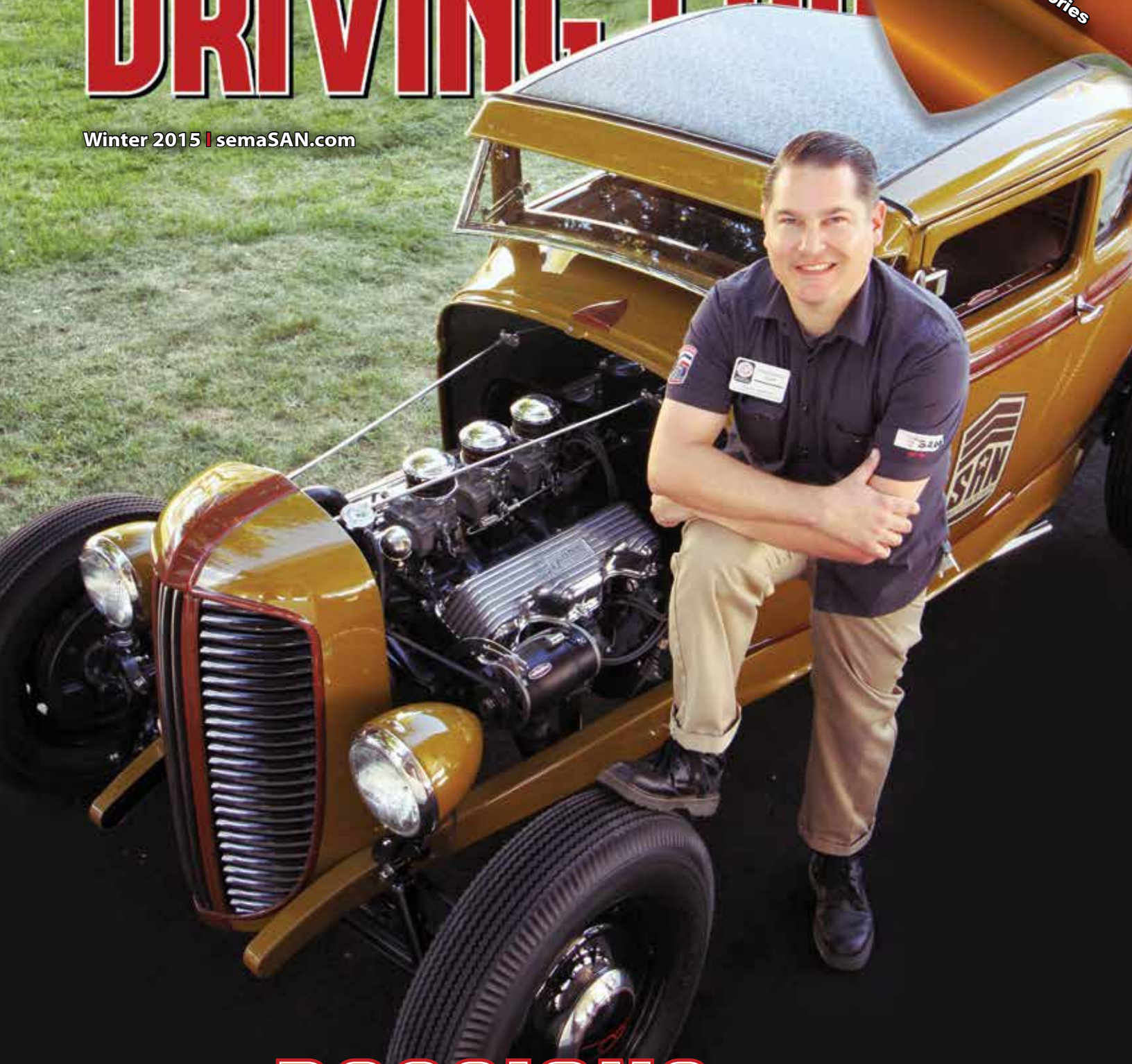


Legislators Liven Las Vegas • Social Media Spotlight

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INSIDE:
Recap of 2015
Legislative Victories



