

DRIVING FORCE

JULY 2005



LEGISLATIVE QUICK HITS

Hawaii Exhaust Noise: At least for this year, the SAN defeated legislation in Hawaii that sought to provide a schedule of increased fines for those who violate the state's ban on the sale, installation and use of certain motor-vehicle mufflers. Current law in Hawaii essentially prohibits the operation of a motor vehicle unless it is equipped with an exhaust system of a type installed as standard factory equipment. SEMA is working to encourage the adoption of exhaust-noise standards that allow vehicle owners to prove compliance by an objectively measured, fair and predictable procedure. The Hawaii bill may be considered again next year.



Illinois Blue Dots: A SAN-supported bill to allow antique vehicles to display a blue light of up to one-inch diameter as part of the vehicle's rear stoplamps was recently passed by the Illinois Legislature and has been sent to the Governor for his approval. The measure recognizes that blue-dot taillights have no detrimental impact on safety,

enables enthusiasts to modify their vehicles to recall in fine detail the glory days of the hot rod era in America and follows in the tradition of similar laws enacted recently in Minnesota, Montana, Missouri and Rhode Island.

Maine Lighting: SAN-supported legislation to permit accent lighting has been signed by Maine Governor John Baldacci. The new law permits the use of optional accent lighting on motor vehicles that meet certain conditions, including color and intensity restrictions. The new law also provides for undercarriage neon lighting, although not for use on public roadways, and allows blue-interior and dash lighting under some circumstances.

Maine Custom Vehicles: A version of SEMA-model legislation to create a registration class for custom vehicles was passed by the Maine Legislature. Under the bill, custom vehicles are defined as at least 30 years old and of a model year after 1948 or manufactured to resemble a vehicle from that era. The bill also allows customs to have a body constructed from non-original materials and assigns these vehicles the same model-year designation as the production vehicles they most closely resemble, allowing qualifying replicas and kit cars to be accommodated under this registration class. The measure requires the Chief of the State Police to convene a committee comprised of representatives from the custom vehicle industry to provide advice and technical assistance regarding potential inspection standards and procedures. The bill must now be approved by the governor before becoming law. The SAN is especially appreciative to Maine State Representative David Trahan for sponsoring the bill in the legislature and the Maine Custom Auto Association for its hard work and support.

Tuning Into The Law

Sport-Compact/Tuner Enthusiasts Join in the Effort to Protect the Hobby

Lawmakers across the country continue to debate legislative proposals that impact the auto hobby, several of which are directly targeted at tuner or sport-compact vehicles. Dedicated to protecting all facets of the auto hobby, the SEMA Action Network (SAN) has been successful in enacting laws which allow individuals to reasonably and responsibly modify their vehicles. When needed, the SAN has also modified or defeated legislation that would unfairly restrict this right.

"While not completed, the 2005 legislative session has already brought a series of significant legislative and regulatory accomplishments for sport-compact enthusiasts on a range of equipment standards, from lighting to wheels and tires, modified exhaust systems to nitrous oxide," said SEMA's Vice President of Government Affairs Steve McDonald.

Among the bills being considered, those receiving the most attention concern the use of modified exhaust systems. Six states (Hawaii, Illinois, Massachusetts, New Jersey, Pennsylvania and Virginia) have introduced legislation this year dealing with exhaust noise or the use of specialty-equipment exhaust systems. These measures come on the heels of the two-year anniversary of California's exhaust-noise testing program. Adopted in August 2003, the SAN-supported program established a 95-decibel limit under an objective testing procedure through which individuals can prove that their vehicles comply with state noise standards. In each



SEMA-model legislation provides for the testing of exhaust noise through a standard (J1169) adopted by the Society of Automotive Engineers. To be certified under the SEMA model, vehicles may not exceed 95 decibels.

instance this year where legislation was introduced that would restrict modified exhaust systems, the SAN was quick to contact the sponsor of the bill and offer the 95-decibel program as an alternative. The status of some of these bills is discussed in other sections of this newsletter.

