

MINUTES

ENVIRONMENT AND PUBLIC RESOURCES COMMITTEE  
March 31, 1977

Members Present: Chairman Moody  
Mr. Coulter  
Mr. Chaney  
Mr. Kissam  
Mr. Polish  
Mr. Ross  
Mr. Rhoads  
Mr. Jeffrey

Member Excused: Mr. Serpa

Guests Present: Chuck Breese, Washoe County Health Department  
Brian Wright, Washoe County Health Department  
Jim Hannah, Environmental Protection Service  
John McLain, Society for Range Management  
Chuck Saulsberry, Society for Range Management  
Fred Wright, Fish and Game Department  
Bill Parsons, Fish and Game Department  
Don Klebenow, Society for Range Management  
Wayne Burkhardt, Society for Range Management  
Don Arkell, Clark County Health Department  
Phyllis Watlenbarger, Cont. Ed. Class, UNLV  
Helen Myers, Cont. Ed. Class, UNLV  
Daisy Talvitie, League of Women Voters  
Matt Feiertag, Environmental Protection Service  
Dick Serdoz, Environmental Protection, Air Quality  
John Holmes  
S. Morrow, Appeal  
R. E. Robinson, Assemblyman  
Mark Robinson  
John Aramburv  
Frank J. Myers, Lakes Crossing Muzzle Loaders  
Marty Harris, Lakes Crossing Muzzle Loaders  
Joe Robertson, S.R.M. & U.N.N.P.S.  
John L. Arty  
Robert F. Glinn, Nev. Franchised Auto Dealers Assoc.  
Daryl E. Capurro, Nev. Franchised Auto Dealers Asso.  
Roger Steele, Desert Research Institute

The meeting was called to order by Chairman Moody. He stated that the first item on the agenda was A.B. 497. He called on Chuck Saulsberry of the Society for Range Management.

ASSEMBLY BILL 497 - Designates Indian Ricegrass as official state grass.

March 31, 1977

Chuck Saulsberry, a member of the Nevada Society for Range Management, an international organization devoted to the science and art of grazing land use, proposed, on behalf of the organization, that the present list of state symbols in effect in the State of Nevada be added to by designating a state grass. Indian Ricegrass, which they would like to see designated as the State Grass, is native to the State of Nevada. This is a very significant range forage grass, very significant for wildlife, and extremely significant for erosion control and watershed protection. It grows throughout the whole state in every county.

John McLain, also a member of the Nevada Society for Range Management, presented the Resolution for Adoption of Indian Ricegrass as the State Grass of Nevada from the Society for Range Management, a copy of which is attached hereto and marked Exhibit A. He also read a resolution from the State Conservation Commission from their March 4, meeting, which was similar to Exhibit A. He said that Nevada is not the first state to have a state grass. Other states are Montana, South Dakota, North Dakota, Wyoming, and Nebraska, and Arizona and California have grass bills before their legislatures this session.

Mr. Kissam asked if there is any commercial value to Indian Ricegrass. Mr. Saulsberry said there are seed growers in the western United States who grow for seed stock for reseeding purposes. Mr. Kissam asked if this bill would cost the state anything. Mr. Saulsberry answered no. He then asked if any other state had made Indian Ricegrass their state grass. Mr. Saulsberry said no, not to their knowledge.

Mr. Saulsberry and Mr. McLain presented a slide show illustrating the different stages of Indian Ricegrass in different parts of the state, and showed how it can be used for erosion control.

Don Klebenow from Reno, President elect for the Nevada Section for the Society for Range Management and a member of the Wildlife Society, which supports the Resolution of the Range Society, said that Indian Ricegrass is an important food item for antelope, chukar, many small birds, and is an important nesting cover for a lot of birds. The Indians grind it as a food item, and it has been found in caches in caves.

Mr. Saulsberry showed a mounted specimen of the Ricegrass and vials of seed.

Mr. Moody asked if there is a program for replanting any areas. Mr. Saulsberry said that planting has been somewhat difficult because it is hard to get the seed to germinate, as it is a natural grass and depends on nature, but they have had quite a bit of success in many areas along this line and hope to develop this further.

March 31, 1977

Mr. McLain recently worked on a rehabilitation project in the Holmes Canyon area which burned above Carson City, and this is one of the numerous species of grass that they planted and with the dry summer last year, this is the only species that grew on the burn area and matured and made seed.

Mr. Chaney asked what the importance is of naming a state grass. Mr. Saulsberry said from the society's point of view, recognition of Ricegrass as a State Grass is because it represents the good forage for our livestock industry, erosion control, it is a very tough grass and symbolizes Nevada's tough climatic conditions.

Mr. McLain stated that Nevada has been under critical observation from Eastern elements, environmentalists, and the like, for supposed misuse of our rangelands, and Eastern people feel that we don't recognize our resources. We are primarily rangeland, and Indian Ricegrass represents rangeland and would give our rangeland that recognition that it doesn't have today. It would show other environmental groups that we do recognize the importance of our rangelands.

Mr. Ross asked if there is any real reason for adoption other than sentimental or symbolic reasons. Mr. Saulsberry said the concept goes along with the state bird, flower and other symbolic species, and that is really the only benefit. It symbolizes the importance of the rangelands.

Joe Robertson, retired professor of Range Management from the University, was chairman of the ad hoc committee which canvassed the members of the Society for the most popular grass in the state, and this one was easily the most popular. An article on Indian Ricegrass is in press now and will be published in the Journal of the Northern Nevada Native Plant Society, which he represents now. He recommended passage of the bill.

The hearing was concluded on A.B. 497.

Chairman Moody called for testimony in favor of A.B. 514.

ASSEMBLY BILL 514 - Requires state board of fish and game commissioners to establish special season for hunting deer with muzzle-loaded weapons.

Assemblyman Robinson, Assembly District 8, sponsored A.B. 514. He said the bill came about in the last session of the Legislature in which the season was an optional thing where it said the Fish and Game Commission may establish a season for muzzle-loading hunting. This session the optional provision has been changed to mandatory wherein the Fish and Game Department shall establish a hunting season in this category. He passed out a report from the Nevada Department of Fish and Game showing the total number of rifle tags issued in 1975-76, and the archery tags issued

March 31, 1977

in 1975-76, a copy of which is attached hereto and marked Exhibit B. He also passed out a copy of petitions from Clark County requesting a muzzle-loading deer hunting season, a copy of which is attached hereto and marked Exhibit C, which indicates the interest shown in that area. Mr. Robinson went through the Fish and Game report and commented on the numbers and percentages of tags sold and the percentages of success in different years. He said muzzle-loading shooting is growing in popularity and showed a clipping from Hawthorne regarding the Lock Stock and Barrel Club of Hawthorne, a copy of which is attached hereto and marked Exhibit D. He also brought a copy of "Desert" magazine for April, 1977, which had an article on the black powder shoot at the Butler Days in Tonopah, a copy of which is attached hereto and marked Exhibit E. This shows some of the increased interest in this type of shooting. The bicentennial made an increased interest in this too. It is an attraction to the true outdoorsman and sportsman. The proposal in the bill follows the Fish and Game proposal of one deer per hunter. If you get a deer with a muzzle-loader you can't get another one with another weapon, which would apply to any weapon. Mr. Robinson introduced his son, Mark Robinson, who brought one of his black powder guns with him. He said that his gun is a replica and the one he uses for target shooting. His other gun is a 58 caliber used for hunting. The new guns, which are primarily the ones used now, are made of top quality steel and are rifled rather than smooth bore. They are capable of shooting 200 yards with accuracy. He said that they have tried hunting during the deer hunting seasons and it is difficult to compete with those who can shoot 300-400 yards with accuracy with smokeless powder weapons, and the noise factor intrudes also. They have to stalk the game and get close to it, which constitutes at least a hundred yard stalk, and by the time they get to the game, it is scattered and shy from the regular hunting pressure. He would like a separate season which would not compete with the regular season.

Mr. Rhoads asked if these guns kill an animal quickly. Mr. Robinson said they do. The bullets contain 505 grains of lead. He said they have discussed the matter with the Fish and Game.

Frank Myers of the Lakes Crossing Muzzle-Loaders Club, said he has been interested in a deer season of this type and went around to the local gun shops in Reno and put out a poster asking if anyone was interested. In a week and a half they had so much interest that they formed the club. They had 87 people at the original meeting. They drew up a proposal to the Fish and Game Department and put out a petition, a copy of which is attached hereto and marked Exhibit F. This petition has already been signed by 232 people and more petitions are still coming in from outlying areas. One of the reasons they need a special season is that it is hazardous to their health to hunt in the regular season as they have to wear inconspicuous clothing in order to stalk the deer and they could be shot themselves very easily.



March 31, 1977

Marty Harris, of the same group, said the muzzle-loading season is important for two aspects. One, it is just plain fun, and is made so by the use of the primitive weapons and the clothing. Second, in order for it to be safe, it requires a special season as it is very dangerous to hunt this way in the regular season. They have been working with many sporting groups and clubs regarding this proposal. They have talked with the fish and game and found that last year 2500 tags were allotted for archery and only 800 were issued, so they would not need a larger allocation of special tags. This is already in effect in four or five other states and is working well. The archers have some objection to a joint season because of the noise factor.

Fred Wright of the Nevada Fish and Game Department stated that the Commission already has the authority to establish a muzzle-loading weapon season but so far nothing has been done about it. They thought it could be amended to include specialized weapons rather than just muzzle-loaders, which would be any of those that the Commission, by regulation, permits other than the center fire rifles. They already consider the longbow and arrow as a specialized weapon. Their only problem might be in having too many special seasons on deer starting in August and running through November. The important thing is that the bill directs the Commission to establish a special season.

Mr. Ross asked if the Legislature does not make this mandatory, will the Commission set a season. Mr. Wright felt there will be more attention paid to it due to the energies of the people who have testified, but it isn't definite. Mr. Ross asked if there would be administrative difficulties. Mr. Wright said there would be none. There would not be any significant problems.

Frank Myers said that they do not want the hand gun people hunting with them as the safety factors detrimental to the muzzle loaders is the same with hand guns as with the high powered rifles.

Testimony was concluded on A.B. 514.

Chairman Moody called for testimony on A.B. 464.

Assembly Bill 464 - Requires certificate of emission control compliance before motor vehicle is registered.

Mr. Schofield said that they have put in around 15-20 hours coming up with various amendments, a copy of which is attached hereto and marked Exhibit G. He suggested the possibility of putting a preamble to the bill on legislative intent, so the directional factor of what the intent of the bill is would be more clear. Regarding the 100,000 or more population areas where this bill would cover, there would be an adjustment on the \$5.00 fee and the form fee.

March 31, 1977

Roger Steele, of the Desert Research Institute, presented a prepared statement, a copy of which is attached hereto and marked Exhibit H. He also said that the energy savings associated with the initiation of such a program, as shown by the experience of Arizona, would be around a 7 percent overall saving in fuel consumption. In Nevada this would save approximately 20,000,000 gallons of gasoline a year.

Bruce Scott from Glendale Arizona, Assistant Director of the Department of Health Services for the State of Arizona, and who directs all environmental activities of the state, including the Bureau of Air Quality Control, Water Quality Control, Sanitation and Vehicle Emissions Inspection, gave a prepared statement, a copy of which is attached hereto and marked Exhibit I. He also said that they perform a service to the repair industry by licensing and registering the analyzers they use in the repair of vehicles. At first there were only about 30 or 40 of these analyzers in private industry, and as of March 1, 1977, there are now between 400 and 500 of these analyzers in private industry so they can show compliance in their repairs.

Mr. Ross asked how they went about determining who would be their private contractor. Mr. Scott answered that a Request for Proposal was prepared in early 1974 and submitted to 21 different companies. There was a bidding conference held in July, 1974, which eleven companies attended. When the time for submittal of the bids arrived, there were three bids submitted. Those three were assigned to a committee of five men appointed by the Director of the Department of Health Services, only one of the five being from his department. The other four came from the Attorney General's office, the Department of Transportation, the Department of Public Safety and from Arizona State University. All five independently reviewed each contractor's bid and they were given a score sheet on which to judge the bids on 21 different technical points and 17 different non-technical points. Their points and scores showed that all five had independently selected the same company.

Mr. Ross asked if the contract is for a period of five years. Mr. Scott answered yes. Mr. Ross asked how much of the \$4.54 goes for the amortization of the investment. Mr. Scott did not know what the split was as far as operating costs went versus the capital outlay. Mr. Ross asked if at the end of five years this would go out to bid again. Mr. Scott said that is required. Mr. Ross asked if this would give any kind of edge to the company already there and which had already amortized their entire capital investment. Mr. Scott said that he believes that what the Arizona Legislature intended was to give enough flexibility to themselves to either let the contract back to the same company, change the company, or to augment the program. There would be a possibility the state would want to take over the program at that time or add safety inspection at that time. They deliberately set it at

March 31, 1977

five years to leave it somewhat open-ended, but not to give advantage to one company over another. Mr. Ross asked what protections were contained in the bid specifications that, in the event the state wasn't satisfied with the performance of the contractor, it could cancel the contract during the five years. Mr. Scott said that in five years there is a statement in there where if the contractor defaults they can stop the whole thing, or if the state chooses, they can repeal it. The program could be brought to a halt. There are certain costs associated with this action. They would have to buy out the system from the contractor. Mr. Ross asked how that price would be determined. Mr. Scott answered that it is a formula that you plug in certain factors and it is on a sliding scale. The further you get into the five years, the less that cost is. Mr. Ross asked that a set of these figures be made available to the committee.

Mr. Chaney asked if Arizona had had any other testing before they adopted this program. Mr. Scott said they began a prototype program using government vehicles only, such as highway patrol cars, school district cars, county and state cars and the like, and proved the feasibility of the program. They did not expand that any further, but went to the full program.

Mr. Chaney wondered what would happen to the equipment we had now in the state if we went to this type of a program. He also wanted to know how they arrived at a \$25.00 maximum for repairs. Mr. Scott answered that the number of the special analyzers has grown dramatically, so it would be advantageous to the repair industry as they could know they are effecting the repairs correctly, so they will use the equipment in the future. Mr. Chaney felt that maybe business would be pushed to those who already have the machines. Mr. Scott said their department offers as a service the calibration of the devices. Dealing with the \$25.00 and \$75.00 limits established, the Legislature directed their department to canvas the industry and to effect a low emissions tune-up which would bring the 1967 vehicles into compliance for \$25.00. For the 1968 or newer cars with the more sophisticated equipment, the \$75.00 limit was established. This was a result of a canvas of the industry.

