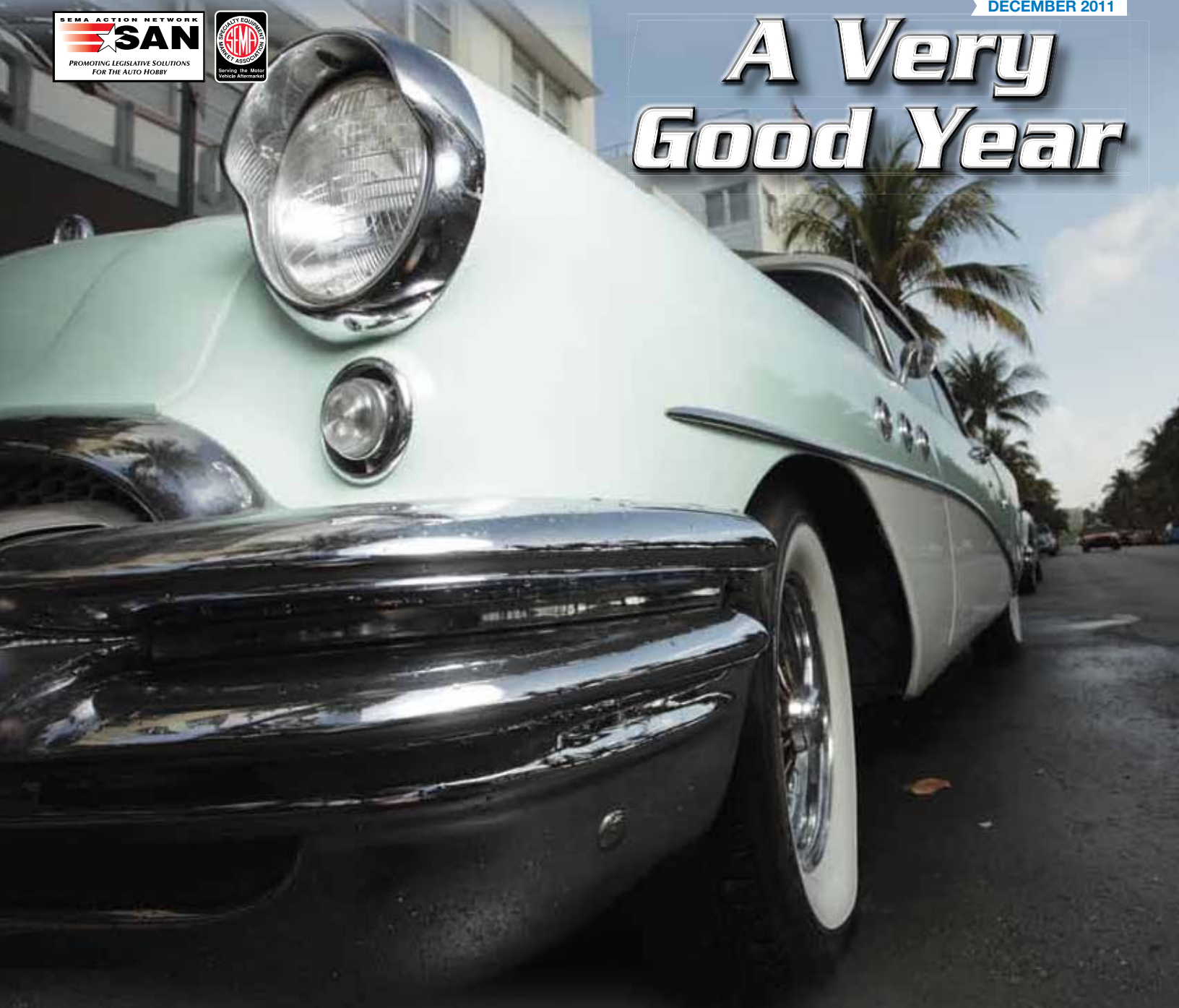


# DRIVING FORCE

DECEMBER 2011



## A Very Good Year



### SAN Confronts Challenges/Opportunities in 2011

**D**espite a prolonged economic slump in which state governments seeking to generate new sources of revenue proposed a range of new taxes and restrictions on increasingly disillusioned hobbyist car owners, 2011 again brought a series of legislative and regulatory accomplishments for the vehicle enthusiast community on a variety of issues. In its 15th year of existence and with more than 60,000 North American members, the SEMA Action Network (SAN) remains the premier organization defending the rights of vehicle enthusiasts. The

results speak for themselves. The SAN's continued pursuit of a pro-active legislative agenda again persuaded state legislators to overhaul existing statutes, create brand-new programs to safeguard and promote the automotive hobby while fending off efforts to saddle car owners with additional fees. Our successes this year once again demonstrated the benefits of active involvement and the grassroots potential of hobbyists across the country. This year-in-review issue of *Driving Force* details the battles fought and the victories won by the SAN and its dedicated following.

