

DRIVING FORCE

JANUARY 2006



Coming to a State Near You!

SEMA's Street Rod/Custom Vehicle bill on the move in 2006

Colorado, Florida, New Hampshire, Virginia and Wyoming are among the states whose legislators are considering introducing street rod and custom vehicle titling and registration legislation in 2006. The SEMA model bill was written to counter outdated and convoluted registration laws and provide unique titling classifications for these popular vehicles.

The bill provides for special license plates and exempts rods and customs from periodic inspections and emissions tests. It also provides for the use of non-original materials and requires an initial safety inspection based on criteria established in part by the local hobbyist community. Under the legislation, replica vehicles are assigned the same model-year designation as the production vehicle they most closely resemble.

In 2005, car hobbyists scored a major victory when SEMA's model bill was enacted into law in Montana and Maine. The bill was previously enacted in Rhode Island, Missouri and Illinois. The Missouri measure also exempted all vehicles 26-years old and older from emissions inspections. The 26-year rolling emissions test exemption replaced a law which only exempted vehicles manufactured prior to the 1971 model year.

The SEMA model bill also stipulates that vehicles titled and registered as street rods and custom vehicles may only be used for occasional transportation, exhibitions, club activities, parades, tours, etc. and not for general daily transportation. The model bill is the product of consultation with the Hot Rod Industry Alliance (HRIA), local police departments, regulators and hobbyists.

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California Officials Publish Smog Policy for Hot Rods, Kits

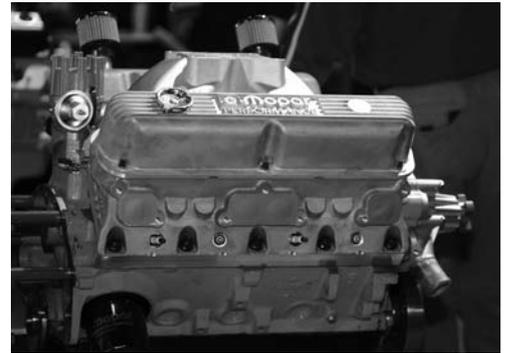
For the past year, SEMA has been working with appropriate agencies to dispel rumors and misunderstandings regarding California's vehicle registration and titling process so that specially constructed vehicles, including certain street rods, kit cars and replicas, can become properly registered, titled and emissions certified in the state. As a result of the ongoing discussions with SEMA, the California Bureau of Automotive Repair (BAR) has published its policy for Smog Check certification for specially constructed vehicles. Under the BAR policy, the emissions controls of specially constructed vehicles are determined by one of two separate processes: (1) based on what the vehicle body or engine most resembles, or (2) model year or configuration of the engine installed.

In the first case, under the provisions of the Specially Constructed Vehicle Emission Control Program (commonly known as California Senate Bill 100), a smog test referee compares the vehicle to those of the era that the vehicle most closely resembles to determine its model year. The vehicle's owner can then choose whether the inspector will certify the vehicle per the year of the body or the engine. If there is no close resemblance, the vehicle is classified as a 1960 model year. However, the Senate Bill 100 registration program is limited to the first 500 applications for registrations of specially constructed vehicles submitted to DMV per year that meet the criteria. DMV doesn't categorize the vehicles into SB100 or not; the applicant does that.

In the second case, for specially constructed vehicles without a Senate Bill 100 sequence number, the only emissions controls required are those used when the engine was originally manufactured. For example, a Cobra kit-car using a 1968 351C Ford V8 would require all emissions equipment originally required for that model year engine. A dune buggy upgraded with a '91 L79 TPI GM V8 would require all emissions equipment used on that engine. More generally, if a configuration precedes 1966, no exhaust emissions controls would be required. If the configuration precedes 1961, no PCV system would be required. If a range of model years applies to any particular engine configuration, vehicle owners will have the option to select the model year of emissions controls to be used. Further, according to the BAR, new and rebuilt "crate" engines fall into this "range of model years" category. As an example in this category, the use of a Chevrolet 5.7L ZZ4 V8 engine in a replica of a '32 Ford roadster would require emissions equipment found on the first 5.7L engines used in '67. Finally, in some instances, vehicle owners may be required to provide engine information to aid in the identification and inspection process.