Another issue receiving attention by lawmakers is the use of optional or ornamental lighting equipment on vehicles. Ranging from ground effect or "halo lights" to windshield wiper lights, the SAN has rallied behind legislation that allows individuals to use optional lighting so long as there is no proven safety hazard associated with the equipment. To that

Tuners Talk Back

In the following paragraphs, enthusiasts from the sport-compact community address issues that impact their part of the hobby.

1. What do you think is the biggest misconception about the sport compact crowd?



That everyone who fixes up his/her car is involved in illegal street racing and that we are all involved in gangs. The biggest problem is ignorance.

—Frank from Washington, D.C. Club: District CRX

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OFF-ROAD NEWS

Battle Lines Drawn as Congress Considers Reforming Endangered Species Act

Lawmakers from both parties are gearing up for a heated debate this summer on reforming the Endangered Species Act (ESA). Enacted in 1973, the law currently provides protection to 1,800 species and their surrounding habitat. While House and Senate leaders largely



agree on the current problems with the ESA, there are vast differences in finding legislative solutions. For years, property owners and off-roaders have argued that the law allows the government to quickly list a species and designate the surrounding area off limits.

There have been several hearings in both the Senate and House. Senate Wildlife Subcommittee Chairman Lincoln Chafee (R-RI) recently stated that the hearings were a starting point in the process and that he would not want to do anything to damage or weaken existing law. This is in sharp contrast to his counterpart in the House of Representatives, Resources Committee Chairman Richard Pombo (R-CA). Chairman Pombo has allied with the Bush Administration, Western governors and several Western lawmakers, and is pushing for quick and drastic reforms to the ESA.

To support his claims for ESA reform, Chairman Pombo recently released a SAN-supported report prepared by committee staff that highlights problems associated with the 30-year-old law. The 84-page document calls for a legislative update to existing law, in which it claims that only 10 species have been recovered and that 60% of listed species have an uncertain or declining status. Environmental groups have countered that species recovery is a long-term goal and that many of the species in question were placed on the list only in the past 15 years.

New Rule Allows States to Challenge Current "Roadless Area" Designations

The Bush Administration issued a final rule allowing states to petition the U.S. Forest Service (USFS) to open areas previously closed under the Clinton Administration's so-called "roadless rule." The new rule establishes a process for considering state recommendations on which roadless areas should remain closed and which should be opened to logging, mining or other commercial ventures. The revision is consistent with the SAN's position that state government and local communities should participate in forest-management decisions. In its comments on the proposed rule, the SAN noted that the state petitioning process could be an opportunity to correct inaccurate roadless designations and include uninventoried routes well known to users and state officials but that do not appear on current USFS maps. Governors will have 18 months to submit their petitions. They may submit scientific data and updated mapping information to support their recommendations. The rule covers nearly 58.5 million acres of national forests and grasslands, mostly in Western states.

Tuners Talk Back

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2. What are some ways sport-compact enthusiasts can get more people involved in the legislation that impacts the sport-compact hobby?

Exhaust and tinting are two very big issues that affect my car and my friends' cars. More information in magazines about new legislation and getting the word out about the SAN would be the best thing to get more sport-compact people involved in issues like these.

—Mitchell from Galloway, NJ
Club: Unique Styling

3. It is often hard to get the younger generation interested and involved in government and politics. What do you think is the best way to get them involved in shaping the laws that impact their hobby?



I am 58 years old and have been working on my different rides for years. Modifying rides has been going on since the first car was made. Everyone, no matter who it is, likes to add personal ideas to their car. It

is not only the younger generation but also my generation who should get involved. Having the SAN at shows like IAS helps a lot, but having rallies would help too.

—Warren from Brooklyn, NY
Club: NYC Maximas

4. The SEMA Government Affairs Office has successfully introduced model legislation on exhaust noise in a number of states that sets an objective 95-decibel limit under a fair and reasonable test standard, allowing owners to prove that their modified exhaust systems comply with the law. Would you be interested in seeing this legislation introduced in your state?

