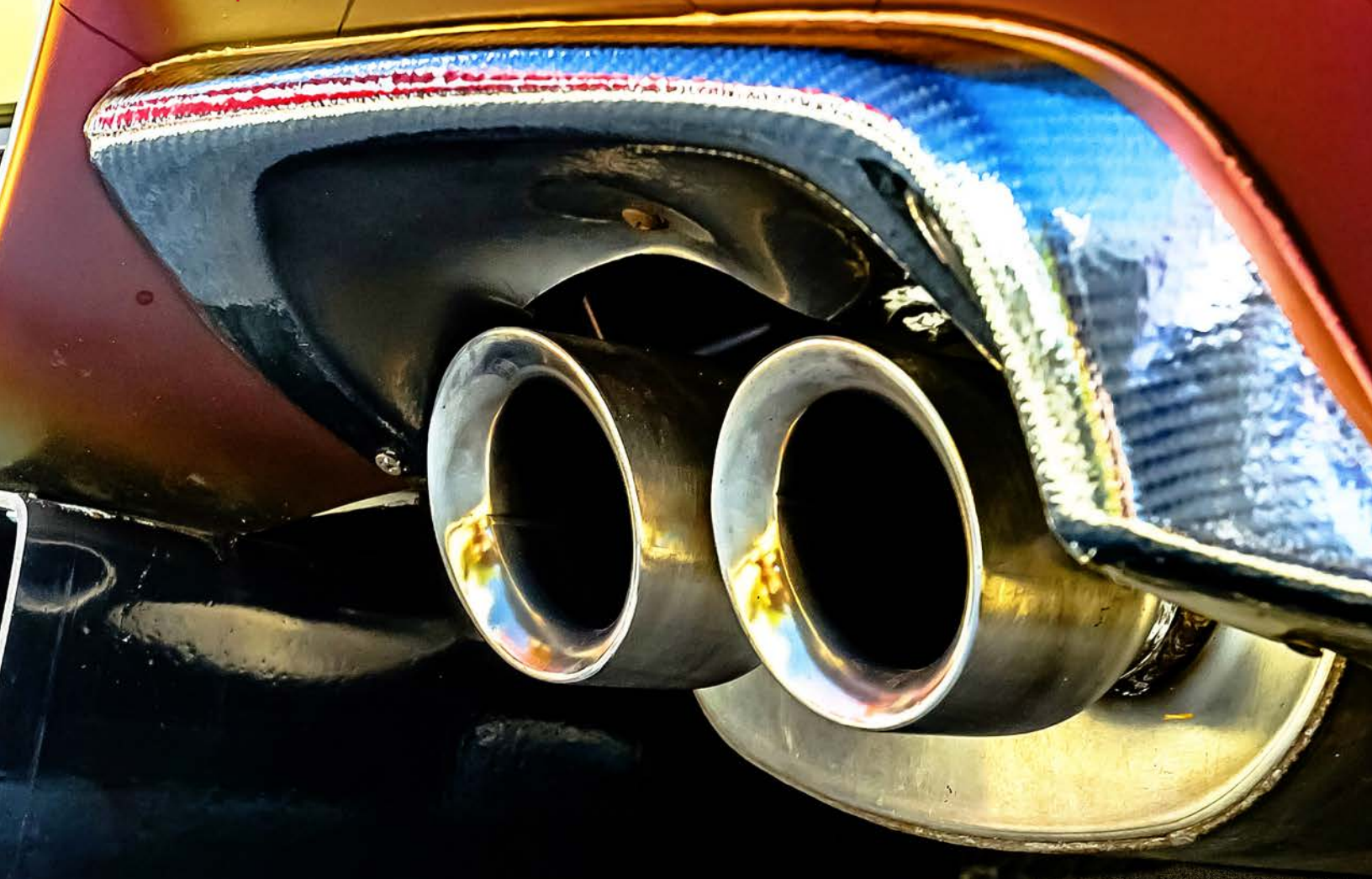


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DRIVING FORCE

SUMMER 2019 | semaSAN.com



SOUND & FURY

New Rules Threaten Exhaust Upgrades

Vague Statutes Lead to Unfair Restrictions and Fines

A “short list” of initial upgrades made to a car or truck of any age usually includes an exhaust component or two. The automotive community’s desire to personalize their ride’s tone dates to the hobby’s earliest days. Creating a distinct exhaust pitch can be as unique as ever with the available resources. Simple changes to the stock system will alter factory-designed sound, performance and appearance—dramatically in some cases. As such, an unfavorable stigma took root many decades ago and has not let up: custom exhaust components are associated with illegal street racing. Unfair violations continue to be issued to vehicle owners over modified systems.

