - A survey of the opinions of 800 cyclists and autoists respecting motorcycle regulations enacted by the 1967 Wisconsin Legislature.

STAFF MEMORANDUM
ON THE
CONSTITUTIONAL QUESTION PRESENTED BY
STATE MOTORCYCLE HEADGEAR REQUIREMENTS

JANUARY 1972

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

QUESTION PRESENTED

Whether a State requirement that any person riding upon or operating a motorcycle on the streets or highways of the State shall wear upon his head a protective head device of a type approved by the State is unconstitutional under the Fourteenth Amendment.

BACKGROUND

Twenty-three U.S.C. § 402(a) (P.L. 89-564, the Highway Safety Act of 1966) requires each State to have a highway safety program approved by the Secretary of Transportation and in accordance with uniform standards promulgated by him.

Highway Safety Program Standard 4.4.3 released by the Secretary on June 26, 1967, and entitled Motorcycle Safety, (23 C.F.R. Part 204) requires each State to have a motorcycle safety program providing as a minimum, inter alia, that when a motorcycle is being operated on streets and highways, each motorcycle operator and passenger shall wear an approved safety helmet. Latest available information indicates that as of January 1, 1972, 44 States, the District of Columbia, and Puerto Rico had enacted motorcycle protective headgear statutes ("headgear legislation" hereafter) of this type providing criminal penalties upon violation. Additionally, an unknown number of cities may have enacted similar municipal ordinances.

As of January 1, 1972, there have been decisions in response to 48 known separate court challenges of State and municipal headgear legislation. In 38 instances legislation has been upheld, and in 10 it has been declared unconstitutional. 1/ Headgear legislation has been upheld 21 times by Supreme or highest courts 2/ in 20 States (Utah, Arkansas, Minnesota, Idaho, Kentucky, Oklahoma, Hawaii, Colorado, Vermont, Missouri (twice), Florida, Texas, Washington, Oregon, North Carolina, Rhode Island, Massachusetts, Louisiana, North Dakota, and Wisconsin), 11 appellate courts (three in New York, two in New Jersey, and one each in Pennsylvania, Texas, Maryland, Ohio, Washington, and Connecticut), and 7 trial courts (two each in Pennsylvania, Kansas, and New York, and one in South Dakota). Headgear legislation has been declared unconstitutional by one State Supreme Court (Illinois), two appellate courts (Arizona and Michigan), and seven trial courts (two each in New York and Ohio, and one each in Florida, Missouri, and Michigan).

1/ This figure is computed on the basis of the last know decision in each case. Such decision, of course, may represent an appellate reversal, or be subject to reversal on appeal.

2/ In addition, the Supreme Court of Ohio has refused to consider an appeal from a decision upholding constitutionality of State legislation.

I

THE UNITED STATES SUPREME COURT VIEWS A STATE SUPREME COURT DECISION UPHOLDING CONSTITUTIONALITY OF HEADGEAR LEGISLATION TO BE CORRECT

During its 1968-69 term, the United States Supreme Court denied two petitions for certiorari in cases upholding headgear legislation ^{1/} and dismissed an appeal in a third case "for want of a substantial federal question", Bisenius v. Karns, 165 N.W. 2d 377 (S. Ct. Wisc. 1969), appeal dismissed, 89 S. Ct. 2033 (1969). The appellant had attacked Wisconsin's headgear legislation (§ 347.485(1)(a) Stats.) as a restriction upon individual liberty and as exceeding the police power of the state, alleging that both violated the due process clause of the Fourteenth Amendment.

The Supreme Court's dismissal of appeal "for want of substantial federal question" means that the Court views the decision below to be correct, and that no substantial question on the merits was raised. ^{2/}

The issues raised in Bisenius are essentially the same as those raised in other suits challenging the constitutionality of headgear legislation.

^{1/} Everhardt v. City of New Orleans, 217 So. 2d 400 (S. Ct. La. 1968) reversing 208 So. 2d 423 (La. App. 1968), cert. denied 89 S. Ct. 1775 (1969); Mass. v. Howie, 238 N.E. 2d 373 (S. Jud. Ct. Mass. 1968), cert. denied 89 S. Ct. 485 (1968).

^{2/} Stern and Gressman, Supreme Court Practice 195 (3rd ed. 1962)

II

THE PRESUMPTION IN FAVOR OF THE CONSTITUTIONALITY OF A STATUTE IS ESPECIALLY APPROPRIATE WHEN A STATE STATUTE IMPLEMENTS THE EXPRESS COMMAND OF THE CONGRESS OF THE UNITED STATES.

There is a "long established presumption in favor of the constitutionality of a statute", Brandeis J., Ashwander v. Tennessee Valley Authority, 297 U.S. 288 at 354, (1936). This presumption has been recognized by the Supreme Court since the earliest days of the United States. Calder v. Bull, 3 Dall. 386, 399, (1798). In the words of Mr. Chief Justice Waite: "Every possible presumption is in favor of the validity of a statute, and this continues until the contrary is shown beyond a rational doubt." Sinking-Fund Cases, 99 U.S. 700, 718, (1879). Accord: Marshall C.J., Dartmouth College v. Woodward, 4 Wheat. 518, 625 (1818); Washington, J., Ogden v. Saunders, 12 Wheat. 213, 270 (1827).

This presumption applies to an Act of a State legislature as well as an Act of Congress, and "all reasonable doubts will be resolved in favor of the lawful exercise of their powers by the representatives of the people." State of North Carolina v. Anderson, 164 S.E. 2d 48 (1968) upholding that State's helmet legislation. The presumption extends to a city ordinance as well. Everhardt v. City of New Orleans 217 So. 2d 400 (S. Ct. La. 1968), reversing 208 2d 423 (La. App. 1968) cert. denied 89 S. Ct. 1775 (1969).

The presumption of constitutionality seems especially appropriate when a State enacts legislation as a complement to an Act of Congress. The Highway Safety Act of 1966 (P. L. 89-564) was enacted "To provide for a coordinated national highway safety program through financial assistance to the States to accelerate highway traffic safety programs" It requires that "Each State shall have a highway safety program . . . designed to reduce traffic accidents and deaths" These programs "shall be in accordance with uniform standards promulgated by the Secretary." 23 U.S.C. § 402(a)

Pursuant to the authority granted him by the Act the Secretary released Highway Safety Program Standard 4.4.3 (23 C.F.R. Part 204, Highway Safety Program Standard No. 3) title "Motorcycle Safety." The purpose of the Standard was

"To assure that motorcycles, motorcycle operators, and their passengers meet standards which contribute to safe operation and protection against injuries."

The background of the Standard shows the imperative need for such a Standard:

"Deaths and injuries from motorcycle accidents doubled between 1963 and 1965. This fact is particularly alarming when it is understood that most of those killed and injured were young people under the age of 25. Motorcycle registrations have jumped from 574,080 in 1960 to 1,914,700 in 1966. By 1970 the annual increase is expected to reach 1 million per year. Motorcycle safety takes on grave dimensions in view of the fact that since 1960 the rate of motorcycle fatalities has increased at about the same rate as the number of motorcycles."

The Standard requires that "Each State shall have a motorcycle safety program to insure . . . that protective safety equipment for driver and passengers will be worn," specifically, "as a minimum," that

"B. Each motorcycle operator wears an approved safety helmet and eye protection when he is operating his vehicle on streets and highways.

"C. Each motorcycle passenger wears an approved safety helmet"

This, then, is the Federal Standard that the State legislation was enacted to implement at the express command of the Congress.

III

THE POLICE POWER OF A STATE INCLUDES THE POWER TO REQUIRE A MOTORCYCLIST TO WEAR PROTECTIVE HEADGEAR.

Headgear legislation stems from the police power of a State. The police power includes the power to enact laws within constitutional limits to promote the public safety and health, but from its nature it is incapable of exact definition. See e.g. Berman v. Parker 348 U.S. 26 (1954). It is one of the least limitable of governmental powers, and a proper exercise thereof may involve limitation of the use and enjoyment of private property without violation of the due process clause of the Constitution. See e.g. Queenside Hills Realty Co. v. Saxl, 328 U.S. 80 (1945).

The public streets, roads, and highways of a State are the property of all the people of a State, and a State has plenary power over the regulation of the use of such for the safety and best interests of the public. The Supreme Court has recognized and given sanction to the State exercise of its police power over use of the public way for more than 40 years:

"Motor vehicles are dangerous machines, and, even when skillfully and carefully operated, their use is attended by serious dangers to persons and property. In the public interest the state may make and enforce regulations reasonably calculated to promote care on the part of all . . . who use its highways."

Hess v. Pawloski, 274 U.S. 352, at 356 (1927).

Protection of a motorcyclist and his passenger while on the public roads then is within the legitimate concern of the State and not an area reserved to the individual. Legislation requiring the use of protective headgear by both cyclist and passenger is reasonably related to the end envisioned of reducing deaths and injuries to cyclists and passengers upon the public roads. Therefore State headgear legislation is a valid exercise of the police power by a State. See Massachusetts v. Howie, 238 N.E. 2d 373 (S. Jud. Ct. Mass., 1968); 89 S. Ct. 485 cert. denied 1968); State v. Edwards, Case No. 582370, Mun. Ct. Hennepin Cty. Minn. (1968).

IV

A STATE STATUTE REQUIRING A MOTORCYCLIST AND PASSENGER TO WEAR PROTECTIVE HEADGEAR DOES NOT VIOLATE THE FOURTEENTH AMENDMENT.

A. EVEN IF THE PRIMARY OBJECT OF HEADGEAR LEGISLATION IS TO PROTECT AN INDIVIDUAL FROM HIMSELF, SUFFICIENT PUBLIC INTEREST EXISTS TO JUSTIFY THIS STATUTE AND THERE IS NO VIOLATION OF THE DUE PROCESS CLAUSE.

If headgear legislation bears no relationship to the general welfare but has the sole effect of requiring an individual to protect himself from himself, it will establish a restriction upon personal liberty such as to constitute a denial of due process.

But such legislation is based upon sufficient public interest to constitute a valid exercise of the State police power.

The unprotected motorist presents a potential traffic hazard to the public at large. Unlike the operator of an enclosed motor vehicle a cyclist without a helmet is unprotected against falling objects such as tree branches. He is also unprotected against flying stones or gravel from the wheels of other moving vehicles. If struck in the head an unprotected cyclist could be so affected as to lose control of the vehicle and be the cause of death or injury to himself and other users of the highway. Everhardt v. City of New Orleans, supra; State ex rel. Colvin v. Lombardi, 241 A. 2d 625 (S. Ct. R. I. 1968).

Further, once a cyclist, passenger, or other person is injured because of the action of an unprotected cyclist, there is a tangible effect upon the public. There is an effect upon insurance rates, public hospital services, income tax revenues because of lost manhours of employment, public services to the disabled, and national defense since many motorcyclists are young men.

Severe injuries may result in an individual becoming a public charge; his death may call into force the State's welfare responsibility for his widow and children. State v. Lombardi, supra; People v. Newhouse, 287 N.Y.S. 2d 713 (1968).

The interdependence of the acts of an individual and the interest of the State has long been recognized. "The whole is no greater than the sum of all the parts, and when the individual health, safety, and welfare are sacrificed or neglected, the State must suffer."

New York Central R. Co. v. White, 243 U.S. 188 at 206-07 (1916).

Accordingly States have legislated in many situations where there is a demonstrable risk to an individual which can be substantially reduced by requiring him to take certain protective measures. State laws prohibiting self-maiming and attempted self-destruction are well known. Additionally many States require safety devices to be worn by window cleaners, eye protection for welders, hard hats for those involved in demolition work, life preservers to be worn while water skiing, and nets protecting aerial performers from the effects of accidental falls. Headgear legislation belongs to this class of legislation.

B. HEADGEAR LEGISLATION DOES NOT VIOLATE THE
EQUAL PROTECTION CLAUSE SINCE THE DISTINCTION
BETWEEN MOTORCYCLES AND OTHER VEHICLES IS BASED
UPON SUBSTANTIAL DIFFERENCES AND THEREFORE
REASONABLE IN LIGHT OF ITS PURPOSE.

Headgear legislation restricts the liberty of only one class of users of the public highway: motorcyclists and their passengers. There is no similar restriction upon the liberty of operators and passengers of other motor vehicles.

But headgear legislation does not violate the equal protection clause because the distinction between motorcycles and other vehicles such as bicycles and automobiles is based upon substantial differences and is reasonable in light of its purpose:

"The power-driver cycle is a unique machine. It is capable of moderate to high speeds by motor vehicle standards, with the hazards inherent in speeds at which the vehicle is driven. A bicycle is limited in its speed by the nature of the power which propels it. An automobile differs from a motorcycle in

providing a shell surrounding the motorists. Both bicycles and automobiles can be dangerous to the riders, but the hazards of speed on the one hand and lack of an enclosure on the other hand do distinguish the motorcycle from both the bicycle and the automobile and make the hazard of operation distinguishable from both the bicycle and the automobile. Just because both the bicyclist and the motorist are subjected to hazards of head and face injuries does not mean that in order to make Sec. 347.485 valid it must apply to bicyclists and motorists. The degrees of hazards differ and therein lies the distinction. A classification is not unreasonable because it does not affect everyone who has any exposure to an evil." Bisenius v. Karns, Case No. 124423 (Cty. Ct. Wisc. 1968).

C. HEADGEAR LEGISLATION DOES NOT VIOLATE THE DUE PROCESS CLAUSE SINCE IT IS CLEAR AND DEFINITE ENOUGH TO GIVE UNEQUIVOCAL WARNING OF THE RULE TO BE OBEYED.

Even though headgear legislation may require the wearing of a helmet of a type approved by a designated State official, such a statute is sufficiently definite, clear, and positive to give unequivocal warning to citizens of the rule which is to be obeyed.

A statute does not have to specify precise helmet performance requirements in order to be clear and definite, since the use and nature of protective helmets in industry, athletics, and the military service is known generally to the public. People v. Schmidt, 54 Misc. 2d 702, 283 NYS 2d 290 (1967). It is sufficient that the regulations, or proposed regulations of the designated State official "indicates that the requirements will be definite and certain with standards based upon tests to be made of the various headgear." Bisenius v. Karns, Case No. 124423 (Cty. Ct. Wisc. 1968).

D. HEADGEAR LEGISLATION DOES NOT VIOLATE THE DUE PROCESS CLAUSE SINCE IT LAWFULLY DELEGATES POLICE POWER TO AN ADMINISTRATIVE OFFICIAL.

The established rule is that the legislature may delegate to a subordinate body the discretionary power to execute and administer a law, provided a reasonably clear standard is formulated to govern the exercise of discretion by the subordinate body. The test is the completeness of the statute so that no part of the legislative function is left to the judgment of a delegate. People v. Carmichael, 288 NYS 2d 931 (1968) rev. 279 NYS 2d 272 (1967). Even though a standard by its nature is a general one it is valid if it is capable of reasonable application under the circumstances. Headgear legislation constitutes a lawful delegation of the police power since it describes the job to be done, who must do it, and the scope of his authority. Bowles v. Willingham, 321 U.S. 502, 575 (1944).

Numerous examples of legislative delegation of powers pertaining to vehicle and traffic standards can be found in State laws. In New York, for example, the Commissioner of Motor Vehicles may make rules and regulations prescribing standards of brake efficiency, brake linings, hydraulic brake fluid, commercial vehicle lighting, emergency equipment, school bus equipment, splash guards, safety belts and shoulder harnesses, and traffic hazard warning devices. ^{3/}

^{3/} Subject to sec. 103(d) of P.L. 89-563 (The National Traffic and Motor Vehicle Safety Act of 1966).

APPENDIX

I

MOTORCYCLE PROTECTIVE HEADGEAR STATUTES

A typical statute requiring use of protective headgear by motorcycle operators and/or passengers might read:

No person shall ride upon or operate a motorcycle on the streets or highways of this State (city) without wearing upon his head a protective head device (crash helmet, safety headgear, protective helmet) of a type approved by the Director of Public Safety (Commissioner, City Council, Department of Health).

