

**ALASKA LEGISLATURE**

**HOUSE and SENATE FINANCE COMMITTEE FILES,**

**1993-1994**

**1112**

186

Senator Miller  
February 25, 1993  
Page 3

The referenced textbook also states that, "Introduction of the disease into areas by carrier animals can be prevented by use of the C-F or the capillary tube agglutination test."

There is a vaccine available and the disease responds to treatment with tetracyclines.

One must consider that Canada is recognized by USDA as being free of anaplasmosis. Could it be that the vectors do not survive in the cold?

The meningeal worm is primarily a parasite of white tail deer causing little or no pathology in them. It can be fatal for elk and moose however. The worm requires an intermediate host (a snail) before it can infect another animal. Since the white tail and moose share common territory in Maine, Quebec, and Ontario, is it possible that the snail cannot survive in Northern latitudes?

The carotid artery worm is a normal parasite of deer in the mountains of southwest U.S. and the western states. It's primary pathology is to domestic sheep where it causes chronic debilitating skin lesions.

In the true hosts (deer, wapiti and moose) the giant liver fluke is well tolerated. Very little pathology is present. In cattle, however, it causes large granulomatous lesions in the liver. The fluke has an interesting life cycle and requires a snail as an intermediate host. The fluke egg leaves the host in the feces. It must hatch in water at 70° - 86°F in 21-30 days and within 24 hours the larva must penetrate a snail. Does our summer water temperature reach 70° - 86°F for 21-30 consecutive days? Is this a disease threat?

One can argue the pros and cons of importing game animals into Alaska and the potential for disease transmission escapement and hybridization. There is however, an alternative which I would propose and strongly support...the game farming of indigenous species such as Caribou, Musk Ox, Dall sheep, Moose, Sitka deer and Mountain Goats. The research and work already completed by UAF in Reindeer and Musk Ox; Fish and Game's Moose Research Station; and, my experience with eliminating brucellosis in William's Reindeer; would provide a solid foundation for the farming of indigenous species.

Sincerely,

Bert A. Gore  
State Veterinarian

BG/da

3B46

# The time has come for moose farming

By DOUG WELTON

As I go through this life here on planet Earth, amidst all the confusion and grime, I am constantly aware of how unsettled society is—the soaring crime, suicide and destruction.

I get up in the morning and turn on the radio and hear the day's recital of what we are doing to ourselves, and to each other, and what our government is doing to all of us. And then I compare the way I live my life, and the way I treat others, and think about what I want to do in this crazy world. And I can only wonder how what I want to do is illegal, while all the grief and greed and grossness of the world is apparently acceptable.

What do I want to do? My family and I have for four years now studied and dreamed about a way of life separate from all that we see going wrong in this world. All we want to do is salvage the orphaned, the hurt, and the problem moose, and put them to good use.

Through our extensive research, we have concluded that not only is this quite possible, but is exactly what is being done successfully in other countries, such as Russia. It may not be the biggest breakthrough since man on the moon, but it is definitely an option to the present policy of allowing moose to be hunted and killed only.

The Alaska Department of Fish and Game has this attitude that our wildlife should not be used commercially, or be privatized. But again, as I look out on this world, I see big game guides making millions carting people around, and getting paid to kill, kill, kill. I am also aware of people being allowed to display these animals, and charging others to have a look. Then, how about the research facilities that have for decades been allowed to privately conduct every imaginable kind of experiment on these animals?

Why can these people exploit our wildlife, and I cannot? While game farming science doesn't hold the moose to be the most economically viable species, in my view it is the most loved and desirable and enjoyed of them all. Most game farms in Canada keep a couple around, just because. And the fact that we've not yet realized how to capitalize on the potential, doesn't mean the potential is not there.

It's known for a fact that moose tame as easily as calves, that they give the most nutritious milk on earth, that they will pull a sleigh or a cart, that they can be ridden in places other animals would find inaccessible, can breed at one year of age, and generally throw twins from the second

calving on.

When raised in captivity, they grow year round, and are a larger size. When castrated they don't participate in the rut and continue to gain weight. They can provide a reliable source of meat to a family, and don't require watering in winter like all other farm animals. The antlers, hides, hooves, and bones provide materials for crafts and clothing, and yet it is not legal to raise them here in Alaska.

The Alaska Department of Fish and Game says that raising them would ruin the "Alaskan experience" for our visitors, and that they simply cannot be raised. I can't believe that this one department in our corrupt government has been allowed to become so powerful. They are a dark cloud over this state.

and I wish the people would wake up and see the truth.

I suppose if I were Oscar Meyer, I would get somewhere, but I'm not. I'm just a little ol' Alaskan. Do you have to be a multi-national corporation or millionaire to develop an industry, or even a way of life, in Alaska today?

Our legislators have all thrown in the towel, and won't even dispute what our so-called experts say. However, they have an opportunity with two bills legalizing the raising of moose, and predictably, Fish and Game will say no. Who owns this state anyway, and who owns all the wildlife and other renewable resources?

House Bill 478 and Senate Bill 216 would do more than legalize moose and caribou farming. It would give people like us a purpose and something to do. Are our



children going to be forced to seek their fortunes elsewhere? Or are we going to open opportunities to enrich their lives with the resources with which this state has been blessed? Or is Alaska just for the rich and powerful?

I am sick of hearing no of denial and discrimination. Tired of getting nowhere and numb from the cold evasiveness of politics as usual. I'm not wanting any damned welfare or privileges; I'm not looking for a hand out, just a hand.

I see opportunities and I've sought them, but not got them. This country was built by dreamers and doers, not the passive and the politicians. Exxon is and BP you! Funny, they seem to get to do whatever they want to do. It doesn't matter what it takes, whether it's a park or refuge or forbidden place, they seem to run this whole damn human race.

Please consider what I've had to say; there is a better way!

Doug Welton is president of the Alaska Game Rancher's Association, a thirteen year resident of Alaska, and an advocate of the legalization of moose farming for the past four years.



"Our tame animals are fed, and the wild ones get hooked on it as well."

Wildlife Institute of India. For six months, he worked with a variety of animals—none of which were moose. He enjoyed the project so much that last year, Franzmann retired from his MRC post and pursued similar work in other countries.

Although he had many such professional honors to his credit, Franzmann preferred to talk about his animals and the Moose Research Center than himself.

As we bounced down the Swanson River Road and onto a side road, Franzmann told me about the beginnings of the Moose Research Center. In the early 60s, officials from several state and federal agencies gathered for the first Alaska Inter-agency Moose Meeting. They decided that before wise management decisions could be made, they needed more research on habitat and wildlife, with an emphasis on moose, and the MRC was conceived.

While he drove, Franzmann pointed out remaining evidence

of two large forest fires that swept the Kenai Peninsula in 1947 and in 1969. In time, these natural burns created excellent foraging areas for moose—and the moose responded by increasing their numbers where there was abundant regrowth.

\* Moose are not grazers, they're browsers, Franzmann said. They'd rather munch on tree branches and leaves than grass. The half-ton adults have to eat a lot, and they enjoy aspen and birch trees, but willow is their "ice cream" plant, Franzmann said. On the Kenai Peninsula, willow is less abundant than birch, so in this part of the state, birch makes up about 70 percent of their diet.

\* When moose aren't walking or sleeping, they're eating, Franzmann said. By late summer, they may even forgo sleeping for eating because they have only four months to increase their body weight 30 percent to 40 percent. That fat reserve will sustain them through a winter with much less food readily available.

This means a 1,000-pound cow must eat at least 3 percent of her body weight daily, or 30 pounds of food, to stay alive. That's figured in dry matter, Franzmann said, because the weight varies dramatically if moisture is included in the calculations. Adding moisture weight could increase the figure  
Continued on page 34



Left: Past studies included comparing the moose's activity level with the amount of food it has eaten. (Heien Rhode)

Above: These twins, like their mother, were raised by hand and lived as test animals for the Moose Research Center on the Kenai Peninsula. (A.W. Franzmann)

Right: Bottle feeding this big baby is just a trick to get him on the scale for weigh-in. Wildlife biologist Wayne Regelin plays substitute mom. (A. Franzmann)

ADF&G MOOSE RESEARCH CENTER  
ALASKA MAGAZINE ARTICLE

7/88

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years improved, but in 1986, with a 150,000-pound harvest, most of the fishermen still were unable to make their boat payments. In 1987, the catch came to 250,000 pounds.

Building a federally backed boat harbor on each island boosted the local economy, and the harbors should help the bottomfish industry. Again, the Aleuts find resistance from animal rights activists who question if the harbors will affect seal numbers.

"Given a choice, I think our people would not have opted for the boat harbor," Merculleff says, adding that the people have mixed reactions. They have to have an economy, but recognize the possibility of damage. "Our leaders are listening to the elders about what we should be trying to protect.

"Our people have shown that we can adapt, and we're going to learn the new ways," Merculleff says it like he means it.

Closer to self-reliance than ever before, the Pribilofs also are perilously close to economic collapse.

"The future is uncertain at this point," Merculleff says. "One thing that we have learned in 10,000 years in the Bering Sea area, is Aleut people are survivors. We must produce answers, and not tears." ☆

*Inia Brown is Regional Editor of Alaska magazine.*

## Moose

*Continued from page 29*

by as much as 80 percent, he said. In winter, a 1,000-pound cow needs to eat at least 1 1/2 percent of her body weight.

Calves are the first to die when food is scarce because they are the least able to build fat reserves in summer. Next are the yearlings, followed by the bull moose. Storing fat in August is especially important for bulls because they lose their appetite in rutting season, and more, they expend a lot of energy during the rut.

Studies at the MRC have shown that temperature does not cause moose to migrate, but snow can be a big factor. The animals will dig through the snow, or "crater," in search of lowbush cranberries if their preferred food is out of reach or below snow level. Biologists like Franzmann are concerned by this behavior.

"Cratering is a sign that the habitat is not as good as it should be," he said. "If they have to crater for all their food, they're in a world of hurt because they're into negative energy."

\* Wildlife biologists and land-use planners want to know more about the relationship between moose and where they choose to live. For instance, just how many animals can a given habitat feed? Conversely, how much territory does a given number of animals need to find enough food? These and other questions have been studied since the Moose Research Center opened in 1969, cutting a place for Alaska as a leader for moose studies.

"Nowhere else in the world has there been anything like it," Franzmann said, "and now there are some others beginning. The Swedes, for example, came over here to see the MRC, and then they built a similar facility."

Last year, 14 tame moose lived at the center in one of four square-mile pens. Later, they were joined by about six free-ranging moose who were temporarily enclosed. These "guests" were trapped in the facility and were released later. Sometimes getting them to leave isn't easy.

"Our tame animals are fed, and the wild ones get hooked on it as well," Franzmann said. "That's our biggest problem."

All the animals were familiar subjects to the leaders of several research projects. Depending on which study they were part of, some moose worked harder than others to sustain themselves, and all were watched closely.

Through the years, some of the most respected names in wildlife biology have "graduated" from the MRC: Art Braille, Bob LeResche, Jim Davis, Paul Arneson, Bob Seemel, John Oldemeyer and Wayne Regelin among them.

Nine graduate students, most from the university in Fairbanks, have completed their advanced-degree research at the MRC. Others have been part of mini-studies involving veterinary schools in the Lower 48. And since the MRC opened, the staff has included many volunteers who work merely for room and board.

They live and work in an assortment of log buildings constructed by the staffers and students themselves. The facilities include two resident cabins, a telemetry and lab building, storage area and a generator building. The generator can provide all their power, but they don't use it full time. There is no phone, but they do have radio contact with Soldotna, 50 road miles away.

The log outbuildings house the metabolism chambers, a scale house, small holding pens and a fully equipped mini-lab. These are connected to two 15-acre pens used

to shuffle the animals from the larger enclosed ranges.

For humans, driving through the four enclosed areas involves a number of stops to open and close gates. For moose—and some other creatures—getting in and out of the pens is as simple or as impossible as the biologists and technicians desire.

In ongoing research, scientists are examining the effects of late breeding in calf survival. Cow moose have two estrus cycles, and researchers question whether calves conceived in the second cycle are born too late in the spring. Do they have enough time to grow fat in the summer, before their first long winter? Several females were bred during the first estrus and others in the second. This fall, the calves will be recaptured, weighed and measured. Researchers will repeat the experiment next year, said Chuck Schwartz, the current MRC director.

In the past, studies have measured how an animal responds to its surroundings, Franzmann said. "For instance, documenting a moose's behavior and physiology by sampling its blood or hair—these are but a few of the ways in which we can check how a moose is responding to its environment."

Sally Zeylemaker's dozen bottlefed calves were part of a four-year study on moose digestion and nutrition. Two sets of the orphaned moose calves were monitored to measure how much food they ate, how fast it went through their digestive tracts, and how much protein and energy was used as a result. The initial studies of what went in and out of every moose were followed by more restrictive testing. Zeylemaker recorded their metabolic rates—lying down versus standing up—and compared them with the amount of nutrients consumed.

"Through these studies," Franzmann said, "we'll learn how much a moose needs to eat in order to sustain certain activities."

Later in the study, John Bevins, a UAF master's degree candidate, drew even more specifics. He wanted to know when the moose were walking, feeding, bedding down or cratering. With leg transmitters on the moose, Bevins was as good as there. He measured how an animal's metabolic rate changes depending on what it's doing and how often it needs to "re-fuel" as a result.

Another test was a clear case of the haves versus the have-nots. In two of the pens, radio-collared moose chose from an abundance of highly nutritious food; in the other two, the residents didn't have it smorgasbord-style. Bevins expect-

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ed to see significant differences in the moose's activity levels.

In a separate feeding trial, biologists checked blood samples of four tame moose to see how their energy level is related to what time of day they eat.

Although the MRC certainly centers on moose-related experiments, it also serves as a logistical base for "non-moose" studies. One Swedish man used the facilities for two summers while studying four pairs of loons that live on a nearby lake. And Chuck Schwartz concluded nine years of work studying black bears on the Kenai Peninsula—their movements, home ranges, population and love of devil's club.

Franzmann sees part of the work at the MRC as vital to wildlife management in Alaska. Animals there are often test subjects for research that involves developing and testing new techniques and veterinary drugs. The drug Ivermectin, used to counter outbreaks of lice on wolves, was tested here, as was Carfentanil, what Schwartz calls the "drug of choice for immobilizing moose." Current tests on the drug R-51163 will determine if moose will respond as well to the new tranquilizer as do elk, big-horn sheep and caribou.

With volunteers like Chief and Charlie to help researchers better understand how moose operate, results of the work at the Moose Research Center will aid policymakers who must decide when and where to develop land and other natural resources, yet ensure natural habitat for wildlife. ♪

*Karen L. Lew is a 20-year Alaskan and free-lance writer on outdoor subjects. She lives in Juneau where she is working on a book about another aspect of her home state.*

### Homer's Own

*Continued from page 33*

It's a Saturday night in February, and Tom and his wife, Debi, are celebrating with friends at a Homer rock 'n' roll club called Altee's Champagne Palace. Most everyone is out on the plywood dance floor, up by the stage where a local band, the Rock Doctors, are blasting out an Elvis Costello tune. Tom tips a shot of whiskey and a beer sent to the table by a well-wisher.

He doesn't look at all like he sounds, or even how he writes. "People expect me to be in my 50s, fat and ugly," he says. In reality, he's a fit 33-year-old with longish brown hair and gray-blue eyes, who wears wire-rim glasses, and on this occasion, leather tennis shoes, pleated pants and a thin leather tie.

On the radio, Bodett tells his tales in a slow, folksy, almost Southern drawl: off-mike, his speech is less affected, flatter, sounding more like the Michigan native he is.

He drags on a Marlboro and reaches across the bar table to shake a buddy's hand.

"We did twice as good as I thought we'd do," he yells over the music. "It's a winner. If it doesn't go, it's not because we didn't give it our best."

Bodett and crew had just come from the high school's Mariner Theater, where they'd given two performances of story-telling and music-playing to a sell-out crowd of nearly 1,000 people.

"The End of the Road Review" was the biggest thing to happen to Homer all winter, and it held promise for bigger things in the town's future.

The show, created by Bodett and Homer pianist-composer Johnny Bushell, was a pilot for a nationally syndicated commercial radio variety show originating in Homer every week.

The target date for the first live broadcast from Homer is Sept. 1. Stations throughout the country received tapes of the pilot and Bodett made a sales pitch to radio executives when he flew to the National Association of Broadcasters annual meeting in Las Vegas last spring. "We're getting all green lights," he said.

Dick Brescia, a former CBS executive who heads the New York company marketing the program, plans to line up at least 100 stations to air it. Motel 6, naturally enough, was the first sponsor to sign.

Regardless if the show flies on national airwaves, the folks in Homer loved what they heard that night. Bodett told them in his opening remarks, before the tape started running, that he was aiming the show at a guy 80 miles west of Omaha who's driving home with a six-pack of beer to watch reruns of "Alf."

"What I want him to do is sit in his driveway, and listen to the rest of the show," Bodett said.

The show was patterned after radio variety programs of the 1940s, a format revived on public radio in the mid-1970s by Garrison Keillor's "A Prairie Home Companion."

This one included several original rags and boogies by Bushell, a loose-jointed piano jockey whose flailing elbows and bouncing legs kept the audience wondering if he'd fall off the bench. Bodett profiled a few of Homer's more colorful characters, roughly based on real towns-

people, who'd be regulars if the show is syndicated.

There was Tamera DuPrey, the vegetarian activist who'd make gagging noises if you got in front of her at the grocery with a package of hamburger; Pastor Frank, a black-belt fundamentalist from the First and Last Baptist Church, whose wife got so upset at a lecture on evolution that she pursed her lips together and dislocated her jaw; and the town's self-appointed mystic, Rev. Sapphire, who claims spiritual kinship with cosmic dust, rocks and the like, having fallen out of the sky and gathered himself up on the beach.

