

Hawkeye State Hobbyist & Lawmaker • Resurrection of Dead Legislation

# DRIVING FORCE

Summer 2016 | [semaSAN.com](http://semaSAN.com)



## *Full Throttle*

Powering the RPM Act to the Finish Line

# Greenlight the RPM Act

## Congressional Legislation Will Overturn Threat to Racing Community

If you ask the average American what they love about auto racing, you'll find a striking similarity in the responses—speed, teamwork and precision. Since the invention of the automobile, Americans have been converting their street vehicles into race cars. Powered by passion, most professional motorsports leagues were founded on this very concept. More than a century later, the very core of this tradition is under attack.

Last year, the U.S. Environmental Protection Agency (EPA) issued a proposed regulation to make the act of converting a motor vehicle into a race car illegal if the emissions system is taken out of compliance from its stock configuration. This prohibition would include even those vehicles used solely at the track and never again used on public roads. If finalized, the rule would effectively prohibit the sale of certain emissions-related parts for use on converted vehicles.

Word of the EPA's proposed rule traveled quickly as tens of thousands of motorsports participants, both amateur and professional, identified the consequences to racing vehicles that started life as a street car or motorcycle originally certified to federal emissions standards. At the core of the issue is the Clean Air Act. The EPA's prohibition would cover all motor vehicles dating back to 1968, the year the law first took effect. The ban would not, however, impact purpose-built race cars, such as those used today in NASCAR, nor would it apply to "nonroad vehicles," such as dirt bikes, ATVs or snowmobiles exclusively for racing. Despite this distinction in the rulemaking, the vast majority of racers begin their careers competing in a division that utilizes a modified production vehicle. This proposal would devastate the most cost-effective forms of racing.

Ralph Sheheen, managing partner and president of *National Speed Sport News*, has built a career around racing, which has included broadcasting racing on major television networks. "This proposed regulation from the EPA would have kept my dream from ever becoming a reality. You see, those famous racers, Mario Andretti, AJ Foyt, Richard Petty, Dale Earnhardt and so many others like them, all began their careers in vehicles that would have been outlawed according to this regulation."

Last December, the SEMA Action Network (SAN) filed comments challenging the EPA's proposal. Racers and enthusiasts were also quick to react. Within 24 hours, the SAN-created White House petition denouncing the regulation gained the 100,000 signatures needed to receive a

response from the administration. In fact, the Obama Administration's "We the People Team" was flooded with nearly 170,000 signatures when the dust settled.

Due to this outcry, the SAN's allies in the U.S. Congress introduced the Recognizing the Protection of Motorsports Act of 2016 or RPM Act (H.R. 4715/S. 2659) in both the House and Senate. "For years my constituents have been free to modify vehicles for competitive use on closed tracks without government interference," said lead sponsor Congressman Patrick McHenry. "The RPM Act will ensure that continues."

In an unprecedented move, seven state attorney generals sent a letter urging EPA Administrator Gina McCarthy to withdraw a proposed rule that threatens the racing industry, as well as tens of thousands of jobs throughout the United States. Among those signing the letter were Attorneys General Mike DeWine (Ohio), Patrick Morrissey (West Virginia), Leslie Rutledge (Arkansas), Luther Strange (Alabama), Jeff Landry (Louisiana), Bill Schuette (Michigan), Sam Olens (Georgia) and Adam Paul Laxalt (Nevada).

Under mounting pressure, the EPA recently announced that it will withdraw the proposed rule. However, the agency continues to assert newfound authority under the Clean Air Act to regulate street cars modified exclusively for the track. While SEMA President and CEO Chris Kersting released a statement thanking Congress for pushing EPA to withdraw its proposal, he noted that the future of racing remains under a cloud of risk—the risk of future enforcement.

Your voices are being heard! At the time of publication, nearly 120,000 letters had been sent to Congress seeking support for the RPM Act. Enthusiasts must keep the throttle pegged. Many legislators and government officials have voiced support for the RPM Act. However, many elected officials are still undecided. It is crucial that the entire racing community continues to send letters to their congressional lawmakers seeking support. If you haven't yet contacted your legislators, visit [www.sema.org/RPMAct](http://www.sema.org/RPMAct) immediately. An email account and one minute is all it takes to support the Congressional bill that will ensure that street vehicles can continue to be modified for the track. Every letter counts!

