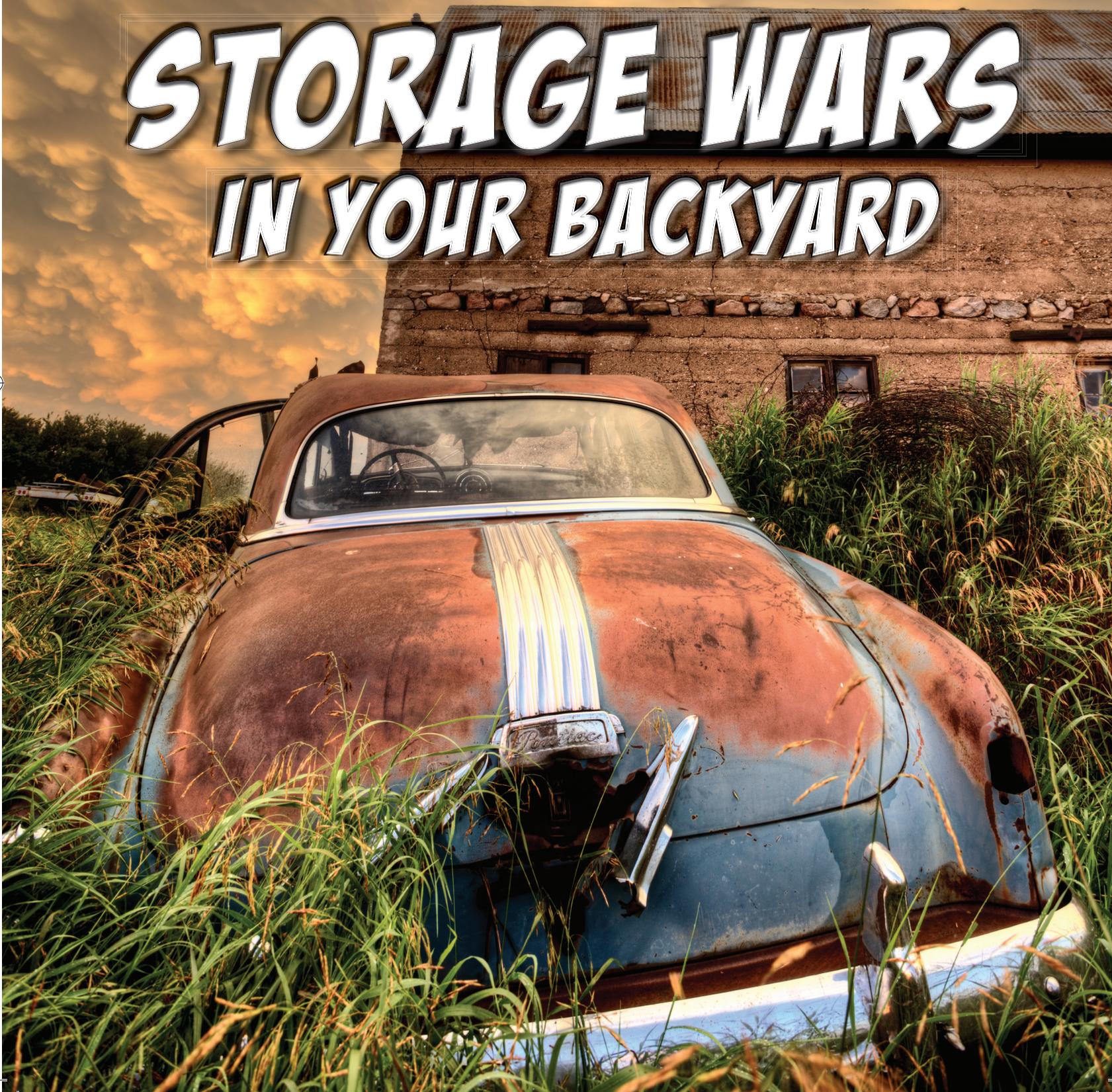


New State Caucus Allies • Pro-Hobby Public Land Proposals

DRIVING FORCE

Summer 2014 | semaSAN.com

STORAGE WARS IN YOUR BACKYARD



Prevent Confiscation of Inoperable Vehicle Projects

“A vehicle is only original once.” This phrase is commonly spoken among the “gearhead” community and rings so true. As time persists, the trend to totally restore vintage cars and trucks has made way for a heightened demand in “patina.” Interest in preserved survivors and unrestored specimens—often referred to lovingly as “barn finds”—has skyrocketed in the last few years. This trend is due in large part to televised auction and “relic picking” programs where less-than-perfect examples are sought-after prizes. Today, classics in nearly any condition are considered valuable in the marketplace, even if only as parts donors.

Unfortunately, many don't share our enthusiasm when it comes to non-running projects, be it a historic gem or otherwise. The increasing number of states and localities currently enforcing or attempting to legislate strict property or zoning laws that restrict visible automobile bodies and parts in this condition is rather alarming. Often, enforcement of local nuisance laws allows these vehicles to be removed from private property with little notice, if any. Among other reasons, jurisdictions enact these laws with the assumption that cars in this shape are eyesores and will lower property values or compromise safety by leaking fluids and chemicals. Often, law enforcement is given the right to remove from private property vehicles being repaired or restored under such measures.

Under most of these laws, “inoperable vehicles” are defined as those missing major parts, such as the engine or wheels, or are altered, damaged or deteriorated so much that the vehicle can no longer be driven.

At the SEMA Action Network (SAN), we believe that clear legal separations must be



Backyard-based projects, such as this in-progress Ford Model A Tudor sedan, often inspire a lifelong interest in the auto hobby.

