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POLL POSITION

Races Set for Historic Election Day



A Race Like No Other

Countdown to Important Election Day

By Eric Snyder

With the 2020 presidential election in full swing, the race is shaping up to be unlike any other in recent memory. Gone are the historical norms that we have seen in past elections, especially when it comes to the way in which candidates connect with voters. In the aftermath of the 2016 presidential election, political pundits of all stripes have been trying to make sense of why their predictions were so wrong. While presidential polling numbers keep fluctuating on a daily basis, the “X” factor that will determine who controls the White House for the next four years comes down to which campaign does a better job of turning out their supporters to vote.

The showdown between President Donald J. Trump and former Vice President Joe Biden was largely sidelined before it ever got off the ground, as the nation’s attention quickly shifted to recent world events, which shuttered much of the country by mid-March. In addition to impacting nearly every facet of our personal and professional lives, health-related concerns have completely upended the presidential race, including everything from the issues that matter the most to voters to the way in which the respective candidates try to connect with the American people.

At the time of publication, neither President Trump nor Vice President Biden have been able to campaign much, as rallies and other traditional events are not an option in many areas due to restrictions on large public gatherings and even the format used to officially nominate the candidates through the Republican and Democratic National Conventions is in question. While President Trump held official White House events and briefings on nearly a daily basis to highlight his administration’s work, Vice President Biden has been largely relegated to communicating with his supporters and doing interviews from a studio in his house. However, as states continue to reopen, both candidates are likely to increase the amount of time they spend on the campaign trail, albeit in a modified way.

The winner of the 2020 presidential election will be determined based on how the candidates fare in a handful of states, including Arizona, Florida, North Carolina, Pennsylvania, Michigan and Wisconsin. The residents of these states will be targeted through the mail, online, and when they turn on their televisions as the



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candidates and outside groups will spend considerable resources to shape the outcome of the election in these battlegrounds. Additionally, President Trump and Vice President Biden will spend much of their time on the campaign trail in these six states.

For the SEMA Action Network (SAN) forces, a lot is on the line. Not only will the next president guide automotive policy at national agencies like the National Highway Transportation Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA), but he will have the power to determine which federal lands remain open for off-roading. As we’ve seen in recent years, control over these agencies can be hugely consequential.

The race for the presidency will consume the national media’s attention, although the results of the election will also have a considerable impact on who controls both houses of Congress for the next two years. Presidential elections typically bring out a higher turnout of voters, which includes many people who are more focused on what takes place at the top of the ticket and less likely to pay attention to the candidates running for the U.S. House of Representatives and Senate. Accordingly, the fate of many Republican and Democrat candidates for Congress depends on how well Trump and Biden fare in their state or congressional district.

While Republicans control the Senate by a margin of 53 to 47, they are forced to defend 21 of the 33 seats up for re-election since Republicans fared so well six years before, in

2014. Based on current projections, Republicans face an uphill battle in defending Senate seats in Arizona, Colorado, North Carolina and Maine in addition to the challenge of holding on to hotly contested races in Iowa and Georgia. Democrats will have their hands full keeping the Senate seat they hold in Alabama, and Michigan could also be a closely contested race. Meanwhile, Democrats face the challenge of protecting their majority in the House with Republicans needing to take back 19 seats to regain power.

Perhaps the most direct impact of the November ballots on automotive enthusiasts will appear at the state and local levels. Lawmakers within these ranks will be responsible for proposals affecting most issues with the biggest impact on the auto hobby. The areas of titling and emissions requirements for collector vehicles, taxes, backyard restoration projects, registration plate options, specialty parts usage, mileage fees and others all fall under the state level or with local jurisdictions. Become familiar with candidates that are vying for these local seats as much as those running for offices higher on the ticket.

Given the importance of the upcoming election, it is critically important that our hobby makes its collective voice heard by voting in November. The voter-information tool at semaSAN.com/SEMAvotes provides you with information on your state’s voting dates and deadlines. Make plans now to exercise the power of your vote!



