

DRIVING FORCE



March 2009

Hobby Scores First

Cash for Clunkers Program Blocked. Fight Against Scrappage Continues

The true power of a well-informed and mobilized hobby was on display as thousands of SEMA Action Network (SAN) members responded in force against a national “Cash for Clunkers” program. Efforts were made by some in Congress to include the proposal in the “American Recovery and Reinvestment Act of 2009,” also known as the “economic stimulus bill.” These attempts were defeated. On February 17, President Obama signed a clunker-free stimulus bill into law.

Cash for Clunkers programs accelerate the normal retirement of vehicles through the purchase of older cars, which are then typically crushed into blocks of scrap metal. For 20 years, Congress has rejected this “sounds good” idea because it fails to spur car sales, reduce vehicle emissions or raise fleet fuel economy.

“Lawmakers in Washington, D.C., heard overwhelming opposition from the enthusiast community against these short-sighted proposals,” said SEMA Director of Congressional Affairs Brian Duggan.

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“While we celebrate this victory by keeping Cash for Clunkers out of the stimulus bill, SAN members are urged to remain vigilant as we collectively work to protect this great American tradition.”

—Brian Duggan
Director of
Congressional Affairs



CAUCUS CORNER

Each month *Driving Force* will feature members of the State Automotive Enthusiast Leadership Caucus. The SEMA-supported caucus is a bipartisan group of state lawmakers whose common thread is a love and appreciation for automobiles.

Here is its newest member:



NEW JERSEY
Assemblymember
Alison Littell McHose

* For a complete list of Caucus members, visit www.semasan.com

Hobby Scores First

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“While the fight against Cash for Clunkers and other related scrappage bills are far from over, members of Congress now recognize that they will face steadfast opposition from SAN members.”

Two proposals were considered during the Senate debate on the economic stimulus bill. The first was an \$8 billion program targeting SUVs and pickups of any model year that make less than 18 mpg, such as Chevy Silverados, Dodge Rams, Ford F-Series and Jeep Wranglers. The second would have provided \$16 billion worth of cash vouchers toward the purchase of a new vehicle for qualified individuals who allowed their turned-in cars to be destroyed.



Pickups and SUVs that make less than 18 miles per gallon were targeted for early retirement under one of the proposals considered by the Senate.

The \$787 billion stimulus bill included a SAN-supported provision allowing consumers to take a federal deduction for state and local sales/excise taxes paid on the purchase of a new car, light truck, recreational vehicle or motorcycle through 2009. The deduction is phased-out for taxpayers with an adjusted gross income in excess of \$125,000 (\$250,000 for couples) and applies to car loans up to \$49,500.

For 2009 and 2010, the stimulus bill also provides a refundable annual tax credit of up to \$400 for working individuals and \$800 for working families, phased-out for taxpayers with adjusted gross income beyond \$75,000 (\$150,000 couples). Workers will receive this benefit through a reduction in the amount of income tax that is withheld from their paychecks or by claiming the credit on their tax returns. The Treasury Department will be adjusting the payroll withholding tables to reflect the change.

“I am truly impressed by the passion SAN members have for this hobby and their dedication in protecting it from legislative threats,” said Duggan. “While we celebrate this victory by keeping Cash for Clunkers out of the stimulus bill, SAN members are urged to remain vigilant as we collectively work to protect this great American tradition.”

HEY, THAT'S MY CAR!

Dreaming of a DeSoto

1933 DeSoto Standard Sedan

Owner: Ron Daugherty
Pocatello, Idaho

As a young inquisitive boy I imagined myself driving my dad's car. One Saturday afternoon while it sat in our driveway I got behind the wheel, which I could barely see over, and hit the starter. The car lurched forward. While having a great time and after several lurches up the driveway, to shocking surprise, I crashed a headlight of the car into the back of a flat-bed truck that was parked in front of it.

The incident abruptly ended my dream of driving, and I ended up in my room for several hours. I was informed some years later by family members sharing the childhood experience, that my father's car was a '33 DeSoto Sedan.

Although now that I am much older and hopefully wiser, my childhood love with cars continued. I have done numerous collector car builds and restorations through the years and would periodically seek out early DeSotos whenever I could find them. Unfortunately, none of them made it into my garage.

After years of searching, I finally found a '33 DeSoto in a private Florida museum. Flashbacks to my dad's car flew into my mind. I watched the car for some time before making an offer to buy.

As I researched its history, I discovered that I was to become its third owner. My car was first re-built in South Dakota back during late '60s into early '70s. It is a 97% stock-appearing, absolutely rust-free retro-rod of which I'm refreshing and updating presently for its next generation of continued operation. Planned upgrades include 5.7L Hemi power with a five-speed automatic transmission, and a set of wide-whites will soon top off the DeSoto retro look.

