

SENATE TRANSPORTATION COMMITTEE
MINUTES OF MEETING

Thursday, March 29, 1973

The meeting was called to order at 4:05 p.m.

Senator Herr was in the chair.

PRESENT: Senator Helen Herr Senator Warren Monroe
Senator Archie Pozzi Senator Richard Blakemore
Senator Joe Neal Senator William Raggio

ABSENT: Senator Carl Dodge

ALSO PRESENT: Marthlena Callahan Sagebrush Chpater Model A. Ford Club
Joe Callahan (Minor)
Sandra Callahan (Minor)
V. W. Hammand Sagebrush Chapter Model A Ford (C.C.)
Nora Chipman " " "
George Anturo Las Vegas
Irene Dixon Grandmother - Lemmon Valley
Richard Madeira Nevada Cycle Sales - Reno
Edward J. Riley Franchised Motorcycle Dealers - Reno
Murray Hertz Nev. Franchised Motorcycle Dealers - L.V.
Andrew Barbaus " " " " " Penc
W. W. Richards Department of Motor Vehicles
John Borda Department of Motor Vehicles
Freddie Little Department of Motor Vehicles
Leonard Winkelman " " "
E. J. Silva " " "
Hale Bennett " " "
Howard Hill " " "
James Lambert " " "
Wm. Fitzpatrick " " "
Virgil Anderson AAA - Nevada
John Gianotti Harrah's Club
Carol Floyd Vegas Valley Model A. Ford Club
William L. Floyd " " " "
Larry Callahan Model A. Club of America - Carson City
Glen H. Chipman " " " "
R. M. Prince Assemblyman
Jack Schofield Assemblyman
Joe Jackson Press

HEARINGS WERE THEN HEARD ON THE FOLLOWING BILLS:

SB 498*

Major William Floyd (Retired) who represented the antique car clubs of Las Vegas, Nevada. "We have approximately 105 registered vehicles. I worked with Senator Herr in helping her draft this bill. There is one change we would like to recommend on Page 1, Line 4, to change from 30 years old to 40 years old, making it more qualified as an antique vehicle. Club has agreed to an inital \$25.00 initial registration fee for these personalized plates. Restricted decals could be used for those who only wish to participate in parades and club activities, but would not drive their cars otherwise."

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Senator Pozzi asked Chairman Herr if she had looked at AB 542, as he had had a great deal of correspondence stated that they felt it had a lot more in it regarding this matter than SB 498. She said she had not seen AB 542.

There was some question as to Line 22 where it specified "Old Time Nevada" whether this meant the man or the vehicle.

Major Floyd did state that they didn't want anything special that they would pay for. They did want a special plate and they were willing to pay what ever price was decided for that plate.

Major Floyd also would like to have passenger car changed to motor vehicle on Line 4.

Glen Chipman then spoke representing the Sagebursh Model A. Club in Carson City. He was in agreement with the changes Mr. Floyd wished and also in Section 2, Line 4 we feel the intent is for a special license for antique cars. We do not think the car 30 years old can be classified as an antique. Also on Line 4, Section 2, they would like the word passenger car changed to motor vehicle. Section 3, Lines 19, the members of the club are divided about half and half in the use of restored vehicles. One half only use their cars two or three times a year and on special occasions. With this in mind we would like to see Line 19 changed as follows: "The owner makes an affidavit to the Department that he only will be using the car for club activities, tours, parades. The Department will then collect the registration and issue the owner an antique license plate. If the owner wants to use the vehicle for general transportation, the department will issue the owner an antique license plate with a regular charge along with the extra charge for the special plate. He then distributed to the committee a summary of what other states are doing in this regard.

MR. CIARDELLA: "The department would like to suggest the words "Nevada Antique Vehicle."

Chairman Herr then stated that they would have the original cost of the die which would be the same problem as with other bills relating to special plate

John Gionotti then spoke against the bill. He believed that an antique car is actually any car made before 1915. He believed that if these cars were to receive a special plate then they should pay as much as any Nevada who acquires a personalized plate which is \$25.00 the first year and \$15.00 each year thereafter. Therefore, he felt SB 498 would bring about a loss of revenue to the State. He feels that AB 542 even goes further in a loss of revenue. He also stated that there is already within the Nevada Statutes a law which allows a special parade sticker to be bought for \$2.00.

Mr. Ciardella then stated that he thought it would have to be looked closely at the privilege tax.

Senator Monroe questioned the fact that the regular privilege tax was on a declining scale. Where these old vehicles are becoming worth more all the time and so therefore, they should be charged on an accelerating basis.

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Major Floyd stated that the people who would be using these plates would be willing to put out the \$350.00 cash for the making of the new die.

Assemblyman Prince then requested that he speak on AB 542. His statement was: "In White Pine County, we have a club over there, and you talk about losing revenue, our club only use them for special occasions. I feel that AB 542 is a very workable bill. It is for old-timer's car. This is something in between the antique car and what we drive on the highways today. This calls for cars 40 years or older. We would amend the amount of the original fee from \$10.00 to \$12.50, but this car would be used just for parades or club activities. If it was used on the highway, then they would be subject to renewal of their license plate each year, just like the normal everyday driven car. As far as the die is concerned, the members of the club are willing to pay the \$350.00 for this at the onset of having the plate made."

John Ciardella stated that as far as the Department was concerned they could buy the die.

Larry Callahan then spoke regarding that not everybody has 1915 automobiles and he didn't feel that it would be fair to set that limit. 1915 auto's are registered under the horseless carriage. I don't think that has any bearing on this bill. Thirty five states have special licenses for the type of vehicles which we are asking for.

The committee then stated that they would hold the bill for action at a later time.

AB 41*

HOWARD HILL: "The Department's stand on AB 41 is that we are for the changes except for the lowering of the age from 16 to 15."

There was some discussion between Mr. Hill and the committee regarding the elimination of a driver's school for motorcyclists. It was decided that this was a good idea as you can get an automobile license at the age of 16 without going to driver's training, and the same should be required for motorcyclists. They could get a rider's permit at the age of 15 1/2 but that they would only be allowed to ride off the highway and with a trained motorcycle driver. All could receive their license at the age of 16 after passing a test just as a driver must pass tests.

