

DRIVING FORCE



APRIL 2009

A Tale of Two States

Street Rod, Custom Vehicle Bills Enacted Through Persistence of Hobbyists, Lawmakers

Wyoming

Each year there are thousands of bills introduced in state capitols across the country. Some take several weeks to pass, others several months. Most don't make it past a committee hearing. If it does, the full legislature still needs to approve the bill. In a state such as Wyoming, you only have 40 days to get this done.

In spite of this short legislative session, Wyoming Representative Pat Childers was determined to pass legislation that would benefit enthusiasts in the state. Based on the SEMA Street Rod/Custom Vehicle model bill, the new law will permit street rods and custom vehicles to be titled based on the production year they most closely resemble.

Childers, who is also a member of the SEMA-sponsored State Automotive Enthusiast Leadership Caucus, first introduced the bill in 2006. While there was never any real opposition to the bill, the short session did not provide enough time to get it approved by the legislature. After the bill was passed this year, Childers stated, "I believe that most legislators were tired of hearing from all of us and my badgering the majority floor leaders to bring up the bill." A self-proclaimed car nut and owner of a '34 LaSalle rumble seat coupe, he added, "between normal work

Continued on page 3 ▶

Utah

While it sounds cliché, sometimes it only takes one person to make a difference. In Utah, that was SEMA Action Network (SAN) member Bob Godfrey.

In first contacting the SAN in January 2008, he requested help in getting the SEMA Street Rod/Custom Vehicle bill passed in his state. After receiving some advice and a copy of the model bill, Godfrey went to work contacting his state representative and state senator. Luckily, they both lived just down the street from him.

Given that the Utah Legislature only meets for 45 days, it was unlikely that the bill would get introduced in 2008. That did not deter Godfrey, and by the end of the year everything was lined up to have the bill introduced in 2009. It would be introduced by his State Representative, and soon-to-be-member of the State Automotive Enthusiast Leadership Caucus, Ken Sumsion.

"This bill has been a lot of fun," said Sumsion. "It is great to have a constituent like Bob Godfrey call with an issue and work hand-in-hand with you to write the legislation. Usually people call and drop the problem in your lap and say 'here you go, go fix it.' Bob educated me on the custom-car market and helped me understand the negative impact on Utah by not having this legislation."

When questions were raised by some of the state agencies on

Continued on page 3 ▶

CAUCUS CORNER

Each month *Driving Force* features members of the State Automotive Enthusiast Leadership Caucus. The SEMA-supported caucus is a bipartisan group of state lawmakers whose common thread is a love and appreciation for automobiles. A recruiting effort initiated this year has so far yielded 65 new lawmakers. The caucus now has 371 members from all 50 states.

Here are its newest members:

ALABAMA

Representative Mike Ball

ALASKA

Senator Fred Dyson

COLORADO

Representative Don Marostica

Representative Edward Vigil

CONNECTICUT

Senator Scott Frantz

Representative Penny Bacchiochi

FLORIDA

Representative Bill Heller

Representative Dave Murzin

“Sign me up, and consider me a supporter of your efforts. I own two classic cars—a '66 Olds Toronado and an '82 Corvette Collector Edition.”

—Massachusetts Representative
Fred Barrows

GEORGIA

Representative Mike Keown

Representative Bobby Reese

HAWAII

Representative Henry Aquino



“I enjoy going to car shows with my wife Rhonda. My prized vehicle is a banana-yellow '74 Corvette Stingray.”

—Nebraska Senator
Colby Coash



“Please place me on the list. I am the owner of a '26 Dodge.”

—Florida Representative
Bill Heller

IDAHO

Senator Jim Hammond

Senator Mike Jorgenson

Representative Marv Hagedorn

Representative Janice McGeachin

ILLINOIS

Representative Al Riley

Representative Annazette Collins

Representative Randy Ramey

Representative Brandon Phelps

INDIANA

Senator Brandt Hershman

Senator Dennis Kruse

Representative Wes Culver

“I love my '67 Mustang.”