Coincidentally, the car still has its original headlights, and I have no intentions of running them into any flat-bed trucks, that's for sure.



Have your car or truck featured in a future issue of *Driving Force*.
Submit your high-resolution photos online at www.semasan.com

LEGISLATIVE QUICK HITS

Montana Exhaust Noise:

Legislation to repeal a SAN-sponsored law enacted in 2007 that permits vehicles with modified exhaust systems that do not emit an excess of 95 decibels was tabled in committee. Under the repeal legislation, all exhaust system modifications that were subjectively determined by law enforcement to increase noise would have been illegal. Under the current law, exhaust noise emissions are measured in accordance with SAE test standard J1169. Under the SAE standard, a sound meter is placed 20 inches from the exhaust outlet at a 45-degree angle, and the engine is revved to three-quarters of maximum-rated horsepower. The highest decibel reading is then recorded. Similar legislation to restrict exhaust system noise has been introduced this year in Connecticut and New Jersey. With the committee's action, the Montana bill is effectively dead for the year.



Oregon Aftermarket Parts: The Oregon House Environment and Water Committee will consider SAN-opposed legislation to prohibit the sale and distribution of aftermarket motor-vehicle parts if alternatives are available that “decrease greenhouse-gas emissions from motor vehicles.” The bill is primarily focused on aftermarket tires and would authorize the Environmental Quality Commission to implement enforcement regulations, likely based on a rolling resistance calculation. The bill was introduced at the request of Governor Theodore Kulongoski.



Texas Nitrous Oxide: Texas has introduced SEMA-model legislation to allow for nitrous-oxide systems on motor vehicles. The bill allows the system if the vehicle is en route to or from a track and the device is inoperative or the container has been removed from the vehicle.

Virginia Inoperable Vehicles: The sponsor for SAN-opposed legislation to allow the city of Newport News to adopt a more restrictive inoperable vehicle ordinance has withdrawn the bill from consideration by the Virginia Legislature. Under the bill, the city could have adopted an ordinance prohibiting any person from keeping more than one inoperable motor vehicle on private property except within a fully enclosed building. Further, the bill required that the one vehicle now be shielded from view by the “installation of an opaque fence.” In 2004, Virginia signed into law a SAN-negotiated bill to exempt at least two inoperable vehicles being actively repaired or restored on private property from any local ordinance if shielded or screened from public view. The law defines “shielded or screened from view” as not visible by someone standing at ground level from outside of the property on which the inoperable vehicles are located. This measure would have changed the rules of this fairly negotiated compromise.



Courtesy Kevin Lee, Rod & Custom

Wyoming Rods/Custom Vehicles: SEMA-model legislation to create a vehicle registration and titling class for street rods and custom vehicles was approved by the Wyoming House and awaits final passage by the Wyoming Senate before being sent to the

governor for his signature. The measure 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 bill allows kit cars and replica vehicles to be assigned a certificate of title bearing the same model-year designation as the production vehicles they most closely resemble.

OFF-ROAD NEWS

Federal Wilderness Legislation: The House of Representatives is expected to approve legislation already approved by the Senate to add more than 2 million acres to the National Wilderness Preservation System. The “wilderness” designation is consequential since no mechanized activity is permitted on lands so designated. The legislation designates wilderness in nine states and establishes several new national parks, monuments and conservation areas. Covered areas include portions in and around Joshua Tree National Park and the Eastern Sierras in California, Owyhee-Bruneau Canyonlands in Idaho, Mt. Hood in Oregon and Zion National Park in Utah. Some roads and trails were excluded from the wilderness designations and, therefore, remain available to the OHV enthusiast. Nevertheless, the SAN expressed regrets that lawmakers had moved too quickly since not all roads and trails received protection.

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) and include information about SAN in your show goodie bags.

The SAN has produced a brochure, which provides valuable information on some of the ongoing opportunities and threats that the auto hobby faces. 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 and 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, contact Jason Tolleson at jasont@sema.org or by phone at 202/783-6007, ext. 39.

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



MARCH 2009 SAN CLUB EVENTS

ARIZONA

March 19–22, Lake Havasu City

Desert Run Havasu
Sponsor: Sidewinders 4-Wheel Club
Information: www.sidewinders4wheelers.com
or 928/505-3723

March 21, Sierra Vista

12th Annual Benefit Car Show
Information: www.cruisinarizona.com/flyers/032109bgc.pdf or 520/221-0091

March 28, Tucson

14th Annual Mustang Mania
Sponsor: Old Pueblo Mustang Club
Information: www.tucsonpony.com/Mania09Reg.html or 520/746-1161

CALIFORNIA

March 6–8, Salton City

47th Annual Desert Safari
Sponsor: Tierra Del Sol 4x4 Club
Information: www.tdsdesertsafari.com

