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Introduced 4/24/81  
Referred: State Affairs and  
Judiciary

1 IN THE SENATE

BY BRADLEY

2 SENATE BILL NO. 512

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the registration of motor vehicles;  
7 and providing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 \* Section 1. AS 28.10.181(a) is amended to read:

10 (a) The department shall register unique and special vehicles and  
11 vehicles used for special purposes and issue registration plates as  
12 provided in this section. Notwithstanding other provisions of this  
13 chapter, registration plates issued under this section remain with the  
14 person or organization to whom they are issued when vehicle ownership is  
15 transferred or title or interest in the vehicle is assigned, except for  
16 plates issued under (b), (h), (i), and (j) of this section.  
17 Registration plates issued under this section may not be used on, or  
18 transferred to, a vehicle other than the vehicle for which the plates  
19 are issued without the approval of the department and payment of any  
20 required fees and taxes prescribed in AS 28.10.421(d), 28.10.431 and  
21 28.10.441; however, if the plates issued under (c), (f) and (j) of this  
22 section are transferred to a vehicle for which the registration fee is  
23 more than the fee for the vehicle from which the plates are transferred,  
24 the owner shall pay the difference between the two fees. Registration  
25 plates issued under this section to which a person is no longer entitled  
26 or the transfer of the plates to another vehicle which the department  
27 does not approve shall be returned immediately to the department by the  
28 person or organization to whom the plates were originally issued.

29 \* Sec. 2. AS 28.10.181 is amended by adding a new subsection to read:

1 (1) STREET RODS. An automobile manufactured in the United States  
2 prior to 1959 and subsequently modified may be considered a street rod.  
3 The owner of a street rod may make an application for a special street  
4 rod registration plate. The department, when satisfied that the vehicle  
5 meets the requirements for a street rod registration under regulations  
6 adopted by the commissioner, shall register the vehicle and issue two  
7 permanent registration plates of distinctive design and color and  
8 bearing no date. These plates shall remain with the vehicle as long as  
9 it is registered under this subsection. Vehicles qualifying for regis-  
10 tration under this subsection shall be issued registration plates  
11 numbered in a separate numerical series beginning with "STREET ROD  
12 No. 1". The letters and numbers on these registration plates shall be  
13 in yellow on a blue background. In addition, the plates shall have dis-  
14 played on them the words "NORTH TO THE FUTURE".

15 \* Sec. 3. AS 28.10.421(d) is amended by adding a new paragraph to read:

16 (13) a street rod (one time only upon initial registration  
17 under AS 28.10.181).....\$20.

18 \* Sec. 4. This Act takes effect January 1, 1982.

19  
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21 WHY SHOULD THESE PLATES ~~BE~~ HAVE  
22 A ONE-TIME REGISTRATION FEE?

23  
24 HOW ABOUT ESTABLISHING PLATES BUT  
25 CONTINUING REGISTRATION FEE?

26  
27 WHAT IS FISCAL IMPACT?

28  
29 HOW ABOUT CONTINUING REGISTRATION FEE  
UNTIL VEHICLE IS 30 YEARS OLD, (LIKE HISTORICAL  
VEHICLES) AT WHICH TIME REGISTRATION IS FREE..  
SB 512

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8 bearing no date. These plates shall remain with the vehicle as long as  
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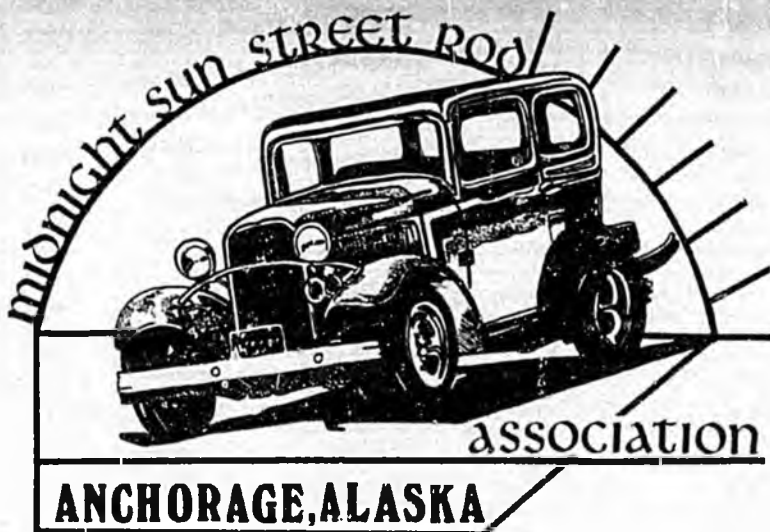
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UNTIL VEHICLE IS 30 YEARS OLD, (LIKE HISTORICAL  
VEHICLES) AT WHICH TIME REGISTRATION IS FREE,  
SB 512



January 4, 1982  
P.O. Box 4-2061  
Anchorage, Ak 99509

Honorable Senator Patrick Rodey:  
Pouch V  
Juneau, Ak 99811

Dear Senator Rodey:

After discussing a bill for a Street Rod license plate with the former Senator Bill Sumner and the Department of Public Safety, we submitted a bill to Senator Sumner to introduce to the Legislature in 1980. His bill writers changed the bill to its present form, which is unacceptable. We contacted Senator Bradley for the 1981 Legislative session, and he said he would introduce our bill. When the time came, he couldn't find the corrected version, so he reintroduced the same bill from 1980. It is still unacceptable.

We have enclosed a copy of how we want the bill to read and a package of information to tell you something about us locally and nationally. We realize that the 1982 Legislative session begins next week, but we would like to meet with you and your staff or just your staff if it isn't possible for you to attend.

Please consider this version of the bill to replace in total Senate Bill 512. We thank you for your time and consideration.

