

and they used a stop watch and I fought that all the way to the State Supreme Court but the Supreme Court decided that I had not done what I would need to do to be found not guilty. So on a stop watch clock I was convicted, so I do have a criminal record because a speeding prosecution is considered a crime but that is the only one I have on my record. Never have I been convicted under a ticket that I received through radar. I don't get as many tickets as people think that I get, but because I fight them, every time I reach a new stage in the court proceedings an article might appear and people think that is an additional ticket. So I am very familiar with not only the way radar operates but the inability in many instances of the operator of the radar to establish to the satisfaction of the court that he was properly trained, that the device had been tested, that it was in proper working order, that it was used under circumstances so that distortion would not interfere with the reading. Now I will give...oh, and here is what I was going to tell you, at the last case that I won down in Plattsmouth, the State Patrol was there and they have instituted a training program for their officers. Much of what I brought out in my defense has been incorporated into their training program. Not only are the state troopers being given training in the use of radar but the county attorneys are undergoing a training program also in the use of radar. Now I am going to give you what the bills says and what it does. On page 2 it tells you that the radar evidence can be used to corroborate an officer's opinion that an individual is speeding. This means that the officer must see a vehicle and determine that it probably is exceeding the speed limit and then clock it. The reason this is necessary is because of the way radar devices are built. They have two windows, one window contains the speed of the motor vehicle driven by the trooper. The other speed is the target vehicle. Now the way radar arrives at the speed of the target vehicle is by a computer process, a calculation, not by actually measuring directly the speed of the oncoming car. So the speed of the officer's car is determined by the radar device. The speed of the oncoming vehicle is added to that of the officer's vehicle. It comes up with a total. The computer subtracts the speed of the officer's car from the total speed and what is left in the target window you hope is the speed of the vehicle that the officer is clocking. If there is more than one vehicle in the beam of the radar, the officer cannot determine which one is being clocked. Things that influence the reading of a radar device are the size of the target, the shape of it, the material from which it is constructed and its distance. So if a small car is right in front of a large truck, the radar will read the truck because what it does is send out