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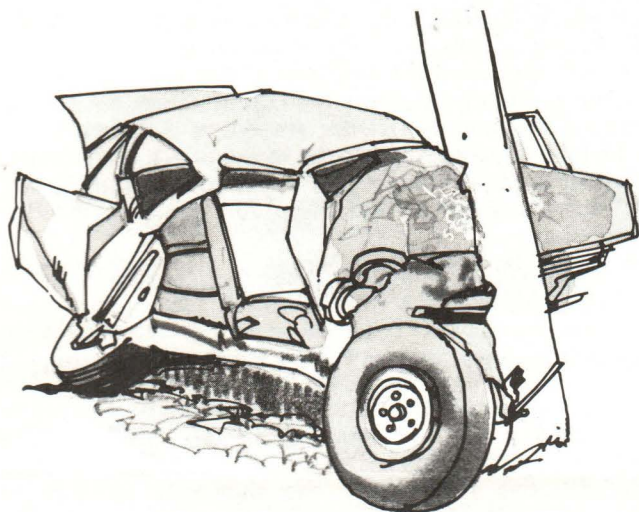
The AMERICAN ISSUE

THE QUARTERLY NEWS MAGAZINE OF THE AMERICAN COUNCIL ON ALCOHOL PROBLEMS

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No. 1



RESPONSES TO REPORT OF PRESIDENTIAL COMMISSION

COMMISSION LIKELY TO BE CONTINUED

ADMINISTRATIVE REVOCATION OF DRIVERS' LICENSES

UTAH LEADS WITH THIS NEW LAW



AGE 21

History of the Drinking Age in Michigan

AND WHAT IS HAPPENING NOW
ACROSS THE COUNTRY ON 21.

THAT —AND MORE— INSIDE

PRESIDENTIAL COMMISSION EXPECTED TO CONTINUE

In our last American Issue we told you that AN INTERIM REPORT TO THE NATION would be made by the Presidential Commission on Drunk Driving sometime in December. This was issued December 13, 1982. Over 4500 copies of this report were sent to governors of the states, to legislative leaders, traffic safety and other officials, as well as many in business and industry. Hundreds of responses were received and the great majority were overwhelmingly positive. For the most part those Commission recommendations which received the most positive responses were those which ACAP has been supporting for some time, namely: appointment of task forces, implied consent, .10% "per se" laws, youth programs, administrative "per se" license suspension, and raising the legal drinking age to 21. Opinions about mandatory sentencing were mixed, as well as on other technicalities of enforcement and adjudication.

Under President Reagan's Executive Order creating the Commission it comes to an end on April 15, 1983, one year from date of appointment. Most such commissions exist for a year only and have to be extended by Congressional action. We are informed that an amendment extending this Commission to December 13, 1983 has been prepared and will be attached to a bill now before Congress. We understand that Elizabeth Dole, the new head of the Department of Transportation, is urging this extension. If such extension is granted, the next meeting of the Commission is to be held late in April in San Antonio, Texas. At that time, ACAP's Executive Director, William N. Plymat, who is also a Commission member, will be recommending again the passage of "administrative revocation" laws in the 45 states which do not have them.

COMMISSION RECOMMENDATION

The Interim Report of the Presidential Commission on Drunk Driving contained the following specific recommendation:

"Administrative Per Se License Suspension:

"States should enact legislation to require prompt suspension of the license of drivers charged with driving under the influence, upon a finding that the driver had a BAC of 0.10 in a legally requested and properly administered test. The prompt suspension should also extend to those who refuse the test. Such suspension may be carried out by the court upon arraignment, or by the administrative agency charged with license administration. There should be reciprocity among States."

In connection with this recommendation, the Commission noted:

"Some states have begun to use innovative methods to establish swift and certain penalties for drunk driving. In Minnesota, West Virginia, Iowa and Delaware, any driver registering above 0.10 AC has his or her license automatically suspended for 90 days (or more) regardless of the subsequent disposition of his case. If he or she refuses the test, his or her license is suspended for 180 days. This is a swift and certain sanction which significantly adds to the general deterrent effect of the drunk driver control system. The

individual is afforded the opportunity of a hearing within a specified period of time; the facts to be pursued at this hearing relate to whether the individual tested over the legal limit or whether the individual refused the test."