Senator Raggio asked the question as to what was wrong with younger people using the smaller sized bikes. James Lambert answered that this was the case in the past, but that when a bike is going down the street, it was extremely difficult to recognize not only the size of the bike but the age of the rider. Enforcement was impossible.

Senator Blakemore asked if there had ever been any thought of restricting night bike riding.

JAMES LAMBERT: "I think it's probably from the soundest basis, I don't believe there is any fourteen year old around that has judgment capabilities to handle a vehicle in the traffic without causing the greatest kind of risk. Physically, they may be in better shape, but they are not mature

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enough to be driving in the traffic of today. If you are going to consider a fourteen year old capable of riding a motorcycle, and I don't care if its a 50 c.c. or 850 c.c., well then this child is also capable of driving an automobile, with automatic transmission, etc., which makes it easier to handle and in my estimation a far safer vehicle."

Senator Herr remarked that there did seem to be some problem in the rural areas of children getting to school, etc.

JAMES LAMBERT: "One of the problems we are having with this bill is the age and the problems we have with this age group."

JOHN BORDA: Mr. Borda passed out some statistics*to the committee and then testified as to the bill. "We went from 23 fatals on cycles in 1970, 19 in 1971 to 9 in 1972. In those three years, we saw fourteen under the age of 16 were killed. Six in 1970, three in 1971 and 2 in 1972. Now, my office, Highway Safety, is very much not in favor of a law being passed, when the one we have has been so effective for us. Personally speaking, the proponents of this bill claim that the lowering of this age is because they believe that fifteen year olds are mature enough to handle a cycle. I agree that they probably can handle better than a lot of adults, but I can also recall having taught 2000 students driver education in Carson High School and I had to ask at least 1/3 of those students to come back when they were a year older so they could handle a car emotionally. And the death rate in a car is 4.7 per 100 million miles, and the death rate on a motorcycle is 20 per 100 million miles. Now, my personal objection as far as safety is this: if you are subjecting a fifteen year old, even if he may be skilled, he is still be subjected to more traffic, more accidents, and more fatals and I personally do not want to see a fourteen or fifteen boy or girl being subjected to that. Half of our fatalities in the State of Nevada last year were under the age of twenty-five and I would hate to see this age lowered as it would surely add to our growing death toll in the State."

Senator Blakemore asked if these were all highway deaths and Mr. Borda answered yes.

Senator Herr then asked for those who would like to speak for the bill.

IRENE DIXON, Grandmother from Reno: "There are many others faced with the same situation that I have. I have a daughter with four children, she is working every day and going to school at night to better herself. But, right now with three growing boys and a girl, it's next to impossible to make it financially. The only alternative has been for her fifteen year old boy to work. He works from after school until eleven at night. He has now way to get from work so I have to pick him up at eleven or twelve o'clock each night. I believe working makes for a better student. They must maintain good grades and good attendance or they are not allowed to work. If the law allows him to work at fifteen then why not allow him to have wheels to take him to and from work and school. I'm sure that he would get into less trouble at fifteen on a cycle then at 16 in a car full of kids. He has to go from eight to ten miles."

James Lambert interposed that there was no law saying he couldn't ride his ten speed bike on that road, as it was not interstate.

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IRENE DIXON: "If anyone would be afraid that something might happen to my grandson, it would be me, but I feel he is capable of handling a bike properly. If it were not a necessity, I would not be up here asking."

ANDREW BARBAUS: For outline of testimony, please see Attachments 5 and 6.

VIRGIL ANDERSON: "Against. From our own claims in the insurance business we do find that as a matter of frequency the car driver is at fault but that is basically because of the low profile of the motorcycle. That the car driver has difficulty in seeing the bike rider. We feel that there is on thing that would definitely help this situation and that is the requirement that bikes be equipped at the time of manufacture with a generating capacity that would sustain day-light head-light operation. That the operation of bikes with head-lights on at all times definitely would help the visibility of those in automobiles to see the motorcyclist."

Murry Hertz then remarked that his organization was basically for the lowering of the age limit for the same reasons that Andrew Barbaus stated. He stated that there definitely was a serious problem in those who live in the rural areas for the need of transportation. He definitely felt that all should be given a test as to their capabilities in riding a motorcycle. He also stated that the motorcycle dealers were certainly willing to cooperate with the Department of Motor Vehicles on setting up motorcycle training schools in the schools. The problem in the past has been funding.

William Fitzpatrick then explained the driving test that the Department of Motor Vehicles gives to those wishing a motorcycle license.

MURRY HERTZ: "We only ask that those who are qualified be allowed to ride motorcycles on our highways. Let's test them properly after training them properly. As for bicycles, they certainly are a lot more dangerous on a highway at night than a motorcycle."

JAMES LAMBERT: "Everybody has been trying to address themselves in the last few years, as to what youth age is competent. You've done it in the legislature by lowering their age for voting, and bills in the legislature right now trying to lower the age for drinking and gambling, and I think the same thing has to apply here. If you are going to license fifteen year olds I don't think you should differentiate between a motorcycle and a car. I think the answer is: when is this young child becoming capable of making the proper decisions and acting properly. I think it's a matter of competency judgment wise."

ASSEMBLYMAN SCOLFIELD: "As you know I have been in favor in lowering the age but only with competent schooling." He felt that if they were tested and proved to be competent riders it should be lowered to help those who do work and have a problem because of living some distance from their work, those who carry and deliver papers, for transportation reasons when they live in the rural areas. "I feel these kids today have a lot on the ball, and if we give them the chance, they will certainly prove their responsibility."

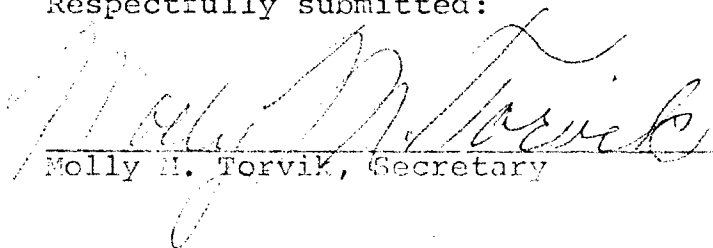
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E.J. SILVA: "I would like to say that SB 357 continues the language of this bill and I would like to submit this as a possible amendment to this bill. (See Attachment 7).