Beyond additional signatures, the SAN is also looking for additional members of Congress to co-sponsor the RPM Act. To date, the House legislation has 65 sponsors, while the Senate bill has 11. Are your elected officials among them? Visit [www.semaSAN.com](http://www.semaSAN.com) to find out. Given the potential impact of this rulemaking on car clubs and automotive organizations nationwide, group leaders are needed to work with Congress in passing the bill. If you are willing to send a letter on behalf of your group, notify us at [san@sema.org](mailto:san@sema.org). Respondents will receive a sample letter to be personalized and forwarded to the appropriate legislator's office.



**The RPM Act simply confirms that under the Clean Air Act, it has always been legal to modify a street vehicle or motorcycle into a race vehicle used exclusively at the track like those shown here.**

Courtesy Shutterstock

# Q&A: Recognizing the Protection of Motorsports Act of 2016 (RPM Act)

**T**he RPM Act simply confirms that under the Clean Air Act, it has always been legal to modify a street vehicle or motorcycle into a race vehicle used exclusively at the track.

## *Aren't race cars already protected from EPA regulations?*

Congress has always prohibited the EPA from regulating race cars, which are excluded from the Clean Air Act's definition of "motor vehicle." In July 2015, the EPA issued a proposed rule acknowledging the race car exemption but "clarifying" that it has always been illegal to convert emissions-certified vehicles into race cars. The EPA contends this is "tampering" and that a vehicle is forever a "motor vehicle" subject to the Clean Air Act, even if it is unregistered and never again driven on the highway. This proposal conflicts with congressional intent and decades of marketplace application.

## *Why wasn't there more public outcry before now?*

The proposed regulation was inserted into a 629-page unrelated greenhouse gas rulemaking for trucks and buses issued last July. The EPA failed to alert the public that the race car provision was included. There were no public comments on the provision until SEMA discovered it and then submitted comments on December 28, 2015.

## *When is the final rule scheduled to come out?*

The rule is scheduled to be finalized by July 2016. However, the EPA recently announced that it will withdraw the proposed rule regarding converted race cars and certain emissions-related parts used on those vehicles.

## *Which Americans are affected by this rule?*

The EPA's proposed regulation would have affected Americans with any vehicle, including sports cars, sedans and hatch-backs, that started its life as a street car or motorcycle and originally certified to federal emissions standards. Federal emissions standards first took effect in 1968, so the EPA's prohibition would cover all motor vehicles dating back to that year.

## *How does the RPM Act of 2016 address the problem?*

While Congress has already prohibited the EPA from regulating race cars, the RPM Act will erase any doubts that the exemption applies to racing parts and vehicle modifications.

## *Why is it important for Congress to pass this bill?*

The public needs certainty regarding how the Clean Air Act is applied, and Congress needs to confirm that it has ultimate authority. Passage of the RPM Act will end the debate and protect our nation's racing activity now and in the future.

## CAUCUS CONNECTION

# Heavy-Duty Car Collecting

## Representative Josh Byrnes Is Catching the Bug...BIG TIME!

**R**epresentative Josh Byrnes was a political novice when he decided to run for a seat in the state legislature in 2009. "Our state was suffering due to bad budget decisions, and I made the decision to act and get involved," he remembers. "I placed my name on the ballot and won! It has been a great experience, and I have met some wonderful people who are now lifelong friends." Unfortunately, for the citizens in Iowa's 51st district, he's decided to retire from the legislature at the end of the current session. Car enthusiasts in his state will also lose a fierce advocate.

Josh grew up in Riceville, Iowa, and graduated from Luther College, earned a Master's Degree from Winona State University, and is currently completing his doctoral work at Iowa State University. He was a high school teacher for several years and also served as a college administrator. He and his family currently reside in Mitchell County where they maintain a small cow herd, raise gourds and play ball on their diamond.

Over the years, Rep. Byrnes has been involved in several efforts to support auto hobbyists. This year, he was the driving force behind a bill to

allow a single rear-mounted license plate. He's also introduced legislation to support the use of nitrous-oxide systems and enable aftermarket exhaust systems.