drawn between an owner using private property as a dumping ground and a “backyard builder” that is maintaining, restoring or constructing a vehicle. In some cases, it is possible to kill painful laws that allow governmental authorities to remove inoperable vehicles with minimal notice by activating organized groups of enthusiasts. At other times, reasonable and fair results must be reached through negotiating compromise legislation. In these cases, supporting legislation that allows outdoor vehicle storage—so long as the automobile is properly maintained and won't be considered a health hazard—might be worth consideration. Additionally, projects can be relocated away from public view or possibly screened using a fence, trees, shrubbery or other creative solutions.

During this year's legislative session, the SAN opposed legislation in Kansas that would have provided counties with the authority to remove from private property motor vehicles deemed to be a “nuisance.” In Kansas, maintaining a public nuisance means “intentionally causing or permitting a condition to exist which injures or endangers the public health, safety or welfare.” The SAN successfully argued that this definition provides no

real guidance for motor-vehicle owners maintaining inoperable project vehicles on private property. With the aid of several of our friends in the Kansas legislature, the bill died when the legislature adjourned for the year.

In response to proposals like this, the SAN developed an Inoperable Vehicle Model Bill that provides language which can be offered to state and local lawmakers as an alternative. Since every state and locality is different, the language is often rewritten to conform to existing laws. The full text can be found online at www.semaSAN.com/Inoperables. The bill has been enacted into state law, as well as in local jurisdictions, where these proposals usually start.

Just last year in fact, Nevada Governor Brian Sandoval signed into law SAN-amended legislation based on the model language. The bill originally threatened to add abandoned, unregistered, inoperable or junk motor vehicles to the list of items that constitute a public nuisance and allowed counties and cities to remove them at the property owner's expense. Under the SAN-drafted amendment, abandoned, inoperable or junk vehicles stored on private property would only require screening from public view in counties having



Given the continuing scarcity of vintage vehicles of all types, the lust for rust among car enthusiasts has never been higher.

SAN DIRECTOR'S DISPATCH



Colby Martin

Summertime... and the Living Is Easy

populations of 700,000 or more people. Also under the amendment, unregistered vehicles could not be declared a nuisance.