Making the High Road: Interstate OHV Trail

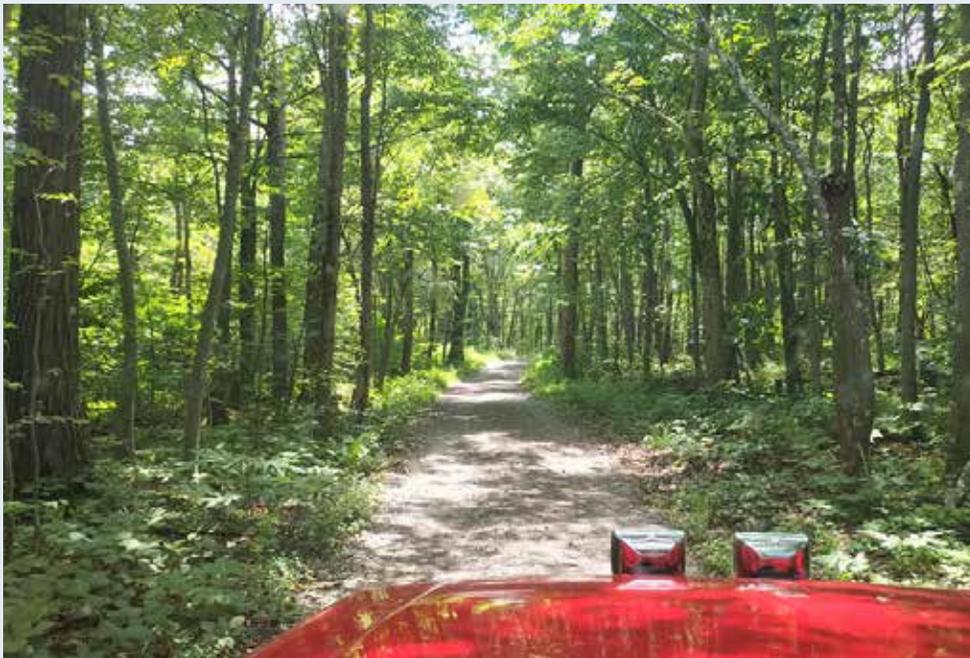
By West Virginia Delegate Gary G. Howell

Editor's note: Special thanks to Delegate Howell for appearing as this edition's guest columnist!

If recent world events have taught us anything, it is that Americans love the great outdoors. They have been flocking to our national and state parks, as well as our national and state forests, and some have been disappointed with the lack of off-highway vehicle (OHV) opportunities. Let's face it—many Americans are not in the best physical shape to do a 10-mile hike in the woods, but they can take their SUV on an OHV trail. Current challenges are showing us an opportunity for the industry to work with lawmakers and enthusiasts to create some tourism opportunities.

Many states and private concerns have created various opportunities, but there has been no cohesive plan with other states. Consider the hiking community has the Pacific Crest Trail on the West Coast and Appalachian Trail on the East Coast. Perhaps it is time for the industry, states and private landowners get together and create some semi-contiguous trails around the nation. Years ago, I had heard of people talking about an Appalachian OHV Trail to parallel the Appalachian Hiking Trail.

Seizing on that idea, in the 2020 session of the West Virginia Legislature I introduced HCR 94, a resolution calling on West Virginia and the other states near the Appalachian Hiking Trail to take a look at what they already have in OHV trails and parks, then come up with a plan to connect them. Imagine being able to drive



West Virginia Delegate Gary Howell's view through the windshield of the St. John's Rock ORV Trail in Maryland.

from Alabama or Georgia to New York or farther with a large portion off road.

Starting in the south you have private areas such as Top Trails OHV Park near Talladega, Alabama, and public areas like the U.S. Forest Service Davenport Mountain OHV Trails at Blairsville, Georgia. More U.S. Forest Service trails in the Brown Mountain OHV Trail System near

Morganton, North Carolina, and moving north into West Virginia's state-owned extensive Hatfield and McCoy Trail System. Even Maryland has the state's St. John's Rock ORV Trail located near Frostburg. These are just a few of the OHV opportunities across the Appalachians that could become part of a greater trail system. It just does not have to be the Appalachians; this could be replicated in many regions of the United States.

The industry benefits by increased opportunity, the states and local economies benefit through increased tourism opportunities, but most importantly the people benefit by getting out and enjoying what America has to offer. All that needs to happen is to get those in the industry, government and the enthusiast working together to make something like this happen. Maybe now is the time!

Editor's note: Hailing from Keyser, West Virginia, Delegate Howell is national chairman of the SAN-supported State Automotive Enthusiast Leadership Caucus. Find out if your state and federal representatives are affiliated with the hobby-friendly caucuses at semaSAN.com/StateCaucus and semaSAN.com/FederalCaucus. Locate your elected officials under the "Legislators" tab at semaSAN.com.



Friends join West Virginia Senator Mark Maynard to enjoy the Sanderson Trails in West Virginia.