Sincerely,

*Edward W. Park*

Edward W. Park  
Chairman,  
Street Rod Legislation Committee

Enclosures

PURPOSE OF STREET ROD PLATES

- (A) To promote safety through self-policing of member vehicles.
- (B) To promote preservation of modified antiques, known as street rods.
- (C) To provide family-oriented recreation.
- (D) To provide recognition for organized automobile hobbyists.
- (E) To provide additional revenue to the State.

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AN ACT

Amending the motor vehicle code; and providing for an effective date.

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\*Section 1. AS 28.10.181(a) is amended to read:

Sec. 28.10.181. REGISTRATION OF UNIQUE AND SPECIAL VEHICLES AND VEHICLES USED FOR SPECIAL PURPOSES. (a) The department shall register unique and special vehicles and vehicles used for special purposes and issue registration plates as provided in this section. Notwithstanding other provisions of this chapter, registration plates issued under this section remain with the person or organization to whom they are issued when vehicle ownership is transferred or title or interest in the vehicle is assigned, except for plates issued under (b), (h), (i) and (l) of this section. Registration plates issued under this section may not be used on, or transferred to, a vehicle other than the vehicle from which the plates are issued without the approval of the department and payment of any required fees and taxes prescribed in §§421(d), 431 and 441 of this chapter; however, if the plates issued under (c), (f) and (j) of this section are transferred to a vehicle for which the registration fee is more than the fee for the vehicle from which the plates are transferred, the owner shall pay the difference between the two fees. Registration plates issued under this section to which a person is no longer entitled or the transfer of the plates to another vehicle which the department

does not approve shall be returned immediately to the department by the person or organization to whom the plates were originally issued.

\*Section 2. AS 28.10.181 is amended by adding a new subsection to read:

(1) If any modified automobile, as defined in (1.) of this subsection, at least twenty (20) years old, hereinafter referred to as a street rod, is duly registered in the State of Alaska, the owner of such street rod may make an application for a special street rod automobile plate under this subsection to be displayed on such street rod in lieu of the standard vehicle registration plate.

Upon receipt of an application for a special street rod plate on a form prescribed under this subsection, the Commissioner shall issue to such applicant a special street rod automobile plate on a permanent basis, and it shall bear the inscription "STREET ROD", and numbered in a separate numerical series beginning with No. 1. This special plate shall be issued for the applicant's use only for such automobile, and in the event of a transfer of title, the transferor shall surrender the special plate to the Commissioner. Said applicants shall, in addition to the prescribed registration validation sticker, be required to display a valid National Street Rod Association, Inc. safety inspection sticker in the lower right-hand corner of the windshield of such vehicle upon which said special plate is displayed.

(1.) modification is a major change to a vehicle that includes but is not limited to special paints (candy, pearl, flake, scallops, flames), shaved door handles, scoops, headlight changes, tail light changes, grill changes, rolled pans, wheelwell changes, engine swaps, interior changes, molded and/or filled fire wall, molded floor pan, molded and/or filled frames, filled seam, suspension changes, chopping, channeling, and sectioning.

\*Section 3. AS 28.10.421(d) is amended by adding a new subsection to read:

(12) a street rod (one time only upon initial registration under §181 of this chapter) plus the fee required for that vehicle under (b) (1) or (2) of this section.....\$20

\*Section 4. Sections 1, 2 and 3 of this Act take effect January 1, 1983.



National Street Rod Association

**DAVID MOCK**  
Alaska State Representative

8136 East 4th Avenue  
Anchorage, AK 99504

**VEHICLE**



**SAFETY DIVISION**

**TOM SNYDER**  
Alaska State Safety Inspector

SRA Box 325F  
Anchorage, AK 99507



**Edward W. Park**  
Royalty Accounting Manager

ALASKA DEPT. OF NATURAL RESOURCES  
DIVISION OF MINERALS  
& ENERGY MANAGEMENT  
555 CORDOVA STREET  
POUCH 7-005  
ANCHORAGE ALASKA 99510  
(907) 276-2653  
TELEX (090) 25-360