The following 44 States, the District of Columbia, and Puerto Rico have enacted statutes of this type:

Alabama	Louisiana	North Dakota
Alaska	Maine	Ohio
Arizona	Maryland	Oklahoma
Arkansas	Massachusetts	Oregon
Colorado	Michigan	Pennsylvania
Connecticut	Minnesota	Rhode Island
Delaware	Missouri	South Carolina
Florida	Nebraska	South Dakota
Georgia	Nevada	Tennessee
Hawaii	New Hampshire	Utah <u>1/</u>

1/ The Utah statute, however, does not require cycle riders to wear protective headgear while traveling on streets zoned below 35 miles per hour.

Idaho	New Jersey	Vermont
Indiana	New Mexico	Washington
Kansas	New York	West Virginia
Kentucky	North Carolina	Wisconsin

The factual situations in the cases are virtually identical: the operator of a motorcycle was apprehended while operating a motorcycle upon the public streets without wearing on his head a protective head device as required by law.

12. People v. Bielmeyer, 282 N.Y.S. 2d 797 (Buffalo City Ct. 1967) upholding subdivision 6, section 381 of Vehicle and Traffic Law.
13. State v. Duncan, No. 44835 (Wayne Cty. 1967), holding Michigan statute unconstitutional.
14. People v. Smallwood, 277 N.Y.S. 2d 429 (Ct. Spec. Sess., Irondequoit, Monroe Cty. 1967), holding unconstitutional subdivision 6, section 381 of Vehicle and Traffic Law.

III. Opinions of States Attorneys - General

1. Opinion of Attorney - General of New Mexico, No. 69-14 Feb. 25, 1969. In response to an Attorney for the New Mexico legislative Counsel, the opinion notes cases contra position taken in No. 66-15 but states "we are unwilling to completely abandon our past position."
2. Opinion of Attorney - General of Oklahoma No. 68-267, December 31, 1968, that 470. S. Supp. 1967, § 40-105(b), is unconstitutional.
3. Opinion of Attorney - General of New Mexico, No. 66-15, Feb. 1, 1966. Proposed city ordinance unconstitutional as to citizens over 18.

IV. Law Review Notes and Articles

1. Constitutional Law - Validity of Safety Helmet Requirements, 71 W.Va. L. Rev. 191 (1969).
2. Constitutional Law - Police Power - Motorcycle Crash Helmet Laws' Relation to Public Welfare, 1969 Wisc. L. Rev. 320 (1969).
3. Motorcycle Helmets and the Constitutionality of Self-Protective Legislation, 30 Ohio S.U.L.J. 355 (1969).
4. Note, 37 U. Mo. K.C. L. Rev. 385 (1969).
5. Constitutionality of Mandatory Motorcycle Helmet Legislation, 73 Dick. L. Rev. 100 (1968).
6. Constitutional Law - Due Process - Statute Requiring Motorcyclist to Wear Crash Helmet is Unconstitutional, (American Motorcycle Ass'n. v. Davids), 82 Harv. L. Rev. 469 (1968).
7. Note, 67 Mich. L. Rev. 360 (1968).
8. Note, 30 U. Pitt. L. Rev. 421 (1968)

APPENDIX

II

COURTS AND CASES

The following is a listing and citation of motorcycle protective head-gear legislation opinions known as of January 1, 1972.

I. United States Supreme Court

1. Krafft v. New York, 90 S. Ct. 198 (1969), certiorari denied.
2. Bisenius v. Karns, 89 S. Ct. 2033 (1969), appeal dismissed "for want of a substantial federal question."
3. Everhardt v. City of New Orleans, 89 S. Ct. 1775 (1969), certiorari denied.
4. Massachusetts v. Howie, 89 S. Ct. 485 (1968), certiorari denied.

II. State

A. Supreme or Highest Courts

1. State v. Acker, 485 P.2d 1038 (S. Ct. Utah, 1971), upholding § 41-6-107.8, U.C.A. 1953.
2. Penney v. City of North Little Rock, 455 S.W. 2d 132 (S. Ct. Ark. 1970), upholding Ark. Stat. Ann. § 75-1703 [Supp. 1969].
3. State v. Edwards, 177 N.W. 2d 40 (S. Ct. Minn. 1970), upholding Minn. Stat. 169-974, subd. (4)a.
4. State v. Cushman, 451 S.W. 2d 17 (S. Ct. Mo. 1970), upholding § 301-010 R.S. Mo.
5. State v. Albertson, 470 P. 2d 300 (S. Ct. Idaho 1970), upholding I.C. § 49-761A and reversing Dist. Ct. which had reversed Cty. Ct.
6. Commonwealth v. Coffman, 453 S.W. 2d 759 (Ky. Ct. of Appeals, 1970), upholding KRS 189.285 and reversing Jefferson Cty. Ct.
7. Elliott v. Oklahoma City, 471 P. 2d 944 (Ct. of Crim. Appeals 1970), upholding Okla. City Ord. 12,071.

8. State v. Lee, 465 P. 2d 573 (S. Ct. Hawaii 1970), upholding KRS § 286-81(1)(A).
9. Love v. Bell, 465 P. 2d 118 (S. Ct. Colo. 1970), upholding CRS 1963, 13-S-159 and reversing Colorado Motorcycle Ass'n. v. Love, Hogan (Denver Cty. Ct. 1969).
10. State v. Solomon, 260 A. 2d 377 (S. Ct. Vt. 1969), upholding 23 V.S.A. § 1256.
11. State v. Darrah, 446 S.W. 2d 745 (S. Ct. Mo. 1969), upholding § 301.010 R.S. Mo. and reversing 1968 decision of Sedalia Mun. Ct.
12. State v. Eitel, 227 So. 2d 489 (S. Ct. Fla, 1969), reversing Small Claims - Magistrate Cts., Palm Beach Cases Nos. 68M-7013/14, 68M-7234 (1968), and upholding F. S. 317.981.
13. State v. Laitinen, 459 P. 2d 789 (S. Ct. Wash. 1969), holding constitutional RCW 46.37.530(3).
14. State v. Fetterly, 456 P. 2d 996 (S. Ct. Oreg. 1969), holding constitutional O.R.S. 483.443(1).
15. People v. Fries, 250 N.E. 2d 149 (S. Ct. Ill., 1969), holding unconstitutional Ill. Rev. Stat. 1967, ch. 971/2 Par. 189c(a).
16. State v. Anderson, 166 S.E. 2d 49 (S. Ct. N.C. 1969), affirming 164 S.E. 2d 48 (1968) reversing decision of Superior Ct., Guilford Cty., and upholding G.S. 20-140.2(b).
17. Bisenius v. Karns, 165 N.W. 2d 377 (S. Ct. Wisc., 1969), upholding § 347.485 (1) and (2), Stats., 1967. Appeal dismissed, 89 S. Ct. 2033 (1969).
18. State v. Odegaard, 165 N.W. 2d 677 (S. Ct., N.D., 1969), upholding N.D.C.C. § 39-21-48.
19. Ex. Parte Smith, 411 S.W. 2d 544 (1969), upholding Art. 6701c-3 V.A.C.S., Texas.
20. Everhardt v. City of New Orleans, 217 So. 2d 400 (S. Ct. La. 1968), reversing 208 So. 2d 423 (La. App. 1968), upholding city ordinance which is similar to state statute, R.S. 32:190. Cert. denied 89 S. Ct. 1775 (1969).

21. Massachusetts v. Howie, 238 N.E. 2d 373 (S. Jud. Ct. Mass., 1968), Memorandum decision upholding Massachusetts statute. Cert. denied 89 S. Ct. 485 (1968).
22. State ex rel Colvin v. Lombardi, 241 A. 2d (S. Ct. R. I., 1968), upholding G. L. 1956, § 31-10.

B. Appellate Courts

1. Commonwealth v. Arnold, (Pa. Super. Ct. 1969), upholding P. L. 58, section 625.1 as amended, and reversing Clearfield Cty. Ct. (1969) decision.
2. People v. Krafft, (Onondaga Cty. Ct. 1969), upholding subdivision 6, section 381 of Vehicle and Traffic Law; cert. denied, 90 S. Ct. 198 (1969).
3. People v. Thoreson, (Maricopa Cty. Ct. 1969), holding Arizona law unconstitutional.
4. State v. Craig, (Ct. of Appeals, Seneca Cty., Ohio, 1969), upholding § 4511.53 Revised Code. S. Ct. of Ohio dismissed motion to certify record (1969).
5. State v. Krammes, 252 A. 2d 223 (1969), upholding N.J.S.A. 39:3-76.7.
6. State v. Myers, (Balto. Cty. Ct. 1969), affirming 1968 decision of Magistrate Ct. upholding Md. headgear and goggle legislation.
7. State v. Burzycki, 37 Law Week 2448, Conn. Cir. Ct. App. Div. (1969) File No. MV 10-63528 AP upholding Conn. Gen. Stat. § 14 289(e), petition for appeal to S. Ct. Conn. denied, 252 A. 2d 812 (1969).
8. State v. Mele, 247 A. 2d 176 (1968), upholding N.J.S.A. 39:3-76.7.
9. American Motorcycle Association and Farnum v. Davids and State Police, 158 N.W. 2d 72 (Mich. Ct. of Appeals, 1968), reversing 1967 decision of Circuit Ct., Ingham Cty., and holding unconstitutional PA 1949, No. 300, § 6581(d) as added by PA 1966, No. 207 (CL 1948 § 257, 658[d]).
10. People v. Carmichael, 288 N.Y.S. 2d 931 (1968), reversing 279 N.Y.S. 2d 272 (1967) and upholding subdivision 6, section 381, of Vehicle and Traffic Law.

11. State v. Zektzer, Sup. Ct. King Cty. No. 47101 (Wash. 1967) upholding Ch. 232, Sec. 4, Subd. 3, Laws of 1967, and reversing City of Seattle v. Zektzer, Seattle Mun. Ct. (1967).
12. People v. Schmidt, 283 N.Y.S. 2d 290 (Cty. Ct., Erie Cty. 1967), upholding subdivision 6, section 381 of Vehicle and Traffic Law. Appeal dismissed 295 N.Y.S. 2d 936 (1968).

C. Trial Courts

1. State v. Schlegel, (Mun. Ct. City of Toledo, Ohio 1970), holding unconstitutional § 4511.53 Revised Code.
2. State v. Betts, (Mun. Ct. City of Franklin, Ohio, 1969), holding unconstitutional § 4511.53 Revised Code.
3. Sheneman v. Commonwealth, (Dauphin Cty. Ct. Pa. 1969), upholding P.L. 58, section 625.1 as amended.
4. Commonwealth v. Molter, (Delaware Cty. Ct. Pa. 1969), No. S.A. #7, upholding P.L. 58, section 625.1 as amended.
5. City of Wichita v. White, Cases Nos. MC 150-151, (D. Ct. Sedgwick Cty. 1969), upholding city ordinance; on appeal Kansas Supreme Ct. (Case No. 45676).
6. S.D. Motorcycle Dealers Ass'n and Haight v. Parker, (S.D. Cir. Ct. 1968), upholding section 4 of chapter 215 of the 1967 Session Laws.
7. State v. Babbs, (Martin Cty. Ct., Fla. 1968), holding unconstitutional F.S. 317.981.
8. People v. Newhouse, 287 N.Y.S. 2d 713 (City Ct. of Ithaca, N.Y. 1968), upholding subdivision 6, section 381 of Vehicle and Traffic Law.
9. People v. Daugherty, (West Plains Mun. Ct. 1968) holding Missouri Law unconstitutional.
10. People v. Wattle, (Buffalo City Ct. 1967), holding unconstitutional subdivision 6, section 381 of Vehicle and Traffic Law.
11. City of Hutchinson v. Silvey, Case No. CR 8081 (D. Ct. Reno Cty., Kansas 1967), upholding city ordinance.

PUBLIC REACTION TO MOTORCYCLE REGULATIONS

A survey of the opinions
of 800 cyclists and autoists
respecting motorcycle regulations
enacted by the 1967 Wisconsin Legislature

Conducted by:

Bureau of Highway Safety Promotion
Division of Motor Vehicles
Department of Transportation
State of Wisconsin

PUBLIC REACTION TO MOTORCYCLE REGULATIONS

The Bureau of Highway Safety Promotion, Division of Motor Vehicles contacted 800 persons in 12 southern and eastern counties to sample their opinions of recently passed laws pertaining to motorcycles. These persons were asked if, in their opinion, the laws passed were actually showing results in saving lives and property.

An equal number of cyclists and autoists were questioned. The cyclists were contacted at the driver license examining stations and the autoists at state patrol motor vehicle inspection sites-- both voluntary and random.

No attempt was made to steer or guide the answers. Every effort was made to isolate the motorist from enforcement and driver license examining personnel in order to obtain frank answers. Names of respondents were not requested, in the interest of getting truthful and unpressurized replies.

Persons of varying ages were contacted in both groups. First, the cyclists were contacted, and then a matching number of automobile operators were questioned in each county.

The two groups were asked the same questions, except for two which pertained to the operators' different points of view.

Pertinent comments of both groups, both pro and con, were noted and recorded.

Questions and answers were as follows:

	YES		NO	
	Autoists	Motor-cyclists	Autoists	Motor-cyclists
Do you think the motorcycle headlight law is good?	95%	82%	5%	18%
Has headlight use helped in city traffic?	92%	65%	8%	35%
Has headlight use helped in rural traffic?	94%	83%	6%	17%
Do you favor vehicle inspection for motorcycles?	98%	95%	2%	5%
Do you favor the special drivers license for motorcycle operation?	98%	84%	2%	16%
Do you favor mandatory use of a helmet?	98%	62%	2%	38%
Do you favor the prohibition of side-saddle riding?	98%	96%	2%	4%
Do you favor the prohibition of high-rise handle bars?	99%	94%	1%	6%
Do you favor the use of eye protection?	99%	95%	1%	5%
Do you think other drivers and pedestrians recognize you at a greater distance with headlights on?	---	82%	---	18%
Do you recognize a motorcycle faster (easier) with its headlight on?	94%	---	6%	---
Have you seen many motorcycles operating with headlights on?	95%	---	5%	---

Motorcyclists were also asked how long they had operated a motorcycle. Their answers varied from two months to 35 years.

Counties covered by survey:

Brown	Manitowoc	Rock
Dane	Milwaukee	Sheboygan
Fond du Lac	Outagamie	Washington
Kenosha	Racine	Winnebago

Comments: (The following comments were recorded. They have been categorized, and are listed in the order of frequency heard. Since persons reacting negatively tend to be more outspoken in their comments, these reactions should not over-balance the favorable reactions of the majority as previously indicated. Comments are for added information only.)

Comments from motorcyclists:

On headlight use:

1. Hard on battery and lamps.
2. No good in bright sun, or hasn't really helped.
3. Good in country, not in city.
4. Ridiculous.

On driver license validation:

1. Nuisance.
2. License should be separated, to give more availability for points.
3. Source of revenue.

On helmet use:

1. Good, but shouldn't be mandatory.
2. Vision or hearing loss.
3. Nuisance.
4. Good for big cycles only.
5. Unconstitutional.
6. If I want to kill myself it's my business.
7. Hard on hair-do.

On eye protection:

1. Shouldn't be mandatory.
2. Good for rural driving.
3. No good at night, or winter (no bugs).

On high-rise handle bars:

1. Up to the individual.
2. For tall man--more comfort.

Many cycle riders stated they felt all the laws passed were good. Two cyclists told of how the use of helmets saved their lives. Some felt even more regulations were needed in the area of shoes or protective clothing, or prohibition of the long front fork on hill climbing apparatus.

Comments from automobile operators:

On headlight use:

1. Headlights will save a lot of lives.

2. One light is misleading.
3. Helps a little.
4. Doesn't do any good--they better watch for me, I won't watch for them.

On helmet use:

1. Helmet should help (along with statements about friends who had sad experiences).
2. Isn't there a loss of hearing?
3. Should be up to the individual.
4. A nurse who works in an emergency room at a Milwaukee hospital stated that this was the first summer she could remember when they haven't had a serious head damage motorcycle accident.