"I grew up in a farm family where we used nothing but International Harvester tractors," he says. "Given that background of red farm equipment, I started looking at all things International. Eight years ago I located my first International truck on a farm being sold. I purchased that first D-series truck for \$100 and took the title and all the parts home—and the passion began. That truck led to two more D-series parts trucks to complete my first project. During that time I came across a '59 Chevy Viking that we now use for hauling mulch and rock on our acreage. I recently came across a '66 International pickup that has the original cattle sides and a factory hoist on the box." His '37 International has morphed into something special. It now has an '07 Chevy LS engine (5.3L), automatic transmission, and disc brakes. Outside of the modernization of the powertrain, everything else is original and authentic.

He advises car enthusiasts to elect people



A '37 International D-2 series pickup.

that share their ideas and passion and to attend forums and ask questions of those who are already elected. "One of the biggest jobs constituents have outside of the electoral process is educating their elected officials on their issues. I think a great thing car enthusiasts can do to help promote their cause is to invite elected officials to events such as car shows, swap meets and anything else related to our hobby."

Last year, he attended his first SEMA Show as a member of the State Automotive Enthusiast Leadership Caucus. "What a great group of people with an authentic passion for their hobby." As he moves into the next phase of his life, he hopes to become more involved with SEMA and attend the SEMA Show at every opportunity.

# What's Old Is New

## Several States Recycle Past Proposals Impacting Classic Vehicles

**W**hile the push to enact a bill into law may be a long road in many cases, don't lose hope if the outcome is not immediately satisfactory. Just because a bill may have died during a legislative session doesn't mean that it remains dead forever. In fact, not all new legislative proposals are based on new ideas at all. It is fairly common to see similar bills be reintroduced from a past session. Furthermore, many states allow them to carry-over from one year to the next. Thus, the importance of staying informed through the SEMA Action Network (SAN) and recruiting fellow enthusiasts to get involved cannot be overstated. To follow is an overview of bills aimed at vintage vehicles getting another shot this year:

**California Emissions Exemption:** Legislation to exempt all motor vehicles prior to the '81 model year from emissions inspection requirement was reintroduced in the California Senate and approved by the Transportation and Housing Committee. Current law requires the lifetime testing of all '76 and newer model-year vehicles. The bill will next be considered by the Appropriations Committee. Prior to this session, it was most recently introduced in 2012 but was not approved in the original committee of jurisdiction.

**Iowa Custom Vehicles:** A version of SEMA-model legislation to add a vehicle registration classification for custom vehicles was not given full consideration in 2015. However, this legislation is still eligible for consideration in 2016. The bill defines "custom vehicle" as a vehicle with a model year that is at least 25 years old and that was manufactured after 1948, or any vehicle designed and manufactured to resemble a vehicle with a model year that is at least 25 years old and that was manufactured after 1948. The bill also provides that the model year of a custom vehicle would be the same as the model year of the motor vehicle that it is designed to resemble and exempts custom vehicles from periodic vehicle inspections and emissions requirements.



**Maryland Historic Vehicles:** Legislation that originally appeared to subject historic vehicles of model year '86 and later to undergo periodic safety inspections was approved by the Maryland Senate. An amended version of the bill now specifically excludes historic vehicles from the requirement that they receive an inspection certificate prior to titling and registration. However, the bill would still prohibit the use of historic vehicles for employment, transportation to employment or school

and for commercial purposes. The bill also subjects historic vehicles of model-year '86 and later to equipment repair orders. Having already been approved by the House, the measure will next be sent to the governor for his signature and enactment into law. This topic has appeared in the state repeatedly the last several sessions.

**New Jersey Historic Vehicles:** Legislation that would amend the state's current law governing historic motor vehicles to permit their use for pleasure driving one day per week has been reintroduced in the New Jersey State Assembly. Under current New Jersey law, use of historic vehicles is strictly limited to exhibitions and educational purposes by the owner. This bill was most recently introduced in 2014 but has appeared multiple times in the past.



**New Jersey Street Rods and Customs:** A version of SEMA-model legislation that would create a vehicle registration classification for street rods and replica custom vehicles and provide for special license plates for these vehicles was reintroduced in the New Jersey Assembly for 2016. The measure defines a street rod as an altered vehicle manufactured before 1948 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 the body of the vehicle most closely resembles. Prior to this session, it was most recently introduced in 2014 but has appeared multiple times in the past.