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## State Legislation



**ARIZONA**

**Emissions Test Exemption:** SAN-supported legislation to exempt all vehicles manufactured in the '74 model year and earlier from the state's mandatory biennial emissions inspection program was signed into law by Arizona Governor Jan Brewer. Under previous law, only vehicles manufactured in 1966 and earlier and collectibles (used primarily for hobby activities, insured under a collector car insurance policy and whose owners have registered an additional vehicle for general transportation) were exempt. The governor's signature acknowledges the relatively minimal environmental impact of older vehicles, such as the historic cars targeted for this exemption. These vehicles constitute a small portion of the vehicle fleet and are well-maintained and infrequently operated.



**ARKANSAS**

**Inoperable Vehicles:** The SAN helped defeat legislation that would have allowed cities to remove inoperable vehicles from private property if the vehicle was deemed a "nuisance" under a local ordinance. Among other things, the bill provided no reasonable safeguards for legitimate automotive hobbyists to work on inoperable collector vehicles on private property, even those located out of public view.

**Bonded Titles:** SAN-supported legislation to create a less expensive bonded title procedure for titling assembled vehicles was signed into law by Arkansas Governor Mike Beebe. The new procedure calculates the amount of the bond as equal to the value of the vehicle. Prior to the enactment of the bill, all vehicle owners applying for a bonded title had to post a bond of 1.5 times the value of the vehicle. The bill also permits assembled vehicles to be bought and sold in inoperable condition. Arkansas defines an assembled vehicle as a vehicle constructed by a collector from parts obtained from a variety of different sources on various occasions.



**COLORADO**

**Collector Vehicles:** A SAN-supported bill to reorganize and simplify the various laws dealing with collector cars was approved by the Colorado legislature and signed into law by Governor John Hickenlooper. The consolidation was supported by the Collector Car Council of Colorado, a long-time SAN member that works to promote pro-hobby legislation in the state. Reorganizing the statutes into one location in the code will help the Department of Revenue, law enforcement, county clerks and enthusiasts more easily locate and apply state law governing the titling and registration of collector vehicles.



**CONNECTICUT**

**Antique Vehicles:** SAN-opposed legislation that threatened to increase the age requirement for vehicles eligible for registration as "antique, rare or special-interest motor vehicles" died when the Connecticut Legislature adjourned for the year. The bill had been approved by the Joint Committee on Planning and Development and amended to increase the age requirement for registration as an antique to 30 years old and increase the tax assessment amount on vehicles registered as

antiques to \$2,500. Currently, vehicles 20 years old or older are eligible for antique status. Antique, rare or special-interest motor vehicles are currently assessed at a rate of \$500, and owners pay personal property taxes on that amount.



**HAWAII**

**Car Audio Equipment:** SAN-opposed legislation to ban the installation, ownership or use of any car with aftermarket speakers more than 6.5 in. in height or depth, any five-speaker aftermarket system, any aftermarket speaker more than 100 watts and any aftermarket speaker installed external to the passenger compartment or in an open hatch back was not considered this year. The measure was discriminatory toward aftermarket products, as it did not seek to limit systems installed by the original vehicle manufacturer or dealer. If enacted, the bill would have denied hobbyists the opportunity to purchase and install a range of aftermarket alternatives to original-equipment stereos.



**ILLINOIS**

**Antiques:** SAN-supported legislation to provide for an expanded-use antique vehicle registration class that would allow antique vehicles and replicas to be driven without limitation during the warmer part of the year, from April 1 through October 31 was signed into law by Governor Pat Quinn. Under the new law, expanded-use antiques are limited to traveling to and from car shows, exhibitions, servicing or demonstration during the colder months, from November 1 through March 31. Regular antique vehicle registration would still be available for a lower fee to hobbyists who would prefer only operating their vehicle on a limited-use basis throughout the year.



**IOWA**

**Ethanol:** SAN-opposed legislation in Iowa to change labeling requirements on gas pumps across the state to only require labeling for unblended gasoline and E85 was successfully defeated for the year. Current law in Iowa requires labeling when gasoline is blended with any amount of ethanol. If the bill had been enacted, it would have removed labeling requirements for ethanol blended gasoline containing 15% or less ethanol, thereby increasing the risk of misfueling and potential engine damage. Unblended gas is required to be labeled, but no guarantee was made that unblended gas would be available.



