

# MOONLIGHT SALE

2- HEPPNER GAZETTE-TIMES, Thursday, September 21, 1967

## MOONLIGHT

7-10 P.M.

### SALE

FRIDAY SEPT. 22

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## Drivers Face Changes In State Traffic Laws

Oregon's more than 1,000,000 drivers are now faced with several new traffic laws to obey including a stricter penalty for one violation, and some new and revised obligations concerning auto insurance coverage in an accident.

Although many law changes made by the 1967 Legislature took effect September 13, others become effective at varying times during the next year, according to the Department of Motor Vehicles.

One change is still nearly a year off. This change will increase the minimum financial responsibility requirements for bodily injury liability and uninsured motorists coverage from \$5,000/\$10,000 to \$10,000/\$20,000. The change will take effect July 1, 1968. To the average car owner it may mean a \$6 to \$8 increase in private insurance rates.

Another law relating to financial responsibility took effect on September 13 this year. It will require a driver without insurance, who has a traffic accident and who must file a certificate of insurance as proof of financial responsibility, to file a statement of ownership showing that the certificate covers all vehicles registered in his name, not just the one in the accident.

Among the new laws which will affect over-the-road operation of cars is a vehicle inspection law which will permit police to stop vehicles for a safety inspection on reasonable grounds.

For example, a car with one headlight broken, a cracked windshield, or a generally run down appearance, or one which has trouble stopping, could be sufficient cause (reasonable grounds) for an officer to stop it for a spot inspection of all required equipment.

**Must Pull Over**  
Slow moving vehicles also received legislative attention this

year. One law will require slow-moving vehicles on two-lane roads to pull over and permit faster moving traffic to pass. Also, when traveling outside of cities on four-lane highways, vehicles must keep in the right lane unless traveling faster than or passing other traffic. This is aimed at putting an end to two vehicles traveling side-by-side down the freeway, holding back other traffic.

As a general rule, you probably will be considered a slow-moving vehicle any time you travel slower than the normal flow of traffic and cause a string of cars to form behind you. When this happens, it's time to pull over and let faster traffic around at the first safe spot to do so.

Bicycles, parades, and pedestrians are the subject of another law that takes effect next month. This law will make it possible to restrict them from freeways when appropriate signs are posted giving notice to that effect. Pedestrians, however, will be permitted when it is necessary for them to walk on the shoulder to obtain emergency service for a disabled vehicle.

Motorcycles, which in recent years have become a bigger part of the state's motorized population, also received legislative attention this year.

### Cycles Must Use Lights

The 1967 action requires a motorcycle to use its headlight at any time it is in motion. This took effect September 13. In January, still another law aimed at motorcycle drivers and passengers will take effect. It will require them to wear a helmet which meets standards established by the Department of Motor Vehicles.

Also scheduled to take effect January 1, 1968 is another law dealing with slow moving traffic. It will not permit vehicles designed to go 25 mph or less (tractors, for example) to operate on state highways without displaying a slow moving vehicle emblem which by day is a fluorescent orange and by night shows a reflective red border. The sign has a triangular shape. The requirement for this emblem is in addition to any lighting required by law.

Another law now in effect increases the penalty for a driver who is convicted of driving on a suspended driver's license. The penalty currently is a maximum \$500 fine, or six months in jail, or both. It will double next month—\$1,000 fine, one year in jail, or both. This charge already carries a minimum stipulation of two days in jail, up on conviction.

The revised law also requires impounding a vehicle owned by a person convicted on this charge. The vehicle can be impounded from 30 to 120 days from the date of judgment and the person is liable for all expenses incurred for the removal and storage. The aim of this measure is to reduce the number of people who drive while suspended.

Still another new law will permit a driver to attempt to partially regain his driving privilege when his license has been suspended after conviction of driving under the influence of liquor or attempting to elude a police officer. The Department of Motor Vehicles may issue an occupational license only for work to persons convicted of these charges, providing it is the first offense, the convicting judge makes the recommendation, and the Department agrees with the judge's recommendation.

### Discretion Urged

The Governor has directed the DMV to use extreme discretion in issuing these work licenses and to prepare a report on the impact of the law prior to the next legislative session.

The law is aimed at reducing the number of drunken driving charges which are reduced to reckless driving because of court hesitancy to convict on a first offense when it results in a mandatory 90-day license loss. This loss often jeopardizes employment.

Changes also were made in laws concerning registration and titling of vehicles.

It should now become easier for the DMV to keep records current with a new requirement that registered owners must provide the Department with any change of address or name different than that which appears on the registration card. The notice must be filed within 30 days.

New owners also will be given more time, an increase of from 10 to 30 days, in which to file a title transfer with the Department when they purchase a car.

Finally, one new law already has taken effect and was legal for 1½ months before it became

temporarily against the law again. Confused? It's the law authorizing studded tires between October 1 and May 31. Since the law bore an emergency clause it took effect when the Governor signed it on Ap-

ril 19, but use of the tires became illegal again (and unnecessary) June 1. Hopefully, the studded tires will become legal, but not really necessary in most of Oregon, the first day of October.

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