

stuff in the front seat with you because, man, if you ever have an accident with those things, all those projectiles flying around in there is a lot worse than you flying around and I know because I've had a few of those happen. And the dirt and the dust that falls down about chokes you to death by itself. So we probably ought to pass a law to say everybody cleans out their vehicle so that when they have an accident the dust doesn't choke them to death, in case they survive the accident, or they ought not have any wrenches or anything like that in there because they are going to fly around and hurt them. I think this is a ridiculous exercise, what we're doing. I would like to give the remainder of my time to Senator Chambers. If he wants to give any of that time to Senator Labeledz, that would be fine.

SENATOR CHAMBERS: I'm going to give Senator Labeledz 30 seconds first, and then she...

SPEAKER NICHOL: Okay, Senator Labeledz.

SENATOR LABEDZ: I just want to read, and I pulled some of these from the folder that I have along with the petitions from, oh, I'd say there is a petition that is about 15, 20 pages filled up with people that oppose this bill in Omaha. Then there are about 20 letters, of course, I will say they are form letters. The last paragraph says, I ask you, is this what you really want, to have as your claim to fame passing unpopular, unenforceable, ridiculous and idealistic laws that do no more to enrage and discourage honest citizens from believing in participating with our government?

SPEAKER NICHOL: Senator Chambers, you have a little over a minute.

SENATOR CHAMBERS: Mr. Chairman and members of the Legislature, I will probably have to say this again if the bill is not killed, but my assistant called the National Highway Traffic Safety Administration in Washington, D.C. over the lunch hour and talked to a man named Henry Rockell, R-o-c-k-e-l-l, and he said belts don't always prevent people from going through windshields and my aide asked, if the belts are not that safe then, why... I mean if belts are as safe as the agency is indicating by pushing for this belt rule, why did the agency itself buy 5,000 cars equipped with air bags for its employees? And he said by 1989 the belts