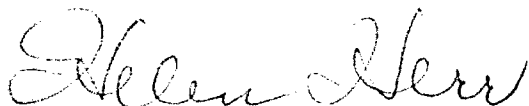
There was some discussion as to the many different bills which had been introduced regarding motorcycles and it was suggested that work be concentrated on AB 41 and AB 695 as these did seem to be the most workable bills.

The meeting was then adjourned until Tuesday, April 3, 1973 at 12:00 Noon.

Respectfully submitted:


Molly H. Torvik, Secretary

APPROVED BY:



Senator Helen Herr, Chairman

SENATE BILL NO. 498—SENATOR HERR

MARCH 19, 1973

Referred to Committee on Transportation

SUMMARY—Provides for special license plates and exemption from certain registration requirements for certain motor vehicles. Fiscal Note: No. (BDR 43-1159)

EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to certain motor vehicles; providing special license plates for such vehicles; exempting such vehicles from vehicle privilege taxes; exempting such vehicles from certain equipment standards; reducing registration fees for such vehicles; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. Chapter 482 of NRS is hereby amended by adding
2 thereto the provisions set forth as sections 2 to 4, inclusive, of this act.
3 SEC. 2. *As used in sections 2 to 4, inclusive, of this act, "Nevada*
4 *antique vehicle" means any passenger car which is at least 30 years old.*
5 SEC. 3. 1. *Except as provided in subsections 2 and 3, the certificate*
6 *of registration for a Nevada antique vehicle shall meet the same require-*
7 *ments as any other motor vehicle certificate of registration issued under*
8 *this chapter.*
9 2. *Nevada antique vehicles are exempt from vehicle privilege taxes.*
10 3. *Nevada antique vehicles may not be required to conform to any*
11 *equipment standard which varies from the standards in effect for the year*
12 *such vehicle was manufactured.*
13 SEC. 4. 1. *License plates issued for a Nevada antique vehicle shall*
14 *bear no date but shall bear the inscription, "Nevada Antique Vehicle,"*
15 *and the registration number.*
16 2. *The license plates issued for a Nevada antique vehicle shall be dis-*
17 *played as provided in this chapter, except that renewal stickers shall be*
18 *affixed to the windshield of such vehicles.*
19 3. *The department shall charge and collect an initial fee of \$25 for*
20 *the original issuance of license plates pursuant to subsection 1, which fee*
21 *shall be in addition to all other applicable license fees and motor vehicle*
22 *taxes.*

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Restrictions governing use of the vehicle are almost nationally standardized. Forty-five states confine usage to a law very similar to Restriction A (use for parades, club activities, etc., but in no event used for regular transportation). Arizona, Florida "Q" plates, Kansas, Minnesota, Nevada, North Carolina, and North Dakota still list no restrictions.

As our old Model A friend Mr. Ed from Wisconsin reminds us, the interpretation of restrictions is often misunderstood. In many of the forty-five states, any use of the vehicle which is not a regular use is perfectly permissible. Such use would include Sunday joy rides, road testing after repairs or restoration, an occasional trip, driving to work several times a year, or a run on the drag strip.

However, it must be realized that many states employing the Restriction A type law also offer the owner the alternative of a regular passenger registration. This standard registration permits normal use as a regular passenger car. But most of these states then require modification of original safety equipment to meet the state's passenger car inspection or 1970 equipment standards. This can be done in many cases without obvious modification. For example, by addition of a Model A right rear tail light and increased candle-power bulbs used with plastic reflectors in the head lamps, the light requirements can be met in some states.

In 1970, all states require some type of inspection, regular or spot, except Arizona, Illinois (trucks are inspected), Kansas, Montana, Nevada, and Tennessee. Inspection for the antique car does not apply in eleven of the states requiring yearly inspection of passenger cars. Ten states require antique inspection to meet the same requirements as passenger cars. But it is expected that a number of these require a modified standard such as the twelve states that specifically reported that the requirements are geared to meet the individual automobile model's equipment standards as established by the manufacturer at the date of manufacture. Arizona, Arkansas, Connecticut, Idaho, Indiana, Michigan, New Jersey, Ohio, and Tennessee require inspection of the cars when purchased, when brought in from out of state, or upon application for special antique registration.

All states have some type of Financial Responsibility Law whether it involves compulsory insurance or not. Michigan's Unsatisfied Claim and Judgment Fund is one of the most controversial approaches whether one agrees with the system or not.

One last thought seems in order. In our safety conscience society there is a danger of legislation which will prohibit the use of our cars on the public roads. Every owner of an antique automobile should be prepared to meet the opposition which will prevent him from operating his vehicle if it is road worthy. Think about the ideal antique automobile law which could be adopted nationally or recommended to each state's legislature. You may be the one to play a significant role in future laws affecting operation of the antique automobile, your Model A.

From "The Restorer"
Volume 15 Issue 4
Dated December 1970
Published by
The Model A Ford Club of America

"Old Timer," "Antiquated," "Horseless Carriage," "Pioneer," "Ancient Vehicle," and "Historical Car" are a few of the names used for the Antique Motor Vehicle in the various states. A summary of the "age" requirement for these antique automobiles is interesting. Florida's "Q" series vehicle is the youngest special category car at 20 years. Twenty-two states establish the age for the antique vehicle at 25 years, seven states at 30 years, eight states at 35 years, and three states at 40 years. Delaware mentions no date leaving the eligibility to the standards established by the Antique Automobile Club of America, Inc. or the Veteran Automobile Club of America, Inc. or the Veteran Motor Car Club of America, while Oregon requires the machine to be one-half the age of the automotive industry. Although Texas maintains a thirty-five year requirement, it charges a lesser fee for cars manufactured before 1920. California and Nevada require the qualifying car to be older than any other state setting the years of manufacture at 1922 and 1915 respectively. Other states establishing a specific year for eligibility are Virginia, 1943; Minnesota, 1936; Colorado, 1935; Montana, 1933; Utah and Louisiana, 1932.