—Maryland Delegate Jay Walker

IOWA

Representative Cecil Dolecheck

KANSAS

Representative Elaine Bowers

KENTUCKY

Representative Keith Hall

Representative Don Pasley

LOUISIANA

Representative M.J. Smiley

MAINE

Representative Dale Crafts

Representative Ann Peoples

Representative Michael Shaw

MARYLAND

Delegate Jay Walker

MASSACHUSETTS

Representative Fred Barrows

MICHIGAN

Senator Nancy Cassis

Representative Douglas Geiss

Representative Chuck Moss

MINNESOTA

Representative Steve Gottwalt

MISSISSIPPI

Representative Ken Morgan

MISSOURI

Representative Don Wells

Representative Patricia Yaeger

NEBRASKA

Senator Colby Coash

Senator Jeremy Nordquist

NEVADA

Assemblyman Bernie Anderson

NEW HAMPSHIRE

Representative John Henson

Representative Timothy Horrigan

Representative Russell Ingram

Representative Don Van Patten

“Count me in. I am a lifelong car nut. I am presently restoring a '19 Ford, '49 International and '72 VW Super Bug. Let me know what I can do to help.”

—Alaska Senator Fred Dyson

NORTH CAROLINA

Representative Tricia Ann Cotham

Representative Tim Moore

Representative Wil Neumann

Representative Laura Wiley

NORTH DAKOTA

Representative Chuck Damschen

Representative Jerome Kelsh

PENNSYLVANIA

Senator J. Barry Stout

Representative John Pallone

TENNESSEE

Representative Craig Fitzhugh

UTAH

Representative Fred Hunsaker

Representative Kenneth Sumsion

WEST VIRGINIA

Senator Dave Sypolt

Delegate Ron Fragale

Delegate Virginia Mahan

WISCONSIN

Senator Mary Lazich

Representative Phil Montgomery

WYOMING

Representative Mike Gilmore

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

Wyoming...

◀ Continued from page 1



From left: Fred Williams, National Street Rod Association; Stan Goodwin, Wyoming Street Rod Association; Representative Pat Childers; Representative Stan Blake; Representative Mike Gilmore join with Governor Dave Freudenthal (seated) as the bill was signed into law.

“While being Vice-Chairman on the House Transportation Committee may have helped, the true driving force behind the bill was definitely Representative Childers,” said Blake. Another self-proclaimed gear-head, Blake owns a '46 Ford truck and a '68 Olds Toronado.

The lawmakers were also supported by a strong and organized group of SAN members in the state. Taking the lead were Stan Goodwin, President of the Wyoming Street Rod Association (WSRA), and Fred Williams, Division Director for the National Street Rod Association.

“With less and less old original cars being available, people are turning to reproduction fiberglass and steel bodies to build their dream car,” stated Williams. “Not only does the Street Rod bill give us individual acknowledgement for the type of cars we drive, but it also gives us a means to title our cars.”

The SAN is indebted to the tireless work by these individuals and echoes the words of WSRA President Stan Goodwin in saying, “strength in numbers and organization in all ways brings benefits and preservation to our hobby. We need to be vigilant to preserve and protect our hobby so we may continue to enjoy it within the law.”

and legislative work, it is difficult to have time to work on the car. I am pleased that Wyoming law now makes it easier for the hobby to take place.”

Joining in this effort were fellow caucus members Representative Stan Blake and Representative Mike Gilmore.



Pictured here with his '30 Ford Model A Tudor sedan, Wyoming Street Rod Association President Stan Goodwin urges enthusiasts to remain ever vigilant in protecting our hobby.

Utah...

◀ Continued from page 1

the bill, Godfrey joined Representative Sumsion at the Capitol to meet with state officials. Also joining those meetings were fellow caucus members Reps. Neal Hendrickson and Patrick Painter.

Once the issues were remedied, the bill moved quickly through the House of Representatives and was approved by a vote of 67–4.

“This bill has helped me develop a friendship with other legislators who are car enthusiasts that I had no idea had this interest,” added Sumsion. “They were excited to see the bill and help with it.”



From calling lawmakers to attending meetings at the capitol, Bob Godfrey, seen here with his wife Carrie and her '41 Willys, led the charge in getting the bill passed in the Utah Legislature.

During the floor debate, one Senator joked that if the bill passed “would the e-mails finally stop?” A true testament

indeed to the hard work of hobbyists and car clubs throughout the state.

The bill was approved overwhelmingly and was transmitted to Governor Jon Huntsman for his signature.

Unfortunately, this issue of *Driving Force* went to the printer before the governor had taken action on the bill. Please check www.semasan.com for updates.