Summer's Automotive Holiday Honored in Style

Collector Car Appreciation Day Tradition Upheld by Enthusiasts



On July 10, thousands paid tribute to the automobile in honor of the 11th annual Collector Car Appreciation Day (CCAD). Intended to honor the classics of the past and the future, a wide range of official events (numbering nearly 60) were held nationwide throughout the month of July to commemorate this special day. Several participants also organized virtual gatherings and online celebrations for the first time.

The celebration was designated with SEMA-requested companion resolutions introduced in the U.S. Congress by the co-chairs of the SEMA-supported Congressional Automotive Performance and Motorsports Caucus. These resolutions recognize "that the collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States."

With our hobby's holiday becoming an annual tradition, lawmakers in states, provinces, counties and cities in the United States and Canada

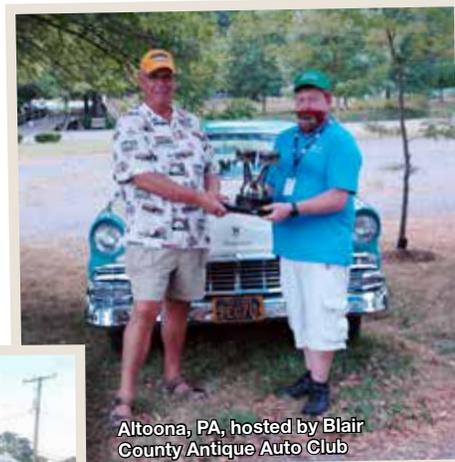
adopted their own recognitions to honor the occasion's significance in raising awareness of the vital role the automotive pastime plays in our society. In fact, the states of Louisiana, South Dakota, West Virginia and Wisconsin, as well as the Canadian provinces of British Columbia, Newfoundland and Labrador, Nova Scotia and New Brunswick adopted their own recognitions honoring the occasion.

A summary and online photo gallery of CCAD festivities are available on the SAN website at semaSAN.com/CCAD. Special thanks to everyone who made this summer's celebration a memorable one. Stay tuned for the announcement of next year's CCAD.

At the request of SEMA, the U.S. Congress introduced companion resolutions (S. Res. 650/H. Res. 998) recognizing the 11th annual CCAD as Friday, July 10.



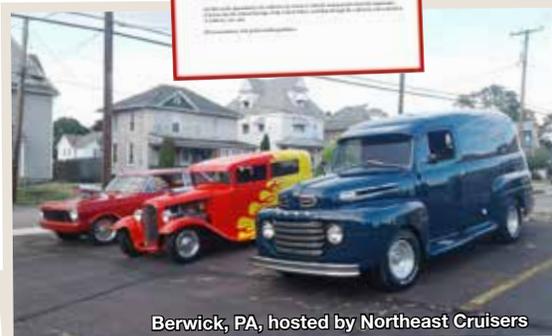
BC, Canada, hosted by Specialty Vehicle Association of British Columbia (SVABC)



Altoona, PA, hosted by Blair County Antique Auto Club



Chattanooga, TN, hosted by Coker Tire. Pictured is CEO Wade Kawasaki, SEMA Board of Directors immediate-past chair.



Berwick, PA, hosted by Northeast Cruisers



Auburn, CA, hosted by Association of California Car Clubs (ACCC)



Clovis, CA, hosted by Clovis Missionary Baptist Church



Glendale, AZ, hosted by Nancy Perry Productions



Brentwood, NH, hosted by Kustom Kings of New Hampshire



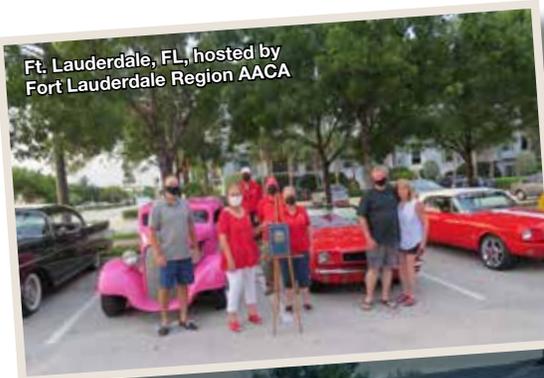
Seatuket, NY, hosted by Cadillac-LaSalle Club of Long Island



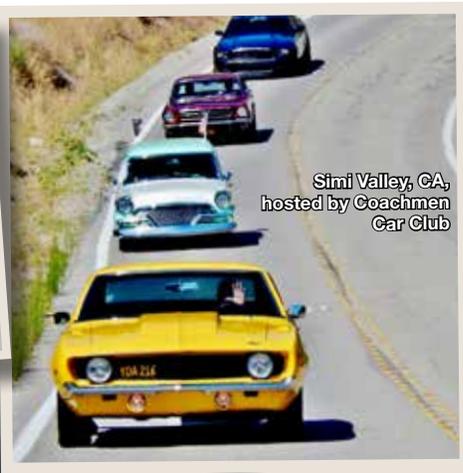
Bloomberg, PA, hosted by Bonnier Corp.