ANCHORAGE  
(907) 276-3646

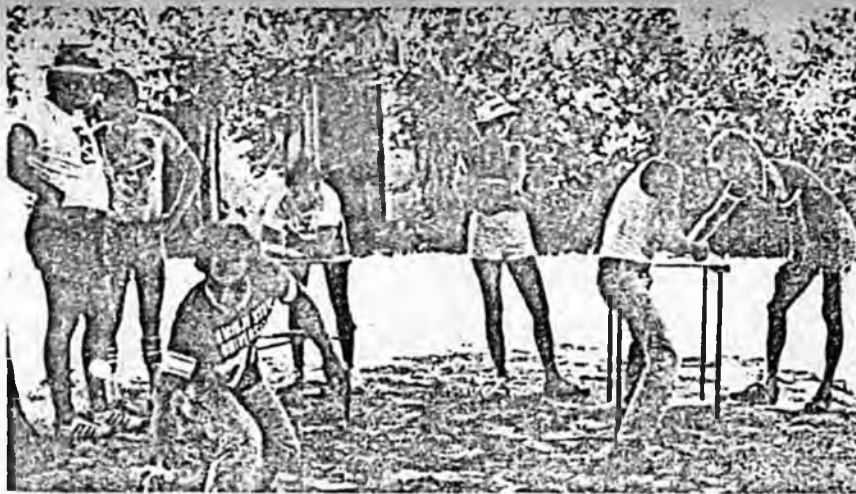
SEATTLE  
(206) 682-0630

**RONALD W. BUNN**  
APPRAISER - MANAGER

**SHORETT & RIELY**  
3201 "C" STREET, SUITE 201  
ANCHORAGE, ALASKA 99503

## CLUB ROSTER

- President - Edward Park, 41 yrs. old, Royalty Manager, Division  
of Minerals & Energy Management
- Vice President - Charles Stennette, 47 yrs. old, Supervisor,  
Civil Service, Elmendorf, AFB
- Secretary - Margaret Hendrickson, 26 yrs. old, Self Employed,  
Secretarial Service
- Treasurer - Wally Graham, 37 yrs. old, Salesman, Stack Steel
- NSRA State Representative - Dave Mock, 41 yrs. old, Major,  
National Guard, Full Time
- NSRA State Safety Inspector - Tom Snyder, 35 yrs. old,  
Engineer, Chugach Electric
- Safety Inspector - Lundy Adkins, 29 yrs. old, Auto Painter,  
Spruce Park Auto Body
- Safety Inspector - Bill Demming, 33 yrs. old, Plumber, Skoglund  
Plumbing
- Safety Inspector - Ron Bunn, 33 yrs. old Manager, Shorett &  
Riely Appraisers
- Member - Martin Borreson, 34 yrs. old, Heavy Equipment Operator,  
City of Anchorage
- Member - Linda Borreson, 34 yrs. old, Homemaker-Beautician
- Member - Ron Owsley, 33 yrs. old, Policeman, City of Anchorage
- Member - Margie Owsley, 27 yrs. old, Homemaker-Secretary
- Member - Jim Arnold, 39 yrs. old, General Foreman, City of  
Anchorage
- Member - Rob Robinson, 41 yrs. old, Warehouseman-Truck Driver,  
Gottstein
- Member - John Payne, 31 yrs old, Oil Rig Supervisor
- Member - Jack Hill, 26 yrs. old, Excavator
- Member - Jennifer Shannon, 35 yrs. old, Services, Sea-Land
- Member - Glen Whitson, 36 yrs. old, Truck Driver, Sea-Land
- Member - Wally Ray, 24 yrs. old, Truck Driver
- Member - Ross Jardine, 55 yrs. ood, Retired Civil Service
- Member - Don Wood, 34 yrs. old, Pilot, U.S. Army
- Member - Harold Rounds, 46 yrs. old, Owner, Harold's Maytag  
Appliances
- Member - Hal Hendrickson, 28 yrs. old, Security, Prudhoe Bay
- Member - Butch Novak, 31 yrs. old, Store Manager, Spenard  
Builders Supply
- Member - George Schaefer, 35 yrs. old, Owner, Portage Glacier  
Lodge
- Member - Mike Bulkeley, 35 yrs. old, Upholsterer, Reeve Aleutian  
Airlines
- Member - Tom Kindred, 23 yrs. old, Mechanic
- Member - Chuck Lyons, 40 yrs. old, Warehouse Supervisor, North  
Slope
- Member - Lois Adkins, 27 yrs. old, Homemaker-Title Search,  
Safeco Title Company



Scenes from the 1980 National Street Rod Association Nationals.

# WHAT IS NSRA?

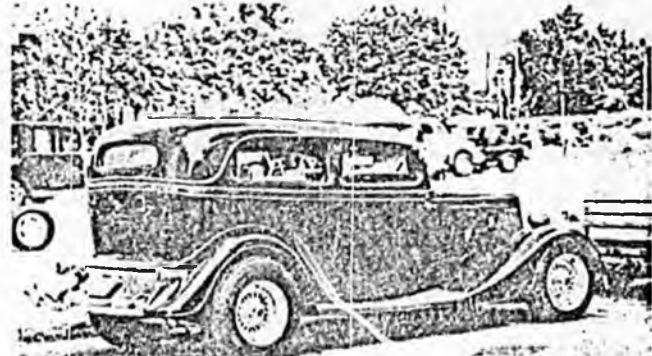
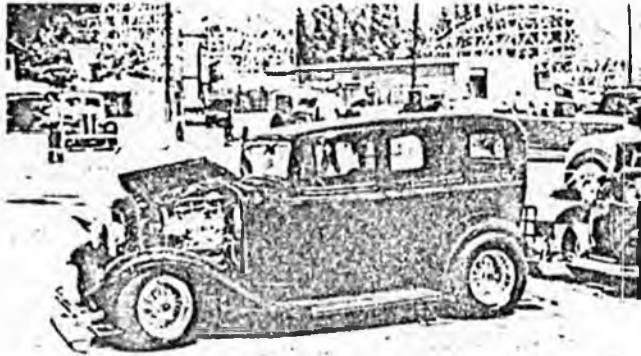
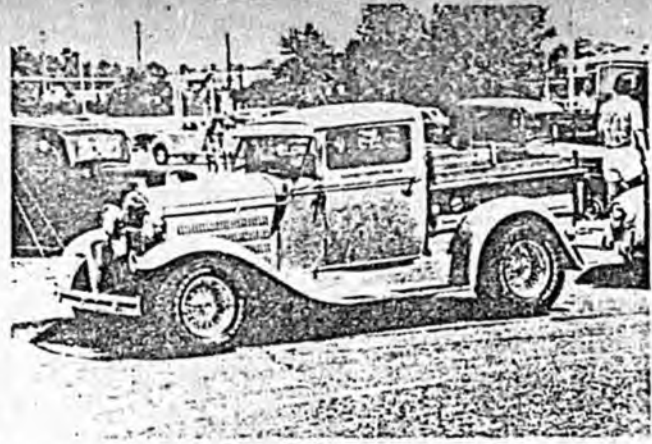


by Joe Mayall, Editor  
StreetScene Magazine

NSRA is the National Street Rod Association. Our slogan for the 80's is: "We put the FUN in FUN WITH CARS". But we are more than just a name and some catchy slogans. NSRA represents the fast growing sport of street rodding, and the people that enjoy it. NSRA is the organizing body that made the sport what it is today, and it

is the reason the growth of street rodding has continued at a steady pace since the association was founded in 1970. The NSRA has enjoyed its growth and prospered, while other similar organizations have tried and failed. NSRA is a solid association, begun on a strong footing and building on a strengthening reputation of service to its members. We provide leadership, guidance, and fun events for enthusiasts who favor driving their specialty cars wherever and whenever they want to. Membership in the National

Street Rod Association exceeded 21,000 members before the association's tenth anniversary last year, and the rate of growth improve's each month. (Membership is now approaching 23,000). We grow because street rodders see what we do, like it, and tell other street rodders about it. NSRA is an organization working for you: in areas of contesting unreasonable motor vehicle legislation which adversely affects the car hobbyist; as an industry liaison; as a car club organizer/helper; and we publish the only news



Just a few of the hundreds of cars at the NSRA Nationals.

monthly magazine in street rodding so that you can be a better informed street rodder. NSRA has a network of state representatives, all street rodders, to assist on a local level and a highly respected vehicle safety inspection program.

