

Four-Wheeled Celebration • Fresh Connections With State Lawmakers

DRIVING FORCE

Fall 2018 | semaSAN.com



**NEXT STOP
THE FUTURE**

Jump-Start Needed for Production of Turnkey Replicas

Bureaucratic Red Tape Holds Up Replica Car Sales

Stop us if you've heard this one before, but the federal government missed a deadline. Highly anticipated consumer sales of turnkey replica cars was supposed to have started nearly two years ago, but are on hold as the National Highway Traffic Safety Administration (NHTSA) procrastinates over a regulation to implement the 2015 replica car law. Enacted three-years ago, the law allows low-volume car manufacturers to each produce and sell up to 325 turnkey replica vehicles in the United States and a total of 5,000 worldwide under a simplified regulatory system. In theory, consumers will be able to purchase turnkey cars that resemble production vehicles manufactured at least 25 years ago, including '30s-era hot rods, '60s-era Cobras and '80s-era DeLoreans. However, manufacturers and consumers are ready and waiting for NHTSA to produce regulations implementing the law.

Passing bills into law in Washington, D.C., is a challenging process and usually takes time. Four years in this case. In 2011, the SEMA Action Network (SAN) worked with former U.S. Rep. John Campbell (R-CA), a car dealer by trade, to introduce the "Low Volume Motor Vehicle Manufacturers Act." After he retired, U.S. Reps. Markwayne Mullin (R-OK) and Gene Green (D-TX) championed the bill in 2015, along with U.S. Senators Jon Tester (D-MT) and Dean Heller (R-NV). The legislation was ultimately included in the "FAST Act" highway bill, which became law in December 2015.

The FAST Act directed NHTSA to issue any necessary regulation within one year—a deadline that has long since passed. This is particularly frustrating since the law was already very detailed. The only requirement was for NHTSA to develop a way for companies to register with the agency and file annual reports. NHTSA officials have indicated that they won't likely issue a final rule until at least 2019. The SAN is pressing for October 1, 2018, a start date for the '19 model year.



A replica '61 Ferrari 250 GT California Spyder featured in the 1986 film Ferris Bueller's Day Off was displayed on the National Mall of Washington, D.C., in March 2018, courtesy of the Historic Vehicle Register. If federal regulators can finish the job, movie fans may one day be able to buy fully functional editions of this iconic machine and reproductions of other rarities like it.

The replica car isn't a new idea. These vehicles have been marketed for decades as "kit cars" where a manufacturer sells car parts, frequently assembled, and the buyer installs the engine/transmission. While states have often regulated kit cars built by the model year they resemble, until now the federal government viewed a manufacturer-completed replica car to be a current model year vehicle. That means NHTSA would regulate a '33 replica by 2018 standards—a virtual impossibility to achieve, especially for smaller manufacturers.

The new law recognizes the inherent differences between mass-produced and custom-built cars, and directs NHTSA to lift the regulatory and paperwork burdens. As a result, small companies will be able to produce a limited number of replicas that will be subject to NHTSA equipment standards (tires, lighting, glass, etc.), but not vehicle-based standards.

The replica cars will also be clean cars—meeting current model-year emissions standards. The replica car law provides manufacturers two options. They can install a current model-year engine system already installed in a vehicle certified by the U.S. Environmental Protection Agency (EPA) or

an engine package approved by the California Air Resources Board (CARB). By October, the EPA will be issuing SAN-supported guidelines on demonstrating compliance. CARB is issuing an Executive Order (EO) regulation covering engine packages produced or sold in California. The CARB regulation be an expansion of an existing EO engine-package rule for individuals that want to complete kit cars or specially constructed vehicles. It is expected to be finalized by October.

It should be noted that the new law complements the existing kit-car industry. Hobbyists will still have the freedom to assemble their own vehicle with the engine package of their choice. The law simply provides consumers the opportunity to buy completed replica cars.

The law was intended to create sales opportunities for companies throughout the supply chain, increase jobs and open new markets. It is time to start those engine of commerce... and replica cars. The SAN continues to work closely with rulemakers and will keep you informed on any progress made—stay tuned to your inbox. For more information on the law, visit the page on the SAN website at www.semaSAN.com/Replica.



SAN DIRECTOR'S DISPATCH

Likes and Dislikes: Opposite But Equal?

By Colby Martin

The phrase “dream car” is meant to be purely symbolic. Perhaps the plural version, “dream cars,” should be more widely adopted. Everyone with an automotive interest can relate to the personal nature of their choice rides. One special vehicle usually leads to a number of others—whether in reality or fantasy. No matter its size, a physical four-wheeled collection can often be organized. Some automotive stables are narrow in scope but wide in number. Others are quite the opposite.

