

DRIVING FORCE

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COUNTRY ROAD HOMECOMING

Congratulations to Legislator of the Year: West Virginia Senator Mark Maynard

Mountain State Senator Named Inaugural “Legislator of the Year”

By Colby Martin

At the 2018 SEMA Show, West Virginia State Senator Mark Maynard was introduced as the first-ever winner of the Stephen B. McDonald Legislator of the Year award. Representing the Sixth District, Senator Maynard was recognized for his efforts in the West Virginia Senate to promote policies and legislation that support the automotive hobby.

Senator Maynard is proudly counted among the hundreds of pro-hobby lawmakers comprising the SEMA-supported State Automotive Enthusiast Leadership Caucus and embodies the award’s spirit. The new award is bestowed to the state lawmaker who has gone above and beyond to support the hobby in their home state and was named for SEMA’s late Vice President of Government Affairs Stephen B. McDonald, who was the driving force behind the founding and growth of the Caucus.

“I’m so honored to have been chosen to receive this award,” Senator Maynard said. “I’m a car guy through and through, and to me, working to share that passion and creating unique opportunities for our state to benefit through new visitors and new business is a dream come true. West Virginia is a paradise for people who love both the outdoors and the automotive hobby. I’m proud of the work we’ve done in just a short time, and I look forward to growing this industry even more in the future.”

The caucus’ national chairman, West Virginia Delegate Gary Howell, has been instrumental in both the award’s creation and attracting Senator Maynard’s involvement in the group. “As West Virginia expands tourism, Mark has put forth and passed legislation that will allow our state to be at the forefront in automotive tourism,” Delegate Howell said. “This billion-



West Virginia lawmakers, Senator Mark Maynard (right) and Delegate Gary Howell (left), met automotive media personality Courtney Hansen at the 2015 SEMA Show in Las Vegas.

dollar industry is continuing to expand, creating high-paying jobs, and because of the efforts of our members like Mark, West Virginia will be a part of it.”

Senator Maynard is not only an industry champion, but also a true enthusiast. His collection of vehicles is impressive. The stable includes a Dodge Charger “General Lee,” a Pontiac Trans Am “Bandit,” a new Dodge Challenger Scat Pack and a trail-only Jeep, among others. His love for all things auto doesn’t stop there. Before he heard the call to public service, he also served as a pit crew member in professional NHRA drag-racing teams.

“Automobiles are truly a passion that probably started before I could crawl,” explained Senator Maynard. “Growing up in my dad’s full-service Union 76 station, I watched him turn wrenches and build and campaign his sand-drag Chevy truck. I immersed myself in everything automobile and internal combustion I could find. I took over the family automotive business in 2001. For a fun—and serious—job in 2006, I joined Jim Head’s NHRA Nitro Funny Car crew. It lasted until the end of the 2010 season. I joined John Bojec’s team for a three-race run at the end of the 2014 season. At the same time, I was running for the Senate. I flew the redeye home

from the Las Vegas race, campaigned one more day, and I beat the longest-serving senator in the history of West Virginia. Then my legislative career began.”

Since his election to the West Virginia Senate, Senator Maynard has cemented himself as a consummate defender of the hobby and a familiar face at the SEMA Show in Las Vegas. During his state’s most recent legislative session, he was a busy man. He authored several pro-hobby bills, many of which focused on expanding access to off-highway vehicle (OHV) trails.

His most recent victories include passing legislation that creates a digital map of public roads and trails available to OHV riders and a bill that creates a two-year pilot program allowing for ATV and RV access to West Virginia’s Cabwaylingo State Forest. While these proposals didn’t ultimately become law, he also spearheaded legislation that would have created a new State Trail Authority for West Virginia dedicated to overseeing all the state’s trails and led the charge to create license plates for off-road, self-assembled or modified vehicles that would have afforded them the same limited access to roads as ATVs.

“I want to thank Gary Howell for recruiting me and allowing me to join his caucus and spurring me along to attend the SEMA Show for three years in a row,” he adds. I look forward to continuing to fight for the hobby and industry that I love. Thank you.”



Senator Mark Maynard poses with his new Dodge Challenger Scat Pack at the West Virginia state capitol in Charleston.

Cover Image Courtesy Will Price

Exhaust Noise Law Causes Outcry From Californians

A recent exhaust noise law in California has caused a significant stir, especially with online communities. Concern and misinformation spread rapidly throughout enthusiast circles as well as the industry. The SEMA Action Network (SAN) quickly assembled a “Fact vs. Fiction” webpage seeking to clarify the matter. Thankfully, the saga doesn’t end there.