In an e-mail to the SAN, Sumsion concluded, “this legislation happened because Bob Godfrey got involved. People do make a difference.”

SUMMARY OF THE SEMA STREET ROD/CUSTOM VEHICLE BILL

- Defines a street rod as an altered vehicle manufactured before 1949 and a custom vehicle as an altered vehicle manufactured after 1948.
- Provides specific registration classes and license plates for street rods and custom vehicles.
- Provides that replica vehicles and kit cars will be assigned the same model-year designations as the production vehicles they most closely resemble and allows the use of non-original materials.
- Exempts street rods and custom vehicles from periodic vehicle inspections and emissions inspections.
- Provides that vehicles titled and registered as street rods and custom vehicles may only be used for occasional transportation, exhibitions, club activities, parades, tours, etc. and not for general daily transportation.
- Exempts street rods and custom vehicles from a range of standard equipment requirements.
- Allows the use of blue-dot taillights on street rods and custom vehicles.

To download a copy of the bill, visit www.semasan.com.

LEGISLATIVE QUICK HITS

New York Historic Vehicle Registration: Legislation (A.B. 2658) has been reintroduced in the New York Assembly to provide that historical vehicle owners only pay a one-time registration fee of \$100 upon initial registration. The SAN-supported bill has been referred to the New York Assembly Transportation Committee for consideration. The \$100 one-time fee would replace the current annual fee of \$23.

New York Street Rods and Custom Vehicles: SEMA-model legislation to create a vehicle titling and registration classification for street rods and custom vehicles has been reintroduced in the New York Assembly. The bill (A.B. 2429) defines a street rod as an altered vehicle manufactured before 1949 and a custom as an altered vehicle at least 25 years old and manufactured after 1948. Under the bill, kit cars and replica vehicles will be assigned a certificate of title bearing the same model-year designation as the production vehicle they most closely resemble.



New York "Gas Guzzlers": In a misguided attempt to reduce greenhouse gas emissions, legislation (A.B. 3474) has been reintroduced in New York to establish a progressive purchase or lease surcharge for some new motor vehicles

based on state calculations of carbon emissions. Depending on the vehicle purchased, this surcharge could require owners to pay up to \$2,500 more for the vehicle. Separate legislation (A.B. 2800) proposes to create a task force that would recommend higher toll and registration fees for heavier vehicles, based on vehicle weight, emissions and fuel-efficiency ratings. If this effort is successful, the effects on a consumers' ability to purchase the vehicle of choice, not to mention vehicle safety, will be dramatic.

Tennessee Antique Vehicles: SEMA-supported legislation has been introduced in the Tennessee State Legislature that would amend the state's current law defining antique motor vehicles to permit use of these vehicles for

general transportation purposes. Under current Tennessee law, use of antique vehicles is strictly limited to club activities, exhibits, tours and for general transportation only on Saturday and Sunday.



Washington Scrappage: On the heels of the defeat of a U.S. Congressional proposal to create a national "Cash for Clunkers" program, SAN helped turn back an effort in the Washington State Legislature that would have implemented a vehicle scrappage program for passenger vehicles more than 15 years old. Under the bill, qualifying vehicles would have had to be registered for a 24-month period and in satisfactory operating condition. Replacement vehicles purchased under the plan would have been required to have an EPA highway gasoline mileage rating of at

least 30 mpg. Participants in the program were to be granted a sales-tax exemption for the first \$2,000 of tax paid on the purchase price. All trade-in vehicles would have been destroyed, regardless of their historical value or collector interest.

West Virginia Inoperable Vehicles: For the fourth time, a bill has been introduced in the West Virginia State Legislature that would further restrict the ability of West Virginia vehicle hobbyists from maintaining inoperable vehicles on private property. The SAN-opposed bill would redefine "abandoned motor vehicles" to include vehicles or vehicle parts, which are either unlicensed or inoperable, or both, are not in an enclosed building and have remained on private property for more than 30 days. Under current law, the abandoned vehicle law applies primarily to vehicles on public property. The bill would make violation a misdemeanor offense punishable by substantial fines, community service and jail. SEMA has defeated previous versions of this measure.

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

We like to know what's going on with SAN clubs and enthusiasts across the country; what charity events you're involved in; when and where the rod runs, car shows, trail rides, rallies and tech meetings are held; and what legislative and regulatory issues concern club members and individual enthusiasts.