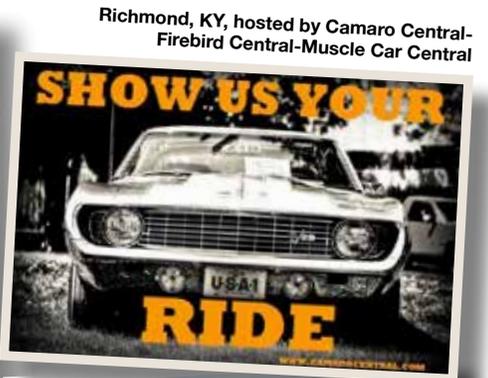
Dallas, TX, hosted by Dallas Area Classic Chevys



Ft. Lauderdale, FL, hosted by Fort Lauderdale Region AACA



Simi Valley, CA, hosted by Coachmen Car Club



Richmond, KY, hosted by Camaro Central-Firebird Central-Muscle Car Central



Goldsboro, NC, hosted by Wayne County Cruisers



Louisville, KY, hosted by Okolona Street Rods



Lake City, FL, hosted by Suwannee River Region AACA



Iola, WI, hosted by Iola Car Show



New Orleans, LA, hosted by Horseless Carriage Club of New Orleans



NL, Canada, hosted by National Association of Automobile Clubs of Canada (NAACC)



North Attleborough, MA, hosted by Doug Reinbold



Rochester, NY, hosted by Genesee Valley Region of AACA



Robinson, IL, hosted by Crawford County Collectibles



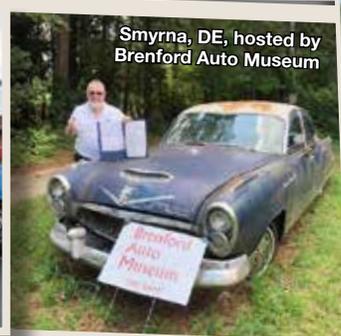
Lutherville, MD, hosted by Chesapeake Region AACA



Smithfield, VA, hosted by Daniels Performance Group



Denver, NC, hosted by Steele Rubber Products



Smyrna, DE, hosted by Brenford Auto Museum



Keyser, WV, hosted by Knobley Mountain Auto Club



Collector Car Appreciation in Mount Rushmore State

South Dakota State Representative Larry Zikmund

“South Dakota is a great place to live and I take seriously the calling to keep it great!” says Representative Larry P. Zikmund. “When I became a legislator in 2014, a friend in the state legislature encouraged me to join the SEMA-supported State Automotive Enthusiast Leadership Caucus. My answer was immediately ‘yes.’” The four-wheeled collection found in Rep. Zikmund’s garage is as unique as the vehicles of any of his fellow lawmakers in the hobby. Currently, he owns a former Army ‘46 Willys Jeep, an ‘89 Corvette T-top, two ‘93 40th Anniversary Edition Corvettes—a convertible and a T-top—as well as a ‘77 MG Midget and a ‘61 MG Roadster. “I appreciate all that SEMA is doing for our industry.”

During his time as an employee of the state of South Dakota, followed later by a position that led to serving as a lobbyist, Rep. Zikmund became interested in the workings of state government. Eventually the opportunity arose to run for the House of Representatives’ District 14 in Sioux Falls. “Public service is, to me, a way to work to improve my community and the state of South Dakota.” He serves on several session committees, including Transportation, Commerce and Energy as well as Military and Veterans Affairs.

“As a state representative, I sponsored and passed a bill for historic vehicles, including cars, pickups and motorcycles more than 30 years old,” Rep. Zikmund explains. “Those vehicles licensed with historic plates were previously only allowed to be driven to a garage for repair or driven in a parade. The bill increased the mileage the vehicles could be driven to 4,000 per year. Other related bills I sponsored were a license plate designated for women veterans and a single, rear-mounted plate only for specialty vehicles. These efforts have been very popular in South Dakota.”



