

Caucus Class of 2015 • Off-Road Land Use Pursuits

DRIVING FORCE

Summer 2015 | semaSAN.com



WHEN IS AN **OLD CAR** JUST AN **OLD CAR**?

Car Hobby Divided on Vintage Vehicle Bills

When it comes to older vehicles, the adage “one person’s trash is another person’s treasure” certainly applies. The variety of tastes within the automotive hobby ensures that just about any car or truck is desired by someone. In addition, the value attached to each four-wheeled specimen changes over time. However, because a car may be rare doesn’t always mean that it is valuable. Many other factors, including current condition, prior refurbishment, pedigree, special options, limited packages and more must be considered as well.

After more than 100 years of automotive innovation, identifying factors that have earned certain vehicles “classic” status is increasingly relevant. A leading authority in the collector car community, the Antique Automobile Club of America, allows all vehicles 25 years old or older to be officially judged at national meets. In many states, vehicles that are 25 years old and older are eligible to receive a variety of benefits and accommodations. At the federal level, the Cash for Clunkers Program spared cars 25 years old and older from the scrappage heap and expanded parts recycling opportunities. Long-time readers will remember the SEMA Action Network’s (SAN’s) role in securing that amendment to the law.

Earlier this year, the Maryland and Nevada legislatures introduced legislation attempting to redefine which rides qualify for specialty registrations. Under the Maryland bill, the age requirement for vehicles eligible for registration as “historic motor vehicles” would have been raised from 20 to at least 30 years old. The law currently provides these vehicles



One look at the BMW M3 above makes it tough to believe that this very ride is now 25 years old. For years, this model has garnered an enthusiastic following of car fans. The uniquely painstaking task of adapting modern technology into this particular vehicle, including a 6.2L GM V8 powerplant, was undertaken by owner/builder Kevin Byrd.

certain benefits, including an historic license plate, reduced registration fees, and exemptions from equipment and emissions inspections. In Nevada, under pending legislation, only vehicles manufactured prior to '96 would be eligible for “classic vehicle” registration, denying future classics the opportunity to ever achieve this registration status. Currently, vehicles 25 years old and older are eligible. A separate bill to repeal the emissions test exemption for all classic vehicles, classic rods, street rods and old timers is also on the table. Under that bill, all vehicles manufactured before '96 would instead be exempted, meaning that all '96 and newer vehicles would be emissions tested for life.

These measures, and others like them, are the result of specialty registrations being granted to vehicle owners that “abuse” the privilege. You know what they are—daily drivers, commercial trucks and otherwise poorly maintained autos wearing a specialty tag. Supporters argue that these efforts attempt to restore the designation’s inherent value. Most laws limit use of these cars and trucks to participation in car club activities, exhibitions, tours, parades and occasional pleasure

driving. Many abusers commonly seek refuge in these designations after failing the required emissions test, diluting these categories with cars that the law was not intended to protect.

On the flip side, opponents believe that these proposals are not favorable to enthusiasts and make it more difficult to register legitimate historic vehicles. Over the past several legislative sessions, Marylanders have fought to retain the historic vehicle definition against restrictions that are based on unsubstantiated claims of abuse. The Maryland Motor Vehicle Admin-

istration is already authorized by regulation to suspend the registration of any historic vehicle for use that violates the law. The state also seems focused on collecting additional registration revenues at the expense of collector-car owners. Further, the population of these vehicles is still not enough to cause any significant smog issue in either state. It has been shown that classic vehicles currently constitute less than 1.6 % of the total vehicle population in Nevada!

The SAN has chosen to oppose these bills in order to safeguard the greater good. SAN member Ramzi Vincent boiled down the issue in a letter to Maryland lawmakers: “Why penalize the many for the crimes of the few?” As an organization, we have always recognized the fact that the automotive community as a whole forms a diverse constituency. We believe that nobody’s taste in cars and trucks should be compromised by legislation to the extent possible. The hobby will be best served by demonstrating that we share common goals and that we can work together to ensure that these designations will be available to younger enthusiasts entering the hobby in the years to come.