Measures applied to exhaust noise have long been subjective in nature. Enforcement policies often deemed exhaust-system modifications illegal, even where the noise levels were not excessive or unusual. While the SEMA Action Network (SAN) believes that exhaust systems should not be used in a way that causes overly loud or objectionable noise, vague provisions fail to provide a clear and objective standard and make it difficult to know the parameters of acceptable modification. In fact, unfair assumptions about modified exhaust systems have led some states to prohibit the use of this equipment, other than “factory-installed mufflers” or “mufflers meeting factory specifications.” Others have banned systems that create “excessive or unusual noise.” Such descriptions are nearly impossible to quantify, particularly on the vintage side where OEM parts may not be readily available.

The state of California’s thriving four-wheeled culture became the latest target when a new law (A.B. 1824) went into effect this year. Signed by then-Governor Jerry Brown in June of 2018, A.B. 1824 amended how excess exhaust-noise violations are treated by law enforcement. Pursuant to the law, a vehicle cited for violating exhaust-noise laws no longer receives what is known as a “fix-it” ticket. Instead, violations now result in an immediate fine. The topic went viral online, causing rapid concern and fake news to be spread.

The SAN immediately began identifying



California’s community of auto enthusiasts became the target of a new law that amended how violations for exhaust noise are treated by law enforcement officers. The SAN is advocating for a fair solution by repealing the law.

means to re-institute law enforcement’s discretion to issue fix-it tickets. After assembling a “Fact vs. Fiction” webpage seeking to clarify the matter, Sacramento was tapped directly. California Assemblymembers Jim Frazier and Tim Grayson introduced pro-hobby legislation (A.B. 390) to repeal the law. Both Assemblymember Frazier and Assemblymember Grayson are members of the SEMA-supported State Automotive Enthusiast Leadership Caucus and have previously attended the SEMA Show.

Incidentally, the Golden State was the first state to approve model exhaust-noise legislation developed by the SAN. The growing problem of subjective policies being enforced nationwide had reached critical mass in the early ‘00s. At the time, the import tuner craze was the latest trend to underscore the need for a fair and reasonable exhaust-noise standard—in California and elsewhere. The SAN was young but growing; staff worked with the state legislature and California Highway Patrol to draft and pass the new proposal template in 2002. The law features fair, standardized testing that can be accurately measured. Results from the test settle whether a vehicle’s modified exhaust system meets the state’s exhaust-noise standards. Ultimately, the program showed that approximately 90% of tested vehicles were in compliance with the law.

In California, exhaust systems installed on motor vehicles with a manufacturer’s gross vehicle weight rating of less than 6,000 lbs., other than motorcycles, may not exceed a sound level of 95 decibels when tested under Society

of Automotive Engineers (SAE) test procedure J1492 (formerly J1169). This would be unchanged by A.B. 390. Under the SAE standard, a sound meter is placed 20 in. 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. If a smog-check station’s referee determines that the exhaust system emits no more than 95 decibels, a certificate of compliance is issued. Fighting noise citations issued by law-enforcement officers became possible by proving that a vehicle complies with applicable state standards.

While proposals like A.B. 390 apply clarity to the law for motorists and the companies that manufacture and install exhaust products, not all bills share the same common-sense approach. Several jurisdictions have introduced bills attempting to resolve the confusion in recent years. Maine enacted the SEMA model into law in 2003, followed by Montana in 2007. A Virginia law exempting some antique vehicles from exhaust-system restrictions was approved in 2015. However, several states have still sought to penalize or even ban certain aftermarket systems. Such threats have been thwarted repeatedly in Hawaii, Massachusetts, West Virginia and Vermont. These challenges have given enthusiast constituents the opportunity to educate lawmakers on how to govern this issue fairly.