In the “Land of the Free,” individuality is celebrated. Collectors may focus on a specific brand, model, era, style or other characteristic. There are those that prefer a “matched set” of complementary vehicles. The most hard-core purists are concerned with factory originality. Meanwhile, those on the opposite side aim to push long-standing boundaries, reimagine traditions or even blatantly defy convention. Each form of creativity has its own merits. In this hobby, there is plenty of room for all types.

One's own choices make our hobby fun and diverse. As more varieties of vehicles and styles are created, opportunities to enter the community on one's own term continue to expand. Well-known lines are being broken just as much as they remain the same. From coverage of car and truck shows to television shows and online offerings, there is a wider range of influences than ever before. The Collector Car Appreciation Day (CCAD) “holiday” is a perfect symbol of how four-wheeled diversity can be celebrated each year—after all, it represents the classics of the present and the future. No matter one's personal preferences, the driving force at an enthusiast's core is overwhelmingly the same: a raw

expression of self. Powerful feelings of pride usually develop around the subject.

There is a dark downside to personal expression. The intensity fueling one's personal passions is a danger when turned on those with an opposite taste. The same ability to applaud is now increasingly used to degrade. Sadly, the former's positive effects are no match for the latter's potential to cause decay. “Bullying” can describe this age-old practice. As the wonders of technology have emerged, an unintended negative consequence was opened. These days, “cyber-bullying” is commonly used lately to describe such actions taking place online. There has never been an easier time to criticize others so directly and so publicly. Dismissive reviews and unreasonable comments posted to websites and social media provide countless examples. Hiding behind the anonymity of a keyboard has enabled so-called “trolls” the ability to reach masses using the internet.

The freedom of choice has never been clearer: let's individually decide to be constructive rather than destructive. Sure, the temptation to put down the expression and dreams of others will always exist. Everyone is guilty of making judgments—even if only silently. Not everyone will agree on the positions of others, and that's okay. Healthy debate is a cornerstone of modern civilizations. But at what cost should common decency be sacrificed? Perhaps the negative thoughts should be kept to one's self for the well-being of our larger community. Like my pal Tom Voge recently wrote in the NSRA's *StreetScene* magazine, “try civility, it'll make you feel good.” A little politeness can go a long way.

Love it or hate it, the modern “rat-rod” trend is crowd-forming. This niche remains one of the most polarizing in our hobby.

How does the act of being respectful and sensible apply to the SAN's mission? There is great value in obtaining greater involvement throughout all legislative efforts. While enthusiasts will not always share common opinions on an issue's impact, unified action is crucial and must be taken throughout the process. As vehicle owners who are directly impacted by proposals in your region, you and your fellow residents are usually the most important source of institutional knowledge on any given subject. You also have the most effective voice in shaping the course of rules on your home turf. Along with a community's hard work and quick action, conversations with lawmakers can make possible favorable changes to a bill before enacted into law. Personally reaching out to provide feedback and offer support early on in the process can be especially helpful in the early stages. Bottom line: we all benefit when emotions are channeled constructively.

As we find and monitor automotive bills nationwide, SAN contacts will continue receiving updates direct to inboxes when it matters most. Help ensure you are heard early in the process going forward. Stay informed on current legislative initiatives at the state and federal levels. Ask others to sign up as well: **www.semaSAN.com/Join**. Of course, joining our ranks is completely free of charge with no strings attached. Thank you for continuing to fight the good fight!

—IGNITED WE STAND

Auto Hobby's "Holiday" Honored Coast to Coast

Ninth Annual Collector Car Appreciation Day Embraced by the Masses

On July 13, thousands paid tribute to the automobile in honor of the ninth annual Collector Car Appreciation Day (CCAD). Intended to honor the classics of the past and the future, a wide range of official events (numbering more than 150) were held throughout July in the United States and Canada to commemorate the day.

The celebration was designated with SEMA-requested companion resolutions introduced in the U.S. Congress by 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" continuing to grow, lawmakers in states, provinces, counties and local areas all over the United States and Canada are issuing their own resolutions to mark the day's significance in raising awareness

of the vital role the automotive pastime plays in our society. In fact, the states of Louisiana, Mississippi, West Virginia and Wisconsin, as well as the Canadian Provinces of Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland and Labrador, Nova Scotia, Prince Edward Island and Saskatchewan adopted their own recognitions honoring the occasion.

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



Alamagordo, NM, hosted by Golden Gears Club



Annapolis, MD, hosted by ACE Club & Wheels From the Past Club



Stevensville, MD, hosted by Ace Club of Annapolis & Wheels



Rochester, NY, hosted by Genesee Valley AACA and Chris Dear



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



Panama City, FL, hosted by American Muscle Car Club



Chattanooga, TN, hosted by Coker Tire Co.