On eye protection:

1. Should indicate what type of glass or plastic is allowable.
2. Sun glasses should be prohibited.
3. Dangerous if plastic or glass is scratched.

Some people just didn't like cycles or anything to do with them.

NOTE:

New motorcycle registrations May through August, 1968, showed a marked decrease, but total registrations for the 1967-68 fiscal year totaled 73,846 compared with 62,838 in the previous year.

<u>NEW REGISTRATIONS:</u>	<u>1967</u>	<u>1968</u>
May	10,674	7,085
June	6,357	4,457
July	4,400	2,660
August	3,677	2,697

Fatalities on motorcycles were down 50% in July, compared with the same month in 1967. In August there was no change, but in September motorcycle deaths again were down, from 8 to 2.

<u>MOTORCYCLE FATALITIES</u>	<u>1967</u>	<u>1968</u>
July	14	8
August	7	7
September	8	2
October	2	2

Five of the seven motorcyclists killed in August, 1968, were not wearing adequate protective headgear. Four were without helmets and one was wearing a football helmet.

The National Safety Council has announced that for the first time motorcycle fatalities in the United States have dropped (from 2,050 in 1966 to 1,950 in 1967). The council stated that 31 states now have mandatory use of helmet laws.

STAFF MEMORANDUM
ON THE
ANALYSIS OF FATAL MOTORCYCLE CRASHES IN THE UNITED STATES
1966-1970

DECEMBER 1970

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY SAFETY BUREAU

ANALYSIS OF FATAL MOTORCYCLE CRASHES IN THE UNITED STATES
1966-1970

Introduction

This paper summarizes the results of an analysis of fatal motorcycle crashes for the nation for the years 1966 through 1970. During this period of time the States have enacted legislation requiring motorcycle riders to wear helmets and to be licensed. To date all the States (including the District of Columbia) except seven (California, Iowa, Mississippi, Montana, Nevada, West Virginia, and Wyoming) have passed such legislation. However, four States have either changed or revoked their original laws. Illinois has revoked its law; Kansas and Oklahoma have changed their law to exempt riders aged 21 and older from wearing helmets; Michigan revoked its law but then reinstated it.

Objective

The purposes of this analysis are: a) to compare the fatal crash experience in States having helmet laws with the experience in States not having helmet laws, b) to estimate the total deaths and fatal crash rates for 1970.

An analysis similar to this was made in January 1969 (Reference 1) for data through 1968.

Data Sources

The principal sources of data used in this analysis were the annual and monthly (where available) Traffic Accident Summaries issued by the States. Additionally, phone contacts were made with the various States to obtain the most recent motorcycle accident data available.

The data are quite comprehensive in that 46 States are represented for 1966, 48 for 1967, 50 for 1968 and 51 for 1969. The 1970 data represent 49 States with an average of over eight months reported (e.g. thru part of September 1970).

The principal lack of data for 1970 is California, which will not have any figures available before January 1971. California, in 1969, accounted for approximately one-fifth of the national total of registered motorcycles and a similar proportion of the fatal crashes.

The number of registered motorcycles for years 1966-1969 and the estimated number for 1970 were obtained from the Bureau of Public Roads.

Procedures

Most of the State summaries gave statewide figures in terms of fatal motorcycle accidents (crashes). However, a few States gave only rural figures and some data was reported in terms of motorcycle fatalities. Therefore, it was necessary to convert these data to statewide estimates, all in terms of fatal crashes. The bases for these conversions were:

- a) there are 1.07 fatalities per fatal crash, and
- b) about 62 percent of total State fatalities are rural.

These conversion factors were obtained from Reference 2.

The States were divided into two groups:

- a) States with helmet laws in effect, and
- b) States with no helmet law in effect.

A comparison of the fatal crash rate (FCR), e.g., the number of fatal crashes per 10,000 registered motorcycles, was then made between the two groups for each year from 1966 to 1970. If the helmet law for a particular State went into effect before August 1, that State was placed in the group as having a helmet law in effect for that particular year. An overall (national) FCR was also computed and a comparison was made in the percent change from 1966 in fatal crash rates for each group.

Results

Table I summarizes the results. Only an overall FCR is given for 1966 since only one State (Georgia) had a helmet law in that year and hence insufficient data were available for a valid comparison. However, for the years 1967-1970, the States with helmet laws showed a consistently lower crash rate than did States without a helmet law. The average difference is 1.43 fatal crashes (per 10,000 motorcycles) less for the helmet law group.

An additional point revealed by Table 1 is that the national FCR, after reaching a minimum of 8.14 in 1969, is projected to increase to 9.03 in 1970.

Based on the estimated FCR of 9.03 for 1970, the Bureau of Public Roads estimate of the total number of registered motorcycles for 1970 (2,514,450), and the factor of 1.07 deaths per fatal crash, it is estimated that 2,429 motorcycle riders will be killed this year.



Glenn G. Parsons
11/25/70

Attachment:
Table 1

REFERENCES

- (1) "Motorcycle Crash Rates, 1966-1968," Memo prepared by Mathematical Analysis Division, Research Institute, NHSB, January 8, 1969.

- (2) "Motorcycle Safety," Final Report, Contract No. FH-11-6543, Airborne Instruments Laboratory, Deer Park, L.I., May 1968.

TABLE 1

FATAL MOTORCYCLE CRASH RATE
(Fatal Crashes per 10,000 Registered Motorcycles)

Year	States with Helmet Law in Effect(*)		States with no Helmet Law in Effect(*)		All States Combined (Includes D.C.)	
	No. States	FCR	No. States	FCR	No. States	FCR
1966	(**)		(**)		46	11.21
1967	16	8.93	34	10.04	49	9.75
1968	30	7.38	20	9.73	50	8.43
1969	39	7.65	12	8.96	51	8.14
1970	38	8.88***	11	9.84***	49	9.03***
Percent Change(****) 1966 to 1970	-20.8***		-12.2***		-19.4***	

Notes: (*) If law went into effect before August 1st, the state was placed in the "Law-in-Effect" group; if law went into effect on August 1st or later, the State was placed in the "No-Law-in-Effect" group.

(**) Since only Georgia had a law in 1966, insufficient data were available for comparison and only an overall figure is given.

(***) Estimated.

(****) Comparison made with overall 1966 FCR (e.g., 11.21).

FCR: Fatal Crash Rate

STAFF MEMORANDUM
ON THE
ANALYSIS OF MOTORCYCLE FATAL CRASHES IN ILLINOIS,
MICHIGAN, OKLAHOMA, AND KANSAS 1966 - 1970

DECEMBER 1970

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY SAFETY BUREAU

ANALYSIS OF MOTORCYCLE FATAL CRASHES IN ILLINOIS,
MICHIGAN, OKLAHOMA, AND KANSAS 1966-1970

Introduction

This paper presents the results of an analysis of motorcycle fatal crashes for the States of Illinois, Michigan, Oklahoma, and Kansas for the period 1966-1970. During this period these States enacted legislation requiring motorcycle riders to wear helmets and to be licensed. However, later during this period, the States either changed or revoked these laws. Specifically, the State of Illinois originally enacted the helmet law in January 1968, but then repealed it in June 1969. Michigan invoked the law in March 1967, diluted it in June 1968 by requiring that the helmet be "carried with" the rider, then reinstated the original law in September 1969. Oklahoma originally invoked the law in April 1967, and then changed it in April 1969 by requiring that the helmet be worn only by riders under 21 years of age. Kansas enacted the law in July 1967 but, similar to Oklahoma, altered the law, effective July 1970, by requiring that helmets be worn only by the under-21-years-of-age group.

Objective

The purpose of this analysis is to compare the motorcycle fatal crash experience of the four States by the type of helmet law in effect. The basis for comparison is the fatal crash rate (FCR) per yearly time period. The FCR (e.g., the number of fatal motorcycle crashes per 10,000 registered motorcycles) is chosen rather than the number of fatal crashes alone since the number of cycles introduces a measure of the relative exposure of the motorcycle rider to accidents for the different time periods.

The 1970 FCR's are estimates since the year is not yet complete. However, these estimates should be reasonably accurate since the data available (an average of nine months) is estimated to comprise approximately 85 percent of the total fatal crashes for these States for the year.

Data Sources

The principal sources of data used in this study were the State Traffic Accident Summaries (both annual and monthly, where available) and the Federal Highway Administration estimates of motor vehicle registrations.

Phone contacts were made (by the Information Systems Division, OAIDA) with the NHSB regional offices in order to obtain the most recent accident data available.

Procedures

The numbers of annual fatal crashes for Michigan and Oklahoma were estimated from the accident summary figures of fatalities. The estimate assumed that there are an average of 1.07 fatalities per fatal motorcycle crash. This factor (1.07) was derived in previous studies (References 1 and 2). The figures obtained from the Illinois and Kansas Accident Summaries were already in terms of fatal crashes.

The 1970 estimates for the four States were made using preliminary monthly data from the State summaries together with the monthly distribution of 717 fatal crashes in the U.S. during 1969. This method of estimation is the same used in Reference 1.

Results

Table 1 summarizes the data. A look at the FCR for the four States reveals no really consistent trend of an increase or decrease from one year to the next. One difficulty here is that the law was in effect for only certain parts of the yearly period. Also there were different "degrees" of the law in effect.

Therefore, in order to assess the FCR as a function of the status of the helmet law, the yearly FCR's for the four States were combined into three categories: (1) Law in Full Effect for Full Year, (2) Law in Effect for Part Year or Law in Partial Effect, (3) No Law in Effect. Next an average (weighted by the respective number of motorcycles) of the FCR's was computed for each of these categories. The results were as follows:

	(1)	(2)	(3)
	Law in Full Effect for Full Year	Law in Effect for Part Year or Law in Partial Effect	No Law in Effect for Full Year
FCR	7.9	9.3	10.9

These figures show that the average FCR for the "Law in Full Effect" period is lower by 27.5 percent than the FCR for the "No Law in Effect" period. Additionally, the FCR for the "Law

in Effect for Part Year or Law in Partial Effect" period is 14.7 percent lower than the FCR for the "No Law in Effect" period.


Glenn G. Parsons
11/25/70

Attachment:
Table 1

4

REFERENCES

- (1) "Motorcycle Crash Rates, 1966-1968," Memo prepared by Mathematical Analysis Division, Research Institute, NHSB, January 8, 1969.

- (2) "Motorcycle Safety" Final Report, Contract No. FH-11-6543, Airborne Instruments Laboratory, Deer Park, L.I., May 1968.

TABLE 1. COMPARISON OF FATAL CRASH RATES BY TYPE OF HELMET LAW IN EFFECT - ILLINOIS, MICHIGAN, OKLAHOMA, KANSAS; 1966-1970

PERIOD	HELMET LAW STATUS	NO. FATAL CRASHES	NO. REGISTERED MOTORCYCLES	FATAL CRASH RATE (1) (FCR)	PERCENT CHANGE IN FCR FROM PREVIOUS YEAR	
ILLINOIS	1966	No law	99	81,037	12.2	---
	1967	No law	101	93,867	10.8	-11.5
	1968	Law in full effect	75	91,097	8.2	-24.1
	1969	Law in full effect to July	107	102,527	10.4	+26.8
	1970	No law	120 (2)	107,200 (2)	11.2 (2)	+ 7.7
	OVERALL, 1966-1970					- 8.2
	MICHIGAN	1966	No law	95	81,961	11.6
1967		Law in full effect from Mar	90	90,315	10.0	-13.8
1968		Law in full effect to July (3)	114	106,490	10.7	+ 7.0
1969		Law in full effect from Sept (3)	129	131,829	9.8	- 8.4
1970		Law in full effect	126 (2)	148,500 (2)	8.5 (2)	-13.3
OVERALL, 1966-1970					-26.7	

TABLE 1.
PAGE 2

PERIOD	HELMET LAW STATUS	NO. FATAL CRASHES	NO. REGISTERED MOTORCYCLES	FATAL CRASH RATE (1) (FCR)	PERCENT CHANGE IN FCR FROM PREVIOUS YEAR
1966	No law	20	28,017	7.1	---
1967	Law in full effect from May	25	31,387	8.0	+12.7
1968	Law in full effect	21	34,717	6.0	-25.0
1969	Law in full effect to Apr (4)	32	42,108	7.6	+26.7
1970	Law in partial effect (4)	50 (2)	48,800 (2)	10.2 (2)	+34.2
OVERALL, 1966-1970					+43.7
1966	No law	23	28,015	8.2	---
1967	Law in full effect from July	14	31,536	4.4	-46.3
1968	Law in full effect	31	34,336	9.0	+104.5
1969	Law in full effect	21	39,835	5.3	-41.1
1970	Law in full effect to June (5)	23 (2)	44,160 (2)	5.2 (2)	- 1.9
OVERALL, 1966-1970					-36.6

OKLAHOMA

KANSAS

NOTES

- (1) F.C.R. - No. fatal crashes per 10,000 registered motorcycles.
- (2) Estimates based on monthly data for: Illinois (nine months - 102 fatal crashes); Michigan (eight months - 98 fatal crashes); Oklahoma (nine months - 46 fatal crashes); Kansas (ten months - 21 fatal crashes).

Estimated motorcycles from FHA estimates.
- (3) Law changed (7/68) to require that helmet only be "carried with" the rider. Full law reinstated (9/69) to require that helmet be worn.
- (4) Law changed (4/69) to require that helmets be worn only by riders under 21.
- (5) Law changed (6/70) to require that helmets be worn only by riders under 21.

18 Months Later . . .

By MICHAEL SATCHELL
Star Staff Writer

In a flower-filled room a pretty teen-age girl with lustrous black hair and the hint of a frown on her pale lips appears to be sleeping peacefully.

Her parents greet their daughter cheerfully, the mother squeezing her fingers, the father kneeling beside the bed and kissing her on both cheeks.

"Hello, Tiny," they say. "How are you tonight? Wake up, darling. It's been a beautiful day and we have lots to tell you."

There is no response. Gradually the smiles and the veneer of gaiety dissolve.

The anguish began nearly 18 months ago when Susan Claudette Shepherd stopped living but did not die.

Her brain was damaged in a motorcycle accident on June 16, 1970. Susan has clung since then in Fairfax Hospital to the faintest thread of life. Her condition is critical, her prognosis hopeless.

Only occasionally is there a blink of her sightless eyes, a slight movement of her limbs, a tiny sound of her once-litling voice, a miniscule response to her doctors, her family or her friends.

Susan continues to live, her wasting body fighting off infections, including a recent bout of double pneumonia.

The spark of life that exists could sustain her for days, months or even years.

Her mother, Patricia Shepherd, says, "The doctors have told us her condition is hopeless, there is nothing further they can do, and her only hope is for a miracle. And that's what we hope for. But deep down, I don't feel that she will make it."

"If she is going to lie like this for the rest of her life, I feel like maybe it would have been better if she had been killed."

These are the words of a mother whose capacity for grief has reached its limit.

George Shepherd, Susan's father, retains a sliver of optimism that Susan may someday recover.

"The doctors told us it was up to the Lord," he said. "I can't give up yet. She's fighting. Why should we give up. If she lives she could be a vegetable. But every day she doesn't die must mean that she wants to stay alive."

Susan was very much alive on the evening of June 16, 1970. Like a typical 16-year-old, she was riding on the passenger seat of her boy friend's motorcycle as they approached her home at 6905 Little River Turnpike, Annandale.

Fairfax County police said a car driven by a 15-year-old girl pulled out from a stop street into the path of the motorcycle.

The cycle hit the car. Susan and her boy friend, neither wearing crash helmets, were thrown over the roof of the car. The accident caused little damage to the vehicles and a police officer reported that Susan and her boy friend suffered only cuts and abrasions.