Currently, the Department of Motor Vehicles (DMV) registers "Specially Constructed Vehicles," which are by definition built for private use, from a kit or some combination of new and used parts. The DMV does not assign a model year to these cars. Rather, the vehicle is assigned the year in which the application for registration is submitted to DMV. A "Specially Constructed Vehicle" application submitted to DMV today would not have a model year, but would have 2005 assigned as an asterisk year [*YR 2005]. However, this designation does not relate to the emission control

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National Park Service Releases Draft Plan on OHV Use

The National Park Service (NPS) has released proposed changes to its management policies that regulate off-highway vehicle (OHV) use within the park system. The management policies serve as a virtual handbook for park superintendents and other park officials. The NPS considered revising their policies after receiving criticism from Congressional Republicans who stated that NPS had shifted to far in favor of conservation, at the expense of public access.



The SAN has urged Federal agencies to not adopt "one-size-fits-all" land access policies and allow for increased involvement by state and local officials and the off-road community in the decision making process.

In regards to OHV access, the proposed language closely mirrors existing policies in stating "routes and areas may be designated for off-road motor vehicle use by special regulation within national recreation areas, national seashores, national lakeshores, and national preserves, and then only when determined to be an appropriate use. Consistent with the executive orders and the Organic Act, park managers must immediately close a designated off-road vehicle route whenever the use is causing or will cause unacceptable impacts." The SAN supports this proposal given its directive to allow individual park officials to use public input and available scientific data to resolve access issues.

Copies of the proposed changes can be downloaded on the NPS website at: <http://parkplanning.nps.gov/projectHome.cfm?projectId=13746>. The public comment period on the proposed changes runs through January 19, 2006.

Endangered Desert Plant May No Longer Threaten Off-Roaders

The U.S. Fish and Wildlife Service (FWS) will consider removing the Peirson's milk-vetch plant from the Endangered Species list. The plant, which is found only in portions of the Algodones Dunes in California's Imperial Valley, has been at the center of legal battles for a number of years. The so-called Imperial Sand Dunes Recreation Area (ISDRA) is managed by the U.S. Bureau of Land Management (BLM) and is a popular destination for off-highway vehicle (OHV) recreation. Access to large portions of the 160,000 acres site has been restricted in order to protect the plant.

The American Sand Association (ASA), the Off-Road Business Association (ORBA) and other OHV groups have repeatedly questioned the government's contention that the plant is threatened by OHV activity, or is even an endangered species. The groups initially petitioned FWS to delist the Peirson's milk-vetch in 2001; however the agency ruled that at the time the plant still warranted protection. In their most recent petition the groups assert that four years of additional data collection show that there are more milk-vetch plants than in 2001 and that the plant's reproductive capacity is stable and strong enough to warrant delisting. The groups also cited a BLM report which stated that only an estimated 0.3% of the plants showed evidence of OHV damage. The FWS will initiate a yearlong status review, after which the agency could propose that the plant be delisted.

The controversy surrounding the status of the Peirson's milk-vetch highlights the need to reform the Endangered Species Act (ESA). Enacted in 1973, the ESA has saved only 10 species out of 1,800 listings. Meanwhile, millions of acres of land have been closed with more set-asides in the works. The SAN supports legislation before Congress that calls for increased local involvement and the use

of best scientific data in determining the status of a species.

The FWS regional office in Carlsbad, California is accepting public comments on the plant's status until January 30, 2006.