**MAINE**

**Custom Vehicles:** A SAN-supported bill to include more model year vehicles in the definition of a custom vehicle by changing the definition from 30 to 25 years old and older was signed into law by Maine Governor Paul LePage. The new law also expands the weight limit for custom vehicles, from 6,000 to 10,000 lbs. and clarifies that custom vehicles are held to special inspection criteria promulgated by the Chief of the State Police.



**MISSISSIPPI**

**Salvage/Scrap Vehicles:** Legislation requiring scrap metal processors or car parts dealers to transfer a vehicle plate and title to the state's Department of Revenue has been signed by Governor Haley Barbour. The new rules allow scrap metal and parts dealers to submit an affidavit for a vehicle 10 years or older in place of the title if necessary. In addition, the bill

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## SEMA Action Network Streamlines Website to Help You Protect Your Passion

In 1997, the SAN was created with the goal of protecting every niche of the automotive hobby against unfair laws and regulations. Since its inception, SAN has seen the coming of a new digital era in which SAN members rely heavily on e-mail, social networking, and the World Wide Web to access information. To keep pace with these changes, SAN has streamlined its website, [www.semasan.com](http://www.semasan.com), to make it easier than ever for SAN members to find the information they need to help protect their passion.

"No other organization brings such a comprehensive set of tools and resources directly to hobbyist's computers," said SEMA Vice President of Government Affairs Steve McDonald. "Our intent with the new website design was to make these resources more easily accessible to the thousands of vehicle enthusiasts who rely on the SAN daily for updates on threats and opportunities facing the hobby."

Resources featured on the streamlined [www.semasan.com](http://www.semasan.com) include:

- Up-to-the minute action alerts with bill information, speaking points and legislator contact information.
- Archived breaking news items for a comprehensive overview of SAN efforts.
- Digital copies of the SAN's award-winning monthly legislative newsletter—*Driving Force*.
- State-by-state tracked legislation.
- Guidance on federal and state issues, including land use, warranty denial, emissions inspections, ethanol, scrappage and much more.
- "Tag & Title Toolbox"—a one-stop shop for state resources listing each state's specialty vehicle definitions, registration and titling provisions, forms, inspection criteria and other requirements and exemptions.
- Printable pro-hobby model legislation crafted by the SAN staff.
- Information on legislators who support the automotive hobby through the Congressional Automotive Performance and Motorsports Caucus and the State Automotive Enthusiast Leadership Caucus.
- An automated tool for identifying and contacting your federal, state and local representatives.
- A guide to lobbying your elected officials.

In its 15-year history, the effect of the SAN on shaping government policy has been enormous. Thanks to you, the SAN has successfully enacted street rod and custom vehicle (including kit cars and replicas) registration and titling laws in 22 states; protected classic vehicles waiting to be restored on private property from confiscation; defended enthusiasts' right to use more durable aftermarket exhaust systems; junked state-level "Cash for Clunkers" legislation; advocated to ensure public lands remain open to responsible off-road recreation; and enacted legislation to lower taxes and fees for hobbyist vehicles, among many other things.

If you aren't already a member, enlist now in this fellowship of auto enthusiasts. Join the SAN at [www.SEMASAN.com](http://www.SEMASAN.com).



## HEY, THAT'S MY CAR!

### 300,000 Miles and Going Strong

#### 1957 Chevrolet 210

**Owner:** Marty and Geri Bilecki,  
Morris, Illinois

When we acquired our '57 Chevrolet 210 four-door sedan in November of 1995, the car had 210,000 miles on the odometer and we were the fifth owners. The Chevy had its original six-cylinder 235ci engine which was rated at 140 hp. The vehicle also had the original BBL carburetor, oil bath air cleaner, two-speed PG transmission and rearend. Even the heater and AM radio were originals. Since we purchased the car, we have replaced the chrome and most of the glass, excluding the rear windshield and rear portholes. In addition, the car was repainted from the



original Tropical Turquoise and India Ivory to Canyon Coral and India Ivory. In recent years the car has completed two round trips from Chicago to Los Angeles and averages about 22 miles per gallon on 87-octane fuel. We are proud to drive and exhibit all of our cars that were made in the United States during the dynamic '50s and are still running strong today.



*Have your car or truck featured in a future issue of Driving Force. Submit your high-resolution photos online at [www.semasan.com](http://www.semasan.com)*

## Put SAN on Your Mailing List!

We'd like to know what's going on with SEMA Action Network clubs and enthusiasts across the country; what charity events you're involved in; when and where the rod runs, car shows, trail rides, rallies and tech meetings are held; and what legislative and regulatory issues concern club members and individual enthusiasts.