Susan was alert after the accident but she was taken to the hospital and her condition quickly worsened. At first, it appeared she had a mild concussion but the injury soon was diagnosed as brain damage sustained when she landed on her head.

Two weeks after the accident, it became compulsory in Virginia for motorcyclists to wear crash helmets.

Susan had surgery two days after the accident, and she spent three months in the intensive care unit.

"She was at death's door constantly," her mother said. "One of her doctors said he had never known anyone to live under these conditions. But she has."

Susan is dependent entirely on machines and the skill of her doctors and nurses to stay alive. She has lost all her senses, except possibly the ability to hear. She is fed through a tube.

Medical costs have mounted to over \$70,000, Shepherd estimated, a sum the family cannot possibly pay on his take-home wage of \$118 from the small dry-cleaning business he helps operate.



SUSAN SHEPHERD
Before the Accident.

He and hospital officials are exploring possibilities for securing financial aid, and county welfare will pay a portion of the debt. But it is the future bills that concern the family, for Susan could continue in her present condition for a long time. The family had no hospitalization when she was injured.

The Shepherds have filed a lawsuit against the girl driving the car involved in the accident, asking \$500,000 damages. Shepherd said the girl had \$50,000 liability insurance but he said they would receive only \$40,000 of that money, with their attorney receiving \$10,000.

But there is a greater impact than debt on the Shepherds—who also have a 21-year-old daughter and a 23-year-old son. That is the effect of Susan's accident on their life and their outlook.

"We live day to day . . . and whatever we try to do, Tiny is always in our thoughts," Mrs. Shepherd said.

"You can't go out and have a good time. We used to bowl, or take trips.

"We used to smile a lot and laugh . . ."

"Sometimes, for a minute, you can smile and forget, but then it always comes back, and you think about her laying there and you wonder if she will ever get better. And then you know there's no future. Now I feel life means nothing."

"I feel very bitter toward God. I have lost faith. I think, why should God do this to Tiny? I know I shouldn't feel this way, but I can't help it."

"Once we used to take out our frustrations on each other, but we have learned to adjust better," her husband said. "You'll see me laughing once in a while, but I'm crying on the inside . . . I have to drive twice a day past the spot where the accident happened and I get a terrible lump in my throat. . . ."

The Shepherds have made almost daily visits to their daughter. On Christmas Day, they took her home for 90 minutes. The Annandale fire department provided the ambulance and help, a nurse donated her time, medical equipment was borrowed.

"We had longed to get her

Accident Victim . . .

Continued

home, feeling that maybe it might trigger something . . . anything," her father murmured. "At one point the dog barked and Tiny opened her eyes. When she had to leave, that was the hardest part.

"If she had opened her eyes and said: 'Daddy, don't take me back,' she never would have left this house."

Each time they visit their daughter in her 6th floor room at the hospital, the Shepherds try desperately to contact her. But inevitably, they are disappointed.

"We are sure she can hear us," Mrs. Shepherd said. "We talk to her, tell her about the weather, about the family. We try to laugh and joke, we turn on the television.

"But there's nothing, except her blinking. We also think she feels pain because if we clap her hands together it seems as if she doesn't like it."

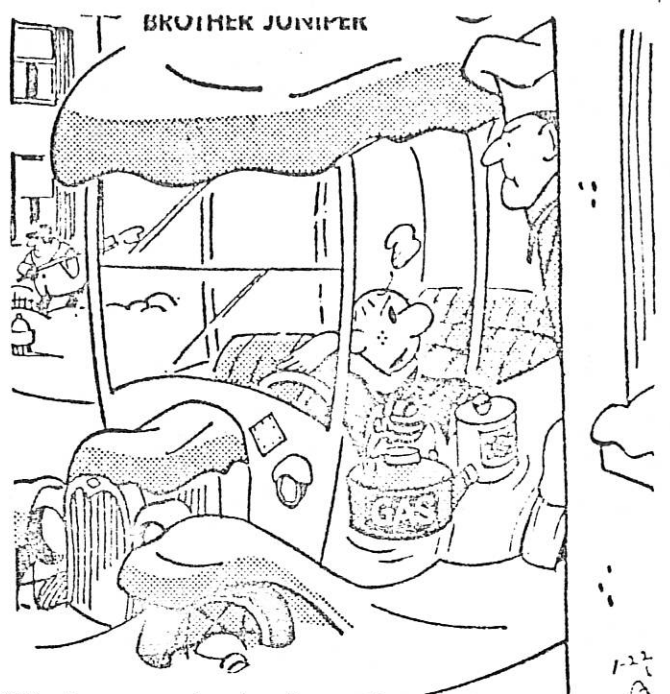
Shepherd said he believes she can signal "yes" by blink-

ing three times and he spends hours talking to her, asking her to answer his questions by blinking her eyes. Susan blinks, sometimes once, sometimes three or four times, sometimes not at all.

The length of Susan's stay in the hospital is beginning to pose a problem. Hospital officials say it is not a long-term, chronic patient institution and if Susan's condition stabilizes, they would prefer to move her to a nursing home or similar institution.

"We can't allow chronic long-term patients to remain in acute-care bed facilities," P. David Youngdahl, hospital administrator said.

"In the past her condition has been up and down with various infections. As long as her physician feels she needs to be here, then she will remain. But when her condition stabilizes, we will have to try and make other arrangements."



"Heat some water for the radiator, please — and better boil a little gas."

2. Put together a personal shopping list of options before you get to the showroom. Do not permit yourself to be dazzled by the overwhelming array of improvements available. "Edmund's New Car Prices," which lists all the options offered on the new cars in the market and roughly what amount you can expect to pay for each, is one good place to do this homework.

3. When choosing engines, at least specify one that will run on regular fuel. All but a very few models — small or large — offer regular fuel engines. The performance advantage made possible by engines requiring premium fuel is so slight that it's important only in racing. Premium gas, though, costs about 10 percent more than regular.

4. Choose options which contribute to durability; avoid those which add to complexity.

5. Be willing to wait until exactly the car you want can be shipped to your dealer — even though the wait may be as long as one to two months. Don't waste money by taking some over-equipped car he may have in stock. Caution: this may be difficult to do in late summer or early fall, when all the emphasis is on the next model year. But by sticking to your own shopping list and buying only the set of options you need and you choose to buy for your car, you'll slash the automobile's cost to you.

THE EVENING STAR
Washington, D. C.
Thursday, Feb. 3, 1972

YOUR MONEY'S WORTH

Choosing Auto Options

By SYLVIA PORTER
Special to The Star

In a few weeks, we will move into the big automobile buying season — a period during which millions will buy new cars, millions will spend extra money on options and millions of you will waste huge sums because you do not fully understand what you want or what the options are really costing you.

Yesterday's column submitted a table dramatizing this cost factor on a wide range of automobile makes and models and detailing how options can add from one-third to nearly 100 percent to the basic cost of your automobile.

How, then, do you find your way around the vast assortment of alternatives in equipment today? To begin with, here are some fundamentals on the more popular options:

• Larger engines, costing \$75 to \$1,000 extra: move your car around with much more

pep and can improve safety when passing or in other situations where you must accelerate rapidly. But they often make a car more difficult to handle on wet or snowy pavement; they use more gas, and an 8-cylinder engine almost always will cost more to maintain and repair than a 6-cylinder.

• Automatic transmission, \$150 to \$250 extra: makes driving a lot easier, can often pay for itself by preventing wear and by boosting the car's value at trade-in time. But repair and gas bills will probably be slightly higher.

• Air-conditioner, \$350 to \$550 extra: indisputable comfort and adds to resale value. However, uses extra gas, needs repairs fairly often, is by far the most expensive single option you'll probably buy and often begets other expensive options, too.

• Power steering, \$100 to \$210: makes handling an intermediate to full-sized car easier and safer under some circumstances. Power brakes, \$40 to

\$100, also are probably worthwhile on any large car.

• Tinted windows, \$35 to \$50: make air-conditioner's job easier and improve comfort. But reduce marginal safety of a driver with poor night vision.

• AM radio, \$60 to \$90; useful and helps resale value. But fancier setups (AM-FM, tape deck, stereo) are good buys only if you get your money's worth from them while you own the car, for they return little of their cost at trade-in.

And so it goes down the dizzying list of alternatives, such as rear window defoggers, power windows, "heavy duty" optional equipment and automatic speed control.

Now here are five general tips on how to save money on options when you buy your car:

1. Have firmly in mind the use to which you expect to put your car and try in your mind to rate the options according to how much each will add to the capacity of your car to perform adequately for you.

Motorcycle, 2 Autos Involved in Crashes

A motorcycle Saturday morning cyclist Timothy Oneco, received

Accident Saturday Hurts Motorcyclist

A 15-year-old motorcyclist

Youths hurt Motorcyclist, Rider Injured In Moline

A motorcyclist and his passenger were injured in a crash

Motorcycle Traffic Laws: Motorcyclist Is Injured

Three Injured in Motorcycle Mishaps

Motorcycle accidents over the weekend resulted in injuries to three persons, according to information from Camden Clark Memorial Hospital. Rick

MOTORCYCLE CRASH INJURIES
SAFETY HELMET NEWS CLIPS

Collected by the
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

1969 - 1970

Thrown From Cycle, Passenger Injured

A 16-year-old motorcyclist hospitalized after being thrown from his motorcycle

Woman Injured in Cycle-Car Crash

Asked for Cyclists

When Cycles Collide

Two youths when they collided

Motorcycle Hits Youth Injured On Motorcycle

Youth Injured On Motorcycle

An 18-year-old Winter Haven youth was badly bruised and skinned up after a car-motorcycle mishap near the high school Friday noon.

Car Injured

Injured On Motorbike

Warren youth injured on motorbike

YOU Hurt

Police Report

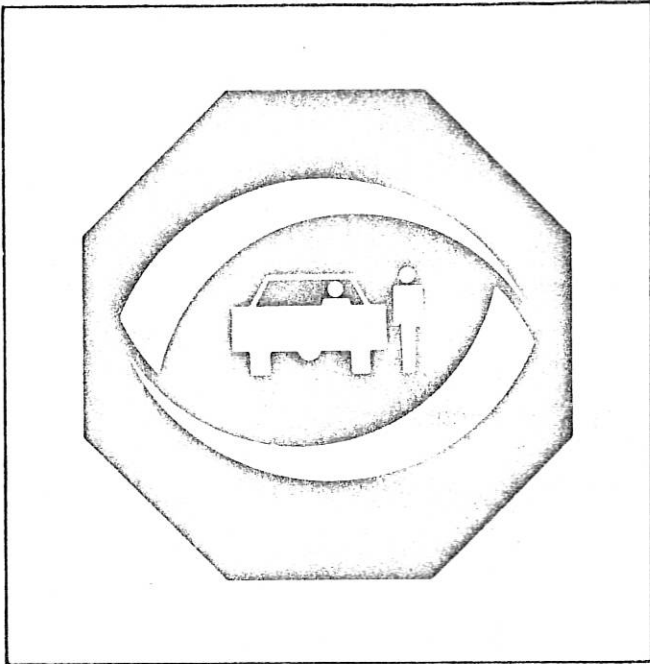
Auto, Motorcycle One Person Injured

Freddie Jr., 15, of [unclear] killed by [unclear]

More Safety Gear Urged In Motorcycle Accidents

A young motorcyclist and a passenger in a one-car accident have been hospitalized in separate accidents investigated by the California Highway Patrol. N. St. [unclear] said [unclear] of [unclear]

In the other incident, Mark Ellis Lapins, 22, of 1368 Hanover Lane, Ventura, was driving north on Highway 101. [unclear] phone [unclear]



HIGHWAY SAFETY PROGRAM
STANDARD 3

Motorcycle Safety

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
National Highway Safety Bureau

PURPOSE

To assure that motorcycles, motorcycle operators and their passengers meet standards which contribute to safe operation and protection from injuries.

STANDARD

For the purpose of this standard a motorcycle is defined as any motor-driven vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding tractors and vehicles on which the operator and passengers ride within an enclosed cab.

Each State shall have a motorcycle safety program to insure that only persons physically and mentally qualified will be licensed to operate a motorcycle; that protective safety equipment for drivers and passengers will be worn; and that the motorcycle meets standards for safety equipment.

I. The program shall provide as a minimum that:

A. Each person who operates a motorcycle:
(1) Passes an examination or reexamination designed especially for motorcycle operation. (2) Holds a license issued specifically for motorcycle use or a regular license endorsed for each purpose.

B. Each motorcycle operator wears an approved safety helmet and eye protection when he is operating his vehicle on streets and highways.

C. Each motorcycle passenger wears an approved safety helmet, and is provided with a seat and footrest.

D. Each motorcycle is equipped with a rear-view mirror.

E. Each motorcycle is inspected at the time it is initially registered and at least annually thereafter, or in accordance with the State's inspection requirements (see Periodic Motor Vehicle Inspection Standard).

II. The program shall be periodically evaluated by the State for its effectiveness in terms of reductions in accidents and their end results, and the National Highway Safety Bureau shall be provided with an evaluation summary.

GPO 886-247

Press Intelligence, Inc.

WASHINGTON, D. C. 20001

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HOBBS, N.M.
NEWS SUN

E - 8,237
S - 9,079

APR 27 1970

Cycle Mishap Injures Two Teenagers

Two Hobbs teenagers were injured when a motorcycle they were riding overturned, and two cars received damages totaling \$1,250 in damages, in separate traffic accidents in Hobbs yesterday afternoon.

Warren Emerson, 14, of 1130 Copper, received multiple abrasions of the face and head, and Gary V. Moore, 15, of 909 North Gulf, sustained abrasions of the shoulder, hand and elbows, in the motorcycle accident about 1:30 p.m. in the 2600 block of West Marland. Both were treated at Lea General Hospital, then released.

Police said the 1969 Honda 90, which received an estimated \$75 in damages in the accident, was traveling west when the driver, Emerson, looked behind him. The cycle hit the north curb of Marland, stayed over the curb for about 8 feet, returned to the pavement over the curb again, skidded, then flipped, throwing both riders from the cycle.

Both were wearing safety helmets, police said, which probably saved them from more serious injury, since the pavement made gouges in both helmets.

Emerson was cited for failure to use due caution.

Press Intelligence, Inc.

WASHINGTON, D. C. 20001

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SPENCER, W.VA.
TIMES-RECORD
DEC 24 1970
WEEKLY - 4,500

Cycle Mishap Hospitalizes Neal Reed

The City of Spencer's new ordinance requiring all motorcyclists to wear a helmet while riding in the city may have already saved one life, officials at Roane General Hospital report.

Stanley Neil Reed, 16, of Ripley Road, Spencer, took a spill while cycling on Dodd Drive in Green Acres Saturday, shortly afternoon.

He was taken to Roane General Hospital by a Sinner Funeral Home ambulance and was admitted for treatment of minor injuries.

Hospital authorities said the youth had a badly scraped shoulder and a cut knee.

A spokesman at the hospital said the youth told him that wearing the safety helmet may have saved his life as the helmet smacked onto the pavement.

Reed is a junior at Spencer High where he participates in football, basketball and baseball.

Press Intelligence, Inc.

WASHINGTON, D. C. 20001

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HOBBS, N.M.
NEWS-SUN

E - 8,237
S - 9,079

APR 15 1970

Youth 'Fair' After Cycle Mishap Here

Gerry Alton Akin, 16, of 501 North Houston, today was in "fair" condition in Lea General Hospital, his life possibly saved by a safety helmet he was wearing when his motorcycle slipped from under him here shortly before 5:30 p.m. yesterday.

Gouges in the pavement on Sanger at Jefferson indicated Akin skidded "well over 50 feet," and the helmet bore deep gouges in both sides of its front, police said.

Akin told police he was driving east on Sanger, reached up to scratch his nose and the motorcycle hit a bump. The next thing he remembered was waking up in the emergency room at the hospital, he said. He was cited for failure to use due care.

Police described his injuries as: Severe bruises and abrasions on his right arm and shoulder; severe abrasion of the right wrist, abrasions of the left shoulder and arm; left arm broken at the wrist; laceration below the right eye; abrasion on the right side of his face; and large abrasion on his left upper lip.