THE IOWA EXPERIENCE

In Iowa the license suspension procedure relating to drunk drivers has been referred to as "administrative revocation". The concept evolved in Minnesota in 1976 but was strengthened by the impressive experience gained in Iowa when its new law went into effect on July 1, 1982. In the first six months after that date, 7887 drivers' licenses were revoked administratively without court actions being required. In the six month period after July 1, 1982, there were 97 alcohol-related fatalities in Iowa, compared with 156 in the same period the year before. Thus, 59 lives were saved.

ACAP developed the evidence of the Iowa experience and put it in printed form for consideration by legislatures. The same experience was then documented by an 18-minute video tape to be circulated to legislatures and various persons interested in securing a similar law. (See another page in this Issue for quotes and other information.)

It should be noted that Oklahoma also now has such a law which goes into effect April 1, 1983.

UTAH ADOPTS ADMINISTRATIVE REVOCATION

Utah has become the first state to respond legislatively to the Commission's recommendation on license suspension. Early in January, the ACAP video tape on "administrative revocation" was shown to an aide to Governor Scott M. Matheson of Utah. She was impressed and quickly got the message to the Governor. Three days later he spoke at a state-wide youth conference on drinking and driving and shared his platform time with ACAP's Executive Director. He stated that he would recommend to the Utah Legislature that law enforcement officials be given authority to confiscate the driver's license as soon as a drunken driver was arrested. Later, in his message to the opening session of the Utah Legislature he urged passage of such a bill and called attention to the Iowa experience.

William Smart, Editor of the Deseret News, the Mormon daily newspaper in Salt Lake City, viewed ACAP's video tape in his office, then asked his editorial department to prepare an editorial in support of administrative revocation, which they did.

In order to help consideration of the bill by the Legislature, Gov. Matheson then offered to ACAP's Director, Wm. Plymat, the use of his office's computer-typewriter equipment and the help of two secretaries. This made it possible for Mr. Plymat to write 104 individually typed letter to all 104 members of the Utah Legislature, enclosing printed material telling the reason and the need for administrative revocation and the record of success in Iowa. These letters were then hand-delivered to the legislators.

On February 2d, the full House of the Utah Legislature took up the bill and passed it without a single dissenting vote. A short time later the Utah Senate passed it unanimously and it went to the Governor. Gov. Matheson then signed the bill. Mr. Plymat attended the signing ceremony at the Governor's invitation.

Administrative Revocation for Drunk Driving

Public indignation continues to grow. Citizens have made it clear to lawmakers and public officials that they are no longer willing to tolerate the highway carnage caused by drunk drivers.

In 1982 this grass roots sentiment, widely expressed across the country, resulted in the appointment of the Presidential Commission on Drunk Driving. The Commission's interim report was issued in December 1982 so that states could act on its recommendations during 1983 legislative sessions.

Those recommendations cover a wide range of topics, including changes in state drunk driving laws. The Commission recommends enactment of a "per se offense" at .10% BAC, and a presumption of guilt at .08% BAC. It also supports raising the drinking age to 21 and adopting a system for administrative revocation of drivers' licenses.

Other recommendations pertain to minimum jail sentences and legal sanctions against drunk driving. Legal penalties, however, require county attorneys willing to prosecute and judges willing to hand down the sentences mandated by the legislatures. Unfortunately, some county attorneys grant deferred prosecution, allowing those apprehended by police to continue driving. Those who are tried and convicted, or who plead guilty, are often given deferred sentences by the judge.

In all but a handful of states, drivers' licenses are only suspended or revoked after court conviction, so those charged with drunk driving may keep their licenses for months after being apprehended. One of the Presidential Commission's recommendations addresses that problem.

Administrative Revocation, pioneered in Minnesota in 1976 and adopted by Iowa in 1982, means that the driver's license is confiscated by the arresting officer on behalf of the Department of Transportation. Hearing officers are empowered to grant work permits in some cases. Under the "implied consent" portion of the law, licenses are revoked for refusal to take the chemical test, as well as for test failure.

Under this "two-track" system the loss of driving privilege extends to all those apprehended with a blood alcohol level of .10%, regardless of court action or lack of it. Administrative Revocation accomplishes the most important task in the fight against drunk driving. It takes drunk drivers off the road immediately, and serves as a strong deterrent to others.

Because, in almost every state, prosecution and sentencing vary considerably from one county to another, Administrative Revocation is the only predictable penalty for drunk driving. The American Council on Alcohol Problems has produced an 18-minute video tape documentary on Administrative Revocation in Iowa.