Only time will tell the outcome of these battles. Fortunately, Maryland’s bill died when the legislature adjourned for the year. However, the fate of Nevada’s proposals is still undecided at the time the *Driving Force* went to print. Be on the lookout for an update and let’s hope with our combined efforts, it brings good news for those affected car collectors!

—Cover illustration by Colby Martin



Now approaching age 25, cars such as this '93 Chevrolet Camaro Indianapolis 500 Pace Car are destined to become collectibles.



Colby Martin

Filling the Generation Gap

Solving the “Classic” Car Question: Who and What’s Next?

Can you believe that FM radio stations playing “oldies” now commonly include songs from the likes of Aerosmith, Journey and Madonna among their rotation? That chord was struck (pun intended) when I began realizing that I rarely heard the originators of rock ‘n’ roll on the usual play lists. You know, Buddy Holly, Chuck Berry and ‘50s-era Elvis tunes. This realization helped shape my gradual move away from terrestrial radio and into other methods of enjoying music. Like most others, I tend to bounce between a variety of musical genres based on the mood of the moment. I admittedly still get a bit hung up on labels that define a particular style. But, I feel very differently when it comes to my beloved automotive pastime. Maybe that’s what a decade of working for a group like SEMA will do to a person. These days, I’m much more open minded to treatments outside my natural “wheelhouse.”

Over the years, I’ve noticed a lingering anxiety among members of the car community regarding the makeup of the next generation of enthusiasts and what they will drive/collect? This growing concern is spurred by the notion that today’s youngsters won’t carry the torch forward. At my office, Next Gen (i.e. next generation) is the industry’s buzz word for the topic and it appears constantly. The “what” part of the question is fairly easy to answer. As the cover story of this issue details, states continue to target vintage vehicles as revenue streams and contributors to smog. Vintage tin and donor parts have steadily become scarcer with time. While some of today’s models could hold value as future collectors, there are also an assortment of well-made reproductions, recreations and innovations now available to suit anyone’s taste. Want an early Ford roadster, a Tri-Five Chevy or even a Chrysler Hemi? These iconic offerings are available brand new again.

Now the “who” part of the question is obviously younger drivers, often referred to as Gen-



No, the two youngsters above were not “dragged” into posing with the quintessential T-bucket shown here at the 1999 California Hot Rod Reunion. Being the high schooler on the right, my brother and I were honored to stand beside “TV Tommy” Ivo’s iconic roadster—we already had learned that it helped inspire a style that has lasted six decades. Moments like this have allowed me to personally connect with a time that I couldn’t experience firsthand, in this case 1956.

eration Y or Millennials. They are the successors to Generation X and are currently between the ages of 18 and 34 years old. By definition, I fall into this group, although those who know me will agree that I’m not very representative of the bunch. Call me old fashioned.

Many high-profile automotive media outlets have referenced a recent report from MTV about this emerging economic powerhouse. Contrary to popular belief, they too continue to see car ownership as a way to establish independence and shape their unique adult identity. In fact, 75% would rather give up social media for a day than their cars, and 72% said that they would rather give up texting for a week than their cars. This set uses social networks as virtual “online car clubs.” With the Internet serving as host, these avenues are always open for impromptu vehicle-focused “meetings.”

My peers and I came of age in a time of a rebounding domestic auto market, summer blockbuster films and video games. Each has had a distinct and long-lasting effect. In the ‘90s, supercar posters adorned pre-teen bedroom walls. The likes of the Dodge Viper, Corvette ZR-1, Acura NSX, Jaguar XJ220, Ferrari F40, Lamborghini Diablo and others deeply inspired this new car culture. In fact,

the Viper is only two years away from turning 25. I’ve followed its development since the first concept images were made public. Others lusted for the late actor Paul Walker’s ‘93 Toyota Supra from the film *The Fast and the Furious*. Released in 2001, an argument can be made that the film will be as generation-defining as previous iconic features like *American Graffiti*, *Bullitt*, *Vanishing Point* or *Smokey & The Bandit*. The myriad of popular driving simulator-style video games will be equally important in defining tomorrow’s collectibles.