Damages to the 1968 Suzuki 100 he was driving were estimated at \$20.

Of course, we get nearly as much silliness from the world of motorcycling. The August '69 issue of *American Motorcycling*—the Ama's house organ—carries comment by Michael Bondy regarding the helmet laws. Mr. Bondy says that such laws are of "questionable constitutionality" and in that he is certainly correct. Unhappily, he also says helmets "impair the peripheral vision and hearing, and [impart] a false sense of security to the motorcyclist which in turn may lead to accidents." He finally charges that "the helmet may also aggravate an injury."

Nonsense, Mr. Bondy. There is no rational argument against wearing a helmet while riding. One may lose a couple of degrees in field of vision when one's eyeballs are over at full lock, but the loss is slight and may be easily compensated by turning the head. Hearing? If anything, this is improved by a full-coverage helmet, as such helmets eliminate wind noise in one's ears. The false sense of security? It is the people who feel falsely secure on a bike you see riding around bareheaded. Those with a healthy regard for their lives wear helmets. They may be able to conceive circumstances in which the helmet might possibly cause injury, but in the vast majority of falls, the helmet is an undiluted blessing. Once again I'll say that I think people who refuse to wear a helmet while riding are dim-bulbs at best—but they have a right to be as dim as they like and I will continue to defend their right. The constitution provides us with all the grounds for defense we need. Specious arguments against helmets, as such, cloud the real issue—which is the unwarranted intrusion, by government, into private affairs.

--Gordon Jennings

D4C 1969

CYCLE

Press Intelligence, Inc.

WASHINGTON, D. C. 20001

Front Page	Edit Page	Other Page
		C11

DETROIT, MICH.
NEWS

E - 700,321

MAY 9 7 1969

Cycle deaths up without helmets

LANSING—(AP)—Safety experts reports Michigan's motorcycle death rate has taken a startling jump since a court decision wiped out a law requiring all motorcyclists to wear crash helmets.

Secretary of State James Hare and Lt. Bryce Gray, of the State Police safety and traffic bureau, agree the higher death rate can be blamed largely on the lack of a law requiring that helmets be worn.

Hare reported that in 1966, there were 104 motorcycle riders killed on Michigan highways.

This prompted the Legislature to enact a law making the headgear mandatory.

"In 1967, motorcycle deaths dropped to 66 despite a marked increase in motorcycle registrations," Hare

said. "But a Michigan court then ruled the helmet requirement was unconstitutional."

Last year, without the law, the deaths jumped to 122, Hare said. Five pedestrians also were killed by motorcycles.

Gray said there have been 17 motorcycle deaths through May 1, a figure identical with the same period in 1968.

"But this is only the beginning," Gray said. "The motorcycle season is just starting. There will be more and more of them on the roads from now through October."

Hare said 40 states now have helmet laws. Reports from 30, Hare said, show a reduction in deaths. New York reports a 50 percent motorcycle death decline.

California, without such a law, reported a 9 percent increase during the same period.

Front Page Edit Page Other Page

MAIL ROOM, OP. 1
MAIL ROOM

OCT 12 1969
E - 24,370
S - 21,713

Motorcyclist Is Accident Victim

A departure from the usual hospital routine occurred following an accident Saturday. Instead of a hospital spokesman giving a report on the patient's condition, Kenneth Wayne Marshall, 17, of 11919 Meadows Road, Central Point, felt well enough to report on himself over the phone.

Marshall is recovering at Rogue Valley Hospital from a broken leg and bruises sustained when the motorcycle he was operating collided with a car driven by Sammie Gail Colvin, 1024 S. Grape St., Medford, early Saturday morning. The collision occurred at the intersection of Meadows Road and Weber Road.

"I have a broken leg and a lot of scratches," Marshall said. "I was thrown from the motorcycle when we collided."

Oregon State Police investigating the accident said that the Colvin auto was northbound on Meadows Road at 12:10 a.m. when Marshall's motorcycle entered the uncontrolled intersection from Weber Road and struck the right front fender of the car. Police said Marshall was thrown from the motorcycle and noted that in their opinion, the fact he had been wearing a helmet averted more serious injury and possibly death.

Colvin was cited for failure to yield right-of-way and Marshall cited for operating the motorcycle without an operator's license.

Additionally, police reported that Marshall's mother, Mrs. Jackie Marshall, was cited for allowing an unlicensed person to operate a vehicle.

Front Page Edit Page Other Page

FAYETTEVILLE, ARK.
NW ARKANSAS TIMES

E - 14,417

Crash Helmet Prevents Head Injury In Wreck

A crash helmet saved a 16-year-old Fayetteville boy from serious injury Friday afternoon when his motorcycle struck the rear of a bus on Hwy. 71 south.

Dennis Keeney, 645 Government Ave., was taken to Washington General Hospital where he was treated for a fractured right arm and released following the 4 p.m. mishap in front of Mexican Original Restaurant.

Patrolman James C. Bayles said Keeney's arm was fractured when he fell to the pavement after being thrown head first into the rear of the Crown Coach Lines' bus. "His helmet saved him," the policeman said.

Frank L. Stapleton, 54, of Joplin, Mo., was driving the bus loaded with passengers. He said he felt something strike the rear of the bus and looked in his mirror to see the youth and his motorcycle lying in the road.

Fayetteville police recently began cracking-down on motorcycle safety equipment and in one day issued more than two dozen citations for failure to wear crash helmets. State law requires motorcyclists to burn their lights day or night, wear a crash helmet and a face shield or goggles, and have crash bars on their machine.

Front Page Edit Page Other Page

BUTTE, MONT.
STANDARD

M - 23,285
S - 23,955

SEP 30 1970

Cycle, car in wreck

Steve Rodrigues, 19, of 2809 Montana was reported in good condition Tuesday in Silver Bow General Hospital after a traffic accident.

Rodrigues was injured Monday when a motorcycle he was riding collided with a car in the 3000 block of Harrison near the Butte Plaza.

Police said Mrs. Kay Piety English of Billings was leaving the shopping center and was turning north onto Harrison. Rodrigues, who suffered face and leg injuries, was riding his motorcycle north on Harrison.

Police credited the fact that the young man was wearing a protective helmet with saving him from more serious injuries.

Cycle Hits Deer, Helmet Saves Rider

George E. Atkinson, 20, of Middletown today has his safety helmet to thank that he's alive, according to state police.

Atkinson was riding south on Delaware 896, about a half mile south of the Interstate 95 off ramp about 1:40 a.m. when a buck deer ran directly into the path of his motorcycle.

Atkinson hit the deer. His cycle veered and skidded about 120 feet along the roadway. He suffered skinned arms, legs and hands and was released after treatment at Wilmington General Division.

Police noted, however, that one side of his helmet was flattened and a small hole torn in it from skidding on the roadway.

The deer was killed. It was disposed of by the state game warden.

6/23/69

Wilmington Delaware

Cyclist Killed In Va. Collision

A 20-year-old Alexandria construction worker was killed last night when his motorcycle collided with a car at the intersection of Jordan Street and Raleigh Avenue, Alexandria police reported.

The victim, identified as Herman L. Blankenship Jr., of 215 Chinquapin dr., died of head injuries which police said could have been prevented had he been wearing a helmet.

A passenger on his motorcycle and a second youth on another motorcycle were slightly injured. Charged with reckless driving was the driver of the car, Lillian T. Nelson, 20, of Morningside, Md.

Wash Post

4/8/68

Press Intelligence, Inc.

WASHINGTON, D. C. 20001

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ELLICOTT CITY, MD.

TIMES

DEC 1 0 1970

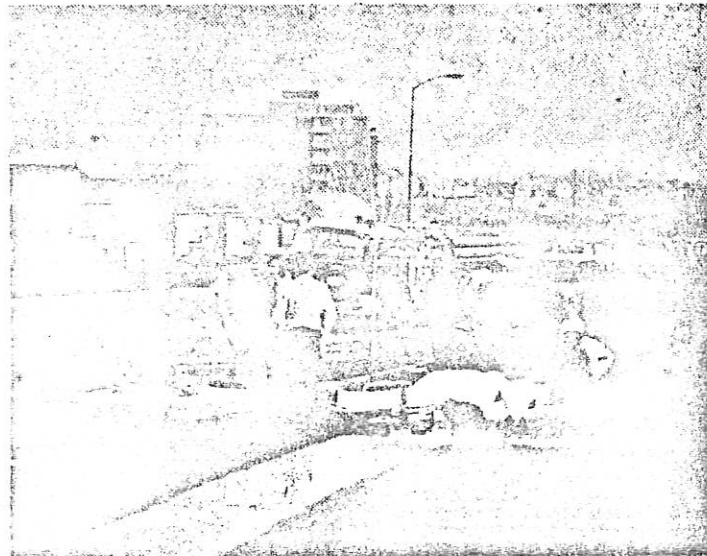
SEMI-WK. - 7,174

Cycle Accident Injures Two

Two Ellicott City youths were injured Tuesday when the motorcycle on which they were riding collided with a car on Twin Rivers Road near Lynx Lane in Columbia.

John S. Bare, 19, of Evergreen Ave., Ellicott City, operating the motorcycle, and James H. Pickett, 16, of Allview Drive, Ellicott City, were traveling north on Twin Rivers Road at about 2 p.m. when their motorcycle turned left into the path of a vehicle traveling southbound on Twin Rivers, driven by Catherine A. Hoddinott, 19, of Clarksville.

Both Bare and Pickett were thrown off the motorcycle. Bare was released from St. Agnes Hospital with a fractured leg, and Pickett received treatment for lacerations and abrasions. Miss Hoddinott was not injured. Charges are pending.



SAVED BY THE HELMETS? -- A huge black puff of smoke attracted shoppers in the Wilds Lake Village Shopping Center to the scene of a motorcycle and auto collision on Twin Rivers Road, Tuesday. The two Ellicott City youths thrown over the windshield of their cycle, were wearing helmets; neither boy was injured seriously.

NO MAN AN ISLAND

My husband sells bikes for a living, and my 17-year-old son is earnestly saving for a 250-cc Kawasaki so motorcycles and your magazine are part of the scenery around here. I drive a school bus for our high school district and cover about 75 miles daily, so I have an opportunity to observe a lot of highway activity.

I wholeheartedly agree with R. Schneider (CW, Dec. '68) about protective clothing and helmets. The cost of boots, gloves, jacket, etc., is quite a chunk of cash. But when you compare it to a week's stay in the hospital, I think it evens out. Also, when you consider (as a taxpayer) what it costs monthly for one patient to "live" like a vegetable in a mental institution—who said, "No man is an island unto himself"?

The new law for a separate license for motorcycle riders, I think, is sensible. If I had the finances I would open a school to teach new riders how to handle their wheels. Why not high school driver education for cycles as well as cars?

I could almost choke kids when they cut in front of me when I'm doing 40-50 mph. But more often than not, it is the four-wheeler driver who thinks the cyclist is on a tinkertoy, and does not honor his equal rights on the road. I try to give a wide berth to both the motorized and the pedal type of cycle. I get a twinge when I read in the paper about a young person being killed on a motorcycle—but my son also skin dives, crawls down into caves and mine shafts, rides with friends in cars—well, I think you see what I mean.

June 1969 MRS. MILDRED J. MILLARD
El Cajon, Calif.

CYCLE WORLD

Pratt, Self

WASHINGTON, D.C.

Front Page	Editor Page	Other Page
		46

KALAMAZOO, MICH.
GAZETTE

E - 57, 224
S - 59, 223

JUN 9 1970

3-Year-Old Cycle Passenger Hurt In Crash Here

Timothy South, 3, of 2221 Oakcreek, injured Monday in a car-motorcycle accident on Cork Street, was reported improved today at Bronson Hospital.

Hospital officials said his condition was fair.

Timothy was injured about 8 a.m. when the motorcycle on which he was a passenger struck the side of a car driven by Dallas D. DeBoer, 16, of 1821 Sheridan, at the intersection of Cork Street and Whittier Drive, according to Kalamazoo patrolman Thomas Speers.

The boy was riding on the motorcycle in front of his father, Melvin G., who was driving when the accident occurred, Speers said.

Speers said the father was thrown over the top of the car by the force of the accident and Timothy against the side of the car.

Both were wearing protective helmets at the time, he said.

DeBoer was not injured, according to police.

ROAD RASH

About Mrs. Millard's letter in favor of helmets and other protective riding wear (CW, June '69). Let me account, briefly, an experience and let your readers come to their own conclusions.

Summers in Tucson sometimes nudge 115 F, so when it became law not to ride without a helmet and glasses, lots of riders felt an imposition and big inconvenience. Some took to World War II pots and tiny little glasses. My wife and I snapped bubble shields onto our sky diving helmets. Can you imagine being inside a bubble shield helmet in August in Arizona?

Anyway, the story goes on. I bought a Norton 750 Commando (nice). The night was to be cool, so my wife and I brought along our black motorcycle jackets, you know, the ones with all the snaps and zippers that aggravate righteous old ladies out of Tucson. Returning home on a lonely mountain road around midnight, a doe ran right in front of us. The next thing you know, we are examining the pavement real close. We both got a good sanding. My bubble shield had a hole in it you could waggle your thumb through. My helmet was almost worn through, and there are fair-sized holes in our jacket sleeves. What do you think we'd have looked like without that stuff on? Or, wearing shorts and sandals?

Then what happened? I collected Norton parts from out of the desert and we rode to the emergency ward by the light of the moon. (When they made the Norton, they made a motorcycle).

BOB SAUER
Tucson, Ariz

Jan 1970

CYCLE WORLD

LET'S BE RATIONAL

Reading of Bill Ivy's death because of a helmet failure in a crash prompts me to write in favor of head protection for riders.

On Easter Sunday of this year, I was easing into a small country town at a non-racing 30 mph when a large dog darted from alongside the road and ran directly under the front wheel of my X-6. The impact snapped the bike's fork crown and left one dead dog, one badly

battered motorcycle, and one bruised but alive rider strewn along the pavement. My protective clothing was quite torn, but I was not. The Bell 500 TX helmet which I wore received deep abrasions over my left temple as I slid along the asphalt. In my opinion, that now ruined helmet saved my life.

If motorcyclists were to voluntarily adopt the proven safe practice of wearing helmets and devote their fighting efforts to blocking more absurd legislation, would they not find more friends in the general public? Wouldn't a general educational campaign about motorcycles do more for the sport than rantings about the constitutional right to mash one's head? We're fighting for our very existence. Isn't it time to stop the polemics and become rational promoters of a great sport?

Jan 1970 FLOYD E. BARWIG, JR.
Scotia, N.Y.

CYCLE WORLD

EUGENE, ORE.
REGISTER GUARD

E - 50,455
S - 50,937
JUL 20 1969

Woman Dies In Collision Of Car, Cycle

A Eugene woman was injured fatally Friday night in Eugene when a motorcycle on which she was riding collided with a car at the corner of Monroe Street and Sixth Avenue.

Pronounced dead at 12:20 a.m. Saturday in Sacred Heart General Hospital as a result of head injuries suffered in the accident was Linda Marie Pinkerton, 20, the wife of Charles Pinkerton of 859 W. Third Avenue, Eugene.

The driver of the motorcycle (Mrs. Pinkerton's brother) Steven Allen Fuchs, 18, of Rte. 5 Box 785, Eugene, was listed in satisfactory condition Saturday in Sacred Heart.

Eugene police said a car driven by Joe Rufus Jackson, 25, of 855 W. 28th Ave., Eugene, and the cycle collided at about 10:20 p.m. Friday.

The car, heading north on Monroe Street, was starting to make a left turn onto Sixth Avenue when the collision with the motorcycle, traveling south on Monroe, occurred, reports said.

Both riders on the motorcycle were thrown from the machine upon impact with the car, police said. Mrs. Pinkerton, who was thrown 27 feet, was wearing a safety helmet without a chin strap, reports said. The helmet was found 103 feet from the point of impact.