On the legislative front, NSRA officials have had great success in getting street rods designated as special interest vehicles needing special considerations. In several states a "Street Rod" license plate is now available and the legislation that brought them into being has given the vehicles a classification of their own so that they can easily be exempted from laws and requirements designed for the masses. The NSRA Vehicle Safety Inspection program has been an important factor in getting such legislation approved, as through it we are showing a genuine interest in "self policing" which is appreciated by law makers and law enforcement agencies.

One of the National Street Rod Association's primary goals was realized in 1980 when a workable Street Rod Insurance program went into effect. Insuring a multi-thousand dollar, modified vintage

automobile had been an insurmountable task for street rodders across the country, but now a complete policy for their cars is available to members of NSRA. The best part about this all-risk insurance is that it is for the full declared value of the vehicle and the carrier is in full understanding of what a street rod is, and is not.

The fun part of NSRA comes in the form of activities. The premier event in all of street rodding is the

NSRA Street Rod Nationals, the world's largest automotive participation event. The Nationals are the backbone of the sport, and nearly 33,000 pre-1949 manufacture street rods have participated in the first 11 years of this event. The Nationals are supplemented with four regional Nationals in the east, south, west and north and a series of Mini-Nats that expands each year to bring the NSRA type

Continued on page 91

### STREETSCENE/NSRA MEMBERSHIP APPLICATION

Mail directly to

### NATIONAL STREET ROD ASSOCIATION

3041 Getwell #103

Memphis, TN 38118 901/362-8352

- One year, \$13
- Two years, \$25  
(Outside the U.S. add \$3 per year)
- Lifetime Membership, \$225
- Check here only if you are renewing

**CHARGE IT!** Please bill my account

number: to VISA®

Account # \_\_\_\_\_

Expiration Date \_\_\_\_\_

Signature (required for credit card users) \_\_\_\_\_

I'm with you! I want to support the street rodding sport, so I'm joining NSRA. Enclosed is the correct amount: Start my StreetScene subscription at once, and send me my decals and official membership card.

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_ ZIP \_\_\_\_\_



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**NSRA** Continued from page 85  
of activity to even more parts of the U.S. The NSRA events are a combination of driving and non-driving games, manufacturers displays and special attractions for participants of all ages and interests. Like the sport itself, NSRA events are geared to family entertainment with something to interest every member of a street rodding family.

NSRA's monthly publication, **StreetScene**, is produced exclusively for the members. Each month **StreetScene** is loaded with information about legislative matters that can effect the sport, reports on rod runs, technical articles, stories about the manufacturers and suppliers and interesting regular columns that are meant to entertain while being informative. There is a free buy-sell-trade section and the most complete listing of coming events to be found anywhere. **StreetScene** is also one of the best source guides for the suppliers of parts and services, as these companies are regular advertisers because they know they will reach the truly active street rodder. Many members feel **StreetScene** magazine is worth more than the annual membership fee, yet it is supplied with each membership.

The National Street Rod Association was founded by street rodders, and it is an association for street rodders. While every staff member of NSRA is a skilled professional in his/her duties, they are also active street rodders, enjoying the sport to the fullest.

That's what NSRA is. An organization interested in street rodding and street rodders. We're here, helping even if you are not a member. But, we can do more for you if you are a member.

There is a membership application in this edition of **Hot Rod Show World**. Use it to join, and you will find that when you become a part of NSRA, the NSRA will become a part of you. If you need any additional information about NSRA, write: National Street Rod Association, 3041 Getwell #103, Memphis, TN 38118, or phone: 901/362-8352.

# Thousands enjoy Midnight Sun's Show and Shine in Anchorage

by Ed Park

Rain, rain, rain! It seemed to do nothing but rain in Anchorage last year. But Alas, the weatherman knew the Second Annual Anchorage Automobile Show and Shine was scheduled for Saturday, July 19th, so the sun was out in all its glory.

The beautiful, hot, sunny day of 75 degrees brought out 140 cars and several thousand spectators to enjoy a nice summer day looking at cars and talking about cars. The show was held on Park Strip and was hosted by the Midnight Sun Street Rod Association.

All Anchorage area car clubs were invited to participate, and everyone had a good time. It was evident that this annual show had become the premier car show of the summer season in Alaska.

In line with its casual atmosphere, the show had no official judging, just fun type awards. In addition to the People's Choice and Mayor's Choice awards given in 1979, two new ones were added for the 1980 show, the Ugly Car award and the Nakoyia Residents' Choice. For People's Choice, sponsored by the Anchorage Corvette As-

sociation, the honor went to a 1928 Dodge antique. The mayor's executive assistant, Joe Fouts, picked the 1954 Ford F-100 custom owned by Terry Defour for Mayor's Choice, while the ugliest car award went to a city fireman and his beat up VW Beetle. Marcus "In the Morning" of Radio Station KFQD sponsored the latter award.

The Nakoyia Health Care Center of Anchorage has a group of car crazy paraplegics, and 15 of them came to the show and chose the car they liked best for the Nakoyia Choice, a 1967 Jaguar coupe owned by Tom Snyder.

Everyone had a fantastic time at the Anchorage show in 1980, and all of you in the lower forty-eight, plus Hawaii, are invited to come and join us in 1981. Look for this year's date to be listed soon in the coming events section.