Most, if not all of us, would love to see a clear and understandable law put into place. Setting up a 95-decibel program would do that. Here in Virginia, the law restricts any excessive noise. Please define any excessive noise. The 95-decibel program would allow us to prove that our exhausts comply with the law and not leave it up to law enforcement to decide who is too loud and who isn't.

—Richie from Winchester, VA

[Editors Note: As the legislative spotlight is focused on the sport-compact community, it is worth noting that, in the last two months, over 400 new SAN members indicated that they owned sport-compact vehicles. This is a clear indication that tuner enthusiasts are beginning to understand that, by staying informed and actively engaging lawmakers on the issues, they too can make a difference.]



On The Road Again

We invite you to stop by and meet with Jason Tolleson, director of the SEMA Action Network, at these events in July:

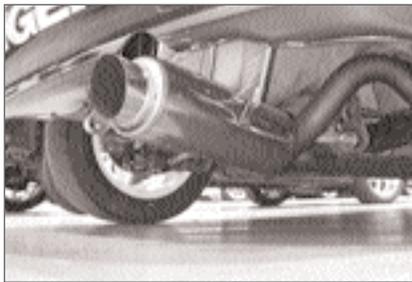
July 3-4
Star City Motor Madness
Roanoke, Virginia
www.starcitymotormadness.com

July 15-17
Syracuse Nationals
Syracuse, New York
www.rightcoastcars.com

NOT SO FAST!

SAN Members in Illinois Put a Stop to Aftermarket Exhaust System Ban

Quick action by members of the SEMA Action Network (SAN) in Illinois stalled final action on legislation in the Illinois State Legislature that sought to ban vehicles equipped with a “muffler or exhaust system that clearly has been modified to amplify or increase the noise of the vehicle.” The bill was rushed through the Illinois House in the final days of the session before being stopped by the SAN in the Senate. Illinois joined Massachusetts and Pennsylvania as states that have introduced aftermarket exhaust bans this year.



“Under the Illinois measure, vehicles determined to have been modified by virtue of a ‘visual observation’ would have failed emissions inspection,” said SEMA Vice President of Government Affairs Steve McDonald. “How emissions inspectors would have determined visually that an exhaust system increases noise was not explained in the bill.” The SAN is already working with lawmakers to establish a 95-decibel limit for exhaust systems under a fair and objective testing procedure when the legislature convenes next year. Adopted by California in August 2003, the 95-decibel program has certified approximately 90% of tested vehicles to be in compliance with the law.

The SAN is appreciative to all those who responded to our call to action and contacted their lawmakers to request opposition to this bill. “The rapid and overwhelming response by vehicle enthusiasts in Illinois was critical to stopping this piece of legislation,” said SAN Director Jason Tolleson. “Once the SAN was mobilized on this issue, it quickly became a force to be reckoned with.”

Tuning Into The Law

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extent, the SAN-opposed legislation in New York and North Carolina that sought to ban certain forms of lighting equipment and supported bills in Arkansas and Maine that permitted the use of ornamental neon lights.



The SAN has also been successful in working with lawmakers regarding the permissible use of nitrous-oxide systems. In Arkansas, the SAN negotiated a compromise to legislation that originally threatened to prohibit all vehicles equipped with nitrous-oxide systems. In the modified legislation, the mere presence of nitrous systems on passenger cars or motorcycles does not constitute a violation. The system must simply be disconnected when a vehicle is being driven on a public road or the nitrous-oxide containers must be removed. Similar legislation in Maine allows for the use of nitrous-oxide systems so long as the canisters have been removed or if the vehicle is en route to or from a racetrack, car show, off-highway competition or a fill station.

In regards to racetracks, SAN members in New Hampshire and New Jersey have played a key role in opposing legislation in their states that would unreasonably restrict the hours of operation at these facilities. Generally, these bills represent an attempt by a small group of residents to silence racing without regard to the many racing enthusiasts in the state. These meas-



Hey, That's My Car!