Comparisons between "End of the Road" and "A Prairie Home Companion" are inevitable. Bodett has some of the same gifts that made Keillor successful, an easy touch in writing and delivery. One of the biggest differences is that Homer, unlike Lake Wobegon, is a real place.

"It's all Homer," Bodett said as the last of the crowd filtered out of the auditorium. "I can't say it enough. The support from people here is unlike anything you can describe."

Homer hasn't always been Bodett's home.

He grew up in Sturgis, Mich., one of five brothers and sisters, and spent his high school years wrestling and writing self-described bad poetry. A 107-pound lightweight who was called "Boda" by his friends, he worked summers in the recreational vehicle factory across the border in Lagrange, Ind.

Bodett went on to college at Michigan State and spent a year-and-a-half in the writing program there.

"I was frustrated," he recalls. "I realized I hadn't a damn thing to say. I had nothing to write about."

So he headed toward the West Coast, earning money as a carpenter. By 1976, he was working in canneries, and logging and building in Petersburg, an island town south of Juneau in rainy southeastern Alaska.

During his travels, Bodett regularly wrote his high school friend, Debi Hochstetler. He invited her to Petersburg, and before she realized it, she was a mail-order bride.

Here she was, an art teacher in a small fishing town that already had the only art teacher the schools needed. The place was nothing like where she'd come from. It rained all the time—106 inches a year—and the only roads were around town. In six months, the teaching job opened, and she took it. But deep

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# OPINIONS

## Game ranching idea deserves consideration

In the continuing quest for the wisest and best use of the lands of Alaska, the idea of modern game ranching now merits serious consideration. Game ranching could have an important role in any reasoned scenario for use of Interior Alaska lands today and tomorrow.

There are successful models elsewhere, notably in Africa, Australia, and for a very long time in parts of Europe. There is growing interest in New Zealand and Canada where preliminary assessments of the practical as well as the potential are most encouraging.

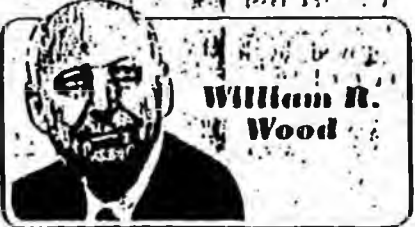
Appearing in the May 1975 issue of the Journal of Range Management, a fine article by Telfer and Scotter, "Potential for Game Ranching in Boreal Aspen Forests of Western Canada," is an eye opener for those of us unfamiliar with the extensive and rapidly growing body of professional literature on the topic. The Canada-based article is of particular significance for Interior Alaskans where similar favorable conditions exist for successful game ranching operations: large acreages of marginal agricultural and forest lands, with "shallow snow cover, productive soils, variety of vegetative types, and a variety of native wild ungulates, in-

For the last two species named, it would be appropriate to suggest caribou and perhaps musk ox for our tundra, muskeg, hill and valley country of Interior Alaska.

Telfer and Scotter define game ranching as "the keeping of wild mammals, principally large ungulates, either in fenced enclosures or under close surveillance, so that efficient systematic harvesting of meat is possible. The animals thus kept in semi-domestication may be either exotic or native species, but game ranching usually refers to the latter."

In its broad application game ranching has been practiced extensively for years in the Lower 48: For example, pheasant farms in the Midwest, quail and wild turkey private game preserves in the Southeast and South, bison, elk, and antelope projects in Montana and Wyoming, some under joint public/private state-of-the-art management practices.

In the last half dozen years game ranching in the form of aquaculture featuring both public and privately financed salmon and trout hatcheries has rejuvenated a diminishing fishing industry, as well as greatly improved increasingly popular sports fishing in Alaskan waters. A most dramatic instance of successful big-scale game ranching is of course, the turnaround



William R. Wood

Views expressed here do not necessarily represent those of the Daily News-Miner

of Lake Michigan from the status of the dying to that of the vigorously alive. The successful transplanting of Alaska silver salmon, "Cohos," turned the trick. Both sport fishing and commercial fishing were never as good at any time in history as they are now in Lake Michigan.

Earlier this year a realistic and exciting proposal for the introduction of game ranching in Interior Alaska, featuring bison (our beloved and beloved Delta buffalo), moose, caribou, and possibly musk ox, was made by Bud and Martha Helmericks of Fairbanks, long-time, well-known authors and Arctic consultants. For many years they have lived with their three sons, one now a Rhodes Scholar at Oxford after graduating from Lathrup High with honors in 1976, in their headquarters home at the mouth of the Colville River on the coast of the Arctic Ocean.

guiding, flying, Arctic engineering and information services while studying the High North and writing about it successfully.

Harmon "Bud" Helmericks and Martha are prominent pioneers of the last half of the 20th century. His "Last Of the Bush Pilots" has been highly acclaimed by the general public as well as the Arctic buffs.

The Helmericks' proposal, which has been submitted to state administrative and legislative leaders and to University of Alaska agriculture and wildlife management experts, should be given the closest scrutiny and serious consideration for accomplishment during the 1983 legislative session.

Setting aside in some appropriate manner marginal agricultural and forest lands of Interior Alaska for a pilot game ranching project of 25,000 to 30,000 acres, approximately 40 to 50 square miles, makes good sense. The first effort might well be in the Delta area as a complementary undertaking to the agriculture project. A second might be planned jointly with the Nenana agriculture proposal.

Game ranching is compatible with the multiple-use principle of sound land utilization. In addition to scientifically managed wildlife enhancement and protection, the consumer

and winter recreation outlets are provided, from an opportunity for tourists actually to see big game animals of Alaska in their natural habitat, skiing and other winter sports for residents.

There are, of course, many questions to be raised and answered, positive and constructive viewpoints to be discussed, in order that appropriate action can be taken on a sound basis during the 1983 session in Juneau.

Game ranching for Interior Alaska is a worthwhile idea whose time has come. In a subsequent article let us take a look together at some of the aspects of game ranching that would be of particular interest to residents of the area. Typically some of the interests may be in conflict, perhaps in most cases from lack of basic information.

Fortunately we have available to all of us the good counsel of well-informed and experienced specialized talent, such as that of Bud and Martha Helmericks. We need not venture alone into the dark on yet another wild-goose chase as we address a fundamental fact of life: that idle resources are a luxury no people, however richly endowed, can afford. Let's put "our lands where our dead lie buried" to sensible good use.

3/23/92 PDMM

# Farming task force urges specialization

By BRIAN O'DONOGHUE  
Staff Writer

The future of agriculture in Alaska depends not on seeding big projects with state dollars, but on tree farms, moose ranching and other efforts that market specialized, quality products, according to a task force preparing recommendations for Gov. Walter Hickel.

After months of public hearings around the state, Hickel's 11-member task force is nearing completion of drafting recommendations on a new state agriculture policy for the 1990s.

During a public hearing Friday at the University of Alaska Fairbanks, a consensus took shape within the task force in support of the following points:

- Better marketing efforts are needed, possibly in conjunction with an improved state inspection program.
- The state should continue to make land available for farming, but in smaller blocks under a variety of sales conditions and homesteading options.
- The Legislature needs to address problems created by the restricted titles conveyed in recent agricultural land programs. These programs have left farmers dependent on state loans for development, as the ag-titles are "not bankable," as task force chairman Harold Heinze put it.
- The state should support practical research, while doing a better job of spreading the news about successful products and technologies.
- The state needs to assure the availability of farm operating

loans to finance seed, fertilizer or other annual purchases.

• Tree farming and other select forestry programs should be managed as a form of agriculture, giving farmers on state "ag parcels" the option of raising such crops.

• The task force supports "unrestricted ownership and domestic breeding of all animals, including game species.

"That little point there will be controversial," Heinze said, alluding to Fish and Game's past opposition to moose farming legislation.

Task force member Mike Schultz suggested the recommendations should be linked to specific production goals. "I thought one of our duties would be to set a goal of where we ought to be eight, 10 years from now," said the Delta Junction farmer.

Lt. Gov. Jack Coghill agreed. "I think we're all on the same wavelength of having an overall agriculture policy," said Coghill. "That plan has got to be put in there someplace."

Heinze said he favored more general policy statements.

"One of the problems of putting in goals is it sounds like the mistakes of the past," Heinze said. "Let the marketplace control. We've heard a lot from small family farms. They're alive and well. Most of them are just telling us to get out of the way."

Members of the task force include Heinze, Coghill, Schultz, Jim Carter, Dave Wright, Bob Havemeister, Rob Sexton, James Drew, Herb Skoman, Mark Kulstad and Bob Baer.

## Game Production: Agricultural Diversification For Alaska?

Lyle A. Renecker

It has become abundantly clear in recent years that agricultural enterprises must diversify if they hope to survive. North America has wrestled with the concept of alternative agricultural practices for over 20 years. Farmers no longer want to approach this business of agriculture with all "their peas in one pod." Political subsidy wars, stabilization plans, depressed commodity prices, and over-production are among the reasons why traditional farming is less profitable and why farmers are diversifying their conventional farm businesses. To the real people in the agricultural sector—the farmers—any change must offer a positive cash flow. More importantly, it must gain the confidence and general interest of farmers.

Consumer trends have been towards healthier and leaner meat products. Meat from native wild ungulates is a natural candidate because of its lean qualities, low percentage of intramuscular fat, and low energy content. In 1986, a conference was held in Des Moines, Iowa which provided 100 options for diversification of the farming community. Deer farming was among them. Commercial game farming would seem a natural alternative to conventional agricultural enterprises that choose to diversify and attempt to meet the greater demand for leaner meats. Here, I describe some of the history behind game production in North America, important political and conservation considerations that involve the game industry and private sector, and how Alaska may fit into the greater global picture.

### Historical Perspective



Lyle A. Renecker, Assistant Professor of Animal Science (Reindeer), School of Agriculture and Land Resources Management, University of Alaska Fairbanks.

Man has been associated with the use of native wild herbivores in North America since Paleolithic times more than 100,000 years ago. Prior to the arrival of European fur traders, the Great Plains of North America were abound with wildlife. An estimated 35-75 million plains bison and about 10 million wapiti lived on the continent.

In historic times, native ungulates were utilized as an available source of food first by indigenous Indians and then by explorers and later by settlers who arrived in North America in search of new homes. From his explorations in western Canada, Samuel Hearne in 1770 stated that "moose were the easiest of the deer kind to tame." Homesteaders quickly recognized the favorable disposition of moose and often trained them as beasts of burden or for light farm chores (Figure 1).

However, as this new civilization pushed westward, populations of wild ungulates were slaughtered because of the unprecedented need for food by the frontier settlements and loss of habitat to conventional agriculture. Bison herds were soon decimated in such numbers that between 1873 and 1875 approximately 6.75 million head were killed (most in the United States Midwest). By 1889, William Hornaday estimated that only 635 bison remained in North America. Existence of plains bison today stems from the private efforts of a Flathead Indian and seven ranchers. The roots of plains bison populations were largely derived from 54 wild calves that were caught and raised by these private individuals. This historical event was of great consequence in the conservation of the species and delivers a message about the role of the farmer in wildlife management.

Interest in the commercial production of native herbivores continued to thrive in Canada. In 1915, the Federal Department of Agriculture established a program to evaluate the potential of plains bison x cattle crosses. The purpose was to develop a breed that retained the natural adaptive characteristics of bison to extreme environmental conditions, but maintain the favorable meat characteristics and

temperament of cattle. The program was terminated in 1973. Based on the research findings over the years of the program, it was determined that cross breeding the two species would not be as successful as concentrating on improving the bison or cattle.

#### Early Interest in Production Strategies

With establishment of Elk Island National Park, a working model of a mixed-species grazing system was initiated. This production strategy utilized an assemblage of a grazer (bison), mixed feeder (wapiti), and browser (moose) which have minimal overlap in their winter food habits. The

Kikino Metis Settlement, in North Central Alberta, Canada was the first to apply this large-scale (game ranch) management system to a commercial operation. This strategy dilutes the cost of fencing by increasing the size of the land base to more than 9 1/2 miles square and minimizes the labor-input by stocking animals at carrying capacity with no supplementary feeding. However, the experience of the Kikino Wildlife Ranch was one of little control over animal movement and economic opportunities were limited to winter when animals can be baited into corrals or traps. The decision of the Kikino operation was a change in direction to more intensive management.

Few private land owners possess the large contiguous tract of land that is necessary for an extensive game ranch. As a result, most commercial operations have been intensive game farms, on smaller properties, with supplementary feeding, which orchestrates a farm management program that exploits all economic opportunities.

Game farming in some Canadian provinces has been increasing at a rate of 30% per year. There are about 17,700 wapiti and 82,600 plains bison on



Figure 1. Moose pulling an Indian travois in north central Alberta (c. 1899). Photograph by C.W. Mathers; permission granted by Saskatchewan Archives (Renecker et al. 1989).

commercial farms and ranches in Canada and the United States. At this stage of development, the game/bison farm industries are largely constrained by availability of breeding stock. It is logical to predict that it will require about 15-20 years for the industry to grow and reach a stable level that is based on the price of meat. For example, if the commercial population of wapiti in Canada continued to grow with the assumptions of good management and normal harvest of products and animals, by 2004, a respectable over-wintering herd of more than 200,000 head would be present on farms (Figure 2). This stock would produce annually 10,500 tons live weight of wapiti for meat production and 133 tons of velvet antlers (Figure 3) for total gross returns of about \$62 million (US).

#### Industry Development in Alaska at a Glance

##### Physical Environment

The climate of Alaska is extremely pulsed with short warm summers from June to September and typically cold winters with a mean January

minimum temperature of about -19° F in the Interior. The vegetation varies from temperate forest to montane and tundra types. Only a small proportion of Alaska has a climate and soil base that is suitable for cultivation and crop production. These areas consist of the Cook Inlet-Susitna Lowland and the Tanana Valley of the Interior Alaska Lowlands. Where agriculture is practiced, the principal crops grown in Alaska are cereals (barley and oats), grasses for hay and silage, and potatoes. Because of extremely cold winters and frost conditions forage legume crops are not widely grown in Alaska.

Generally, crop production and grazing in these regions are limited by a growing season which varies from three to four months. However, on Kodiak Island and the Aleutians, grazing can be maintained year round with some supplemental feeding. The best soils for grass production are those with good drainage, have a natural vegetation cover of grasses and forbs, and receive adequate precipitation. Organic soils are poorly drained and susceptible to flooding and erosion. Tundra soils are generally limited in depth and by the environment and not good for intensive agricultural production.

#### Commercial Game Production

Under the current game farm regulations in Alaska, commercial game production is permissible with bison, musk oxen, reindeer, or wapiti. Commercial reindeer herding has been practiced by indigenous people in the state of Alaska since the turn of the century. During the industry's development, health, management, and marketing programs have been developed and applied. The result has been an extremely important industry to both the Seward Peninsula, where much of the industry is concentrated, and the state as a whole. Because of their adaptive behavior and tolerance to harsh environments, wapiti and bison are other target species that could be easily farmed by the private sector in the agricultural regions of Alaska. For example, wapiti eat less than cattle, adjust quickly to conventional feedstuffs, and their gregarious behavior is compatible with intensive production. Each of these species has adapted to northern environments. With interest in alternative agriculture systems, ecological, physiological, and behavioral adaptations of these wild or semi-domestic species could

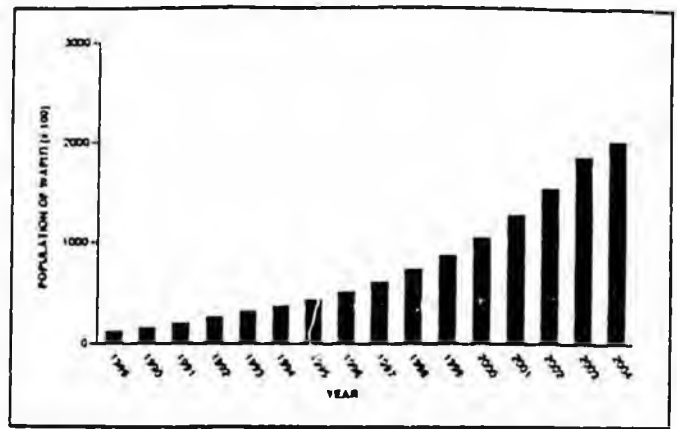


Figure 2. Projected growth of the population of wapiti on Canadian game farms until 2004.

be deployed with an advantage to the farmer. These species have growth cycles adapted to the seasonal food supply and cold tolerance and digestive systems to efficiently utilize native, as well as, domestic forages. For example, bison have adapted to more efficient utilization of low quality feedstuffs than cattle, wapiti are very productive with high growth rates, and reindeer have adapted to both extensive herding in the tundra and, as with other species, they have shown promise for intensive farm operations.

#### The Private Land Issue

Perhaps the greatest challenge that faces government wildlife agencies is management of resources on private lands. It is difficult to convince a farmer that he should not drain a wetland, clear a forest, or plow a grassland if it translates into more cash returns and less disparity in his annual budget. The farmer requires a tangible benefit in order to fully appreciate the importance of these marginal agricultural lands. Game and bison farming may have created that tangible benefit.