Her brother was charged by Eugene police with speeding and Jackson was charged with making an improper left turn, police said.

BOCA RATON, FLA. ✓
NEWS

APR 27 1969
3 X WEEK - 4,432

Youth dies of injuries

Thomas Musal, 16-year-old of 1470 S.W. 5th court, died about 1:30 Friday afternoon from injuries suffered Thursday evening in a motorbike accident.

Musal was the second traffic death recorded in Boca Raton this year.

Police officials said the youngster suffered fatal head injuries when his motorbike collided with a second cycle on northwest 12th avenue at 5:49 p.m. Thursday.

Injured in the same accident were Harold K. Richter, 18, 1229 N.W. 4th St., and a passenger, Bruce Tolman, 16, of 1257 N.W. 5th St. Richter was listed in satisfactory condition by hospital authorities yesterday. Tolman was treated for multiple abrasions and released Thursday evening.

Police said Musal was proceeding north on Twelfth Avenue and Richter south when Musal apparently turned left in front of the other bike.

One helmet was found at the scene. Police officials said it belonged to Musal but they were unable to ascertain whether or not he was wearing it at the time of the accident.

AUSTIN, TEX.
AMERICAN
M - 48,058
AMERICAN STATESMAN
S - 76,630
JUN 29 1970

Motorcycle Accident Victim Dies

A 20-year-old woman from Marshall died in Brackenridge Hospital Sunday of head injuries received in a motorcycle-automobile collision Saturday in downtown Austin.

Police said she was Miss Kay Henderson, a passenger on a motorcycle driven by Steve Crayton, 21, of 1020 East 45th St., Apartment 157, when it was in collision with a car at 4th and Lavaca Saturday afternoon.

Crayton was released from Brackenridge Hospital Saturday after treatment.

The driver of the car was not injured. She was identified by police as Ruby Nettles Noack, 62, of 1709 Brentwood.

The car was eastbound on 4th and the cycle northbound on Lavaca, police said.

Miss Henderson, in addition to the head injuries, also had fractures of both legs and was in the intensive care section of the hospital until her death.

After the collision, one protective helmet like those worn by cyclists, was found in the intersection. Police said it apparently belonged to Crayton. Miss Henderson apparently was not wearing a helmet.

Her body will be transferred Monday from Wilke-Clay Funeral Home to Sullivan Funeral Home in Marshall for funeral arrangements. She is survived by her parents, Mr. and Mrs. C. B. Henderson of Marshall.

Accident Victim Dies Hours After Wreck

Star-Telegram Mid-Cities Bureau

RICHLAND HILLS — Danny C. Williamson, 19, died at Peter Smith Hospital in Fort Worth Wednesday afternoon,

five hours after the motorcycle on which he was riding collided with a car at Texas 183 and Norton Drive here.

Williamson, a mechanic who resided at 3012 Willow Park in Richland Hills, died at 1:43 p.m. from head injuries received in the crash about 8 a.m.

He was a passenger on a motorcycle driven by Jerry Ray Lambert, 16, of 7863 Davis Blvd. in Richland Hills. Lambert was released after emergency treatment at Peter Smith.

A Richland Hills policeman said that Lambert apparently was thrown into the right side of the car while Williamson was thrown over the auto onto the ground. He was wearing a safety helmet but lost it in the crash, a police department spokesman said.

Three occupants of the car were not injured, police said.

The death was the first traffic fatality of the year here and the 41st in Tarrant County.

Moore Funeral Home in Arlington will announce arrangements.

Surviving are his parents, Mrs. and Mrs. Jesse S. Williamson; four brothers, Jesse Williamson, Rocky Conaway, Ricky Conaway and David Conaway; a sister, Susan Williamson, all of Richland Hills; and his grandparents, Mrs. Mary Barner of Rusk and Mr. and Mrs. Rube Chapman of Farmersville.

Post Office
 WASHINGTON, D.C. 20540
 From Page Edit Other Page

LAKE CRYSTAL, MINN.
 FREE PRESS

E - 24,500
 JUL 28 1969

Accident victim

Cyclist dies after 2 years in coma

Michael David Allen, 20, Lake Crystal, became a 1967 Minnesota traffic statistic when he died at 1:35 p.m. Saturday at St. Joseph's Unit.

Two years and five days ago he collided with a car while on a motorcycle at the intersection of Highway 169 and Blue Earth County Road 69.

Allen went into a coma with multiple fractures and abrasions and never regained consciousness.

The accident happened Sunday, July 23, 1967. He was taken to Immanuel Unit. Late Sunday he was transferred to St. Mary's Hospital, Rochester, and was still in critical condition on Wednesday after the accident. Allen was taken to St. Joseph's Unit in October 1967 and remained hospitalized.

The collision occurred at the intersection, when Ted Evenson, 61, of Garden City, was crossing Highway 169 heading into the Junction Inn. Evenson was not hurt. The motorcycle was demolished and the car received \$200 damage.

The Minnesota Highway Traffic Regulation Act, which prohibits any driver or rider of a

motorcycle to operate it without a helmet on and fastened, was too late for Allen. Hair was found imbedded in the roof of the car according to the Highway Patrol. The law didn't go into effect until May 1, 1968. The law was passed in the 1967 legislative session.

Funeral services will be at 2 p.m. Tuesday at the Centenary Methodist Church, the Rev. Ralph High officiating.

Burial will be in the Grandview Cemetery. Visitation will continue until noon Tuesday at

Landkamers and one hour before services at the church.

Survivors include parents, Mr. and Mrs. Rollin Allen of rural Lake Crystal and grandmother, Mrs. Veva Sheppard of Gold Beach, Ore.

He was born in Mankato on Feb. 19, 1949 and was graduated by Mankato High School in 1967. Allen was active in track and gymnastics in school as well as stock racing.

At the time of the accident, he was employed at the Chip Steak Provision Co., Mankato.

Post Office
 WASHINGTON, D.C. 20540

Front Page Edit Page Other Page

DENVER, COLO.
 ROCKY MOUNTAIN NEWS

M - 194,933
 S - 209,571
 APR 7 1969

Denver Youth Killed in Cycle Crash

A 15-year-old youth Sunday became Denver's 16th traffic fatality of the year when he died in Denver General Hospital of head injuries received in an auto-motorcycle crash Friday.

The youth was identified as Michael Louis Abeyta, son of Mr. and Mrs. Perfecto Abeyta of 2441 W. Amherst Ave. Denver had 23 fatalities for the same period in 1968.

Patrolman William D. Owens said Abeyta was a passenger on a motorcycle driven by his brother, Alvin G. Abeyta, 16, when the crash occurred at W. Seventh Ave. and Sheridan.

Owens said the motorcycle was northbound on Sheridan Blvd. when it hit a car driven by Mrs. Julie D. Tabberer, 36, of 623 Winona

Colorado, 1969	127
(Under 21)	31
Colorado, 1968	119
Denver, 1969	15
Denver, 1968	23

Court, as she attempted to turn left into a shopping center driveway.

The Abeyta boys were thrown over the car for a distance of 43½ feet after the impact, Owens said. Albert Abeyta was taken to Denver General Hospital and released after treatment.

Officers said neither youth was wearing a crash helmet.

Front Page Editor Page Office Page

DENVER, COLO.
ROCKY MOUNTAIN NEWS

M - 192,279

MAY 27 1969

Deaths of 5 Persons Boost 1969 Highway Toll to 215

The annual death toll on Colorado highways continued to climb Monday as the State Patrol reported five persons killed, three of them in one crash.

Their death raised the 1969 traffic death count to 215, only six fewer than on this date last year.

Latest to die were Robert Roy Peterson, 19, of Anaconda, Mont.; Murray Gosnell, 23, who lived eight miles west of Dolores; Grace Edith Muirhead, 73, of Yuma; Guy Frank Muirhead, 51, of 240 E. 19th Ave., and Ruth Evelyn Fender, 68, who lived southeast of Akron.

State Patrolman Paymond Holt said Peterson died on the way to Lutheran Hospital of head injuries after his motorcycle crashed about two-and-a-half miles east of U.S. 40 on Lookout Mountain Road.

Holt said the motorcycle skid-

Traffic Fatalities

Colorado, 1969	215
(Under 21)	58
Colorado, 1968	221
Denver, 1969	30
Denver, 1968	41

ded 33 feet on the gravel shoulder before plunging into the borrow pit and throwing Peterson 17 feet.

Peterson was not wearing a crash helmet, Holt said.

State Patrolman Robert Espinoza said Gosnell was killed in a single-car crash five miles east of Pagosa Springs on U.S. 160.

His car went off the left side of the road and slammed into a bridge abutment after Gosnell apparently fell asleep at the wheel, Espinoza added.

He said Gosnell, who died of head and internal injuries, was not wearing the seat belts installed in the car.

Mrs. Muirhead, her son, Guy, and Mrs. Fender were killed in a two-car crash three miles west of Otis on U.S. 34 in Washington County, according to State Patrolman John Edward Roth.

Roth said the westbound car, driven by Mrs. Fender, apparently pulled into the eastbound lane while attempting to pass another vehicle, and hit the eastbound car, driven by Mrs. Muirhead, head-on.

All three died of head and internal injuries.

Roth said neither vehicle had seat belts installed.

Press Intelligence, Inc.
WASHINGTON, D. C.

Front Page Editor Page Office Page

SPRINGFIELD, OHIO
NEWS MESSENGER
AUG 4 1969
E - 15,492

Ohio Girl Thrown Off Cycle, Killed

NEW BEDFORD, Pa. (AP)—A 19-year-old girl was killed today when she was thrown from the back of a motorcycle.

State police said Margaret Brindle, 19, of Boardman, Ohio, was a passenger on a motorcycle driven by Elbert Ledesque, 27, of Youngstown, Ohio, when it apparently went out of control along Pennsylvania 208 near New Bedford. Police said it went into a ditch and smashed against a telephone pole.

Miss Brindle hit her head on the pavement and was dead on arrival at a hospital. Ledesque was hospitalized in serious condition, police said.

□
Herman L. Blankenship Jr., 20, of 215 Chinquapin Drive, Alexandria, was killed last night when his motorcycle and a car collided at the intersection of Jordan-st and Raleigh-av. His head injuries could have been prevented if he had worn a helmet, Alexandria police said.

*Washington
Daily News
7/8/68*

Press Intelligence, Inc.

WASHINGTON, D.C. 20001

Front Page Edit Page Other Page

9

CANTON, OHIO
REPOSITORY

E - 73,315
S - 83,181

APR 29 1969

Cyclist 23rd Fatality on Stark Roads

A skull fracture caused the death Sunday night of motorcyclist George Phillip Phillips, 29, of 1123 1/2 Market ave S, who was injured fatally on Route 30 in Perry Township.

The ruling was made Monday afternoon by County Coroner G. S. Shaheen, who scored the death the 23rd traffic fatality in Stark County this year.

Mr. Phillips suffered the fatal injuries when his cycle struck a concrete medial strip just south of Doctor's Hospital and flipped over.

The Ohio Highway Patrol said the victim was not wearing a protective helmet.

The crash was the second motorcycle fatality of the day in Stark County, occurring less than seven hours after Charles Isaac Byers, 32, of 4238 Waynesburg dr SE, was killed when his motorcycle crashed into a car on Route 43 at Sandy ave SE.

Services for Mr. Phillips will be held Wednesday at 10 a.m. in the Don Williams funeral home. Burial will be in Forest Hill Cemetery.

Friends may call today 2 to 4 and 7 to 9 p.m. at the funeral home.

Press Intelligence, Inc.

WASHINGTON, D.C. 20001

Front Page Edit Page Other Page

OKLAHOMA CITY, OKLA.
TIMES

E - 100,632

NOV 1969

Cyclist, 15, Killed

STATE TRAFFIC
DEATHS

1969 to date: 722

1968 to date: 685

'69 deaths under 21: 228

A 15-year-old Mangum youth was killed Monday when his motor scooter and a car collided in Mangum, the highway patrol reported today.

Dead is Cary Clay Bock, son of Mr. and Mrs. Jack Bock of Mangum.

The youth died of head injuries after the collision with a car driven by Nelson Myrle Cooksey, 26, Mangum, who was not injured. The highway patrol said Bock was knocked off the scooter at impact and that he was not wearing a helmet.

Press Intelligence, Inc.

WASHINGTON, D.C. 20001

Front Page Edit Page Other Page

PHILADELPHIA, PA.
HERALD

E - 21,494
S - 22,543

APR 28 1970

Rider Injured In Cycle Wreck

Brenda L. Harrison, 17, 1714 Squalicum Lake Road, was in St. Joseph's Hospital Tuesday with cuts and bruises she received when she was thrown from her motorcycle.

The State Patrol said the 1968 cycle went out of control Monday on the Squalicum Lake Road, a half mile west of Agate Bay. The cycle tipped over, throwing the girl on the pavement. She was not wearing a helmet at the time of the accident.

Miss Harrison was taken to the hospital by Crown Ambulance.

Identified as the drivers of vehicles involved in a collision in front of 2251 Mount Baker Highway are Raymond A. Sygi-towicz, 19, Deming, and Herbert Arnold, 17, 2910 W. Maplewood Ave.



PHILADELPHIA, PA. BULLETIN

E - 640,783

S - 681,831

OCT 13 1970

Helmet Unused, Boy Cyclist Is Killed on His 'First Ride'

By J. HARRY CAMP
Of The Bulletin Staff

Friday may have been the first time James Gerard Solon, 17, ever rode a motorcycle.

It was also he last time. The Roxborough High School honor student was killed when he lost control of the borrowed machine on a hill and was thrown into a metal fence.

His parents, Mr. and Mrs. John J. Solon, of 3457 Cresson st., East Falls, said as far as they know their son never before rode a motorcycle.

"He never said anything about operating or wanting to own one," said his mother, Ann Marie.

"When we got to the hospital and the tydol us about the accident, I was sure it wasn't our son," she said, "because

he never showed any interest in motorcycles."

Borrowed Cycle

But it was their son. And yesterday, in the Solon home, with Jimmie's dog waiting at the door for his master to come in, Mrs. Solon described what she believed happened.

"It was a borrowed motorcycle," she said. "We understand somebody dared Jimmie to get on it.

"Oh, he was a daredevil. He was never afraid. He must have gotten on it and driven off even though he had never been on one before."

Police said the motorcycle belonged to a 22-year-old youth who loaned it to a Roxborough High School student to take to the school at Ridge ave. and Fountain st.

Loses Control

This student apparently loaned it to Jimmie, who drove it a block and a half east where he lost control as he turned to go up Fairway terrace. Jimmie was thrown headfirst into a wrought iron fence in front of an entrance-way.

The unused helmet was still strapped to the side of the motorcycle when police took it away after the accident.

The accident was at 12.30 P. M. Jimmie, along with all the other Roxborough High School students, had been dismissed earlier in the morning because of the teacher strike.

But Jimmie would not have been at school in the afternoon even if there had been no strike.

He was enrolled in a special program for students with especially high grades that enables them to attend classes in the morning and hold jobs in the afternoon. His lowest mark last year was 83. All his other grades were in the 90's.

Gas Station Job

At 12.30 P. M., he normally would have reported for work at a service station on Levering Mill road in Belmont Hills. But on Friday, because of construction work at the station, Jimmie's boss had told him not to come to work until 3 P. M.

"Jimmie wanted to go to college," said his mother. "He was a whiz at mathematics and he wanted to be an accountant.

"He liked to play baseball and he was a good mechanic. But motorcycles . . . oh, no. He never even talked about them."

SARASOTA, FLA. HERALD TRIBUNE

M - 30,000

S - 36,066

JUN 10 1969

16-Year-Old Sarasota Youth Killed In Motorcycle Crash

A 16-year-old Sarasota boy was fatally injured Monday afternoon when his motorcycle slammed into the side of a car on Fruitville Road three miles east of Sarasota, and catapulted him beneath an oncoming vehicle.