Antique registration is permanent in thirty-three states and renewable in nineteen. Eight states mention special numbered series for the antique plates. Arizona, Arkansas, Delaware, Louisiana, and Mississippi stipulate some type of affiliation with an antique car club as eligibility for antique registration. Of the thirty-eight states reporting license fees, the range of prices differs greatly. Twenty-three states charge a one time permanent fee ranging from five to twenty-five dollars, with ten dollars being about standard. California's sixteen cylinder law, and Florida and Arizona's double classes of registration present some of the most interesting rules. Alabama's list of cars by owner has terrific potential for historians, club organizers, and salesmen!

STATE OFFICIALS SUBMITTING INFORMATION

- ALABAMA: Henry P. Ditzler, Chief License Tax Division, Dept. of Revenue
- ALASKA: Paul O. Grogan, Director of Field Services, Dept. of Revenue
- ARIZONA: G. C. Nash, Registrar, Motor Vehicle Division
- ARKANSAS: W. H. L. Roberts, Director, Motor Vehicle Division
- CALIFORNIA: John L. Volz, Chief, Registrar of Vehicles
- COLORADO: Charles W. Egan, Supervisor, Motor Vehicle Registration
- CONNECTICUT: Joseph E. Ryan, Director, Registry Division
- DELAWARE: Fred C. Galt, Chief, Registrar of Motor Vehicles
- FLORIDA: Lawrence T. Lee, Chief of Registration, Registrar, Division of Motor Vehicles
- GEORGIA: Murray A. Crumley, Chief of Registration, Registrar, Division of Motor Vehicles
- ILLINOIS: Paul E. Brown, Secretary of State
- INDIANA: Charles W. Williams, Chief, Motor Vehicle Services, Bureau of Motor Vehicles
- IOWA: Charles B. Smith, Chief, Motor Vehicle Registration Division
- KANSAS: [Name obscured]
- KENTUCKY: [Name obscured], Supervisor, Motor Vehicle Division
- LOUISIANA: [Name obscured], Director, Registrar of Motor Vehicles
- MAINE: [Name obscured], Registrar of Motor Vehicles
- MARYLAND: [Name obscured], Registrar, Dept. of Motor Vehicles
- MASSACHUSETTS: [Name obscured], Registrar, Dept. of Motor Vehicles
- MICHIGAN: Stanley Smith, Supervisor, License Section
- MINNESOTA: W. E. Rogers, Registrar, Dept. of Public Safety
- MISSISSIPPI: [Name obscured], Registrar
- MISSOURI: Gray R. Burmeister, Registrar, Motor Vehicle Registry
- MONTANA: J. F. Conroy, Deputy Registrar, Registrar of Motor Vehicles
- NEBRASKA: [Name obscured], Registrar, Dept. of Motor Vehicles
- NEVADA: [Name obscured], Chief, Registration Division

- NEW HAMPSHIRE: Clayton B. Osborn, Assistant to the Director of Motor Vehicles
- NEW JERSEY: Richard M. Zimmerman, Director of the Division of Motor Vehicles
- NEW MEXICO: [Name obscured], Registrar, Dept. of Motor Vehicles
- NEW YORK: [Name obscured], Chief, Registrar Section, and [Name obscured], Public Information Specialist
- NORTH CAROLINA: [Name obscured], Registrar of Motor Vehicles
- NORTH DAKOTA: Charles Horn, Registrar, Division of Motor Vehicles
- OHIO: [Name obscured], Registrar, Dept. of Motor Vehicles
- OKLAHOMA: F. D. Murphy, Director, Registrar of Motor Vehicles
- OREGON: M. L. [Name obscured], Chief, Registrar of Motor Vehicles
- PENNSYLVANIA: [Name obscured], Registrar, Bureau of Motor Vehicles
- RHODE ISLAND: [Name obscured], Registrar, Registrar of Motor Vehicles
- SOUTH CAROLINA: [Name obscured], Registrar, Registrar of Motor Vehicles
- SOUTH DAKOTA: [Name obscured], Registrar, Registrar of Motor Vehicles
- TENNESSEE: [Name obscured], Registrar, Registrar of Motor Vehicles
- TEXAS: [Name obscured], Registrar, Registrar of Motor Vehicles
- UTAH: Paul T. [Name obscured], State Tax Commission
- VERMONT: [Name obscured], Registrar, Registrar of Motor Vehicles
- VIRGINIA: [Name obscured], Registrar, Registrar of Motor Vehicles
- WASHINGTON: [Name obscured], Registrar, Registrar of Motor Vehicles
- WEST VIRGINIA: [Name obscured], Registrar, Registrar of Motor Vehicles
- WISCONSIN: [Name obscured], Registrar, Registrar of Motor Vehicles
- WYOMING: [Name obscured], Registrar, Registrar of Motor Vehicles

Deaths in Nevada

Attachment:

ACTIVITY	1966	1967	1968	1969	1970	1971	1972
Cats	7	1	0	1	8	10	4
Bicycles	3	2	3	2	4	7	2
Aircraft	27	25	55	31	36	11	19
Home Accidents	60	69	87	64	54	68	53
1. Poisoning	12	14	19	10	10	13	10
2. Poisoning by gas &/or vapor	2	7	1	3	3	5	2
3. Falls	18	16	28	19	11	11	15
4. Fires	14	21	13	14	6	14	8
5. Drownings	Not available		11	3	14	9	3
6. Suffocation (food or object)	Not available		4	3	4	6	7
7. Suffocation (mechanical)	3	4	1	6	1	3	3
8. Firearms	9	4	8	4	3	4	2
9. Other	2	3	2	2	2	3	3

Source: Mary Sweikert, Division of Vital Statistics, Department of Health, Welfare and Rehabilitation.

NEVADA MOTORCYCLE FATAL STATISTICS

Attachment 4

1970 20 fatal accidents
23 fatals

1971 18 fatal accidents
19 fatals

1972 8 fatal accidents
9 fatals

1970 thru 1972 - 14 under the age of 16 killed

Drivers under the age of 16 killed

1970 - 6

1971 - 3

1972 - 2

This information is provided for you by the Office of Highway Safety, Department of Motor Vehicles, State of Nevada.