Half Moon Bay, CA, hosted by Frank Besnyi



Bartlett, TN, hosted by Memphis Classic Chevy Club



Maryville, TN, hosted by Smoky Mountain Street Rods



Annapolis, MD, hosted by Annapolis Car Enthusiats



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



Keyser, WV, hosted by Knobley Mountain Auto Club



Gettysburg, PA, hosted by Chesapeake Region, AACA



Glendale, AZ, hosted by Nancy Perry Productions



Lincoln, NE, hosted by Speedway Motors Inc.



Lincoln, NE, hosted by Cosworth Vega Owners Association (CVOA)



Brookfield, WI, hosted by Sharon Lynne Wilson Center for the Art



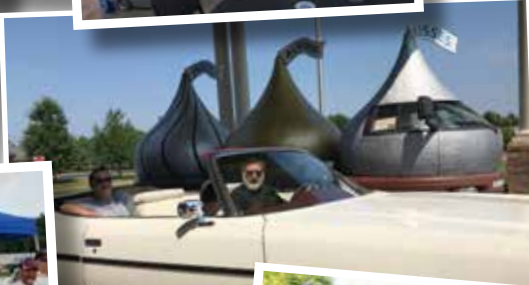
Millsboro, DE, hosted by George "Rusty" Rust



Lake City, FL, hosted by Sal's Italian Deli



Epping, NH, hosted by New England Dragway and Kustom Kings of NH



Hershey, PA, hosted by AACA Museum



Goldsboro, NC, hosted by Wayne County Cruisers



Paris, KY, hosted by Dwayne Lawrence



Oxnard, CA, hosted by Coachmen Car Club



Greenville, TN, hosted by City Garage Car Museum



Buena Park, CA, hosted by Gary Brown



Denver, NC, hosted by Steele Rubber Products



Bennington, VT, hosted by Hemmings Motor News



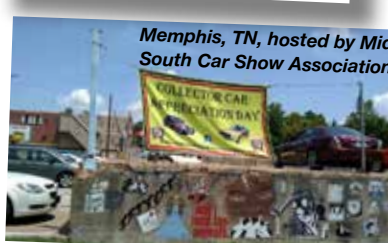
PEI, Canada, hosted by National Association of Automobile Clubs of Canada (NAACC)



City of Las Vegas, NV



Winnipeg, MB, Canada, hosted by the Manitoba Association of Auto Clubs (MAAC)



Memphis, TN, hosted by Mid South Car Show Association



Epping, NH, hosted by New England Dragway and Kustom Kings of NH



Titusville, FL, hosted by Eckler's Family Of Automotive Parts Companies



Danbury, TX, hosted by Classic Cars of Brazoria County

CAUCUS CONNECTION

The Class of 2018

This year's recruiting effort has once again brought an impressive number of lawmakers into the State Automotive Enthusiast Leadership Caucus. With nearly 50 new members enlisting so far this year, the group now numbers approximately 750 members representing all 50 states. Founded in 2005 and supported by SEMA, the Caucus is designed as a non-partisan group of state legislators whose common thread is a love and appreciation for automobiles. Here is the complete list of those who have joined this year:



ALABAMA

Representative
Arnold Mooney



MAINE

Representative
Lester Orday



ALASKA

Representative
DeLena Johnson



MARYLAND

Delegate
Andrew Cassilly



CALIFORNIA

Senator Pat Bates



MICHIGAN

Representative
Kevin Hertel



COLORADO

Representative
Paul Lundeen



MINNESOTA

Representative
Connie Bernardy



COLORADO

Representative
Kim Ransom



MINNESOTA

Representative
Jon Koznick



CONNECTICUT

Representative
Terry Adams



MINNESOTA

Representative
Bud Nornes



ILLINOIS

Senator Dale Fowler



MINNESOTA

Representative
Paul Rosenthal



ILLINOIS

Representative
Robert Martwick



MISSISSIPPI

Senator Juan Barnett



ILLINOIS

Representative
David Severin



MISSISSIPPI

Senator
Kevin Blackwell



ILLINOIS

Representative
Allen Skillicorn



MISSISSIPPI

Representative
Vince Mangold



INDIANA

Representative
Holli Sullivan



MISSISSIPPI

Representative
William Shirley



KANSAS

Senator
Richard Hilderbrand



MISSOURI

Representative
Glen Kolkmeier



MAINE

Senator Ronald Collins



MISSOURI

Representative
Dan Shaul



MONTANA

Senator Terry Gauthier



NEW HAMPSHIRE

Representative
Michael Costable



NEW HAMPSHIRE

Representative
Lisa Freeman



NEW HAMPSHIRE

Representative
Jordan Ulery



NEW HAMPSHIRE

Representative
Scott Wallace



NEW JERSEY

Assemblymember
Harold Wirths



NEW MEXICO

Representative
David Gallegos



NORTH CAROLINA

Representative
Donna White



NORTH DAKOTA

Representative
Daniel Johnston



PENNSYLVANIA

Representative
Doyle Heffley



PENNSYLVANIA

Representative
Mike Sturla



SOUTH DAKOTA

Senator John Wiik



TENNESSEE

Representative
Dwayne Thompson



UTAH

Representative
Logan Wilde



WEST VIRGINIA

Delegate
Chanda Adkins



WEST VIRGINIA

Delegate
William Hartman



WEST VIRGINIA

Delegate
Rolland Jennings



WEST VIRGINIA

Delegate
Linda Longstreth



WEST VIRGINIA

Delegate Tim Miley



WEST VIRGINIA

Delegate Jeffrey Pack



WEST VIRGINIA

Delegate Rodney Pyles



WEB RESERVES

New Mobile App: Post and Find Automotive Events Near You

With a history of commitment to our hobby's important legislative issues, the SAN membership is invited to be among the first to try out a new tool specifically for car and truck enthusiasts. The MOTORin' automotive event finder has just been launched as a SEMA-supported online app and website to fit those on the move.

Created through a partnership between SEMA and ClassicCars.com, this resource is designed to make it easy to find events by date, location or categories, and to help event organizers reach more users—completely free of charge. The app, which is available for download now at no cost, includes hundreds of events. New events are being added daily. It is intended to be a cost-effective, modern tool to reach the enthusiast community and promote

events ranging from car shows, auto auctions, drifting or race competitions.

Automotive event organizers throughout the country are welcome to submit their events without fee or obligation. Promoters can create an account by downloading the app. Once registered, promoters will be able to submit their events, along with details, a photo and a link to purchase tickets, if desired. Visitors will automatically obtain a list of upcoming events local to them when they access MOTORin', but can also search for events by date, location, distance, keyword or event category.

"SEMA is committed to building programs and platforms that help the automotive community flourish," said SEMA Chairman of the



Board Wade Kawasaki. "Organizers are invited and encouraged to submit their events so they don't miss out on this opportunity to reach MOTORin' users."

For more information or to begin posting events to MOTORin', download the app from the Apple App Store, the Google Play Store or visit www.motorin.com.

ANNOUNCEMENT

State Capital Gains

Relations with State Houses Now Under New Leadership

My name is Christian Robinson, and while I've been a member of the SEMA Government Affairs team since 2013, I recently took on the role of Director of State Government Affairs. In this position, I will oversee SEMA's efforts to enact pro-hobby legislation in all 50 states and help grow the SEMA Action Network's influence in each state's capital.

Cars have been an important part of my life for as long as I can remember. I was born and raised in South Carolina, and as a kid my friends and I would spend Friday nights getting into trouble at Oglethorpe Speedway Park just over the state line in Pooler, Georgia. I ended up going to college at the University of Miami, where I started my career working in politics. After helping Florida Senator Bill Nelson (a two-time RPM Act co-sponsor!) get



SEMA's Christian Robinson has taken the wheel of state-level efforts as director of state government affairs.

re-elected twice, I was ready for a new adventure. So as soon as the SEMA team approached me about a job, I knew it's where I wanted to be.

My first car was the hand-me-down family

station wagon—a tan '88 Ford Taurus, the quintessential grocery-getter. While it wasn't sexy, I certainly appreciated the freedom it afforded me. Fortunately, my best friend somehow convinced his parents to buy him a twin-turbo '97 Toyota Supra. It wasn't long before our weekends were spent making upgrades, including a new blow-off valve, A-pillar gauges and a new sound system. At the time, I never could have imagined that I would be attending the SEMA Show on a regular basis. Since then I've owned three Audis and another Ford. I recently picked up my first BMW—an E39.

I'm excited for the road ahead as we work together to fight for our shared passion. If you ever have any questions about what's happening in your home state, don't be a stranger. I can be reached at stateleg@sema.org.

SEMA GOVERNMENT AFFAIRS OFFICE

Managing Director of Government and Legal Affairs
Daniel Ingber

Senior Director of Federal Government Affairs
Stuart Gosswein

Director of Government and Public Affairs
Colby Martin

Director of State Government Affairs and SEMA PAC
Christian Robinson

Director of Congressional Affairs
Eric Snyder

Research Manager
Neal Billig

Technical Consultant
Jim McFarland

PUBLICATION STAFF

Editor Colby Martin

Editorial Director John Stewart

Group Operations Manager Janet Francisco Lee

Managing Editor Amanda Gubbins

Senior Graphic Designer Maricel Basallo Fuller

Web Content Manager Monique Dao



For more legislative and regulatory information,
visit semaSAN.com or call 909-978-6721.



IGNITED WE STAND

ENTHUSIASTS UNITED
TO ADVANCE AUTOMOTIVE FREEDOMS

ENLIST NOW!

SEMASAN.COM



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

Fall 2018

Voice of the SEMA Action Network

DRIVING FORCE