At the time of publication, A.B. 390 is awaiting further consideration in the California Assembly. The bill passed the Transportation Committee without opposition but still needs a hearing in the Appropriations Committee. For more detail on this and all current legislation, visit www.semaSAN.com/Alerts. The SAN’s exhaust-noise model bill can be accessed at www.semaSAN.com/Noise.

The next attempt to restrict pipes could happen without warning too close to home. No matter where you live, make sure to help spread the word to build greater support for the cause. As you know, supporters can stay informed on this and other issues by signing up for the SAN at www.semaSAN.com/Join. There is no cost or obligation to receive updates on a bill’s progress and how to shape its future.



Colby Martin

THE SOUND OF SILENCE

A finely tuned exhaust system is the automotive community's unifier. A single engine fires up and crowds go silent to analyze. I've found this to be true no matter one's personal taste in rides. In a hobby filled with unlimited options and subtleties, the melody of a powerplant offers coveted music to the ears. Sure, favoring performance is common. Many focus on style while others prefer refined sound, some opt for factory authenticity and still more go for pure volume. In the end, the desired result is usually a mix of attributes to strike a unique balance.

For the full effect of a powerplant's range of notes, head to the racetrack. I was fortunate to grow up in a family that exposed me to motorsports in a variety of styles. Like many, I continue to explore as many forms of racing as possible to find the fun, and greater respect, of them each. Television does no justice—you have to experience it live! The nuances can only be fully appreciated when the senses can take it all in.

Admittedly, there is one fairly new type of competition into which I've felt reluctant to invest anything: Formula E. The simple but major reason stems from the lack of sound. Apparently, I'm not alone. The automotive community at large has not yet reached a solid consensus either. Sure, the series is

symbolic of progress and technology but shrouded in skepticism. Naturally, the expected attention of rich and famous personalities has already been caught—at least for the moment. While the concept sounds great in theory, a key sensory feature is inherently missing. It will be tough to overcome this fact and attract the mass interest needed to pave the way for dedicated fan bases to rival today's top draws.

Now consider the future where vehicle electrification on the roads and highways will be commonplace. A time-traveling DeLorean isn't needed for pointing out that this moment is certain to become a reality—possibly sooner than expected. Automakers worldwide continue to develop fully electric powerplants. There is scientific potential, of course. Anyone who's ever played with small-scale electric cars and trucks—think those of the R/C and slot-track variety—knows that the torque and power band are phenomenal. Heck, even karting can be a gas without burning gasoline!

I find the idea intriguing that a fleet of full-scale, untethered slot cars will be avail-



Emerging series Formula E is seeking to bring electric-powered motorsports into the mainstream.

able, but at what price? Where will our interests fit into the mix? For starters, Jaguar has announced plans to build an electric version of the iconic E-type. Chevy's conceptual twist on their legendary dragstrip terror also favors batteries: Camaro eCOPO—complete with a separate crate-motor offering. My favorite treatment so far was conceived by Jonathan Ward and crew's latest ICON Derelict. Their patinaladen '49 Mercury made its debut at last year's SEMA Show. Not a surprising choice, given this model is often considered the quintessential "kustom" donor car. The twist? Underneath the vintage factory charm lay a Tesla-powered feat of engineering, masterfully executed with grace.

What will be the response should engines fall silent? Pondering this unknown can bring a range of emotions. As always, the proverbial end of an era forces us to cope with a new status quo. But if there's anything that our hobby does extremely well, it is adapt and persevere in spite of adversity. Plus, there is a growing awareness, engagement and influence in government through the SAN-organized advocacy. Keeping the government in check is an ongoing duty for our hobby's well-being. Continue to do your part by knowing the proposals currently impacting us and what you can do to help as a critical moment arises. Invite others to participate now. Ask for their commitment by sharing the link: www.semaSAN.com/Join.

—IGNITED WE STAND!



Most would never guess that the latest ICON Derelict, a well-preserved '49 Mercury, has a dressed-up Tesla motor under its hood.



THE FIGHTER

Behind the Scenes With U.S. Representative Markwayne Mullin

By Eric Snyder

Many politicians grow up dreaming of the day they will run for office. Their young adult lives are a series of tactical steps designed to build a narrative they can use as a springboard to get elected. U.S. Representative Markwayne Mullin (R-OK) took a different path, growing a family business while competing in action-packed pursuits ranging from rock crawling to mixed martial arts. It's no coincidence that he's one of the most genuine and effective members of Congress, using his platform to make government a bit friendlier to small businesses and automotive enthusiasts.