- We had 10 less fatals due to motorcycle accidents in 1972 than in 1971.
- In 1971, of the 18 fatal accidents; 10 persons died of head or neck injuries.
- In 1972, of the 8 fatal accidents; only 3 persons died of head or neck injuries. Two of the three were not wearing a helmt.

MOTORCYCLE STATISTICS

STATE OF NEVADA

1970 thru 1972

1970

Total Fatal Accidents - 20
Total Fatalities - 23

Age of Fatalities

14 - 4	20 - 1	32 - 1
15 - 2	21 - 1	39 - 1
15½ - 1	22 - 2	
16 - 3	23 - 2	
18 - 1	30 - 2	
19 - 1	31 - 1	

Type of Accident

Single - 7
Collision - 13

Motorcycle at Fault

Yes - 14
No - 6

1971

Total Fatal Accidents - 18
Total Fatalities - 19

Age of Fatalities

14 - 2	24 - 2
15 - 1	25 - 1
17 - 3	30 - 1
18 - 2	33 - 1
19 - 1	37 - 1
22 - 1	45 - 1
23 - 2	

Type of Accident

Single - 7
Collision - 11

Motorcycle at Fault

Yes - 13
No - 5

1972

Total Fatal Accidents - 8
Total Fatalities - 9

Age of Fatalities

13 - 1
14 - 1
15 - 2
17 - 1
19 - 1
21 - 1
27 - 1
34 - 1

Type of Accident

Single - 5
Collision - 3

Motorcycle at Fault

Yes - 8
No - 0

MOTORCYCLE STATISTICS
1970 thru 1972.