Below are quotations from the video presentation:

"By the time that bill reached the floor of the House it was pretty clear from sentiment in the Capitol that they had to vote out something. They had to do something in the way of legislation on drunk driving that year because of the clear public sentiment favoring that, and the national trend in that direction. . . . There was massive bipartisan sentiment. The first vote in the House was 97-0, and the first vote in the Senate was 45-0."

Don Mason, Attorney
Prosecuting Attorney's Counsel

"I think that the administrative revocation of a drivers' license for all persons above .10 BAC is extremely important. . . . I think it puts the responsibility for putting people back out on the road back where it belongs — that's back with the state agencies. Since they do the issuing of driver's licenses, they should be responsible for who's out on the road. That's not really a judicial responsibility."

Sven Sterner
Governor's Highway Safety Office

"This is the first time in the history of this ASAP program that people have actually, realistically lost their drivers' licenses when they were arrested for OMVI. . . . We're the ones that initiate the revocation. We take the license right on the spot."

Roger Sanders, Patrolman
Alcohol Safety Action Program
Des Moines Police Department

"In the four and a half months since the law took effect there have been 5,685 drivers' licenses revoked in Iowa."

Bill Kendall, Director
Driver Licensing, DOT

"In the first four months that this law has been on the books there have been 59 fewer alcohol-related fatalities. . . . In that period there were 189 total highway fatalities — 29% of that 189 were alcohol-related. Over the same period a year ago, that percentage was 46%. . . . The sanctions that are applied generally — the fine, community service, some hours in jail — do not carry the deterrent effect on the drinking driver that the sure, immediate loss of their license has."

Gordon Sweitzer, Director
Motor Vehicle Division, DOT

"The one advantage we do have in the acronym game in Iowa with MADD and SADD is that we have GLADD. Now we have Good Laws Against the Drunken Driver."

Col. Frank Metzger, Director
Iowa Highway Patrol

In order for a tougher drunk driving law to accomplish its purpose, it must not merely punish those arrested, it must deter those who might otherwise drive after drinking. Therefore public service advertising and news media coverage of new laws is extremely important. In Iowa, the Governor's Highway Safety Office hired an advertising agency to create a TV spot on the new law. That 30-second message, which is included in the ACAP video documentary, shows a young man in a small room. He begins talking to the camera:

"When they stopped me for drunk driving I thought 'No Big Deal.' It was my first time. Well, I lost my driver's license right then and there — gone for at least 120 days. And my insurance company says my rates are going to go up a thousand dollars a year. That's gonna hurt, bad. And now I'm here . . ."

The camera pulls back to reveal that the man talking is actually behind bars.

" . . . for 48 hours. Iowa's new drunk driving law is for real, and it's tough, even if it's your first time."

The exposure given this spot by Iowa's TV stations has insured that virtually every motorist is aware of the new law.

If you wish to work for Administrative Revocation in your state, you may rent or purchase the above-described video tape. Write to American Council on Alcohol Problems, 2908 Patricia Drive, Des Moines, Iowa, 50322. Specify your video format: 3/4 inch U-Matic; 1/2 inch Beta; or 1/2 inch VHS cassettes.

RAISING THE DRINKING AGE TO 21

In its Interim Report issued in December, 1982, the Presidential Commission on Drunk Driving recommended:

"States should immediately adopt 21 years as the minimum legal drinking age for all alcoholic beverages."

At that point the Commission noted:

"There is a direct correlation between the minimum drinking age and alcohol-related crashes among the age groups affected. Studies have shown that raising the legal drinking age produced an average annual reduction of 28 percent in night time fatal crashes involving 18 to 21 year old drivers."

"In order to reduce the death rate of American youth, the minimum drinking age for all alcoholic beverages should be raised to 21."

In the responses to its Interim Report received by the Commission, this recommendation received more positive reactions than any other one, with the exception of the "general outreach" recommendation to educate through organizations in the "private sector" about the dangers of drinking and driving.

In our third quarter 1982 American Issue we reported on the exact status of the drinking age across the country. Since then, and since the Commission's Interim Report, New Jersey (on December 28, 1982) raised its legal age to 21. Since January 1, 1983, there has been activity in many state legislatures on this issue. Here is what has been happening:

VIRGINIA: Gov. Charles S. Robb strongly urged a raise to 21. The Virginia House passed such a bill, but a Senate committee refused to let it come up.

WEST VIRGINIA: A bill was passed raising from 18 to 19, but setting 21 for out-of-state persons coming into the state.