One of the best ways to keep us abreast of what's going on and what's important to the vehicle hobbies nationwide is for us to receive your club newsletters and updates. Please consider placing SEMA on your mailing list.

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

DRIVING FORCE
www.sema.org

Hobby Scores First
Cash for Clunkers Program Blocked, Fight Against Scrappage Continues

The true power of a well-informed and mobilized hobby was on display in thousands of SEMA Action Network (SAN) members gathered in their capital to support "Cash for Clunkers" program. Efforts were made to urge Congress to include the program in the "American Recovery and Reinvestment Act of 2009," the version of the "Stimulus package bill." These efforts were defeated. On January 17, President Obama signed a similar five stimulus bill into law.

Cash for Clunkers program provides the national support of vehicles through the purchase of older cars. While the bill typically provides credits of up to \$3,000, Congress has rejected this "stimulus" in the House in favor of tax incentives to support the automotive industry. "The program is a great example of what the automotive industry can do to protect the great American tradition," said SEMA Director of Congressional Affairs Bob Stapp.

—Bob Stapp
Director of Congressional Affairs

QTR 1 TIME 7:36
GEARHEADS 7 CAR CRUSHERS 0
DOWN 1 YDS TO GO 10 BALL ON 30

HEY, THAT'S MY CAR! A Grand Classic

1963 Pontiac Grand Prix

Owner: Arnie Krause

Columbus, Indiana

After selling my '55 Chevy Nomad, I decided it was time to find another classic car. Going to car shows as a spectator is not the same as attending with a nice car to display. So began the two-year search for another car.



I first focused on a '61 Pontiac Ventura hardtop, which was the first new car that I owned. Having no luck with a Ventura, I began looking for a nice '62-'64 Grand Prix. After some searching, I found an ad for a '63 located in California.



In contacting the owner, I discovered that he was the second owner and it had 90,000 miles all in California. He began restoring the car with a new interior, a repaired trunk floor, finished side panels and a new two-stage repaint. A complete engine compartment detailing and other miscellaneous restoration repairs were completed. He only drove the car for approximately 270 miles during his ownership.

The car also came with a lot of original paperwork and documentation that confirmed the original owner had the transmission resealed at 89,219 miles and a long-block installed at 89,971 miles due to a cylinder problem.

My future plans are to rebuild the front steering and suspension. There are always more things to do when restoring a 46-year-old classic. I also plan to attend the Pontiac Oakland Club International (POCI) and GTO Convention in Dayton, Ohio, this July.



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

Calling All California Car Clubs

Annual Legislative Conference to Convene in Sacramento



As part of their annual Legislative Conference, Association of California Car Clubs (ACCC) members display an assortment of collector vehicles to help lawmakers gain a better appreciation for the hobby.

In working with the SEMA Action Network (SAN), California enthusiasts have another voice in Sacramento through the Association of California Car Clubs (ACCC). The ACCC is made up of thousands of hobbyists throughout the state who advocate on California laws and policies regarding collector and classic automobiles.

Formed in 1972, it is a volunteer organization of regional representatives who keep member clubs, individuals and business members across the state informed of issues that impact the hobby.

To ensure that state officials are responsive to the concerns of hobbyists, the ACCC holds an annual legislative conference in Sacramento each May. The conference allows automotive hobbyists to discuss mutual issues and challenges directly with legislators, the Air Resources Board, the Bureau of Automotive Repair, the California Highway Patrol, the Department of Motor Vehicles and other government officials.

The dates for the 2009 conference are as follows:

- May 5—Car display on the west steps of the Capitol
- May 6–7—Presentations from government officials and other invited guests



Among the speakers at the 2008 Conference was Assemblyman, and member of the State Automotive Enthusiast Leadership Caucus, Kevin Jeffries.



Collectors, hobbyists and car clubs in California can obtain additional information and register for the conference by visiting www.acccdefender.org or by contacting ACCC Legislative Chairman Bob Stearns at 916/276-4081.

Since 1972, the ACCC has worked to protect the rights of hobbyists across the state.