1970

Age 14

Drivers Killed - 3
Passengers Killed - 1
At fault - 1

Age 15

Drivers Killed - 2
Passengers Killed - 0
At fault - 1

Age 15½

Drivers Killed - 1
Passengers Killed - 0
At fault - 1

1971

Age 14

Drivers Killed - 2
Passengers Killed - 0
At fault - 1

Age 15

Drivers Killed - 1
Passengers Killed - 0
At fault - 1

1972

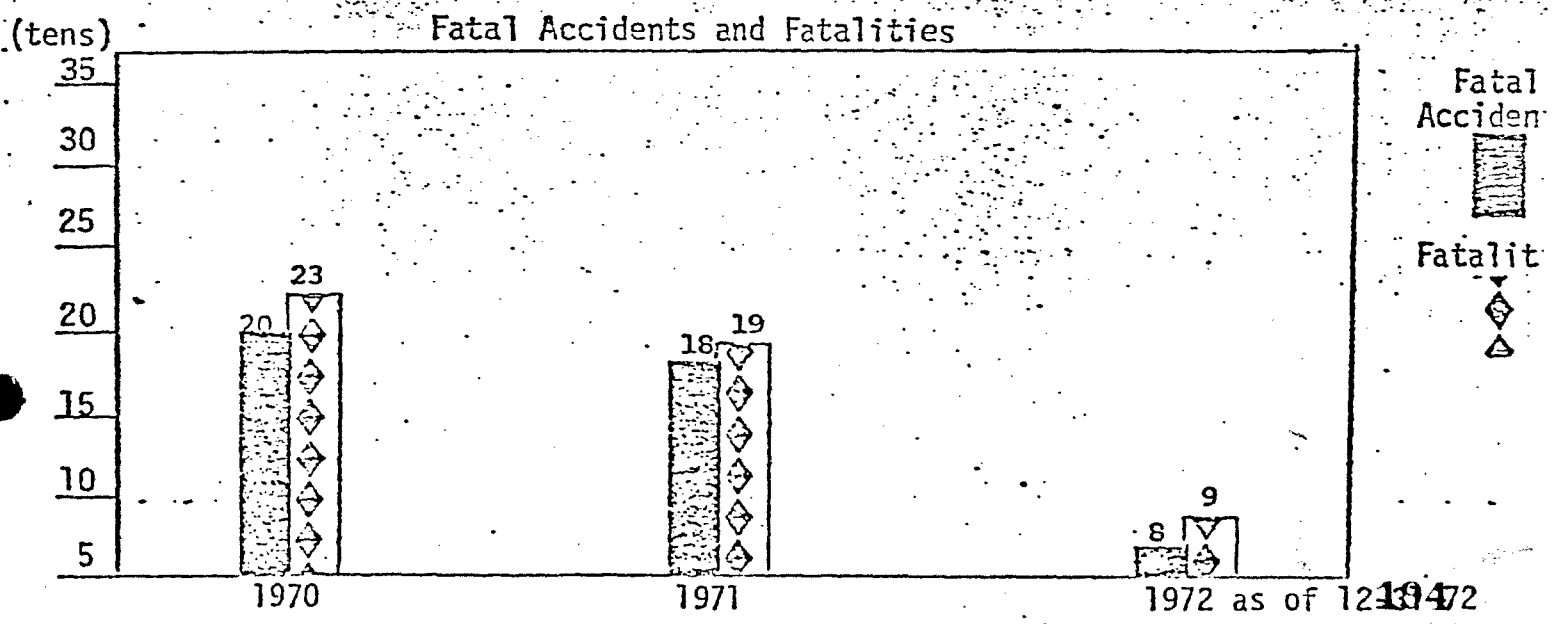
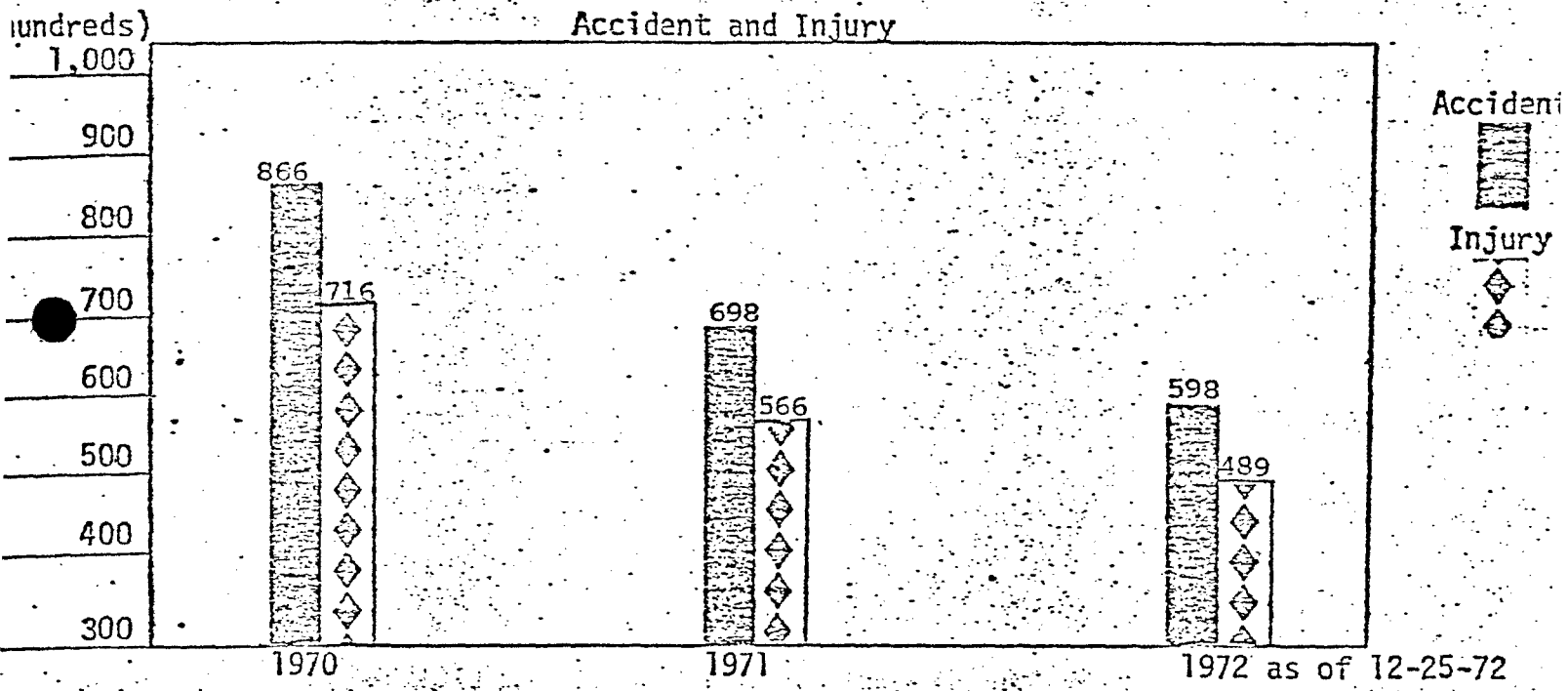
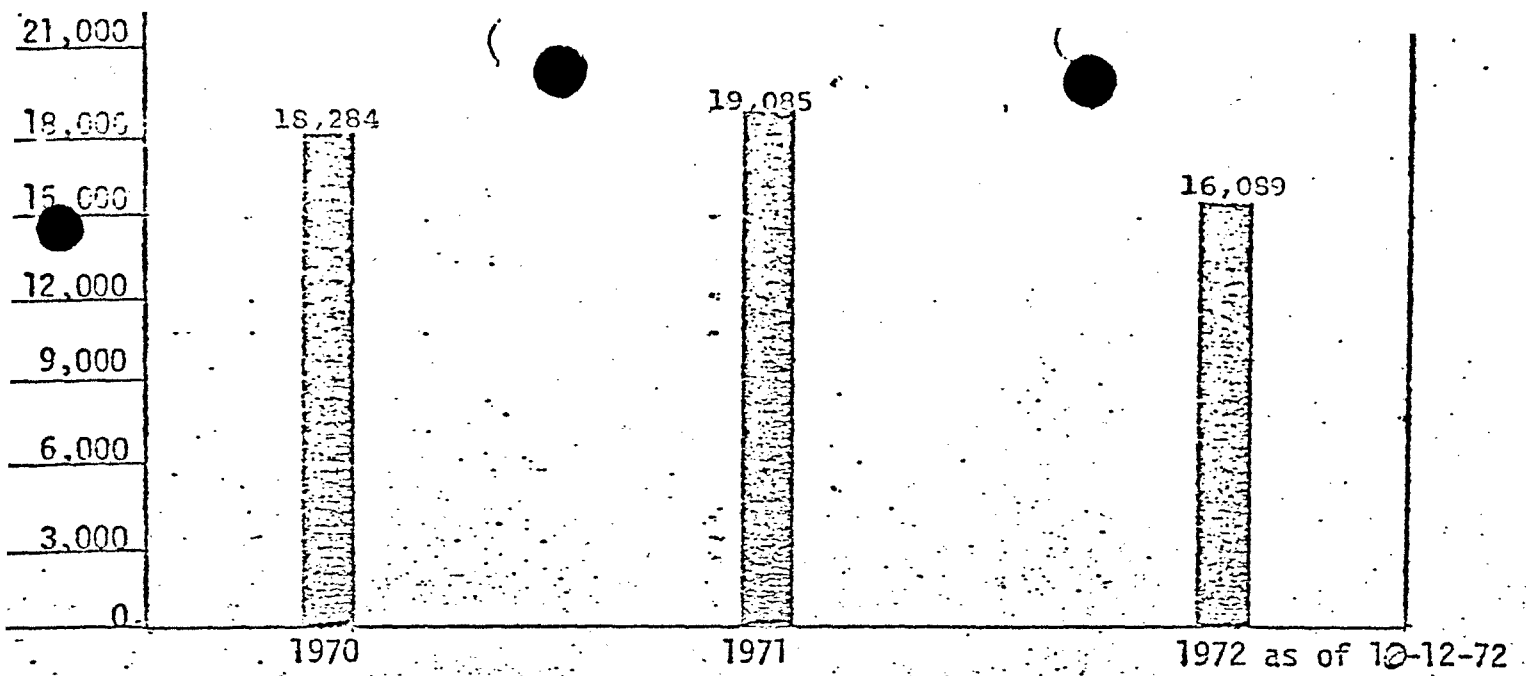
Age 13