WHEN PASSIONS CONVERGE

Car Hobby Roots Come Full Circle

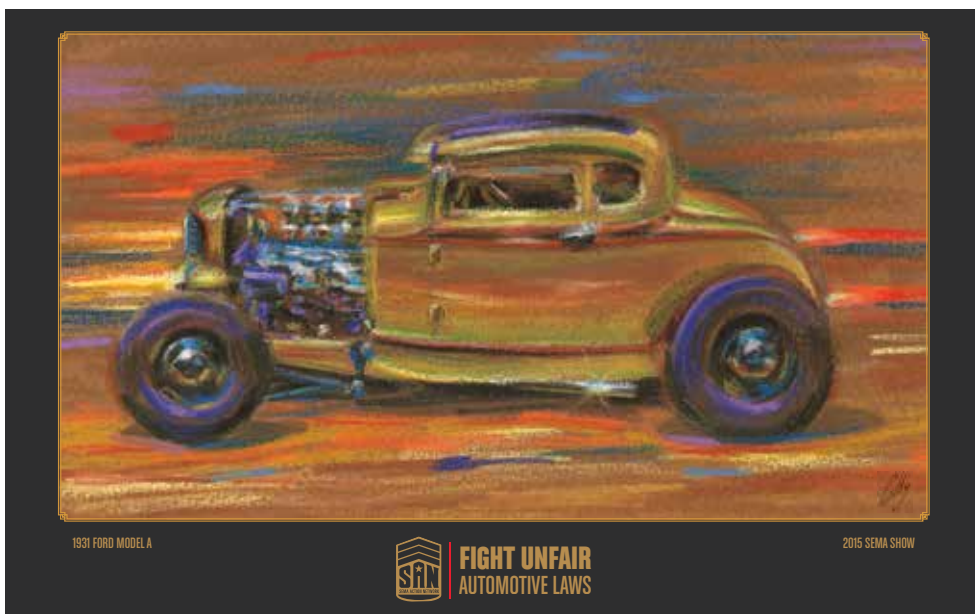
Car Enthusiast Turned Legislative Advocate... and Spreading the Word

By Colby Martin

Like most car enthusiasts, I don't recall a time when I wasn't into cars. Mastering the form of a chopped hot rod coupe through drawing became an obsession early on. Owning one seemed nearly impossible. At an early age, I wondered if I could earn a living using these interests as assets. The results have proven unique.

School brought many interesting subjects, none of which could match my art classes—where hot rods were favorite subjects. Local car shows gave me a chance to showcase my illustrations publicly and design commercially. In college, I began freelancing for the automotive specialty-equipment industry.

While employed by the renowned SO-CAL Speed Shop in 2002, I purchased a chopped '31 Ford Model A. *Driving Force* readers might recall seeing an in-progress photo of the hot rod on the February 2012 cover. The project began with a vintage dropped I-beam front axle that I had acquired while in high school. My father, Al Martin, bought a MIG welder and other metalworking tools as the project developed. The '58 348ci Chevy engine, Muncie M-21 four-speed transmission and '39 Ford Deluxe coupe dashboard were donated by friends. From there, we spent our spare time collecting parts and



This limited-edition poster was given out at the SAN's 2015 SEMA Show display. The piece featured my illustration of the newly finished '31 Ford Model A as well as background information on the build.

hand-crafting the coupe in my dad's garage over the next 13 years. The finished product made its debut at the 2015 SEMA Show at the SEMA Action Network's (SAN) exhibit space, as depicted on the cover of this very newsletter. It stood as a visual symbol of the types of vehicles and equipment that many jurisdictions seek to restrict and regulate.

The outpouring of excitement and accolades for the car by Show attendees was absolutely gratifying and humbling for my family and me.