So, how can you get involved at the local level to protect these rare beauties from confiscation? Consider the following when working with municipal officials in drafting fairer inoperable vehicle laws:

1. A statement protecting car collectors from an ordinance that would keep someone from enjoying this hobby in an area zoned by the municipality.
2. A definition of collector vehicles that includes parts cars.
3. A statement allowing an automotive enthusiast to rebuild and modify vehicles on private property.
4. A statement ordering that government authorities notify the vehicle's last registered owner and allow voluntary compliance before it can be taken.
5. A statement ensuring due process of the law (adequate notice, right to hearing, etc.) before anything is removed from private property.

Experience has taught us that following the tips below will be helpful prior to beginning work on massaging potentially harmful inoperable vehicle language in your state or locality:

1. Develop a specialty vehicle definition (e.g. vehicle is 25 years old or older; limited-production vehicle; special-interest vehicle, etc.).
2. Band together interested clubs, organizations and individuals in the community.
3. Suggest rewriting the current language so it contains new elements welcomed by both hobbyist and the community alike (e.g. screened from ordinary public view by means of a suitable fence, trees, shrubbery, etc.).
4. Gain favor with local media.
5. Be persistent in your efforts.

As the good fight continues, SAN staff will monitor state legislative and regulatory activities to determine if restrictive inoperable vehicle laws or regulations are being considered. Enthusiasts in the network will be alerted immediately as proposed laws and regulations affecting our automotive community are discovered.

The heat is on! With visions of cruising in the forefront of our minds, mild temperatures have finally arrived for a large portion of our SEMA Action Network community. The cold, wet and otherwise harsh conditions faced by many this winter undoubtedly felt like an eternity. And with the changing season, many state legislatures across the nation have adjourned for the year. An impressive number of legislative victories for the SAN army were gained. Check out all the year's action at www.semaSAN.com/Alerts.

During these challenging months, hopefully you were able to make progress on your project. I sure did. For the purposes of my own '31 Ford Model A coupe, the unusually dry winter and spring here in Southern California led to many exciting developments. At this time last year, a slew of modifications were being made to several key parts, all wearing a bare metal finish. As evident in the image pictured below, not only are the parts wearing paint, powdercoating or plating, but the rolling chassis is nearly ready for its drivetrain to be dropped in.

What began as a dropped front I-beam axle, this traditional hot rod slowly transformed into a complete car in the vein of Johnny Cash's "One Piece at a Time." Luckily, my dad was able to carve out half of his two-car garage for the duration of the "A-bone's" parts collection and subsequent build. Were the circumstances any

different, the guidance provided by this issue's cover story about inoperable project vehicles would have come in handy.

For those held back by the weather, may you take the stored-up inspiration and channel those energies into your projects. Better yet, perhaps it's time to stop and smell the rubber meeting the road. After all, summer is "cruising season." Among many great automotive happenings, the SAN will once again embark on the *Hot Rod* Power Tour in June and promote the national celebration of our hobby's "holiday" in July, Collector Car Appreciation Day. Your participation is welcome. Have a look at the articles on both contained in this newsletter.

Finally, another project seeing completion is implementation of the SAN's "Ignited We Stand!" campaign launched last year. With so much effort poured into this entire concept, the overwhelmingly positive feedback from the SAN legion has been encouraging. Significant makeovers to the website, Facebook page and Twitter feed have gone live. If you haven't checked out these online properties in a while, please take a gander. The final piece in the works will be launching a brand-new Action Alert format, currently under development using a new internal system. Stay tuned for details.

In the spirit of school yearbook salutations, "Have a rad summer!"

—IGNITED WE STAND!



Like many car projects being finished in time for summer's sunshine, this modified "deuce" chassis is nearly ready for its vintage Chevy powerplant, Ford Model A body, Dodge truck grille and the rest of its parts.