One of the best ways to keep us abreast of what's going on and what's important to the vehicle hobbies nationwide is for us to receive your club newsletters and updates. Please consider placing SEMA on your mailing list. Send correspondence to: SEMA Action Network, 1317 F St., N.W., Ste. 500, Washington, D.C. 20004-1105. You can also e-mail the SAN at [gregd@sema.org](mailto:gregd@sema.org).

## A Very Good Year

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prohibits the removal of a vehicle from private property without the consent of the vehicle owner or property owner. A vehicle may be towed from private property without the owner's consent only if authorized by local, state or federal law.



### NEBRASKA

**Ethanol:** Persuaded by the opposition of SAN, legislation to remove labeling requirements on pumps dispensing ethanol-blended gasoline has been "indefinitely postponed" in Nebraska. Current law in Nebraska requires labeling when gasoline contains 1% or more alcohol, including labels for pumps dispensing E10. The bill would have made it impossible for enthusiasts to know whether the gasoline they put into their vehicles contained any ethanol, making unintentional misfueling and engine damage more likely. This bill, or similar measures dealing with ethanol labeling, could be revived in the 2012 legislative session. The SAN maintains that you have a right to know what blend of ethanol you are putting in your older collector cars.

**Parts Cars:** Nebraska Governor Dave Heineman signed into law a bill to redefine parts cars and make such vehicles easier to transfer. Prior to the bill's enactment, Nebraska required a certificate of title when transferring any vehicle. The new law, effective immediately, allows for parts cars to be transferred using a bill of sale issued by the DMV. Parts vehicles eligible to be transferred using only a bill of sale under the new provisions include vehicles for which title has been surrendered due to the vehicle being destroyed, dismantled or scrapped or for which title has been surrendered to another state or an insurance company to render it fit for sale for scrap parts.



### NEVADA

**Emissions Exemption:** SAN-supported legislation to exempt classic vehicles and classic rods from emissions inspections if owners pay a one-time \$6 fee and submit a certification that their vehicle will not be driven more than 5,000 miles per year was signed into law by Governor Brian Sandoval. Under previous law, classic rods and classic vehicles were subject to a 2,500-mile-per-year limit to qualify for an emissions exemption and had to pass an initial two-speed idle emissions inspection to qualify. Also, each year the owners of classic rods and classic vehicles were required to certify that their vehicles had not been driven more than 2,500 miles during the previous year and the certification had to be verified by a DMV emissions technician. Under the new law, the initial emissions inspection will no longer be required.



### NEW YORK

**Collector Car Appreciation Day:** The New York State Assembly approved a resolution to memorialize July 8, 2011, as Collector Car Appreciation Day in the state of New York, in conjunction with National Collector Car Appreciation Day. The effort was sponsored by New York Assemblymember Bill Reilich, who has served the automotive hobbyist community for the past four years as national chairman of the State Automotive Enthusiast Leadership Caucus. Earlier in the year, at SEMA's request, U.S. Senators John Tester (D-MT) and Richard Burr (R-NC) introduced and the Senate approved Resolution 154 (S. Res. 154), officially designating July 8, 2011, as "National Collector Car Appreciation Day."



### NORTH CAROLINA

**Ethanol:** SAN-supported legislation requiring ethanol content labels on all pumps that dispense ethanol-blended gasoline has been signed into law by North Carolina Governor Bev Perdue. The new law requires these labels to indicate that the gasoline contains 10% or less ethanol or greater than 10% ethanol. Previously, retailers operating pumps dispensing ethanol-blended gasoline were not required to post labels regarding ethanol content. Many products on the market, including older cars, special-interest collector vehicles and historic vehicles, use materials that are incompatible with ethanol.



### NORTH DAKOTA

**Vehicle Modifications:** As a result of the opposition mounted by SAN, legislation that threatened to prohibit the modification of any motor vehicle that altered the manufacturer's original suspension, steering or brake system unless the state highway patrol issued an inspection certificate has been amended to remove those restrictions. The amended bill, signed into law, now only provides for a study of the state's transportation laws to be conducted between the 2011 and 2012 legislative sessions.



### OKLAHOMA

**Rebodied Vehicles:** SAN-supported legislation to provide for certificates of title to be issued for "rebodied" vehicles has been signed into law by Oklahoma Governor Mary Fallin. Under the new law, a rebodied vehicle is defined as a vehicle which has been assembled using a new body or new major component part, which must be identical to the body or major component part used on the original vehicle. The law also requires that a new body or major component part that is used to assemble a rebodied vehicle to be licensed by the manufacturer of the original vehicle. Other original, new or reconditioned parts may also be used. Titles issued to rebodied vehicles will identify the year, make and model of the originally manufactured vehicle and include a notation that states: "This vehicle has been assembled with new major components licensed by the original manufacturer." Upon application, the Oklahoma Tax Commissioner will assign each rebodied vehicle a new vehicle identification number (VIN).