It's appropriate that the '31 should have its first public exposure through the SAN. I began supporting the advocacy group early in my 11-year career at SEMA. In fact, a pencil



Built in my dad's driveway over the course of 13 years, my "dream car" recently debuted at the 2015 SEMA Show proudly flying the SAN's markings.

drawing of mine appeared on the first SAN T-shirt! When given the opportunity to lead the SAN in late 2011, my decision to accept was natural. Our work to influence automotive legislation and regulations nationwide serves to allow owners of vehicles like mine the full enjoyment of our nation's roadways. With my lifelong passion for this hobby, it was truly an offer I could not refuse. If it's not apparent already, I'm not only the leader of the SAN, I'm one of its biggest beneficiaries.

Working with the SAN on a daily basis has redefined my understanding of our shared hobby. As you will see elsewhere in this issue, a slew of legislative victories were once again achieved across the nation in 2015. Several of these victories were the result of hard-fought battles. In Nevada, for example, legislation was passed that would have negatively altered the requirements for vehicles eligible for registration as classic vehicles, old timers, street rods and classic rods. The bill was ultimately vetoed by the governor as a result of our persistent opposition and with the assistance of our allies in the legislature. After speaking with SAN members in Las Vegas during the SEMA Show, I was reminded just how personal these legislative proposals can be to local communities. After spending so much time, effort and money on my own hot rod, it is easy to sympathize with the threat of greater restrictions.

On behalf of the SAN, thank you for your involvement! Let's continue to rally others in preparation for the 2016 legislative sessions. Together, we will continue to make a difference for ourselves and for the "gearheads" of future generations.



LEGISLATIVE FRONT LINES

Legislative Wins Follow Year of Challenges

The year 2015 brought with it legislative proposals from state houses impacting car enthusiasts and their vehicles from coast-to-coast. While many bills benefited the car hobby, many others were ill-conceived and challenged our ability to fully enjoy our hobby. The following recap details state and federal initiatives successfully conquered by the SEMA Action Network (SAN) in 2015.

STATE UPDATE



Arizona Emissions Inspections: In 2011, Arizona enacted a law to exempt all vehicles manufactured in 1974 and earlier from the state's mandatory emissions inspection program. However, regulators must

first update the state's air quality plan and demonstrate that the exemption will not impact the state's compliance with clean air requirements. The updated plan must then be approved by the U.S. Environmental Protection Agency (EPA). The state indicated that it intends to submit a revised air-quality plan to the EPA in 2015. The EPA will then have another 18 months to approve or reject the changes. In the meantime, the current exemptions for pre-'67 vehicles and "collectibles" remain in effect.



Arkansas Miles Traveled Tax: Legislation to allow the state to implement a pilot program that charged drivers based on vehicle miles traveled was withdrawn by the bill's sponsor after a public outcry

by the SAN in Arkansas. Under the measure, participants in the program would have been taxed 1.5 cents per each mile the subject vehicle traveled on state roadways.



Connecticut Warranty: Legislation to require new-car dealers to provide purchasers a written statement declaring it is illegal for manufacturers or dealers to void a warranty or deny coverage because aftermarket or recycled parts were



Florida Miles Traveled Tax: Legislation to establish a pilot program to study the feasibility of implementing a system that charges drivers based on vehicle miles traveled died when

the legislature adjourned for the year. The bill would have allowed the state to spend up to \$400,000 for the study and pilot program design and implement the program in 2017.



Georgia Headlights: A bill to require motor-vehicle headlights to emit only "white light" was not considered in committee before the legislature adjourned for the year. SAN

is working with the bill sponsor to amend any future legislation to conform to the federal lighting standard, to which all headlamps are required to comply. Under that standard, it is possible to design a headlamp that emits a light that is perceived as having a blue tint but which nevertheless remains within the boundaries that define "white."