CAUCUS CONNECTION

The Class of 2014

An aggressive recruiting effort initiated in 2014 has once again brought an impressive number of lawmakers into the State Automotive Enthusiast Leadership Caucus (www.semaSAN.com/StateCaucus). With 89 new members signing up so far this year, the group is now approximately 650 members strong 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:



Image Courtesy Shutterstock

ALABAMA
Representative
John Merrill

ALASKA
Senator Donald Olson

ARIZONA
Representative
Marcario Saldade

COLORADO
Senator Nancy Todd

CONNECTICUT
Senator Art Linares

CONNECTICUT
Representative
Peggy Sayers

CONNECTICUT
Representative
Tom Vicino

DELAWARE
Representative
Earl Jaques Jr.

FLORIDA
Representative
Ray Pilon

FLORIDA
Representative
Jim Waldman

GEORGIA
Senator Butch Miller

GEORGIA
Representative
Timothy Barr

GEORGIA
Representative
Paulette Braddock

GEORGIA
Representative
Valencia Stovall

ILLINOIS
Senator Pamela Althoff

ILLINOIS
Senator Jennifer
Bertino-Tarrant

ILLINOIS
Senator Michael Noland

INDIANA
Representative
Sharon Negele

IOWA
Senator Amy Sinclair

KANSAS
Senator
Ralph Ostmeier

KANSAS
Representative
John Carmichael

KANSAS
Representative
Kevin Jones

KANSAS
Representative
Ed Trimmer

KENTUCKY
Representative
C.B. Embry

KENTUCKY
Representative
Wilson Stone

LOUISIANA
Senator John Smith

MAINE
Senator James Boyle

MAINE
Representative
Jeffrey Evangelos

MAINE
Representative
James Gillway

MAINE
Representative
Madonna Soctomah

MARYLAND
Delegate Donald Elliott

MARYLAND
Delegate
Joseph Vallario

MASSACHUSETTS
Senator Michael Moore

MASSACHUSETTS
Representative
Stephen DiNatale

MASSACHUSETTS
Representative
Anne Gobi

MICHIGAN
Representative
Anthony Forlini

MICHIGAN
Representative Marcia
Hovey-Wright

MICHIGAN
Representative
Sarah Roberts

MICHIGAN
Representative
Adam Zemke

MINNESOTA
Representative
Kurt Daudt

MINNESOTA
Representative
Joe McDonald

MISSISSIPPI
Senator Chris Massey

MISSISSIPPI
Senator Rita Parks

MISSISSIPPI
Representative
Randy Boyd

MISSISSIPPI
Representative
Larry Byrd

MISSISSIPPI
Representative
Gary Staples

MISSOURI
Representative
Charlie Davis

MISSOURI
Representative
Mike Leara

MISSOURI
Representative
Jeff Messenger

MISSOURI
Representative
Lynn Morris

MISSOURI
Representative Bill Otto

NEVADA
Senator Ruben Kihuen

NEVADA
Assemblymember
John Hambrick

NEW HAMPSHIRE
Representative
David Murotake

NEW JERSEY
Assemblymember
Joseph Cryan

NEW YORK
Senator Lee Zeldin



NEW YORK
Assemblymember
Chad Lupinacci



NEW YORK
Assemblymember Crystal Peoples-Stokes



NORTH CAROLINA
Senator Mike Woodard



NORTH CAROLINA
Representative
Mike Hager



NORTH DAKOTA
Senator Oley Larsen



NORTH DAKOTA
Senator Tim Mathern



NORTH DAKOTA
Senator George Sinner



NORTH DAKOTA
Representative
Jon Nelson



NORTH DAKOTA
Representative
Chet Pollert



OKLAHOMA
Representative
Bobby Cleveland



OKLAHOMA
Representative
David Perryman



OREGON
Representative
Jeff Reardon



PENNSYLVANIA
Senator Lisa Boscola



PENNSYLVANIA
Senator Dominic Pileggi



PENNSYLVANIA
Representative
Bill Kortz



RHODE ISLAND
Representative
Doreen Costa



RHODE ISLAND
Representative
Thomas Winfield



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Representative
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UTAH
Representative
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VIRGINIA
Delegate Bill DeSteph