From my perspective, the future of this great hobby appears intact. Everyone can still create a dream car to suit their own specific taste. There is a renewed interest in the driving aspect of specialty cars these days, much to the delight of folks in my age bracket. So much fun can be experienced by touring, autocross, reliability runs, racing on a track and more. A lot of focus is now placed on a machine’s handling too. Just look at the booming restomod trend, where modern technology—primarily powerplants and suspension components—is adapted to old iron. The recent musclecar resurgence has created new fanatics. Should we not protect these collector cars of the future, such as exciting recent offerings like the Chevy COPO Camaro, Dodge Challenger Hellcat and Nissan Skyline GT-R? I’m betting they’ll have a following for many years to come.

While many car enthusiasts may not fully comprehend the current trends of Millennials, don’t lose faith. These new enthusiasts will define the future of the auto hobby with new ideas and packing an even wider appreciation of what defines automotive perfection. And, if they’re looking for inspiration from the past, the entire history of the automobile can be accessed using only their thumbs and a mobile device.

—IGNITED WE STAND!









The Class of 2015

A recruiting effort initiated in 2015 has once again brought an impressive number of lawmakers into the State Automotive Enthusiast Leadership Caucus (www.semaSAN.com/StateCaucus). With 143 new members signing up so far this year, the group now numbers 700 members representing all 50 states. Founded in 2005 and supported by SEMA, the caucus is designed as a non-partisan group of state legislators whose common thread is a love and appreciation for automobiles.



Image Courtesy Shutterstock

The following is the complete list of those who have joined this year:

- | | | | |
|--|---|---|--|
| 
ALASKA
Senator
Mia Costello | 
COLORADO
Representative
Daneya Esgar | 
GEORGIA
Representative
John Carson | 
MAINE
Representative
Beth O'Connor |
| 
ALASKA
Representative
Wes Keller | 
COLORADO
Representative
Janak Joshi | 
INDIANA
Representative
Lloyd Arnold | 
MAINE
Representative
John Picchiotti |
| 
ARIZONA
Representative
Diego Espinoza | 
COLORADO
Representative
Brittany Petterson | 
IOWA
Representative
Steve Holt | 
MAINE
Representative
David Sawicki |
| 
ARKANSAS
Representative
Rick Beck | 
CONNECTICUT
Senator
Michael McLachlan | 
IOWA
Representative
Sally Stutsman | 
MAINE
Representative
Tom Winsor |
| 
ARKANSAS
Representative
Mary Bentley | 
CONNECTICUT
Representative
Eric Berthel | 
IOWA
Representative
Ralph Watts | 
MARYLAND
Senator Gail Bates |
| 
ARKANSAS
Representative
Karilyn Brown | 
CONNECTICUT
Representative
Mitch Bolinsky | 
KANSAS
Representative
John Doll | 
MARYLAND
Senator Justin Ready |
| 
ARKANSAS
Representative
Les Eaves | 
CONNECTICUT
Representative
Kevin Ryan | 
KANSAS
Representative
Ramon Gonzalez | 
MARYLAND
Delegate Susan Krebs |
| 
ARKANSAS
Representative
Charlene Fite | 
CONNECTICUT
Representative
Rob Sampson | 
KENTUCKY
Senator Mike Wilson | 
MARYLAND
Delegate Johnny Mautz |
| 
ARKANSAS
Representative
Mark Lowery | 
CONNECTICUT
Representative
Mark Tweedie | 
KENTUCKY
Representative
Bart Rowland | 
MARYLAND
Delegate Ric Metzgar |
| 
ARKANSAS
Representative
Ron McNair | 
CONNECTICUT
Representative
Edwin Vargas | 
KENTUCKY
Representative
Dean Schamore | 
MARYLAND
Delegate Teresa Reilly |
| 
COLORADO
Representative
Jeni Arndt | 
CONNECTICUT
Representative
Tami Zawistowski | 
LOUISIANA
Representative
Johnny Berthelot | 
MARYLAND
Delegate Deborah Rey |
| | | 
MAINE
Senator Stan Gerzofsky | 
MARYLAND
Delegate Haven Shoemaker |
| | | 
MAINE
Representative
Kevin Battle | 
MARYLAND
Delegate
Karen Lewis Young |
| | | 
MAINE
Representative
Bob Foley | 
MASSACHUSETTS
Representative
Donnie Berthiaume |
| | | 
MAINE
Representative
Denise Harlow | 
MASSACHUSETTS
Representative
Geoff Diehl |
| | | 
MAINE
Representative
Craig Hickman | 
MASSACHUSETTS
Representative
Paul Mark |
| | | 
MAINE
Representative
John Martin | 
MASSACHUSETTS
Representative
Chris Walsh |