**Racing:** Legislation to allow municipalities to issue permits for sanctioned motor-vehicle racing events on public streets and highways within its geographical jurisdiction has been signed into law by Oklahoma Governor Mary Fallin. Introduced as the "Municipal Motor Vehicle Racing Act," the new law promotes legal racing in Oklahoma, boosts the state's tourism sector and streamlines the process for race promoters to obtain a racing event permit. An exemption from regulations governing "public or private nuisances," including noise limits, is also provided for in the new law. To obtain a permit, the racing event must be sanctioned by a nationally or internationally recognized racing organization.



### OREGON

**Exhaust Systems:** At the insistence of SAN, the sponsor of legislation that would have banned the sale of certain new motor-vehicle exhaust systems withdrew the measure from further consideration. The bill would have prohibited the sale of exhaust systems and exhaust system components that cause motor vehicles to produce noise exceeding certain noise limits. Under the bill, noise limits specified in rules adopted by the Environmental Quality Commission would have been used to determine

which systems would be permitted or banned. However, in 1991, the Environmental Quality Commission terminated its noise-control program and no noise-testing procedure is currently in place. The bill would have led to significant confusion regarding compliance and enforcement.

**Suspension/Tire Alterations:** A SAN-opposed bill that would have severely limited vehicle suspension, body lift and wheel/tire alterations died without committee consideration. Specifically, the measure sought to ban vehicles whose bumpers were elevated more than 3 in. over the original manufactured bumper clearance. Among other things, the bill discriminated against hobbyists and aftermarket parts makers by leaving it solely to the vehicle manufacturers to choose bumper heights, would have forced owners of modified vehicles to spend large sums of money to re-install original components and would have banned useful alterations that provide adequate clearance for on-/off-road capability and accommodate heavy loads, larger tires, improved suspension and water-fording capability. The bill also would have imposed a fine of up to \$360 per offense for vehicles that exceed the 3-in. clearance requirement.



#### TENNESSEE

**Emissions Tests:** SAN-supported legislation to exempt vehicles more than 25 years old from the state's annual emissions inspection and maintenance program was signed into law by Tennessee Governor Bill Haslam. To qualify for the exemption, these vehicles must be registered as "antique motor vehicles." Antique vehicles are defined as more than 25 years old with a non-modified engine and body that is used for club activities, exhibits, tours, parades and similar uses as a collector's item; on the highways for the purpose of selling, testing the operation of, or obtaining repairs or maintenance; and for general transportation on Saturday and Sunday. Previous law in Tennessee only exempted vehicles manufactured before the '75 model year from emissions inspection. The new law provides for a rolling emissions inspection exemption that would exempt qualifying antique vehicles upon enactment and would pick up an additional model year for each year the law is in effect.



#### TEXAS

**Street Rods/Customs:** After an effort that stretched into two legislative sessions, SAN-model legislation to create a vehicle registration classification for street rods and custom vehicles (including kit cars and replicas) and provide for special license plates was signed into law by Governor Rick Perry. Slated to go into effect on September 1, 2011, the new law defines a street rod as an altered vehicle manufactured before 1949 and a custom as an altered vehicle at least 25 years old and manufactured after 1948. The law also allows for the use of non-original materials and creates a titling and registration criterion that assigns these vehicles the same model-year designation as the production vehicle they most closely resemble. In addition, the law only holds street rods, customs and replicas to the equipment standards specified by law during the model year listed on the title and exempts them from the state's emissions inspection program.



#### UTAH

**Vintage Vehicles:** SAN-supported legislation to allow vehicles 30 years old and older to be classified as "vintage vehicles" was signed into law by Utah Governor Gary Herbert. Under previous law, Utah reserved the "vintage vehicle" class only to vehicles 40 years old and older. Under the new law, "vintage vehicles" 30–40 years old would be charged a \$45 annual

registration fee. When the vehicle reaches 40 years old, the registrant would pay a one-time \$40 fee. Vintage vehicles are exempted from annual emissions and safety inspections. Utah exempts vehicles manufactured prior to 1968 from emissions inspections. Vehicles manufactured after that date must be registered as "vintage vehicles" or "customs" to qualify for this exemption.



#### WASHINGTON

**Street Rods/Customs:** SAN-model legislation to create a vehicle titling and registration classification for street rods and custom vehicles was signed into law by Washington State Governor Chris Gregoire. The bill defines a street rod as an altered vehicle manufactured before 1949 and a custom as an altered vehicle at least 30 years old and manufactured after 1948. Kit cars and replica vehicles will be assigned a certificate of title bearing the same model-year designation as the production vehicle they most closely resemble.