VIRGINIA
Delegate Riley Ingram



WASHINGTON
Representative
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WEST VIRGINIA
Senator Bill Cole



WEST VIRGINIA
Delegate Rupie Phillips



WISCONSIN
Representative
Bob Kulp



WYOMING
Senator Leslie Nutting



WYOMING
Representative
James Byrd



WYOMING
Representative
Roberts McKim



WYOMING
Representative
Tom Reeder

LEGISLATIVE FRONT LINES

This Land Is Our Land

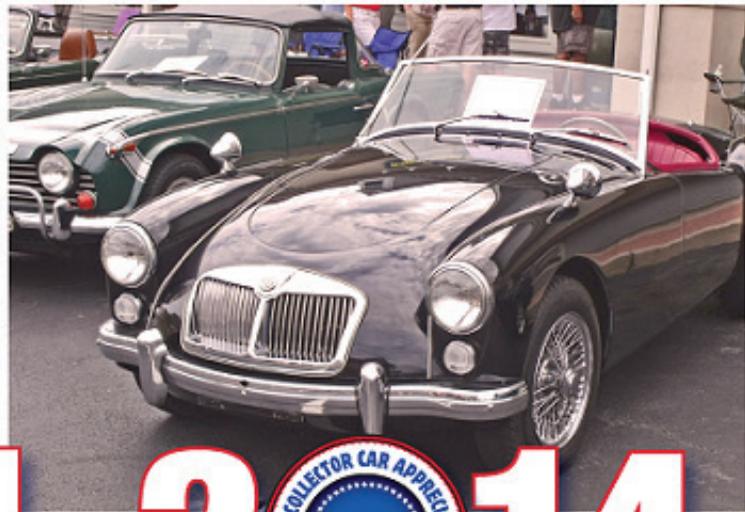
Off-roaders count on federally regulated public lands to enjoy their hobby pursuits. Thankfully, three pieces of congressional legislation have been introduced that will benefit recreational access on U.S. land if enacted into law. The following efforts are currently being supported by the SEMA Action Network:

National Monument Designations: The U.S. House of Representatives passed a SAN-supported bill to require a National Environmental Policy Act (NEPA) study for any National Monument designations over 5,000 acres. Currently, the President of the United States has the unilateral authority to declare a parcel of public land with “historic or scientific interest” to be a National Monument. Such a designation frequently leads to road closures for motorized recreation. The bill would place limits on that authority. The president could declare a monument less than 5,000 acres, but that declaration would need congressional approval within three years. A larger parcel of land would require a NEPA environmental study along with a congressional study estimating long-term costs to manage the land. The president would also be limited to one declaration per state during any presidential term unless there was congressional approval. The House-passed bill has been sent to the U.S. Senate for consideration.

“National” OHV Recreation Area: A SAN-supported bill has been introduced in Congress to include the word “National” within the title “Johnson Valley Off-Highway Vehicle Recreation Area.” The legislation follows last December’s success when Congress passed a law ending a six-year clash between the military and OHV users over access to thousands of acres of Southern California desert. More than 96,000 acres will continue to be maintained by the U.S. Bureau of Land Management as an OHV recreation area, while 79,000 acres were transferred to the adjoining Twentynine Palms Marine Corps base for military training needs. The area contains a unique mix of open desert, dry lake beds and formidable rock-crawling formations and hosts the famous “King of the Hammers” Race, which will continue unhampered. Johnson Valley is the nation’s first federal OHV area and the word addition will acknowledge the land’s national significance. The bill was introduced by Rep. Paul Cook (R-CA), who championed last year’s efforts in Congress to protect the OHV area.