MICHIGAN
Senator Ken Horn



MICHIGAN
Senator Arlan Meekhof



MICHIGAN
Representative
Vanessa Guerra



MICHIGAN
Representative
Jim Runestad



MICHIGAN
Representative
Andy Schor



MINNESOTA
Representative
Jeff Backer



MINNESOTA
Representative
Jeff Howe



MISSISSIPPI
Representative
Greg Snowden



MISSOURI
Representative
Nick King



MISSOURI
Representative
Tracy McCreery



MONTANA
Senator
Jonathan Windy Boy



MONTANA
Representative
Wendy McKamey



MONTANA
Representative
Bridget Smith



NEVADA
Senator Tick Segerblom



NEVADA
Assemblymember
Jill Dickman



NEVADA
Assemblymember
Vicki Dooling



NEVADA
Assemblymember
Shelly Shelton



NEVADA
Assemblymember
Stephen Silberkraus



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Senator Kevin Avard



NEW HAMPSHIRE
Senator Jerry Little



NEW HAMPSHIRE
Representative
Steve Beaudoin



NEW HAMPSHIRE
Representative
Ernest Bridge



NEW HAMPSHIRE
Representative
George Saunderson



NEW JERSEY
Assemblymember
Joseph Lagana



NEW JERSEY
Assemblymember
Sheila Oliver



NEW JERSEY
Assemblymember
Shavonda Sumter



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Representative
David Adkins



NEW MEXICO
Representative
Patricio Ruiloba



NEW MEXICO
Representative
Christine Trujillo



NEW MEXICO
Representative
John Zimmerman



NEW YORK
Assemblymember
Peter Lawrence



NORTH CAROLINA
Senator Andrew Brock



NORTH CAROLINA
Senator
Fletcher Hartsell



NORTH CAROLINA
Representative
Ralph Johnson



NORTH CAROLINA
Representative
Michael Speciale



NORTH DAKOTA
Senator Lonnie Laffen



OHIO
Representative
Clifford Rosenberger



OKLAHOMA
Representative
Jeff Coody



OREGON
Representative
Ken Helm



PENNSYLVANIA
Representative
Kate Harper



PENNSYLVANIA
Representative
Ryan Mackenzie



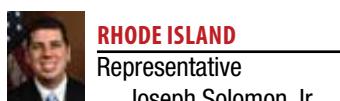
RHODE ISLAND
Senator Stephen
Archambault



RHODE ISLAND
Senator Elaine Morgan



RHODE ISLAND
Representative
Robert Nardolillo



RHODE ISLAND
Representative
Joseph Solomon Jr.



SOUTH CAROLINA
Representative
Raye Felder



SOUTH CAROLINA
Representative
Richie Yow



SOUTH DAKOTA
Representative
Jeff Partridge



SOUTH DAKOTA
Representative
Steve Westra



SOUTH DAKOTA
Representative
John Wiik



TENNESSEE
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TENNESSEE
Representative
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TENNESSEE
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Senator Jeff Mullins



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WEST VIRGINIA
Senator Mike Romano



WEST VIRGINIA
Senator Charles Trump



WEST VIRGINIA
Delegate Mike Azinger



WEST VIRGINIA
Delegate Saira Blair

WEB RESERVES

Summer Tan? Think Summer Plan!

Build Relationships With Lawmakers on Your Home Turf

With state legislative sessions adjourning nationwide, lawmakers are returning to their home districts for the remainder of the year. Make the most of this opportunity by learning about lawmakers in your state that have chosen to be recognized for their support of our great American automotive hobby. This esteemed group comprises the State Automotive Enthusiast Leadership Caucus, which has representation in each of the 50 states. Check out the 143 newest members in the “Caucus Connection” portion of this newsletter on p. 4.