Mr. Jeffrey, pursuing the subject of private contractor versus the garage, wondered if the repair shops have analyzers, what is the necessity of the private contractor. He asked if that would not be a duplication of costs to the consumer. Mr. Scott said in Arizona there was an abortive attempt to have a safety inspection program in 1964 and 1965 in which gas stations, garages and dealerships were licensed to perform the safety inspections, and it was fraught with fraud, corruption, etc., and was a monumental flop. As such, the Arizona Legislature had a bad taste in their

March 31, 1977

mouths about that type of procedure. They felt that it should be either a private contractor or a state run facility and they felt the contractor had the advantages over the state in building facilities and hiring personell. Separating the inspection from the repairs adds to the credibility of the information you are getting, in Mr. Scott's opinion.

Mr. Ross asked if there were any other reasons for using this system other than fraud. Mr. Scott answered yes, in Arizona they train their inspectors, they calibrate their instruments and they have as reasonable assurance as possible that when that emission result comes out of the computer that it is the true analysis for that particular vehicle. The private parties' machines may be calibrated, but the person who performs the inspection at the garage could very easily not be qualified to do so correctly, as it is too hard to train so many people.

Mr. Chaney asked who is responsible for the inspection if you buy a car from a used car lot. Mr. Scott said it is the seller's responsibility. A lot of the dealers are fleet inspectors.

Mr. Rhoads asked what the size of Arizona's budget is for this fiscal year. Mr. Scott said for 1977 he would estimate around \$500,000, which would be financed from the \$5.00 fee, and there is no additional cost to the state. There is no General Fund appropriation. Mr. Chaney asked if there were any safety tests made. Mr. Scott answered no. There may be such a program in three to five years.

Mr. Steele said that with a great number of private garages doing inspections, the problem of quality assurance is horrendous because you continually need to know whether or not the instrument being used is in calibration. They have to be calibrated twice a day by the owner, and the calibrator is calibrated once every week by the state in Arizona. They are also spot checked. There would also be a large administrative problem.

Mr. Ross asked if we would not be harassing motorists by making them go one place for inspection and to another for repairs and then back to the first for re-inspection and so on back and forth. He feels you should harass the bureaucracy rather than the motorist by keeping control over a decentralized system than a centralized system. It could be paid for as taxpayers rather than individual motorists.

Mr. Steele said if there is inspection, the consumer would have to pay for it one way or another and it is his view that if it is done in private garages, there will have to be so many state employees surveiling the operation that it would be a far heavier burden on the taxpayer than the central inspection facility.

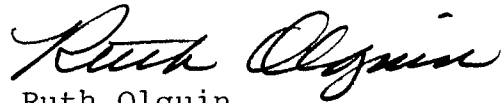
March 31, 1977

Daisy Talvitie stated that the committee has to make a decision as to whether they they want to go with private garage inspections or contract inspections if anything further can be done with this legislation.

Chairman Moody appointed Mr. Ross to work with Mr. Schofield and his committee to see if something could be worked out as there are nineteen pages of proposed amendments and it will have to be worked down from there. The meeting was set for Friday, April 1, at 2:00 p.m. in Room 214.

The meeting was adjourned by Chairman Moody.

Respectfully submitted,



Ruth Olguin  
Assembly Attache





SOCIETY FOR RANGE MANAGEMENT

NEVADA SECTION

RESOLUTION

for

ADOPTION OF INDIAN RICEGRASS

AS THE STATE GRASS OF NEVADA

WHEREAS - - Indian ricegrass has played a significant part in the history of Nevada by providing seed as a staple food by early Indian tribes in Nevada,

AND WHEREAS - - This grass resource has the ability to reseed and establish itself on deteriorating sites thereby providing cover and protection for land conservation,

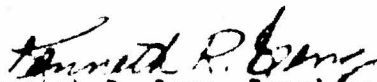
AND WHEREAS - - Indian ricegrass contributes significantly to the Range Livestock Industry throughout Nevada,

AND WHEREAS - - Indian ricegrass provides abundant feed and cover for wildlife in Nevada,

AND WHEREAS - - This grass is distributed throughout the state of Nevada,

AND WHEREAS - - Nevada has been subject of criticism by environmentalists for misuse of the states rangelands,

THEREFORE - - Be it resolved that the Society for Range Management, Nevada Section, strongly supports the adoption of Indian ricegrass as the state grass of Nevada by the 1977 legislature.

  
Kenneth R. Genz, President

January 21, 1977

Attested by   
Secretary



NEVADA DEPARTMENT OF FISH AND GAME

RIFLE DEER HUNTS \*

1975-1976

	<u>1975</u>	<u>1976</u>
Total Rifle		
# Tags Sold	35,530	19,130
% Tags Returned (Questionnaire)	59.8	70.3
Total Harvest	4,851	4,765
Bucks	3,835	4,756
Antlerless	1,016	9**
% Hunter Success	24.7	38.9
Total Hunter Days	91,693	57,481
Resident Rifle		
# Tags Sold	32,697	17,372
% Tags Returned (Questionnaire)	58.8	69.9
Total Harvest	4,197	4,002
Bucks	3,181	3,994
Antlerless	1,016	8**
% Hunter Success	23.8	36.5
Total Hunter Days	81,943	51,152
Nonresident Rifle		
# Tags Sold	2,833	1,758
% Tags Returned (Questionnaire)	71.8	74.7
Total Harvest	654	763
Bucks	654	762
Antlerless	0	1**
% Hunter Success	33.0	59.3
Total Hunter Days	9,750	6,329

\* Unexpanded deer tag return data.

\*\* Reported antlerless harvest during bucks only season.

ARCHERY DEER HUNTS \*

1975-1976

	<u>1975</u>	<u>1976</u>
Total Archery		
# Tags Sold	882	938
% Tags Returned (Questionnaire)	59.1	50.2
Total Harvest	73	56
Bucks	28	56
Antlerless	45	0
% Hunter Success	15.2	13.3
Total Hunter Days	3,086	2,990
Resident Archery		
# Tags Sold	646	823
% Tags Returned (Return Card)	63.6	51.4
Total Harvest	51	54
Bucks	21	54
Antlerless	30	0
% Hunter Success	13.8	14.4
Total Hunter Days	2,406	2,642
Nonresident Archery		
# Tags Sold	236	115
% Tags Returned (Questionnaire)	47.0	41.7
Total Harvest	22	2
Bucks	7	2
Antlerless	15	0
% Hunter Success	20.0	4.3
Total Hunter Days	680	348

\* Unexpanded deer tag return data.

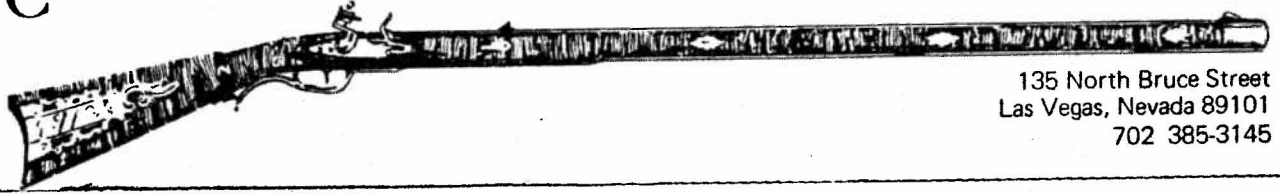
A SURVEY OF PRIMITIVE WEAPONS DEER HUNTING SEASONS

1. A survey of states adjacent to Nevada and of Montana, Washington, Colorado, Alaska, Alabama, and Arkansas was made in relation to special seasons for archery and muzzle loaders.
2. Virtually all states permit the use of muzzleloading rifles of 40 caliber minimum as a legal weapon. These can be used during the regular rifle season also.
3. Seven of the eleven states surveyed provide special muzzle loader seasons. They are Oregon, Idaho, Utah, Arizona, Colorado, and Arkansas. Arizona's primitive weapon season permits the use of bow and arrow along with the muzzle loader.
4. All states reviewed that provide a special muzzle loader season restrict the season to a fairly short period and usually to only a few areas. For example:

Oregon	4 areas
Washington	4 areas
Idaho	6 areas
Utah	4 areas
Colorado	24 areas
Arkansas	1 area
Arizona	1 area
5. Muzzle loader seasons are fairly short but may occur at any time from August through December.
6. The definition of primitive weapons includes the bow and arrow and the muzzle loader rifle.  
Crossbows were legal in Alaska, Alabama, and Arkansas.
7. None of the states with a special muzzle loader season were restrictive in designating the number of permits to be issued except for Colorado which had a total of 2,550 tags in 1976.

George K. Tsukamoto  
March 22, 1977

CARISTO SPORTING GOODS



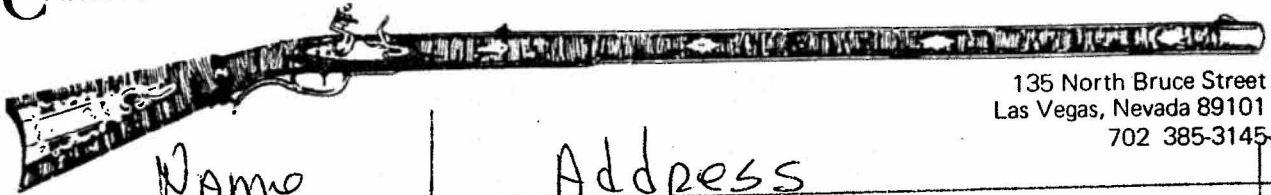
135 North Bruce Street  
Las Vegas, Nevada 89101  
702 385-3145

We The undersigned:-  
Do Support & Request, A SOLE & SEPERATE  
Muzzle loading DEER HUNTING SEASON  
for The state of NEVADA.

etc

Name	Address	ZIP Code
Domenic C CARISTO	1600 E Lewis Ave LUN	89101
Sam Caristo	135 N Bruce St L.V.N	89101
RUCE A. Hilly	3887 Maryland Ave L.V.N	89121
Allen Caristo	135 N Bruce St L.V.N	89101
Shilu Caristo	1600 E Lewis L.V.N	89101
GARRY GERMAN	Box 19126 L.V. NV. 89119	89119
Lois Ellington	Box 19126 L.V. NV. 89119	89119
W. J. New	543 N. Rose #10 L.V. Nev	89110
Alan Paykoff	2983 Burnham Las Vegas Nev	89109
Dianna J. Ny	4979 Conada Way Las Vegas	89122
Richard E. Stant	64 PRINCE LANE LAS VEGAS	89110
Edward K. Kelley	2630 MARLIN #2 LAS VEGAS	
Nancy J. Chant	2317 NATALIE AVE Las Vegas Nev	89109
Martin P. Kuzel	705 N. 70 <sup>TH</sup> ST LAS VEGAS	89109
Larry Butler	312 S. MARYLAND PKWY #3 LUN	89101
Thomas K. Blake	5038 So Pearlite	89120
Nike M. Alexander	3751 So Nellis #165 L.V.N	89121
Bill Wyman	5024 So. Maryland PKY #7 L.V.N	89119
Walter C. Egan	306 M TN. TRAIL L.V. NV. 89108	89108
HARLES T. McGRINICK	3000 CRAWFORD ST. NV.	89030





135 North Bruce Street  
Las Vegas, Nevada 89101  
702 385-3145

ZIP  
CODE

Name	Address	ZIP CODE
Snick A Shew	1913 E Bonanza	89101
Bob J. Shew	1913 E Bonanza	89101
Dan R. D.	2520 HEROLD N. L. U. W.	89030
Donald L. Herntuck	5842 E. Lake Mead BL	89190
H. J. [unclear]	7224 WALTER SCHIRRA CIR.	89128
Anthony Robertson	825 N. Lomb #341	89110
James J. [unclear]	7224 Walter Schirra Cir	89128
E. J. Harris	20 Magnesium Henderson	89105
J. A. Graham	1624 LENWOOD AVE No. LAS VEGAS	89030
Krispe Gleser	432 Pamela Lynn St Las Vegas	89119
Frank Brown	4727 Conrad Las Vegas	89121
Frank A. Brown	4727 Conrad Las Vegas	89121
David L. Gowan	1100 SANDY COVE LAS VEGAS	89140
W. J. [unclear]	3430 E. Tropicana #55 Las Vegas	89121
M. J. [unclear]	607 Birch Las Vegas	89121
Howard Gipson	4001 Sorrento Way Las Vegas Nev.	89121
John G. Betts	4004 " " " " " "	" " " " " "
George E. Watson	37A Salmon Drive Las Vegas, NV	89110
Ruth Haberberg	1104 N. Jones Ct Las Vegas NV	89102
James Curran	2526 Crawford Apt C N.H.	89101
Carl Kelley	6201 Great Smokey Ave. L.V.	89110
Frank [unclear]	1122 CHAPMAN DR. L.V.	89101
John Wayne Duran III	6095 Bluehill Ave Las Vegas, NV	89110
A. H. Cassavel	1701 Leslie Ave. L.V. Nev.	89101

CARISTO SPORTING GOODS

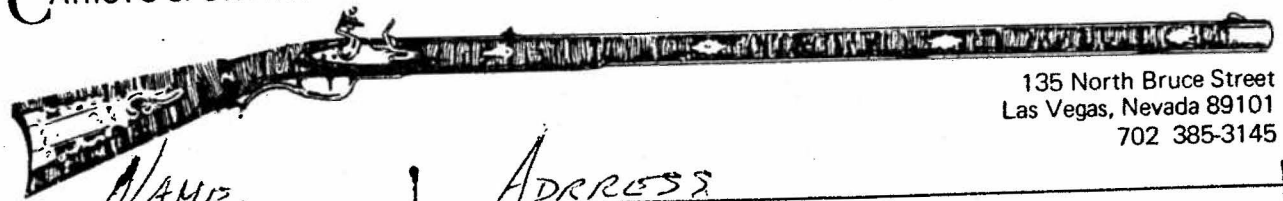


135 North Bruce Street  
Las Vegas, Nevada 89101  
702 385-3145

ZIP  
CODE

NAME.	ADDRESS	ZIP CODE
THOMAS L. ROBERTS	1740 FERRELL LN.	89106
Marie Ghiselin	616 Benton St. Henderson	89011
Dennis Conway	2109 Fuller rd. LV	89108
Jerry Humphrey	3837 Haddak	89110
Joby Hunsing	3837 Hodder Las Vegas	89110
Tom Kammer	2627 Sol Armb. #257 LAS VEGAS.	
Marty Caristo	2512 E. Tenopah Ave LV.	89030
Alfred H. Hoyer	4534 McMILLAN RD L.V. NEV	89121
Jack H. Hoyer	6520 Berkeley Way LV. Nev	89107
Sharon G. Hoyer	6520 Burgundy Way LV Nev.	89107
John S. Fox	6161 SHAWNEE AVE LAS VEGAS, NEV.	89107
Michael Marste	2512 E. Tenopah Ave N.L.V.	89030
Jim J. Buckley	4908 APTWANT LA LV.	89108
Kerice S. Hoyer	1104 N. Jones Apt A	89109
George Kammer	335 Albert Drive Rd	89109
Bob Collins	2201 - CARROLL ST. N.L.V.	89030
Richard Baxter	2201 - Carroll St LV	
Bob Carter	2665 Oregon St. N.L.V.	
Frank A. Fuchs	2121 Fremont	89101
Ernest Boggs	2421 E. McWilliams	89107
Charles F. Roberts	1740 Ferrell L.V. NEV.	89106
Leon E. Utterback	4165 E. Judson	89110
Leon E. Utterback, Jr.	1421 Oakwood N.L.V.	89101