Sleepin' Beauty

Owner: Chris Williams
Sleepy Hollow, IL

I saw an ad for a 1975 Trans Am for \$1,600. I called the owner and he said he just moved from California last week. He told me the car was rusty. As I am originally from California, I knew what rusty meant to him. When I went to look at



it, the car had a dented passenger quarter panel with surface rust. This was his idea of severely rusted. I bought the car and took it home and restored the body. The next year I restored the

interior, then the engine. Every year my wife gives me \$1,500 to put into the car to fix it up. After 13 years of doing a little bit at a time and with a lot of help from my friends Bob and Mike Flaningam, the car is awesome. It looks like a sleeper until I fire it up. The engine puts out 548hp and 588 lb-ft of torque on 93-octane pump gas.

Specs: 1975 Pontiac Trans Am
Engine: 400 block bored .030 over with 455 crank
10:1 compression lightweight pistons
Edelbrock aluminum heads
Edelbrock Torquer 2 intake manifold
Comp Cams camshaft
Barry Grant Mighty Demon 850 carburetor
Tires: Firestone Indy 500 Firehawk, 275x60x15 rear; 255x60x15 front
Suspension: Hotchkis TVS; 2-inch drop in front, 1.5-inch drop in rear
Poly-graphite bushings

Thanks to all who have sent in or e-mailed us photos. Please continue to send us photos of your trail rides, restorations in progress, rod runs, car shows, charity events and drag races. Kindly submit pictures to: The Driving Force, SEMA, 1575 South Valley Vista Dr., Diamond Bar, CA 91765. You also may send high-resolution digital pictures (minimum resolution of 300 pixels per inch; minimum 5 inches wide) by e-mail to carrw@sema.org.

ures attempted to impose a statewide, one-size-fits-all approach to racetrack control, ignoring the significant recreational benefits these facilities provide.

Wheels—more specifically those known as “spinners”—have recently become an issue for lawmakers as well. In what could be the first step in limiting custom-wheel and hubcap options, Iowa, New York and Virginia each introduced legislation to restrict the use of spinner hubcaps. The proposed bill in New York would subject vehicle owners to fines of up to \$750 for a third or subsequent violation. The SAN defeated the Iowa and Virginia proposals, arguing that spinners have no proven detrimental effect on motor vehicle safety and are not prohibited by Federal law. The New York bill remains pending in the legislature.

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For more legislative and regulatory information, check out the SEMA Action Network website:
www.semasan.com



We Get Letters

such short notice on HB 2221? When I called my state representative, his staff mentioned that they were going to adjourn in just a few days.

Steve Thompson
Chicago, Illinois

Steve,

We appreciate you taking the time to contact your representative about HB 2221. As introduced earlier in the year, the bill contained no reference to exhaust systems or exhaust noise. In the closing days of the legislative session, the bill was amended and rushed through the Illinois House of Representatives. The sponsor of this bill attempted to do this under the radar, leaving little opportunity for public input.

This is not the first time—nor will it be the last time—that we will see a situation like this. In the days and weeks before the legislature adjourns, there is a flurry of activity. We here at the SAN will get the information in your hands as quickly as possible; however, it is through the efforts of individuals like yourself, who will voice their opinion to elected officials, that we will be able to preserve and protect this hobby.

www.semasan.com

We Get Letters

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DRIVING FORCE

JULY 2005 SAN CLUB EVENTS

CALIFORNIA

July 1-3, Fontana

SAAC-30

Sponsor: Shelby American Automobile Club

Information: www.saac.com**July 12-16, Burbank**

Hooray for Hollywood, 36th Annual National Meet

Sponsor: WPC Club Inc.