To view the entire roster of caucus members, head over to the SEMA Action Network’s (SAN) website and find the group’s homepage at www.semaSAN.com/State-Caucus. The page features direct links to each legislator’s public webpage which con-

tains contact information at the capitol and home districts. Helpful information is often available about committee assignments, sponsored-legislation and usually a short biography. The latest state news, comprehensive legislative calendars, leadership listings and other resources are also available.

We encourage you to reach out to those caucus members in your state and show your appreciation for their support. Invite them to a local car show or club meeting. If you are unable to connect with a lawmaker, make an appointment with a staff member. Generally, they are the eyes and ears of the legislator and responsible for drafting, recommending and derailing legislation. Brush up on your presentation skills in advance of a meeting by using tips found in the SAN’s “Guide to Lobbying Your Elected Officials” found at www.semaSAN.com/Lobby.



Founded in 2005, the SEMA-supported State Automotive Enthusiast Leadership Caucus is celebrating its tenth anniversary this year.

Pack Your Bags, We're Hittin' the Highway!

Billed as “the world’s largest road trip,” the *Hot Rod Power Tour* will soon be embarking on its 21st annual excursion. Automotive media personality Courtney Hansen will once again be with the SEMA Action Network (SAN) signing limited-edition posters. So, stop by our prominent display at the flamed *Hot Rod* bus to grab one for yourself.

The *Hot Rod* Power Tour draws motor vehicle enthusiasts from across

the country. Covering more than 1,500 total miles, this seven-day, seven-city tour begins in Madison, Wisconsin, and will make its way to Baton Rouge, Louisiana, through both highways and winding back roads. The event will attract more than 4,500 collector cars and grab the attention of more than 75,000 spectators. All kinds of hot rods, classics, custom trucks and street machines will be along for the ride. Any vehicle year, make or model is accepted.

The dates and stops are as follows:

- **Saturday, June 6**—Madison, Wisconsin (Alliant Energy Center)
- **Sunday, June 7**—Champaign, Illinois (Parkland College)
- **Monday, June 8**—Madison, Illinois (Gateway Motorsports Park)
- **Tuesday, June 9**—Memphis, Tennessee (Memphis International Raceway)
- **Wednesday, June 10**—Hoover/Birmingham, Alabama (Hoover Metropolitan Stadium)
- **Thursday, June 11**—Gulfport, Mississippi (Centennial Plaza)
- **Friday, June 12**—Baton Rouge, Louisiana (Lamar Dixon Expo Center)



Automotive media personality Courtney Hanse will be appearing with the SEMA Action Network at each 2015 Hot Rod Power Tour stop from Memphis, Tennessee to Baton Rouge, Louisiana.

This link contains information on tour stops and other details online at www.hotrod.com/events/power-tour.

We hope to see you on the road!



WEST VIRGINIA
Delegate Frank Deem



WEST VIRGINIA
Delegate
Roger Hanshaw



WEST VIRGINIA
Delegate
Matthew Rohrbach



WEST VIRGINIA
Delegate Ryan Weld



WEST VIRGINIA
Delegate Walter Duke



WEST VIRGINIA
Delegate Brian Kurcaba



WEST VIRGINIA
Delegate
Chris Stansbury



WEST VIRGINIA
Delegate Mark Zatezalo



WEST VIRGINIA
Delegate Joe Ellington



WEST VIRGINIA
Delegate Pat McGeehan



WEST VIRGINIA
Delegate Jill Upson



WISCONSIN
Representative
Rob Swearingen



WEST VIRGINIA
Delegate
Shawn Fluharty



WEST VIRGINIA
Delegate Michel Moffatt



WEST VIRGINIA
Delegate Danny Wagner



WYOMING
Senator Leland
Christensen



WEST VIRGINIA
Delegate Geoff Foster



WEST VIRGINIA
Delegate Mike Pushkin



WEST VIRGINIA
Delegate Terry Waxman



WYOMING
Representative
Jim Blackburn

LEGISLATIVE FRONT LINES

Blazing Political Trails

The first half of 2015 has seen an enhanced focus on issues of critical importance to off-road enthusiasts. The SEMA Action Network (SAN) is actively engaged on legislation that could guarantee access to motorized recreation venues along with other issues that pose a threat.