CARISTO SPORTING GOODS

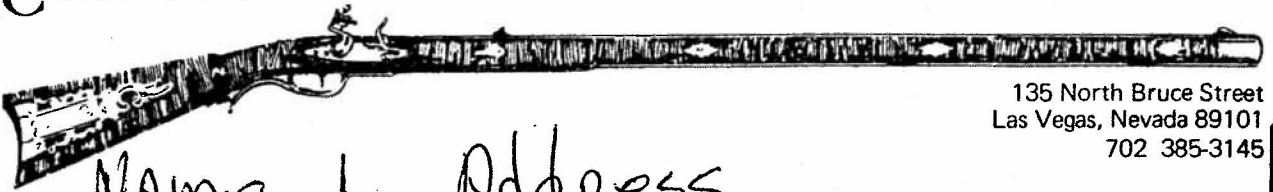


135 North Bruce Street  
Las Vegas, Nevada 89101  
702 385-3145

ZIP  
CODE

NAME	ADDRESS	ZIP CODE
CHRIS HASSELFELD	2116 VALLEY DR. LV. Nev.	89108
James Sander	4289 CARTEGUA WAY LV.	89121
Alan D. Nye	4979 Avenida LV Nev	89122
Susan E. Zale	4770 S. Topaz	89121
Tommy L. Boyer	2800 S. LAMB BL SP 31 LV NV	89121
Jerry T. Johnson	6231 Shenandoah ave LV	89116
David W. [unclear]	136 CERVANTES LV 89101	89101
Suzanne J. Dobbey	7726 N. Lane, Mt Rd. 89108	
Robert Dobbey	7726 N. Lane, Mt Rd. 89108	
Ryan Dobbey	7726 N. Lane, Mt Rd. 89108	
John Brackenburg	425 NO. 13TH LAS VEGAS NEV	89101
Carry Cuswell	6016 Bromley APT #4	89107
Dwight A. Steele	5275 CHAMPIONS LV NV	89122
Jerry Johnson	202 E. GARCES LV 89101	89101
Randy Standen	401 Merlayon Ave.	89015
Daniel E. McNamara	1704 So. Valley View Blvd L.V. Nev.	89102
Michael W. Stump	4230 SO Ridgeview Dr LV NV	89103
Wong Stephens	4018 Suburban Las Vegas Nev.	89110
John N. Morgan	313 DUKE CIRCLE LAS VEGAS, NV	89107
Robert Wells	2013 E. ST. LOUIS Las Vegas, Nev	89105
Bob Dief	1141 North Manning Ave	89102

CARISTO SPORTING GOODS



135 North Bruce Street  
Las Vegas, Nevada 89101  
702 385-3145

NAME | Address

ZIP  
CODE

DAVID L. PEUGH | 303 TIN ST. HENDERSON NEV. | 89015

W. R. LEAN | 211 Valley Forge Ave. Henderson Nev | 89015

SUPPORT OF BLACK POWDER BILL

WE THE UNDERSIGNED ARE REPRESENTING SOME OF THE DIFFERENT ACTIVE GUN CLUBS IN LAS VEGAS. THESE CLUBS ARE IN SUPPORT OF A BLACK POWDER HUNTING SEASON FOR DEER HERE IN THE STATE OF NEVADA. WE FEEL THAT THERE HAS DEFINITELY BEEN A LARGE ENOUGH INCREASE IN THE SPORT OF BLACK POWDER THAT IT WILL BENEFIT NOT ONLY THE HUNTER BUT ALSO THE STATE.

<u>CLUB NAME</u>	<u>TITLE</u>	<u># OF MEMBERS</u>
DESERT SPORTSMAN'S Frank P. Walters Robert Roussseau	VICE PRESIDENT  EXECUTIVE RANGE officer	240
NEVADA FRONTLOADERS Garry A. Wilton	VICE PRESIDENT	120
SOUTHERN NEVADA PISTOL & REVOLVER ASSN Michael A. Beale	PRES.	40 MEMBERS.



SUPPORT OF BLACK POWDER BILL

WE THE UNDERSIGNED DO SUPPORT AND REQUEST THE ESTABLISHMENT OF A SEPERATE MUZZLE LOADING DEER HUNTING SEASON FOR THE STATE OF NEVADA, TO BE ESTABLISHED AND REGULATED BY THE NEVADA FISH AND GAME DEPARTMENT. THE SEASON, FOR BLACK POWDER SPORTING ARMS ONLY, TO PRECEDE OR FOLLOW THE NORMAL DEER SEASON AND BE INCLUDED IN NORMAL HUNTING QUOTAS.

SUPPORTERS NAME

ADDRESS

<i>Robert Lowman</i>	2525 Jansen Av.
<i>Perry W. Dieberson</i>	15 DIAMOND CRT.
<i>David McLaughlin</i>	4709 CLADDIN LANE
<i>Frank P. Walters</i>	6300 W. TROPICANA #400 L.V.
<i>Tom L. Clavey</i>	5812 Churchill Ave, LV. 89107
<i>M. J. Clavey</i>	5812 CHURCHILL AV. LV 89107
<i>Ornel W. Shadel</i>	5917 FAWN AVE L.V. 89107
<i>Craig A. Shadel</i>	5917 FAWN AVE LV. 89107
<i>Linda Rousseau</i>	2625 Jansen Ave L.V. 89101
<i>Bernie J. Shadel</i>	5917 Fawn Ave. L.V. 89107
<i>W. L. Howell</i>	6901 W. CONIFER LN LV 89128
<i>Will W. Stump</i>	4230 So Ridgeview Dr LV
<i>Edt Kindberg</i>	5210 Graham Ave 89122
<i>Eda Bell</i>	4341 Fortune Ave. LV
<i>Fray Cahle</i>	4341 Fortune Ave LV 89101
<i>John Glenn</i>	2186 Betty Lane LV 89110
<i>Daniel McNamee</i>	4517 W. Garden Place LV 89107
<i>Henry S. Lewis</i>	Box 398 Indian Springs 89018
<i>Mark Robinson</i>	1404 Maryland PKWY
<i>Landra Robinson</i>	1404 Maryland PKWY

Charles M Chippall

6567 Esccondido, 361-2314

Larry Green

5584 Wallyby 451-6635

Bryce L. Wilgar

3612 Haddock Ave. 649-3571

John Stockwell

6557 Esccondido T.V.

John Stockwell

861 Court Witzke Ave 89119

Denise Stockwell

861 Court Witzke 89119

Dennard R. Stockwell

861 Court Witzke 89119

Brian R. Egg

306 MAIN TR. 89108

Norman Livingston

121 Prince Lane 89110

Landra Azabir

6428 Vegas Dr.

Jack Larkin

5021 Carmen St 89108

James R. Hinds

2515C Carroll St 89036

Steven H. Trone

121 Prince Lane 89121

Virginia Wagoner

1441 Christy Ln

Wayne F Wagoner

Robert W. Hanna

1143 May Dr. L.V.

Ralph E. Lindman

3208 Ewinning N.L.V.

Alan A. Deter

1401 Betty Ln<sup>L.V.</sup> 89110

Richard H. Pagan

3825 Sandhill

James M. Suter

6320 Brandywine Way.

Robert Suter 6320 Brandywine way

Sally Snyder 407 Brush

Wayne Page

3412 SAN BERNARDINO ST. L.V.

R. David Gilger  
 Jay Gilger  
 David Richardson  
 Cathie Guesman  
 John W. Guesman  
 Stormi Paykoff  
 Jack Bowman  
 Tom Stephens  
 Bill H. Stephens  
 Leonard Wood  
 John Muncieff  
 Kasey Muncieff  
 Lisa Kelley  
 Jean Dodo  
 F. F. Peterson

89005  
 894 Jeri Ln. B.C. Nev.  
 894 Jeri Ln. B.C. Nev. 89005  
 1680 No Rancho 89106  
 LV Nev  
 6044 Bryce Canyon Ave S.V. Nev. 89110  
 6044 Bryce Canyon Ave 89110  
 2983 Burnham LV Nev 89109  
 5805 Trent Ave RV N 89107  
 6121 Sonoma Cir LV Nev 89107  
 1107-N. Jones LV NV 89108  
 602 Royal Crest Cir. #2077  
 89109  
 1280 Redwood Rd.  
 1280 Redwood Rd. 89119  
 89119  
 602 Royal Cr. 89109  
 268 APACHE LANE 89110  
 3004 Emmons N.L.

PAGE FIVE

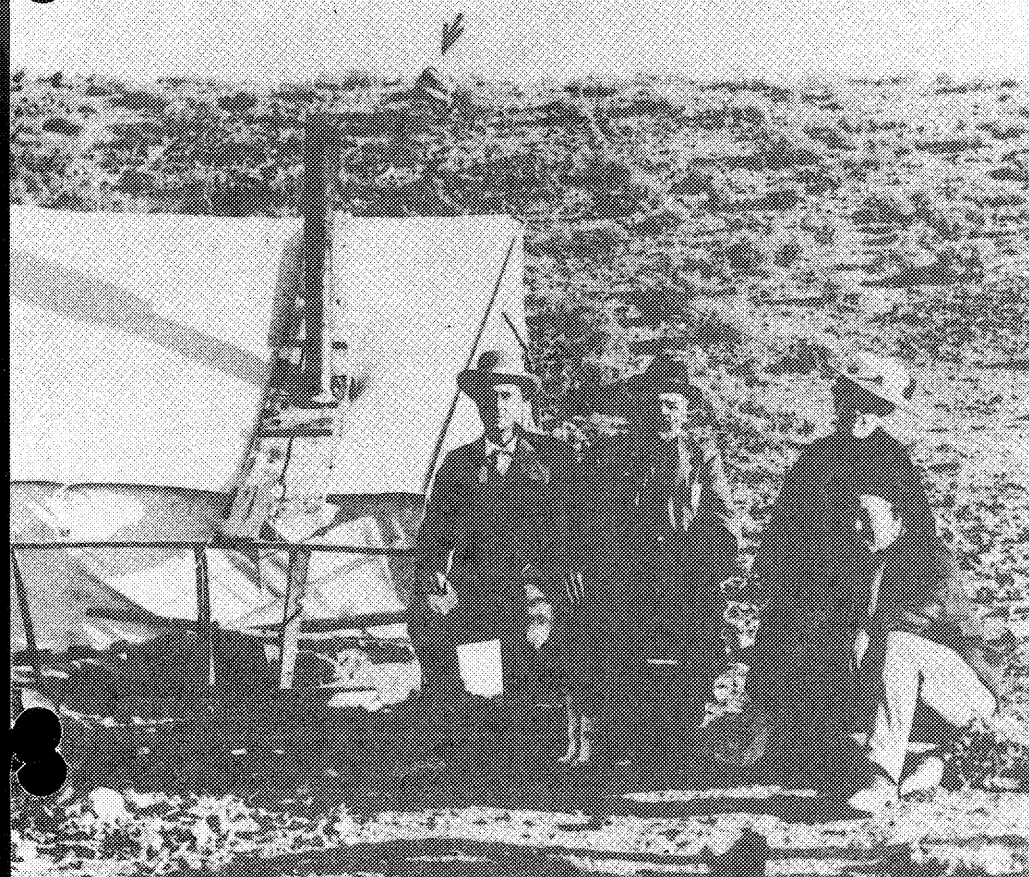
### **Muzzle Loader Rondeevoo Set For March 27**

The Lock, Stock & Barrel Club of Hawthorne will be holding a muzzle loader walk thru Rondeevoo (blanket shoot) at the range, 5 miles south of Hawthorne on Highway 95 (follow the signs) on Sunday, March 27 at 10 a.m. Everyone is invited to participate or just come out and see what a black powder shoot is all about.

Events will include: Muzzle loading rifles, knife throws, tomahawk throws, fire starting with flint and steel, and trap setting.

**Old Flash-in-the-Pan**

# TONOPAH BOOMS



by VALERIE J. JORALEMON

CENTRAL NEVADA is a region apart, a law unto itself. With its high mountains, long sweeping valleys, clear dry air and pungent sagebrush, it might be called the last western frontier where people are independent and the distance between towns is measured in hours, not miles.

In the middle of this rugged high desert, Tonopah, "The Queen of the Silver Camps," clings to the steep sides of Mt. Oddie and Mt. Brougner at 6,050 feet. Hand-hewn stone buildings line most of Main Street and the hills are dotted with weathered gray wood and aging headframes. Except for some modern buildings and a smaller popula-



Upper left: The original Mizpah claim that started it all. Arrow points to pile of rock locating the famous silver strike. From left: Tasker Oddie, Jenkins, Belle and Jim Butler. Left: the 1976 black powder shoot attracted many women as well as men, and fine guns were to be seen.