### West Virginia Exhaust Noise:

Based on SEMA model legislation, a bill that would have allowed West Virginia's vehicle hobbyists to install and use aftermarket modified exhaust systems that meet a 95-decibel limit was not given committee consideration. The bill failed to be approved by both houses of the legislature prior to the adjournment of the 2016 session. Current West Virginia law only allows a muffler originally installed by the manufacturer or an equivalent. This topic has appeared in the state repeatedly the last several sessions.





Colby Martin

# Mastering the Power of the Moment

*“For every action, there is an equal and opposite reaction.”*  
 —Sir Isaac Newton, Newton’s Third Law of Motion

The racing community and the industry that supports it have made major headlines of late. A grass-roots movement to thwart a recent threat to motorsports has activated the entire auto hobby. Ultimately, this issue led SEMA Action Network’s (SAN) allies in the U.S. Congress to introduce the Recognizing the Protection of Motorsports Act of 2016 or RPM Act (H.R. 4715/S. 2659) in both the House and Senate. In case you haven’t heard, the pro-hobby bill comes in response to a proposed EPA regulation that would have made illegal the act of converting a street car into a race car used exclusively at the track if the emissions system is taken out of compliance from its stock configuration. You can learn more about how this saga has unfolded by reading this issue’s lead story.

Now, we all desire clean air. Heck, I know firsthand that the symptoms of asthma are not exactly a joyride. As my fellow residents of the greater Los Angeles area will recall, the air could be so bad in the region that at times the majority of our huge mountain range would be nearly covered by smog. “Smog alerts” were somewhat commonplace throughout grade school and would keep my friends and me indoors during recess. Thankfully, significant strides have been made to resolve the issue in California.

The ongoing debate to reach a national consensus on reducing air pollution using reasonable efforts to control emissions is the stuff of legend. As it relates to cars and trucks, the war over auto emissions rules has been waged at the federal level since the Clean Air Act was implemented in 1968. For the most part, the types of weekend vehicles found in our hobby have a minimal impact on emissions and air quality given that they are operated infrequently, well maintained and a very small portion of the overall vehicle population. Race cars fall in the same category.

In particular, my home state of California has traditionally scapegoated vintage vehicles as gross polluters. For years, legislators, regulators and stationary source polluters have felt the heat from failed efforts to meet air-quality goals and have looked to older cars and trucks as a convenient target, using faulty data and inflated annual mileage assumptions. The SAN believes our hobby should not continue to carry the burden of past mistakes! As someone who is also concerned about the future of our



Courtesy Shutterstock

*Recent government threat to motorsports has energized and unified the car hobby unlike any legislative issue prior. Boost the current momentum by utilizing every tool at your disposal to give the RPM Act and future pro-hobby proposals a podium finish. After all, the key to winning any auto race lies in an all-hands-on-deck approach by a precision pit crew working in unison—and we need more hands.*

planet’s natural resources, it’s unfair that the car hobby is a target disproportionate to its contribution to the emissions inventory.

Despite the continuing clash over vehicle emissions, I can’t help but be drawn to the bright side of the latest struggle. While it’s true that the SAN’s legion has enjoyed a variety of successes over the years on a host of issues, the recent mobilization on the race car issue has been unprecedented. As you probably have heard, prominent car clubs, media outlets and brand names are bolstering the SAN’s legislative voice by urging support for the RPM Act ([www.sema.org/RPMAct](http://www.sema.org/RPMAct)). The movement to “Save Our Race Cars” continues to go viral in an internet age dominated by competition for audiences. What a breakthrough!

The hobby’s potency surrounding our advocacy efforts to protect motorsports remains strong. As racers and fans, we must sustain this energy. Let’s make sure our muscle endures! First, make sure to sign the RPM Act letter to Congress—it only takes a moment. Then spread the word any way you can: email, social media, forums, blogs, etc. Finally, encourage others to enlist in the SAN ([www.semaSAN.com/Join](http://www.semaSAN.com/Join)), stay informed and brace for upcoming legislative battles. The rallying cry for lasting automotive freedoms has never been louder; awareness hasn’t been wider; and our momentum never greater. Newton’s Third Law of Motion is currently in our favor, so make the most of this opportunity—for you, your community and those that will follow in your footsteps.