During the winter of 1986-87, there was an estimated 1 million acres of topsoil lost in Western Canada from wind erosion. From pre-settlement to 1985, about 40% of the prairie wetlands disappeared, and during 1984-85, some calculations have shown that forests were being removed at a rate of 80 ac/hr in Western Canada. These areas, like many in Alaska, are marginal, fragile, and probably should never have been altered. They were excellent habitats and range for wapiti and bison and with proper

cies that are naturally adapted to these conditions. With the high value and returns for reindeer, wapiti, and bison, intensive farm operations should seriously consider diversifying conventional agricultural enterprises. If the cost of production is 70-76 percent that of beef and the returns are two-to-three times the price of beef, as has been observed for wapiti and bison (as described by Renecker et al., 1989: p. 264), then it is only common sense to provide the best management possible. Currently, there is one wapiti producer in the state of Alaska. However, it is important for every perspective game farmer to understand the infrastructure, management, and production needs of the species to be farmed and the markets where they can sell their products. But, a new industry must remember that strong public support is maintained through developments that are ethical and logical. There must also be a clear direction in the regulatory procedures of the industry and this originates from consistent definitions mentioned earlier. This new industry of game farming could offer a method of agricultural diversification for Alaskan farmers, however, we will never know unless we conduct the necessary research on which to develop the industry. In a capsule, the needed research is: a) a study of relocation and nutritional stress; b) herd health programs; c) pasture management; d) herd management and productivity; and e) market development, product consistency, supply consolidation. □

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## BRIEF ON GAME PRODUCTION

by

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Game production is not exactly new to man. Man has been associated with the use of native wild herbivores in North America since Paleolithic times more than 10,000 years ago. Deer farming has been practiced by the Chinese people for more than 2,000 years. Also, reindeer herding has been present in the cultures of northern Europe and Asia for over 2,000 years. The Romans enclosed deer in parks for both pleasure and profit as was stated by Columella in accounts of ancient times that "wild creatures such as red, roe, and fallow deer... sometimes serve to enhance the splendor and the pleasure of their owners, and sometimes bring profit and revenue". He also makes note of deer being in enclosures and given supplemental feed in order that "...when the custom of giving feasts called for game, it might be produced as it were out of store". This is not that different from what we perceive as game farming today.

Agriculture today must diversify in order to realistically anticipate survival. One of the options which has been pursued around the world is game farming. The form and rules vary in accordance with the political jurisdiction, however, the concept is not new. For a complete world wide perspective, see Renecker and Hudson (Wildlife Production: Conservation and Sustainable Development; 1991).

### Management Systems

In order to develop and diversify wildlife management strategies, a blend of protective (parks), multiple-use (integrated), and productive strategies should be employed. Protective measures represent parks and wildlife preserves but these areas are small and usually are separated by political boundaries. Multiple-use or sometimes referred to as integrated or compromise systems attempt to satisfy the conflicting demands of several users. Land uses are integrated in this type of management system typical of government jurisdictions in order to maximize benefits, however, there are always trade-offs. Finally, the missing link in complete diversification of wildlife management is productive systems. Here a single resource is managed

intensively for peak performance. Game ranching/farming is one way to provide this missing dimension. Today, present concepts relate to control on removal rates of wildlife and guarantee a supply of wild stock for sport hunting. However, this does not resolve the management issue on privately-owned land where importance is an issue of value.

### **Demands for Precise Definition**

One of the most important considerations in the development of a commercial game production industry is the proper definition of the business at hand. Terms can confuse and suggest different conceptual ideas to various sectors of the public. Therefore it is important that definitions be concise and consistent with biological and agricultural terminology. Specifically, I refer to the confusion that can revolve around the use of either game cropping, herding, ranching, or farming. These are clearly defined by Renecker (*Agroborealis* 23: 20-24; 1990).

### **Positives Realized**

*Growth & Demand* - In recent years, conventional agricultural has been subjected to continual pressure of diversification. The farming business continent wide has been plagued with family farm foreclosures as a result of low commodity prices and political subsidy wars. Commercial game production offers a lean, healthy meat product that is in public demand. In return, this health conscious society is willing to pay sound returns for a quality, consistent product. Over the last 5 years, there has been a consistent increase in the trade of farm-raised venison. For example, from 1986 to 1991, New Zealand has increased its export sales of venison from about 1,300 metric tonnes to 3,000. The increase has come with concomitant demand for standards of quality and supply. In 1991, the USA alone bought New Zealand farm-raised venison valued at over \$ 1 million which has doubled from the mid 1980's. Clearly, the market will bear a considerable increase in supply, however, growth must occur in the industry world-wide to meet this demand for a quality product. Quality Alaska reindeer, wapiti, or bison are possible candidates for sale in this marketplace.

*Culturally-consistent* - An additional benefit is the culturally-consistent livelihood it provides for our Native people. Whether, the production strategy is farming or herding, commercial game production can provide employment and financial opportunities and yet attempt to remain in balance with traditional cultures.

*Health* - Disease regulation and control has been a concern of both opponents and proponents of this new industry. For example, there has been continuous blame placed on the game industry for the outbreak of the tuberculosis situation in Canada and the lower 48 states of the USA. However, is this a realistic evaluation or, in fact, was it the game production industry that has raised important questions that relate to the testing of even domestic ruminants. Precisely, the tuberculosis situation resulted from a breakdown in the screening process - the tests were not accurate enough. This does not open an immediate arena for emotional and erratic decisions but rather the situation must be resolved to allow business to be conducted as usual. Remember, this means the industry will have clean, healthy animals because they can be tested or vaccinated - and the system works. These newly developed techniques can then be applied by biologists to wild populations of ungulates.

Game animals have few unique diseases and are generally considered to have fewer parasite/disease problems than livestock. Once intensive practices are employed on the range or farm, animals can be managed through normal health program procedures.

*Fences and Handling* - Fences and handling are incredibly important. As with other animals, facility designs must be utilized that minimize stress and take advantage of the animal's natural behavior to the manager's advantage. Game farm producers have rapidly learned these behavioral principles and adapted methods that facilitate management. For example, any wild or even an animal habituated to the presence of humans will rarely move down a straight alley that ends in a right angle corner or a dark shadow that streams across the end of the passage. It could be referred to as natural instinct or perhaps common sense. However, place a slight bend or curve in the alley and the animal can see there is a possible exit and a place to hide and feel secure from the herder who approaches from the rear. The animal moves around the corner into the security of a holding pen and the gate is closed before realizing that it is captured.

Fence materials (hi-tensile netting) have been developed and marketed specifically designed for game farms. Various combinations can be used to meet both practical and legal concerns for the perimeter and management needs of the internal paddocks. There is also wire netting that is designed with smaller openings at the bottom that increase in opening size towards the top. This keeps dogs and coyotes outside and prevents small calves from escaping.

*Development Plan* - Since facilities are essential it is important that the farm layout and design for the initial construction and future developments are thoroughly considered. A

development plan has helped many game farmers and herders plan their needs for infrastructure and capital many years in advance.

*Economics and Markets* - The initial investment for physical structures (eg. fences, handling facilities, etc.) is higher than for livestock production. However, barns and calving sheds are not required as they are with cattle. Markets for farmed and herded game animals exist and appear to have the potential to expand in the future. In Alaska, reindeer, wapiti, and bison are potentially three possible source of lean and well-flavored meat which is in consumer demand. Velvet antler is another commodity produced by both wapiti and reindeer that is utilized in Asian pharmaceuticals and traditional tonics. Other markets, such as for breeding stock, viewing, etc., can also be explored and researched.

*Poaching* - It has been suggested that poaching will increase with the expansion of the legal market for game meat. This will be improbable because of consumer desires for a consistent, high quality product. It implies government inspection and ante and post mortem inspection. In order to obtain the government stamp, the meat must be handled under rigorous standards which will be one of the producer's platforms for marketing a quality specialty-item.

It is obvious that there is potential in this new industry - situations and developments both around the world and here in Alaska have shown this. The industry will require research as it integrates and grows in size. An important issue is the continuous interaction, understanding, and compromises of all persons involved in order to ensure logical business development.

Dr. Wood

5846

A RESOLUTION RELATING TO THE ESTABLISHMENT OF A COMPREHENSIVE AND PROGRESSIVE POLICY OF GAME AND HABITAT ENHANCEMENT FOR THE STATE OF ALASKA.

GOAL: DEVELOPMENT OF A WRITTEN PLAN FOR THE LONG RANGE MAXIMUM UTILIZATION OF ALASKA'S NATURAL GAME AND HABITAT RESOURCES WITH THE CONCURRENT ENHANCEMENT AND PROTECTION OF OTHER RESOURCE VALUES.

WHEREAS without a working State of Alaska policy which is clearly defined and supported by the people of Alaska, by the Legislature and by the Governor, little progress will be made toward an economically worthwhile program of game and habitat enhancement in Alaska; and

WHEREAS the people of Alaska generally lack the knowledge of the economic and esthetic benefits of a wise game and habitat enhancement program commonly applied in other nations throughout the world; and

WHEREAS the full potential of the wildlife resource in Alaska has not been realized; and

WHEREAS modern methods of habitat enhancement such as wildfire management are not being used to their highest potential; and

WHEREAS game and habitat enhancement can promote economic development and future well being for all Alaskans; and

WHEREAS Alaska has fallen behind other states and nations of the world in optimizing game and habitat enhancement opportunities; and

WHEREAS active terrestrial game and habitat enhancement programs have been neglected while fisheries enhancement programs have demonstrated a profound economic success.

WHEREAS Alaska provides a unique opportunity with the establishment of large tracts of privately owned land with excellent game and habitat opportunities; and

WHEREAS Alaska now produces far less game than enhanced habitat is potentially capable of supporting and does not realize the full potential of modern active management techniques promoting the wise use of the renewable base. This includes but is not limited to; habitat enhancement, game ranching or herding, fur farming, consumer and subsistence food and fur needs, industrial raw materials and aesthetic products at competitive prices on the world market.

WHEREAS Alaska has a minimum of 220 million acres of land capable of supporting game and habitat management programs. The land includes 44 million acres owned by Alaska Natives and 104 million acres owned by the State of Alaska.

Suggested resolution

WHEREAS there has been a failure to coordinate within the State and between the State and federal government, programs and policies regarding game and habitat enhancement.

BE IT RESOLVED by the Alaska State Legislature that the State of Alaska hereby commits to a policy of game and habitat enhancement that encourages and promotes the wise use of Alaska's renewable resources including, but not limited to the following actions:

(1) The State of Alaska shall promptly determine the most expedient means to promote game and habitat management programs.

(2) The State of Alaska shall identify and remedy current State statutory and regulatory barriers to game and habitat enhancement.

(3) The State of Alaska shall actively assist in the planning and development and when appropriate, in the financing of game and habitat enhancement programs.

(4) State of Alaska agencies shall work closely with private and Native land owners and with federal land owners to cooperatively stimulate game and habitat enhancement programs and to provide for the processing and marketing of game as a result of these programs.

(5) The State of Alaska, in cooperation with educational entities within the State shall develop an information and education program designed to inform and involve the public about the benefits and potential of game and habitat enhancement.

(6) The Legislature, in cooperation with the Governor, shall establish a task force, composed of representatives of forestry, game management, agriculture, business, and consumer interests, which shall be responsible for the study of legislative options for implementing the policies enunciated in this resolution.

Dr Wood

## WILD GAME ENHANCEMENT/GAME RANCHING/GAME FARMING

INTRODUCTION

Alaska has a diversity of fish and wildlife, much of which is found in relatively low densities, generally in remote situations and/or seasonally. One of the attractions for non-Alaskans, as well as many Alaskans, is the opportunity to view, photograph, catch and shoot one or many individuals from within this renewable resource group. The above provides an economic opportunity which to date has only received limited attention through guiding operations for both consumptive and non-consumptive purposes, and the limited fur industry which includes wild harvest and some fur farming.

The economic opportunities for rural Alaska, particularly with the establishment of large parcels of private land, warrant consideration by private enterprise as well as state government. It is probable that existing state policies will require modification before Alaska will realize the benefits enjoyed by other areas of the world.

To date, Alaska has primarily managed hunters, trappers and fisherman as they practiced wild harvest of fish and game populations. Limited attempts have occurred in the areas of habitat modifications, transplanting and stocking. World-wide experience suggests that habitat enhancement and intensive management of the animals themselves results in increased populations of fish and wildlife. These efforts can range from relatively simple habitat manipulations, through game ranching and aquaculture to intensive game, fish or fur farming. Such efforts in Alaska are likely to benefit Alaskans and a wider diversity of society than is currently enjoyed.

At present, enjoyment and use of much of Alaska's wildlife resource is limited by poor access and undeveloped marketing schemes. In many areas, wildlife is the only renewable resource present. Timber production is marginal or non-existent in most of the state, and farming of agronomic crops is feasible only in selected areas of favorable climate and soils. However, wildlife is present in most of the state in forms which can potentially be used on a sustained basis to provide meat, hunting and viewing pleasure, hides, fiber and other materials for crafts. Considering the renewable nature of this resource in the absence of other such resources, it becomes apparent that ways of more fully utilizing this resource should be investigated.

Game Farming

Game and fish ranching should not be viewed as a means of greatly increasing wildlife populations. This is particularly true in northern latitudes, such as Alaska, where primary production of plant life in rangelands, streams and lakes is relatively low. However, it is reasonable to expect that more intensive management of wildlife populations and habitat can provide increased opportunities for wildlife viewing, improved conditions or facilities for harvest and/or hunting and fishing, reduced waste, better preservation of game products, culling and manipulation of population structure to better match demand, and control of predatory losses. Habitat improvements resulting in increased carrying capacity and species diversity may also be possible in some situations, particularly where profit taking is possible. These activities will also generate meaningful employment.

Any type of game production system must be based on ecological principles. The first step in its development should be the inventory of available lands in terms of acreages and distributions of habitats for specific animal species. Seasonal availability of food and cover within each habitat must be estimated and possibilities for improvements evaluated. Common use grazing relationships, fire, predation, disease, insect disturbance, snow and other weather conditions all affect the carrying capacity of different habitats. Consequently, considerable understanding of year-round animal requirements and tolerances is essential in the successful management of a game production enterprise. One of the earliest lessons learned in game ranching or farming activities in Africa was that these activities require more, not less, knowledgeable management than do common livestock. Mismanagement of vegetation, soil and water resources can result in disastrous reduction of carrying capacity and catastrophic decreases in animal populations. Losses of this type can be particularly serious when they involve overutilization of vegetation, since recovery may require decades of reduced use.

With increased biological and legal control of animal populations, greater inputs in habitat management are justified. In situations where the game rancher can control the size and structure of populations using his land and be entitled to the profits generated with the animals, inputs to habitat can become practical. Generally the most cost-

effective inputs are those which manipulate plant succession to produce vegetation more suitable as habitat for a particular species. Removal of spruce by cutting, burning or crushing to enhance production of willow or aspen is an example of the above. Production of supplemental feeds or mechanical manipulation of physical features of the habitat are more costly and change the nature of the ranch more to that of a farm, but are alternatives that may have a place under some goals of ownership.

Game ranching and farming operations in other regions of the world have demonstrated a number of values to society. Increased sustained-yield harvest of animal products has been achieved through professional hunting, use of corrals and fences, salting, spotlighting, and use of portable abattoirs. Simultaneously, significant income has been generated through allowance of fee hunting for trophy animals. Additional income has also been generated by providing accommodating conditions and facilities for tourists and other recreationists.

In some areas, wild species have actually been demonstrated to have the ecological advantage over common stock, providing for more complete use of the vegetation resources. In brushland situations, browsing herbivores (e.g., giraffe, white-tailed deer and moose) are more productive than true grazers. Similarly, reindeer or caribou have a distinct advantage over other species in utilizing snow covered tundra. For centuries, reindeer herding was a main stay of the Lap society, and is a major occupation in the U.S.S.R. today, just as white-tailed deer ranching has become a major income-generating activity in west Texas. Horse and yak production as well as reindeer herding represents a major economic base in nearby northeastern Siberia. Moose farming has also been undertaken in that region. Closer to home, western Alaska once had a thriving reindeer ranching industry of over 600,000 animals, where in fact, little, if any other opportunity for a land-based economy has been developed. Mining may change this picture temporarily, but mines are not renewable.

As stewards of the land we must be careful not to limit our agricultural perspective to those species typically considered in ranching or farming systems. This is particularly true in our state traditional agriculture is relatively limited in potential. Conversely, we must also avoid sentimentality and select game production schemes which are ecologically sound. Our vision and wise action in these matters will tap a huge, relatively untouched, renewable resource which will benefit generations to come.

### ISSUES

In order for Alaska to optimize the opportunities available to the broadest segments of society, which is mandated under Alaska's constitution, a number of issues must be explored in depth with regard to existing state policy, laws, and in some cases, as these relate to the federal government. The following is a list of some of these issues, although it is not exhaustive.

#### Alaska Fish and Game Laws and Regulations:

- Establishment of seasons and bag limits.
- Methods of take.
- Sale of fish and game products.
- Subsistence versus other consumptive and non-consumptive uses.
- Management, including utilization of fish and animals, on private lands.
- Importation of fish and animals which has implication to both existing and imported fish and wildlife as well as to domestic animals from a predator, disease and pest stand point.
- Predator control.
- Baiting.

#### Land management and regulation:

- Access and trespass.
- Burning or other vegetation manipulation.
- Construction of ponds, fish ladders or other structures on private lands.
- Fencing or the use of natural barriers.
- Determination of carrying capacities.
- Water quality standards and wetland regulations.
- Leases of state or federal land.

Health and inspection standards

- Pre and post slaughter inspections.
- Processing plant standards and inspection.
- Field slaughter opportunities.
- Mobile slaughter facilities.
- By-product processing.
- Meat grading.
- Antler grading.
- Carcass disposal.
- Other waste product disposal.
- Raw product export.

Public and/or private economics

- Capital availability.
- Projected returns to individuals, regions, the state.
- Types of operations.
- Projected demand by type.
- Enhancement of existing tourist industry.
- Regulation and enforcement costs.

CONCLUSION

Existing worldwide experience suggests that Alaska is not optimizing its opportunities relative to fish and wildlife. Presence of large blocks of private land in rural Alaska have altered the status quo of how the state manages and/or regulates this renewable resource. Is the State of Alaska going to play a positive role in optimizing its fish and wildlife resources?

In order to begin to answer the above question, it is suggested that the legislature establish and fund a broad based task force, charged with bringing recommendations back to the legislature within one year.

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5846

P. O. Box 966  
Delta Junction, Alaska 99737  
March 7, 1991

Senator Dick Shultz  
Pouch V  
Juneau, Alaska 99811

I am requesting that you introduce legislation so that I may receive and raise wildlife on a wildlife sanctuary that I am developing in the Delta area. I have developed the sanctuary by introducing bison and will soon be adding elk.