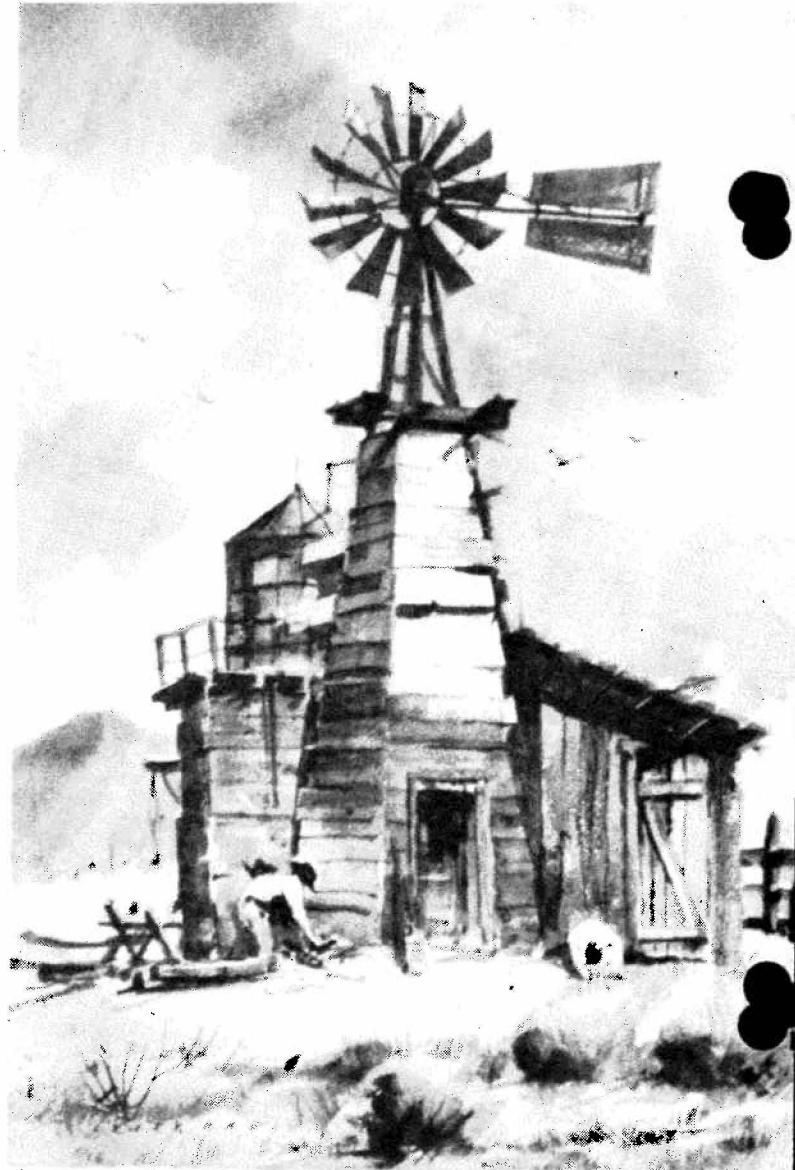


this year. It has been hard work, but most successful and rewarding. His work has been purchased by art lovers from Florida to Pennsylvania, Hawaii, Canada, Japan and Australia. He has taught, judged, given demonstrations and critiques, and is ever willing to share his knowledge with the younger artists coming up.

He was recently invited to join the AICA, (American Indian and Cowboy Artists Society), who have dedicated themselves to the appreciation of their heritage through the visual portrayal of the life styles, ideologies and courage of the peoples of the American West, both Indian and Caucasian.

Through their united efforts it is the purpose of this Society to demonstrate and promote the benefits and potentials of good will and trust between men of good faith and character. The majority of their work will typify Indian or Western Art tradition. Every effort is being made that the traditions and beliefs of each ethnic group will be shared and promoted. At a recent Show held at the Brand Library and Gallery in Glendale, California, these purposes were demonstrated.

Ball has had works accepted several times for shows of The Society of Western Artists of California and The Artists Professional League of New York. □



*"It's Home,"*  
Watercolor  
24"x17"



*"Retirees,"*  
Watercolor  
20"x30"  
Courtesy  
H. C. Burns,  
Los Angeles,  
California.

# ON "BUTLER DAYS"



tion, the town looks much the same as it did in the first years following Jim Butler's discovery of silver.

Jim was a transplanted Californian, a rancher in Monitor Valley who was much more taken with prospecting than staying home with Belle, his part-Shoshone wife. In May of 1900, Jim and his burro were making a trip to Klondike Wells about 15 miles south of the present site of Tonopah. According to legend, the burro wandered off in just the right place and the rock Jim chose to throw at him was heavy with silver. More likely that Jim had both eyes open, as prospectors are wont to do.

Jim showed his samples to assayer Frank Higgs, but Frank wanted no part of it without payment which Jim didn't have. However, Tasker Oddie, a young attorney from New Jersey who would later become Nevada Governor and State Senator, had more faith and better sense. He showed the rock to his friend Walter Gayhart, a science teacher in Austin who ran a backyard assay outfit. The results were incredibly rich and in August, Jim, Tasker and Wilse Brougher set about staking claims.

Jim's original claim was named The Mizpah, an ancient Hebrew word meaning, "The Lord watch between me and

---

*Butler Days 1975. The Tonopah Fire Department and the Gabbs Fire Department stage a water fight in front of the Mizpah Hotel.*

---

thee while we are absent one from another." The choice may have been Belle's touch.

Pah is a Shoshone word for water, or spring. Hence Tonopah, literally translated, means something like water bush, though the site was bone dry and early residents used to pay between one and two dollars a gallon for water from a water wagon.



The names proved confusing to at least one person who arrived in Tonopah and saw the word Mizpah. "You know," he said later, "for the longest time I thought it must mean the spring of the Miz."

Soon Mizpah Hill was crawling with people anxious to get in on the action. Jim and his partners quickly adopted a leasing system that was notably short on paperwork and a lot of people, including Frank Higgs, became wealthy from the original strike. Later, the claims were sold to the Tonopah Mining Company.

These events produced a cartoon by Arthur Buel in the *Tonopah Sun* showing a gleeful burro kicking up his heels with a caption that read in part, "Me and Jim found Tonopah." The slogan stuck.

In spite of a pneumonia epidemic that claimed 50 lives during the fierce win-

ter of 1901, Tonopah grew in wild, glorious leaps. By the following year the tents and makeshift buildings had turned into a more permanent town. One sign over the board sidewalk advertised, "A Nice New Bed \$7.50 a Month or 50 cents a Night."

The first railroad into town was built by the Tonopah Mining Company at a cost of nearly one million dollars, thereby doing away with the need to haul everything including laundry in and out by the 20-mule teams. The line was completed July 25, 1904, and the three-day Railroad Days was one of the grandest celebrations ever seen. Jim Butler's burro marched in the parade draped with a sheet bearing the "Me and Jim found Tonopah" slogan.

Twenty-six miles to the south Goldfield, first known as Grandpa, was doing its share of booming. It had been discovered shortly after Tonopah by those too late to get rich from the silver strike and for years was a leading producer of gold.

To the north in Smoky Valley both Manhattan and Belmont had peaked and were fading. By 1905, the county seat was moved from Belmont's \$25,000 courthouse to Tonopah. Only Round Mountain was a new comer with gold being discovered in 1905.

Perhaps the isolation, the dust and grit and the nearly treeless desert environment made the citizens of Tonopah all the more determined to enjoy themselves. Whatever the reason there were many parades in the early days. Bunting whipped in the wind, ladies wore their best dresses, and fine floats were created from little material.

Just as the curve of Main Street remains unchanged Tonopah still puts on a good parade. One of the biggest events is the annual Jim Butler Days celebration, a four-day western spree first held over Memorial Day weekend in May of 1971 in honor of Jim and his burro.

Like the early Railroad Days the "Me and Jim" slogan can be seen everywhere during Butler Days. Although the program varies slightly from year to year, some of the standard events such as mucking and drilling contests are unique to mining camps. The result is

*Antique hose cart races were a part of the 1976 Butler Days and a favorite with the youngsters.*

four days of free-wheeling entertainment that is remarkably similar to its early day counterpart.

First to appear are the buttons and garters with Jim Butler Days, the year, and Jim's burro pictured in the center. It is a matter of pride to wear a button from each year and many a weathered face will be topped by a hat covered with buttons and garters around both arms for good measure. Woe to the unwary visitor who appears without this badge for he is likely to be made to do time in the Kangaroo Court on Main Street until he bails himself out by buying a button.

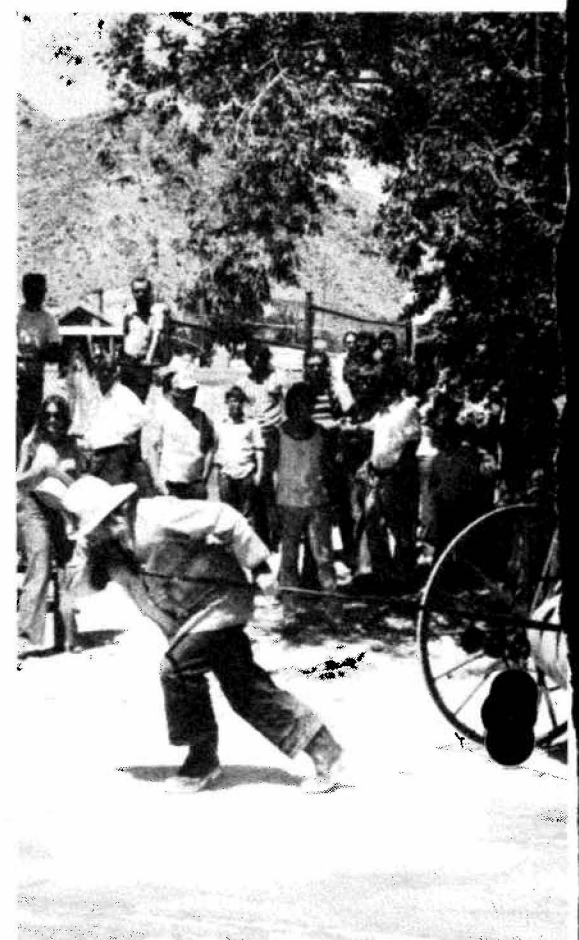
Nights are cool in the high desert in May and the black sky is lit by a blanket of stars for the street dance that marks the beginning of most Butler Days. A small band plays on a platform bathed in the yellow light from the saloons that line the street and the party goes on until the small hours of the morning.

Crowds gather early for the parade the following day and by 10 in the morning both sides of the street are lined with townspeople and visitors. Many Nevada officials have ridden down Main Street and Governor Mike O'Callaghan participated when Tonopah combined its Diamond Jubilee with Butler Days in 1975.

**Family Drug**  
Milton & Gertrude Kevershan  
Owners  
(702) 482-6711  
P. O. Box 1112  
Tonopah, Nev. 89049

**DOWN'S**  
**Department**  
**Store**  
  
107 Main Street  
Tonopah, Nevada

FIRM BEDS TV'S REFRIGERATION  
**TONOPAH**  
**MOTEL**  
Our Promise - You've Never Lived Cleaner  
325 Main Street  
P. O. Box 1069  
Tonopah, Nevada 89049  
Your Hosts  
**RAVI & LILA PATEL**  
Phone 702 482-3587



Float cars are no longer decorated with sagebrush as they were for one parade in 1918, however, there are plenty of entires. The Ely Antique Car Club, mounted units, school groups, The Shriners and Junior and Senior Butler Days Queens are but a few who have participated in these parades. In 1976, Mrs. Elizabeth Titlow, who reigned as Senior Queen, remarked, "I came to Tonopah in 1903. There was no water, no lights or anything." An accurate description of the young camp.

When the parade is over there is something for everyone to do. The antique bottle show and sale has grown each year and is one of the highlights of the weekend.

The mucking contest is strictly mining camp fare. Rock from the Belmont Mine is hauled in and dumped in a huge pile on one of the vacant lots in town. The muckers shovel it into an ore car in the old time tradition with a timer keeping watch, no easy task with the sun hot and the rock heavy. Kids are welcome to try their hand in the junior mucking contest.

Drilling contests are part of Nevada history and date back to the earliest celebrations in Tonopah. They are taken seriously in mining camps and a champion driller is a respected man.

A huge block of granite is hauled in from the nearby hills and set on a stand at the vacant lot. In the double jack contest one man crouches, turning the steel drill while the other hammers it into the rock. They may change places as often as they wish and it is done with such precision that they seldom miss a stroke.

In the single jack contest one man hammers and turns the drill with his other hand. When the time keeper calls 10 minutes the hole is measured and the deepest hole is the winner.

It requires technique and endurance. If a stroke is off a man's hand can be badly hurt. The crowd cheers, calling encouragement. "They must have got a real hard rock this year!" "If you win we'll give you the rock!" "Hey Terry, get some powder." There is a red stain where the hammer has missed. "Go Terry, go. We got beer to replace that blood!" "Oh, there goes that knuckle again." The crowd groans if the hammer misses its mark, but no man ever gives up.

When the hard work is done there is food and drink available at a western-style barbecue. A grand ball is given in one of the halls in town and is an affair that calls to mind the old days of dances and gala evenings. A woman in 1890's dress smiles. "I wish more people would wear period costumes," she sighs.

The famous water fight is looked forward to by everyone, especially youngsters. It is probably the grandest scale water fight ever held in the middle of the desert. The Tonopah Fire Department gives an opposing town's fire department a good hosing, or vice versa, with the target being an empty drum strung high above the crowd. In warm weather the resulting showers are welcome.

1976 saw the first antique fire hose cart races. One person pulls the cart while the other rushes to connect the hose and be ready to turn on the water. "Water!" came the call while the cart was only halfway up the street and the hose spurted over a surprised team and crew alike. "Didn't you guys yell for water?" shouted the crew at the hydrant. "No!" came the reply. There was a repressed oath and much laughter, and after this escapade it was standard practice for everyone to yell for water before the teams reached the point of readiness.

Continued on Page 38

## Rich's Liquors & Grocery

ALL PARTY NEEDS

YOUR FAVORITE BRANDS  
DOMESTIC AND  
IMPORTED WINE  
COLDEST BEER IN TONOPAH  
KEG BEER BY ORDER  
GOURMET FOOD  
AND SNACK ITEMS  
HOT AND COLD  
SANDWICHES  
DELI ITEMS  
ICE  
FILM AND FLASH  
SILVER AND TURQUOISE  
INDIAN JEWELRY

OPEN 7 AM TO MIDNIGHT

JAY - PAT - JOHN  
JUNE STAR ENTERPRISES

CALL 702-482-6655

425 HIGHWAY 95 N.  
TONOPAH, NEVADA

## REX CLUB

Decanter Bottles  
Slots  
Chinese Food

Bob Perchetti

Box 268  
Tonopah, Nevada  
702-482-9954

See Our Mounted  
Deer Head Collection

PLACE YOUR ZIP CODE NUMBER  
ON ALL CORRESPONDENCE  
TO ASSURE SPEEDY DELIVERY

## Sundowner Motel

1 Mile North on Hwy 95

P. O. Box 606  
Tonopah, Nevada 89049

Donald W. Butner

702-482-6224





# MOJAVE DESERT TURQUOISE

by **MARY FRANCES STRONG**

photos by **Jerry Strong**

**I**N RECENT YEARS, the gemstone turquoise has risen to unprecedented popularity throughout the United States and possibly the world. Such acclaim is not new to turquoise. It has been treasured by man since prehistoric aborigines used it as an adornment and valuable trading commodity. They also believed the "stone of many blues" possessed mystical qualities which would protect them from evil spirits.