Hawaii Ethanol: SAN-supported legislation to repeal the requirement that gasoline offered for sale in Hawaii contain a percentage of ethanol was signed into law by Governor David

Ige. The new law becomes effective on December 31, 2015.

Hawaii Exhaust Systems: A bill that sought to prohibit the use, sale or installation of an exhaust system "that has been changed or modified from the factory design so as to

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SAVE THE DATE

7th Annual Collector Car Appreciation Day to Be Celebrated July 8, 2016

The SEMA Action Network (SAN) announced that the next Collector Car Appreciation Day (CCAD) will be celebrated on July 8, 2016. The date will mark the seventh consecutive commemoration in what is now an annual event to raise awareness of the vital role automotive restoration and collection plays in American society.

“Car and truck enthusiasts can begin planning cruises, club gatherings and educational events to mark the 2016 commemoration,” said SEMA Vice President of Government Affairs Steve McDonald. “The passion for the collector car hobby that continues to be

demonstrated by SAN members nationwide is most clearly evident in this special day.”

The SAN will again maintain and publicize a list of scheduled events to commemorate our time-tested love affair with the automobile at www.semaSAN.com/CCAD. Individuals, car clubs and business owners interested in publicizing events can also submit the details of their celebration on that page. For questions, contact SAN Director Colby Martin at 909-978-6721 or san@sema.org. If you are unable to celebrate on July 8, the SAN encourages events to be scheduled throughout the month of July 2016.



Rinard Kissel (left), representing U.S. Congressman Alex Mooney, presented a U.S. Congressional resolution declaring national Collector Car Appreciation Day 2015 to Rick Heavner (center) of the Knobley Mountain Car Club. Delegate Gary Howell (right) presented Governor Earl Ray Tomblin's resolution declaring July 10 as West Virginia Collector Car Day.



The Filling Station held their 4th annual open house and cruise-in on July 10 in Lebanon, Oregon, to celebrate Collector Car Appreciation Day.

WEB RESERVES

Putting the “Network” in SEMA Action Network

Are you active on a social network such as Facebook or Twitter? Since 2009, the SEMA Action Network (SAN) has used these properties to quickly disseminate and further expand the reach of legislative news as it happens. Discussions by fellow car enthusiasts often evolve as hot topics such as ethanol fuel, registration fees and license plate requirements are mentioned. In fact, each Action Alert is posted and linked at www.facebook.com/SEMAActionNetwork and www.twitter.com/semaSAN. This method allows the issues to be easily shared with fellow car enthusiasts and rally support quickly. If you or your friends are active online and have not yet followed either of these pages, please take a moment to look us up and connect.

An image gallery featuring shots of SAN members at the 2015 SEMA Ignited event (the SEMA Show's official “after-party”) is live on the SAN Facebook page in a dedicated photo album. Attendees posed with automotive media personality and SAN member Courtney Hansen along with Vernon Slone's beautiful Hemi-powered '34 Ford Tudor Sedan at the SAN display.



Vernon Slone meets automotive media personality Courtney Hansen at the 2015 SEMA Ignited event in Las Vegas.

Legislative Wins Follow Year of Challenges

◀ Cont. from p. 3

increase the volume or audibility of the explosions within the vehicle's motor" died when the legislature adjourned. Fines for noncompliance would have ranged from \$100 to \$500 for each offense.

Hawaii Wheels: Legislation to ban certain wheels died when the legislature adjourned. The bill sought to prohibit any wheel, wheel cover, hubcap, lug nut cover and cap, or prong, or any ornamentation that extends out past the wheel's rim.



Kentucky Property Tax: SAN-supported legislation to put in place a more beneficial valuation procedure for older vehicles was signed into law by Governor Steve Beshear. Under the new law, for

purposes of the property tax, vehicles 20 years old or older would no longer be presumed to be in "original factory" or "classic" condition. Original factory and classic vehicles are currently assessed as high-value collectibles.