ARIZONA: Out of 60 House members, 32 sponsored a bill to raise to 21, but a House committee has refused to let the bill out. A citizen campaign has been started to put "21" on the November ballot.

TENNESSEE: There are bills in both houses of the legislature. Proponents feel there is at least a chance for passage. Tennessee has various border problems.

MINNESOTA: There is a House bill in committee to raise from 19 to 21. In the Senate a Republican Senator is seeking a Democrat to co-sponsor a bill but hasn't found one. At a recent meeting at Macalester College in St. Paul on the 21 issue, only 16 students attended, indicating a lack of student interest or opposition. At that meeting one industry representative said there were 12 paid liquor lobbyists working in the Minnesota Legislature, but not all were working against the drinking age issue. On January 24, 1983, the St. Paul Pioneer Press conducted a telephone poll of 409 adults (in St. Paul and suburbs) on the question of raising the age of 21. Approved, 75%; disapproved, 16%; no opinion, 6%.

WYOMING: The Senate passed a 21 bill but it died in a House committee.

IDAHO: A 21 bill passed the House but has been held in a Senate committee and is not expected to come up.

NEBRASKA: This is a unicameral legislature. A 21 bill is being held in a committee. On February 10, 1983, the Daily Nebraskan, student publication of the University of Nebraska at Lincoln carried an editorial titled, "Up drinking age? Yes."

ALASKA: A bill to raise the age from 19 to 21 has passed the House by a vote of 32 to 7. It is now in a Senate committee, facing very heavy pressure from the liquor lobby, and believed unlikely to pass. Polls show 69% of the voters want the raise and plans are being laid to place the issue on the ballot at the 1984 election.

KANSAS: Kansas has 21, except for 18 on 3.2% beer. There was a public hearing before a committee on a bill to raise to 21, but the committee refused to vote the bill out for consideration. Later an amendment providing for 21 was attached to a Senate bill, but this was defeated 21 to 17.

IOWA: Gov. Terry Branstad has taken a position against raising from 19 to 21. A bill introduced in the House was referred to a committee, but its chairman refused to appoint the usual sub-committee of three for initial consideration, and therefore the bill has not come before the whole committee of 23 members. The chairman has firmly said such a bill will not be considered in 1983. However, the Iowa Governor's Task Force on Drunk Driving has recommended 21 without a dissenting vote. Numerous citizens and religious leaders around the state are circulating petitions which are accumulating at the ACAP office. Various polls provide evidence that public sentiment is strong for the raise. The Motor Club of Iowa put a questionnaire in their December 1982 publication asking for views on age 21. This went to 190,000 Iowans. They received 2400 replies. 76% were for 21. The Gallup poll reports 77% for 21.

COLORADO: The Judiciary Committee of the Colorado House has voted out a bill for 21 by 8 to 1.

FLORIDA: There will be a House committee hearing on this on April 6th.

TEXAS: There will be hearing in the Texas House also on April 6th.

NORTH CAROLINA: A bill to raise the age from 18 to 21 on beer and wine is being held in suspense in a favorable Senate committee, pending imminent passage of a comprehensive drunk driving bill which includes administrative revocation. The change in drinking age would be phased in: 19 in 1984, 20 in 1985; and 21 in 1986.

WISCONSIN: See the following story on Border Problems.

In an effort to provide documentary support for the 21 proposition, ACAP sent a video cameraman to Michigan to get a report of the experience there. More research and effort on this issue has been conducted in Michigan than perhaps anywhere else. As a result we now have an excellent 18-minute video cassette on this subject which is getting used around the country. The Michigan story and quotes from the video cover the next page in this Issue. This video can be rented or purchased from ACAP and is available in three formats: ¾ inch U-Matic; ½ inch Beta; or ½ inch VHS cassettes. Write to American Council on Alcohol Problems, 2908 Patricia Drive, Des Moines, Iowa, 50322.

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BORDER PROBLEMS EXIST WITHOUT 21

One of the most important reasons for making the legal drinking age uniform across the country is the fact that youth who wish to drink may cross a border to a state with a lower age and then drive home while under the influence.

(Continued on page 7)

AGE 21

The 26th Amendment to the U.S. Constitution was ratified on June 30, 1971. On that day 11.4 million young Americans between the ages of 18 and 21 were extended the voting franchise. The Vietnam War was going on then, and there was a widespread feeling that those who were asked to fight ought at least be allowed to vote. Many state legislatures, believing that if you were old enough to vote you were old enough to drink, lowered the age of majority to 18 or, in some cases, 19. Afterwards, not only could young people pull levers in voting booths, they could also pull pop-tops off cans of beer.