The early Egyptians, Persians, Chinese and Aztecs revered turquoise. Their talented craftsmen produced magnifi-

cent carvings — bowls, vases and other ornamental pieces — as well as beautiful jewelry. Some of these priceless old pieces are still in existence today.

As is to be expected, the current interest in turquoise has led to the publications of several excellent books on the subject. Most of them contain outstanding color photographs of jewelry and rough material from important locales around the world.

Deposits in the United States are well represented by Nevada, Arizona, New Mexico and Colorado. However, not one of the books or magazine articles I have seen discusses or contains photographs of turquoise from the Mojave Desert Region. Not only have these locales produced some top-quality gem material, but they also have proved to be of considerable archeological value.



## TONOPAH BOOMS

Continued from Page 31

Previous years have seen pancake breakfasts, beef and beans luncheons, drag races, air shows, performances by the Tombstone Players, beard contests, black powder shoots and western dancing.

For those who want to wander around town between events there is plenty to see and do. An antique shop, gift shops, a department store and other shops are well worth visiting.

Sadly, some of Tonopah's historic



The 1976 double jack drilling contest. Timekeeper stands to right, watch in hand.

### GEM-DANDY HELPERS



**Polishing Unit & Dust Collector**  
Operates with your shop or home vacuum.  
1/3 HP double Buff. Mod. 1029 Ship. Wt.  
25 Lbs. \$85.90

#### Gem Tumbler

Comes with handy hex rubber drum. Assembled ready to use.  
Mod. RBT 3 — 1 Barrel Ship  
Wt. 5 Lbs — \$24.90.



Write for Free Catalog.

**COVINGTON ENGINEERING CORP.**  
Box 35, Dept. D, Redlands, CA 92373

## PARADISE LODGE Travel Trailer & Camper Park

COMPLETE HOOKUPS

15 MILES NORTH OF BISHOP  
ON LOWER ROCK CREEK

- Fishing at your Campsite
- Overnitters Welcome
- Daily, Weekly, Monthly Rates
- Restaurant & Cocktail Bar
- Housekeeping Cottages
- Hiking — Nature Trails
- Storage Area — Low Rates
- Secluded Area



MILES TO . . .  
Pleasant Valley Reservoir 3  
Tom's Place 8  
Crowley Lake 12  
Mammoth 25

**How To Get There**  
Drive North of Bishop on Hwy. 395 for 12 miles — take Lower Rock Creek Road at foot of Sherwin grade — then 3 miles — Paradise Lodge.

For Reservations, write, phone or drop in:

**PARADISE LODGE**  
Route 2, Bishop, California 93514  
Phone (Area Code 714) 387-2370

buildings have fallen victim to fire and the gaping holes along Main Street are mute evidence of the damage fire does in a mining camp.

Some of the buildings to see are the old railroad depot, the fire house above Main Street, the Belvada Apartments which once housed a bank, The Family Drug and the Mizpah Hotel. The old brown shingle house at the top of the Brougner Street hill used to belong to the Knights of Columbus, and around the corner on the farthest point stands Tonopah's castle — supposedly haunted. These last two are private property.

Tonopah is a mecca for dump diggers and people spend days in campers hoping to unearth opium bottles or gold coins. The digging is good and there are many acres of the old dump at the end of Knapp Avenue. "We don't even have a shovel and we're doing pretty well," said a man from California. "I'm a can collector and we found a lot of 'em over there." He gestured to a spot close to the rise of a hill near the dirt road, then shook his head. "My wife sure wishes she'd brought her boots."

A good point to remember. Boots, a pair of gloves, a hat to shade your eyes from the bright desert sun and a jacket. It can be cool in May and these are

recommended for non-diggers as well.

The small flowers of the desert are some of the most beautiful and if you are lucky you will see the roadside carpeted with multi-colored wild blooms, some so tiny you need to get out for a closer look to really appreciate them.

It is wiser not to wander off the main roads if you don't have proper equipment. Try to carry water, warm clothes, a blanket and some food if you plan to do off-the-road sightseeing. It never hurts to let someone know where you plan to go and when you should return.

There are good accommodations in Tonopah including two overnight trailer parks, five motels, a hotel and several restaurants. It is a good idea to make advance reservations for Butler Days.

In 1977 Jim Butler Days promises to be as innovative and exciting as any previous year. Ken Eason, new president of the Chamber of Commerce, hopes to make boxing matches part of the celebration. "After all," he said, "boxing was a tradition in the early days."

Whatever new events are in store it is certain that a good time will be had by all. So plan now to be in Tonopah May 27-30 of this year. You may discover a bit of the Old West for yourself. □

The tannin of our species serves as a thirst quencher. The author, Mary Austin, who lived in both Owens Valley beside the Sierra Nevada and in New Mexico, wrote that desert tribes in California used the dry stems to chew in lieu of water, and when possible they used the tea to prevent thirst.

Ephedra is best known by laymen as a tea. The Ephedra connoisseur does not steep it, according to some. Boiling is necessary. Some used dried stems, others the green, but there is no choice if it cannot be gathered in its spring prime.

The Navajo, before making the tea, are said to roast the stems, in or near a campfire. This might produce a more effective tea without so much boiling. To prepare the decoction for medicinal use, the Navajo crushed the stems to powder, then stirred it into water. It seems that this powdered form would be especially appropriate for those traveling a long trail with little water or time. Navajo used *E. trifurca* especially for medicine, and *E. viridis* for the beverage, according to Elmore's information.

The Cahuilla boiled *E. nevadensis*, picked in late summer, until the water became wine-colored, according to David Prescott Barrows, who was among these Indians of Coachella Valley and San Jacinto Mountains in the 1890s, and for many years afterward.

Steeping in hot water produced the beverage for the Zuni, using *E. nevadensis*.

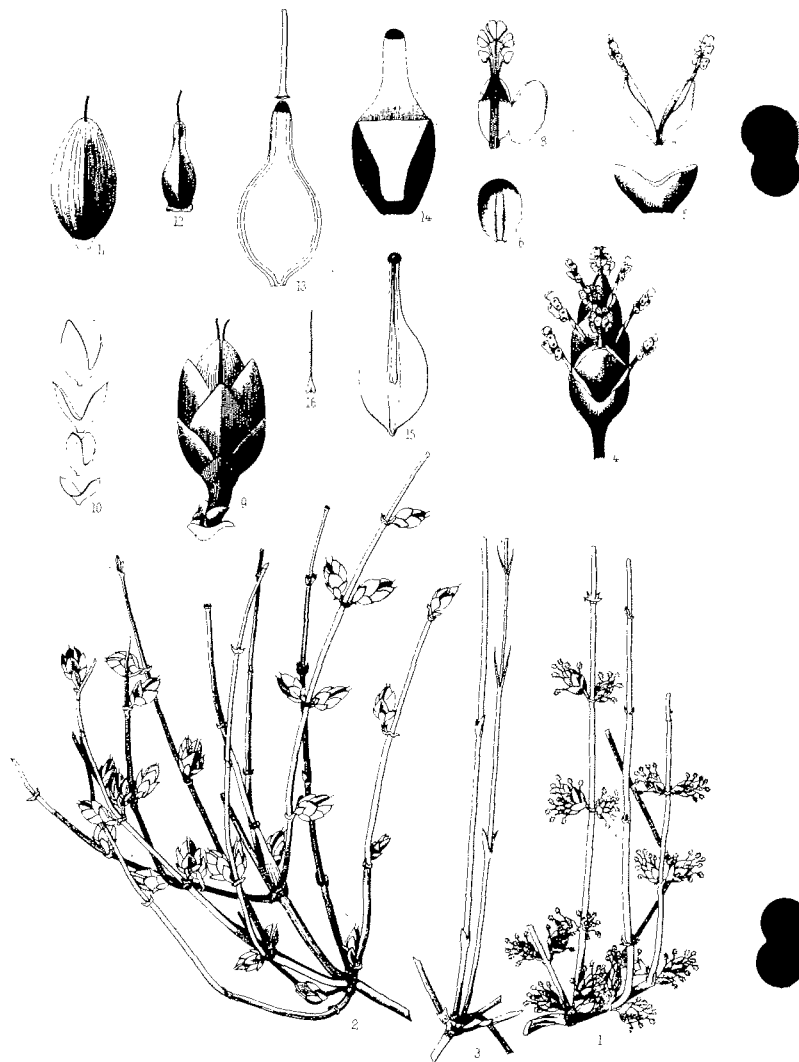
No one can help liking Ephedra tea, declares John Bruno Romero, a Chumash Indian, in his "Botanical Lore of California Indians." Calling it the American Tea of the Indian, he extolls its "delicious taste." And many desert people, Anglos, who have experimented with it, confirm Romero's opinion.

Directions usually call for a "handful" of stems to a cup of water, but this allows wide latitude in the amount, depending on the length of the stem pieces. Some say this combination should be brought to a boil, then allowed to steep 20 minutes.

Naturalist Edmund C. Jaeger described a method of brewing and serving that should appeal to nearly anyone. He prefers the green to the dried form. After ten minutes' boiling, the water should be deep amber. Then add a teaspoonful of sugar per cup, and a bit of lemon or strawberry jam. A variation on this

This engraving, made 106 years ago, shows parts of a species of *Ephedra* collected during the Geological Exploration of the Fortieth Parallel, the report on botany, by Sereno Watson, being published as Vol. V, in 1871.

Most of the plants in the catalog were found in Nevada Utah. Lower left shows branch from fertile or female plant, with scale-like leaves and fertile aments or "cones." At right, the staminate or male plant. Above each is the corresponding cone, enlarged four diameters.



might lend a more complete desert beverage: use some cactus syrup for a bit of sweet.

But Ephedra grows in many places in the Southwest, and if small amounts of the stems are cut carefully, the plant will not be injured. The problem occurs when slow-growing desert plants are harvested for commercial purposes. This not only decimates native vegetation but in many cases it can damage the soil, leading to erosion and creating dust bowls. Ephedra often serves as a sand and soil binder. In places it mounds over dunes, forming stabilizing hummocks such as mesquite does in other desert areas.

Half dozen or more species of Ephedra grow at different elevations from California to Texas and south to Baja California and Sonora. *E. trifurca* is found in low sandy and rocky places below 2,000 feet, in the creosote area. A shorter stemmed species, *E. californica*, grows up to 3,000 feet, in creosote range of Colorado and Mojave deserts, and into the chaparral of

San Diego county. Others found in both deserts are *E. aspera*, *E. viridis* and *E. nevadensis*. Death Valley country has *E. funerea*, growing from 2,000 to 5,000 feet elevation.

The ovulate and staminate flowers or catkins usually occur on different plants, and the little fruiting cones have one seed; or two in case of at least one species. These seeds are nut-like but bitter. Some Indians roasted and ground them, making bread. Panamint Indians were among those using the seed meal in bread.

Cahuilla, after grinding them into meal, made a mush. If any amount of bread or mush was made from these little seeds, the Indians must have collected great bales of the plant. And they did, for besides the tea, Ephedra provided medicine for many ailments.

Regardless of its importance in medicine, tea was the premier product of Ephedra. Many new users are agreeing with Romero, "it is of a very delicious taste." □



232  
current signatures  
with more coming  
from out lying areas

PETITION FAVORING THE ESTABLISHMENT OF  
A PRIMITIVE WEAPONS DEER SEASON IN NEVADA  
Established Petition Jun 27 -1977  
original meeting

We the undersigned propose the establishment of a Primitive Weapons Season in Nevada for taking of deer. Primitive Weapons would include both bow and arrow and muzzle loading rifles. The proposed Primitive Weapons Season would be concurrent with the last years Archery Season and would include the same number of tags as was allotted last year for the taking of bucks only.

Muzzle loaders shall be primitive type front loaders only, 44 cal. or larger with iron type sights only. No optical sights would be permitted.

With the growing interest in muzzle loader shooting, we believe that the proposed Primitive Weapons Season will allow a great deal of recreational hunting with very little harvest of the resource. Additionally muzzle loader hunters who traditionally hunt during the regular rifle season would not be competing with other sportsmen during the most popular part of the deer season for the limited number of tags available.

The limited range and one shot capability of the muzzle loader rifle requires that the hunter wear inconspicuous clothing and stalk as close as possible to his prey. This type of hunting could be hazardous to the health of the hunter during the high powered rifle season and is much more compatible with archery hunting methods.

We further request that in our absence that the Lake's Crossing Muzzle Loaders act as our spokesman in any and all matters pertaining to the establishment of a Primitive Weapons or Muzzle Loader Hunting Season for deer in Nevada.

NAME	ADDRESS

SECTION 1. NRS 445.610 is hereby amended to read as follows:

445.610 Definitions. As used in NRS 445.610 to 445.710, inclusive, unless the context otherwise requires:

1. ["Authorized station" means a station licensed by the department of motor vehicles for inspecting motor vehicles and pollution control devices for compliance with this chapter or any applicable federal or commission regulation and for installing, repairing and adjusting pollution control devices and motor vehicles to meet the commission's requirements.] "AUTHORIZED MOTOR VEHICLE POLLUTION CONTROL STATION" MEANS A STATION MAINTAINING AN ESTABLISHED FACILITY EQUIPPED WITH, BUT NOT LIMITED TO, AN APPROVED EMISSIONS ANALYZER REGISTERED WITH THE DEPARTMENT OF MOTOR VEHICLES, PURSUANT TO THE REGULATIONS ESTABLISHED BY THE COMMISSION, TO INSPECT MOTOR VEHICLES PURSUANT TO SUBSECTION 2 OF NRS 445.640 AND REPAIRING MOTOR VEHICLES AND MOTOR VEHICLE POLLUTION CONTROL DEVICES FOR COMPLIANCE WITH THIS CHAPTER OR ANY APPLICABLE FEDERAL OR COMMISSION REGULATION.

2. "CERTIFICATE OF COMPLIANCE" MEANS A SERIALLY NUMBERED, ADHESIVE STICKER, DEVICE, OR SYMBOL, AS MAY BE PRESCRIBED BY THE COMMISSION, INDICATING A VEHICLE HAS PASSED INSPECTION.

