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**Missouri State Representative Tom Self Escalates Call to End Ban on Youth All-Terrain Vehicles and Off-Highway Motorcycles at Monster Energy® Supercross Press Conference**

**ST. LOUIS, March 20, 2009** -- Missouri State Representative Tom Self (R-Cole Camp) today escalated his call to end the ban on youth all-terrain vehicles and off-highway motorcycles at a Monster Energy® Supercross pre-race press conference saying, "Congress didn't intend ATVs and motorcycles to be a part of the new anti-lead legislation because kids are not going to eat or lick these vehicles."

The ban is an unintended result of Consumer Product Safety Improvement Act, which includes new lead standards, and went into effect February 10.

"The consequences of this ban are serious and have brought a wonderful family outdoor experience for hundreds of thousands of Americans to a near halt," said Self, an avid powersports enthusiast who enjoys riding ATVs and off-highway motorcycles with his family.

"Or, alarmingly, young ATV and motorcycle riders may choose to operate inappropriately sized vehicles since youth-sized vehicles and spare parts are not available. Everyone knows this will lead to unnecessary crashes and injuries."

Numerous senators and congressmen have contacted the Consumer Product Safety Commission to point out that the legislation gave CPSC the power to grant merited, common-sense exclusions, for products such as ATVs and off-highway motorcycles. But CPSC says a product can be excluded only if regulators determine that use of the product will not result in the absorption of "any" lead in the human body.

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## **Tom Self Escalates Call to End Ban**

The Motorcycle Industry Council and The Specialty Vehicle Institute of America have submitted scientific evidence, using the analytical method required by the legislation, that proves the lead-containing components, parts and accessories of these vehicles – essential for safety or functionality issues – pose no risk to children. A toxicology expert estimated that any potential lead intake resulting from kids' exposure to motorcycles and ATVs would be substantially less than the typical daily intakes of lead from food and water.

“If CPSC believes its hands are tied because of the way the legislation was written, we ask Congress to amend the law to restore common sense and make exclusions available,” Self said. “Congress and CPSC must make it a priority to stop this ban now.”

Self's comments at the press conference came at the end of a one-week tour throughout the state of Missouri and neighboring states to rally support against the ban through letter writing and phone calls. More than 100,000 concerned individuals have filed protests via Self's website [www.tomself.com](http://www.tomself.com).

MIC's Web site ([www.mic.org](http://www.mic.org) and [www.StopTheBanNow.com](http://www.StopTheBanNow.com) ) contain background and updated information about this serious issue facing the powersports industry and has links to tools, email templates and pre-addressed letters to simplify sending messages to members of Congress with oversight of the CPSC.

The Motorcycle Industry Council exists to preserve, protect and promote motorcycling through government relations, communications and media relations, statistics and research, aftermarket programs, development of data communications standards, and activities surrounding technical and regulatory issues. It is a not-for-profit, national trade association representing manufacturers and distributors of motorcycles, scooters, motorcycle/ATV/ROV parts and accessories, and members of allied trades such as publishing companies, advertising agencies, insurance firms and consultants. The MIC is headquartered in Irvine, Calif., with a government relations office adjacent to Washington, D.C. First called the MIC in 1970, the organization has been in operation since 1914.

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