Growing up the youngest of seven children on his family's farm in Westville, Oklahoma, Mullin learned the value of hard work from a young age. He attended Missouri Valley College on a wrestling scholarship, although he left school at the age of 20 to run his family's plumbing business when his father became ill.

At the time, Mullin Plumbing was \$500,000 in debt and employed six people. Rep. Mullin and his wife Christie worked tirelessly over the next three years to turn the business around before he returned to college and graduated from Oklahoma State University's Institute of Technology in 2010.

Today, Mullin Plumbing is one of the largest service companies in the region, employing

more than 150 workers. Rep. Mullin went on to open and operate several other businesses, including Mullin Environmental, Mullin Plumbing West Division, Mullin Services, Mullin Properties and Mullin Plumbing New Construction.

Despite his successful career in the private sector, Mullin changed his focus to a run for Congress in 2011 due to burdensome government regulations that threatened one of his businesses. Mullin was elected to the U.S. House of Representatives in 2012, and he has been driving the national debate on issues that directly impact the business community ever since.

In 2015, SEMA worked with Rep. Mullin on legislation to allow the purchase of brand-new, turnkey replica vehicles that resemble cars from at least 25 years ago from small-volume automobile manufacturers in the United States. Rep. Mullin championed the Low-Volume Motor Vehicle Manufacturers Act because he understood the unique challenges that small businesses faced in trying to comply with old and outdated requirements that were designed for corporations' mass-producing daily drivers. It also didn't hurt that Rep. Mullin has his sights set on buying a completed replica Cobra after the U.S. Department of Transportation implements the law. Most recently, Mullin has worked with congressional leadership in

support of passing the Recognizing the Protection of Motorsports (RPM) Act.

When he's not meeting with his constituents in Oklahoma's 2nd Congressional District or advocating for their interests in our nation's capital, Rep. Mullin is either spending time with his wife and five children or engaged in one of his many hobbies. Mullin is an avid snake hunter, fitness enthusiast and mixed martial arts fighter.

Below are more highlights from the Sooner State Congressman:

DRIVING FORCE: *What was your first car or truck?*

Rep. Markwayne Mullin: My first vehicle was a '82 GMC 1-ton with a 454 motor and 4WD. It was a white single cab with a blue interior, and I still have it. It's been retired for ranch use only, but it's had a good life.

DF: *Do any of your vehicles have aftermarket modifications?*

RM: Yes. My family's vehicles are modified. My wife has a Ford Expedition with a suspension lift, oversize tires and modifications to power. My Ford F-250 is red with 4WD and a crew cab. It has an aftermarket exhaust system and is reprogrammed. I also have a '72 Chevy C10, but the only thing that's





original on it is probably the cab. It's just for show.

DF: We understand that the first time you went to a political event was the day you announced that you were running for Congress back in 2011. What motivated you to run?

RM: I was completely fed up watching elected officials with no real-world experience tell me how to run my company. I didn't even own a suit when I was elected to Congress.

DF: When you're back in Oklahoma, what do you do for fun?

RM: Coach my kids in wrestling and work cattle. Working cattle is an extremely good stress reliever and something I've always found to be cathartic. It's also great family time and a good way for all of us to spend time together.

DF: What advice do you have for automotive enthusiasts who want to make their voices heard in the public-policy arena?

RM: You're never going to change anything you're willing to tolerate, so if you're fed up, get involved.

The entire SAN offers its appreciation to Rep. Mullin for his ongoing efforts to enrich the automotive hobby! View the full list of his fellow members of the SEMA-supported Congressional Automotive Performance and Motorsports Caucus on the SAN website at www.semaSAN.com/FederalCaucus.

Make Your Summer a Blockbuster...at Home!