MSSRA member, Tom Snyder, won the Nakoyia Residents' Choice with his '67 Jag. Tom is NSRA Safety Inspector for Alaska.



Dodge Brothers sedan, built circa 1928, won out over all other cars in the People's Choice balloting.



No doubt about the best unfinished car at the Anchorage Show. It had to be MSSRA member Rob Robinson's 1940 Merc. Send us a photo when it's finished, Bob.



The mayor let his executive assistant do the picking for Mayor's Choice, and Joe Fouts picked this '54 F-100 owned by Terry Defour.



No show is complete without one of the "hot ones." Mark Lewis owns this '57 Chevy Bel Air, so he has every right to lean on it.



This stubby little vehicle is a 1934 Ford pickup, one of the 140 interesting rods at the 1980 Anchorage Show.



What they won't do to a VW bus! This one sports a twin turbocharged 289 ci Ford.



Here's a 1966 Porsche 912 with a 215 hp 215 ci aluminum Olds engine for power.

# Alabama rodders working on street rod plate

The Heart of Dixie Street Rods of Selma, Alabama are working on a "street rod" license plate bill, and would like to hear from anyone who has worked or is working on similar legislation in another state.

The project is being spearheaded by Tim South, president of the Heart of Dixie Street Rods, and he reports that they have already received help from Tim White in Minnesota. He would, however, like as much background as possible and would appreciate being contacted by anyone who has had experience working on street rod legislative matters. As Tim says, "We can see the writing on the wall and, although we enjoy a good measure of automotive freedom at present, we realize that it could be snatched from us at any moment, as has happened in some states already, by some vote-hungry politician. We feel it is better to take preventative measures now, than have to find a cure for some automotive ills put upon us by a piece of bad legislation."

The Heart of Dixie Street Rods are also interested in hearing from other Alabama street rodders who would like to help them in this effort. They have made some good contacts in legislative circles and are willing to go ahead with the project, but would like some help.

Send information to: Tim South, President, Heart Of Dixie Street Rods, 119 Pine Forest Drive, Selma, AL 36701.

### States with special license plates

Delaware .....	Street Rod
Maine .....	Street Rod
Minnesota .....	Street Rod
Tennessee .....	Street Rod
Wisconsin .....	Hobbyist

### Proposed

Alaska	Iowa
Colorado	Louisiana
Connecticut	Massachusetts
Florida	Nebraska
Georgia	New Jersey
Idaho	New Mexico
Illinois	Pennsylvania



# INTO STREET RODS? SO ARE WE!

We are the National Street Rod Association, and we put the "fun" in "FUN WITH CARS."

As a member of NSRA you will be supporting an organization that supports you. You will get your own personal copy of STREET-SCENE Magazine each month, and in it you will find rod run reports from coast to coast, technical articles, the largest event calendar published, and a giant sell and swap section which is free to all members. You will find articles about vehicle safety and legislative activities related to the sport, and you will be a better informed street rodder.



NSRA produces or co-produces the premier street rod events in the nation, and the NSRA STREET ROD NATIONALS, now in its eleventh year, is the biggest automotive participation event in the world.

Be a part of NSRA and you will find that the NSRA is a part of you. We are the NATIONAL STREET ROD ASSOCIATION, and we are into street rods, too.

## JOIN TODAY!

### STREETSCENE/NSRA MEMBERSHIP APPLICATION

Mail directly to:

### NATIONAL STREET ROD ASSOCIATION

3041 Getwell #103

Memphis, TN 38118 901/362-8352

- |   |   |
|---|---|
| <input type="checkbox"/> One year, \$13   | CHARGE IT! Please bill my account<br>number: to VISA®<br>Account # _____<br>Expiration Date _____ |
| <input type="checkbox"/> Two years, \$25<br>(Outside the U.S. add \$3 per year) |   |
| <input type="checkbox"/> Lifetime Membership, \$225                             |   |

Check here only if you are renewing Signature (required for credit card users)

I'm with you! I want to support the street rodding sport, so I'm joining NSRA. Enclosed is the correct amount: Start my StreetScene subscription at once, and send me my decals and official membership card.

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_ ZIP \_\_\_\_\_



## Street rod plate for Wheat State rodders

*Kansas House Bill No. 2088 signed by Gov. Carlin*

When Governor Carlin of Kansas signed into law House Bill No. 2088 last April 2nd, that state became the ninth one to give special recognition to street rods.

Chuck Millhuff of Olathe, Kansas, NSRA Chaplain, head of Millhuff Ministries, and active street rodder (he drives a super clean 1940 Chevy), worked out most of the details and did most of the legwork in getting the bill up through the state legislature.

Kansas has had a law on its books for some time now recognizing special interest vehicles, and the new bill establishes the street rod as a category within the special interest vehicle classification. So the new plates will still show "Special Interest" but will have the words "Street Rod" embossed on the lower portion of the plate between the bolt holes.

Street rodders who already have their street rods registered as special interest vehicles will be able to turn them in for replacement plates. The initial cost for the special plate is \$40, \$20 of which is the annual fee and \$20 of which is an original first time only processing fee. Applicants must also own and have registered one or more vehicles which are used for regular transportation.

The new Kansas law became effective July 1, 1981 and the new plates are expected to become available later this year.

Other states which have passed special legislation for street rods include Colorado, Delaware, Idaho, Louisiana, Maine, Minnesota, Tennessee and Wisconsin. Several other states have such legislation under consideration.

The complete text of the Kansas bill: AN ACT concerning registration of vehicles; street rod vehicles; amending K.S.A. 8-195 and 1-196 and K.S.A. 1980 Supp. 8-194 and repealing the existing sections. *Be it enacted by the Legislature of the State of Kansas:*

Section 1. K.S.A. 1980 Supp. 8-194 is hereby amended to read as follows: 8-194. As used in this act: (a) "Collector" means the owner of one or more special interest vehicles or street rod vehicles who acquires, collects, purchases, trades or disposes of such vehicles or parts therefore for such person's own use in order to restore, preserve and maintain such vehicle or vehicles for historic interest.