Endangered Species Act Reform: The U.S. House Natural Resources Committee approved four bills to reform aspects of the Endangered Species Act (ESA). The bills have been sent to the House floor. The bills would require the U.S. Fish and Wildlife Service (FWS) to release data used to make listings of threatened or endangered animals and plants, report how much money is spent on ESA-related lawsuits, and place a cap on plaintiff attorney reimbursement fees. Despite agreeing that the law is flawed, Republicans and Democrats are generally deadlocked on how to comprehensively update the 40-year-old ESA. Millions of acres of land have been set aside to protect threatened or endangered animals and plants, with few tangible results beyond lawsuits and attorney fees. Scores of off-highway vehicle (OHV) roads and trails have been unnecessarily closed as a consequence. The SAN supports an alternative approach that focuses on establishing and managing smaller recovery zones.

For the complete list of Legislative Action Alerts, visit www.semaSAN.com/Alerts.



JULY 11, 2014

COLLECTOR CAR APPRECIATION DAY



A wide range of automotive events are held on the second Friday in July to honor Collector Car Appreciation Day (CCAD). At the request of the SEMA Action Network (SAN), this “holiday” has been marked each year since 2010 by a U.S. Senate Resolution recognizing 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.” As this annual event continues to grow worldwide, states, provinces, counties and cities are following suit with their own recognition. The SAN encourages participation throughout the month of July to honor the classics of the past and the future.

CELEBRATE OUR HOBBY YOUR WAY!

- **ATTEND** an official vehicle-inspired event
- **HOST** your own gathering or club meeting
- Promote a “**HOLIDAY SALE**” at your business
- **DRIVE** your special ride, new or old, whatever the destination

Submit information on your July event or find a celebration near you and more on the SAN website: www.semasan.com/CCAD
(Participating organizers will be awarded a copy of the U.S. Senate resolution for display at each registered event.)



Don't Sit at Home, Join the Caravan of Cool Rides!

The famed *Hot Rod Power Tour* is hitting the road once again. Will you be stopping by? Come by the SEMA Action Network (SAN) booth at the famed *Hot Rod* bus to have 2014 Miss *Hot Rod* Magazine sign an official limited-edition poster for you.

In its 20th year, the Power Tour draws motor vehicle enthusiasts from across the country. Covering more than 1,500 total miles, this seven-day, seven-city tour begins in Concord, North Carolina, and will make its way to Wisconsin Dells, Wisconsin, through both highways and winding back roads. The event will attract more than 4,500 collector cars and grab the attention of more than 75,000 spectators. All kinds of hot rods, classics, custom trucks and street machines will be along for the ride. Any vehicle year, make or model is accepted.

The dates and stops are as follows:

- **Saturday, June 7**
Charlotte, North Carolina (ZMAX Dragway)
- **Sunday, June 8**
Knoxville, Tennessee (Chilhowee Park)
- **Monday, June 9**
Charleston, West Virginia (Downtown on the River Front)
- **Tuesday, June 10**
Norwalk, Ohio (Summit Motorsports Park)
- **Wednesday, June 11**
Crown Point, Indiana (Lake County Fairgrounds)
- **Thursday, June 12**
Bettendorf, Iowa (Isle Casino Hotel)
- **Friday, June 13**
Wisconsin Dells, Wisconsin (Chula Vista Resort)

This link contains information on tour stops and other details:

www.hotrod.com/2014/powertour

We hope to see you on the road!