Extend a Warm Welcome to Your Elected Officials

State capitols are filled with fresh faces as a result of the midterm election last November. At this point, legislative sessions have begun adjourning across the country. There is no better chance to build new bridges or reinforce existing relationships than when lawmakers return to their home districts for the remainder of the year—especially those new to their seat. Make the most of this opportunity by learning about your state legislators that have chosen to be recognized for their support of the automotive hobby. This esteemed group comprises the State Automotive Enthusiast Leadership Caucus, represented in each of the 50 states. A nationwide recruiting effort is currently bringing in the newest additions—look for an update on who's joined in an upcoming story.



Meanwhile, the entire roster of caucus members is posted on the SAN website at www.semaSAN.com/StateCaucus. Each legislator's name serves as a direct link to their public webpage, containing contact information at the capitol and home districts. Helpful information such as committee assignments, sponsored-legislation and a short biography are commonly included. The latest state news, comprehensive legislative calendars, leadership listings and other resources are also available. Locate your elected officials on the website under the "Legislators" tab.

Express your gratitude for caucus members representing you by reaching out to say "thanks." Better yet, invite them to a local car show, club meeting or Collector Car Appreciation Day celebration in July! If you are unable to connect with a lawmaker directly, make an appointment with a staff member. Generally, staffers are the eyes and ears of the legislator and responsible for drafting, recommending or derailing legislation. Best practices on presentation skills in advance of a meeting can be found in the SAN's "Guide to Lobbying Your Elected Officials" posted at www.semaSAN.com/Lobby.



In Rep. Mullin's own words, "everything is modified" on his dropped '72 Chevy C10. Custom wheels and tires, a cowl induction hood, window tinting and other personal touches give this pickup a distinct attitude.



Members of the West Virginia legislature greeted 2014 Hot Rod Power Tour participants during the stop in Charleston.

Photo Courtesy: Perry, Bermett, WV Legislative Photography.



Feds Cook With Corn, Salt, Soil and Gravel

E15 GASOLINE: The SAN strongly opposed a U.S. Environmental Protection Agency (EPA) proposed regulation to allow gas stations around the country to sell E15 (gasoline containing 15% ethanol) year-round. The EPA currently prohibits the sale of E15 between June 1 and September 15 due to concerns that higher blends of ethanol, combined with warmer temperatures, may lead to increased ground-level ozone formation and smog. The EPA's rulemaking is an effort to increase the availability of E15, as ethanol supporters maintain this policy change would lead to a greater number of gas stations offering E15. The EPA has turned to sales of E15 to achieve the Renewable Fuel Standard's artificial mandates to blend large volumes of ethanol into gasoline sold in the United States each year. The SAN opposes this proposed rulemaking and the expansion of E15 sales. Ethanol, especially in higher concentrations such as E15, can cause damage to high-performance parts and vehicles manufactured prior to 2001.

PUBLIC LANDS LAW: President Trump signed a massive public lands bill into law that contains many separate components combined into a single measure. The law includes elements strongly supported by the SAN, such as the California Desert Protection and Recreation Act co-authored by Rep. Paul Cook (R-CA) and Sen. Dianne Feinstein (D-CA) to perma-

nently designate six existing OHV areas. Those areas include Johnson Valley (expanded by 11,000 acres), Spangler Hills, El Mirage, Rasor, Dumont Dunes and Stoddard Valley. The law also includes a SAN-opposed provision to permanently designate federal lands within Emery County, Utah, without providing adequate OHV protections. While the provision safeguards most existing OHV routes within the San Raphael Swell, several trails were lost.

ROUTE 66 CENTENNIAL: The U.S. House of Representatives passed a bill to create a com-

mission to recommend ways to commemorate the 100th anniversary of Route 66, which was completed in 1926 as the first all-paved U.S. highway. The Route 66 Centennial Commission Act creates a 19-person board, including governors of states through which the highway passed from Illinois to California. The commission will recommend ways to celebrate the anniversary, such as through writings, films and documentaries, education programs, artistic works and commemorative memorabilia.

BONNEVILLE SALT FLATS (BSF): Utah lawmakers have appropriated \$5 million toward a program to restore the Bonneville Salt Flats, contingent upon securing federal funds. The money and funds will be used to create a 10-year, \$50-million program to dramatically increase the amount of salt pumped onto Bonneville. The bulk of the monies will come from the federal government, with contributions as well from the motorsports community. Beginning in the '60s, the salt crust diminished due to historic and current potash mining activities under existing leases from the Bureau of Land Management. The mine owner has been pumping salt since 1997, but planned infrastructure upgrades will increase the volume. As a result, the racing venue should gradually expand from its current 8-mi. length, with a goal of reaching the original 13-mi. length.