March 7–8, Anaheim

The SoCal All Porsche Swap and Car Display
Sponsor: Porsche 356 Club
Information: www.porsche356club.org/Flyers/3rd_Annual_So_Ca_Swap-2009.pdf
or 949/697-4499

March 14–15, Costa Mesa

Orange County Get-Together
Information: www.good-guys.com/events/eventDetails.aspx?eventid=09-805
or 925/838-9876

March 28–29, Pleasanton

27th All American Get Together
Information: www.good-guys.com/events/eventDetails.aspx?eventid=09-801
or 925/838-9876

FLORIDA

March 8, Hollywood

21st Florida Mopar Nationals
Car Show & Swap Meet
Sponsor: Florida Mopar Connection Car Club
Information: <http://clubs.hemmings.com/frameset.cfm?club=floridamoparconnection>
or 954/920-7096

GEORGIA

March 21–22, Lawrenceville

2009 Nostalgia Race & Rod-A-Rama
Information: 678/765-0936

March 28–29, Dalton

7th Annual March Meet
Sponsor: North Georgia HotRods
Information: <http://northgeorgiahotrods.com/mm09.jpg> or 706/278-2846

MARYLAND

March 14, West Friendship

36th Annual Antique Auto Parts Flea Market
Sponsor: Chesapeake Region, AACA
Information: <http://local.aaca.org/chesapeake/FleaMktFlyer09ColorRev.pdf> or 410/653-3108

MICHIGAN

March 6–8, Detroit

AutoRama
Information: www.autorama.com/casi/show/detroit.html or 248/373-1700

MISSISSIPPI

March 13–15, Jackson

Dixie Rod Run #31
Sponsor: Mississippi Street Rod Association
Information: www.ms-sra.org/IMAGES/dixierun31.pdf or 601/831-2008

NEBRASKA

March 20–22, Omaha

World of Wheels
Information: www.autorama.com/casi/show/omaha.html or 248/373-1700

OHIO

March 28–29, Columbus

Columbus Spring Swap
Sponsor: Mid Ohio Ford Club
Information: www.springswap.com
or 614/855-4750

OREGON

March 7–8, Roseburg

32nd Annual Roseburg Benefit Car Show
Sponsor: Umpqua Flatheads & Stray Angels Car Clubs
Information: 541/672-2359 or 541/672-7235

PENNSYLVANIA

March 7–8, Hamburg

42nd Annual Hamburg Swap Meet & Car Corral
Sponsor: Hamburg Antique Automobile Club of America
Information: 610/987-9315

March 20–22, Eugene

Eugene Roadster Show
Information: <http://roadstershows.com>
or 541/689-6824

TENNESSEE

March 28, Clarksville

3rd Annual March Madness
Sponsor: Wildhorses Mustang Club
Information: www.wildhorsesclub.net/marchmadness or 931/980-4453

TEXAS

March 14, Dallas

Spring Classic Chevy Show for '55, '56, '57 Chevs
Sponsor: Dallas Classic Chevs
Information: www.dallasclassicchevy.com

March 15, La Porte

25th Annual Old Car Picnic
Sponsor: Special Interest Fords Car Club
Information: www.fordsofthe50s.com
or 281/373-0209

March 21, Palestine

24th Annual People's Choice Car Show
Sponsor: Cars of Palestine
Information: www.carsofpalestine.com/home.asp or 903/729-0403

UTAH

March 27–29, Salt Lake City

World of Wheels
Information: www.autorama.com/casi/show/saltlakecity.html or 248/373-1700

WASHINGTON

March 14–15, Puyallup

2009 Almost Spring Swap Meet & Car Show
Sponsor: Gallopin' Gertie A's
Information: www.gertieas.org
or 360/456-8938

MANITOBA, CANADA

March 27–29, Winnipeg

World of Wheels
Information: www.autorama.com/casi/show/winnipeg.html or 248/373-1700

EARLY APRIL 2009 EVENTS

ARIZONA

April 6, Tempe

18th Annual Field of Dreams
Information: www.mensartscouncil.com/cs/cars_show.php or 480/229-5691

KENTUCKY

April 3–4, Louisville

43rd Annual Indoor Swap Meet
Sponsor: KYANA Region AACA
Information: 502/619-2916 or 502/619-2917

NEVADA

April 2–4, Laughlin

Gambler Classic River Run
Sponsor: Southern Nevada Classic Chevy Club
Information: <http://gamblerclassicriverrun.com>
or 888/880-0210

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:

CELL PHONE

Arkansas HB 1013, Delaware HB 40, Georgia HB 19, Indiana HB 1242, Kentucky HB 41, Missouri HB 26, Oregon SB 329, South Carolina HB 3083, Texas SB 51, Utah HB 248, Virginia HB 1615 and Wyoming SB 63: Would prohibit using a cell phone while driving unless equipped with a hands-free device. Also, would prohibit sending or reading a text message while driving.