My farm is approved and inspected the the U. S. D. A. who have issued a license (96-C-13) to operate, to keep and to handle large animals. I am subject to periodical and unannounced inspections. The farm is fenced with New Zealand Game Fence. Cort Zachel, a Fairbanks Veternarian provides the medical attention necessary-observing them weekly and is constantly on call.

I will receive any large animal that is injured and salvagable, abandoned animals, starving animals, problem animals around residential areas or animals in danger of being killed. I will receive these animals, give them proper medical attention and feed them in a confined area of 2,000 acres. Ownership of all the animal would remain with the state.

I am requesting permission to conduct a five-year experiment to save these animals. At the end of five years, the legislature and Fish and Game will review the status of the sanctury and decide whether to continue the program.

Currently, the animal with a big problem is the moose. Last winter it is estimated that we lost 8,000 to 10,000 moose by railroad and highway kills and just plain starving to death. This has been going on for years with the number of kills depending on snow depth. Solutions have been a token effort, consequently, the slaughter continues. The latest solution in effect is to feed the moose to the bears, as 100,000 pounds of moose was fed to grizzly bears on the McComb Plateau last winter and will be done again this year. I believe this is a crime when missions and the Salvation Army are pleading for food to feed the homeless, the poor and hungary children. With social program funds being cut, the problem will get worse.

My partial solution to the railroad kills would be, as the snow depth increases and moose are in imminent danger (determined from the previous year kills) to allow me to capture 50 yearlings a year before they are killed and transport them to my sanctuary. I am in the process of obtaining a chipping and pelletizing machine to produce moose feed from aspen dust and Delta barley according to the formula for moose feed developed by the Alaska Fish and Game. Moose fed this ration require far less land area than free ranging moose.

I would appreciate the legislature considering my proposal and any help and support your office can give me.

Sincerely,  
*Nick Colombo*  
Nick Colombo

Support



# Fairbanks North Star Borough

809 Pioneer Road

P.O. Box 71267

Fairbanks, Alaska 99707-1267

907-459-1407

*Sen. Dick Merrill*  
**3B46**  
**Assembly**

TO: The Members of the Interior Delegation

FROM: Harold Gillam  
Assemblymember

DATE: April 28, 1992

SUBJ: Moose Farming Resolution

The Borough Assembly passed a resolution last Thursday night urging that the legislature pass legislation this session that would allow for "Moose Ranching."

This is not a new concept for it has been done with success in Russia. Wild animal ranching is done in several states of the union. It is also done in Canada. Reindeer ranching is done on a very limited basis today and is restricted to only Alaska natives. Prior to the restriction (1939) it was done on a large scale in Western Alaska and was considered one of the greatest resources, next to mining, in Northwestern Alaska. There has been considerable study by the University of Alaska concerning the Musk Ox.

It is a viable concept that will not cost the State any money to implement, for with a simple change of the law there are people that are willing to invest their own money, time and effort to make it a success.

I would urge you to allow these people the chance to make a success of this endeavor and to show that the State of Alaska is willing to encourage individual initiative.

*Sincerely,*

*Harold Gillam*

SUPPORTING STATEMENTS

By: Harold Gillam  
Introduced: 04/23/92  
Adopted: 04/23/92

RESOLUTION NO. 92-039

A RESOLUTION RELATING TO MOOSE FARMING

WHEREAS, there are individuals throughout the state who are interested in the farming of certain wild animals including moose; and

WHEREAS, in other countries, such as Canada, moose and other game animals are raised for both tourist viewing and the commercial sale of meat; and

WHEREAS, moose farming may provide for an increase in the productivity of moose; and

WHEREAS, moose farming, like musk ox farming, would provide the opportunity to study the animals while at the same time, provide for increased tourism. In many cases, it may be the only way some tourists would be able to see a moose in close, safe proximity and which would allow them to take part in "the Alaskan experience"; and

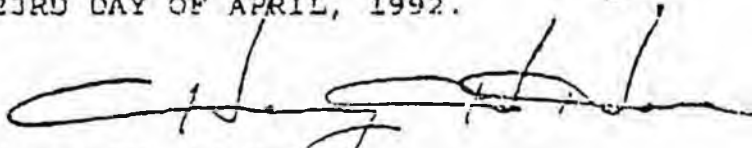
WHEREAS, permitting moose farming would provide further opportunity for economic development; and

WHEREAS, two bills have been introduced, House Bill 478 and Senate Bill 216, and both are currently in the House and Senate Resources committees respectively.

NOW, THEREFORE, BE IT RESOLVED that the Fairbanks North Star Borough Assembly respectfully requests the Resource Committees to report the bills out of committee and the Legislature to enact legislation which would allow moose farming.

BE IT FURTHER RESOLVED that copies of this resolution shall be sent to the Honorable Walter J. Hickel, Governor, State of Alaska; the Honorable Lloyd Jones, Chair, Senate Resources Committee; the Honorable Cliff Davidson, Chair, House Resources Committee; and all members of the Interior Delegation.

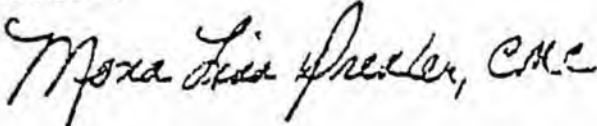
PASSED AND APPROVED THIS 23RD DAY OF APRIL, 1992.



---

Henry "Hank" Hove  
Presiding Officer

ATTEST:



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Mond Lisa Drexler, CMC/AAE  
Municipal Borough Clerk



## Future of Agriculture Task Force

We submit the Future of Agriculture Task Force's final report in order that this basic resource, enjoyed by every Alaskan every day, can be developed in the best interests of all.

In the past six months, the task force has held thirteen public meetings statewide. Input was sought from every sector of the agricultural community. Members of the task force included men from a broad spectrum: Co-Chairmen Lt. Governor Jack Coghill, DNR Commissioner Harold Heinze; Bob Baer and Mark Kulstad, both in Real Estate in Anchorage; Jim Carter, homesteader from Willow; Jim Drew, Dean of the School of Agriculture and Land Resource Management, University of Alaska Fairbanks; Herb Eckman, owner of Alaska Sausage, Anchorage; Bob Havemeister, second generation Colony dairyman, Palmer; Paul Huppert, owner, Palmer Produce, Palmer; Mike Schultz, grain, hay and grass seed producer, Delta Junction; Ron Sexton, owner, Trinity Greenhouses from Soldotna; and David Wright, an organic grower of vegetables, Harmony Acres of Palmer.

Meetings were held in Palmer, Anchorage, Glennallen, Trapper Creek, Kenny Lake, Kodiak, Ninilchik, Delta Junction, Fairbanks and Juneau.

Governor Hickel asked the task force to examine Alaska's agricultural successes and make realistic recommendations for future state involvement. The following eleven points are submitted to Governor Hickel for implementation into a healthy state agricultural policy.

We thank Governor Hickel for the opportunity to study and serve and hope this plan of action will keep the government from repeating the mistakes of prior administrations and build on the successes for the Future of Alaskan Agriculture.

Sincerely,

Lt. Governor Coghill  
Mark Kulstad  
Herb Eckman  
Mike Schultz

Commissioner Heinze  
Jim Carter  
Bob Havemeister  
Ron Sexton

Bob Baer  
Jim Drew  
Paul Huppert  
David Wright

## SUMMARY

*"Let us never forget that the cultivation of the earth is the most important labor of man. When tillage begins, other arts follow. The farmers, therefore, are the founders of civilization." -Daniel Webster.*

The State of Alaska shall establish a positive, solid, forward thinking agricultural policy by establishing a long-term environment suitable for the development of a stable, sustainable agriculture community for Alaskans.

A stable agricultural system includes the people who produce food and fiber, provide financing, carry out processing, transportation, and marketing, and conduct applied research and technology transfer for agriculture. Each of these links must be strong for Alaska's agriculture to provide opportunities that contribute to the economy of the State. The success in developing a quality state policy for agriculture lies in establishing the essential element of continuity. To this end, the Alaska Department of Natural Resources, Division of Agriculture, will prepare an eight-year plan to strengthen and develop these important links.

The State of Alaska's agricultural policy should:

1. Provide greater consumer availability of quality Alaskan grown products in the marketplace through inspection, certification, labeling, marketing, and education programs.
- \* 2. Support unrestricted domestic breeding and raising of all animals, including game species.
3. Support the movement of agricultural materials and products through a farm-to-market road priority and an agricultural discount on the state ferry system.
4. Continue the state's investment in agricultural science and technology to protect and enhance the quality of Alaskan soils, seeds, plants, produce, animals, and other agricultural products; and the necessary knowledge transfer.
5. Facilitate the development and use of agriculture in conjunction with other Alaskan resource uses and needs (i.e., fish meal, forestry).
6. Assure the availability of financing sources for agricultural operations that are financially viable.
7. Make state land available for agriculture under a variety of provisions including fee-simple title with fair market value purchase or homestead credits.
8. Continue to make agricultural land available in a range of parcel sizes throughout the state.

9. Make grazing leases available through the Division of Agriculture for up to a 30 year term with contraction at least every ten years to the area developed and utilized.
10. Preserve the long-term availability of agriculture land by the creation of a 500,000 acre agricultural land bank to be managed and administered by the Division of Agriculture.
11. Facilitate the formation and operation of cooperative ownership of major agricultural facilities and the development of farmer's markets.

## FINANCING

Financing is critical in the development of successful agriculture. In the past, the State of Alaska has provided direct loans to the agricultural community and has experienced a high number of delinquencies and defaults. The State of Alaska should encourage the privatization of the agricultural loan function by encouraging the commercial banking industry to assist in financing short term capital requirements of the individual farmers and ranchers.

As in the development of other resources in underdeveloped regions, the development stages of agriculture involve more financial risk than in established agricultural regions where the needed infrastructure is in place. The state should assist banks in setting up controlled loan programs which could be guaranteed through the Alaska Industrial Development and Export Authority.

In addition, the state should consider divesting the Agricultural Loan Fund of the existing portfolio of performing agricultural loans, freeing up between \$6 to \$9 million in capital through selling these loans to individual private financial institutions. This would save the State of Alaska from the expensive role of servicing the loan portfolio.

## LAND

Successful agriculture requires a suitable land base. Consequently, agricultural land must be made available for sale or lease throughout the state. Fee simple land should be made available with an agriculture covenant when special price and conditions are offered under agriculture uses. The Division of Agriculture will administer an agricultural land bank of 500,000 acres to ensure the future availability of agricultural land for transfer to farmers. Agricultural land will be made available under a variety of provisions including fee simple title. Land sales will be based on fair market value and carried out through direct sale or a system involving homestead credits.

## \* GRAZING

Alaska's agriculture should include the unrestricted domestic breeding and raising of all animals, including game species. Grazing leases administered by the Division of Agriculture will be made available for up to thirty years with provisions for review of grazing use every ten years. Leases not actively maintained for this purpose will be made available for lease to other livestock producers.

## TRANSPORTATION

Transportation is an essential link in an agricultural system, and includes coordination of several levels of transport. Favorable rates throughout the transportation systems are necessary for Alaskan agricultural products to compete in the marketplace. This involves a rate preference for Alaskan agricultural products carried on state-owned railroad and ferry systems, provisions for favorable trucking rates, licensing, and the construction and maintenance of farm-to-market roads.

## PROCESSING

Processing is essential to market agricultural commodities and to provide value-added products for consumers. When necessary, facilities for cost-effective processing will be provided by the State until levels of production make it possible to shift these operations to private individuals, corporations, or cooperatives.

## MARKETING

State assistance will be provided to establish cooperatives when these entities are deemed appropriate and the State will encourage the development of farmers markets as direct consumer outlets for food and fiber produced in Alaska. A marketing entity could be developed similar to the Alaska Seafood Marketing Institute for Alaskan agricultural products.

## QUALITY CONTROL

The quality of Alaskan grown products will be ensured through inspection, certification, and labeling. Agriculturally related inspection (formerly administered by the Division of Agriculture) and seafood inspection should be transferred from the Department of Environmental Conservation to USDA qualified inspectors at the Division of Agriculture to correspond with the administration of inspection in other states.

In addition, promotional and informational programs such as the Alaskan Grown program will be continued within the Division. These programs are essential links in increasing the market share of agricultural products produced and consumed in Alaska.

## RESEARCH & TECHNOLOGY TRANSFER

Results of investments in agricultural research and technology transfer provide an essential link for all segments of a sustainable agricultural system. Support for agricultural research and technology transfer will be provided by the State through the Agriculture and Forest Experiment Station and the Cooperative Extension Service to protect Alaska's soil and water resources, and to enhance the quality of seeds, plants, produce, animals, and other agricultural products grown in Alaska. In addition, the State will encourage support for this work from the Cooperative State Research Service, the Agricultural Research Service, and Forest Service Research, USDA, through cooperative, integrated programs.

## CONCLUSION

An efficient agricultural system involves small farms, family farms, greenhouse production, domestic red meat, natural animal farming, larger grain farming and other enterprises as well as the multiple use of infrastructure for processing, transporting, and marketing a variety of commodities.

The State of Alaska should let the farmer farm. Agriculture should not be directly managed by the state but supported and encouraged through technological advice and expertise. Then Alaska will have a healthy food and fiber industry that will enhance both Alaska's economy and benefit her people.

**SENATE COMMITTEE REPORT**  
 (FIRST COMMITTEE OF REFERRAL)

DATE: 1/14/93

FURTHER: Finance

Date of 5-Day Notice: 1/22/93  
 (in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 2/4/93

Resources                      Committee considered                      SENATE BILL NO. 46

"An Act authorizing moose farming."

and a majority of the committee recommends do pass

and recommends:

replace with \_\_\_\_\_ CS \_\_\_\_\_ ( )

attaches amendment(s)

adopts \_\_\_\_\_ Letter of Intent

further referral to the \_\_\_\_\_

do pass

do not pass

no recommendation

individual recommendations

*PHN*

FISCAL NOTE INFORMATION

Department	Date	Zero	Fiscal
FISH & GAME	1/25/93	✓	

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

Governor's Bill with Previous Fiscal Notes (enter information above)

**DO PASS:**

*Mike Miller*  
*Donald J. Frank* FRANK  
*Drew A. Jensen*

**OTHER RECOMMENDATIONS:**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*Mike Miller - Do Pass*

Chair: Signature and Recommendation

**SB**

**47**

**HFIN**

**FILE**

# HOUSE COMMITTEE REPORT

(11)

Date Referred: March 17, 1993

FURTHER REFERRALS:

Date of Committee Action: 3/4/93

The FINANCE Committee considered:

SSSB 47

SPONSOR SUBSTITUTE FOR SENATE BILL NO. 4 REGISTRATION/EQUIPMENT OF CUSTOM CARS

"An Act relating to equipment, registration, and identification of custom collector vehicles; and providing for an effective date."

RECOMMENDATIONS: [ ] the same title  
 be replaced with \_\_\_\_\_ [ ] a new title

[ ] have attached amendments(s)

[ ] do pass

[ ] do not pass

no recommendations

[ ] individual recommendations

[ ] additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) \_\_\_\_\_

APPROVES PREVIOUS: (Dept/Date) \_\_\_\_\_

[ ] fiscal impact \_\_\_\_\_

fiscal note(s) P 5 1/27/93

[ ] zero fiscal note \_\_\_\_\_

[ ] zero fiscal note(s) \_\_\_\_\_

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Richard J. Foster</i>	*	<i>Ronald J. Larson</i>		X	
		<i>Mark Hanley</i>		X	
		<i>Terrence Martin</i>		X	
		<i>Sean Parnell</i>		X	
		<i>Barbara Gussendorf</i>		X	
		<i>Lynn Hoffman</i>		X	
		<i>Mike Mavone</i>			✓
		<i>Tan Brown</i>			✓
		<i>Gene Theriault</i>		X	

*Ronald J. Larson*  
CHAIRMAN'S SIGNATURE

# FISCAL NOTE

**STATE OF ALASKA**  
**1993 LEGISLATIVE SESSION**

No. 1

Bill Version: SSSR 47

(S) Publish Date: 1/27/93

Revision Date: 1/25/93

Dept. Affected: Public Safety

Title: An Act relating to equipment registration and identification of custom collector vehicles...

BRU: Motor Vehicles

Component: Field Services

Sponsor: Senator Kelly

Requestor: Senator Kelly

COMPONENT SERIAL NO. 502

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	3.0					
TRAVEL						
CONTRACTUAL	7.9					
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>10.9</b>					

CAPITAL						
---------	--	--	--	--	--	--

REVENUE FUND	10.0	.5	.5	.5	.5	.5
SOURCE: GF 1004						

**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF	10.9					
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
<b>TOTAL</b>	<b>10.9</b>					

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ \_\_\_\_\_

ANALYSIS: (Attach a separate page if necessary.)  
 See Attached

*Handwritten:* 1/24/93

Prepared By: Charles R. Hosack Phone: 269-5559

Division: Motor Vehicles Date: 1-25-93

Approved by Commissioner: *Richard L. Burton* Date: 1/25/93

Agency: Richard L. Burton, Dept. of Public Safety

**PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE**

For further distribution information call the Governor's Legislative Office

ANALYSIS

This bill will establish a small number of special plates for a very small group of vehicle restorers. Since this is essentially a private club rather than a normal registration category, the division has no accurate numbers to estimate the number of vehicles that would qualify for this special registration. We believe that the number will be very small. For purposes of this analysis we will estimate that 200 existing vehicles will qualify for the special plates during the first year. Each year thereafter, 10 additional vehicles will be added. Due to this extremely low number, the plates will be maintained centrally in Anchorage where it is assumed that most of the registrations will exist, and the plates will be mailed to applicants residing in other areas of the state. This is much more efficient than trying to stock and account for such a low number of plates at all offices.