Information: 818/843-6000

July 29, Rancho Cordova

Vintage Friday Car Show

Sponsor: Gold Country Cruisers

Information: 916/853-2244

COLORADO

July 16-19, Salida

Rocky Mountain Rendezvous

Sponsor: Scout and International Motor Truck Association

Information: www.rmhr.org or 303/838-8505

CONNECTICUT

July 10, Guilford

13th Annual Corvette Show and Swap

Sponsor: Club Corvette of Connecticut

Information: www.clubcorvettect.com or 203/481-9439

ILLINOIS

July 17, Union Grove

CGH Drag Day/Car Show

Sponsor: Chicago Gearheads

Information: 630/918-5552

IOWA

July 1-3, Des Moines

14th Heartland Nationals

Sponsor: Goodguys

Information: www.good-guys.com or 925/838-9876

MARYLAND

July 30, Pasadena

Brits by the Bay Car Show and Flea Market

Sponsor: Triumphs Around the Chesapeake

Information: www.tracfld.org or 410/679-6421

MASSACHUSETTS

July 1-4, Worcester

15th Annual New England Summer Nationals

Information: 508/987-3375

July 30, Billerica

Cruz In

Sponsor: Bearing Burners Car Club

Information: www.bearingburners.com

MICHIGAN

July 29-31, Birch Run

Great Lakes Fiero Festival

Sponsor: Michigan Fiero Club

Information: barbfiero@msn.com or 517/543-6002

MINNESOTA

July 4, Eagan

3rd Annual Eagan Car Show

Sponsor: Rebel Rods

Information: www.rebelrodscarclub.com**July 8-10, Duluth**

33rd North Shore Rod Run

Sponsor: Vintage Times Car Club

Information: sawyer9545@aol.com or 715/392-4142**July 9, Carlton**

Black Bear Casino 9th Annual Car Show

Sponsor: Nifty 50 Cruisers Car Club

Information: www.blackbearcasinohotel.com**July 15-16, St. Cloud**

2nd Annual Bad Boyz Car Show

Sponsor: Bad Boyz, Inc.

Information: info@badboyzcarshow.com or 320/259-4043

MISSOURI

July 1, St. Louis

GTO Nationals

Sponsor: Gateway GTO Association of St. Louis

Information: www.gatewaygto.com

MONTANA

July 4, Kalispell

Car Show

Sponsor: Rocky Mountain Street Machines

Information: rwillard@bigsky.net or 406/892-5573

NEW JERSEY

July 16-17, Flanders

All Air-cooled VW Car Show, Car Corral & Swap Meet

Sponsor: Central Jersey Volkswagen Society

Information: www.anallaircooledgathering.com or 908/496-4985

NEVADA

July 23, Fernley

Silverado Classic

Sponsor: Classic Chevys of Reno

Information: www.classicchevyclubreno.com or 775/358-3673

NEW HAMPSHIRE

July 24, Contoocook

4th Annual Deep Woods Extreme, Inc.

4WD Truck Show

Sponsor: Deep Woods Extreme, Inc.

Information: www.deepwoodsextreme.com

NEW YORK

July 10, Greece

2005 Annual Show-n-Shine Picnic

Sponsor: Street Machines of Rochester

Information: 585/225-4324 or 585/663-0393

July 15-17, Syracuse

Syracuse Nationals

Sponsor: Right Coast Association

Information: www.rightcoastcars.com or 800/753-3978**July 31, Rochester**

45th Annual Outdoor Car Show

Sponsor: Genesee Valley Antique Car Society

Information: www.gvacc.com or 585/266-7830

NORTH CAROLINA

July 1-3, Waynesville

38th Annual Auto Show, Flea Market and Car Corral

Sponsor: Mountaineer Antique Auto Club

Information: davidnorris@hotmail.com or 828/245-7587

OHIO

July 4, Xenia

40th Anniversary Car Show and Swap Meet

Sponsor: Greene County Antique & Classic Car Club

Information: mike7353@aol.com or 937/372-3405**July 8-10, Columbus**

8th Goodguys Nationals

Sponsor: Goodguys

Information: www.good-guys.com or 925/838-9876» *Continued on page 5* »

Check out these early August 2005 events

NEVADA

August 4-7, Reno

40th Annual Reno Classic Car and Parts Swap Meet

Information: www.renoswapmeet.com or 916/933-0949

OHIO

August 6, Columbus

Neo-Fest Custom Compact Nationals

Sponsor: Classic Events

Information: www.classicevents.com or 614/268-1181

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:

ANTIQUA/HISTORICAL VEHICLES

Nevada ACR 29: Designates May 9, 2005 as Vintage Car Day at the Nevada Legislature.

EQUIPMENT

New York AB 8130: Requires that all motor vehicles sold in the state of New York must be equipped with vehicle electronic data recorders.