Maryland Single Plate: Compromise legislation to allow the issuance of only a single license plate to historic vehicles and street rods was signed into law by Governor Larry Hogan. Under the new law, historic vehicles and street rods that are 50 years old and older would be eligible to run a single plate.

Maryland Historic Vehicles: SAN-opposed legislation to increase the age requirement for vehicles eligible for registration as "historic motor vehicles" died when the legislature adjourned for the year. Under the bill, the age requirement would have been raised from 20 to at least 30 years old, making it more difficult to register legitimate historic vehicles and denying certain benefits, including the special historic license plate, reduced registration fees and exemptions from equipment and emissions inspection requirements.



Minnesota Miles Traveled Tax: Legislation to mandate payment of a "recoupment" surcharge of up to \$95 died when the legislature adjourned for the year. Separate legislation to require the state to take steps to implement a

vehicle mileage user fee to tax drivers on actual miles driven also died.



Missouri Miles Traveled Tax:

An effort to require the state to charge and collect a miles driven fee of up to \$200 for a one-year vehicle registration and up to \$400 for a two-year vehicle registration died when the legislature adjourned for the year. Under the bill, this fee would have been charged in addition to all other registration fees and the gas tax.

Missouri Emissions Inspection: The EPA has approved an amendment to change the state's emissions inspections program to exempt specially constructed vehicles or kit cars. The state requires biennial emissions checks on vehicles model-year '96 and newer that are registered in the St. Louis area.



Nevada Classic Cars:

Citing the opposition of SAN, Nevada Governor Brian Sandoval vetoed legislation that would have altered the requirements for vehicles eligible for registration as classic vehicles, old timers, street rods and classic rods so that only vehicles manufactured prior to 1996 would be eligible. While claiming to be targeted at current "abusers" of specialty plates who registered their vehicles under these designations to avoid emissions testing and fees, the bill instead targeted owners of 1996 and newer cars that are not even currently eligible for classic status.



New Hampshire Antique Trucks:

A SAN-supported bill to include trucks more than 25 years old in the definition of eligible "antique motor vehicles" was signed into law by Governor Maggie Hassan. The measure provides the option for older trucks to take advantage of the many accommodations available to antique cars. Antique motor vehicles pay a minimal registration fee, are only inspected every 2 years, can use year of manufacture license plates and are exempted from certain equipment requirements.



Oregon Miles Traveled Tax:

Legislation to convert the state's current voluntary vehicle miles traveled tax program to a mandatory program died when the

legislature adjourned for the year. The mandatory program would have applied to all high-mileage vehicles that have a rating of 55 miles per gallon or better.



South Carolina Motor Vehicle

Taxes: Legislation to raise the maximum an owner can be taxed on the sale, lease, or registration of a motor vehicle from \$300 to \$750 died when the legislature adjourned for the year.



Tennessee Headlights:

Legislation to require headlights on motor vehicles to emit only a white light or light of a yellow or amber tint was not given committee consideration before the legislature adjourned for the year. The bill exempted white HID lamps and other lamps installed as original equipment on new vehicles. SAN is working with the bill sponsor to amend the bill to conform to the federal lighting standard, to which all headlamps are required to comply. Under that standard, it is possible to design a headlamp that emits a light that is perceived as having a blue tint but which nevertheless remains within the boundaries that define "white."



Texas Vehicle Miles Traveled:

Legislation to impose a vehicle miles traveled tax on motor vehicles that travel 5,000 or more miles a year died when the legislature adjourned for the year. The tax would have been calculated by charging 1 cent per mile driven during the inspection period minus the estimated fuel taxes paid by the vehicle's owner. The actual tax would have been measured using an annual odometer inspection.