Representative Larry Zikmund stands proudly with his convertible ‘93 Corvette 40th Anniversary Edition.

Rep. Zikmund has been a member of his local Shriner’s Classic Auto group and the Sioux Falls Corvette Club. Additionally, he has worked with other collector car groups in the state, as well as supporting historic motorcycles and pickups. “Many of my friends are collector car owners, including a son-in-law living in Houston who has a number of specialty vehicles.” His automotive interests led to drafting this year’s resolution to establish a Collector Car Appreciation Day in South Dakota. “In order to coordinate with collector car shows in Deadwood and a local Automania show, the date set for 2020 is August 27. An effort is in the works to have Governor Kristi Noem issue a proclamation that will show support for car enthusiasts in South Dakota.”

On behalf of our shared hobby, SAN is grateful for Rep. Zikmund’s part in his state’s recognition of summer’s automotive holiday and other efforts supporting enthusiasts. Bravo!

Photos Courtesy Shutterstock.com



Restoring Outdoor Majesty

New Law to Reduce Maintenance Backlog on Federal Lands

Congress passed and President Trump signed into law the Great American Outdoors Act (GAOA). This SAN-supported law will dedicate \$9.5 billion over the next five years to address the maintenance backlog on federal lands by creating a national parks and public land legacy restoration fund, enabling the National Park Service, the U.S. Forest Service, and several other federal agencies to rebuild and improve trails, roads, docks, campgrounds and more. The bill will also appropriate \$900 million annually to the Land and Water Conservation Fund for projects that help to protect natural areas, water resources, cultural heritage sites and to provide recreation opportunities. The GAOA will benefit SAN's off-roading community in addition to those who use RVs and boats to enjoy the nation's parks and recreation areas.

Visit semaSAN.com/Offroad for details about resources geared toward off-highway vehicle (OHV) enthusiasts.



 WEB RESERVES

Up Close and Personalized

Guide to State-By-State License Plate Requirements Enhanced

Remember when only limited options existed on what tag(s) could be displayed on your favorite ride—if any choice was offered at all? Public officials have wisely turned to alternative license plates for raising funds as personalized offerings have become popular throughout the nation. Some states have gone even further with legislative proposals to remove the requirement of a plate displayed at the front of certain vehicles. These legislatures recognize that many of the most sought-after vehicles simply weren't designed with forward-facing identification in mind. Included are a great number of classic and late-model offerings, such as musclecars, sports cars, exotics and even Tesla models.

Given the choice, the automotive community would prefer to run only a single, rear-mounted plate. Government proposals seeking such an outcome are overwhelmingly favored by enthusiasts when considered. After all,

don't these laws save states money, conserve resources and protect the aesthetic contours of collector vehicles?

As alternative plates and the laws governing them shift with time, keeping tabs on a state's current policies has never been more important. SAN fulfilled the need for a comprehensive resource after tracking and influ-

encing license-plate legislation nationwide. A refreshed and up-to-date, fully interactive map of the nation makes it quick and easy to look up each state's requirements online. A detailed compilation with supporting images is linked below that includes the latest hobby-specific plates available in each state. Details can be found at semaSAN.com/licenseplates.

Those looking to purchase or apply for a specialty plate are advised to check with their local DMV for guidance and paperwork.

There is no doubt that while individual support for single-plate bills is important, mass organization by enthusiasts is vital. We have the opportunity to impact the future of these laws, so spread the word! Encourage those you know to become informed and ready when a critical moment arises; have them enlist now at semaSAN.com. Everyone can help the cause and get involved without any cost or commitment.



As alternative plates and the laws governing them shift with time, the SAN's enhanced online guide to license-plate requirements makes it easy to keep tabs on every state's current policies.

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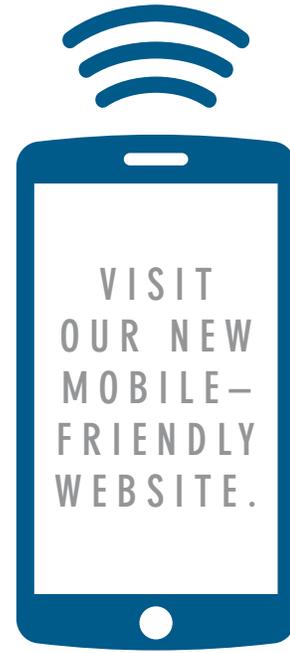


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1575 S. Valley Vista Dr.
Diamond Bar, CA 91765