The Personal Services costs are for one month's salary and benefits for a MVR III position. This will provide overtime for an existing position to do the administrative work associated with design, ordering, and issuing these registrations the first year. This will avoid having other essential services impacted by the additional duties. The contractual costs are for ordering 900 sets of special request plates at \$8.50 each and for mailing 100 plates at \$2.50 each. Even though the actual usage will be much less than 900 over the life of the program, 900 is usually the minimum order for special design plates without raising the cost per plate to an even higher level.

The revenue is based on 200 registrations at \$50.00 each the first year and 10 registrations at \$50.00 each year thereafter.

# FISCAL NOTE

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

No. 1

Bill Version: SSSB 47

(S) Publish Date: 1/27/93

Revision Date: 1/25/93 Dept. Affected: Public Safety  
 Title: An Act relating to equipment registration and identification of custom collector vehicles. BRU: Motor Vehicles  
 Component: Field Services  
 Sponsor: Senator Kelly  
 Requestor: Senator Kelly COMPONENT SERIAL NO. 502

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	3.0					
TRAVEL						
CONTRACTUAL	7.9					
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>10.9</b>					
<b>CAPITAL</b>						
<b>REVENUE FUND</b>	<b>10.0</b>	<b>.5</b>	<b>.5</b>	<b>.5</b>	<b>.5</b>	<b>.5</b>
SOURCE: GF 1004						

**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF	10.9					
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
<b>TOTAL</b>	<b>10.9</b>					

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ \_\_\_\_\_

**ANALYSIS: (Attach a separate page if necessary.)**  
 See Attached  
 Both costs and revenues are based on estimates.  
 Projected revenues essentially offset costs.

*JFC 2-10-93*

*1/24/93*  
 Prepared By: Charles R. Hosack Phone: 269-5559  
 Division: Motor Vehicles Date: 1-25-93  
 Approved by Commissioner: *Richard J. Burton* Date: 1/25/93  
 Agency: Richard J. Burton, Dept. of Public Safety

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The revenue is based on 200 registrations at \$50.00 each the first year and 10 registrations at \$50.00 each year thereafter.

Back-up

## SPONSOR STATEMENT

### SSSB-47 (by Kelly)

An Act relating to equipment, registration, and identification of custom collector vehicles; effective date: 1/1/94

This bill is in response to the requests of custom collector (more commonly referred to as "street rods") vehicle owners who want the opportunity to display their classic vehicles at fairs, car shows, parades and pleasure driving. Passage of this measure permits custom car collectors, registered and licensed by the state DMV, to drive their classic vehicles without being ticketed by law enforcement agencies. The bill specifies equipment requirements, vehicle registration and identification numbers, and permits specialized plates for vehicles meeting the requirements and definition of a custom collector vehicle.

There are custom collector organizations throughout the U.S. representing more than 150,000 individuals. In Alaska, the Midnight Sun Street Rod Association of Anchorage, the Arctic Wheels of Fairbanks, and the state's largest group, the Peninsula Cruisers of the Kenai/Soldotna area together represent about 300 custom vehicle enthusiasts whose hobby is the restoration and display of custom classic vehicles.

Custom classic vehicles are cars manufactured before 1949, or a replica of a vehicle whose body and frame were manufactured before 1949, and modified for safe road use, (Sec. 5). Often times hundreds of hours and thousands of dollars are expended to restore these classic vehicles. Special insurance is needed and is available in Alaska.

The bill mandates specific vehicle equipment such as hydraulic brakes, safety belts, parking brakes, etc. (Sec. 1) before a custom classic vehicle can be registered, licensed, and driven. It provides for registration and identification with the Department of Motor Vehicles (Sec. 2). and, also provides for the issuance of "special plates" for vehicles registered with DMV as a custom collector, (Sec. 4), for a one-time plate fee of \$50.

**FISCAL NOTE:** (\$900) The Department of Motor Vehicles / Public Safety estimates income of about \$10,000, based on 200 first year (FY94) registration and licensing requests. The number of registrants could be as high as 250, raising income to about \$12,500. DMV projects expenses of about \$10,900.

Department Position: Public Safety/DMV does not object to this bill.

SPONSOR STATEMENT



# Alaska State Legislature

Official Business

State Capitol  
Juneau, AK 99801-1182

May 21, 1993

To: **Rep. Ron Larson, Co-Chair**  
**Rep. Eileen MacLean, Co-Chair**  
House Finance Committee

From: Senator Tim Kelly *TDK*  
Rep. Gail Phillips *GP*

Subj: SSSB-47, Custom Classic Vehicles

This is to request a hearing at your earliest possible convenience for SSSB-47, now before the House Finance Committee.

SSSB-47, permits owners/operators of pre-1949 vehicles to register with and be licensed by the Division of Motor Vehicles as a "custom classic vehicle" (definition, Sec. 5) if the vehicle meets certain safety and equipment standards (Sec. 1) and receives an identification number from Motor Vehicles, (Sec. 2). The measure provides for special plates identifying a vehicle as a "custom classic" for those vehicles qualifying, with a special one-time plate fee of \$50, (Sec. 3), and permitting these vintage vehicles to be operated on public roads in Alaska.

The Department of Public Safety/DMV does not object to the measure. DPS Fiscal Note estimates revenue of about \$10.0 and first-year expense of about \$10.9

Attached for your convenience are materials prepared by staff which have been used for Senate Floor action, and before the House State Affairs and Transportation Committees. Please don't hesitate to contact Max Gifford, of Senator Kelly's staff, if you need more information. In addition, Ray Elleven, Vice President of the Mid-Night Sun Street Rod Association (266-9270), a strong proponent of the legislation, will be happy to take your calls.

**SSSB-47**  
**Custom Classic Vehicles**  
**Kelly, Halford, Taylor**

**WHAT IT DOES:** Permits owners and drivers of "custom classic" automobiles to meet certain equipment/safety standards, register with DMV, and receive special license plate designating the car as a "custom classic," in order to safely drive the vehicles on public roads.

**WHO WANTS IT:** Three Alaska custom classic car club enthusiasts have asked for this legislation:

Anchorage: **The Midnight Sun Street Rod Association**  
(more than 100 members)

Fairbanks: **The Arctic Wheels** (about 50 members)

Kenai / Soldotna: **Peninsula Cruisers** (about 200 members)

**WHAT'S A "CUSTOM CLASSIC" ?** It is a vehicle whose body and frame were manufactured before 1949 or a replica whose body and frame were manufactured before 1949 and modified for safe road use..(Sec. 5, pg. 3, lines 1-5.) Custom Classics may also known as Street Rods.

**Side note:** The date 1949 is used because 1948 was the last year side boards or running boards were manufactured on American automobiles.

**VEHICLE SAFETY EQUIPMENT** required in Sec. 1 includes: hydraulic service brakes on all wheels, sealed beam or halogen headlights, safety belts for all occupants, turn signals and turn signaling switch, safety glass or lexan, electric or vacuum windshield wiper located in front of the driver, standard or blue-dot tail lights; and a parking brake that operates on at least two wheels on the same axle.

**Blue Dot Tail Lights** are an artistic expression among classic car enthusiasts. There is a small (about 1/2 inch) blue piece of glass placed in the center of the much larger standard red tail light. When the taillight bulb flashes both the red and blue glass light up and may actually give other motorists a greater awareness that the custom classic vehicle is braking.

**Bumpers, Fenders, Hoods:** (Sec. 1 (b) provides an exemption to the necessity of equipping a custom classic vehicles with a bumper, fender, or hood. The custom car classic clubs of Alaska estimate there are about 8 vehicles currently in State that are without all three pieces of equipment.

**Note:** Fenders have often been the immediate citation issued for custom classic owners who have attempted to drive their vehicles. The citation in Anchorage is a violation of Municipal Code 13, AAC 04.265, entitled "Antispray Device."

Regulations requiring bumpers have twice recently been ruled not necessarily a precaution for other vehicle protection or pedestrian safety by the National Highway Traffic Safety Administration (NHTSA) (Fed. Register Vol. 56, No. 38, 2/26/91, and Vol. 40, No. 168, 8/28/84.)

**Emissions:** Custom Classic vehicles may be subject to IM tests depending on exemptions and requirements at local level. Testimony during Labor & Commerce (Ray Elleven, V.P. Midnight Sun Street Rod) noted that custom vehicles are almost never operated during the long winter months when air quality is at its worst - in fact, most vehicles are housed to protect them from the harsh winters.

Glen Nicolai (Eagle River) testified that most custom classics pass emission control tests because "engines are so carefully maintained."

Elleven also offered that most custom collector vehicles run on PCV valves. Elleven also noted most cars have turbo mufflers, legal in Alaska, for noise control.

**Insurance:** Mr. Nicholai noted insurance was fairly easy to obtain as the industry grows and because there is such a low record of claims involving custom classic vehicles. Classic owners do not leave their vehicles unattended when out in public for fear of theft, damage, etc.

**DMV REGISTRATION:** When the department (DMV) is satisfied as to the owner of a vehicle they shall make sure the custom classic has an identification number and so register with the state; the same shall apply for replica of models prior to 1949. (Sec. 2)

**SPECIAL PLATES:** Upon application DMV may issue special "custom classic" plates to those individuals who meet the requirements in Sec. 1 & 2, and who pay the \$50 fee. (Sec. 3)

**LAW ENFORCEMENT IS NEUTRAL:** The Department of Public Safety, DMV does not oppose the legislation. According to Mr. Ray Elleven (V.P. Midnight Sun Street Rod Association, 2/18/93) the Anchorage Police Department does not intend to take a position on the bill. In prior years correspondence from APD with custom car owners has always indicated it was a state matter that must be taken up with legislature. There are law enforcement officers who are members of the street rod clubs in Alaska.

**OTHER STATES:** The Street Rod Marketing Alliance (SRMA) is an advocacy group for an estimated 150,000 plus custom classic enthusiasts in the U.S. They report that:

18 states have legislation defining pre-1949 modified vehicles.

14 states have issues license plates similar to the Custom Collector Plate proposed in SSSB-47.

New Hampshire and Mississippi passed similar legislation in 1992. (SSSB-47 is patterned after New Hampshire's law.)

Similar bills are being introduced this year in Oregon, Washington, and Idaho.

**FISCAL NOTE:** Using estimates provided by classic car clubs and DPS, it is estimated about 200 custom classics are in existence in the state now and another 50 currently under construction. The Division estimates plate costs for 900 plates (best cost break) at about \$740 and another \$250 to mail 100 sets of plates for first year, total of \$7.9. Personal services (time to administer registration and handling of plates, about 3.0. Total expense: a projected \$10.9.

**Revenue:** Based on an estimate of 200 cars the first year, at \$50 per vehicle income of \$10,000 could be expected. If registration of new vehicles is greater, income would be more, accordingly.

**BILL HISTORY:** Senate L&C, 4 Do Pass, Kelly, Lincoln, Rieger, Salo  
1 No Rec. Pearce

Senate Finance: 6 Do Pass, Pearce, Frank, Kelly, Rieger,  
Kerttula, Sharp

**ATTACHMENTS:**

Sectional Analysis, Sponsor Statement DPS/Motor Vehicles  
"Position Paper", Fiscal Note, Minutes: L&C and SFC, Bill History

# SECTIONAL ANALYSIS

SSSB-47

(Kelly and Halford)

**An Act relating to equipment, registration, and identification of custom collector vehicles; effective date.**

**Section 1.** (a) Amends AS 28.05 by adding new section mandating specific vehicle equipment largely related to motoring safety.

(b) provides that the department may not require bumpers, hood, or fenders on custom vehicles.

(c) mandates no portion of suspension, steering, or chassis is to touch road surface while vehicle is being driven, even if driven on just four rims.

**Section 2.** Amends AS 28.10, adding new section providing for registration and vehicle identification number of custom collector vehicles by DMV.

**Section 3.** Amends AS 28.10.181 (Registration of unique and special vehicles) by adding new subsection permitting DMV to issue special plates for custom collector vehicles.

**Section 4.** Amends AS 28.10.421 (d) (2) by adding new annual registration fee for special plates for custom collector vehicles, \$50.

**Section 5.** Amends AS 28.40.100 (a) by adding new paragraph defining custom collector vehicle, recognized as manufactured before 1949.

**Section 6.** Effective date: January 1, 1994.

*Sectional Analysis*

# L+C MINUTES Pg. 1

CHAIRMAN TIM KELLY CALLED THE LABOR AND COMMERCE COMMITTEE MEETING TO ORDER AT 1:37 P.M.

✓ SENATOR KELLY INTRODUCED SPONSOR SUBSTITUTE FOR SENATE BILL NO. 47 (REGISTRATION/EQUIPMENT OF CUSTOM CARS). HE SAID THE BILL WAS REQUESTED BY THE ANCHORAGE MIDNIGHT SUN STREET ROD ASSOCIATION AND INVITED THE VICE-PRESIDENT OF THE ASSOCIATION, RAY ELLEVER, TO TESTIFY VIA TELECONFERENCE FROM ANCHORAGE.

NUMBER 013

MR. ELLEVER THANKED THE COMMITTEE FOR SUPPORTING LEGISLATION THAT, HE THOUGHT, ADDED TO THEIR QUALITY OF LIFE. HE GAVE BACKGROUND INFORMATION BOTH ON HIMSELF AND THE SPECIALTY OF CUSTOM CARS, OF WHICH THERE ARE ABOUT 150 THOUSAND MODIFIED PRE-49 AUTOMOBILES IN THE COUNTRY. MR. ELLEVER DESCRIBED ALL FACETS OF THE INDUSTRY GENERATED BY THE INTEREST IN MODIFIED VEHICLES. HE OUTLINED THE PROTECTION AFFORDED BY SSSB 47 TO THE DRIVERS AND THEIR CUSTOMIZED VEHICLES IN THE AREAS OF TITLING, LICENSES, REGISTRATION, AND CLUNKER ORDINANCES.

NUMBER 097

SENATOR KELLY QUESTIONED THE MAGIC OF A PRE-49 VEHICLE, AND MR. ELLEVER EXPLAINED 1948 WAS THE LAST YEAR CARS WERE MANUFACTURED WITH RUNNING BOARDS. SENATOR RIEGER ASKED HOW THE LEGISLATION WOULD ALLOW THE CUSTOM COLLECTOR VEHICLES TO STAY ON THE ROAD - LEGALLY.

NUMBER 152

MR. ELLEVER DESCRIBED MEMBERS BEING CITED FOR THE ALTERATION OF CUSTOM VEHICLE HEIGHTS AND MODERN SUSPENSION OR THE REMOVAL OF FENDERS, BUMPERS, AND HOODS. SENATOR RIEGER REFERRED TO REPLICAS AND THE FEDERAL REQUIREMENTS REGARDING BUMPERS. MR. ELLEVER SAID THESE WERE SET BY DATE OF MANUFACTURE AND BUMPER RESTRICTIONS WERE SET ABOUT 1974.

NUMBER 176

SENATOR KELLY POINTED TO THE FIRST SECTION OF THE BILL WHICH OUTLINED 8 MODERN SAFETY FEATURES THAT MUST BE ON THE CUSTOMIZED CAR AND CONSIDERED PART OF A NATIONAL DEFINITION OF A STREET ROD. SENATOR RIEGER WAS ASSURED BY MR. ELLEVER THAT BUMPER REQUIREMENTS FOR REPLICAS OF VEHICLES DESIGNED BEFORE 1949 WOULD BE LEGAL IN 1993. MR. ELLEVER EXPLAINED THERE WERE NOT MANY OLD METAL CARS AROUND, HENCE THE NEW MANUFACTURE OF OLD CARS.

# S L+C MINUTES Pg. 1

NUMBER 197

L+C

Pg. 2

SENATOR KELLY QUESTIONED THE EMISSION STANDARDS. MR. ELLEVER ANSWERED THE EMISSION STANDARDS CAME ABOUT IN 1968,

AND THEIR CARS ARE PRE-49.

SENATOR KELLY QUERIED HIS AIDE, MAX GIFFORD, ON THE FISCAL NOTES. MR. GIFFORD SUMMARIZED THE FISCAL NOTE AND A NEUTRAL POSITION FROM THE DIVISION OF MOTOR VEHICLES. HE SUGGESTED FURTHER QUESTIONS COULD BE ANSWERED BY JUANITA HENSLEY, FROM THE DIVISION OF MOTOR VEHICLES.

MS HENSLEY, CHIEF OF DRIVER SERVICES, DESCRIBED THE CONCERNS OF THE DEPARTMENT OF PUBLIC SAFETY ON SPECIAL INTEREST PLATES, WHICH MIGHT OPEN THE PROGRAM TO OTHER POTENTIAL INTEREST CLUBS THAT MIGHT WANT PLATES.

NUMBER 240

SENATOR SALO QUESTIONED THE CAR CRUSHER LAWS IN RELATION TO AIR POLLUTION AND THE NUMBER OF CUSTOM CARS THAT MIGHT BE INVOLVED. MR. ELLEVER EXPLAINED MOST OF THE CUSTOM CARS WERE PARKED DURING THE HEAVY POLLUTION WINTER MONTHS AND DRIVEN ABOUT 500 MILES DURING THE YEAR. IN ADDITION, HE SAID MOST OF THE CARS WERE RUNNING PCV VALVES. SENATOR SALO ASKED ABOUT NOISE POLLUTION, AND MR. ELLEVER MAINTAINED MOST OF THE CARS HAVE THE TURBO MUFFLER WHICH IS LEGAL.

NUMBER 264

SENATOR KELLY ASKED ABOUT THE INSURANCE ON THE CUSTOM BUILT VEHICLES, AND HE WAS TOLD GLEN NICOLAI FROM EAGLE WAS GOING TO ADDRESS INSURANCE. MR. NICOLAI EXPLAINED HE WAS A MEMBER OF BOTH STATE AND NATIONAL ASSOCIATIONS, AND HE TRACED THE INCREASE IN AVAILABILITY OF INSURANCE COVERAGE. MR. NICOLAI SAID HIS VEHICLES WERE INSURED BY STATE FARM BUT OTHER INSURANCE CARRIERS WOULD ALSO PROVIDE POLICIES AT REASONABLE RATES BECAUSE OF A LOW INCIDENCE OF CLAIMS.