Charles Reed Cotilla, 4858 Proctor Road, who state troopers say was not wearing a crash helmet, was pronounced dead at 6:22 p.m. in the

emergency room at Sarasota Memorial Hospital.

Florida State Trooper C. E. Campbell said Cotilla's motorcycle was westbound on Fruitville Road when an eastbound car driven by Joann Marie Dudash, 27, 2574 Hawthorne St., Sarasota, made a left turn into his path.

Campbell said Cotilla was thrown from his vehicle on impact. The youth slid down

the pavement, he said, and stopped under the front of an eastbound car driven by James Harold Black, 40, 134 Conrad Ave., Sarasota. Black had just halted his vehicle. He had been immediately behind the Dudash car.

Campbell charged Joann Dudash with failure to yield right of way while turning left.

ANCHORAGE, ALAS.
TIMES

E - 31,354

NOV 2 1970

Man Dies When Hit On Cycle

An Anchorage man was killed about 2:30 a.m. Sunday when the motorcycle he was riding was struck from the rear as he was stopped for a red light.

Ronald Peter LaFramboise, 18, of 2603 29th Ave., received massive internal injuries, a brain concussion and hemorrhaging of the brain in the accident. He died a few hours after the accident in Providence Hospital.

City police meanwhile arrested Larry Allen Austermaal, 29, of Kasilof. He was charged with driving while intoxicated and with failure to remain and render assistance, a felony.

Police Sgt. Ron Otte said LaFramboise was stopped for a red light at Spenard Road headed west on Northern Lights Boulevard when the incident occurred. The Austermaal vehicle continued through the intersection after the impact.

Otte said witnesses followed the vehicle to the Minnesota Bypass, where it turned right. Austermaal was apprehended at 26th Avenue and the bypass, Otte said.

The injured man was taken to Providence Hospital for treatment. He died a few hours later, Otte said. There was no indication that the motorcycle rider was wearing a safety helmet.

BINGHAMTON, N.Y.
SUN-BULLETIN

M - 28,638

SEP 21 1970

Car-cycle crash claims 2d life

A 16-year-old Town of Union youth died early this morning at Wilson Memorial Hospital from injuries suffered in a car-motorcycle crash Saturday night that also took the life of his 17-year-old companion.

Dennis Matthews of 762 Town Line Road, Town of Union, a passenger on the motorcycle, died shortly before 1 a.m. this morning, hospital officials said. The youth had been in critical condition with a head injury since he was admitted shortly after 7:30 p.m. Saturday.

Steven Supa, of 201 Albany Avenue, Johnson City, the driver of the motorcycle, was killed instantly in the crash when he was thrown into the windshield of the car with which the motorcycle collided. Dr. Melvin D. Jones, a Broome County coroner, pronounced the youth dead at the scene.

Michael Sturdevant, 17, of 329 Reynolds Road, Johnson

City, the driver of the car, and Raymond Ritch, 18, of 9 Lindbergh St., Johnson City, his passenger, escaped serious injury in the accident.

Deputies were still trying to piece together the circumstances of the crash last night.

They believe that the Sturdevant car, traveling south on Oakdale Road, was passing another vehicle when the impact occurred. Young Sturdevant apparently could not see the motorcycle approaching in the early evening darkness, deputies said, because there were no lights on the motorcycle. The crash took place in the northbound lane in front of 1142 Oakdale Road, deputies said.

Both youths were thrown from the motorcycle, deputies said, and neither was wearing a protective helmet. The fatalities were the 30th and 31st recorded in Broome County this year.

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OXNARD, CAL.
PRESS CARRIER

E - 20,801
S - 21,043

DEC 23 1969

Motorcyclist Dies After Hitting Pole

A 15-year-old Thousand Oaks boy was killed Monday night when he was hurled head-long into a telephone pole after losing control of a motorcycle he was riding near his home, sheriff's deputies said.

Gary C. Weber, son of Mr. and Mrs. Ronald Weber, 1460 Avenida Los Arboles, died at 6:45 p.m. at Los Robles Hospital without regaining consciousness. He had suffered severe head injuries.

Deputies said Weber was traveling north on Calle Tulipan when the accident occurred about 4:56 p.m. near Avenida Los Arboles. Two friends witnessed the crash.

The motorcycle, according to deputies, veered off the roadway, leaped over a curb, slammed into a mailbox and fire hydrant, and then threw Weber into the large wooden pole. He was not wearing a protective helmet at the time.

Gary Nixon, 16, of 1489 Calle Madreselea, said Weber had borrowed his motorcycle. He said he and William Smith, 15, of 1490 Calle Abeto, were behind Weber.

He said Weber turned around to "look at us," when the motorcycle suddenly careened out of control.

Funeral services for Weber are pending at the Griffin Brothers Mortuary in Thousand Oaks.

Young Cyclist Ignores Helmet, Loses His Life

In the case of the death of the 15-year-old boy, the father of the youth, Mr. Donald W. Stevenson, was strapped to the handlebars of the youth's motorcycle when he was fatally injured last night.

With a compound fracture of the forehead, his brain exposed, the youth lived only an hour in Turlock Community Hospital after his motorcycle collided with a car.

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ALTON, ILL.
TELEGRAPH

E - 38,240

AUG 1 1969

Cycle-Car Crash Fatal to Youth, 17

A 17-year-old Alton youth was fatally injured Thursday when his motorcycle slid into the side of a car turning off the Beltline onto Alby Street.

Bruce Edward Gray, 17, son of Mr. and Mrs. Olin Gray of 856 Chouteau Ave., Alton, died at 8 p.m. Thursday at Barnes Hospital in St. Louis where he had been taken after emergency treatment at Alton Memorial Hospital.

Police said the youth had a cast on one arm apparently from a previous motorcycle accident.

Alton Police Patrolman Jesse Cunningham said that

Gray was not wearing a safety helmet when he was fatally injured. He suffered massive head injuries along with fractures of the arms and legs.

The Illinois Supreme Court recently ruled as unconstitutional a section of the law requiring that motorcycle riders wear safety helmets.

Gray's death brings the number of fatal accidents (Continued on Page 2, Col. 2.)

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MODESTO, CAL.
BEE

E - 45,178
S - 47,770
NOV 10 1970

Accident Kills Sonora Youth On Motorcycle

McClatchy Newspapers Service

SONORA — Michael Dean Grogan, 18, of Sonora died in Scientific General Hospital early this morning of massive head injuries, suffered eight hours after a motorcycle on which he was riding crashed into the rear of a car on Highway 108 three miles east of here.

The driver of the car, Mrs. Carol Ennis, 37, of Sonora told California Highway Patrol officers she heard a thump and saw a boy sailing past the window; he was attempting to keep upright. She said he looked as though he was skating by.

Richard Engel, 17, of Sonora, the driver of the motorcycle, was not injured.

Stopped Car

Mrs. Ennis had stopped her car on the highway, waiting for traffic to clear so that she could turn left into the parking lot of Value Giant store.

Highway Patrol officer Richard Carter, who witnessed the accident, estimated the motorcycle's speed at 55 to 60 miles per hour. He reported the driver had his head turned to the right and was squinting, maybe because of the sun.

Grogan, who was not wearing a crash helmet, landed on his back in the middle of the highway. The Highway Patrol report said the driver applied the brakes but the cycle skidded on the wet pavement into the rear of the car.

Front Page	Edit Page	Other Page

SAN MATEO, CAL.
TIMES & NEWS LEADER

E - 44,360

JUL 12 1969

R.C. Boy Killed On Cycle

Douglas Ralph Shoop, the 18-year-old son of Mr. and Mrs. Ralph F. Shoop of 180 Cerrito Avenue, Redwood City, was apparently instantly killed when he struck a large oak tree head-on after losing control of his 1967 model English motorcycle on the winding Westridge Drive in Portola Valley last night, sheriff's deputies reported today.

He had no crash helmet.

Deputies Dennis Bentley and Eugene Boklund reported the youth, a student at Woodside High School, was westbound on the road, apparently at high speed, when he lost control on a sharp curve east of Paloma Road. The motorcycle left the roadway, traveled through some light brush and struck the oak tree, whose trunk had a 4-foot diameter, head-on.

The deputies said they found the trunk of the tree badly scarred about 2-feet up from the base, and an indentation with some hair in it.

Rank: Sgt
Age: 35
Type vehicle: Honda 90cc motorcycle

Description of accident:

As he was cruising along on his light-weight motorcycle at a low rate of speed near one of our overseas bases, the Sgt saw a small pig crossing the road. He attempted to avoid it and almost did. But the pig had other notions. It darted back the way it had come and ran into the motorcycle, knocking the Sgt off. The Sgt struck his head on the pavement and sustained a skull fracture. He was not wearing a helmet. He never regained consciousness.

Probable cause:

Unsuccessful evasive action.

When they arrived at the scene, Bentley and Boklund reported, Shoop was lying on his side and bleeding from both ears, the mouth and nose. They said he had no pulse and was not breathing. He was pronounced dead on arrival at the Stanford Medical Center.

A friend, David L. Condon of 9 Betty Court, Atherton, told the deputies he and Shoop had almost reached their destination. He said he was going about 35 to 40 miles per hour, but Shoop was gaining on him.

Condon said he reached a driveway, and "All I knew he wasn't there. The others said they heard some skidding, and I went back and found him off the road."

Front Page Edit Page Other Page

OGDEN, UTAH
STANDARD-EXAMINER

E - 41,208

S - 41,661

SEP 9 1970

Motorcycle Crash Kills Ogden Teen

A 17-year-old Ogden boy was fatally injured Tuesday at about 5:45 p.m. when his motorcycle collided with a car on Harrison Boulevard at Old Post Road.

Victor Kim Collett, son of Mrs. Aletha Dustin of 3135 Iowa died nearly three hours after the accident in the McKay Hospital. He suffered massive head injuries in the mishap.

Utah Highway Patrol Trooper Rob Nielsen said the Collett youth was turning left off Old Post Road onto Harrison when he was struck by a northbound car driven by James George Michelson, 33, of 1832 E. 1950 S.

FRONT OF CAR

Trooper Nielsen said the motorcycle collided with the right front of the vehicle. He said the Collett youth was not wearing a helmet at the time of the accident.

Officials at the McKay Hospital said the youth died of massive head injuries at 8:33 p.m.

Two other persons were injured in accidents in Ogden Tuesday, one when his motorcycle struck a dog and the other when struck by a car after getting off a bus.

Edwin Jardine, 15, son of Mr. and Mrs. Jim J. Jardine of 3975 Adams of South Ogden, suffered leg and arm injuries when struck by the car at 36th and Monroe at about 6 p.m. He was treated at the McKay Hospital and released.

STRUCK BY CAR

Officer Willard Cragun said the youth was struck by a car driven by Jamie Cave, 16, of 2640 Liberty, westbound on 36th.

Miss Cave told the officer she saw the city bus stopped at the

north curb. As she got to the front of the bus the boy ran out into the path of the car.

Officer Cragun said the youth was carried on the hood of the car for about 62 feet before falling off. No citations were issued.

Thayer Forrest Hussey, 22, of 878 24th suffered bruises and scrapes on his right leg when he struck a dog with his motorcycle near Fowler on 29th Street at 8:06 p.m. Tuesday.

SEE DOCTOR

Officer Jerry Smith said Mr. Hussey did not require hospital treatment, but said he would see his own doctor for treatment of his injuries.

(See obituary on Collett youth on Page 3D.)

Front Page Edit Page Other Page

BRIDGEPORT, CONN.
TELEGRAM

M - 12,425

SEP 15 1970

Motorcyclist, 19, Hurt Critically in Fairfield Crash

A 19-year-old Fairfield university student was critically injured yesterday at 12:08 p.m. when the motorcycle he was riding collided with a car on North Benson road in Fairfield, police reported.

Being treated in the intensive care unit at Park City hospital for a fractured skull and broken left wrist is Trevor Tellis, of 834 Holland Hill road, Fairfield.

Patrolman Robert J. Dunn said the motorcycle was heading south on North Benson road when it struck the left front fender of a car that was crossing North Benson road from Walls drive to the Connecticut turnpike entrance ramp.

The driver of the car, Anna Buddenhagen, 70, of 288 Hunyadi avenue, Fairfield, was charged by police with failure to grant right of way to a vehicle not obliged to stop and operating a vehicle with unsafe tires.

Patrolman Dunn said the Tellis youth was hurled 20 feet from the impact of the crash. The cyclist's protective helmet was strapped to the motorcycle handlebars at the time of the accident, he added.

13
Date Recd. Date Recd.

STAMFORD, MICH.
NEWS

E - 59,374
S - 59,366

1969

Cycle Victim Identified

A 14-year-old girl killed in a motorcycle accident at 18th and Washington, early Friday morning was identified today by her sister.

Mrs. Ophelia Worley of Three Rivers this morning identified Diane McCarthy who was declared dead on arrival at St. Mary's Hospital shortly after the accident at 3:45 a.m. Friday. Miss McCarthy had been living with her sister until six weeks ago when she had run away and was reported missing.

Police are holding the driver of the motorcycle, a 26-year-old Burt Township man, for investigation of negligent homicide. Police said today that they have conflicting stories from witnesses. They said it appeared Miss McCarthy was killed when her head struck a curb as the motorcycle tipped over.

Man killed, boy hurt in crashes

A 27-year-old Sunnyvale man was killed and an 8-year-old Santa Clara boy was seriously injured in two separate motorcycle accidents in Palo Alto over the weekend, police reported today.

Killed was Michael Stephen Isaac, of 1127 Prunell Court, Sunnyvale, a student at the University of Texas, Austin. He was headed westerly on University Avenue at El Camino Real at 1:48 a.m. Sunday, when, witnesses told police, his cycle drifted to the left, struck a center planter strip and flipped.

Isaac hit his head first on a concrete curb 32 feet west of the point of impact, then on another curb several feet further.

A nurse at the Palo Alto Medical Clinic, who witnessed the accident revived Isaac with mouth to mouth resuscitation and a medical student at Stanford University continued the breathing resuscitation but Isaac died about two hours later at Stanford Hospital.

Police reported there was a "strong odor of alcohol" about him and that blood analysis tests are being made. He was not wearing a crash helmet, just a knit pullover cap.

STAMFORD, MICH.
AD: DATE
E - 59,458

Cycle Crash Takes Life Of Stamford Man

A Stamford man died of multiple skull fractures early Sunday after his motorcycle went out of control on Long Ridge Rd. Saturday and crashed. His six-year-old son, who was wearing a crash helmet, sustained a bump on his head and abrasions.

Police said Thomas J. Stuart, 26, of 112 Lawn Ave., was riding his motorcycle south on Long Ridge Rd. about 3:30 p.m. Saturday, with his son Brian of New Fairfield, riding behind him, when the motorcycle went out of control on a curve near Parsonage Rd., veered right onto the shoulder and overturned.

Stuart died early Sunday morning at Stamford Hospital from his injuries. Brian was treated for abrasions on his face and knees and x-rayed, then released.

Press Intelligence, Inc.

WASHINGTON, D. C. 20001

Front Page Edit Page Other Page

CHEYENNE, WYO.
TRIBUNE APR 16 1970
E - 10,487
TRIBUNE - TABLE
S - CIRC. N-A

Cyclist, 17, Injured in Collision

A 17-year-old Cheyenne youth was severely injured yesterday when his motorcycle struck the rear of a truck on Warren between Third and Fourth Avenues, police said.

They said Randy D. Hodson, of 6123 Kerry Ave., was taken to Memorial Hospital by the Cheyenne Ambulance Service. Hospital officials said the youth suffered a skull fracture and that he was in fair condition today.

Police said the truck driven by Akes was going north at slow speed on Warren when it was struck in the rear by the Hodson cycle.

They said both drivers were issued careless driving citations, a routine action in such investigations.

Hodson did not wear a protective helmet, police said.

Press Intelligence, Inc.