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requirements for the vehicle. The DMV's website has a detailed explanation of the process for registering "Specially Constructed Vehicles" (<http://www.dmv.ca.gov/vr/spcnsreg.htm>). The website provides general emission control information and also outlines the previously mentioned Specially Constructed Vehicle Emission Control Program (Senate Bill 100 program). Consumers with questions regarding the Smog Check program may contact the Department of Consumer Affairs' Consumer Information Center at 800/952-5210.

"For too long, misunderstanding of California's complex vehicle registration laws has created confusion among state hobbyists," said SEMA Vice President of Government Affairs Steve McDonald. "Certain hobbyist vehicles, including those that could be classified as specially constructed, may be erroneously titled or registered. Consequently, owners may have

paid reduced registration fees and avoided emissions testing requirements. BAR's documented policy for specially constructed vehicles should help clear the way for the many owners who fail to receive one of the 500 yearly Senate Bill 100 sequence numbers to properly title, register and smog check these vehicles."

SEMA has also been actively pursuing a solution that provides these vehicle owners a reasonable period of time to voluntarily retitle their vehicles and pay appropriate fees. The California Legislature will consider legislation to provide amnesty from prosecution to vehicle owners who have mistitled or misvalued their vehicles. This bill will likely be considered in the 2006 legislative session. In the meantime, SEMA has vowed to work with all relevant parties to consider alternative approaches to protect vehicle owners who voluntarily reregister their vehicles, pay appropriate fees and fulfill BAR emissions requirements.

For a copy of the BAR document, please contact the SAN at 202/783-6007, ext. 38, or by e-mail at benb@sema.org.

Coming To a State Near You

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“We are extremely gratified by the number of states that are seeking to recognize street rods and customs as distinct classes of vehicles,” said SEMA Vice President, Government Affairs Steve McDonald. “Of extreme interest to these states and of huge benefit to hobbyists is that the model bill also includes qualifying replicas and kit cars in these specialty vehicle titling and registration classifications.”

Newly Introduced Legislation

Note: The following state bills are not laws. They were recently introduced and are currently under consideration by the respective state legislatures:

ANTIQUA/HISTORICAL VEHICLES

Illinois SB 2126: Exempts vehicles 25 years and older from inspection. Currently, those of a 1967 model year or before are exempted.

EQUIPMENT

Michigan SB 902: Regulates the use of information obtained from motor vehicle data event recorders.

Michigan SB 903: Prohibits requiring the installation of, or using the data received from, a motor vehicle event data recorder to establish eligibility for premiums for automobile insurance.

Michigan SB 904: Prohibits the use of information gathered from a motor vehicle data event recorder for the purposes of establishing criminal liability under certain circumstances.

Michigan SB 905: Prohibits the use of information obtained from a motor vehicle event data recorder in a civil action.

New Hampshire LSR 2120: Requires vehicles to have a useable spare tire.

MISCELLANEOUS

New Hampshire LSR 2121: Prohibits the use of hand held mobile phones by drivers.

New York SB 6001: Requires persons performing routine vehicle services for compensation, like oil changes, to register as motor vehicle repair shops.

SCRAPPAGE

Kentucky BR 306: Makes property owners liable for all fees if a lien has been attached to their property by a local governing body, including fees related to permitting a public nuisance.

Michigan SB 889: Authorizes township boards to establish administrative hearings bureau to impose sanctions for blight violations. Blight violations may include vehicle abandonment, inoperable vehicles, vehicle impoundment.

VEHICLE EMISSIONS

Pennsylvania SB 1025: Provides that the Department of Environmental Protection shall not adopt the low emission vehicle standard established by the State of California.

“The model bill will continue to be pursued by SEMA in years to come in states that either don't have registration classifications for these vehicles or have laws that are lacking in some way,” McDonald added.

Anyone interested in reviewing the model bill or obtaining information on how to pursue a plan to enact the model into law in their state, should contact Steve McDonald at stevem@sema.org. A copy of the bill can also be downloaded from the SAN website at www.semasan.com.



Hey, That's
My Car!