3. "CERTIFICATE OF WAIVER" MEANS A SERIALLY NUMBERED DEVICE OR SYMBOL, AS MAY BE PRESCRIBED BY THE COMMISSION, INDICATING THAT THE REQUIREMENT OF PASSING REINSPECTION HAS BEEN WAIVED FOR A VEHICLE PURSUANT TO THE PROVISIONS OF THIS CHAPTER.

[2.] 4. "Commission" means the state environmental commission.

5. "FACTORY-INSTALLED SYSTEM" MEANS A MOTOR VEHICLE POLLUTION CONTROL SYSTEM INSTALLED BY THE VEHICLE MANUFACTURER.

Revised  
Suggested  
amendments  
as of 3/31/77

6. "FLEET EMISSIONS INSPECTION STATION" MEANS ANY INSPECTION FACILITY OPERATED UNDER A PERMIT ISSUED TO A QUALIFIED FLEET OWNER OR LESSEE AS DETERMINED BY THE DEPARTMENT OF MOTOR VEHICLES.

7. "INDEPENDENT CONTRACTOR" MEANS ANY PERSON, BUSINESS FIRM, PARTNERSHIP OR CORPORATION WITH WHOM THE COMMISSION MAY ENTER INTO AN AGREEMENT PROVIDING FOR THE CONSTRUCTION, EQUIPMENT, MAINTENANCE, PERSONNEL, MANAGEMENT AND OPERATION OF OFFICIAL INSPECTION STATIONS PURSUANT TO THE PROVISIONS OF NRS 445.610 TO 445.710, INCLUSIVE.

8. "INSPECTION STATION PERMIT" MEANS A CERTIFICATE ISSUED BY THE COMMISSION AUTHORIZING THE HOLDER TO PERFORM VEHICULAR INSPECTIONS PURSUANT TO THE PROVISIONS OF NRS 445.610 TO 445.710, INCLUSIVE.

[3.] 9. "Motor vehicle" means every self-propelled vehicle in, upon or by which any person or property is or may be transported or drawn upon a public highway except devices moved by human or animal power or used exclusively on stationary rails.

10. "MOTOR VEHICLE POLLUTION CONTROL DEVICE" MEANS EQUIPMENT ON A MOTOR VEHICLE FOR THE PURPOSE OF REDUCING THE POLLUTANTS EMITTED FROM THE VEHICLE.

11. "OFFICIAL EMISSIONS INSPECTION STATION" MEANS AN INSPECTION FACILITY, OTHER THAN A FLEET EMISSIONS INSPECTION STATION.

SECTION 2. NRS 445.620 is hereby amended to read as follows:

445.620 [ 1.] The state environmental commission [may by regulation] SHALL prescribe [standards for exhaust emissions, fuel evaporative emissions and visible smoke emissions from mobile internal combustion engines on the ground or in the air, including but not limited to aircraft, motor vehicles, snowmobiles and railroad locomotives.

2. Such regulations shall be uniform throughout the state.] VEHICLE EMISSION INSPECTION CRITERIA.

SECTION 3. NRS 445.630 is hereby amended to read as follows:

445.630 1. [If the commission determines that it is feasible and practicable to implement a program of inspecting and testing motor vehicles and motor vehicle emission control systems, and if the implementation of such program is deemed necessary to achieve or maintain prescribed ambient air quality standards in areas of the state designated by the commission, the] THE commission shall, in cooperation with the department of motor vehicles and any local air pollution control agency established under NRS 445.546 which has jurisdiction in a designated area, adopt [such rules, regulations and transportation controls as may be necessary to implement such a program.] REGULATIONS FOR THE ANNUAL INSPECTION OF MOTOR VEHICLES TO INSURE COMPLIANCE WITH THE PROVISIONS OF NRS 445.610 TO 445.710, INCLUSIVE.

2. [Such rules and] THE regulations shall distinguish between light-duty and heavy-duty motor vehicles and may prescribe [:

(a) Appropriate criteria and procedures for the approval, installation and use of motor vehicle pollution control devices; and

(b) Requirements] REQUIREMENTS for the proper maintenance of motor vehicle pollution control devices and motor vehicles.

3. [Such rules and regulations shall establish:

(a) Requirements by which the department of motor vehicles shall license authorized stations to inspect, repair, adjust and install motor vehicle pollution control devices, including criteria by which any person may become qualified to inspect, repair, adjust and install such devices.

(b) Requirements by which the department of motor vehicles may license an owner of a fleet of three or more vehicles as an authorized station provided that such owner complies with the regulations of the commission. Such fleet owners shall only certify vehicles which constitute such fleet.] THE COMMISSION SHALL ENTER INTO AN INSPECTION AGREEMENT WITH AN INDEPENDENT CONTRACTOR SUBJECT TO PUBLIC BIDDING, TO PROVIDE FOR THE CONSTRUCTION, EQUIPMENT, ESTABLISHMENT, MAINTENANCE AND OPERATION OF OFFICIAL INSPECTION STATIONS IN SUCH NUMBERS AND LOCATIONS AS MAY BE REQUIRED TO PROVIDE VEHICLE OWNERS REASONABLY CONVENIENT ACCESS TO INSPECTION FACILITIES FOR THE PURPOSE OF OBTAINING COMPLIANCE WITH THE PROVISIONS OF NRS 445.610 to 445.710, INCLUSIVE, AND THE RULES AND REGULATIONS ADOPTED PURSUANT HERETO. THE INSPECTION AGREEMENT AUTHORIZED BY THIS SECTION AND ENTERED INTO BY THE COMMISSION SHALL CONTAIN, IN ADDITION TO ANY OTHER PROVISIONS, PROVISIONS RELATING TO THE FOLLOWING:

(a) THE INDEPENDENT CONTRACTOR OPERATING ANY PORTION OF THE INSPECTION PROGRAM SHALL NOT HAVE ANY FINANCIAL INTEREST IN ANY AUTOMOTIVE REPAIR STATION LOCATED WITHIN THE GEOGRAPHICAL AREA IN WHICH THE PROGRAM IS BEING CONDUCTED.

(b) THE INDEPENDENT CONTRACTOR SHALL HAVE THE CAPABILITY, RESOURCES AND TECHNICAL AND MANAGEMENT SKILL TO ADEQUATELY CONSTRUCT, EQUIP, OPERATE AND MAINTAIN OFFICIAL INSPECTION STATIONS.

(c) ALL PERSONS EMPLOYED BY THE INDEPENDENT CONTRACTOR IN THE PERFORMANCE OF AN INSPECTION AGREEMENT ARE DEEMED TO BE EMPLOYEES OF THE INDEPENDENT CONTRACTOR AND NOT THE COMMISSION.

(d) THE INSPECTION AGREEMENT SHALL PROVIDE FOR THE OPERATION OF THE OFFICIAL INSPECTION



3-3

STATIONS FOR FIVE (5) YEARS WITH EQUITABLE COMPENSATION TO THE INDEPENDENT CONTRACTOR IF THE PROVISIONS OF NRS 445.610 to 445.710, INCLUSIVE, ARE REPEALED, RENDERED INOPERATIVE, OR IF THE PROVISIONS OF NRS 445.610 to 445.710, INCLUSIVE, ARE AMENDED RESULTING IN ADVERSE EFFECT ON THE INDEPENDENT CONTRACTOR'S COST OF PERFORMANCE.

(e) NOTHING IN THE INSPECTION AGREEMENT SHALL REQUIRE THE COMMISSION TO PURCHASE ANY ASSET OR ASSUME ANY LIABILITY IF SUCH INSPECTION AGREEMENT IS NOT RENEWED.

(f) THE COMMISSION SHALL PROVIDE FOR THE SURVEILLANCE OF THE INDEPENDENT CONTRACTOR TO ENSURE COMPLIANCE WITH THE TESTING STANDARDS, PROCEDURES, RULES, REGULATIONS AND LAWS.

(g) THE INSPECTION AGREEMENT REQUIRED BY THIS SECTION MAY CONTAIN, IN ADDITION TO ANY OTHER PROVISIONS, PROVISIONS RELATING TO STATE ACQUISITION AND OPERATION OF THE INDEPENDENT CONTRACTOR'S SYSTEM, AND PROGRAM EXPANSION TO OTHER GEOGRAPHIC AREAS, AND PUBLIC EDUCATION AND INFORMATION PROGRAMS.

4. [The commission shall consider, prior to promulgating any rule or regulation or establishing any criteria pursuant to subsection 2 of this section, the following:

(a) The availability of devices adaptable to specific makes, models and years of motor vehicles.

(b) The effectiveness of such devices for reducing the emission of each type of air pollutant under conditions in this state.

(c) The capability of such devices for reducing any particular type or types of pollutants without

3-4

significantly increasing the emission of any other type or types of pollutant.

(d) The capability of any manufacturer to produce and distribute the particular device in such quantities and at such times as will meet the estimated needs in Nevada.

(e) The reasonableness of the retail cost of the device and the cost of its installation and maintenance over the life of the device and the motor vehicle.

(1) The ease of determining whether any such installed device is functioning properly.]

THE COMMISSION SHALL ADOPT REGULATIONS AUTHORIZING AND ESTABLISHING PROCEDURES FOR FLEET EMISSIONS INSPECTION STATIONS. THE COMMISSION REGULATIONS SHALL ESTABLISH THE REQUIREMENTS AND PROCEDURES FOR ISSUANCE OF A FLEET EMISSIONS INSPECTION STATION PERMIT. THE DEPARTMENT OF MOTOR VEHICLES SHALL NOT ISSUE A FLEET EMISSIONS INSPECTION STATION PERMIT UNTIL IT HAS DETERMINED THAT THE APPLICANT:

(a) IS THE OWNER OR LESSEE OF 25 OR MORE MOTOR VEHICLES SUBJECT TO THE PROVISIONS OF NRS 445.610 TO 445.710, INCLUSIVE.

(b) MAINTAINS AN ESTABLISHED FACILITY FOR THE REPAIR AND MAINTENANCE OF APPLICANT'S FLEET OF VEHICLES.

(c) HAS OBTAINED APPROVED MACHINERY, TOOLS AND EQUIPMENT TO ADEQUATELY CONDUCT THE REQUIRED EMISSIONS INSPECTIONS.

(d) EMPLOYS PROPERLY TRAINED AND LICENSED PERSONNEL WITH WHICH TO PERFORM THE NECESSARY LABOR.

5. THE REGULATIONS SHALL PROHIBIT:

(a) THE INSPECTION OR CERTIFICATION OF ANY VEHICLE NOT OWNED OR LEASED BY A PERMITEE.

(b) THE ISSUANCE OF ANY CERTIFICATE TO A VEHICLE UNTIL IT HAS BEEN INSPECTED AND FOUND TO COMPLY WITH THE APPLICABLE REGULATIONS.

5. PRIOR TO JANUARY 1, 1979, THE COMMISSION SHALL, AFTER CONSULTATION WITH AUTOMOBILE MANUFACTURERS AND THE VEHICLE SERVICE AND REPAIR INDUSTRY, ESTABLISH BY REGULATION A DEFINITION OF "LOW EMISSIONS TUNE-UP" FOR MOTOR VEHICLES SUBJECT TO INSPECTION UNDER THIS CHAPTER. THE DEFINITION SHALL SPECIFY REPAIR PROCEDURES WHICH, WHEN IMPLEMENTED, WILL REDUCE VEHICLE EMISSIONS.

7. AFTER JANUARY 1, 1979, NOTWITHSTANDING ANY OTHER PROVISION OF THIS CHAPTER, THE COMMISSION SHALL ISSUE A CERTIFICATE OF WAIVER FOR A VEHICLE MANUFACTURED PRIOR TO THE 1968 MODEL YEAR WHICH HAS FAILED REINSPECTION, IF THE VEHICLE HAS RECEIVED A LOW EMISSIONS TUNE-UP IN ACCORDANCE WITH THE REGULATIONS ESTABLISHED BY THE COMMISSION. FOR THE PURPOSES OF THIS SUBSECTION ONLY, IN NO EVENT SHALL THE ESTIMATED AVERAGE RETAIL COST OF THE LOW EMISSIONS TUNE-UP REQUIRED BY REGULATION EXCEED \_\_\_\_\_ DOLLARS. *% of the vehicle registration fee.*

8. FOR ALL VEHICLES NOT SUBJECT TO THE PROVISIONS OF SUBSECTION 7. OF THIS SECTION, THE COMMISSION SHALL ADOPT REGULATIONS WHICH SPECIFY RECOMMENDED MAINTENANCE AND REPAIRS, THE ESTIMATED AVERAGE RETAIL COST OF WHICH SHALL NOT EXCEED \_\_\_\_\_ OR \_\_\_\_\_ PER CENT OF THE *vehicle* ~~MARKET VALUE OF THE VEHICLE, WHICHEVER IS LESS, AFTER CONSULTATION WITH THE DEPARTMENT OF MOTOR VEHICLES, THE COMMISSION SHALL ESTABLISH BY REGULATION THE MARKET VALUE OF VEHICLES BY ESTABLISHING A SINGLE VALUE FOR EACH MAKE AND MODEL YEAR OF VEHICLE SUBJECT TO THIS SUBSECTION.~~

AFTER JANUARY 1, 1979, THE COMMISSION SHALL ISSUE A CERTIFICATE OF WAIVER FOR A VEHICLE WHICH HAS FAILED REINSPECTION, IF THE COMMISSION HAS DETERMINED THAT ALL RECOMMENDED MAINTENANCE AND REPAIRS HAVE BEEN PERFORMED.

9. NOTWITHSTANDING ANY OTHER PROVISION OF THIS ARTICLE, THE COMMISSION SHALL PROVIDE THE OWNER OF EACH VEHICLE THAT FAILS INITIAL INSPECTION WITH A WRITTEN LIST OF RECOMMENDED REPAIRS OR ADJUSTMENTS TO THE VEHICLE.

SECTION 4. NRS 445.640 is hereby amended to read as follows:

445.640 1. [Subject to any applicable limitation of NRS 445.650 or any regulation promulgated pursuant thereto, no used motor vehicle as defined in NRS 482.132 may be registered by a new owner in certain areas of this state as designated by the commission] ON OR AFTER JANUARY 1, 1979, A MOTOR VEHICLE SHALL NOT BE REGISTERED BY THE DEPARTMENT OF MOTOR VEHICLES unless the application for registration is accompanied by a certificate of [emission control] compliance OR WAIVER issued by [any authorized station] AN OFFICIAL EMISSIONS INSPECTION STATION OR A FLEET EMISSIONS INSPECTION STATION certifying that the vehicle is equipped with motor vehicle pollution control devices required by federal regulation or [such other requirements as the commission may by regulation prescribe under the provisions of NRS 445.610 to 445.710, inclusive.] <sup>and complies with</sup> ~~THE~~ COMMISSION'S REGULATIONS.