The result was that thousands of young people lost their lives on the highways because of the lower legal drinking age. Had it not been for the war, no one would have suggested lowering the voting age, much less the drinking age. It's a sad legacy of that conflict that the last young Americans to perish were those who died in cars, here in the U.S. And regrettably, the carnage continues.

Michigan, like many states, lowered the drinking age to 18 in 1972. In the six years that followed, disturbing newspaper headlines often appeared: "Concern Grows Over Low Drinking Age," "Young Drinking Driver Crashes Have Shown Dramatic Increase," "Drinking Age, Crashes Linked." It was clear to the public that society was paying a high price for 18-year-old drinking, both in terms of lives lost on the highways and alcohol abuse in the schools.

For six years Rev. Allen Rice, Director of the Michigan Council on Alcohol Problems, lobbied the legislature to raise the drinking age back to 21. But the lawmakers, having made 18-year-olds legal adults, were reluctant to deny young citizens a single adult privilege. With the legislative option foreclosed, Rev. Rice organized a petition drive to place the issue on the ballot as a proposed constitutional amendment. From church congregations and groups of professional educators his organization recruited 14,000 petition circulators and obtained 320,000 signatures by July of 1978. In November of that year Michigan voters went to the polls. The result was that 1,610,000 voted to raise the drinking age back to 21—a 57% majority.

Two years later, in 1980, students on university campuses circulated petitions to lower the drinking age back to 19. The Michigan Licensed Beverage Association, representing on-sale liquor establishments, provided funds for lobbying and advertising. The petition drive fell short of its goal, so the "19 is Fair" interests went to the Michigan Legislature. Both houses voted by a two-thirds majority to place the question on the ballot. Despite the media blitz on its behalf, the "19 is Fair" proposal lost—Age 21 was retained by a majority of 62%.

It's been four years since the Michigan Constitution was amended to prohibit sale of alcoholic beverages to those under 21. The controversy is over, and now the benefits can be tallied. The American Council on Alcohol Problems has produced a videotape documentary about what happened in Michigan, both before and after the drinking age was raised to 21. Below are some quotations from some of those interviewed for the documentary.

DRINKING IN THE SCHOOLS

"There were some real problems in the schools, the high schools in this state where the kids would go out for noon and instead of having a Coca Cola and a Big Mac, they were going to the local liquor store and picking up six or twelve, and they were drinking in their cars, bringing it back and exposing the younger kids to it in the high schools. I think you had a lot

more civil disorder within the structure of the educational system."

Tom Green
Capitol Hill Reporter, Lansing
for WJBK-TV, Detroit

"It was pretty obvious when we moved to 18 what happened to problems in the schools. We witnessed an increase in drinking. . . . It really wasn't all that much of a problem during the school day, because we could control the population somewhat. Although we did have some students that would go out at noon and pick up some booze during the lunch hour and return to school after they'd been drinking. We could deal with that as a discipline problem in the school. We did have to. . . .

"The kids were getting together in cars, and it was really a problem. . . . They were 18, they could go out to bars, but their peer group couldn't. The group they were running around with, the younger students, even junior high age, would get together in cars, and there was a lot of drinking. They'd get together in any parking lot, school parking lot, church parking lot, anywhere they could get together and party. We had some real problems trying to button up our school property at night. . . . Now we've seen that diminish very dramatically.

"There were those that were saying all the time that the drinking age, changing the drinking age, wouldn't change students' drinking. They would still drink. They still did and still do, but the kinds of problems we experienced while the drinking age was 18 disappeared."

Dr. Frank Throop
Principal, Everett High School
Lansing, Michigan

THE DRINKING AGE AND DRIVING

"A number of studies were conducted on the effects of the lower drinking age in the early 1970's. There were about 29 states that reduced their legal minimum drinking ages. Out of that, roughly a dozen studies came out in the mid- to late 1970's. The 15% to 30% range of estimates repeatedly came up for the effect of the drinking age on alcohol-related crash involvement for young people. . . .

"Focusing on the state of Michigan, the net effect of increasing the drinking age in December of 1978, from 18 to 21, was reduction of 2,600 young drivers that were not involved in alcohol-related crashes after the legal drinking age [was raised]. . . . When we lowered the age we saw this roughly 20% increase in crash involvement, and when the drinking age was returned to its previously higher level there was a 20% reduction."