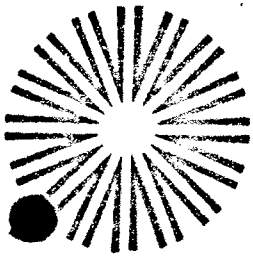
Drivers Killed - 0
Passengers Killed - 1
At fault - 0

Age 14

Drivers Killed - 0
Passengers Killed - 1
At fault - 1

Age 15





Ullacaminu

nevada
franchised
motorcycle
dealers
association

Motorcycle
Industry
Council
Associate
Member

3825 boulder highway, las vegas, nevada 89121
702/457-4126 • 457-5200

PRESENTATION OF NEVADA FRANCHISED MOTORCYCLE DEALER'S ASSOC.

President
Bob Grahn
Las Vegas

(A) AB 41

Vice President

(1) Passed in assembly 35-3

John Flanders

(2) Rescinds mandatory school ✓

Carson City

(3) Lowers minimum age from 15½ to 15 ✓

(4) Reasons for rescinding school and lowering age (attached)

Secretary Treasurer

(5) Additional recommendations

Tom Scales

(a) Implementation immediately upon signing by Governor ✓

Las Vegas

(b) Maximum motorcycle engine displacement of 250 c.c. for 15 year old rider.

Board of Directors

(i) Plan for identification of c.c. displacement-color of annual sticker. For instance-silver tag for 250 or under, blue tag for over 250.

Murray Hertz

Las Vegas

(ii) This enable law enforcement officers to see at a glance is cycle is legal for the rider's age.

Ken Brown

Yerrington

Al Titus

Las Vegas

(B) SB 357 (similar to AB 695)-turn signals

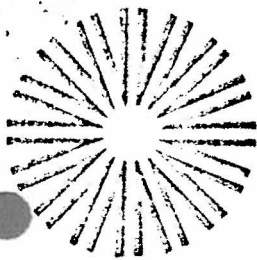
(1) May not be necessary because AB 41 and AB 695 combined are the substance of SB 357

(2) Amend page 2, line 34: "Every motorcycle operated upon a highway shall be equipped with stop lights..."

(3) Amend page 2, line 38: "Every motorcycle manufactured after January 1, (1972) 1973, operated upon a highway, shall be equipped with electric turn signal lamps."

(a) January 1, 1973 conforms to Federal law

(b) Law should clearly apply to on-road cycles only, because competition cycles and off-road cycles have no use for turn signals.



Wachman

nevada
franchised
motorcycle
dealers
association

Motorcycle
Industry
Council
Associate
Member

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NFMDA RECOMMENDATIONS ON AB 41

President
Bob Grahn
Las Vegas

Mandatory Motorcycle School:

Vice President
John Flanders
Carson City

(1) When the school was passed into law in 1971, there were NO schools available in Nevada; today there are just 2.

Secretary Treasurer
Tom Scales
Las Vegas

(2) Neither financial allowances nor structural facilities are available for such schools.

Board of Directors
Murray Hertz
Las Vegas

(3) Current schools are sporadically held, expensive, and available only to Reno and Las Vegas residents at the discretion of no specified governmental agency.

Ken Brown
Yerrington
Al Titus
Las Vegas

(4) Instead of this present, non-workable system, we say, let the motorcycle license applicant pass an operator's test, more stringent than is now given and a written test, a process similar to the automobile driving test. The NFMDA will co-operate in developing diagnostic testing methods.

(5) Remember that regardless of anyone's age, if he is a first-time license applicant, he must now attend schools which are almost non-existent and still pass a test.

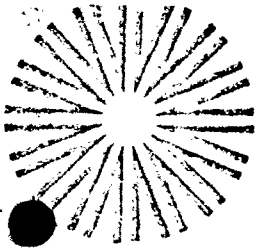
(6) We recommend for further study the possibility of motorcycle driver's education classes (not mandatory) incorporated into public schools.

Minimum Age For Licensing

(1) We feel that when the average youth becomes a highschool sophomore that he should be given the opportunity to obtain a motorcycle license. We feel that age should be 15 years old. 17 STATES HAVE AGE AT 15, OR LESS OR NO RESTRICTIONS!

(2) Making motorcycling legal at 15 puts young people closer to supervision at a time when they will have more and more need to ride, rather than relegating them to non-supervised, haphazard cycling.

(3) At 15, transportation becomes a greater necessity due to:
a. Lack of school buses in many areas.
b. After-school employment.
c. Extra-curricular activities, such as athletics...this need for transportation is especially felt in rural areas.



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Pg. 2

- (4) The highschool sophomore age of 15 is a compromise age-between the current age of 15 $\frac{1}{2}$ and the law as it stood until January 1, 1972, which was 14.
- (5) We would like to have licensing for 15 year olds with the following conditions: Stringent tests; Parental approval; mandatory headgear; no passengers; maximum cycle size of 250cc.

President

Bob Grahn
Las Vegas

Vice President

John Flanders
Carson City

Secretary Treasurer

Tom Scales
Las Vegas

Board of Directors

Murray Hertz
Las Vegas

Ken Brown
Yerrington

Al Titus
Las Vegas

Summary: Postpones requirement for motorcycles to be equipped with turn signals.

Section 1. NRS 486.251 is hereby amended to read as follows:

486.251 1. Every motorcycle operated upon a highway of this state at any time from one-half hour after sunset to one-half hour before sunrise and at any other time when, because of insufficient light or unfavorable atmospheric conditions, persons and vehicles on the highway are not clearly discernible at a distance of 1,000 feet ahead shall display lighted lamps and illuminating devices as respectively required in this chapter.

2. Every motorcycle operated upon a highway shall be equipped with stop lights. [and turn signals] to be lighted in the manner prescribed for the use of such devices.

Section 2. NRS 486.271 is hereby amended to read as follows:

486.271 1. Every motorcycle manufactured after January 1, [1972] 1973, which is sold or offered for sale and which is intended to be operated upon the highways of this state shall be equipped with electric turn signal lamps.