2. PRIOR TO JANUARY 1, 1979, NO USED MOTOR VEHICLE AS DEFINED IN NRS 482.132 MAY BE REGISTERED BY A NEW OWNER IN CERTAIN AREAS OF THIS STATE AS DESIGNATED BY THE COMMISSION UNLESS THE APPLICATION FOR REGISTRATION IS ACCOMPANIED BY A CERTIFICATE OF COMPLIANCE ISSUED BY AN AUTHORIZED MOTOR VEHICLE POLLUTION CONTROL STATION CERTIFYING THAT THE VEHICLE IS EQUIPPED WITH MOTOR VEHICLE POLLUTION CONTROL DEVICES REQUIRED BY FEDERAL REGULATION <sup>and complies with</sup> OR BY THE COMMISSION'S REGULATIONS.

[2.] 3. If the seller of a used vehicle is required, pursuant to the provisions of NRS 482.424, to complete a dealer's report of sale, such seller shall also provide the buyer with any certificate

4-2  
of [emission control] compliance OR WAIVER  
required pursuant to subsection 1 OR 2.

[3. The requirements of this section apply  
only in counties where a program of inspecting  
and testing motor vehicles and motor vehicle  
emission control systems has been implemented  
pursuant to NRS 445.630.]

SECTION 5. NRS 445.650 is hereby amended to read as follows:

445.670 PRIOR TO JANUARY 1, 1979, [The] THE provisions of NRS 445.640 do not apply to:

1. Transfer of registration or ownership between:
  - (a) Husband and wife; or
  - (b) Companies whose principal business is leasing of vehicles, if there is no change in the lessee or operator of such vehicle; or

2. Motor vehicles which are subject to pro-rated registration pursuant to the provisions of NRS 706.801 to 706.861, inclusive, and which are not based in this state.

3. ON AND AFTER JANUARY 1, 1979, THE PROVISIONS OF NRS 445.640 SHALL NOT APPLY TO:

- (a) TRANSFER OF REGISTRATION OR OWNERSHIP OF A VEHICLE IF THE VEHICLE HAS BEEN ISSUED A CERTIFICATE OF COMPLIANCE OR WAIVER WITHIN 180 DAYS OF THE TRANSFER.

- (b) VEHICLES OVER FIFTEEN (15) YEARS OLD.

- (c) MOTOR VEHICLES WHICH ARE SUBJECT TO PRO-RATED REGISTRATION PURSUANT TO THE PROVISIONS OF NRS 706.801 to 706.861, INCLUSIVE, AND WHICH ARE NOT BASED IN THIS STATE.



SECTION 6. NRS 445.680 is hereby amended to read as follows:

445.680 1. Any person may install a motor vehicle pollution control device, but no person who is not employed by an authorized MOTOR VEHICLE POLLUTION CONTROL station shall install a device for compensation. No such device shall be deemed to meet the requirements of NRS 445.630 to 445.670, inclusive, or rules or regulations of the commission or department unless it has been inspected [in an authorized station] and a certificate of compliance [has been] issued. [by such authorized station.]

2. [It is unlawful for any person, other than an inspector or installer in an authorized station to sign or issue a certificate of compliance required by this act.] A PERSON SHALL NOT IN ANY MANNER REPRESENT ANY PLACE TO BE AN OFFICIAL OR FLEET EMISSIONS INSPECTION STATION UNLESS SUCH STATION HAS BEEN ESTABLISHED AND IS OPERATED UNDER A VALID PERMIT ISSUED BY THE COMMISSION.

SECTION 7. NRS 445.700 is hereby amended to read as follows:

445.700 1. THE COMMISSION SHALL BY REGULATION FIX, REGULATE AND ALTER IN ACCORDANCE WITH THIS SECTION, THE FEES REQUIRED TO BE PAID FOR THE INSPECTION OF EVERY VEHICLE INSPECTED PURSUANT TO THIS CHAPTER. SUCH FEES SHALL BE ORIGINALLY FIXED AND THEREAFTER ADJUSTED BY THE COMMISSION TO REFLECT THE CONTRACTUAL CHARGE PAYABLE TO ANY INDEPENDENT CONTRACTOR, AS WELL AS THE COST TO THE STATE OF PROVIDING AND ADMINISTERING INSPECTION SERVICES. THE FEES CHARGED FOR INSPECTION SHALL BE COLLECTED AT THE TIME OF INSPECTION AND SHALL BE UNIFORM FOR ALL CLASSES OF VEHICLES.

[1.] 2. [In areas of the state where and at such times as a program of implementation is commenced pursuant to NRS 445.630 to 445.670, inclusive, the following fees shall be paid to the department of motor vehicles and deposited in the state treasury:] THE DEPARTMENT OF MOTOR VEHICLES MAY CHARGE THE FOLLOWING FEES:

(a) For the issuance and annual renewal of license for an authorized MOTOR VEHICLE POLLUTION CONTROL station .....\$25;

(b) For each set of 25 [forms certifying emission control compliance] CERTIFICATES OF COMPLIANCE .....\$50.

[2.] 3. All fees [collected and deposited in the state treasury pursuant to subsection 1 of this section] SHALL BE DEPOSITED WITH THE STATE TREASURER AND shall be held in trust [as a credit to the department of motor vehicles to] IN A MOTOR VEHICLE INSPECTION FUND WHICH IS HEREBY CREATED. MONIES IN THE FUND SHALL be withdrawn by that department as needed to [implement]

COPY

CARRY OUT THE PROVISIONS OF NRS 445.610 to 445.710, inclusive. NO MONIES IN THE MOTOR VEHICLE INSPECTION FUND SHALL REVERT TO THE GENERAL FUND OR THE DEPARTMENT OF MOTOR VEHICLES AND SUCH MONIES SHALL BE EXEMPT FROM THE PROVISION OF \_\_\_\_\_, RELATING TO LAPSING OF APPROPRIATIONS UNTIL \_\_\_\_\_.

4. THE MOTOR VEHICLE INSPECTION FUND ESTABLISHED BY SUBSECTION 3 OF THIS SECTION SHALL, IN ADDITION, CONSIST OF:

- (a) MONEY APPROPRIATED THEREBY BY THE LEGISLATURE.
- (b) MONEY RECEIVED FROM PRIVATE GRANTS OR DONATIONS WHEN SO DESIGNATED BY THE GRANTOR OR DONOR.
- (c) MONEY RECEIVED FROM THE UNITED STATES BY GRANT OR OTHERWISE TO ASSIST THE STATE IN ANY EMISSIONS INSPECTION PROGRAM.

[3.] 5. [The department of motor vehicles may prescribe by regulation routine inspection fees at the prevailing shop labor rate, including maximum charges for such fees, and for the posting of such fees in a conspicuous place at the authorized station.] THE COMMISSION IN COOPERATION WITH THE DEPARTMENT OF MOTOR VEHICLES SHALL ESTABLISH BY REGULATION THE PROCEDURES FOR THE COLLECTION AND DISTRIBUTION OF ALL FEES COLLECTED PURSUANT TO THE PROVISIONS OF THIS SECTION.

SECTION 8. NRS 482.215 is hereby amended to

read as follows:

- 482.215
1. All applications for registration, except applications for renewal registration, shall be made as provided in this section.
  2. Applications for all registrations, except renewal registrations, shall be made in person, if practicable, to any office or agent of the department.
  3. Each application shall be made upon the appropriate form furnished by the department and shall contain:
    - (a) The signature of the owner.
    - (b) His residence address.
    - (c) His declaration of the county where he intends the vehicle to be based, unless the vehicle is deemed to have no base. The department shall use this declaration to determine the county to which the privilege tax is to be paid.
    - (d) A brief description of the vehicle to be registered, including the name of the maker, the engine, identification or serial number, whether new or used, and the last license number, if known, and the state in which issued, and upon the registration of a new vehicle, the date of sale by the manufacturer or franchised and licensed dealer in this state for the make to be registered to the person first purchasing or operating such vehicle.
    - (e) A signed declaration by the applicant that he has and will maintain security as required by chapter 698 of NRS covering the motor vehicle to be registered.
    - (f) A CERTIFICATE OF COMPLIANCE OR WAIVER.
  4. The application shall contain such other information as may be required by the department, and shall be accompanied by proof of ownership satisfactory to the department.
  5. For purposes of the declaration required by paragraph (e) of subsection 3, vehicles which are subject to the license fee and registration requirements of the Interstate Highway User Fee Apportionment Act (NRS 706.801 to 706.861, inclusive), and which are based in this state, may be declared as a fleet by the registered owners thereof, on the original or renewal applications for proportional registration.

4-1

SECTION 9. NRS 482.280 is hereby amended to read as follows:

482.280 1. The registration of every vehicle referred to in subsection 1 of NRS 482.206 shall expire at midnight on the last day of the last month of the registration period. The registration of every vehicle referred to in subsection 2 of NRS 482.206 shall expire at midnight on December 31. The department shall mail to each holder of a valid registration certificate an application form for renewal registration for the following registration period. Such forms shall be mailed by the department in sufficient time to allow all applicants to mail the applications to the department and to receive new registration certificates and license plates, stickers, tabs or other suitable devices by mail prior to expiration of subsisting registrations. An applicant may, if he chooses, present the application to any agent or office of the department.

2. An application mailed or presented to the department or to a county assessor under the provisions of this section shall include: [a]

(a) A signed declaration by the applicant that he has and will maintain security as required by chapter 698 of NRS covering the motor vehicle to be registered.

(b) A CERTIFICATE OF COMPLIANCE OR WAIVER.

3. The department shall insert in each application form mailed as required by subsection 1 of this section the amount of privilege tax to be collected for the county under the provisions of NRS 482.260.

4. An owner who has made proper application for renewal of registration previous to the expiration of the current registration but who has not received the number plate or plates or registration card for the ensuing registration period is entitled to operate or permit the operation of such vehicle upon the highways upon displaying thereon the number plate or plates issued for the preceding registration period for such time as may be prescribed by the department as it may find necessary for issuance of such new plate or plates or registration card.

5. The registration fees for a motortruck and truck tractor, and for any trailer or semitrailer having an unladen weight of 3,501 pounds or more shall be reduced by one-twelfth for each calendar month which has elapsed from the beginning of each calendar year, the fee so obtained, rounded to the nearest one-half dollar, but in no event to be less than \$5.50.

~~SECTION 9. NRS 482.280 is hereby amended to read as follows:~~

SECTION 10. NRS 445.635 is hereby amended to read as follows:

445.635 [The authority set forth in NRS 445.630 providing for the implementation in any county of a compulsory motor vehicle emission inspection program is limited to used motor vehicles being registered to a new owner as provided for in NRS 445.640.]

1. AFTER JANUARY 1, 1979, ALL STATE, COUNTY, CITY, TOWN AND SCHOOL DISTRICT MOTOR VEHICLES OPERATED IN ANY COUNTY OF A COMPULSORY MOTOR VEHICLE EMISSION INSPECTION PROGRAM SHALL BE INSPECTED ANNUALLY IN COMPLIANCE WITH COMMISSION REGULATIONS. ALL SUCH VEHICLES FAILING TO MEET STANDARDS SHALL BE ADJUSTED OR REPAIRED, TO BRING SUCH VEHICLES INTO COMPLIANCE WITH THE STANDARDS ESTABLISHED PURSUANT TO SECTION 445.620 AND SHALL BE REINSPECTED WITHIN THIRTY DAYS.

2. ANY COUNTY, CITY, TOWN OR SCHOOL DISTRICT OPERATING A FLEET OF 25 OR MORE MOTOR VEHICLES MAY, AT ITS OWN EXPENSE, ESTABLISH AND OPERATE A SELF-INSPECTION PROGRAM AND FACILITIES, PROVIDING STANDARDS ARE COMPARABLE TO SECTION 445.620 OR AT THEIR OWN OPTION, HIGHER THAN THOSE APPLIED BY THE DEPARTMENT OF MOTOR VEHICLES IN THE INSPECTION OF THE MOTOR VEHICLES OF ANY UNIT OF GOVERNMENT. UNITS OF GOVERNMENT MAY CONTRACT FOR SUCH INSPECTION AS AUTHORIZED BY

insert NV Statute  
for contract of  
Service



## SECTION 11. Severability

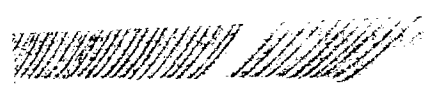
If any provision of this act or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application, and to this end the provisions of this act are severable.

---

SECTION 12. Appropriation; Exemption

1. There is hereby appropriated from the general fund in the state treasury to the department of motor vehicles for the period beginning July 1, 1977, and ending June 30, 1978, the sum of \_\_\_\_\_ and for the period beginning July 1, 1978, and ending June 30, 1979, the sum of \_\_\_\_\_ for the purpose of implementing the provisions of this act.

2. The appropriations made by subsection 1 of this section are exempt from the provisions of section \_\_\_\_\_, Nevada Revised Statutes, relating to lapsing of appropriations.



March 31, 1977

TESTIMONY PRESENTED BEFORE THE ASSEMBLY  
COMMITTEE ON ENVIRONMENT AND PUBLIC RESOURCES

Mr. Chairman, members of the Committee, ladies and gentlemen; my name is Roger L. Steele and I am testifying at the request of this Committee, regarding AB-464. I am in support of the intent of this bill since it is essential, if not mandatory, to reduce emissions of hydrocarbons and carbon monoxide from motor vehicles in the populated areas of the State. Approximately 90% of the total emission of these pollutants in both the Reno and Las Vegas metropolitan areas are the result of motor vehicles. This large pollution source from vehicular traffic is the major reason that both of these areas have been designated as air quality maintenance areas by the Environmental Protection Agency. In a practical sense, this designation means that air quality has deteriorated to the extent that Federal Primary Ambient Air Quality Standards are exceeded. Such exceedances impact the Reno and Las Vegas areas in a number of ways.

First, tourism can be affected since our visitors often desire to spend their leisure time in non-polluted areas because many of them come from large cities which have severe air pollution problems. Second, the residents are often forced to live in this polluted air, and hence are deprived of one of the amenities of life. Third, and most important, the residents are exposed to health hazards that are associated with air quality deterioration that exceeds Federal Primary Ambient Air Quality Standards.

