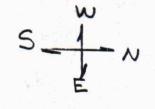
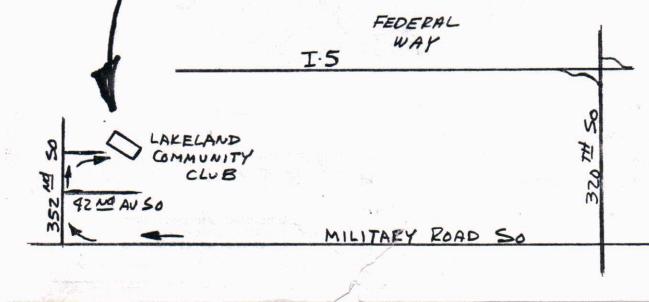


 In a state-by-state analysis by the AMA and the Motorcycle Safety Foundation (MSF), it was found that motorcycle accidents increased by 16 percent, fatalities by 23 percent in 1977 over 1976. MSF president Dr. Charles H. Hartman cautions that there is no one single reason for the increases; cites possible factors such as bad riding weather, longer riding period, new riders, helmet law repeals, better accident reporting, increase in number of cycle passengers. AMA adds poor road conditions...

ABATE OF WASHINGTON MEETING DEC 11,1978





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### Causes of cycle mishaps

**S** OME newly published data on motorcycle accidents, a growing headache for trafficsafety administrators, both reinforce the case for the motorcyclist's crash helmet and offer some accident-prevention clues of value to everyone using the highways.

Citing preliminary findings of a study being conducted for the federal Department of Transportation. Prof Harry Hurt of the University of Southern California says his detailed investigation of 900 motorcycle accidents in the past 30 months adds fresh documentation for the value of helmets.

Of the 900 accidents in the sample, Hurt reports, 54 involved fatalities. Of those victims, 85 per cent were not wearing helmets.

The study indicated that cvclists wearing protective headgear and involved in accidents received 23 per cent fewer head injuries than unhelmeted riders.

These figures should be of interest, of course, to this state's Senate Transportation Committee, which is examining the impact of the helmet-law repeal and what might be done to improve motorcycle safety through action in the 1979 Legislature.

Also of potential value in the federally sponsored study at U.S.C. was the tentative finding that the major cause of motorcycle accidents is the failure of motorists to see bike riders in traffic...

More than half the crashes resulted from motorists' inability to see the riders until it was too late. A motor vehicle turning left into a motorcycle's path was blamed for 45 per cent of all accidents investigated.

High-visibility clothing, especially in yellow colors, might help cut the accident rate for riders, according to Joan Claybrook, director of the National Highway Traffic Safety Administration.

Finally, the U.S.C. study produced a preliminary conclusion that may point to a heretofore unsuspected cause of motorcycle mishaps.

More than half the riders involved in the 900 crashes had less than six months' experience with the particular bike involved. And almost 92 per cent never had had any professional or formal driver training.

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## **Education** plan asked to curb cycle deaths

Traffic Safety Commis-sion Director Walt Friel The State Patrol sion Director Walt Friel The State Patrol re, who ride motorcycles that and state school chief ports motorcycle accident they ought to wear a Frank Brouillet have been fatalities have climbed 76 helmet." But she has asked to initiate immedi-ately an aggressive public became effective late last education program aimed Year.

at cutting down motorcy: cle fatalities. Sen. Peter von Reich-said today he has made the suggestion in letters, to the two state officials in which he cited a three-Sen. Peter von Reich-said today he has made indicated they would fa-to the two state officials in which he cited a three-said cutting down motorcy-the suggestion in letters, in which he cited a three-said today he has made indicated they would fa-to the two state officials in which he cited a three-said today he has made indicated they would fa-to the two state officials in which he cited a three-said state officials indicated they would fa-to the two state officials in which he cited a three-said state officials indicated they would fa-to the two state officials in which he cited a three-said state officials indicated they would fa-to the two state officials in which he cited a three-said state officials indicated they would fa-to the two state officials in which he cited a three-said state officials indicated they would fa-to the two state officials in which he cited a three-said state officials indicated they would fa-timet the suggestion indicated they would fa-timet to the two state officials indicated they would fa-timet to the two state officials in which he cited a three-year trend of increasing motorcycle accident fatalities

"I believe that we should appeal to the common sense of the 119,000 motorcycle owners in the state." von Reichbauer wrote in his letter to Friel.

HE RECOMMENDED that Friel explore the possibility of using public service television spots designed to increase the awareness of the average motorist of the limitations of motorcyclists."

And he suggested that Brouillet implement a "thorough education program of motorcycle awareness" in the public schools.

Von Reichbauer made the recommendations following a meeting of the Senate transportation subcommittee on traffic safety called to study the impact of a year-old law that repealed the require-

in motorcycle fatalities to protect them." she said

OLYMPIA (AP) — ment that motorcyclists "would seem to me to be a strong signal to people

reluctance "There is a limit to what government Gov. Dixy Lee Ray said limit to what government recently that the increase should do for individuals

> I've often wondered what the noise 0 level is in the midst of a symphony orchestra. Has it ever been measured?

> A bass clarinetist with the St. Louis Sym-A phony, who sits a few feet in front of the timpani and percussion section, conducted his own study and found that a timpani, in full triple-forte roll, achieves a decibel reading of 118, the threshold of pain. A combination of bass drum, cymbals and snare drum registered 137. By contrast, an ascending jetliner reaches a mere 120 decibels.

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# WSP Blames 71 'Cycle Deaths On Law Change

#### By The Associated Press

A year ago today, Washington repealed the law requiring motorcyclists to wear safety helmets. The state patrol says 71 people may have died because of that change.

The patrol says 71 of the 110 people who died in motorcycle accidents during the past year were not wearing helmets.

The last full calendar year before repeal - 1976 - 61 people died in motorcycle accidents. Patrol spokeman Ron MacDonald said it is assumed that about 97 percent of all motorcycle riders wore helmets prior to repeal of the law.

To date this calendar year, 97 persons have been killed in motorcycle accidents, including 59 who weren't wearing helmets.

The legislative history of the repeal is interesting. A separate repeal bill was killed. However, pro-repeal forces tacked their measure onto a bill bringing several state motor vehicle laws into conformity with federal statutes.

The main argument of repeal forces was that "everybody should be allowed to do his own thing." Another was "Govern-m e n t shouldn't dictate what people should do." "If people want to kill themselves that's their business," was another argument that was heard.'

The Traffic Safety Commission has voled to seek a new helmet aw.

Remember : Write to your Legislators and to the Governor that under no circumstances do you want or need the 'MANDATORY HELMET LAW', now or never. ABATE OF WASHINGTON, BREMERTON CHAPTER WILL HAVE THEIR NEXT MEETING ON DEC. 18,1978

Starting in January 1979 Meetings will be on last Monday of the Month.All members requested to attend all meetings.