Pint Sized Punch

1964 Austin Mini Van

Owner: Paul Saulnier
Holliston, Massachusetts



My son Phil found a 1964 Austin minivan for sale on the Internet and was

bidding high before I even knew about it. He arranged to have it imported from Wales and after six months of confusion and delays it finally arrived. During that time, we played out possible alternatives, from pure restoration to radical custom and decided on the “rod” option with moderate body mods. It also had to have the modern comforts such as heat and air conditioning.

Drivetrain: Chevy 350ci, 427 hp (rear-mounted, tied to tubular steel chassis and roll cage)
Porsche G5050 5 speed transaxle (inverted and converted to side shift)

Brakes and Suspension: Fiero coilover performance struts
Metro 8.4” 4-pot calipers (front)
Rear disc brakes

Wheels: Custom 13” Minilites (front)
15” 5-bolt Minilites (rear)

Interior: Dakota Digital instrumentation (mounted in custom all-steel dash), Flaming River tilt steering column, 13” X-Force steering wheel, shift knob and emergency brake handle, Fiero seats, cut down 6” and reupholstered

Body: Extensive body modifications including: Suicide doors, Front-hinged hood with remote power opener, power windows and door latches, rolled rear pan with screened vents, frenched headlights, parking lights, taillights and third, brake light, DuPont Hot Hues 3 stage pearl paint and Wheelie bars



***MOVING? HAVE A NEW E-MAIL ADDRESS?
IS DRIVING FORCE BEING SENT TO AN OLD
ADDRESS?***



If you answered "YES" to any of these questions, please provide the following information to continue receiving the latest information from the SEMA Action Network

You can also fill out this form online at our website at www.semasan.com

NAME _____

CLUB / ORGANIZATION _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ FAX _____

To receive timely action alerts regarding legislative and regulatory initiative in your state, please provide your e-mail address.

E-MAIL _____

**ALTERNATE
E-MAIL** _____

CLUB WEBSITE _____

How would you classify your car or interest in the hobby?

- | | | |
|--|--|-------------------------------------|
| <input type="checkbox"/> 4x4/Off-Road | <input type="checkbox"/> Light Truck | <input type="checkbox"/> Street Rod |
| <input type="checkbox"/> Antique/Classic | <input type="checkbox"/> Lowrider/Mini Truck | <input type="checkbox"/> Other |
| <input type="checkbox"/> Custom/Kit/Replicas | <input type="checkbox"/> Muscle | _____ |
| <input type="checkbox"/> Late Model | <input type="checkbox"/> Sport Compact | |

Number of members in your club? _____



PLEASE COMPLETE AND MAIL OR FAX TO:

JASON TOLLESON
SEMA ACTION NETWORK
1317 F ST. NW, SUITE 500
WASHINGTON, D.C. 20004

FAX: 202/783-6024

JANUARY 2006 SAN CLUB EVENTS

ARIZONA

January 13-15, Lake Havasu City

Buses by the Bridge X
Information: ww.busesbythebridge.com

January 21, Tubac

12th Annual Car Show
Sponsor: Santa Cruz Valley Car Nuts
Information: www.carnuts.org or
520/648-7029

January 26-29, Scottsdale

35th Annual Scottsdale Collector Car
Auction and Show
Information: www.kruse.com or
800/968-4444

CALIFORNIA

December 30-January 1, Blythe

Resolutions '06
Information: www.resoshow.com or
909/590-0785

January 7, Stockton

Circle Track Trade Show and Swap Meet
Information: 209/982-4309

January 13-15, Grass Valley

24th Winter Fun Festival
Sponsor: California Association of 4WD
Clubs Inc.
Information: www.cal4wheel.com or
530/878-1414

January 13-15, San Francisco

6th Annual San Francisco Rod, Custom
and Motorcycle Show
Information: www.rpprodinc.com