WASHINGTON, D. C. 20001

Front Page Edit Page Other Page

TWIN FALLS, IDAHO
TIMES NEWS

D - 20,841
S - 21,330

AUG 3 1969

Richfield Youth Is Cycle Crash Victim

RICHFIELD — A 16-year-old Richfield youth died about 10 a.m. Saturday at St. Benedict's Hospital, Jerome, of injuries received Friday night when the motorcycle he was riding collided with a car two miles west of Richfield.

The victim is Fred Powell, son of Mr. and Mrs. James Powell. He was rushed to the hospital where he underwent surgery for a broken arm, broken leg and fractured and head injuries.

Deputy Sheriff Martin Whitesell, investigating officer, said the motorcycle collided with a car driven by Bev Flora, 47, Richfield rancher, about 6:30 p.m. Friday in front of the Powell home.

The youth hit the windshield of the Flora car, then landed on the rear bumper, it was reported. The deputy said the boy

was not wearing a helmet at the time of the accident.

Dr. Carlyle Small, the victim's attending physician at the hospital, said Saturday night he had not listed the cause of death.

Officers said the boy was a diabetic and because of the accident and lack of an immediate supply of insulin, may have gone into shock. However, Dr. Small would not confirm that the boy was diabetic or that he went into shock.

Funeral services will be conducted at 2 p.m. Tuesday at the Richfield High School auditorium by Rev. Don Mason of Salt Lake City, Utah. Concluding rites will follow in the Richfield Cemetery.

Services are under the direction of the Bergin Funeral Chapel of Shoshone.

Motorcycle Wreck Fatal For Man, 26

A 26-year-old Hyattsville man died yesterday of head injuries suffered in a motorcycle accident Wednesday, police said.

Robert Hollingsworth Jr., of 6504 Red Top Rd., Hyattsville, was pronounced dead at Washington Hospital Center.

Hollingsworth was driving a 1947 motorcycle on Columbia Road NW, near Ontario Road NW, at about 7 p.m. Wednesday, when he lost control and was thrown against a parked car, police said. He was not wearing a helmet at the time of the accident, according to police.

Post 7/13/70

Press-Telegram, Inc.

COMMUNICATIONS SECTION

From: Editor
To: Editor

NEWPORT BEACH, CAL.

PILOT

E - 37,128

JUL 24 1970

DAILY PILOT EDITORIAL PAGE

Motorcycle Tragedy

The photograph which passed across the news desk was typical: A battered bike lying on its side . . . a policeman with a clipboard making notes . . . a crumpled gray ambulance-type blanket.

"They ought to outlaw motorcycles," said one editor, looking at the grim tableau.

"No," said another, who likes to ride. "What they ought to do is make helmets absolutely mandatory."

A Costa Mesa youth had been riding his motorcycle to Newport Beach Thursday for a summer school marine biology laboratory class.

He was 18 and he probably had a lot of plans for a life that was over at 6:25 a.m. in the emergency room at Costa Mesa Memorial Hospital.

He had worn no protective helmet.

He may not have read about two other helmetless motorcyclists killed the same way in Costa Mesa in the past 60 days, and the danger involved.

He was only 18 when he became the third one Thursday.

In almost every motorcycle fatality in recent times along the Orange Coast, head injuries were determined to be the cause of death. Officers investigating these crashes have, in many instances, felt that had the rider been wearing a helmet, the rider's chances for survival would have been significantly increased.

Some states have imposed those rigid laws requiring motorcyclists to wear safety helmets — with a heavy fine the penalty — just as motorists must drive with headlights at night.

A survey in Washington state showed a 73 percent reduction in motorcycle accident fatalities following enactment of the helmet law. People are alive and riding today because of it.

A campaign has been underway in California for the same type of regulation, on the part of cycle clubs, lawmen and medical research groups.

Harbor area law enforcement officials, noting that motorcycle and motorbike are an increasing part of life in our area of beaches and colleges, are convinced that much more urgency must be given to both education and safety legislation for the two-wheelers.

Columbian Death ends long ordeal for mother

FULLERTON (UPI)

—Glenn Hunt's mother buries him today. Stella Hunt had nursed him, washed him, fed him and exercised his flaccid muscles since the day in June, 1956 when Hunt's motorcycle collided with a truck.

For 13 years, 8 months and 4 days, Hunt, who was 29 when the accident occurred, remained in a coma. His physician, Dr. James C. Low, said the length of his coma was not as unusual as the devotion displayed by his mother. "To keep anybody going for this length of time in this kind of state is really something," he said. "I don't recall her even once showing discouragement, and she knew there was no hope."

"Glenn was a wonderful son. I felt I wanted to do this," Mrs. Hunt said.

706. 25 1970

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TO MEMBERS OF THE KANSAS LEGISLATURE

Purpose; to amend Senate Bill #460 to exclude industrial, cargo-type, 3-wheel trucksters, and to conform to Federal procedure in classifying them as trucksters, and not subject to any helmet and goggle law. Therefore, this amendment would in no way endanger receiving federal highway funds.

1. It is not the Federal government intentions to include cargo-type 3-wheelers as a regular motorcycle. The Federal government themselves have used over 500,000 with and without cabs for 15 years, since 1957, and does not wear helmets.
2. Three-wheelers are mainly industrial, cargo-type vehicles for on and off street use.
3. The cycle tags on these 3-wheelers are for the ease and convenience of licensing in our state, caught between a two wheeled motorcycle and a four wheeled vehicle. The Federal government considers them to be trucks and requires the manufacturers to pay a federal tax as such, rated as $\frac{1}{4}$ ton.
4. To name a few businesses in the Topeka area who use the 3-wheelers: The Goodyear plant, Dupont, Santa Fe Shops, Armco Steel, Country Clubs, Fairgrounds, Gage Park, Western Plumbing and Boyles, Inc. Just these businesses use over 150 3-wheelers. These are used not only in this area but in all cities and in addition to urban and farm use.
5. Our Ice Cream wagons have steel tops under the yellow canvas and over the drivers. Local authorities have enabled us to operate without helmets because of the "enclosed cab" clause. However, every year or two the same question comes up from somewhere because they appear to be on the borderline.
6. We would like to have 3-wheeled, cargo-type, trucksters excluded from this Senate Bill #460. It would eliminate any questionable definitions.
7. Manditory helmets would end our ice cream wagon business and jobs for 35 teenagers. It would be humanly impossible to wear a helmet at 95 degrees at 3 miles an hour for an 8 hour working day.

Thank you.

Chas.

JERRY BOYLES, Secretary-Treasurer
BOYLES, INC.



STATE OF KANSAS
Office of the Governor



STATE CAPITOL BUILDING
TOPEKA, KANSAS 66612

ROBERT B. DOCKING
GOVERNOR

April 1, 1970

Mr. Harley V. Phillips
Harley's Cycle Supply
629 North Main
Hutchinson, Kansas 67501

Dear Mr. Phillips:

Thank you for writing and expressing your views on Senate Bill 595 which eliminates the mandatory requirement for motorcycle riders to wear helmets if they are over 21 years of age.

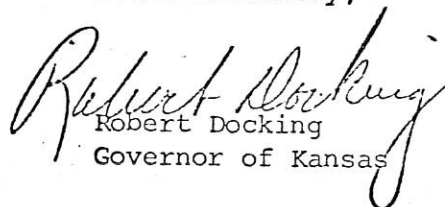
You will be pleased to learn I signed Senate Bill 595 into law on March 19, and it becomes effective July 1, 1970.

It is my belief that persons over 21 years of age are responsible citizens and should be given the option of wearing safety equipment.

I appreciate your confidence in writing to me, and hope you will feel free to correspond on any matter of concern to you.

With every good wish.

Yours sincerely,


Robert Docking
Governor of Kansas

RD:lb

RECEIVED
JULY 2, 1970
U.S. DEPT. OF TRANSPORTATION
WASHINGTON, D.C.

U. S. P. O.		
MAIL	TO	INT
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The Hon. John A. Volpe, Secretary
United States Department of Transportation
Washington, D.C. 20591

Dear Mr. Volpe:

During the last Legislative Session, the Kansas Legislature passed and sent to me for signature a bill providing for the updating of the Uniform Vehicle Code in the State of Kansas.

The original intent of this piece of legislation was to greatly improve overall traffic safety in the State of Kansas; however, attached to and made a part of this bill was an amendment calling for the repeal of the State's Motorcycle Helmet Law which had been in effect in Kansas for several years.

Consideration of the pros and cons of this piece of legislation made it exceedingly difficult to decide whether or not to sign the bill. However, after careful deliberation and consultation with counsel and my advisers, it was determined the traffic safety advantages of this bill far outweighed the disadvantages and I signed it into law.

Please be assured, however, that my administration does not accept the repeal of the motorcycle helmet law to be final and we will make every effort to have the helmet law reinstated during the next session of the Legislature. Such reinstatement will be an important part of my Legislative Program for 1971.

It is hoped this corrective program meets with U. S. Department of Transportation approval and that we can look forward to our continuing working relationship with your Department to further improve traffic safety in the State of Kansas.

With every good wish,

Yours sincerely,

Robert Docking
Governor of Kansas

RECEIVED
JULY 23 1970
U.S. DEPT. OF TRANSPORTATION
WASHINGTON, D.C.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

August 20, 1970

RECEIVED

AUG 24 1970

Honorable Robert Docking
Governor of Kansas
State Capitol Building
Topeka, Kansas 66612

OFFICE OF THE GOVERNOR

H. S. P.		
MAIL TO	INT	
RECEIVED		
LEWIS		

Dear Bob:

Thank you for your July 17 letter assuring me that your administration would seek readoption of the motorcycle safety helmet law repealed in part during the last legislative session.

Previous correspondence between the National Highway Safety Bureau and appropriate members of your administration has emphasized the need for and effectiveness of laws requiring the use of helmets by motorcyclists. I am sure you are aware of the documented effectiveness of helmets. While I am deeply concerned that Kansas is setting an unfortunate example, based on your assurance, I am increasingly confident that your legislature will take those steps necessary to avoid sanctions under the Highway Safety Act of 1966.

I too look forward to continuing the fine working relationship we have enjoyed with the State of Kansas.

Sincerely,

Chairman Dierdorff, honorable members of the committee, and guests:

I would like to speak on behalf of the 60,000 motorcyclists in Kansas in opposition to Senate Bill 460. We are all concerned about motorcycle safety, but the primary problem is not helmets or head-lights.

The present Kansas helmet law is an acceptable compromise in that it protects minors while allowing adults to be responsible for their own safety.

The American Motorcycle Association has supplied all of you with data concerning accident rates of certain age groups for automobiles and motorcycles. In both cases it is the young, inexperienced drivers who are responsible for a disproportionate number of accidents. The AMA suggests that helmets or goggles do not reduce accidents, but that an effective motorcycle education program for the young would be a possible solution for you to consider. The legality of the helmet requirement is questionable and is being debated in several state courts and in the federal court in Boston.

The "lights on" provision is somewhat different in that it is not intended as self protection and is not included in the federal safety standards. However, in the event of an accident that would break out the headlight, the law might involve the motorcyclist in a problem of strict liability. The data regarding the number of accidents in states with "lights on" laws are still inconclusive. If "lights on" laws should prove to be beneficial then it should be required of all vehicles.

In concluding it should be noted that passage of this bill as it stands would burden the already overworked law enforcement agencies with enforcing a law of questionable value.

Thank you.

Stewart E. Nowlin

Stewart E. Nowlin

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Reference Senate Bill #460-----February 16, 1972

The Kansans Opposed to unfair Motorcycle Legislation would like to go on record as being totally opposed to Senate Bill No. 460 Sec-2 KSA 1971 Supp. 8-577K, Paragraph A & B, on the grounds of infringements of personal rights as guaranteed under the fourteenth amendment of the constitution of the U.S.A.

The Kansans opposed to unfair Motorcycle Legislation, do wish to make it perfectly clear that they do support a mandatory helmet law for persons 20 years of age and under as well as a strict driver education and licensing program for all motorcycle operators.

We realize that apparently Senate Bill 460 was drafted in order to comply with Federal Highway Safety Standards, However, after reviewing these standards we can in no way find that Sec 2, Paragraph a 7 b of this bill, is necessary for compliance with the Federal Standards.

Government statistics are not up to date, and are in-conclusive, and do not prove that helmets save lives, where stricter licensing and education could!

Headgear Legislation was declared unconstitutional in superior Court of Illinois and Arizona, Appelate court of Michigan, two trial Courts in New York, two Trial Courts in Ohio and at least one trial court of Missouri, Florida and Michigan.

It is also the opinion of the Atty. Gen of Oklahoma that States headgear Legislation is unconstitutional and the opinion of the Atty. General of New Mexico that proposed city ordinance would be invalid if applied to citizens over 18 years of age!

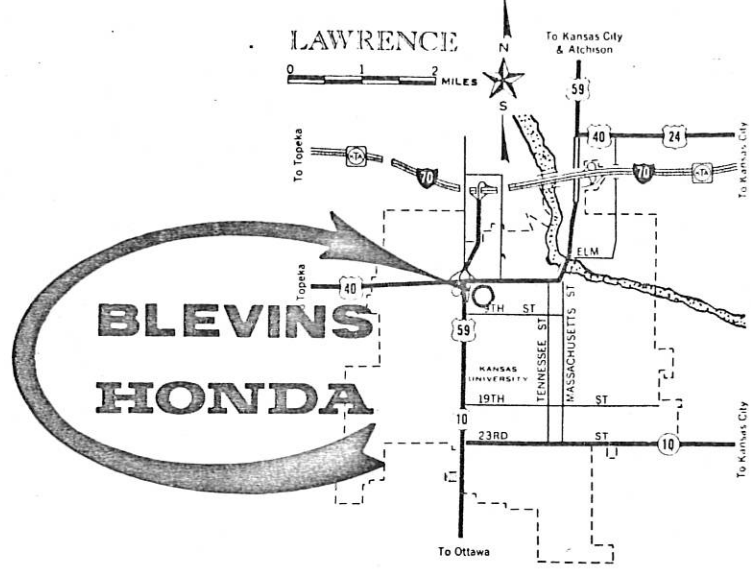
In conclusion, we respectfully submit that do to insufficient stastics to support the proposed helmet Bill, and headlamp amendment, that the State of Kansas is in full compliance with Federal Standards at this time, and that Senate bill 460 should be defeated, and in it"s place enact a program governing the education and licensing of all motorcycle operators.

The help of Kansans opposed to unfair Motorcycle legislation was used in doing this study.

Respectfully Yours,
O.W.E. Smith.



KANSANS OPPOSED TO UNFAIR MC Legislation



2-16-77,

Speaking for ourselves and Mr. Don Mc Dow the Lawrence Kansas midwest mutual insurance agent.

The proposed Senate bill #460 is discriminatory and aimed at a small segment of operators of motor vehicles. It is ineffectual toward accomplishment of stated goals and will impose an additional enforcement problem on overloaded police facilities. It is impractical through legislation to attempt to force someone to protect himself, we therefore are opposed to Senate Bill #460.

Respectfully,
Leticia W Blevins Sr.
Motorcycle rider of 40 years.

2-16-72
Chairman Dierdorff, honorable members of the committee, and guests:

I would like to speak on behalf of the 60,000 motorcyclists in Kansas in opposition to Senate Bill 460. We are all concerned about motorcycle safety, but the primary problem is not helmets or headlights.

The present Kansas helmet law is an acceptable compromise in that it protects minors while allowing adults to be responsible for their own safety.

The American Motorcycle Association has supplied all of you with data concerning accident rates of certain age groups for automobiles and motorcycles. In both cases it is the young, inexperienced drivers who are responsible for a disproportionate number of accidents. The AMA suggests that helmets or goggles do not reduce accidents, but that an effective motorcycle education program for the young would be a possible solution for you to consider. The legality of the helmet requirement is questionable and is being debated in several state courts and in the federal court in Boston.

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In concluding it should be noted that passage of this bill as it stands would burden the already overworked law enforcement agencies with enforcing a law of questionable value.

Thank you.

Stewart E. Nowlin

Stewart E. Nowlin