DRIVING FORCE

APRIL 2009

SUPPLEMENT

APRIL 2009 SAN CLUB EVENTS

ARIZONA

April 6, Tempe

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

CALIFORNIA

April 3-5, Del Mar

9th Del Mar Rod & Custom Nationals
Information: www.good-guys.com/events/eventDetails.aspx?eventid=09-623 or 925/838-9876

April 15-19, Redding

20th Kool April Nites
Information: www.koolaprilnites.com or 530/226-0844

April 17-19, Hollister

Molina Ghost Run
Sponsor: Cal Association of 4WD
Information: www.cal4wheel.com/index.php?option=com_content&view=article&id=89&Itemid=129 or 559-685-1928

April 19, Riverside

Mopars at CSDR
Sponsor: Inland Mopars
Information: www.inlandmoparsclub.com or 909/460-0654

April 24-26, Bakersfield

Western Street Rod Nationals
Information: www.nsr-usa.com/index.php/site/evdet/135 or 901/452-4030

April 25-26, Buena Park

30th Annual Fun Under The Sun
Sponsor: Association Handcrafted Automobiles
Information: www.replicarclub.com/Future/Knotts2009.htm or 951/780-9332

April 26, Half Moon Bay

19th Annual Pacific Coast Dream Machines Show
Information: www.miramarevents.com/dreammachines/lead.html or 650/726-2328

CONNECTICUT

April 26, East Hampton

Belltown Antique Car Show
Sponsor: Belltown Antique Car Club
Information: www.belltownantiquecarclub.org or 860/267-4617

FLORIDA

April 18, Palatka

10th Annual Open Car Show
Sponsor: Azalea Region AACA
Information: <http://local.aaca.org/azalea> or 352/473-3476

April 25, Lake Helen

33rd Heritage Classic & Antique Car Show
Sponsor: Volusia Region AACA
Information: <http://local.aaca.org/volusia> or 386/677-0853

GEORGIA

April 11, Marietta

15th Annual Swap Meet
Sponsor: Georgia Street Rod Association
Information: www.gsra.com or 770/517-6701

IDAHO

April 18-20, Twin Falls

33rd Annual CSI Car Show
Information: www.csicarshow.com or 208/308-1552

ILLINOIS

April 19, Elmhurst

26th Annual Car Show and Swap Meet
Sponsor: Northern Illinois Region, WPC Club
Information: nirwpc@yahoo.com or 708/749-0115

April 19, Joliet

33rd Annual Corvettes Unlimited Corvette Show and Parts Swap Meet
Sponsor: Corvettes Unlimited
Information: 815/436-2980

KENTUCKY

April 3-4, Louisville

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

NEVADA

April 2-4, Laughlin

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

NEW HAMPSHIRE

April 11, Manchester

Cruz'n Night
Information: cruzwiththemonarchs@yahoo.com or 603/216-4000

NEW YORK

April 3-5, Henrietta

2009 Motor Mania
Sponsor: Street Machines of Rochester
Information: www.streetmachinesofrochester.com/motormania.htm or 585/352-5377

NORTH CAROLINA

April 5, Concord

Euros at the Fair
Information: 704/697-9531 or 704/460-4576

OKLAHOMA

April 3-5, Oklahoma City

Southwest Street Rod Nationals
Information: www.nsr-usa.com/index.php/site/evdet/134 or 901/452-4030

PENNSYLVANIA

April 22-26, Carlisle

Spring Carlisle Collector Car Swap Meet & Corral
Information: www.carlisleevents.com/ce/events/spring-carlisle or 717/243-7855

SOUTH CAROLINA

April 25, Columbia

Open Car Show at the Fair
Sponsor: Central Carolina Mopar Club
Information: www.centralcarolinamoparclub.com

WISCONSIN

April 19, Onalaska

33rd Viking Chapter Antique Automotive Swap Meet & Car Corral
Sponsor: Antique Automobile Club of America-Viking Chapter
Information: 507/896-3704

April 25-26, Madison

32nd Annual Spring Jefferson Show & Swap
Information: www.madisonclassics.com/car-shows/spring-jefferson.php or 608/244-8416

ALBERTA, CANADA

April 24-26, Edmonton

Powerama Motoring Expo
Information: www.powerama.ca/home.html or 780/484-3400

EARLY MAY 2009 EVENTS

ARIZONA

May 1-2, Tucson

35th Annual Rodders Days
Sponsor: Tucson Street Rod Association
Information: www.tucsonstreetrodassociation.com or 520-784-0766