Vermont Titles:

SAN-supported legislation to ease the burden on car owners by requiring the state, upon the owner's request, to issue titles for vehicles not currently required to be titled was signed into law by Governor Peter Shumlin. Under the new law, these titles would only be available for vehicles 25 years old and older, while vehicles 15 years old and older would continue not to require titles. The new law will expand the out-of-state market

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SEMA Show 2015 State Automotive Enthusiast Leadership Caucus Dinner



Current and former members of the State Automotive Enthusiast Leadership Caucus gathered again this past November to meet with SAN staff and enjoy the 2015 SEMA Show in Las Vegas. The Caucus, comprised of more than 700 legislators in all 50 states, is serving to further raise the automotive hobby's profile in the state capitols. In attendance

were (standing left to right) Assemblyman Brian Jones (California); Representative Howard Mosby (Georgia); Senator Jim Patrick (Idaho); Delegate Danny Hamrick (West Virginia); Delegate Scott Cadle (West Virginia); Senator Mark Maynard (West Virginia); Representative Stan Blake (Wyoming); Representative Tom Reeder (Wyoming); Representative Raye Felder (South Carolina);

Representative Chip Campbell (South Dakota); Assemblyman Paul Anderson (Nevada); Senator Ted Gaines (California); (seated left to right) Representative Josh Byrnes (Iowa); Former Caucus Chairman Bill Reilich (New York); Caucus Chairman Delegate Gary Howell (West Virginia); Former Caucus Chairman John Brueggeman (Montana) and Senator Mark Manendo (Nevada).

Watchful Eyes in Washington

New SAN Staffer Scrutinizes Legislative Proposals

My name is Matthew Donovan, and I recently joined the SEMA Government Affairs office as its legislative research manager. My job is to work with the SEMA government affairs team to identify, analyze and monitor legislation and regulations to help advance the SEMA Action Network's legislative interests across all fifty states. In this capacity, I sort through thousands of submitted bills to find legislation that directly affects our hobby.

Originally from Colorado, I recently moved to Washington, D.C., after a stint of volunteer work in South Africa. I previously worked as a legislative intern for a Washington State Senator and assisted on several state level campaigns. I received my

B.A. degree in Economics from Evergreen State College in 2013. In addition to being an avid outdoorsman, I count hockey among my many passions.

Growing up in the mountains, off-roading and chaining up for winter were more necessity than pastime.

For navigating the rugged mountain roads, you couldn't ask for a better-equipped vehicle than my '99 Chevy Tahoe. My beloved Chevy has taken me across the country, gotten stuck in more than one muddy hole, and is still running strong at more than 270,000 miles. I have yet to meet the car or truck for which I have more affection.

If I can help you navigate the legislative system in any way, don't hesitate to contact me at 202-783-6007 x38 or at matt@sema.org.



DONOVAN OFF THE CLOCK



Favorite Sport
Skiing



Favorite Vehicle I've Owned
'99 Chevy Tahoe



Memorable Event
Climbing my first 14er
(14,000 ft.),
Mount Evans, Colorado

Legislative Wins Follow Year of Challenges

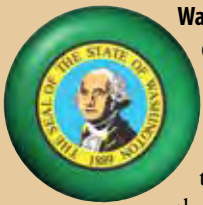
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for older Vermont motor vehicles and enhance their value to collectors.

Vermont Exhaust Systems: A bill to ban motor-vehicle exhaust systems that increase noise levels died when the legislature adjourned for the year. Under the measure, violators would not have passed the state's required inspection and would have been subject to fines of up to \$350.



Virginia Exhaust: Legislation to exempt certain antique motor vehicles from the requirement that they have exhaust systems of a type installed as standard factory equipment or comparable to that designed as factory equipment was signed into law by Governor Terry McAuliffe. The new SAN-supported law provides this exemption to antique vehicles manufactured prior to 1950 containing engines comparable to that designed as standard factory equipment, recognizing that factory replacement parts are not always readily available for vehicles manufactured prior to 1950.