Alexandar Wagenaar, Ph.D.
Assistant Research Scientist
Transportation Research Institute
University of Michigan

"The State Police have noticed a dramatic decrease in the number of drunk driver arrests at the age from 18 to 21 than previously. We've noticed a decrease in fatal accidents, so I'm totally convinced that the higher drinking age law is proper and is a highway safety benefit."

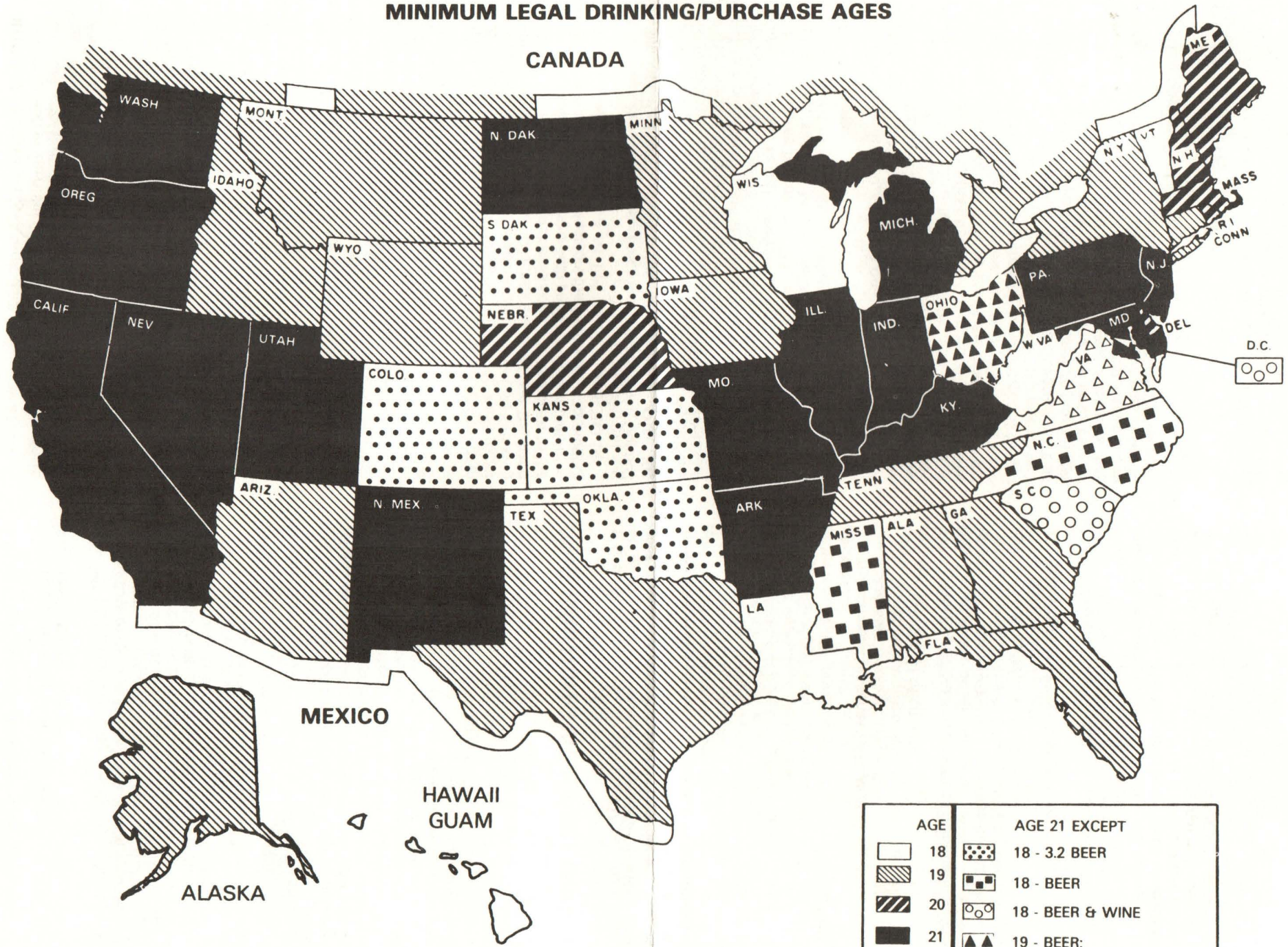
Col. Gerald Hough
Director, Michigan State Police

"If I were to talk to people in other states about this particular problem that we had in the state of Michigan, I would tell them to stick with 21 if they can at all possibly do it, because there's nothing to be gained unless you happen to be a profiteer. If you're in the business and you can make money on it, that's your only gain, and then you've got to be able to sleep. I'm not too sure that a lot of people that pushed for the legalization of 18-year-olds' drinking sleep too well at night when they look at some of the accidents that happened that were directly involved with 18-year-old kids with alcohol who couldn't handle it, who drank and who couldn't drive, and they're no longer here. They're statistics now."