**Collector Vehicles:** Legislation that originally sought to increase the age requirement for vehicles eligible for registration as "collector vehicles" was signed into law by Washington State Governor Christine Gregoire. Under the new law, which was amended under pressure from the SAN, vehicles seeking registration as collector vehicles and the one-time registration fee would still only be required to be at least 30 years old—not 40 years old as the original bill required. The law also deletes provisions that would have created penalties for violating the limited-use provisions. However, the measure still requires the Department of Licensing to establish a method for law enforcement to readily access collector vehicle information using the collector vehicle's plate number, which will aid in ensuring a plate is being used on its properly assigned vehicle.

**State Registration Fees:** SAN-opposed legislation to require annual renewal fees for collector vehicle and horseless carriage license plates was defeated. Under the bill, the initial \$35 license plate fee for these vehicles would have remained and a new annual \$30 renewal fee would have been added. Under Washington law, a collector vehicle is any motor vehicle that is more than 30 years old, while a horseless carriage is defined as a vehicle that is more than 40 years old.



#### WEST VIRGINIA

**Exhaust Noise:** A bill to provide that the noise from a motor-vehicle exhaust system that has been deemed "disturbing or unreasonably loud" constitutes the crime of disturbing the peace was defeated. The SAN opposed the bill because it did not supply law enforcement with an enforcement standard, allowing for subjective judgments on whether an exhaust system was "disturbing or unreasonably loud." The bill also would have made it difficult for hobbyists to replace factory exhaust systems with more durable, better-performing options. Under the bill, violators could have been fined up to \$1,000 per occurrence, jailed for six months or both.



#### WYOMING

**Vehicle Titles:** A SAN-supported bill to ease the burden on hobbyists by providing an exemption from bonded title requirements has been signed into law by Governor Matt Mead. By allowing enthusiasts to title vehicles being restored for personal use without posting bond, the exemption reduces costs associated with titling hobby vehicles when an original title was never issued or can no longer be located. The new law

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## A Very Good Year

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allows restorers to title their completed works by submitting an affidavit of vehicle ownership, a notarized bill of sale, a written statement of the value of the vehicle (based on a national appraisal guide or appraisal performed by a dealer) and a VIN inspection. To prevent abuse of the new procedure, titles issued under this procedure will not be transferable for the first 180 days after issuance.

## State Regulations



WISCONSIN

**Imported Collector Cars:** The Wisconsin Department of Transportation has officially withdrawn its proposal to prohibit the registration of imported vehicles manufactured after 1967 that do not meet Federal Motor Vehicle Safety Standards (FMVSS). SAN opposed the proposal. U.S. law specifically exempts imported vehicles that are 25 years old and older from these safety standards. The Department of

Transportation proposal offered no such reasonable exemption. The regulation would only have permitted the continued registration of subject vehicles that are already legally registered in Wisconsin, but only until they are transferred to a new owner. Among other things, the proposal failed to recognize the fact that collector vehicles are overwhelmingly well-maintained and infrequently driven, was inconsistent with federal law and would prohibit the registration of vehicles coming in from other states that have already been proven safe on U.S. roads.

## Federal Legislation



### 2011 Collector Car Appreciation Day:

The second annual Collector Car Appreciation Day (CCAD) was held on July 8, serving to focus attention on the vital role automotive restoration and collection plays in American society. Business owners, car clubs and individuals are encouraged to organize events to help celebrate the day, which totaled more than 200 events this year. A list of CCAD events is posted on the SAN website: [www.semasan.com](http://www.semasan.com). For the second year in a row, the Senate passed a Resolution (S. Res. 154) recognizing CCAD and designating the date. The Resolutions have been introduced by Senator Jon Tester (D-MT) and Senator Richard Burr (R-NC) at the request of SEMA and its Automotive Restoration Market Organization (ARMO) and Hot Rod Industry Alliance (HRIA) Councils.

**Wilderness:** The SAN joined a number of other organizations representing the off-road industry and enthusiasts to support legislation that would release 42 million acres of land from a wilderness designation. The lands have been set aside as “wilderness study areas” or “inventoried roadless areas.” The “wilderness” designation is consequential since no mechanized activity is permitted on lands so designated. Following extensive reviews, the U.S. Bureau of Land Management and the U.S. Forest Service have identified the 42 million acres as not suitable as wilderness. The agencies would be directed to manage the lands for multiple uses.