2. Such lamps shall be located on the front and rear and shall indicate an intention to turn by flashing lights in the direction toward which the turn is to be made.

3. The lamps showing to the front shall be mounted on the same level and as widely spaced laterally as practicable and, when signaling, shall emit white or amber light, or any shade of light between white and amber.

4. The lamps showing to the rear shall be mounted on the same level and as widely spaced laterally as practicable, and, when signaling, shall emit red or amber light, or any shade of light between red and amber.

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

A. B. 41

ASSEMBLY BILL NO. 41—COMMITTEE
ON TRANSPORTATION

JANUARY 17, 1973

Referred to Committee on Transportation

SUMMARY—Makes changes in licensing provisions for motorcycles and requirement of having both hands on handlebars. Fiscal Note: No. (BDR 43-22)



EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to motorcycles; eliminating the requirements for an instruction permit and for motorcycle driver's training school; extending the expiration date of drivers' licenses; providing an exception from the requirement of having both hands on the handlebars of a motorcycle; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. NRS 486.071 is hereby amended to read as follows:
2 486.071 [1. Any person who is at least 15½ years of age or older,
3 enrolled in a motorcycle driver's training school, licensed by the depart-
4 ment in the same manner as provided for driver training schools pursuant
5 to NRS 483.700 to 483.760, inclusive, and NRS 483.780, may apply to
6 the department for an instruction permit.
7 2. The department may, after the applicant has successfully passed
8 all parts of the examination other than the driving test, issue to the
9 applicant an instruction permit entitling the applicant, while having such
10 permit in his immediate possession, to drive a motorcycle for a period of
11 6 months if:
12 (a) Such driving is done off of a highway; and
13 (b) There is a person who is at least 18 years of age who is licensed
14 to drive a motorcycle in immediate attendance and giving supervision.
15 3.] Except as provided in NRS 486.161, no person shall be issued
16 a motorcycle driver's license or authorized to drive a motorcycle unless
17 such person:
18 [(a)] 1. Is at least [16] 15 years of age; and
19 [(b)] Has successfully completed a motorcycle driver's training school;
20 and
21 [(c)] 2. Has successfully completed such written examination and
22 driving test as may be required by the department.

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Original bill is 3 pages long.
Contact the Research Library for
a copy of the complete bill.

ASSEMBLY BILL NO. 695—MR. BARENGO

MARCH 19, 1973

Referred to Committee on Transportation

SUMMARY—Postpones requirement for motorcycles to be equipped with turn signals. Fiscal Note: No. (BDR 43-1680)

EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to motor vehicles; postponing the requirement that motorcycles be equipped with turn signals; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. NRS 486.251 is hereby amended to read as follows:
2 486.251 1. Every motorcycle upon a highway of this state at any
3 time from one-half hour after sunset to one-half hour before sunrise and
4 at any other time when, because of insufficient light or unfavorable
5 atmospheric conditions, persons and vehicles on the highway are not
6 clearly discernible at a distance of 1,000 feet ahead shall display lighted
7 lamps and illuminating devices as respectively required in this chapter.
8 2. Every motorcycle upon a highway shall be equipped with stop
9 lights. [and turn signals to be lighted in the manner prescribed for the
10 use of such devices.]
11 SEC. 2. NRS 486.271 is hereby amended to read as follows:
12 486.271 1. Every motorcycle manufactured after January 1, [1972,]
13 1973, shall be equipped with electric turn signal lamps.
14 2. Such lamps shall be located on the front and rear and shall indi-
15 cate an intention to turn by flashing lights in the direction toward which
16 the turn is to be made.
17 3. The lamps showing to the front shall be mounted on the same level
18 and as widely spaced laterally as practicable and, when signaling, shall
19 emit white or amber light, or any shade of light between white and amber.
20 4. The lamps showing to the rear shall be mounted on the same level
21 and as widely spaced laterally as practicable, and, when signaling, shall
22 emit red or amber light, or any shade of light between red and amber.

ASSEMBLY BILL NO. 542—MESSRS. PRINCE, ASHWORTH,
GLOVER AND JACOBSEN

MARCH 8, 1973

Referred to Committee on Transportation

SUMMARY—Provides special registration provisions for motor vehicles
more than 40 years old. Fiscal Note: No. (BDR 43-1347)



EXPLANATION—Matter in *italics* is new; matter in brackets [] is
material to be omitted.

AN ACT relating to the registration of motor vehicles; providing for the special
registration of, and special license plates for, vehicles more than 40 years old;
and providing other matters properly relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly,
do enact as follows:*

- 1 SECTION 1. Chapter 482 of NRS is hereby amended by adding
2 thereto a new section which shall read as follows:
3 1. *The department may issue special license plates and registration*
4 *certificates to residents of Nevada for any motor vehicle which is a model*
5 *manufactured more than 40 years prior to the date of application for reg-*
6 *istration under this section. Any such vehicle shall not be used for gen-*
7 *eral transportation, but may be used for club activities, exhibitions, tours,*
8 *parades or similar activities.*
9 2. *In lieu of the annual registration and fees required by this chapter,*
10 *and of the privilege tax imposed by chapter 371 of NRS, the owner of a*
11 *vehicle described in subsection 1 may submit an affidavit to the depart-*
12 *ment indicating that the vehicle will only be used for the permitted pur-*
13 *poses enumerated in subsection 1 and that the vehicle has been inspected*
14 *and found safe to be operated on the highways of this state.*
15 3. *If the owner complies with the requirements of subsection 2, and*
16 *pays a registration fee of \$10, the department may issue the owner license*
17 *plates and a registration certificate which will expire when the owner sells*
18 *or dismantles the vehicle, or uses the vehicle for purposes of general*
19 *transportation. If the registration expires, the owner shall return the reg-*
20 *istration certificate and the license plates to the department.*
21 4. *License plates issued pursuant to this section shall bear the inscrip-*
22 *tion "OLD TIMER of NEVADA" and a small registration number in a*
23 *corner of the plate, as determined by regulations of the department.*

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