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label it a transmitting device and it would have to have a federal license but it does not transmit enough despite what the manufacturer says. How many times have you heard them say, "Drink Hadacol and you can have a sore shoulder this morning, you drink Hadacol and tomorrow you are a big league pitcher". They exaggerate. There is no way in the world that this statement could be true without you having to be required to have an FCC license. So don't be misled by the puffing representations of these companies that are trying to get people to buy devices which they think will do what they want it to do. If you have the opportunity, you should get a popular book, you can probably find some in the library, that explain how jamming occurs. All it does is transmit a signal that is picked up by the receiving device as being the same as a target vehicle. It transmits a wave which the radar device mistakes for the reflection of the wave that the radar itself sends out. The tests that the FCC conducted on this device indicate that its signal is not strong enough to override the beam that the radar sends out. But forgetting all of that, if you are really interested in a high level of law enforcement in catching speeders, you should ask yourself why Colonel Kohmetscher said that the number of hours that patrolmen will work has been reduced, that they are going to start concentrating more on those who drink and drive, consequently fewer speeding tickets will be written. To exceed the speed limit, Senator Von Minden, on the interstate doesn't necessarily mean to be driving in a way that is dangerous. These highways were designed, remember, for at least seventy-five miles an hour. There has been an arbitrary decision made to reduce that speed to fifty-five and they are having more accidents all the time. So it is not the speed limit, it is the capability of the driver, the design of the automobile. There is a professor at UN-L who showed that the way they design barriers along the side of the freeway can lead to accidents because if they put a little rim that banked inward toward the freeway and a car went up the side of the rim, the barrier, instead of rolling the car, that rim would catch it and push it back to the highway. So maybe you'd have had a thousand fewer fatalities and some people might attribute it to the speed limit but that has nothing to do with it. So we have got to keep these things separate and look at what this law is dealing with.

SENATOR KAHLE: One minute, Senator Chambers.

SENATOR CHAMBERS: Senator Vickers, what I am going to do if you really want to after all this is over is talk to you about some of the concerns that I have but I am not even

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