## Federal Regulations



**Bonneville Salt Flats (BSF):** The SAN is working with other “Save the Salt” Coalition members to require the replenishment of salt removed from the BSF by an adjoining potash mining operation. The land is controlled by the U.S. Bureau of Land Management (BLM). The Coalition is seeking a requirement that the current mine operator pump salt back onto the BSF during the winter months as was done by the previous mine owner during a 1997–2002 prototype replenishment program. The BLM will release an environmental assessment in the near future that will specify the protections to be undertaken. The Coalition

is working to include a “mass balance” requirement (replace salt in the same amount as removed). Toward that goal, the Coalition has launched a grassroots support effort that includes a website ([www.savethesalt.org](http://www.savethesalt.org)), a congressional outreach campaign, a collaboration with other organizations in the racing, off-road and historic preservation communities, and media articles in various publications, including *Hot Rod* and other Source Interlink Media magazines and *The Wall Street Journal*.



**Ethanol:** Earlier this year, the U.S. Environmental Protection Agency (EPA) approved the sale of E15 for vehicles made in model year '01 or later. The EPA also made it illegal to fuel pre-model-year-'01 vehicles with E15 but placed the burden on the motorist not to misfuel the vehicle. The EPA agreed with the

SAN that the corrosive effects associated with E15 posed a risk to these vehicles. Several lawsuits have been filed to overturn the EPA's decision to allow the sale of E15. It may take months or years to resolve the suits. Gas stations cannot offer E15 until the EPA finalizes a national rule covering E15 gas-pump warning labels. The rule has recently been issued and will likely become part of the lawsuits. The SAN has joined a number of other organizations in opposing the EPA decisions along with state actions to repeal mandates that gas pumps have labels for ethanol content below 15%, a topic currently subject to state law. The SAN and its coalition members want consumers to know what they are putting in their gas tank.

**Wilderness:** The U.S. Department of the Interior has withdrawn its controversial “wild lands” policy, which directed lands with potential wilderness qualities to be managed as wilderness. The SAN joined with a number of other organizations to oppose the program, implemented last December by the U.S. Bureau of Land Management, since it usurps the exclusive authority of Congress to designate “wilderness.” The BLM manages more than 250 million acres across the western United States and Alaska, 22% of which already has the wilderness designation. Under the wild lands program, the BLM was directed to review its inventory in search of more wild lands. Program opponents noted that it did not take into account input from local communities and elected officials on how the lands should be managed, such as permitting multiple uses that provide jobs and economic benefits.

## DECEMBER 2011 SAN CLUB EVENTS

### CALIFORNIA

#### December 4, Pomona

Pomona Swap Meet and Car Show  
Sponsor: George Cross and Sons  
Info: [www.pomonaswapmeet.com/spectator/general\\_admission.php](http://www.pomonaswapmeet.com/spectator/general_admission.php)

#### December 8–10, Death Valley

1st Annual Winter Car Festival  
Sponsor: Muscle Cars of America  
Info: [www.musclegcarsofamerica.com/car\\_show.php](http://www.musclegcarsofamerica.com/car_show.php) or 702/987-3226

### FLORIDA

#### December 3, Orlando

Great Maitland Muscle Car Show  
Sponsor: Orlando Bowtie Club  
Info: 407/617-4201 or [tarasnova@yahoo.com](mailto:tarasnova@yahoo.com)

#### December 10, Longwood

Downtown Longwood Cruise In  
Sponsor: Orlando Bowtie Club  
Info: [www.orlandobowtieclub.com](http://www.orlandobowtieclub.com) or [tarasnova@yahoo.com](mailto:tarasnova@yahoo.com)

#### December 10, Tampa

Christmas Wish Car Show  
Sponsor: High Rollers Car Club  
Info: [www.hr-carclub.com](http://www.hr-carclub.com) or 813/294-7803

#### December 17, Lake Park

First Amendment Meet and Compete  
Sponsor: First Amendment Car Club  
Info: [signguymick@live.com](mailto:signguymick@live.com) or 561/215-1069

### GEORGIA

#### December 10, Columbus

6th Annual Christmas for Kidz Car Show  
Sponsor: Columbus City Stangs  
Info: 706/566-5390 or [silverone03@yahoo.com](mailto:silverone03@yahoo.com)

### LOUISIANA

#### December 30–January 1, New Orleans

1st Annual Sugar Bowl Classic Car Fest  
Sponsor: New Orleans Classic Car  
Info: [www.nocarfest.com/index.html](http://www.nocarfest.com/index.html) or 504/228-2147

### MARYLAND

#### December 3–4, Timonium

22nd East Coast Indoor Nationals  
Sponsor: Street Cars of Desire  
Info: [www.eastcoastindoornats.com/info.html](http://www.eastcoastindoornats.com/info.html)