WEB RESERVES

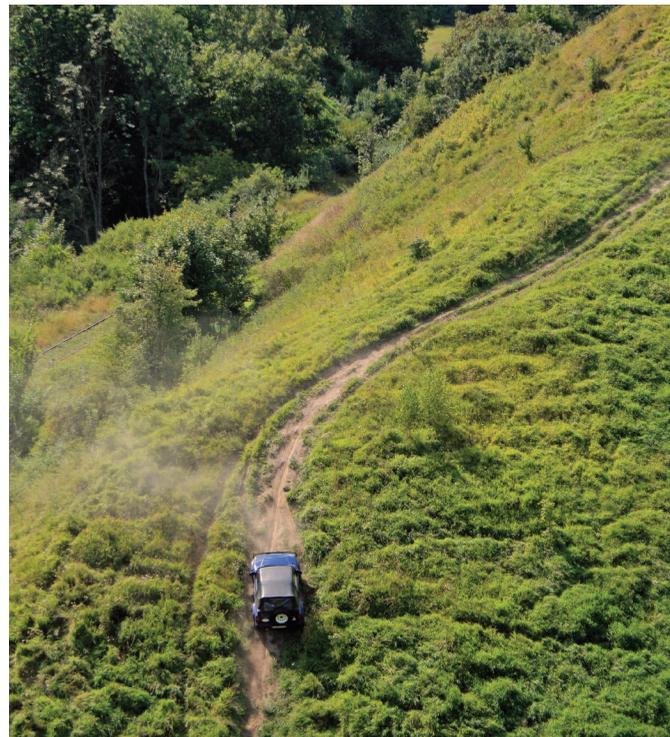


Image Courtesy Shutterstock

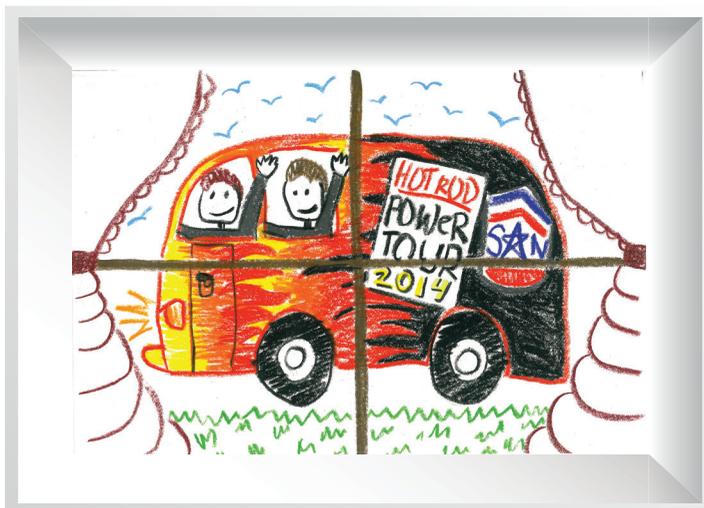
Happy Trails

SEMA Action Network (SAN) Launches Off-Roading Resource

Like all niches of the auto hobby, off-roading is an activity enjoyed by countless enthusiasts and families all over the country. Responsible use of Off-Highway Vehicles (OHVs) allows off-roaders to enjoy all that America's landscape has to offer on two or four wheels. Unfortunately, enthusiasts are encountering "road closed" signs on public lands with increasing frequency. This is often the result of the U.S. Congress passing legislation establishing "wilderness" areas, lands where motorized recreation is not permitted.

To address OHV concerns, the SEMA Action Network (SAN) created a webpage dedicated to laws and regulations affecting this community: www.semaSAN.com/OffRoad. This valuable resource provides several key tools that will help you build a solid foundation of land-use knowledge. Among its contents is a broad overview of such topics as the key federal agencies managing public lands; major laws and regulations, such as the Endangered Species and Wilderness Acts, that affect access to public lands; private organizations which are active in the conservation of natural lands while supporting the hobby; and SAN position statements, which act as a guidepost for legislative and regulatory advocacy.

Without active participation, scores of popular OHV trails could be closed permanently. It is more important than ever to get involved and make your voice heard by government. Encourage your family and friends to enlist in the SAN, and be prepared to take action when necessary. Let's work together to ensure this popular segment of our hobby remains intact for many generations to come.



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



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