NUMBER 296

MR. NICOLAI SAID THE ASSOCIATIONS DIDN'T ASK FOR ANY NOISE POLLUTION EXEMPTIONS FOR STREET RODS, AND HE EXPRESSED PRIDE IN THE CLUBS' SAFETY PROGRAMS.

SENATOR KELLY ASKED FOR THE ESTIMATED AVERAGE AGE OF THE CLUB MEMBERS, AND MR. NICOLIA SAID IT RANGED FROM THE 40'S TO THEIR OLDEST MEMBER AT AGE 73, ROSS JARDINE.

SENATOR LINCOLN ASKED FOR CLARIFICATION ON EMISSION CONTROLS IN RELATION TO THE DEFINITION IN SECTION 3 WHICH ALLOWS AN EXEMPTION FOR CUSTOM COLLECTOR VEHICLES WHOSE BODY AND FRAME WERE MANUFACTURED BEFORE 1949. MR. NICOLAI PRAISED THE CUSTOM CARS WHICH WERE ABLE TO PASS EMISSION CONTROLS BECAUSE THE ENGINES WERE SO CAREFULLY MAINTAINED.

NUMBER 357

S L+C Minutes Pg. 2

SENATOR KELLY INVITED ROSS JARDINE, THE 73 YEAR OLD CAR BUFF FROM SAND LAKE TO TESTIFY.

LHC  
Pg. 3

MR. JARDINE OUTLINED HIS PARTICIPATION IN STREET ROD BUILDING AND RIDING. HE DESCRIBED HIS 1936 FORD AND A 1933 FORD, BOTH OF WHICH ARE INSURED, IN TOP CONDITION, AND WOULD PASS ANY INSPECTION INCLUDING EMISSIONS. MR. JARDINE SAID HE WAS A MEMBER OF THE SAFETY COMMITTEE FOR HIS CLUB, AND HE LISTED ALL OF THE REQUIRED FEATURES ON HIS VEHICLES. HE DESCRIBED AN INCREASE IN CAR BUFF PARTICIPATION IN CHARITY EVENTS.

NUMBER 382

SENATOR KELLY INVITED CHARLES ALVAREZ FROM THE PENINSULA CRUISERS IN SOLDOTNA TO TESTIFY.

MR. ALVAREZ DESCRIBED THE MEMBERSHIP AND ACTIVITIES OF THE PENINSULA CRUISERS AND PITCHED FOR ADDITIONAL MEMBERS. HE PRESENTED HIS SUPPORT FOR THE LEGISLATION AND DESCRIBED THE PEER PRESSURE IN MAINTAINING SAFE AND CLEAN VEHICLES.

NUMBER 397

SENATOR RIEGER MOVED TO PASS SPONSOR SUBSTITUTE FOR SENATE BILL NO. 47 FROM COMMITTEE WITH INDIVIDUAL RECOMMENDATIONS. WITHOUT OBJECTIONS, SO ORDERED.

SENATOR KELLY INTRODUCED THE WORK DRAFT FOR CS FOR SENATE BILL NO. 44 FOR ADDITIONAL CHANGES BY THE COMMITTEE AND ASKED JOSH FINK TO WALK THE COMMITTEE THROUGH THE CHANGES AS ADOPTED IN THE 1/21/93 COMMITTEE MEETING.

NUMBER 425

MR. FINK CAREFULLY NOTED, PAGE BY PAGE, ALL OF THE CHANGES, WITH THE ADDITIONS IN YELLOW IN THE WORK DRAFT AND REVIEWED THE NOTATION REFERENCES IN THE COMMITTEE SUBSTITUTE. HE EXPLAINED THE DRAFTER MIKE ROSS HAD THE TIME AND ENERGY TO

S LHC MINUTES Pg. 3

# SFC MINUTES

## SPONSOR SUBSTITUTE FOR SENATE BILL NO. 47

An Act relating to equipment, registration, and identification of custom collector vehicles; and providing for an effective date.

Co-chair Pearce directed that SSSB 47 be brought on for discussion.

Senator Kelly, sponsor for SSSB 47, commented that the bill was not a significant bill but had to do with improving the quality of life.

End SFC-93 #16, Side 2  
Begin SFC-93 #18, Side 1

MAX GIFFORD, legislative assistant to Senator Kelly, testified that SB 47 provided that owners of custom collector vehicles must equip their vehicles with several safety devices, and provided for an exemption for bumpers, hoods and fenders. The owner may register with the Department, pay a \$50 fee and if they qualify, obtain a vehicle identification number and a special license plate. He estimated that there were approximately 200 to 250 custom cars in Alaska. He directed attention to a letter from the Midnight Sun Street Rod Association dated January 25, 1993 (copy on file), in support of SB 47. He explained the fiscal note was in the amount of \$10.9 for plate production and estimated income from the \$50 registration fee to be \$10.0.

Co-chair Pearce invited Juanita Hensley, Chief, and Jay N. Dulany, Director, Division of Motor Vehicles, Department of Public Safety to testify regarding SB 47. JAY DULANY, in answer to Senator Kerttula's question, replied it was estimated that the bill was a break-even cost for the division. Discussion followed between Senators Rieger and Kelly, Max Gifford, and Mr. Dulany regarding safety regulations for older cars.

Senator Kelly MOVED and asked for unanimous consent that SSSB 47 pass from committee with individual recommendations and the attached fiscal note. No objection being raised, SSSB 47 was REPORTED OUT of committee with a fiscal note in the amount of \$10.9 from the Dept. of Public Safety. Co-chairs Pearce and Frank, Senators Kelly, Rieger, Kerttula and Sharp signed the committee report with a "do pass" recommendation. Senator Jacko was absent and did not sign.

Recess 8:25am  
Reconvene 9:03am

## Alaska Railroad and Railroad Board Overview

Co-chair Pearce invited Mr. Robert S. Hatfield, Jr., President and CEO, Alaska Railroad Corp., Mr. Loren Lounsbury, Chairman of the Board, Alaska Railroad Corp. (ARRC), and Commissioners Paul Fuhs, DOC&ED and Frank Turpin, DOT/PF, members of the Board, to join the

SF021093, am

# SFC MINUTES

**SB**

**47**

**SFIN**

**FILE**

# SENATE FINANCE COMMITTEE REPORT

DATE: 1/27/93

FURTHER:

DATE TURNED INTO OFFICE: 2-10-93

The Finance Committee considered **SPONSOR SUBSTITUTE FOR SENATE BILL NO. 47**

"An Act relating to equipment, registration, and identification of custom collector vehicles; and providing for an effective date."

and recommends:

- replace with \_\_\_\_\_ CS \_\_\_\_\_ (FINANCE)
- or  adopt previous \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)
- attaches amendment(s)

- same title
- new title
- technical title change (HB only)

adopts \_\_\_\_\_ Letter of Intent

further referral to the \_\_\_\_\_

do pass

do not pass

no recommendation

individual recommendations

**NEW FISCAL NOTES**

Department	Date	Zero	Fiscal

**PREVIOUS FISCAL NOTES**

Department	Date	Zero	Fiscal
DPS	1-25-93		10.9

*update in analysis*

Appropriation No Fiscal Note

DO PASS.

*Tim Kelly*  
*Steve King*  
*J. Kottel*  
*Scott Sharp*

OTHER RECOMMENDATIONS:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1. *Mark Do Pass*  
 Co-Chair: Signature/Recommendation

2. *True Ligance - 10 Pass*  
 Co-Chair: Signature/Recommendation

2-10-93

SFC

# FISCAL NOTE

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

No. 1010 REPORTED OUT OF

Bill Version: SSSR 47

(S) Publish Date: 1/27/93

Revision Date: 1/25/93 Dept. Affected: Public Safety  
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 Requestor: Senator Kelly COMPONENT SERIAL NO. 502

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GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	10.9					

CAPITAL						
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REVENUE FUND SOURCE: GF 1004	10.0	.5	.5	.5	.5	.5
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TOTAL	10.9					

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ \_\_\_\_\_

ANALYSIS: (Attach a separate page if necessary.)  
 See Attached  
 Both costs and revenues are based on estimates.  
 Projected revenues essentially offset costs.

SFC 2-10-93

1/27/93

Prepared By: Charles B. Hosack Phone: 269-5559  
 Division: Motor Vehicles Date: 1-25-93  
 Approved by Commissioner: Richard L. Burton Date: 1/25/93  
 Agency: Richard L. Burton, Dept. of Public Safety

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ANALYSIS

This bill will establish a small number of special plates for a very small group of vehicle restorers. Since this is essentially a private club rather than a normal registration category, the division has no accurate numbers to estimate the number of vehicles that would qualify for this special registration. We believe that the number will be very small. For purposes of this analysis we will estimate that 200 existing vehicles will qualify for the special plates during the first year. Each year thereafter, 10 additional vehicles will be added. Due to this extremely low number, the plates will be maintained centrally in Anchorage where it is assumed that most of the registrations will exist, and the plates will be mailed to applicants residing in other areas of the state. This is much more efficient than trying to stock and account for such a low number of plates at all offices.

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## SSSB-47 (by Kelly)

An Act relating to equipment, registration, and identification  
of custom collector vehicles; effective date: 1/1/94

This bill is in response to the requests of custom collector (more commonly referred to as "street rods") vehicle owners who want the opportunity to display their classic vehicles at fairs, car shows, parades and pleasure driving. Passage of this measure permits custom car collectors, registered and licensed by the state DMV, to drive their classic vehicles without being ticketed by law enforcement agencies. The bill specifies equipment requirements, vehicle registration and identification numbers, and permits specialized plates for vehicles meeting the requirements and definition of a custom collector vehicle.

There are custom collector organizations throughout the U.S. representing more than 150,000 individuals. In Alaska, the Midnight Sun Street Rod Association of Anchorage, the Arctic Wheels of Fairbanks, and the state's largest group, the Peninsula Cruisers of the Kenai/Soldotna area together represent about 300 custom vehicle enthusiasts whose hobby is the restoration and display of custom classic vehicles.

Custom classic vehicles are cars manufactured before 1949, or a replica of a vehicle whose body and frame were manufactured before 1949, and modified for safe road use, (Sec. 5). Often times hundreds of hours and thousands of dollars are expended to restore these classic vehicles. Special insurance is needed and is available in Alaska.

The bill mandates specific vehicle equipment such as hydraulic brakes, safety belts, parking brakes, etc. (Sec. 1) before a custom classic vehicle can be registered, licensed, and driven. It provides for registration and identification with the Department of Motor Vehicles (Sec. 2). and, also provides for the issuance of "special plates" for vehicles registered with DMV as a custom collector, (Sec. 4), for a one-time plate fee of \$50.

**FISCAL NOTE:** (\$900) The Department of Motor Vehicles / Public Safety estimates income of about \$10,000, based on 200 first year (FY94) registration and licensing requests. The number of registrants could be as high as 250, raising income to about \$12,500. DMV projects expenses of about \$10,900.

**Department Position:** Public Safety/DMV does not object to this bill.

Back-up



Official Business


# Alaska State Legislature

Senator Tim Kelly

State Capitol  
Juneau, AK 99801-1182

January 26, 1993

To: Senator Drue Pearce, Chair  
Senate Finance Committee

From: Senator Tim Kelly 

Subj: Scheduling: SSSB-47. custom collector vehicles

Please consider scheduling SSSB-47, for hearing before the Finance Committee at the earliest possible convenience.

SSSB-47, was heard and moved from the Senate Labor & Commerce Committee, with teleconference testimony presented by members of the Midnight Sun Street Rod Association (Anchorage) and the Peninsula Cruisers (Kenai/Soldotna). The Committee also heard from Juanita Hensley of the Department of Public Safety, DMV, who spoke to the fiscal note and noted DPS has no objection to the bill.

Attached is an L&C bill file complete with a sponsor statement and sectional analysis, a trade publication, and written testimony from Ray Elleven of the Midnight Sun Street Rod Association. Give a call if we can provide more information.

Thank you.

# SECTIONAL ANALYSIS

## SSSB-47

(Kelly and Halford)

1-26-93

**An Act relating to equipment, registration, and identification of custom collector vehicles; effective date.**

**Section 1.** (a) Amends AS 28.05 by adding new section mandating specific vehicle equipment largely related to motoring safety.

(b) provides that the department may not require bumpers, hood, or fenders on custom vehicles.

(c) mandates no portion of suspension, steering, or chassis is to touch road surface while vehicle is being driven, even if driven on just four rims.

**Section 2.** Amends AS 28.10, adding new section providing for registration and vehicle identification number of custom collector vehicles by DMV.

**Section 3.** Amends AS 28.10.181 (Registration of unique and special vehicles) by adding new subsection permitting DMV to issue special plates for custom collector vehicles.

**Section 4.** Amends AS 28.10.421 (d) (2) by adding new annual registration fee for special plates for custom collector vehicles, \$50.

**Section 5.** Amends AS 28.40.100 (a) by adding new paragraph defining custom collector vehicle, recognized as manufactured before 1949.

**Section 6.** Effective date: January 1, 1994.



February 9, 1993

TO: Senator Drue Pearce  
Senator Steve Frank  
Senate Finance Committee  
FAX 465-3756

FROM: Wally Graham  
561-1188

SUBJECT: Senate Bill 47

As President of the Midnight Sun Street Rod Association and the appointed Alaska State Safety Inspector for the National Street Rod Association, I would like to ask for your full support this bill.

The National Street Rod Association has used their safety program for their own members for over 20 years and has proven to be a very successful program.

The program has 23 items that vehicle should have to be safe. Of these 23 items, we have deemed that bumpers, hood and fenders on cars 1948 and older have not been a necessary item.

This safety program has been well received and Oklahoma has adopted our it into their state inspection program.

Thank you for your support on this bill.



P.O. Box 92061  
Anchorage, AK 99509

February 9, 1993

TO: Senator Drue Pearce  
Senator Steve Frank  
Senate Finance Committee  
FAX 465-3756

FROM: Ray Elleven  
266-9270

SUBJECT: Senate Bill 47

As Vice President of the Midnight Sun Street Rod Association and having been in the career for the past 18 years, I want to encourage you to support Senate Bill 47.

The street rod industry is growing leaps and bounds throughout American. The Street Rod Marketing Alliance, a committee of the Specialty Equipment Market Association (SEMA), estimates there are over 150,000 modified pre-1949 automobiles in the country. This includes fiberglass reproduction automobiles.

There are magazines full of manufactures and retailers selling reproduction body parts and other components for these cars. Organizations across America sponsor outdoor automotive events open to pre-1949 automobiles only. Attendance at local events may vary from 50 to 500 cars registered while Nationally sponsored events have an average of 2,000 to 3,000 cars. The grand daddy of all events had over 13,000 registered vehicles in attendance, all of which were pre-1949 vehicles

In Alaska the sport is small, however, we are growing every year. Considering the very short season (May to Sep) we have to drive our vehicles, we estimate there are 200 pre-1949 vehicles on the road with another 50 under construction. Additionally, I know of an average of three to five vehicles per year that have been purchased outside as completed cars and brought to Alaska.

Most of the car owners belong to a car club. In Anchorage, it's the Midnight Sun Street Rod Association, in Fairbanks the Arctic Wheels and on the Kenai Peninsula it's the Peninsula Cruisers.

Page 2

Each organization supports local business by displaying cars at the business during promotions. Each club sponsors an annual indoor car show and donates the proceed to charity.

The advantages of Senate Bill 47 would be:

- \* Prevents indiscriminate citations since the enforcement officers can easily recognize our vehicles as a "Custom Collector Vehicles."

- \* Titling and registration of a vehicles without the original documents could be eased by defining a custom collector vehicle as a pre-1949 modified vehicle using original and/or reproduction component parts.

- \* Registration of a vehicle as the year it represents will assist enforcement officers in easily identifying the vehicle.

- \* Deleting optional equipment such as fenders, hoods and bumpers permit the owners to enjoy individualizing their vehicles. New Hampshire, Oregon, Pennsylvania and Washington provide for optional equipment requirements.

- \* Several states have pending "Clunker" legislation targeting pre-1971 motor vehicles as "dirty old motor" vehicles and propose removal from the road and crushing them. Should such a bill come to Alaska, identifying these vehicles as collector items will shield them from the crusher.

- \* Local Governments in the lower 48 have passed inoperative vehicle ordinances which can order the removal of motor vehicles under restoration to be impounded and crushed. This bill would protect these vehicles should such an ordinance be passed by any of our Municipalities.

Alaska is not the first state to act on legislation protecting pre-1949 modified vehicles.

- \* Eighteen States have legislation defining pre-1949 modified vehicles.

- \* Fourteen states have issued license plates similar to the Custom Collector Plate.

- \* A similar Bill passed in New Hampshire and Mississippi last year.

- \* Similar Bills are being introduced this year in Oregon, Washington and Iowa.

The sport of owning a pre-1949 modified automobile is a growing every year. To many owners, building and driving a pre-1949 modified automobile is their primary sport. Passing of Senate Bill 47 will allow us to enjoy our sport legally.

7826

Federal Register / Vol. 56, No. 38 / Tuesday, February 26, 1991 / Proposed Rules

Dated: February 20, 1991.

Paul Lapsley,  
 Director, Regulatory Management Division,  
 Office of Policy, Planning and Evaluation,  
 (FR Doc. 91-4498 Filed 2-25-91; 8:45 am)  
 BILLING CODE 4910-36-M

## DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety  
 Administration

49 CFR Part 571

Federal Motor Vehicle Safety  
 Standards: Denial of Petition for  
 Rulemaking

AGENCY: National Highway Traffic  
 Safety Administration (NHTSA), DOT.