Tom Green
Capitol Hill Reporter, Lansing
for WJBK-TV, Detroit

NATIONAL TRANSPORTATION SAFETY BOARD
 MINIMUM LEGAL DRINKING/PURCHASE AGES

CANADA



AGE	AGE 21 EXCEPT
18	18 - 3.2 BEER
19	18 - BEER
20	18 - BEER & WINE
21	19 - BEER;
	18 - ON PREMISES BEER, 19 - OFF PREMISES BEER

BORDER PROBLEMS (Continued)

That problem involving the border between Wisconsin with age 18 and Illinois with 21 became very serious last year. The News-Sun of Lake County, Illinois on June 5-6, 1982 published a Saturday-Sunday "Special Report on Stateline Drinking and Highway Deaths" entitled BLOOD BORDER.. It was 12 full newspaper pages in length (minus all advertising). Here were some of the glaring headlines: Dozens of dead, drunk kids; 18: old enough to die?; Where are your children tonight?; Kids admit they drink . . . often; The victims, once full of life (pictures); Drunken drivers, no longer nameless—News-Sun to list those convicted; The night riders, the meat wagon; The families left behind; Courts burdened, experts at odds; The laws are changeable, uncertain; Let's barricade the highways!

ACAP has just talked to Pierre-Rene Noth, Managing Editor of the News-Sun to learn if this Special Report is still in print. Copies are being sent to this office for individual distribution and you may request a copy with a donation of \$1 to cover cost of handling. Address: ACAP, 2908 Patricia Drive, Des Moines, Iowa, 50322.

There are similar problems at the Wisconsin borders with Michigan (21 age state) and Minnesota and Iowa (19 age states). However, we understand there is now a bill in the Wisconsin Legislature to raise the age to 19 which may have a chance of passing. Public sentiment seems to favor a raise to 21, but Gov. Anthony Earl has said he would veto a 21 bill. Recently the Milwaukee Journal made a random sampling by telephone of 1213 people with this result: To raise from 18 to 19—57% in favor, 40% opposed; to raise to 21—55% in favor, 43% opposed. They are planning another survey soon on the drinking problem.

Border problems exist in other areas also. Jim Nimmo, a high school junior from Neosho, Missouri, who testified in Topeka, February 14, 1983, to a packed committee hearing on a bill to raise Kansas' beer-drinking age to 21, said that Missouri high school students regularly make a "Kansas run" to buy 3.2% beer because of Missouri's 21 law on beer and liquor.

In September, 1982, at an Iowa-Nebraska conference on drunken driving, Lt. Roger Peterson of the Council Bluffs (Iowa) Police Department said that Nebraskans were parading across the Missouri River at night, getting drunk and killing people in traffic accidents, partly because of the lower drinking age in Iowa and partly because of longer tavern hours.

In June, 1982, when New Jersey was giving serious consideration to increasing the legal drinking age to 21, a concurrent resolution was introduced in the legislature, calling for Delaware and New York to establish the legal age at 21 in their states. After the raise to 21 passed in New Jersey that resolution was amended and adopted on January 27, 1983. That is further recognition of need for uniformity of state laws on the drinking age.

The map of the U.S. included in this Issue provides an immediate visual awareness of the drinking age laws in this country as of January, 1983. Study it to learn about problems in your state. We are grateful to the National Transportation Safety Board for having produced the information in this dramatic form.

"A WAY OF DEATH" FOR YOUTH

That was the title of a guest editorial which appeared in the March 20, 1983, issue of the Waterloo (Iowa) Courier in support of the effort to raise the legal age to 21. The author was James E. Burnett, Jr., Chairman of the National Transportation Safety Board, the agency which supervises all forms of transportation in the country. Mr. Burnett has been one of the most outspoken advocates of raising to 21.