EMISSIONS

Oregon HB 2186: Would prohibit the sale of aftermarket parts if alternatives, which decrease greenhouse gases, are available.

GPS

Minnesota HB 85 and SB 323: Would allow GPS units to be mounted near the bottom of a windshield.

HISTORIC

Connecticut SB 557: Would amend the vehicle law to allow modified antique vehicles to be registered as an antique vehicle.

Connecticut HB 5896 and Indiana HB 1102: Would allow antique vehicles to

display a restored or refurbished license plate.

Hawaii HB 768: Would require an inspection every two years for antique vehicles.

New York AB 1228: Would only require the display of a rear license plate on a registered historical vehicle.

New York AB 2658: Would amend the historical vehicle registration fee from a \$25 yearly fee to a one-time \$100 fee.

South Carolina SB 199: Would establish a historic vehicle license plate for vehicles 25 years or older.

INSPECTION

Hawaii HB 768, Maine HB 37, New Hampshire HB 259 and Virginia SB 526: Would amend vehicle inspections law to require biennial rather than annual inspections.

NITROUS

Texas HB 740: Would allow an inspection certificate to not be issued when a vehicle is equipped with nitrous unless the bottles have been removed or if the vehicle is en route to or from a race track.

REGISTRATION AND TITLING

Arizona HB 2010: Would require a license plate to be displayed so the states' name at the top isn't obscured.

Kansas SB 122: Would amend the registration for rebuilt salvage vehicles to reduce the fee for the first registration by two classes.

Mississippi HB 44: Would amend the salvage vehicle title law, so when a vehicle has been repaired to road-quality condition, the title must contain the word "rebuilt."

New Hampshire HB 162: Would amend the law dealing with rebuilt vehicles to require the terms "rebuilt vehicle" on the title and registration.

Virginia HB 1731: Amends the state vehicle law to only require a license plate on the rear of a vehicle.

TIRES

New York SB 1207: Would establish a replacement tire-energy efficiency program for passenger cars and light-duty trucks.

Motor Heads and Muscledcars

Continued from page 6

annual Celebrity Golf Tournament. Members have a strong belief in giving back to the community and urge other clubs to adopt a worthwhile charitable organization in their community.

Throughout the car show season, SVGTO members can be found attending other car shows, cruises, parades and other public venues in the spirit of community involvement. The club also hosts its own annual All Pontiac Show at Jones Pontiac in Lancaster, Pennsylvania.

For more information on the Susquehanna Valley GTO club, visit www.svgto.com.



SVGTO members can be seen at car shows, parades and charitable events throughout the Mid-Atlantic region.



Attention Car Clubs, Event Organizers and Enthusiasts: Put SAN on Your Mailing List!

We like to know what's going on with SAN 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.

You can send correspondence to Attn: Jason Tolleson, SEMA, 1317 F St. NW, Ste. 500, Washington, DC, 20004-1105 or via e-mail at jason@sema.org.

DRIVING FORCE
The Long and Winding Road
Pre-Ready Street Rod/Coupe Vehicle Still Powers Massachusetts Legislature, Voting By Mail

...and has helped to ensure in this state that the historic 1930s-era Chevrolet Roadster that he now owns (2008, lower photo) will be able to carry "Road King" after all!

...the bill was passed on an almost unanimous vote (19-0) and will be effective on July 1, 2009.

...the bill was passed on a 19-0 vote and will be effective on July 1, 2009.

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For more legislative and regulatory information,
visit www.semasan.com

CLUB SPOTLIGHT

Motor Heads and Musclicars

Pennsylvania-based Club Brings Great People and Great Cars Together

The Susquehanna Valley GTO (SVGTO) club was founded in 1995 in York, Pennsylvania, by a group of local GTO enthusiasts looking to share knowledge and camaraderie with other like-minded “motor heads.” Membership in the club does not require ownership of a GTO or any Pontiac, for that matter, just an appreciation of the history of what these great cars represent in the whole of the American musclecar era.

As a regional chapter of the GTO Association America (GTOAA), SVGTO grew in its membership as the club became better known, both locally, regionally, and nationally. The breadth of the club now reaches outside the confines of York County to such areas as Hagerstown in Maryland; Exton, Newville, Ephrata, Lancaster, Lebanon, Conestoga, Carlisle and Mechanicsburg in Pennsylvania; and the greater Harrisburg area. The club has grown into a truly regional club and continues to expand.

The SVGTO is a proud sponsor of M.J. Anderson Loving Care Ltd. of York, Pennsylvania. M.J. Anderson is an assisted care facility for the elderly. The club donates proceeds from their car shows and events to the facility, as well as donating time as chauffeurs for their



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With 60 members, the SVGTO unites “motorheads” who share a common love for American musclecars.

www.semasan.com

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