ACTION: Denial of petition for  
 rulemaking.

**SUMMARY:** This notice denies a petition for rulemaking requesting that NHTSA establish bumper height requirements for small trucks and sport-utility vehicles. The petitioner, Dr. F. Wayne Stromeyer, stated that the bumper heights of these vehicles should be identical to those of passenger cars or that they should be equipped with underride guards. The establishment of requirements along the lines suggested by the petitioner would significantly reduce the utility of the vehicles in question. Therefore, the agency believes that such a requirement would not be reasonable, practicable or appropriate for these vehicle types. Moreover, while the agency recognizes that many of these other vehicles are manufactured with bumpers mounted somewhat higher than passenger car bumpers, it does not have evidence of any significant safety problem resulting from those differences.

**FOR FURTHER INFORMATION CONTACT:** Mr. Samuel Daniel, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590 (202-366-4921).

**SUPPLEMENTARY INFORMATION:** F. Wayne Stromeyer, M.D., petitioned this agency for rulemaking regarding bumper heights for small trucks and sport-utility vehicles. The petitioner stated that he is concerned about the lack of bumper height safety standards for these vehicles, noting that he is aware of crashes in which a sport-utility vehicle overrode the hood of a passenger car, killing or seriously injuring the occupants of the car. Dr. Stromeyer compared this to situations in which portions of cars go under the rear bumpers of large trucks, a subject which

NHTSA is currently addressing in rulemaking. The petitioner stated that he believes the bumper heights of small trucks and sport-utility vehicles should be identical to those of passenger cars or that they should be equipped with underride guards.

NHTSA has issued a bumper standard for passenger automobiles pursuant to the Motor Vehicle Information and Cost Savings Act (the Cost Savings Act) and the National Traffic and Motor Vehicle Safety Act (the Safety Act). See 49 CFR part 561. The standard establishes requirements for the impact resistance of passenger automobiles in low-speed front and rear collisions and includes a bumper height requirement.

NHTSA's bumper standard does not apply to trucks or multipurpose passenger vehicles (the category which generally includes "sport-utility vehicles"). Title I of the Cost Savings Act specifically excludes trucks from any bumper standards and allows the agency to exempt multipurpose passenger vehicles from bumper standards. While the Safety Act could be used to issue bumper standards for both of those categories of vehicles, NHTSA believes it would be inappropriate to require bumpers of these vehicles to be at the same height as those of passenger cars. These types of vehicles require greater ground clearance than passenger cars, to enable them to clear obstacles and hazards characteristic of commercial and occasional off-road operation. For the same reason, requiring underride guards on trucks and multipurpose passenger vehicles would be inappropriate. The requirement recommended by the petitioner would thus significantly reduce the utility of the vehicle types in question. Therefore, the agency believes that such a requirement would not be reasonable, practicable or appropriate for these vehicle types.

While some vehicle types clearly require greater ground clearance than passenger cars, NHTSA is aware of potential safety problems associated with vehicles whose bodies are significantly raised above their usual design height. These potential safety concerns include more intrusion to truck passenger vehicles and reduced vehicle stability and braking performance. NHTSA's safety standards, however, apply only to new vehicle manufacturers. The agency does not have the legal authority to regulate subsequent vehicle modifications by individual owners. By contrast, the states can regulate subsequent modifications much more effectively through their motor vehicle registration and inspection programs. Several states

have established requirements governing the bumper heights on all vehicles, including trucks and multipurpose passenger vehicles, which help to ensure that individual owners do not "jack up" or otherwise modify their vehicles in an unsafe manner.

Finally, while the agency recognizes that many of these other vehicles are manufactured with bumpers mounted somewhat higher than passenger car bumpers, it does not have evidence of any significant safety problem resulting from those differences. The agency analyzed data from the Fatal Accident Reporting System (FARS), which is a census of all fatal motor vehicle crashes on U.S. roads. Data from the 1989 FARS file (the latest available) indicate there were 3,842 car occupant fatalities in collisions with a light truck, van or sport utility vehicle. In none of these was underride or override reported as a cause of the car occupant fatality. Thus, the agency is not aware of any data indicating a safety problem to be addressed by the rulemaking requested by Dr. Stromeyer.

For the reasons set forth above, NHTSA denies Dr. Stromeyer's petition for rulemaking.

Issued on February 20, 1991.

Barry Felice,  
 Associate Administrator for Rulemaking,  
 (FR Doc. 91-4451 Filed 2-25-91; 8:45 am)  
 BILLING CODE 4910-36-M

49 CFR Part 571

(Docket No. 89-22; Notice 63)

RIN 2127-AA44

Flammability of Interior Materials in  
 Buses

AGENCY: National Highway Traffic  
 Safety Administration (NHTSA),  
 Department of Transportation.

ACTION: Request for comments.

**SUMMARY:** This notice requests comments on a number of issues related to flammability of buses. Additionally, the notice provides the public with information on the activities of the National Highway Traffic Safety Administration to upgrade Federal Motor Vehicle Safety Standard (FMVSS) No. 302, Flammability of Interior Materials, as it applies to large buses. More specifically, this notice provides a discussion of the comments received in response to the Advance Notice of Proposed Rulemaking (63 FR 44627) published on November 4, 1998, and a summary of the research results on school bus seating materials. Finally, the

National Highway Traffic Safety  
Administration

49 CFR Part 571

Federal Motor Vehicle Safety  
Standards; Denial of Petitions for  
Rulemaking

AGENCY: National Highway Traffic  
Safety Administration (NHTSA),  
Department of Transportation.

ACTION: Denial of petitions for  
rulemaking.

**SUMMARY:** This notice denies two petitions for rulemaking to establish safety requirements for bumpers on vehicles other than passenger cars. One of the petitions requested that the agency establish a bumper height requirement for all vehicles. The other petition requested that rear bumpers be required on pick-up trucks. The establishment of requirements along the lines suggested by the petitioners would significantly reduce the utility of the vehicle types in question. In addition, the agency does not possess data documenting a safety problem which would justify rulemaking at this time.

**FOR FURTHER INFORMATION CONTACT:** Mr. Nelson Gordy, Office of Market Incentives, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, D.C. 20590, (202-426-1740).

**SUPPLEMENTARY INFORMATION:** NHTSA has received two petitions for rulemaking to establish safety requirements for bumpers on vehicles other than passenger cars. The first petition was submitted by Mr. E.C. Frey, who requested that the agency establish a bumper height requirement for all vehicles. The petitioner stated that any bumper which exceeds the height of the normal family automobile defeats the intended purpose of the bumper and is a safety hazard.

Mr. Frey's petition cited his concern about the safety of a vehicle he had observed while driving. The vehicle in question had apparently been altered by means of a lift kit, i.e. the body of the vehicle, including the bumper, had been hoisted to a height significantly above the usual design height of such vehicles. Also included in the materials submitted by Mr. Frey was a letter written by the Insurance Institute for Highway Safety (IIHS) discussing the safety of pick-up trucks with lift kits. The IIHS letter stated that since the bumpers on such pick-up trucks are unlikely to match the heights of bumpers of many other vehicles on the highway, the ability of the bumpers to function as damage

limiting devices is negated. The IIHS letter also stated that such bumpers pose an occupant protection problem in side impacts, since a vehicle with elevated bumpers impacting the side of a passenger car will be much more likely to produce intrusion into the occupant compartment of the passenger car.

The IIHS letter also noted that while there has been a Federal bumper height requirement for passenger cars for many years, there is no requirement for other vehicles. The UHS letter stated that without such a requirement there is no guarantee that the bumpers on such vehicles as pick-up trucks, vans or utility vehicles will match the bumpers on other vehicles with which they might collide.

The second petition was submitted by Mr. Harold E. Simmons, who requested that rear bumpers be required on pick-up trucks. Mr. Simmons stated that he had recently learned that some pick-up trucks are sold without rear bumpers and that he believes this creates a significant safety hazard for the truck and all other vehicles operating in its vicinity. Mr. Simmons also stated that he believes that pick-up trucks without rear bumpers negate the bumper standard.

The purpose of the agency's bumper standard, including the bumper height requirement, is to limit the damage which occurs to vehicles in accidents. See 49 CFR Part 581. The primary safety effect of the standard is preventing damage that might cause future accidents if it goes unrepaired. For example, broken tail lamps which are not repaired may be the cause of a future accident. It should be noted that bumpers do not play a significant role in crash energy management. Therefore, neither bumper mismatch nor the absence of a rear bumper will significantly affect injury levels in a crash.

While it is conceivable that a bumper height requirement for vehicles other than passenger cars could result in some slight, non-quantifiable safety benefits relating to unrepaired damage, the agency is unaware of any data indicating any significant safety problem with the bumpers (or lack of rear bumper) or pick-up trucks, vans or utility vehicles, relating to mismatch problems, crash energy management, or side impact intrusion. Neither petitioner provided any such data.

In considering possible rulemaking, NHTSA must consider both safety issues and whether a proposed requirement would be reasonable, practicable and appropriate for the particular type of motor vehicle or item

of motor vehicle equipment for which it is prescribed. This is specifically required by section 103(f)(3) of the Safety Act.

Bumpers on vehicles other than passenger cars are typically higher than passenger car bumpers for reasons related to the use of the vehicle. Many such vehicles are used for off-road operation, which requires higher ground clearance. Use of a lift kit permits operation on particularly severe terrain. Also, the longer wheelbases of some of these vehicles necessitate higher ground clearance in order to negotiate ramps and driveways.

Similarly, the absence of rear bumpers on some pick-up trucks is related to the use of the vehicle. The absence of a rear bumper permits such things as installation of campers. Also, the absence of a rear bumper permits the rear gate to be lowered in such a way as to make loading easier.

Establishing a bumper height requirement for vehicles other than passenger cars or requiring rear bumpers on pick-up trucks would thus significantly reduce the utility of the vehicle types in question. In addition, the agency does not possess data documenting a safety problem which would justify rulemaking at this time.

For the reasons set forth above, the agency denies these two petitions.

(Secs. 103, 119 and 124, Pub. L. 808-563, 80 Stat. 7189 (15 U.S.C. 1382, 1407 and 1410a); delegations of authority at 49 CFR 1.50 and 501.6)

Issued on August 22, 1984.

Berry Fairbro,  
Associate Administrator for Rulemaking.  
(78 Fed. Reg. 54,049, 8-24-84, 49 FR 44,044)  
BILLING CODE 4910-02-0

49 CFR Part 571

(Docket No. 82-18; Notice 3)

Federal Motor Vehicle Safety  
Standards; Lamps, Reflective Devices,  
and Associate Equipment; Motorcycle  
Controls and Displays

AGENCY: National Highway Traffic  
Safety Administration (NHTSA),  
Department of Transportation.

ACTION: Notice of proposed rulemaking.

**SUMMARY:** The purpose of this notice is to propose an amendment to Safety Standard No. 108 that would allow installation of a modulating headlamp on motorcycles. Such a headlamp, whose use is currently not allowed, could improve conspicuity of a motorcycle and its operator during daylight. The proposal implements the



P.O. Box 92061  
Anchorage, AK 99509

January 25, 1993

TO: Max Gifford, Legislative Assistant  
Senator Tim Kelly  
FAX 465-3756

FROM: Ray Elleven  
266-9270

SUBJECT: Senate Bill 47

#### BACKGROUND

The street rod industry is growing leaps and bounds throughout American. The Street Rod Marketing Alliance, a committee of the Specialty Equipment Market Association (SEMA), estimates there are over 150,000 modified pre-1949 automobiles in the country. This includes fiberglass reproduction automobiles.

There are magazines full of manufactures and retailers selling reproduction body parts and other components for these cars. Organizations across America sponsor outdoor automotive events open to pre-1949 automobiles only. Attendance at local events may vary from 50 to 500 cars registered while Nationally sponsored events have an average of 2,000 to 3,000 cars. The grand daddy of all events had over 12,000 registered vehicles in attendance, all of which were pre-1949 vehicles

In Alaska the sport is small however we are growing every year. Considering the very short season (May to Sep) we have to drive our vehicles, we estimate there are 200 pre-1949 vehicles on the road with another 50 under construction. Additionally, I know of an average of three to five vehicles per year that have been purchased outside as completed cars and brought to Alaska.

Most of the car owners belong to a car club. In Anchorage, it's the Midnight Sun Street Rod Association, in Fairbanks the Arctic Wheels and on the Kenai Peninsula it's the Peninsula Cruisers. Each organization supports local business by displaying cars at the business during promotions. Each club sponsors an annual indoor car show and donates the proceed to charity.

## ADVANTAGES OF SENATE BILL 47

The advantages of Senate Bill 47 are:

- \* Indiscriminate citations would be reduced since the enforcement officers can easily recognize our vehicles as a "Custom Collector Vehicles."

- \* Titling and registration of a vehicles without the original documents could be eased by defining a custom collector vehicle as a pre-1949 modified vehicle using original and/or reproduction component parts.

- \* Registration of a vehicle as the year it represents will assist enforcement officers in easily identifying the vehicle.

- \* Deleting optional equipment such as fenders, hoods and/or bumpers permit the owners to enjoy individualizing their vehicles. New Hampshire, Oregon, Pennsylvania and Washington provide for optional equipment requirements.

- \* Several states have pending "Clunker" legislation targeting pre-1971 motor vehicles as "dirty old motor" vehicles and propose removal from the road and crushing them. Should such a bill come to Alaska, identifying these vehicles as collector items will shield them from the crusher.

- \* Local Governments in the lower 48 have passed inoperative vehicle ordinances which can order the removal of motor vehicles under restoration to be impounded and crushed. This bill would protect these vehicles should such an ordnance be passed by any of our Municipalities.

### SUMMARY

Alaska is not the first state to act on legislation protecting pre-1949 modified vehicles.

- \* Eighteen States have legislation defining pre-1949 modified vehicles.

- \* Fourteen states have issued license plates similar to the Custom Collector Plate.

- \* A similar Bill passed in New Hampshire and Mississippi last year.

- \* Similar Bills are being introduced this year in Oregon, Washington and Idaho.

The sport of owning a pre-1949 modified automobile is a growing every year. To many owners, building and driving a pre-1949 modified automobile is their primary sport. Passing of Senate Bill 47 will allow us to enjoy our sport legally.

## Street Rod Definition Trend

The trend for a street rod definition distinctive from other specialty vehicles has been demonstrated by recent flurry of legislation.

Since 1990, nine (9) states have introduced a *pre-1949 modified vehicle* definition for street rods; California '91, Idaho '91, Mississippi '92, New Hampshire '92, Pennsylvania '92, Tennessee '91, Utah '92, Virginia '90, and Wisconsin '92. All have become law and Wisconsin is reviewing this issue in their Administrative Rule process.

Twenty-one (21) states have a *pre-1949 modified vehicle* definition for street rods. Arizona, California, Colorado, Delaware, Florida, Idaho, Kansas, Kentucky, Louisiana, Maine, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, North Carolina, North Dakota, Pennsylvania, Tennessee, Utah, Virginia.

Georgia and Maryland use 30 and 25 years respectively to identify a vehicle which has been substantially modified. Illinois identifies street rods as modified or materially altered vehicles.

Eleven (11) state identify street rods as assembled (*a*) or reconstructed (*r*). Hawaii (*r*), Indiana (*a*), Nebraska (*a*), New York (*custom*), Ohio (*a*), Oregon (*r*), South Carolina (*rebuilt*), Texas (*a*), Vermont (*Type I or II*), West Virginia (*r*), and Rhode Island (*r*).

Fifteen (15) states do not have a street rod definition. Alabama, Alaska, Arkansas, Connecticut, Iowa, Massachusetts, Michigan, Montana, Nevada, New Mexico, Oklahoma, South Dakota, Washington, Wisconsin, Wyoming.

None of the ten Canadian provinces have a street rod definition. The adoption of the AAMVA model has created interest by the Canadian regulators to develop language fashioned from the AAMVA model. The Canadian Street Rod Association (CSRA) plans to introduce street rod regulatory language in Ontario, Prince Edward Island, Manitoba and British Columbia.

The trend is to distinguish *street rods* from other specialty vehicles. Besides the aforementioned eight (8) states adding definitions since 1990, street rod associations in Alaska, Iowa, Oregon (identified as rebuilt), and Washington are requesting state legislators prepare a bill to adopt the AAMVA model street rod language or some variation during 1993. Also, Wisconsin is reviewing this issue in their Administrative Rule process.

Should these additional jurisdictions add a street rod definition in 1993, then 26% of the states (13 states) will have amended their laws to identify *street rods* distinctive from other specialty vehicles since 1990.

Street Rod Definitions

## ADVANTAGES OF A STREET ROD DEFINITION

The advantages of a *street rod* definition are:

- 1) All street rods will have a specific identity with the AAMVA model definition or a variation.
  - o Several states have pending "clunker" legislation/regulation targeting pre-1971 motor vehicles as dirty old motor vehicles and propose removal from the road and crushing these vehicles. A street rod definition will identify these vehicles as collector items in an attempt to shield them from the crusher.
  - o Inoperative vehicle ordinances, at county and city levels, are mechanisms which can order the removal of motor vehicles under restoration to be impounded and crushed when these vehicles are not protected by a street rod definition.
  - o Indiscriminate citations could be reduced since the enforcement officers will easily recognize *street rod* equipment requirements from other special interest or reconstructed vehicle.
- 2) Titling and registration of vehicles without the original documents could be eased by defining a street rod as a pre-1949 modified vehicle using original and/or reproduction component parts.
- 3) According to various state patrol officials, the registration of a vehicle as a 1932 Ford 3-window coupe Street Rod assists the enforcement officers in easily identifying the vehicle and required equipment. (Enforcement officers want to identify vehicles the year they resemble).
- 4) Delineating optional street rod equipment i.e. fenders, hood, bumpers could permit all street rods to enjoy individualizing their vehicles. (i.e. New Hampshire, Oregon, Pennsylvania and Washington provide for optional equipment requirements)

# SRMA



## THE STREET ROD MARKETING ALLIANCE

### What Is SRMA?

SRMA, the Street Rod Marketing Alliance, is a committee of the Specialty Equipment Market Association (SEMA) dedicated to addressing challenges facing the street rod segment of the automotive aftermarket. Unlike other street rod associations, the SRMA is not a consumer organization. Therefore its programs are designed exclusively to benefit companies like yours.