California Assembly members Jim Frazier and Tim Grayson have since introduced pro-hobby legislation (A.B. 390) to repeal the 2018 law (A.B. 1824) that amended how California law enforcement officials issue citations for exhaust noise violations. Both Assm. Frazier and Assm. Grayson are members of the SEMA-supported State Automotive Enthusiast Leadership Caucus and have previously attended the SEMA Show. Assm. Frazier is the Chair of the Committee on Transportation.

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



Pro-hobby legislation (A.B. 390) has been introduced to repeal the 2018 law (A.B. 1824) that amended how California law enforcement officials issue citations for exhaust noise violations.

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. A.B. 390 would re-institute law enforcement’s discretion to issue “fix-it” tickets.

In California, exhaust systems installed on

motor vehicles with a manufacturer’s gross vehicle weight rating of less than 6,000 pounds, 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.

At the time of publication, A.B. 390 is awaiting committee assignment in the Assembly. Legislation introduced in the state must undergo a 30-day waiting period before they may be considered by the legislature.

Please share the news with others. As you know, supporters can stay informed on this and other issues by signing up for the SAN. There is no cost or obligation to receive updates on the bill’s progress and how to shape its future.

For more information, visit the following page at www.semaSAN.com/alerts: “Fact vs. Fiction: California’s New Exhaust Noise Law.”

WEB RESERVES

1 PL8 OR 2?

State-By-State Guide to License Plate Requirements Newly Updated

Bolting a license plate onto one’s prized vehicle is a necessary task that can be unpleasant. Thankfully, options available have made contending with the visual identifier increasingly less painful, yet legal. Governments have recognized the public’s desire for choices and have attempted to adapt their rules over time. In fact, each state offers an alternative plate that varies from the standard issue. Personalized versions continue to be more and more common. Given the choice, the car and truck community would prefer to run only a single, rear-mounted plate. These proposals are overwhelmingly favored by enthusiasts when considered. Such laws would save the state money, conserve its resources and protect the aesthetic contours of collector vehicles.

After tracking and influencing license plate legislation nationwide, SAN fulfilled the need for a comprehensive resource. SAN has made it easy to look up each state’s requirements online. Designed as a quick reference guide,

the compilation includes specialty plates available in a given state. A map at the top of the page illustrates the number of plates required in each. The webpage has been fully updated for 2019 and is posted live. Those looking to purchase or apply for a specialty plate are advised to check with their local DMV for guidance and paperwork. Details can be found at www.semaSAN.com/licenseplates.

While many single-plate bills are not given serious consideration, their introduction is a great sign and significant first step. At the time of publication, Connecticut, Illinois, Iowa, Nebraska, New Hampshire and Texas each introduced such legislation for all motor vehicles during the 2019 legislative sessions. Other jurisdictions are likely to propose their own measures before the current year ends. Illinois, Maryland and Wisconsin all made attempts in 2018, while Iowa looked to expand usage for certain vehicles. Surprisingly, New Mexico is once again pursuing legislation to reverse their

current single-plate requirement in favor of two—on the heels of a similar proposal’s defeat last year.

It’s true that while individual support for single-plate bills is important, and mass organization by enthusiasts is vital. Otherwise, bills of this nature rarely have a chance of becoming law. Unfortunately, law-enforcement agencies generally oppose such measures on the claim that front plates allow officers to quickly identify vehicles involved in violations of the law. There is hope in working together with local law-enforcement officials, attending hearings and sharing the responsibility in finding mutual solutions. We have the opportunity to impact the future of these laws, so please spread the word! Encourage those you know to become informed and ready when a critical moment arises; have them enlist now at www.semaSAN.com. Everyone can help the cause and get involved without cost or commitment.





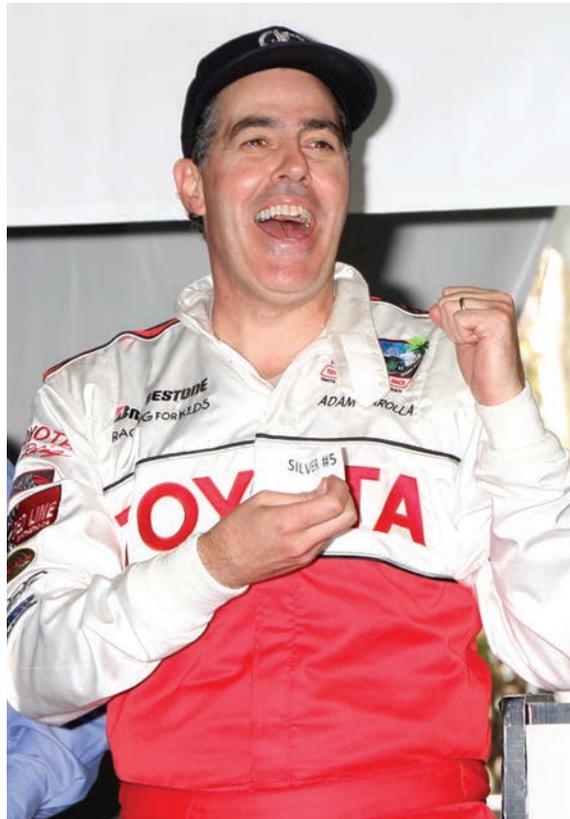
When I Am King...