(b) "Parts car" means a motor vehicle generally in nonoperable condition which is owned by a collector to furnish parts which will enable the collector to restore, preserve and maintain a special interest vehicle, street rod vehicle or antique vehicle.

(c) "Special interest vehicle" means a motor vehicle which is more than 20 years of age and which has not been altered or

specifications except to assure normal running operation or to meet specific safety inspection requirements on original equipment, or both. "Special interest vehicle" shall also mean and include a motor vehicle manufactured before 1949 that when altered or modified is referred to as a "street rod."

Sec. 2. K.S.A. 8-195 is hereby amended to read as follows: 8-195. (a) Any person who is the owner of a special interest vehicle or street rod vehicle at the time of making application for registration or transfer of title of the vehicle may upon application register the same as a special interest vehicle or street rod vehicle upon payment of an annual fee of \$20 and be furnished each year upon the payment of such fee license plates of a distinctive design in lieu of the usual license plates which shall show in addition to the identification number, that the vehicle is a special interest vehicle or that the vehicle is a special interest vehicle and it meets the qualifications of a street rod, as the case may be, owned by a Kansas collector. The registration shall be valid for one year and may be renewed by payment of such annual fee. Special interest vehicles, including street rod vehicles may be used as are other vehicles of the same type; except that special interest vehicles including street rod vehicles may not transport passengers for hire, nor haul material weighing more than 500 pounds.

(b) Each collector applying for special interest vehicle or street rod vehicle license plates will be issued a collector's identification number which will appear on each plate. Second and all subsequent registrations under this section by the same collector will bear the same collector's identification number followed by a suffix letter for vehicle identification.

(c) A collector must own and have registered one or more vehicles with regular license plates which are used for regular transportation.

Sec. 3. K.S.A. 8-196 is hereby amended to read as follows: 8-196. In addition to the fee in K.S.A. 8-195, as amended, there shall be an original (first time only) processing fee of \$20 to defray the cost of issuing the original collector's special interest vehicle license plates or special interest vehicles with street rod designation license plates and to ensure that each collector will be issued only one collector's identification number.

Sec. 4. K.S.A. 8-195 and 8-196 and K.S.A. 1980 Supp. 8-194 are hereby repealed.

Sec. 5. This act shall take effect and be in force from and after its publication in the statute book.

you and  
the law

New law includes ID  
and title provisions

## Street rod plate for Colorado

On May 6th Colorado became the eighth state to pass legislation calling for a street rod license plate. The new law, which goes into effect next January 1st, also includes a special provision for the assignment of identification numbers and the issuance of titles to street rods.

The Colorado law defines a street rod as a vehicle manufactured in 1948 or before and subsequently modified for safe road use. The new plates, expected to appear on the streets during the 1982 rod season, will bear the words "Street Rod," but the final design is being left up to the executive director of the Department of Revenue, Motor Vehicle Division.

The unique identification provision allows the motor vehicle department to accept the serial number on the vehicle-- if there is such an ID number. If there is no such number, however, a title will be issued showing the model and year which the "body of such vehicle resembles." A special ID number would be issued by the department. This procedure would be used for titling vehicles reconstructed from salvage parts, other vehicles, or reproduction parts. In effect, a Colorado street rod will no longer be titled as a 1981 (for instance) handbuilt, but rather as the specific model and year it resembles.

The hard work that went into the new law started early last fall when Colorado's NSRA representatives issued a call for all interested street rodders and car clubs to attend a special meeting on a proposal for street rod license plates. Discussion was held as to whether street rodders did indeed want street rod plates, what years should be included, and so forth. Several ideas and suggestions were proposed, doubts and concerns were offered for thought, and a second meeting was scheduled.

At that second meeting the homework had been completed by the NSRA officials. Several pieces of legislation drafts, bills, and state laws from other states were reviewed, reexamined, and restudied to determine what provisions among them would be good for Colorado street rodders, and what provisions would be un-

necessary.

At the third meeting the street rod bill had been drafted and the respective sponsors from the Senate and the House of Representatives had been determined. A few months later the law was on the books of the State of Colorado.

Much of the credit for the bill's passage goes to the street rodders, car clubs, and NSRA representatives in Colorado, notably to Wayne and Pam Taylor, and especially to Quentin Sonnenfeld, Colorado NSRA rep, for their outstanding work.

Other states which have passed special legislation for street rods include Idaho, Delaware, Louisiana, Maine, Minnesota, Tennessee and Wisconsin. Several other states have such legislation under consideration.

The complete text of the Colorado bill:

SECTION 1. 42-3-112.1 (3), Colorado Revised Statutes 1973, as amended, is amended and the said 42-3-112.1 is further amended BY THE ADDITION OF A NEW SUBSECTION, to read:

42-3-112.1. *Issuance of personalized plates authorized.* (2.5) (a) "Personalized license plates", as used in this section, includes special license plates which bear the words "street rod" and which may be issued only to a street rod vehicle.

(b) "Street rod vehicle", as used in this section, means

a vehicle manufactured in 1948 or earlier with a body design which has been modified for safe road use, including, but not limited to, modifications to the drive train, suspension, and brake system, modifications to the body through the use of materials such as steel or fiberglass, and any other safety or comfort features.

(3) The personalized license plates shall be the same color and design as regular motor vehicle license plates, shall consist of numbers or letters, or any combination thereof, not exceeding six positions and not less than two positions, and shall not conflict with existing passenger, commercial, trailers, motorcycle, or other special license plate series; EXCEPT THAT PERSONALIZED LICENSE PLATES BEARING THE WORDS "STREET ROD" SHALL BE OF A DESIGN DETERMINED BY THE EX-

ECUTIVE DIRECTOR OF THE DEPARTMENT WHICH DESIGN SHALL BE DIFFERENT FROM THOSE USED BY THE STATE FOR REGULAR MOTOR VEHICLE LICENSE PLATES.