Washington Equipment Standards: Responding to comments submitted by SAN to a proposed motor-vehicle equipment rule, the state opted to retain the current maximum bumper height for passenger vehicles. SAN had opposed efforts by the agency to lower the maximum bumper height requirement, contending that regulations more stringent than the current standard would not solve differing bumper heights among vehicles in the national fleet. SAN also opposed a change that would have removed the 6-in. minimum height requirement for windshields and replace it with a vague, subjective standard that relied on the interpretation of the individual inspector, rendering the vehicle owner without clear direction as to lawful modifications.



Wyoming Single Plate: Wyoming Governor Matt Mead signed into law a SAN-drafted bill to provide for the issuance of a single license plate for motor vehicles that were "originally manufactured without an installed bracket, device or other means to display and secure a front license plate." The new law also

allows antique vehicles to display a single plate and permits all custom vehicles, not just those manufactured prior to 1968, to display a single plate. The new law took effect on July 1, 2015.



Collector Car Appreciation Day:

At SAN's request, U.S. Senators Richard Burr (R-NC) and Jon Tester (D-MT) co-sponsored Senate Resolution 196 designating July 10, 2015, as Collector Car Appreciation Day. It marked the sixth commemoration in what has become an annual event to raise awareness of the vital role automotive restoration and collection plays in American society. Thousands of Americans gather at car cruises, parades and other events to celebrate our nation's automotive heritage. Next year's event is scheduled for July 8, 2016.

A number of states, cities and foreign jurisdictions recognized Collector Car Appreciation Day 2014. They include:

West Virginia: West Virginia Governor Earl Ray Tomblin issued a proclamation designating July 10, 2015, as Collector Car Appreciation Day in the state.

Canada: The provinces of British Columbia and Manitoba again issued a proclamation designating July 11, 2015, as Collector Car Appreciation Day. British Columbia also proclaimed the month of July 2015 to be Collector Car Appreciation Month. The provinces of New Brunswick, Newfoundland and Labrador, Nova Scotia, Prince Edward Island and Saskatchewan each issued a proclamation designating July 2015 as Automotive Heritage Month.

FEDERAL UPDATE



Limited Production Turn-Key Replica Cars:

At SAN's request, bipartisan legislation was introduced that would enable consumers to legally purchase turn-key replica vehicles. Replica vehicles resemble classic cars produced at least 25 years ago. Under the bill, enthusiasts would also still have the ability to home-build kit cars and specially constructed vehicles.



Bonneville Salt Flats: SAN is working closely with the government and others to pursue short and long term solutions for restoring the Bonneville Salt Flats. Deteriorating conditions and wet weather at the forced cancellation at most of this year's racing events, including Speed Week. The salt flats have significantly decreased in size, strength and thickness over a number of decades as salt brine has been channeled away from the area.



E15 Ethanol: SAN is supporting legislation to cap the amount of ethanol blended into gasoline at 10% and eliminate the Renewable Fuel Standard's corn-based ethanol requirement. SAN has joined with more than 50 other organizations to support passage of the legislation.



Utah Public Lands Initiative: SAN is working with off-road groups, local communities, environmentalists, energy interests and a variety of other groups on the Utah Public Lands Initiative, which covers the state's eastern counties (San Juan, Daggett, Uintah, Carbon, Duchesne, Emery, Grand and Summit). These eight counties have put forward individual plans to finalize federal land designations, which include permanent protections for motorized recreation.



National Monuments: SAN-supported legislation has been introduced in the U.S. Senate and House to curtail the President's power to unilaterally designate National Monuments. Roads and trails for motorized vehicles are frequently closed as a result of such designations. The bills would require such designations be approved by Congress and the impacted state legislature.



Endangered Species Act: The U.S. Department of Interior decided that public/private conservation efforts have successfully eliminated the need to list the greater sage grouse as endangered. The announcement was a victory for the off-road community since a listing would have led to road and trail closures on the bird's 165 million acre habitat across 11 western states.

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