It's no secret that Adam Carolla is forging his way into automotive royalty. Many are familiar with his name after he helped steer online-based media into a wild success. However, gearheads are becoming aware of the entertainer's leveraging of showbiz to fuel his long-time four-wheeled passion—to refreshing effect. His personal shop houses a growing array of machines that are sights to behold: vintage racers and classic exotics being prepped for driving duties.

I've been a fan since Carolla first made his way into the entertainment industry. From the very beginning 25 years ago, his personality and wit distinctly struck me on the airwaves of morning FM radio. Here was a local guy doing comedic material about the finer points of power tools, nailing schedules, drywall and a host of non-carpentry topics aimed toward adults. My adolescent mind was instantly hooked. However, I was unaware at the time that he was so into cars.

The title of this piece, "When I Am King," is derived from a recurring segment Carolla performed on TV. The premise of the tongue-in-cheek fantasy was simple: he'd yell humorous new decrees while seated on a throne wearing a crown. Laughter from the audience quickly prompted a mighty "SILENCE!" in return—furthering the comedic effect. Political satire need not be based on reality to be funny.

Imagine yourself being in a position of power. How would you write and/or rewrite the rules if you could directly shape policy? Set the ridiculous aside—this question actually forms the core of democracy. Keep the definition in mind: a system of government in which power is vested in the people, who rule either directly or through freely elected representatives. That's right, future leaders are eligible to come from within the ranks of the common folk.



Wouldn't you be smiling too if you had just punished a Toyota in the Celebrity Race at the Long Beach Grand Prix? It's good to be comedian and car aficionado Adam Carolla.

Image Courtesy Shutterstock.com

A not-so-obvious connection can be made between his bit and actual life. Carolla is a self-made talent who grasped for years to get in the spotlight and stay there. With a flourishing career, as well as a genuine interest in our hobby, he's been able to make decisions most can only dream about. How many enthusiasts get themselves to a point where they can build kinships with automotive luminaries and legends, make documentaries about motorsports icons and buy ex-Paul Newman race cars to use in competition? Just by his mere participation, Carolla is influencing the collector car market—without necessarily setting out to do so.

Can members of the car and truck community rise up to become leaders? Yes, the notion of making a difference at home holds widespread appeal and is obtainable. Similar to Carolla, many elected officials have achieved

their position by creating unique pathways all their own. Their "keys to the kingdom" were earned—not granted. For those familiar with the SEMA-supported automotive caucuses, legislators at the federal and state levels with an automotive appreciation are not tough to locate. In fact, the first steps are often within reach at the local level first. Case in point is West Virginia Senator Mark Maynard, who is also featured in this newsletter.

Food for thought: might a role in public office be for you someday? Here are accounts of what attracted a few friends of the hobby to service in their state legislature:

State Representative Stan Blake (Wyoming): I originally started in local politics running for a hospital board in Green River, Wyoming. That was unsuccessful. I then ran for the position of legislative representative for my union. After winning that election, I became aware that House District 39 was going to be vacated by the current office holder. I consulted with my wife and we agreed that I should throw my hat into the ring and run. The main attraction to run was that I wanted to try and make a difference in the lives of my constituents and to become a voice for the working people in my area.

State Representative Steven S. Howitt (Massachusetts): I have always been involved in public service. My father instilled in me the desire to not watch from the sidelines, but be involved in one's community as he was. In 2004, then-Governor Mitt Romney was looking for candidates to run for representative positions. I gave it a try and lost. With perseverance and support from my wife and family, I continued my quest. After two more tries, I was successful.

Former State Representative Josh Byrnes (Iowa): I was not political prior to running for office. In 2009, we had a really bad budget situation where we had an administration spending more money than the state took in. Our state was suffering so I made the decision to act and get involved. I placed my name on the ballot and won! It was a great experience.