SECTION 2. 42-6-102. Colorado Revised Statutes 1973, as amended, is amended BY THE ADDITION OF A NEW SUBSECTION to read:

42-6-102. *Definitions.* (11.5) "Street rod vehicle" means

a vehicle manufactured in 1948 or earlier with a body design which has been modified for safe road use, including, but not limited to, modifications of the drive train, suspension, and brake systems modifications to the body through the use of materials such as steel or fiberglass, and any other safety or comfort features.

SECTION 3. Part 1 of article 6 of title 42 Colorado Revised Statutes 1973, as amended, is amended BY THE ADDITION OF A NEW SECTION to read:

42-6-107.5. *Identification number-title-street rod vehicles.* (1) When application is made to the state for a certificate of title for a street rod vehicle, the department shall accept the serial number of such street rod vehicle as its identification number or issue a special identification number as provided in subsection (2) of this section.

(2) Any applicant who applies for a certificate of title for a street rod vehicle that is reconstructed from salvage parts or other motor vehicles or reproduction parts must furnish evidence of ownership, acceptable to the director, of such salvage parts, other motor vehicles, or reproduction components used in reconstruction of such vehicle. In addition, the applicant must also furnish an affidavit stating the facts concerning the reconstruction and affidavit of physical inspection. Such vehicle reconstructed from salvage parts, other motor vehicles, or reproduction parts shall be issued a special identification number from the department. The street rod vehicle will then be titled either as a rebuilt as applicable of design or modified body design.

(3) The year of manufacture which is listed on the certificate of title of a street rod vehicle shall be the model year which the body of such vehicle resembles.

SECTION 4. *Effective date.* This act shall take effect January 1, 1982.

SECTION 5. *Safety clause.* The general assembly hereby finds, determines, and declares that this act is necessary for the immediate preservation of the public peace, health, and safety.

(Ed. note: The above story is based on information provided by NSRA Northwest Division Director Jerry Kennedy, to whom StreetScene expresses its appreciation).

STREETSCENE JULY 1981

you and  
the law

Bill signed into  
law March 30th

## Idaho gets street rod license plate



Idaho's Gov. John V. Evans signs into law House Bill 231, which provides street rodders in that state with a special street rod plate. Looking on, left to right, Ray Parsons, Mel Eggleston and Bill Batchelor, all members of United Street Rods of Idaho, a statewide club devoted to street rod safety and chief promoters of the bill.

Idaho, the state that's more famous for its potatoes than its street rods, now has a street rod license plate.

Gov. John Evans signed into law last March 30th the bill which had been introduced into the House Transportation Committee by Rep. James Golder of Boise and into the State Senate by Ron Beitel-spacher of Grangeville.

As early as September 1979, members of several clubs in Idaho had banded together and formed the United Street Rods of Idaho to promote safety in street rodding and to press for a street rod plate.

The law places very few restrictions on street rods, defining them as "any modernized motor vehicle manufactured prior to the year 1949, or designed and manufactured to resemble such a vehicle." The vehicle must have passed the National Street Rod Association's safety inspection, and the applicant must be a member of the United Street Rods of Idaho.

The new plates will be black with silver letters and will bear the inscriptions "Street Rod" and "Idaho" and, unlike street rod plates in other states, will show the image of a 1929 highboy roadster. Plates will cost the applicant a one-time fee of \$10, plus the annual registration fees

normally charged under the Idaho statutes. The owner of the vehicle must surrender the plate when he sells or relinquishes ownership of the car.

Getting Idaho's street rod law onto the books proved relatively simple, once the street rodders had done their selling job. The House passed the bill with a substantial margin of 47-18 while the Senate vote was even better, 29-0. The Department of Transportation's fears about financing the special plate were alleviated when it became convinced the \$10 fee would cover the cost of production.

That production should start very soon, and it's possible you'll see the new plate on the streets within the next few months. Some 300 or more Idaho street rodders will be eligible for the new plates.

Idaho is the seventh state to pass legislation calling for special recognition for street rods. The others are: Delaware, Louisiana, Maine, Minnesota, Tennessee and Wisconsin.

The complete text of new Section 49-217 of the Idaho Code is as follows:

49-217. STREET ROD PLATES. (1) Any modernized motor vehicle manufactured prior to the year 1949, or designed and manufactured to resemble such a vehicle

and which has been certified as a street rod by an inspector of the United Street Rods of Idaho, may be registered as a street rod under the provisions of this section.

(2) Any street rod shall have all equipment in operating condition which was specifically required by law as a condition for its first sale after manufacture. No law requiring any particular equipment or specifying any standards to be met by motor vehicles shall apply to street rods unless it so specifically states.

(3) Upon receipt of an application on a form prescribed by the director of the department of law enforcement for special street rod automobile plates, accompanied by other documentation required by this section, the director shall issue to the applicant special street rod automobile plates. The registration certificate need not specify the weight of the street rod, and the plates issued shall bear no date but shall bear the inscription "Street Rod," "Idaho," a picture of a 1929 highboy roadster, and the registration number issued for the street rod, and the plates shall be valid upon yearly renewal as long as the vehicle is in existence. The plates will be issued for the applicant's use only for the particular vehicle, and in the event of a transfer of title, the transferer must surrender the plates for the transfer.

(4) In addition to the annual registration fees levied in sections 49-126 and 49-127, Idaho Code, a one (1) time fee for the plates shall be ten dollars (\$10.00), which ten dollars (\$10.00) shall be paid into the motor vehicle account.

