

programs and these problems the actual demise of this program probably rests with some of our state employees. They are requested by this body to be the go-between and the administrators, just as no chain is any stronger than its weakest link. This program can't be any better than the Legislature's go-between. The true problem and the implementation of the Motor Vehicle Inspection Program is not that businessman you are castigating but the lack of competent people in the Motor Vehicle Department which established policy. For that reason I am going to vote to enact LB 35 but I would remind you, the State of South Dakota abolished their program three years ago and due to the overworked State Safety Patrol and their having to perform these inspections on the highway, our friends to the north are now looking that reinstating part of the program and if we ever do that I hope we do it under competent guidance. I intend to vote for LB 35.

SENATOR CLARK: Senator Vard Johnson.

SENATOR V. JOHNSON: Mr. Speaker, members of the body, I support LB 35 for a variety of reasons. I think LB 35, frankly I think that the inspection law we presently have represents a relatively typical legislative phenomenon and that phenomena is what I call getting by on the cheap. We make a decision back in 1969 that we want to get clunkers off the highway, that we want our automobiles to be safe, that we want to make certain that people are driving safe automobiles and so what we do is we pass a law which helps a few, hurts a few, but basically does not do a whole heck of a lot. It costs you \$3.75 to go in and get an inspection. A few things are looked at and that is about it. Today we still see junkers on the highway. Today we still see lots of automobile accidents and we see overinspections, underinspections and the like. We have a law which essentially does not do what we intended for it to do and that is not atypical in my opinion for American Legislatures. Let's look what happens in Japan. Do you realize that in Japan at the end of two years of the ownership of an automobile you have to bring the automobile into a dealer where it undergoes major part replacements? The Japanese citizen will spend about \$750 at the end of two years replacing parts in that automobile, not \$3.75, but about \$750 whether the automobile needs it or not and that is done for the purpose of ensuring safety on Japanese highways. In the United States we don't dare do those kind of things. We say, oh, that would encroach too much on somebody's freedom so we don't do them. So, instead we have on our books a law which in my opinion is a deceptive trade practice which in my opinion is a consumer fraud. What happens right now in Omaha, Nebraska, is that a person brings that automobile into a store to be inspected, to a garage, a service