New York AB 8306: Prohibits the use of video displays within the view of the driver of a vehicle, not including GPS or navigation systems.

New York AB 8521: Prohibits the use and sale of any substance used to cover a license plate in order to avoid law enforcement.

New York AB 8260: Prohibits window tinting with a light transmittance of less than 70% in sport-utility vehicles. Also deletes existing law that allowed tinting on rear windows with less than 70% light transmittance.

VEHICLE EMISSIONS/INSPECTIONS

Massachusetts HB 2438: Establishes an annual excise tax rate for all new vehicles based on emissions to encourage the purchase of the least polluting vehicles.

Pennsylvania HB 1630: Exempts hybrid vehicles from the requirement for periodic inspections.

MISCELLANEOUS

Pennsylvania SB 675: Prohibits drivers from using handheld mobile telephones while operating a vehicle.

Ohio HB 274: Prohibits any person from driving a moving vehicle while using a mobile telephone without a hands-free device. Also creates the offense of inattentive driving.

July 2005 SAN Club Events

Continued from page 4

July 20-24, West Chester

31st Annual CCI/WCC International Convention
Information: info@classicchevy.com or 321/385-9703

July 23, Delaware

2005 Blast from the Past
Sponsor: Vintage Auto Club of Delaware, Ohio
Information: 740/363-3545 or 740/363-4350

July 23, Troy

1st Annual 4X4 Offroad Challenge
Sponsor: Fletcher Fire Dept.
Information: 937/875-0001 or 937/606-0114

OREGON

July 24, Sandy

Kiwanis 48th Annual Fly-In Cruise-In
Sponsor: Over the Hill Gang
Information: 503/658-3842

PENNSYLVANIA

July 8-10, Carlisle

Carlisle All Chrysler Nationals
Information: 717/ 43-7855

July 17, S. Abington Township

34th Scranton Region Antique Auto Show
Sponsor: Scranton Region AACA
Information: 570/346-3771

July 24, Leesport

Car Show and NSRA Appreciation Day
Sponsor: NSRA
Information: bowlieman@enter.net or 610/926-5418

SOUTH CAROLINA

July 12-16, Greenville

33rd Annual POCI Convention
Sponsor: Pontiac-Oakland Club International, Palmetto Chapter
Information: www.poci.org or smokecen@gte.net

VIRGINIA

July 3-4, Roanoke

4th Annual Star City Motor Madness
Information: www.starcitymotormadness.com

WASHINGTON

July 13-17, Seattle

Oldsmobile Nationals
Sponsor: Oldsmobile Club of America, Puget Sound Chapter
Information: http://2005.oldsnationals.com/ or www.pugetsoundoldclub.org

July 15-17, Puyallup

18th Pacific Northwest Nationals
Sponsor: Goodguys
Information: www.good-guys.com or 925/838-9876

WISCONSIN

July 2, Grafton

15th Annual Rods-n-Relics Car Show
Sponsor: Rods-n-Relics
Information: www.rodsnrelics.org

July 8-10, Iola

Iola Old Car Show and Swap Meet
Sponsor: Oldsmobile Club of Wisconsin
Information: WIOLDSCLUB@WI.RR.COM

July 15-17, Milwaukee

1st Milwaukee Nationals
Sponsor: National Street Rod Association
Information: www.nsr-usa.com or 901/452-4030

July 20-23, Oconomowoc

National Antique Oldsmobile Club Annual Meet
Sponsor: National Antique Oldsmobile Club
Information: www.antiqueolds.com or 262/781-1425

July 29-31, Milwaukee

Round Up 26
Sponsor: Cosworth Vega Owners Association
Information: darwar80@aol.com or 262/679-0550

Attention Car Clubs, Event Organizers and Enthusiasts!

Put SAN on Your Mailing List!

We'd like to know what's going on with SEMA Action Network 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. Send correspondence to: Jason Tolleson, SEMA, 1317 F Street, N.W., Suite 500, Washington, D.C. 20004-1105. Or by e-mail at jasont@sema.org.