# Car Hobby Concerns on Capitol Hill

Legislative issues impacting the car hobby community at the federal level continue to develop. Congressional lawmakers and regulators are working on efforts concerning auto enthusiasts in a number of areas. The SEMA Action Network (SAN) is pursuing the following initiatives:



**Bonneville Salt Flats:** A SAN-supported resolution urging the U.S. Bureau of Land Management (BLM) to restore the Bonneville Salt Flats was approved by the Utah House and Senate and signed by Governor Gary Herbert. The resolution calls attention to the deterioration of the Bonneville Salt Flats and urges the BLM to work with the Save the Salt Coalition and other concerned stakeholders to formulate a plan to restore the Bonneville Salt Flats International Speedway. The resolution also urges the U.S. Congress to take action to restore safe racing conditions. The SAN is part of the Save the Salt Coalition, a group of organizations and companies with a vested interest in Bonneville. The Coalition has drafted a comprehensive plan for restoring Bonneville including its historic 13½-mile speedway. It is now working with the BLM, federal and state lawmakers and the adjoining potash mine owner to implement the plan.

**E15/Ethanol:** Under the Renewable Fuel Standard (RFS), ethanol is required to be blended into gasoline in volumes that increase every year. In recent years, the EPA turned to E15 (gas that contains 15% ethanol)



to meet the targets. Ethanol, especially in higher concentrations such as E15, can cause metal corrosion and dissolve certain plastics and rubbers in automobiles produced before 2001 that were not constructed with ethanol-resistant materials. The SAN is working to enact legislation to repeal the EPA regulation authorizing E15 sales, cap the amount of ethanol blended into gasoline at 10% and eliminate a mandate that 15 billion gallons of corn-based ethanol be blended into the U.S. fuel supply every year. The SAN has joined with more than 50 other organizations from the auto, boat, food and energy industries to support passage of the legislation. Several bills have been introduced in the U.S. Congress although there has been little action to date.

## Utah Public Lands Initiative:

The 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 eight eastern counties. These counties have put forward individual plans to finalize federal land designations, which include permanent protections for motorized recreation. U.S. Rep. Rob Bishop (R-UT), Chairman of the House Natural Resources Committee, and Rep. Jason Chaffetz (R-UT) consolidated their plans into draft legislation they circulated in February, although no formal bill has been introduced to date. The lawmakers are seeking to address a proposal to set aside land for a Bears Ears National Monument. In total, more than 20 million acres of land will be impacted by the initiative.



**National Monuments:** President Obama designated three new national monuments located in California's Mojave Desert in February. The Mojave Trails, Sand to Snow and Castle Mountains National Monuments total 1.8 million acres and are located between Palm Springs and the Nevada state border. The SAN opposes this action since national monuments automatically prohibit new roads or trails for motorized vehicles and require a new land management plan be drafted that could lead to more road closures. The SAN supports a collaborative approach to land-use decisions, including input from local citizens, elected leaders and other stakeholders on national monument designations. Accordingly, the SAN supports bills pending in the U.S. Congress that would curtail the President's power to unilaterally designate national monuments by requiring their approval by Congress and the impacted state legislature(s).

**National OHV Area Designations:** The SAN is supporting legislation that would permanently designate six existing OHV areas comprising 300,000 acres in San Bernardino County as national OHV areas: Johnson Valley, Spangler Hills, El Mirage, Rasor, Dumont Dunes and Stoddard Valley. The bill was introduced by Rep. Paul Cook (R-CA), and Sen. Dianne Feinstein (D-CA) has introduced a similar bill that also protects OHV areas, although in lesser amounts. The bills are being actively discussed but no legislative action has been scheduled.

**Clear Creek Recreation Area:** A SAN-supported bill to reopen the 75,000-acre Clear Creek National Recreation Area (NRA) in San Benito and Fresno Counties in California was passed by the U.S. House Natural Resources Committee in March. The bill is pending consideration in the full House of Representatives. The bill would provide OHV access to more than 240 miles of public trails closed in 2008 due to concerns surrounding exposure to asbestos. The California Off-Highway Motor Vehicle Recreation Commission ordered an independent risk-assessment study and concluded that the land could be managed without exposing the public to unacceptable risks.

# 2016 Hot Rod Magazine Power Tour

**T**he Hot Rod Power Tour is a spectacle unlike any other for fans of vehicular variety. In terms of sheer size and distance covered, “the world’s largest road trip” lives up to its billing. Come along with the SEMA Action Network (SAN) on the event’s 22nd annual excursion. Grab a friend and stop by our prominent display at the flamed Hot Rod bus to fight for the future of auto racing. The SAN will be enlisting support for the Recognizing the Protection of Motorsports (RPM) Act from attendees.