States Spearhead Surplus Vehicles and Single Plates

As state lawmakers have convened to begin their 2019 legislative sessions, a series of primarily pro-hobby bills have been introduced on two automotive subjects: military surplus and license plates. SEMA knows that these topics have become familiar in recent years—gaining popularity in jurisdictions around the country. At the time of publication, the following proposals are in the early stages of consideration by their respective legislatures. For the latest updates on these and other current initiatives, visit www.semaSAN.com/alerts.

MILITARY VEHICLES

Former military surplus vehicles are experiencing a growing interest among enthusiasts. Bills aimed at them are usually designed to create a permanent titling and registration process. In a given state, these increasingly beloved machines are uniquely defined and are often not currently



authorized for use on public highways. SEMA supports the term “military surplus vehicle” to mean a wheeled, multipurpose or tactical vehicle including trailer, that was manufactured for military use by or under the direction of the U.S. Armed Forces or Armed Forces of any other country and was subsequently authorized for sale to civilians. When approved, these laws recognize the important historical and patriotic purpose of these vehicles.

Colorado: Legislation has been introduced in the Colorado Senate to create a process for the titling and registration of “demilitarized motor vehicles.” The bill defines a demilitarized motor vehicle as a vehicle purchased for nonmilitary use that was commonly used by the U.S. Armed Forces to transport persons or property over the highway. Currently, such vehicles are not allowed to be registered or titled for on-road use in the state.

Hawaii: Legislation has been introduced that allows for the titling and registration of “former military vehicles.” The bill defines a former mil-



itary vehicle as a 25-year or older vehicle that is a “Pinzgauer,” “Kaiser Jeep M715,” “Humvee” or “DUKW.” Currently, “former military vehicles” are not allowed to be registered or titled for on-road use in the state.

Minnesota: House and Senate counterpart legislation has been introduced to aid in the registration of certain decommissioned military vehicles as standard motor vehicles.

Nebraska: Legislation has been introduced to create a process for the titling and registration of “former military vehicles.” The bill defines former military vehicle as a vehicle that was manufactured for use in any country’s military forces and is maintained to accurately represent its military design and markings, regardless of the vehicles size or weight, but is no longer or never was used by a military force.

Washington: Legislation has been introduced to allow for the registration of military surplus vehicles. “Military surplus vehicle” is defined as a vehicle that is not operated using continuous tracks, was originally manufactured and sold directly to the armed forces of the United States and is no longer owned by the U.S. Armed Forces.

West Virginia: Legislation has been introduced to allow for the registration of military surplus vehicles. This legislation is a version of SEMA military vehicle model legislation. Separate legislation to provide antique military vehicles an exemption from the requirement to display license plates was also introduced. The bill creates an alternative registration

insignia that does not interfere with the traditional military markings on the vehicle.

SINGLE LICENSE PLATES

Bills in favor of a single, rear-mounted license plate requirement continue to represent a trend. For governments, these are often an attempt by states to save money and conserve resources. Those with a personal interest in cars and trucks generally support these efforts. Among the styles included are antiques, street rods, customs, replicas, exotics, sports cars, reconstructed and others. After all, owners are spared the burden of having to create mounting holes on some original and fabricated bumpers and the aesthetic contours of collector vehicles of all ages are preserved. In addition, states have found that instituting specialty plates can offer reasonable and voluntary means to generating new revenue.

Connecticut, Illinois, Iowa, Nebraska, New Hampshire and Texas: Legislation has been introduced to require the issuance of only a single license plate for all motor vehicles.

New Mexico: SEMA-opposed legislation has been introduced to require registration plates on the front and back of all motor vehicles. Under current law, all motor vehicles in the state are only issued a single plate. A similar legislative proposal failed to be approved after enthusiast opposition in 2018.

West Virginia: The state already requires only a single, rear-mounted license plate. Legislation was introduced to provide for special plates for use on collector vehicles and allow



for the transfer of these plates between the collector vehicles owned by an individual. A similar version of this bill failed to be passed during the previous year’s legislative session.

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PUBLICATION STAFF

Editor Colby Martin

Editorial Director John Stewart

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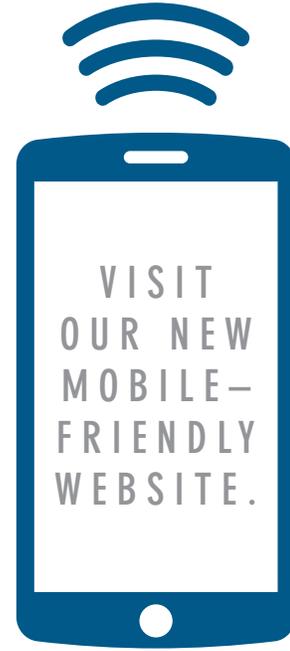


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1575 S. Valley Vista Dr.
Diamond Bar, CA 91765