CALIFORNIA

May 9, Fremont

Spring Fever Car Show
Information: www.nilesmerchants.com/home.html or 510/792-8023

INDIANA

May 3, Raub

Spring Fling Car-Bike Show
Sponsor: The Boyz Car Club
Information: www.theboyzcarclub.com or 815/429-3838

MICHIGAN

May 2-3, Ypsi

30th Annual Show & Shine
Sponsor: Ypsi Area Street Rods
Information: www.yasr.com or 734/649-7980

ALBERTA, CANADA

May 1-2, Red Deer

40th Annual Red Deer Swap Meet
Sponsor: Central Alberta Vintage Auto Club
Information: swapmeetbarb@shaw.ca

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:

ANTIQUE

New Hampshire HB 406: Would allow antique vehicles to use license plates from the year in which the vehicle was manufactured.

Tennessee SB 921/HB 985: Would remove the requirement that antique vehicles displaying an antique license plate, be driven only on Saturday or Sunday and allow their use for general transportation.

Vermont HB 195: Would allow vehicles that are registered as an antique to use a registration plate from the year in which the vehicle was manufactured.

EMISSIONS

Minnesota HB 690: Would adopt new Low Emissions Vehicle Program based on proposed California standards. Only applies to vehicles produced after 2013.

Tennessee SB 323/HB 661: Would allow vehicles that have been identified by remote sensing devices to skip an inspection at an emissions inspection station if the county air pollution control board decides to use remote devices.

Tennessee SB 747/ HB1710: Would direct the air pollution control board to adopt California emissions standards once states representing 50% of the U.S. population adopt California emissions standards.

Texas HB 1171: Would amend to add Cameron, Hidalgo, Starr and Willacy County to the Texas Emissions Reduction Plan.

EXHAUST

Idaho SB 1092: Would prohibit the use of a glass pack muffler adapted with a butterfly valve that can be opened and closed either manually or electrically.

INSURANCE

West Virginia HB 2006: Would require a decal showing the certification of insurance to be placed on a vehicle windshield. The decal will contain license plate number, make and model of the vehicle and the month in which the insurance was purchased.

LIGHTS

Minnesota SB 599/HB 678: Would require vehicle headlights to be on at all times of the day.

MISCELLANEOUS

Illinois HB 3669: Would require, when any portion of a hitch extends more than 4 inches beyond a vehicle's rear bumper, the ball mount be removed when not in use.

Michigan SB 276: Would amend the vehicle law to allow dangling ornaments or other objects to hang from a rearview mirror.

NITROUS

Texas HB 1347: Would include nitrous-oxide systems that haven't been disabled and the nitrous bottled removed to the list of what will keep a vehicle from passing an inspection.

STREET RACING

California AB 986: Would require any vehicles impounded under the street racing law to be inspected by the California Highway Patrol to determine if the vehicle has been modified beyond original-equipment specifications. Any vehicle that has been modified must be designated as speed enhanced on the certificate of registration.

TAXES

California SB 205: Would allow counties to charge an extra surcharge up to \$10 to help fund congestion road projects.

Georgia HB 447: Would, starting January 1, 2010, remove sales, use tax and ad valorem tax when purchasing a vehicle. Instead a title fee in the amount equal to the lesser of \$1,500 or an amount equal to 7% of the vehicle value will be charged.

Idaho HB 98: Would increase vehicle registration fees each year for the next four years. The first year the fee would be raised from \$6 to \$24 depending on the age of the vehicle. Then annually, the fee would be raised by 10%, 12.5%, 15% and, finally, 17.5%.

Missouri HB 664: Over five years, would reduce the personal property tax annually on qualifying motor vehicles, including historic vehicles, until no personal property tax is imposed.

Texas SB 942: Would give local governments different options for taxing vehicles to raise money to fund transportation infrastructure. The counties would be able to apply either: a gas and diesel fuel tax, a county motor vehicle sale and use tax, a real estate transfer fee, an additional vehicle registration fee, a passenger motor-vehicle sales fee and a miscellaneous fee.

Club Spotlight

► Continued from page 8

The Victory 7 Mustang Club, who is also a SAN member, was selected as the Grand Prize winner, an honor accorded for performing the most compassionate achievement among the four winners. The club organized a Back to School Rally at which 10,000 K-12th grade students were provided with notebooks, paper, book bags and other educational material. It also organized a Cancer Prevention Health Screening for 800 men.