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 near Baton Rouge, Louisiana, and will make its way to Kansas City, Kansas, 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:

- June 11**—Lamar Dixon Expo Center in Gonzales, Louisiana
- June 12**—Royal Purple Raceway in Baytown, Texas
- June 13**—Circuit of the Americas in Austin, Texas
- June 14**—Traders Village in Grand Prairie, Texas
- June 15**—Remington Park in Oklahoma City, Oklahoma
- June 16**—Kansas Pavilion in Wichita, Kansas
- June 17**—Kansas Speedway in Kansas City, Kansas



The following link contains information on tour stops and other details: [www.hotrod.com/events/power-tour](http://www.hotrod.com/events/power-tour). We hope to see you on the road!

## WEB RESERVES

# Our Hobby Has Its Day!

## Collector Car Appreciation Day Webpage Makes Forming Your Tribute Easy

**W**ith summer’s arrival, make plans now to honor Collector Car Appreciation Day (CCAD)! This year’s festivities will be celebrated on July 8, 2016. 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.” A wide range of automotive events will once again be held to commemorate the occasion. As this annual observance continues to grow worldwide, states, provinces, counties and cities are following suit with their own recognition. SAN encourages participation throughout the month of July to honor the classics of the past and the future.

As in prior years, a growing list of scheduled car shows, cruise-ins, parades and other gatherings will be held in support of this celebration and added to the SAN website. Submit your July event, public or private, at no cost on the celebration’s page, [www.semaSAN.com/CCAD](http://www.semaSAN.com/CCAD).

Participating organizers will be awarded a copy of the congressional resolution for display at each registered event. While online, check out ideas for planning your tribute that include promotional tips, media outreach templates and key messages for public spokespersons. Download the official CCAD logo and national flyer from the homepage to help raise awareness of this special day. A comprehensive image gallery created from submitted photos will provide a visual recap; past years have already been archived. Finally, automotive media personality and SAN member Courtney Hansen appears in the CCAD video public service announcement (PSA). Featuring Hansen’s own ’57 Ford Thunderbird, you are encouraged to post and share the PSA using its YouTube link.

As always, the SAN welcomes any level of participation and encourages everyone to spread the word about our hobby’s “holiday.” Locate a CCAD event near you and make your plans today at [www.semaSAN.com/CCAD](http://www.semaSAN.com/CCAD).

**JULY 8, 2016**



**COLLECTOR CAR APPRECIATION DAY**

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For more legislative and regulatory information,  
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# Inaugural Rev'n Rods & Heartland Music Tour

The SEMA Action Network (SAN) is pleased to announce its participation in the inaugural Rev'n Rods & Heartland Music Tour this summer. Join us for six days of the hottest rides, coolest cars and brightest stars! The event—a thrilling combination of a car show, driving tour and nightly concert—will kick off in Nashville, Tennessee, on Sunday, July 17, and conclude in Indianapolis, Indiana, on Friday, July 22.

Each day's events will feature a car show complete with vendors, exhibits, food and beverages with admittance free to the general public. Every night will end with a ticketed concert featuring the legends of country music. Owners of hot rods, street rods, motorcycles and classic automobiles are encouraged to go on tour with Rev'n Rods & Heartland for one stop or even the whole trip. Each registration includes two free nightly concert tickets per vehicle.

The details for each stop are as follows:

**July 17**—Nashville, Tennessee, at Fontanel featuring  
Sammy Kershaw, Aaron Tippin & Collin Raye

**July 18**—Southaven, Mississippi, at Landers Center featuring Restless Heart

**July 19**—Cape Girardeau, Missouri, at A.C. Brase Arena featuring Terri Clark

**July 20**—Bowling Green, Kentucky, at Beech Bend Raceway Park featuring Pam Tillis

**July 21**—Bean Blossom, Indiana, at Bill Monroe Bluegrass Festival Center featuring James Otto

**July 22**—Indianapolis, Indiana, featuring John Michael Montgomery (location TBA)

Visit [www.revntour.com](http://www.revntour.com) for tickets and more information.



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Voice of the SEMA Action Network  
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