LABELING BILLS EXPECTED IN CONGRESS

We have been informed that Congressman George E. Brown, Jr. (D.,CA) will soon introduce again in the U.S. House a bill to require warning labels on liquor containers. He has had such bills in previous sessions. The last was H.R. 2251. Unfortunately the House Committees have not consented to hearings on the bills in the past. We hope they will do so this year. The text of the warning in H.R. 2251 was as follows:

WARNING

USING THIS PRODUCT:

Too fast may cause sickness or death;
May impair driving ability;
May create dependence or addiction; and
During pregnancy may harm the unborn.
LEGAL AGE REQUIRED FOR PURCHASE

We have also been informed that a bill will be introduced in the U.S. Senate shortly. We believe that Senator Strom Thurmond (R.,SC) and Senator Orrin G. Hatch (R., UT) will be lead sponsors. They were in the last session and were joined in the effort by 11 other Senators who became co-sponsors. That bill was S. 1543. It was not accorded a hearing. We hope that a committee hearing will be permitted this time. It was previously assigned to the Commerce Committee whose members are not considered generally favorable to such legislation. We are told the bill this year will be phrased in such a way as to make it proper to be assigned to the Labor and Human Welfare Committee which is believed to have more members who will be favorable. The text of the warning which was contained in S. 1543 was as follows:

CAUTION: The Surgeon General has determined that consumption of alcoholic beverages during pregnancy can cause serious birth defects. Alcohol can also impair driving ability, create dependency or addiction, and can contribute to other major serious health hazards.

The bills previously required such labels only on bottles containing 24% alcohol and more, thus exempting beer and other beverages with lower percentage of alcohol. Some who were urging such bills felt this was as much as could be expected at the time, and that if beer and other beverages with contents under 24% were included there would be little chance of passage or even committee hearings.

MORE CITIZEN GROUPS

In the last Issue we printed names and addresses of various citizen activist groups working on alcohol or drug problems. Here are additional names:

DARE TO CARE, P. O. Box 202, Canby, Oregon, 97013. Also, Oregon Free From Drug Abuse, 16799 S. W. 72d, Portland, Oregon, 97223.

TADD—Truckers Against Drunk Driving, P. O. Box 7295, Shreveport, LA, 71107. This was formed by four veteran, safety-award-winning drivers who own and operate their own 18-wheelers, leased to Melton Truck Lines, Inc. of Shreveport. This organization is highly commended by the American Trucking Association and many state associations, and has already gone nationwide in the U.S.

We will be glad to publish names and addresses of other groups as they are sent to us.

"ALCOHOL: THE NEW SODA POP"

That is the cover story of the March issue of **NUTRITION ACTION**, publication of Center for Science in the Public Interest, 1755 S St. N. W., Washington, D. C. 20009.

CSPI is a non-profit organization that investigates and seeks solutions for problems related to science and technology. Two CSPI-inspired coalitions organized around alcohol taxation and alcohol advertising policies are seeking new institutional members.

The National Alcohol Tax Coalition is pressing Congress to substantially increase alcohol excise taxes last raised in 1951. It advocates earmarking a portion of the new revenues for alcohol prevention, treatment, and research programs. Higher alcohol taxes will help curb excessive consumption and reduce the ever-mounting federal deficit.

Citizens Concerned About Alcohol Advertising already has two victories under its belt. It succeeded in stopping M*A*S*H and Cossack vodka commercials from airing on radio and television. Other issues it will address include limits on beer and wine broadcast ads, the targeting of young people and heavy drinkers in all forms of marketing, and the use of health warning notices on alcohol labels and in advertising.

The article by Michael Jacobson and Robert Atkins titled, "Luring the Light Drinker" in the March issue of **NUTRITION ACTION** gives a comprehensive report on the deceptive nature of industry advertising. No doubt you can request a free copy of the March issue if you write to the above address. If you do so, please mention that you read about it in the American Issue.

American Council on Alcohol Problems, Inc.
2908 Patricia Drive
Des Moines, Iowa 50322

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TO OUR READERS

During the month of April ACAP will be moving its office to a new location. Please note our change of address, and please send us word of any change in your address:

American Council on Alcohol Problems, Inc.
2908 Patricia Drive
Des Moines, Iowa, 50311

INFORMATION, PLEASE

One state's legislative service bureau has been asked to do research to find out if there are any state laws or local ordinances anywhere prohibiting people from having parties with alcoholic beverages where minors are present and participating. We were asked for information but we have none. If anyone knows of such an ordinance, please write to us.

MR. CARLTON TURNER
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