In recognition of their achievements, Eagle One and cosponsor Valvoline will make a combined donation of \$1,500 to a favorite

charity of the Victory 7 club. A donation of \$500 will be made to a favorite charity of each of the three other winners. Each club will also receive a custom-designed award and a generous supply of Eagle One appearance care products and Valvoline products for fundraising events. Eagle One is a member of the Valvoline family of brands.



SEMA GOVERNMENT AFFAIRS OFFICE

Vice President of Government Affairs
Steve McDonald

Director of Regulatory Affairs
Stuart Gosswein

Director of Congressional Affairs
Brian Duggan

Government and Public Affairs Manager
Jason Tolleson

Research Coordinator
Mark Hill

Technical Consultant
Jim McFarland

PUBLICATION STAFF

Editorial Director Matthew Pearson

Editor Jason Tolleson

Group Operations Manager Janet Francisco Lee

Managing Editor Carr Winn

Senior Graphic Designer Mariciel Fuller

Production Coordinator Kari Sakata

Web Content Manager Monique Dao

1317 F St., NW, Ste. 500
Washington, D.C. 20004-1105
202/783-6007

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

CLUB SPOTLIGHT

Four Car Clubs Honored for Outstanding Community Service

SAN Member Clubs Among Winners for Annual Eagle One Award

For the past 16 years, Eagle One's Golden Rule Awards have confirmed that there is more to car clubs than cars. The driving force for most clubs is providing great support to community and charitable causes.

Car clubs in four regions of the United States have been selected as winners of the coveted Eagle One Golden Rule Awards for conducting the most outstanding community service program in their region during 2008.

The winning clubs were:

- **West:** Rogue Valley Street Rods, Medford, Oregon
- **Midwest:** Southern Cruzers, Lakeview, Minnesota
- **East:** Corvette Club of Delaware Valley, Philadelphia, Pennsylvania
- **South:** Victory 7 Mustang Club, Richmond, Virginia

◀ Continued on page 7

Two award recipients, the Rogue Valley Street Rods and the Corvette Club of Delaware Valley are active SAN members and were recently featured in Driving Force for charitable efforts in their communities.

CLUB SPOTLIGHT

More Than Just Cool Corvettes

In December 1958, approximately 25 Corvette enthusiasts got together and formed the Corvette Club of Delaware Valley (CCDV). Early club members were heavily into racing and frequently visited tracks such as Pocono, Langhorne or the Vinland Speedway in New Jersey.

In 1971, the club hosted the first-ever Cavalcade of Corvettes at Bryner Chevrolet in Jorkintown, Pennsylvania. By 1980, the show became so popular that a larger facility was needed and the event was moved to the Willow Grove Naval Air Station. Since then, the club and the show have continued to grow. As the Cavalcade reached its 25th year, the club decided to form the Corvette Enthusiasts Community Foundation, a nonprofit organization dedicated to raising funds solely for the good of the community.

The main recipients of the proceeds over the last several years, from both the club and the foundation, have been the Sunshine Foundation, the Juvenile Diabetes Research Foundation, National Multiple



In its 50th year, the Corvette Club of Delaware Valley has donated more than \$260,000 to local and national charities.

CLUB SPOTLIGHT

A History of Caring

Oregon Street Rod Club Hosts Long-Running Show in Support of Children's Care Facility

Formed in 1975, the Rogue Valley Street Rods club is the oldest organized and active street rod club in the southern Oregon region. With a membership of 180 individuals, the club continues to find ways to give back to the local community.

On February 7-8, the club will host the 32nd Annual Southern Oregon Rod & Custom Show at the Jackson County Fairgrounds and Expo in Central Point, Oregon. This long-running indoor show will feature about 100 selected street rods, customs, muscle cars, classic and motorcycles from several western states. In addition to the Expo building with the car displays, there will be two huge Rafties, door prizes, cash drawings and kids' activities, such as valve cover racing and a coloring contest, help bring about 7,000 people to the event during the weekend.



◀ Continued on page 5

www.semasan.com

Club Spotlight

- Newly Introduced Legislation
- April 2009 SAN Club Events
- Calling All California Car Clubs
- Hey, That's My Car!
- Legislative Quick Hits
- Caucus Corner
- A Tale of Two States

INSIDE



APRIL 2009

DRIVING FORCE