### Who Makes Up SRMA?

All companies involved in the street rod market, be they manufacturers, dealers or builder/fabricators, are invited, and encouraged, to join the SRMA. In fact, it is critical that as many companies as possible become involved. Currently, there are nearly 200 companies (of the 2,100 companies which belong to SEMA), which support the SRMA through membership.

### What Are SRMA's Goals?

SRMA's main goal is to insure the future profitability, and viability, of street rodding. The most critical way the SRMA is achieving this goal is through efforts targeting the development of national, standardized licensing and registration procedures for street rods. The SRMA also produces a special section at the SEMA/AI Show which provides manufacturers and dealers an opportunity to establish successful business relationships. Of course, all SRMA participants will gain access to the entire menu of cost saving services and benefits available exclusively to SEMA members.

### How Do You Get Involved?

The SRMA invites all members of the street rod industry to join them in meeting their critical goals. Any company interested in supporting our efforts should contact SEMA headquarters at 714/396-0289, ext. 113.

STATE	NUMBER
ALABAMA	4,000
ALASKA	250
ARIZONA	500
ARKANSAS	1,000
CALIFORNIA	40,000
CANADA	10,000
COLORADO	5,000
CONNECTICUT	1,000
DELAWARE	250
FLORIDA	5,000
GEORGIA	2,000
HAWAII	250
IDAHO	3,200
ILLINOIS	1,000
INDIANA	5,000
IOWA	1,000
KANSAS	500
KENTUCKY	2,500
LOUISIANA	2,000
MAINE	250
MARYLAND	2,000
MASSACHUSETTS	2,500
MICHIGAN	2,400

STATE	NUMBER
MINNESOTA	2,300
MISSISSIPPI	600
MISSOURI	3,000
MONTANA	3,000
NEBRASKA	600
NEVADA	2,500
NEW HAMPSHIRE	700
NEW JERSEY	2,000
NEW MEXICO	750
NEW YORK	1,000
NORTH CAROLINA	10,000
NORTH DAKOTA	5,000
OHIO	3,500
OKLAHOMA	6,000
OREGON	5,000
PENNSYLVANIA	4,500
RHODE ISLAND	200
SOUTH CAROLINA	2,500
SOUTH DAKOTA	5,000
TENNESSEE	4,500
TEXAS	2,500
UTAH	4,500
VERMONT	1,000

STATE	NUMBER
VIRGINIA	2,000
WASHINGTON	3,000
WEST VIRGINIA	1,500
WISCONSIN	6,000
WYOMING	500
	157,850

\*\* Numbers provided by  
state street rod  
council

DLT

10019116424L INSURANCE CO.

01-25-53 12:26

3B 47  
IDAHO

# FENDER BILL! JULY 1, 1990

CENTENNIAL LEGISLATURE

THE STATE OF IDAHO

SECOND REGULAR SESSION — 1990

IN THE HOUSE OF REPRESENTATIVES

HOUSE BILL NO. 726

BY TRANSPORTATION AND DEFENSE COMMITTEE

1 AN ACT  
 2 RELATING TO FENDERS OR COVERS OVER WHEELS ON MOTOR VEHICLES; AMENDING SECTION  
 3 49-949, IDAHO CODE, TO PROVIDE AN EXCEPTION THAT MOTOR VEHICLES OPERATED  
 4 ON HIGHWAYS OF THIS STATE MUST HAVE FENDERS OR COVERS OVER ALL WHEELS.

5 Be It Enacted by the Legislature of the State of Idaho:

6 SECTION 1. That Section 49-949, Idaho Code, be, and the same is hereby  
7 amended to read as follows:

8 49-949. REQUIREMENT AS TO FENDER OR COVERS OVER ALL WHEELS ON MOTOR VEHI-  
 9 CLES. (1) It shall be unlawful for any person to operate or move or any owner  
 10 to permit to be operated or moved, any motor vehicle, truck, bus, semitrailer  
 11 or trailer, upon any highway without having the vehicle equipped with fenders  
 12 or covers which may include flaps or splash aprons, over and to the rear of  
 13 wheels, as follows:

14 (a) On the rear wheels of every truck equipped with a body, bus, trailer  
 15 or semitrailer the fenders or covers shall extend in full width from a  
 16 point above and forward of the center of the tires over and to the rear of  
 17 the wheels to a point that is not more than ten (10) inches above the sur-  
 18 face of the highway when the vehicle is empty;

19 (b) Behind the rear wheels of every truck not equipped with a body the  
 20 fenders or covers shall extend downward in full width from a point not  
 21 lower than halfway between the center of the wheels and the top of the  
 22 tires on the wheels to a point that is not more than ten (10) inches above  
 23 the surface of the highway when the vehicle is empty;

24 (c) Behind all wheels of every motor vehicle other than trucks, buses,  
 25 semitrailers, or trailers, the fenders or covers shall extend in full  
 26 width from a point above and forward of the center of the tire over and to  
 27 the rear of the wheel to a point that is not more than twenty (20) inches  
 28 above the surface of the highway;

29 (d) Fenders or covers are not required on any modified American-made  
 30 pre-1935 vehicle, or any identifiable vintage or replica thereof that is  
 31 titled as a later assembled vehicle or replica and is used for show and  
 32 pleasure use when such vehicle is used and driven only during fair weather  
 33 on well-maintained hard-surfaced roads.

34 (2) Fenders or covers, as used in subsection (1) of this section, shall  
 35 be deemed to be of sufficient size and construction as to comply with those  
 36 requirements if constructed as follows:

37 (a) When measured on the cross sections of the tread of the wheel or on  
 38 the combined cross sections of the treads of multiple wheels, the fender  
 39 or cover extends at least to each side of the width of the tire or of the  
 40 combined width of the multiple tires, as the case may be; and

41 (b) The fender or cover is constructed as to be capable at all times of  
 42 arresting and deflecting dirt, mud, water, or other substance as may be  
 43 picked up and carried by wheels;

44 (c) For school buses if the body extension behind the rear wheels exceeds  
 45 five (5) feet.

IDAHO

S. R. I.

IDAHO



**FENDER BILL  
EFFECTIVE JULY 1, 1990**



**HOUSE OF REPRESENTATIVES  
HOUSE BILL NO. 726**

By Transportation and Defense Committee

AN ACT RELATING TO FENDERS OR COVERS OVER  
WHEELS ON MOTOR VEHICLES; AMENDING SECTION 49-949,  
IDAHO CODE, TO PROVIDE AN EXCEPTION THAT MOTOR VEHICLES  
OPERATED ON HIGHWAYS OF THIS STATE MUST HAVE  
FENDERS OR COVERS OVER ALL WHEELS.

**49-949 SECTION 1: Part D**

Fenders or covers are not required on any modified American-made pre-1935 vehicle, or any identifiable vintage or replica thereof that is titled as a later assembled vehicle or replica and is used for show and pleasure use when such vehicle is used and driven only during fair weather on well-maintained hard-surfaced roads.

**HOUSE BILL NO. 593**

**49-120 DEFINITIONS**

"Street Rod" means any pre-1949 vehicle which has had a significant drive train update from a more modern vehicle. Changes may include engine, transmission, rear axle, and other suspension components. The body will be, or resemble the same as the manufacturer's original issue after its first sale after manufacture.

**UNITED STREET RODS OF IDAHO**

Boise (208) 377-0344

Twin Falls (208) 733-9109



## IDAHO STREET RODS

Idaho Code 49-120 - Definition

(24) "Street rod" means any pre-1949 vehicle which has had a significant drive train update from a more modern vehicle. Changes may include engine, transmission, rear axle and other suspension components. The body will be, or resemble, the same as the manufacturer's original issue after its first sale after manufacture.

### APPLICATION FOR IDAHO STREET ROD LICENSE

Any modernized motor vehicle manufactured prior to the year 1949, or designed and manufactured to resemble such a vehicle, and which has been certified as a Street Rod by the United Street Rods of Idaho, may be registered as a Street Rod under the provision of this section.

A Street Rod shall have all equipment in operating condition which was specifically required by law as a condition for its first sale after manufacture.

Any laws passed since 1949 on motor vehicle equipment or standards shall not apply to a Street Rod, unless the law so states.

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Vehicle Identification # \_\_\_\_\_

Current Idaho Plate \_\_\_\_\_ Title # \_\_\_\_\_

Applicant Name \_\_\_\_\_

Applicant Driver's License # \_\_\_\_\_

Mailing Address \_\_\_\_\_  
Street or Box # \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP Code \_\_\_\_\_

I certify that the above-described vehicle was manufactured prior to December 31, 1948, or was designed and manufactured to resemble such a vehicle.

Date \_\_\_\_\_ Signed \_\_\_\_\_

When your Street Rod application is approved, you will be billed for the annual registration fees that may apply, plus a one-time fee of \$10.00 for the plates. (Idaho Code 49-402 or 49-434)

# UNITED STREET RODS OF IDAHO

## REGISTRATION or RENEWAL LETTER

NEW APPLICANTS: Detach bottom portion and send to Sec./Treas. with your membership fee of \$5.00.

RENEWAL: Once again, it is that time of year - RENEWAL TIME! Please fill out the bottom portion of this letter and enclose it with your membership fee of \$5.00 per year. Your prompt response will help me get all the current year's membership records updated in the computer and printed out for the officers for our next meeting. Thank you for your help.

Your 1989-90 officers are:

PRESIDENT: Chris Jancik  
710 Mae Drive  
Twin Falls, ID 83301  
Phone: 733-9109 or 733-0015

VICE-PRESIDENT: Temp.:  
Mel Eggleston  
2165 Bruneau Dr.  
Boise, ID 83708  
Phone: 377-0344

SEC./TREAS.: Diana L. Jancik  
710 Mae Drive  
Twin Falls, ID 83301  
Phone: 733-9109

DIRECTORS: Jim Nixon  
HC 64 Box 9909  
Stanley, ID 83278  
Phone: 774-3452

Gino Raga  
11034 W. Edgehill Drive  
Boise, ID 83709  
Phone: 377-5142

We have a good inventory of T-Shirts, pins, and window stickers. Prices are as follows:

T-Shirts	-	\$5.00 each plus \$1.50 shipping
		Small, Medium, Large, and X-Large
Hat or Lapel Pins	-	\$4.00 each
Window Stickers	-	\$1.00 each

See you on the street

Secretary/Treasurer

\*\*\*\*\*

Detach here and return with \$5.00 for membership.

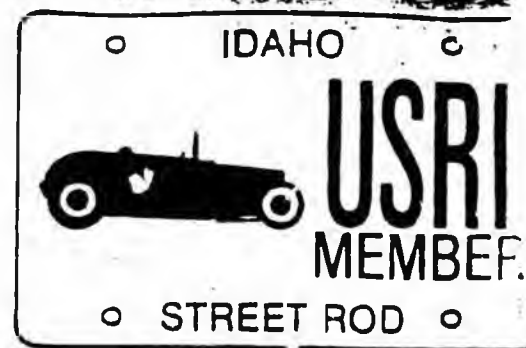
NAME: \_\_\_\_\_ MEMBERSHIP NO. \_\_\_\_\_

ADDRESS: \_\_\_\_\_ PHONE: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP \_\_\_\_\_

YEAR OF CAR: \_\_\_\_\_ MAKE: \_\_\_\_\_ BODY STYLE: \_\_\_\_\_

COMMENTS OR SUGGESTIONS:



49-408. STREET ROD. (1) Any modernized motor vehicle manufactured prior to the year 1949, or designed and manufactured to resemble such a vehicle and which has been certified as a street rod by an inspector of the United Street Rods of Idaho, may be registered as a street rod under the provisions of this section.

(2) Any street rod shall have all equipment in operating condition which was specifically required by law as a condition for its first sale after manufacture. No law requiring any particular equipment or specifying any standards to be met by motor vehicles shall apply to street rods unless it so specifically states.

(3) Upon receipt of an application on a form prescribed by the department for special street rod automobile plates, accompanied by other documentation required in this section, the department shall issue to the applicant special street rod automobile plates. The registration certificate need not specify the weight of the street rod, and the plates issued shall bear no date but shall bear the inscription "Street Rod," "Idaho," a picture of a 1929 highboy roadster, and the registration number issued for the street rod, and the plates shall be valid upon yearly renewal as long as the vehicle is in existence. The plates will be issued for the applicant's use only for the particular vehicle, and in the event of a transfer of title, the transferor must surrender the plates for the transfer.

(4) In addition to the annual operating fees prescribed in this chapter, a one (1) time fee for the plates shall be ten dollars (\$10.00).

(5) Applicants shall, along with the application for annual registration, provide satisfactory proof that the street rod and its owner are registered in the United Street Rods of Idaho, and satisfactory proof of passage of a safety inspection for the vehicle and possession of a valid national street rod association safety inspection sticker to be applied in the lower right-hand corner of the windshield of the vehicle upon which the special plates are to be displayed. The inspection may be accomplished in accordance with a safety inspection form supplied by the national street rod association, by designated national street rod association inspectors.

(6) The department has the power to revoke any registration issued under this section for cause shown for failure of the applicant to comply with the provisions of this section.

Subchapter K - STREET RODS, SPECIALLY  
CONSTRUCTED AND RECONSTRUCTED  
VEHICLES

JB 47

175.201. Application of subchapter.

The equipment standards set forth in this subchapter shall apply to all street rods, specially constructed vehicles, and reconstructed vehicles being driven on highways.

175.202. Conditions.

All parts of vehicle must comply with Subchapters E - H and J in addition to this subchapter.

175.203. Braking systems.

(a) Condition of braking systems. All braking systems and components shall be compatible and in safe operating condition as described in SS 175.80, 175.110, 175.130, 175.160, 175.190, and 175.220 (relating to inspection procedure) and this subchapter.

(b) Service brakes. Service brakes shall act on all wheels upon application and shall be capable of stopping vehicle in not more than maximum stopping distance prescribed in TABLE I. Every street rod, specially constructed vehicle, and reconstructed vehicle shall be equipped with service brake system which is identical to originally manufactured brake system; except, if original system has been modified, or street rod has rear tires wider than 9 inches, service brake system shall be of such design that rupture or failure of either front or rear brake system will not result in complete loss of braking function. Braking function may be obtained by hydraulic or other means through normal brake mechanism. In event of rupture or failure of actuating force component, unaffected brakes shall be capable of applying adequate braking force to vehicle.

(c) Refuse trucks. Vehicles reconstructed as refuse trucks and designed to be operated from an unconventional location - usually the right side of vehicle - shall be equipped with a system that prevents movement of the vehicle when operator is not at controls. This system shall engage brakes and lock transmission in neutral. This system need be operative only when vehicle is being operated from the unconventional location.

175.204. Tires.

(a) Condition of tires. All tires shall be in safe operating condition as described in Subchapters E - H and J and this subchapter.

(b) Tire width. Front tires on street rod shall have minimum width of 5 inches. If rear tires on street rod are wider than 9 inches, the vehicle shall be equipped with dual service brake system, see S 175.203 (b) (relating to braking systems).

175.205. Lighting and electrical systems.

Vehicles specified under this subchapter shall have hazard warning lamps, if so originally equipped which, under normal atmospheric conditions, shall be capable of being seen and distinguished during night time operation at distance of 500 feet. See 75 Pa. C.S. S 4303(b), (c), and (d)

(relating to general lighting requirements).

175.206. Glazing.

(a) Condition of windshield. Every windshield shall be in safe operating condition as described in SS 175.80, 175.110, 175.130, 175.160, 175.190, and 175.220 (relating to inspection procedure) and this subchapter.

(b) Requirements. Glazing shall meet following requirements:

(1) Windshields shall be no less than 7 inches in vertical height on street rods and 12 inches vertical height on reconstructed vehicles and specially constructed vehicles.

(2) Windshield and side windows or openings shall allow driver minimum outward horizontal vision capability of 90 degrees from each side of vertical plane passing through fore and aft centerline of vehicle. This range of vision may be interrupted by window framing not exceeding 2 inches in width and windshield door post support areas not exceeding 4 inches in width.

(c) Obstructions forward of the windshield. Vehicles specified under this subchapter shall have no obstruction forward of windshield which extends more than 2 inches upward into horizontally projected vision area of windshield with exception of windshield wiper components.

175.207. Mirrors.

(a) Condition of mirrors. All mirrors shall be in safe operating condition as described in inspection procedure of SS 175.80, 175.110, 175.130, 175.160, 175.190, and 175.220 (relating to inspection procedure) and this subchapter.

(b) Mirrors. Any specially constructed or reconstructed vehicle designed to be operated from unconventional location - usually right side - shall have sufficient mirrors for operator to view front and both sides and rear of vehicle for distance not less than 200 feet from any operator location.

175.208. Body.

(a) Condition of body. All items on body shall be in safe operating condition as described in SS 175.80, 175.110, 175.130, 175.160, 175.190, and 175.220 (relating to inspection procedure) and this subchapter.

(b) Fenders. Vehicles specified under this subchapter shall have fenders on all wheels which cover entire tread width of tire that comes in contact with road surface. Tire tread circumference coverage shall be from at least 15 degrees front to at least 75 degrees rear of vertical centerline at each wheel, measured from center of wheel rotation.

(c) Hood - street rods only. Street rod is required to have hood which shall cover top of entire engine compartment. Street rod engine compartment sides may remain open.

(d) Doors. A door shall be installed for any location from which a refuse truck is to be operated. If the vehicle

PENNSYLVANIA