Photo Courtesy Shutterstock.com.





The Auto Hobby's Holiday Turns 10!

Congress Marks Collector Car Appreciation Day's 10th Anniversary as July 12

At the request of the SAN, a resolution (H. Res. 108) was introduced in the U.S. House of Representatives to recognize July 12, as Collector Car Appreciation Day (CCAD). H. Res. 108 is sponsored by Congressional Automotive Performance and Motorsports Caucus House Co-Chairs Rep. Bill Posey (R-FL) and Rep. Sanford Bishop (D-GA). The date marks the 10th commemoration in what has become an annual event to celebrate and raise awareness of the vital role automotive restoration and collection plays in American society.

A list of officially scheduled events to commemorate America's time-tested love affair with the automobile is posted on www.semasan.com/CCAD. Individuals, car clubs and business owners interested in publicizing events may submit the details of their July celebration at no cost. Participating organizers will be awarded a copy of the congressional resolution for display at their registered event.

States, local governments and Canadian provinces have adopted similar commemorative declarations, making it an international recognition of the collector-car hobby and the millions of individuals who support it. Several jurisdictions are pursuing similar initiatives.

Download the official logo and flyer from the homepage and help promote this special day. As always, the SAN welcomes any level of participation and encourages everyone to spread the word about our hobby's holiday.

CELEBRATE THE HOBBY YOUR WAY!

- ATTEND an official vehicle-inspired event.
- HOST your own gathering or club meeting.
- Promote a HOLIDAY SALE at your business.
- INVITE partnerships with nearby enthusiast-related groups.
- DRIVE your special ride—new or old—whatever the destination.



Members of the American Muscle Car Club of Panama City, Florida, celebrate National Collector Car Appreciation Day.

JOINING THE TEAM

Graduating to the Next Level

Caroline Fletcher Steps Up to Help Our Cause

My name is Caroline Fletcher, and I have recently joined the SEMA Government Affairs team in Washington, D.C., as a legislative analyst. In this role, I will work to identify, analyze and monitor state legislation and regulations that could have an impact on the automotive hobby and industry it supports. I will be helping to advance the SAN's legislative interests across all 50 states. As you probably know, thousands of bills are introduced and debated in statehouses each year across the country. Not all legislation impacts cars and trucks; I will work to sort through all proposals to pinpoint which pieces do.

I grew up not far from the nation's capital in Owings, Maryland, and recently received a B.A. in American politics and mathematics from Washington and Lee University in Lexington, Virginia. Last summer, I worked as an intern on Capitol Hill in Congressman Steny Hoyer's office, and during my four years at college worked in the student affairs office. I am an avid dog lover (especially my 12-year-old beagle, Jackson), and love being outside, whether it be hiking in the mountains or kayaking on the Chesapeake Bay.

The only car I have owned is my hand-me-down '10 Honda Odyssey minivan, and although it is certainly not the flashiest, I have come to appreciate its functionality. Whether it be to move out of my college dorm or to drive all my friends to the movies, my Honda hasn't failed to get everything or everyone where it needs to go. While my dream car is a vintage Volkswagen Beetle, I know I will always look fondly on my years driving my minivan.

I am so excited to join the SEMA team and help protect the automotive hobby. If I can help you negotiate the legislative process in your state, don't hesitate to contact me at carolinef@sema.org.



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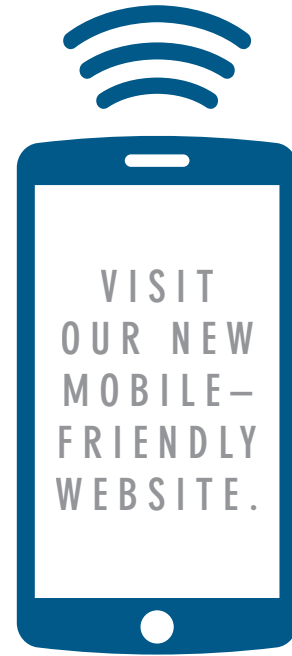


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