National Monuments: Under current law, the President has the authority to declare public land with “historic or scientific interest” to be a National Monument. While this designation does not immediately close any roads, it prohibits new roads or trails for motorized vehicles and requires a new land management plan to be drafted. President Obama is under pressure to establish several monuments, including the 1.7 million acre “Grand Canyon Watershed National Monument” in Arizona. The SAN supports legislation providing checks and balances on the President’s power to designate national monuments, including legislation that requires the President to gain the approval of Congress and the state legislatures in the impacted states before designating a national monument. This proposal represents a more collaborative approach to land-use decisions and ensures public participation in the decision to establish a National Monument.

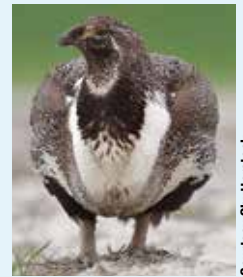


Courtesy FCA

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 eastern counties (San Juan, Daggett, Uintah, Carbon, Duchesne, Emery, Grand and Summit). Under the initiative, these eight counties are in the process of putting forward individual plans to finalize land designations, which include protections for motorized recreation. U.S. Rep. Rob Bishop (R-UT), Chairman of the House Natural Resources Committee, and Rep.

Jason Chaffetz (R-UT) have led the effort to bring the various interests together and will introduce legislation finalizing the agreements. In total, more than 20 million acres of land will be impacted by the initiative.

Greater Sage Grouse: The U.S. Department of Interior is scheduled to make a decision by Sept. 30th on whether or not to protect the greater sage grouse under the Endangered Species Act (ESA). The issue is of critical importance to motorized recreation enthusiasts since the bird’s habitat spans 165 million acres across 11 western states and an ESA listing could threaten closure of roads and trails within that area. To date, there are two SAN-supported bills in Congress to address the issue. One would prevent the Interior Department from making a decision for a minimum of six years and the other would delay it for 10 years. A delay is necessary to provide state-based conservation efforts enough time to demonstrate that they are sufficiently protecting the greater sage grouse.



Courtesy Shutterstock

Recreational Off-Highway Vehicles: The U.S. Consumer Product Safety Commission (CPSC) initiated a rulemaking to establish a mandatory safety standard for recreational off-highway vehicle (ROV) handling requirements. ROVs generally accommodate a side-by-side driver and passenger in a compartment equipped with roll bars and can attain speeds greater than 30 miles-per-hour. Currently, industry standards govern ROV safety and recognize that there are a wide variety of uses and terrains for which these vehicles are constructed, from utility to recreation. The SAN supports the industry standard and opposes the CPSC’s rulemaking, which could stifle future design innovations and create artificial limits on use. SAN also supports House and Senate legislation that prohibits the CPSC from adopting any mandatory ROV standard until the National Academy of Sciences completes a study of the rulemaking.

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

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

July 10, 2015: Collector Car Appreciation Day

Our Auto Hobby's "Holiday" Is Back



Collector Car Appreciation Day (CCAD) will be celebrated this year on July 10, 2015. At the request of the SEMA Action Network (SAN), this "holiday" has been marked each year since 2010 by a U.S. Senate Resolution recognizing that the "collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States." As in years past, a wide range of automotive events will be held to commemorate the occasion. As this annual event continues to grow worldwide, states, provinces, counties and cities are following suit with their own recognition. SEMA encourages participation throughout the month of July to honor the classics of the past and the future.

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.
- **DRIVE** your special ride, new or old, whatever the destination.

Plan and submit your July event at no cost, locate a listing near you and more on www.semaSAN.com/CCAD.

Participating organizers will be awarded a copy of the U.S. Senate resolution for display at each registered event.

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Voice of the SEMA Action Network
Summer 2015