## UPCOMING JANUARY 2012 SAN CLUB EVENTS

### ARIZONA

#### January 19–21, Phoenix

Century of the Open Road  
Sponsor: Lambda Car Club  
Info: 602/524-8329 or [auctionweekend@azgaycar.com](mailto:auctionweekend@azgaycar.com)

### FLORIDA

#### January 21, Ft. Lauderdale

Reflections in Glass XXIX  
Sponsor: America's Corvette Club  
Info: [americascorvetteclub@yahoo.com](mailto:americascorvetteclub@yahoo.com) or 954/610-5158

### LOUISIANA

#### January 6–7, New Orleans

1st Annual Bowl Championship Series Car Fest  
Sponsor: New Orleans Classic Car  
Info: [www.nocarfest.com/index.html](http://www.nocarfest.com/index.html) or 504/228-2147

#### January 27–29, New Orleans

World of Wheels  
Sponsor: O'Reilly Auto Parts  
Info: [www.autorama.com/casi/show/neworleans.php](http://www.autorama.com/casi/show/neworleans.php)

### MICHIGAN

#### January 13–14, Detroit

Detroit Region Invitational  
Sponsor: Lambda Car Club  
Info: [info@LCCDetroit.org](mailto:info@LCCDetroit.org) or <http://lccdetroit.org/invitational>

### OHIO

#### January 13–15, Cincinnati

Cavalcade of Customs  
Sponsor: Federated Auto Parts  
Info: [www.autorama.com/casi/show/spectator/cincinnati.php](http://www.autorama.com/casi/show/spectator/cincinnati.php)

### PENNSYLVANIA

#### January 27–29, Pittsburgh

World of Wheels  
Sponsor: Summit Racing  
Info: [www.autorama.com/casi/show/pittsburgh.php](http://www.autorama.com/casi/show/pittsburgh.php)

### TEXAS

#### January 27–29, McAllen

McAllen International Car Fest  
Sponsor: South Texas Mustang Club  
Info: 956/681-3800 or [www.mcallencarfest.com/content/contact.html](http://www.mcallencarfest.com/content/contact.html)

## CAUCUS CORNER

### SEMA Show 2011 – State Automotive Enthusiast Leadership Caucus Dinner



Members of the State Automotive Enthusiast Leadership Caucus gathered again this past November to meet with SAN staff and enjoy the 2011 SEMA Show in Las Vegas. From top row left: Representative Terry Calloway (Kansas), Assemblyman Richard Carrillo (Nevada), Assemblyman Curt Hagman (California), Representative Gordon Hendrick (Montana), Assemblyman John Ocegüera (Nevada), Senator Andy Sanborn (New Hampshire), Assemblyman Kevin Jeffries (California), Senator Ted Gaines (California). Bottom row from left: Senator Mark Manendo (Nevada), Representative Elaine Bowers (Kansas), Representative Nancy McLain (Arizona), Representative Gail Finney (Kansas), Senator Mo Denis (Nevada), Assemblyman Tony Mendoza (California), Representative Joe Pitre (New Hampshire), Representative Laurie Sanborn (New Hampshire), Senator Peter Bragdon (New Hampshire), Delegate Gary Howell (West Virginia).

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**CLUB SPOTLIGHT**

**A Friend in Need...**

**Students From Northeast Texas Community College Rally for a Good Cause**

The student club at Northeast Texas Community College's Carroll Shelby Automotive Technology Program hosted a "Friends of Ron Hillman Benefit Cruise-In Movie Night" this past summer. More than \$5,000 was raised to benefit Ron Hillman, Director of the NTCC Shelby Auto Tech Program, who is awaiting a liver transplant.

The club hosted owners of all makes and models of vehicles for an evening of family fun and entertainment. In addition to the cruise-in and movie, live music was provided by Rock and Roll Revival. The event also featured a silent auction, which included items signed by Carroll Shelby himself. For a fee of \$25, Shelby Auto Tech students performed "dyno runs" to provide diagnostics on vehicle performance.

The Shelby club extends a warm "thank you" to the individuals and businesses that helped make the evening a success.



Pictured at the event (from left) are: Dr. Brad Johnson, Kevin Rose, Ann Hillman, Ron Hillman, Keith Fennimore, Mark Stephens, Bobby Moore, Mac McLaughlin and Travis Floyd.

[www.semasan.com](http://www.semasan.com)

Club Spotlight

Caucus Corner

December 2011 SAN Club Events

Hey, That's My Car!

Your Passion

SEMA Action Network Streamlines  
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A Very Good Year

**INSIDE**

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DECEMBER 2011

**DRIVING FORCE**