January 15, Alameda

Auto and Motorcycle Swap Meet
Information: 510/522-2316

January 20-22, Pomona

57th Annual Grand National
Roadster Show
Information: www.hotrodshows.com

January 28-29, Turlock

40th Annual Swap Meet
Sponsor: MAFCA, Modesto Area A's
Information: www.turlockswapmeet.com
or 209/571-1232

FLORIDA

January 14, Lake Worth

6th Annual Fords and Friends Meet
Sponsor: Early Ford V-8 Club, Palm
Beach Region
Information: horizon5@bellsouth.net or
800/330-1004

GEORGIA

January 14-15, Cordele

Afterthoughts Show and Shine
Sponsor: Afterthoughts
Information: groundeds12@aol.com

ILLINOIS

January 8, Countryside

35th Annual Super Swap
Sponsor: Model A Restorer's Club,
Calumet Region
Information: www.thechatteronline.com,
www.thechatteronline.com or
708/331-0643

January 22, St. Charles

29th Annual Auto Parts Swap Meet
Sponsor: Waukegan Chapter IL Region
AACA
Information: 815/356-7749

MASSACHUSETTS

January 21-22, W. Springfield

30th Annual Autoparts Swap 'n Sell
(indoor)
Information: 860/871-6376

OREGON

January 15, Canby

30th Hi-Performance Auto Swap Meet
Sponsor: NW Drag Racing Association
Information: 503/644-5707

January 22-23, Salem

18th Custom/Classic Car Show
Information: 541/485-0995

WASHINGTON

January 14, Seattle

Harvest of Toys
Information: charlieo@foxinternet.net or
253/863-6211

January 21-22, Longview

NW Motorsports Expo and Swap Meet
Information: 360/749-2507

Check out these early February 2006 events

CALIFORNIA

February 4-5, Orange

Annual Packards International Show
and Swap Meet
Sponsor: Packards International
Motor Car Club
Information: 714/541-8431

February 5, Palmetto

17th Annual Vintage Wheels Car
and Truck Show
Information: 941/792-1819

Attention Car Clubs, Event Organizers and Enthusiasts!

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: Jason Tolleson, SEMA, 1317 F Street, N.W., Suite 500, Washington, D.C. 20004-1105. Or by e-mail at jasont@sema.org.

SEMA Government Relations Office

Vice President of Government Affairs
Steve McDonald

Director of Federal Government Affairs
Stuart Gosswein

Government and Public Affairs Manager
Jason Tolleson

Research Coordinator
Ben Burdick

Technical Consultant
Frank Bohanan

Editorial Director
Matthew Pearson

Editor
Jason Tolleson

1317 F St., NW, Ste. 500
Washington, D.C. 20004-1105
202/783-6007
Fax: 202/783-6024

*For more legislative and regulatory information, check out the SEMA Action Network website:
www.semasan.com*

HOW LAWS IMPACT THE AUTO HOBBY...

...AND WHAT YOU CAN DO ABOUT IT!

SEMA ACTION NETWORK
SAN
PROMOTING LEGISLATIVE SOLUTIONS FOR THE AUTO HOBBY

www.semasan.com

Help Spread the Word!

Does your club host an annual car show? Do you want to help get others involved in working to protect this hobby? If you answered "Yes" to both of these questions then you can help by letting your fellow enthusiasts know about the SEMA Action Network (SAN) by including information about the SAN in your show goodie bags.

A recently reprinted SAN brochure provides valuable information on some of the ongoing opportunities and threats that face the auto hobby. The brochure also highlights the importance of developing an ongoing positive relationship with your state and local officials.

It's quite simple. The more people that get their hands on this information, the more people that actively participate, the more successful we will be in protecting this hobby.

For more information, or to request brochures for your club's upcoming show, please contact Jason Tolleson at jasont@sema.org or by phone at 202/783-6007, ext. 39.

(Please contact the SAN at least 6 weeks prior to the show to ensure timely delivery of the brochures.)

www.semasan.com

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Off-Road News

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