Given this serious problem, how does not solve it? Programs have been initiated in other states that strive to reduce vehicular emissions. Time does not permit discussion of such programs, most of which have not been successful for one reason or another. However, one type of program which requires annual inspection and maintenance of motor vehicles has meet with substantial success in the states of Arizona, New Jersey and Oregon. California is about to initiate such a program as well.

Mr. Scott, Chief of the Arizona Air Pollution Control Division, Arizona Department of Health Services, is here to present a description and assessment of the Arizona program. It will be shown that through the establishment of emission standards for motor vehicles, and the enforcement thereof, that emissions of carbon monoxide and hydrocarbons can be substantially reduced. Thereby, the air quality in Reno and Las Vegas can be improved. Such improvement will result in a more viable environment for residents and visitors alike and can be a major positive step in bringing these areas into compliance with Federal regulations.

Consumer acceptance could be a major problem in implementing a mandatory vehicle emission and maintenance program. This can be mitigated if the consumer is assured that he will not be obliged to make large expenditures to bring his vehicle into compliance with the emission regulations. In the case of non-compliance, he will also need to be assured that the vehicle is in fact not in compliance,

since otherwise he would be obliged to pay for, or perform repairs, that were not essential for meeting vehicle emission standards.

In order to facilitate and gain consumer acceptance of a mandatory inspection and maintenance program, it is my strong belief that the inspection and maintenance functions be both separate and independent. Moreover, the inspection function needs to be supervised or operated by government agencies, such as the Division of Environmental Protection, acting in concert with appropriate local air pollution control agencies. Such agencies have the necessary expertise to provide for the measurement and monitoring of vehicle emissions. This must be carried out using equipment that is reliable and is frequently calibrated against known standards.

The scope of the proposed mandatory vehicle emission inspection program is large. Existing ~~state and county~~ agencies would need to add many qualified people to their staffs, and make substantial investments in equipment and facilities. Such expansion can be avoided through the use of subcontractors from private industry to carry out the actual vehicle inspection process. Under this arrangement the state, in conjunction with the affected counties, would be responsible for diligent surveillance of the subcontractors operation.

Aside from the consumer protection built into the inspection procedures discussed, the state and county agencies can provide for, through the subcontract, computer-controlled inspection and near

real-time acquisition of vehicle emission data from a central computer. In this way, they can monitor the inspection system easily and, more importantly, have timely access to emission data for assessment of the effectiveness of the program. This would include information on the numbers of vehicles that passed or failed, as well as the number that passed once the repairs were made. Furthermore, the agencies would have easy, cost-effective access to all emission data to permit an ongoing assessment of the effectiveness of the program in improving air quality.

The inspection program will be of little value unless it is accompanied by mandatory service of those vehicles that failed the emission inspection. Such mandatory service will be performed to a large extent, by private facilities, and to a lesser extent by owners of the vehicles. If it is performed by a private operator of a service facility, a maximum charge should be established according to the age, make, and model of the vehicle. An example of typical charges applicable in Arizona is given in Attachment 1.

It is seen that the charges are fair and reasonable. The establishment of a ceiling on consumer costs are imperative in successfully implementing the program since if the vehicle cannot be brought into compliance by a reasonable expenditure, the owner would automatically receive a certificate waiver.

It can be countered that a waiver procedure would adversely effect

the proposed mandatory vehicle inspection and maintenance program. However, it has been shown in other states that only a small percentage of vehicles are waived. The reason for this, is that a vehicle in relatively poor mechanical condition can still be tuned to comply with reasonable and practicable emission standards which, notwithstanding, results in a substantial reduction in emissions. An example of such standards and waiver procedures are also shown on Attachment 1.

The attached suggested amendments to AB-464 cover most of the statutory requirements for a mandatory vehicle inspection and maintenance program of the type presented. It is believed that this approach will be acceptable to Nevada residents given adequate safeguards.

It is now my pleasure to introduce Mr. Bruce Scott, who will discuss the Arizona vehicle inspection and maintenance program. He will also be glad to address any questions you may have. Thank you.





# Inspection Report Supplement

## Provided by

### Bureau of Vehicular Emissions Inspection

### Arizona Department of Health Services

All questions concerning repair information and waivers should be addressed to the Bureau of Vehicular Emissions Inspection, Arizona Department of Health Services, 1740 W. Adams Street, Phoenix, Az. 85007.

Phoenix: 271-4548

Tucson: 882-5395

**IF YOU FAILED FIRST INSPECTION** on any idle standard, you must make required repairs and 1) appear for free second inspection (with Vehicle Inspection Report completed) within 60 days—OR—2) if CO failure at idle only and repair facility has registered NDIR analyzer and obtains passing readings on both HC and CO, you may omit reinspection (see Special Instruction A below).

**IF YOU FAILED SECOND INSPECTION** and have performed required repairs, you will receive a WAIVER at the inspection station immediately following the inspection. This will allow you to register your vehicle with the County Assessor.

**SPECIAL INSTRUCTION A:** If "I hereby request" box (on back of Vehicle Inspection Report) is marked, do not send with registration at this time. Mail complete form to the Bureau of Vehicular Emissions Inspection, 1740 W. Adams, Phoenix, Arizona 85007 —or 4040 E. 29th Street, Tucson, Arizona 85711. Enclose \$1.00 (make checks payable to Arizona Department of Health Services). Certificate of Waiver will be returned to you by mail. Then forward to County Assessor with registration.

### RECOMMENDED REPAIR REQUIREMENTS

1. Adjust idle speed, mixture according to manufacturer's specifications. Adjust dwell, gap, timing according to manufacturer's specifications. Inspect air cleaner, choke; clean, repair, replace as required. Inspect PCV valve, vacuum hoses; repair, replace as required.

If vehicle is 1967 or older model, or if it is listed in exceptions below, or if a registered emissions analyzer is used and both HC and CO readings do not exceed State standards on vehicle inspection report, NO further repairs are required.

**Exceptions:**

- 1968-71 reconstructed
- 1968 Ambassador, Imperial or Pontiac models Catalina, Executive or Bonneville
- 1968-69 Oldsmobile Delta or 98
- 1970-71 Austin American

Other 1968 and newer models proceed as follows:

2. If test results indicate CO failure only: check float setting, power valve, needles, seat, jets; repair, replace as required.

—OR—

3. If test results indicate HC failure only or both HC and CO failure: check plugs and wires; repair, replace as required. Other repairs recommended: check distributor components; repair, replace as required.

**ATTENTION MOTORISTS:** You may be required by the Bureau of Vehicular Emissions Inspection to show receipts or other evidence of repairs performed. Repair cost may vary with repair facility and the need for repairs. See maximum repair cost schedules below.

**EMISSION LEVELS RECOMMENDED TO KEEP VEHICLE UNDER STATE STANDARDS** (may be used as aid in tuning process)

Model Year Group	No. Cyl.	Idle	
		HC (PPM)	CO (%)
Pre '68	2 & 4	500	5.0
	6 & 8	350	4.0
'68-'71	2 & 4	350	4.5
	6 & 8	300	3.5
'72-'74	2 & 4	300	4.0
	6 & 8	250	3.0
1975	2 & 4	200	3.0
	6 & 8	200	2.5
1975*	All	150	1.0
1976	2 & 4	200	2.5
	6 & 8	150	2.0
1976*	All	150	1.0

\*Catalytic converter equipped

~~44~~  
54

**MAXIMUM REPAIR COST SCHEDULE**

Vehicle	Repair Limit
All pre-1968 model year	\$25
AMERICAN MOTORS:	
'68 Ambassador	62
'69 Ambassador	72
CHRYSLER:	
'68 Imperial	65
GENERAL MOTORS:	
'68 Oldsmobile Delta	56
'69 Oldsmobile Delta	66
'68 Oldsmobile 98	59
'69 Oldsmobile 98	69
'68 Pontiac Catalina, Executive, Bonneville	65
AUSTIN:	
'70 American	47
'71 American	52
MAZDA:	
'70 4-cylinder	73
RECONSTRUCTED:	
1970	30
1971	50
1972	70
All other post-1967 model year	75

THE ARIZONA VEHICULAR EMISSIONS INSPECTION/MAINTENANCE PROGRAM

TESTIMONY BEFORE THE STATE OF NEVADA LEGISLATURE  
MARCH 31, 1977

by

R. Bruce Scott, P.E.  
Assistant Director  
Division of Environmental Health Services  
Arizona Department of Health Services

As the result of Arizona legislative action, a program was initiated by the Arizona Department of Health Services in 1969 to develop auto emissions standards and to demonstrate the feasibility of an auto inspection program. The information gathered supported the passage of legislation in May 1972. The legislation established an emissions inspection/maintenance program for governmental vehicles (state, county, city, school district, etc.) in Maricopa (Phoenix) and Pima (Tucson) counties and funded the construction of proto-type inspection lanes in those counties combined with a special engineering laboratory in Phoenix.

In the interim, Arizona, after receiving notice in May 1972 from the United States Environmental Protection Agency that a plan to control auto-related air pollutants was required, submitted its "Transportation Control Strategies Plan" to EPA in September 1973. The primary strategy of that plan for control of carbon monoxide and oxidants in Maricopa and Pima counties was a vehicular emissions inspection and maintenance program.

In January 1974, a report prepared by the Department was submitted to the Arizona Legislature which discussed information which was gathered concerning emissions inspection and recommended a mandatory program for all vehicles. In May 1974, legislation was passed which called for the

establishment of a mandatory motor vehicle emissions inspection system in Maricopa and Pima counties.

The inspection program was to be administered by the Department of Health Services, would be built and operated by an independent contractor, and the fee to the public would not exceed \$5.00. All automobiles, motor-cycles and heavy-duty vehicles were to be inspected starting January 1, 1976.

In May 1975, the law was modified to delay the required maintenance provisions for one year and to modify the fleet inspection provisions. In this action Arizona joined New Jersey, Chicago and Riverside, California, in using the "phased" start-up.

The four primary reasons for Arizona's use of the "phased" start-up were:

1. To provide the necessary time for the education of the public, with respect to the operation and benefits of an inspection/maintenance program;
2. To allow sufficient time for further consideration of the socio-economic implications of the maintenance portion of the program;
3. To permit time for training and upgrading the vehicle service industry; and
4. To permit time for proper evaluation and possible revision of emission standards.

The inspection system went into full operation on January 2, 1976, with mandatory compliance with emissions standards, that is mandatory repairs of failing vehicles, beginning on January 3, 1977.

The emissions inspection program is only in Maricopa and Pima counties simply because auto-related air pollution problems do not exist in the other counties of Arizona. Special air monitoring studies have been performed in areas other than Phoenix and Tucson to ascertain the concentrations of carbon monoxide and photochemical oxidants. Tests showed that carbon monoxide and oxidant concentrations did not exceed air quality standards in these areas. The emissions test program is designed to treat the air pollution problem where it exists. Arizona already had detailed control programs for copper smelters, cement plants, power plants, etc. Thus, the source of the emissions is that which must be controlled and maintained.

Over 925,000 vehicles were tested during 1976. The system has tested over 9,000 vehicles per day. Adjustments in operating hours were made to accommodate the desires and habits of the motoring public and, as a result, the average waiting time has been under 15 minutes. There still is an "end-of-the-month-crunch" resulting from vehicle owners delaying their tests until the last few days of the month.

The Arizona inspection network consists of 12 inspection centers containing 36 lanes, plus mobile test equipment. There are 6 major stations located in the Phoenix area and 3 stations in Tucson, each containing 3 to 5 testing lanes. In addition to the metropolitan stations, there are one-lane test facilities in Ajo (Pima County), and Buckeye and Wickenburg (Maricopa County). A mobile unit serves Gila Bend and Green Valley.

Results of the program to date have been gratifying. All vehicles that passed or received a waiver (after reinspection) in January and February 1977 exhibited an average reduction in emissions of 38 percent hydrocarbons and 25 percent carbon monoxide. This was determined by comparing January and February tested vehicles with average 1976 vehicle emissions. The reductions

are due both to repairs being accomplished before inspection as well as those accomplished after vehicles fail the inspection. These reductions compare favorably with the program goal of 14 percent hydrocarbon and 22 percent carbon monoxide reductions.

For those vehicles which failed the initial test, accomplished repairs, and were reinspected, the average individual vehicle reduction in hydrocarbon and carbon monoxide emissions was 47 and 44 percent, respectively. Just under 17 percent of the 149,785 vehicles brought in for inspection during January and February failed the emissions test the first time.

Arizona statutes limits the fee for inspection to \$5.00 per inspection plus a reinspection without charge if the motorist has failed the first test and has made repairs. The inspection fee is used as follows: \$4.54 is paid to the contractor, who uses these funds to meet operating costs, as well as amortizing the initial investment (such amortization to be done over a five-year period). The portion of the \$5.00 fee which is not used to pay the contractor (46 cents) is retained by the State in a special Emissions Inspection Fund and is used to reimburse the Department of Health Services for administrative expenses incurred in the management of the program. Any small surplus, which may result from the State not using the entire 46 cents, will be retained in the fund for use in the event of extraordinary inflation or other unforeseen program costs. In the event a surplus exists at the end of five years, those monies shall revert to the State general fund.

The average cost of the mandatory repairs was \$19.62 per vehicle during January and February. This is lower than the legislated maximum of \$25 for pre-1968 models and far lower than the \$75 stipulated as the maximum for 1968 and newer models. Interviews with persons bringing their vehicles in for

reinspection indicate that most people are honest, sincere and conscientious about accomplishing the repairs and about their vehicle complying with the Arizona emissions standards. They want to reduce air pollution and improve fuel economy.

Vehicles may be tested up to 90 days before the registration actually expires. This month, vehicles due in March, April, and May are eligible to take the emissions test. All that is required is to bring the current vehicle registration or title and the \$5 fee in cash to the inspection station. Nearly 5 percent of vehicles tested during February were for registrations due in March or April.

The Arizona Vehicular Emissions Inspection and Maintenance Program is an effective means of achieving a reduction in vehicular emissions and is the least disruptive to the Arizona life-style. It does not limit or remove from the public the flexibility provided by the individual automobile. With this Program in effect along with other transportation control strategies, such as voluntary carpool incentives, carpool matching, and improved traffic flow and mass transit, carbon monoxide and oxidant health standards for air quality can be met in the Phoenix and Tucson areas prior to 1985. Without these strategies, the air quality standards cannot be met by that time if ever, even accounting for the introduction of new vehicles with advanced emission control systems.