(5) Applicants shall, along with the application for annual registration, provide satisfactory proof that the street rod and its owner are registered in the United Street Rods of Idaho, and satisfactory proof of passage of a safety inspection for the vehicle and possession of a valid National Street Rod Association safety inspection sticker to be applied in the lower right-hand corner of the windshield of the vehicle upon which the special plates are to be displayed. The inspection may be accomplished in accordance with a safety inspection form supplied by the National Street Rod Association, by designated National Street Rod Association inspectors.

(6) The director has the power to revoke any registration issued under this section for cause shown for failure of the applicant to comply with the provisions of this section. A violation of the registration provisions of this section shall be a misdemeanor and punishable as provided in section 18-113, Idaho Code.

*(Ed. note: If you or your club would like more information on Idaho House Bill 231, write to Mel Eggleston, 2165 Bruneau Dr., Boise, Idaho 83709.)*

STREETSCENE JUNE 1981



# NATIONAL STREET ROD ASSOCIATION VEHICLE SAFETY INSPECTION



The National Street Rod Association vehicle safety inspection is valid until expiration date\* shown below, unless voided by modifications or deterioration of any system components. A new inspection can be requested at any time and is recommended if modifications are made to the vehicle or any of its components. Certification sticker is not transferable.

Owner: \_\_\_\_\_ Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Make of Vehicle: \_\_\_\_\_ Year: \_\_\_\_\_ Body Style: \_\_\_\_\_

NSRA Membership Number: \_\_\_\_\_ License Number \_\_\_\_\_

**REQUIRED EQUIPMENT:**

1.  **HORN:** Electric only.
2.  **SPEED INDICATOR:** Speedometer or calibrated tachometer at 55 mph.
3.  **REAR VIEW MIRROR:** One inside or outside on driver's side of vehicle.
4.  **GLASS:** Must be safety plate.
5.  **LIGHTING:** \_\_\_\_\_ Hi-beam; \_\_\_\_\_ low-beam; \_\_\_\_\_ tail; \_\_\_\_\_ brake; \_\_\_\_\_ license;
6.  **WINDSHIELD WIPER:** Electric or vacuum operated.
7.  **AUTOMATIC TRANSMISSION LOCKOUT:** Neutral and/or park start only.
8.  **TIRES:** Minimum 3/32 tread acceptable. Must meet D.O.T. specifications.
9.  **STEERING:** No excessive "play" (2" radius max.) or binding; system must be safely mounted.
10.  **THROTTLE LINKAGE:** Must not travel past center, return spring required.
11.  **FUEL SYSTEM:** CHECK VENT ON TRUNK AND INTERIOR MOUNTED TANKS, no clear, plastic lines allowed. No leaks.
12.  **EXHAUST SYSTEM:** NO LEAKS, Must pass rear edge of front door and exit exhaust away from vehicle.
13.  **SELF-ALIGNING ROD END BEARINGS:** Check for fractures, insert sloppiness or binding.
14.  **SHOCK ABSORBERS:** One per wheel, no leaks, 2" travel in each direction.
15.  **BRAKES:** Four-wheel brakes, no leaks, check brake pedal travel, no copper tubing, check length of flexible lines.

**RECOMMENDED EQUIPMENT:** Not reason for failure.

16.  **SHIFT PATTERN:** Shift pattern should be visible except on 3 speed standard column shift.
17.  **WINDSHIELD:** Should be AS-1.
18.  **SCRUB LINE:** No components should be below this line.
19.  **FUEL LINES:** Should be safely mounted and routed.
20.  **PARKING BRAKE:** Should be activated independent of vehicle's primary system. LINE-LOCK is not recommended.
21.  **SELF-ALIGNING ROD END BEARINGS:** Ball should have 1/8 inch spacer on each side of the ball if there is any misalignment. Rod ends should not have more than 10° misalignment. ROD ENDS and 4 BAR-PARALLEL RADIUS ROD SYSTEM rubber bushed ends should have a safety washer at least the same outside diameter as the housing or larger.
22.  **BRAKE LINES:** Should be safely mounted and routed.
23.  **CHASSIS FASTENERS:** Self-locking nuts, lockwashers, safety wire, or cotter pins.

**VEHICLE INSPECTION RATING**     Approved     Not approved

If not approved, inspector's comments (indicated by number of item referred to):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Date of inspection: \_\_\_\_\_ Place \_\_\_\_\_ Division \_\_\_\_\_

Completion of the NSRA vehicle inspection warrants only that the vehicle hereon identified complies with equipment requirements recommended by the National Street Rod Association. The National Street Rod Association vehicle safety inspection is only advisory and is not to be construed as an official legal clearance, and the National Street Rod Association, its employees, officers, delegates, agents, or anyone assisting the Association assumes no responsibility for this advisory clearance.

\*This inspection expires - June 1, \_\_\_\_\_

This form must be signed by Vehicle owner \_\_\_\_\_

Inspector \_\_\_\_\_

No SF12395

EXPLANATION-DEFINITION

**EXPIRATION DATE:** Certification always expires on JUNE 1 of the following year. in other words the sticker becomes void on 12:01 AM, JUNE 2.

**OWNER:** Must be listed according to the person to whom the title of ownership is registered and on no one else. (IF DRIVER DOESN'T HAVE AN OWNERS CERTIFICATE HE MUST LEAVE THE INSPECTION LINE UNTIL HE OBTAINS IT).

**AGE:** Age of vehicle owner,.

**STREET ADDRESS:** Current residence and his/her mailing address.  
( street, city, state, zip code)

**PHONE:** Car owners telephone number. Optional, not required if individual prefers not to make it available. Explain that our files are kept personal and confidential.  
(DON'T FORGET AREA CODE)

**MAKE OF VEHICLE:** Manufacture or facimilty (Total T, re: 23 Ford).

**V.I.N:** Vehicle identification Number, located on registration or title of ownership, Number used to register vehicle with Department of Motor Vehicles.

**YEAR:** Year of vehicle manufacture, or year assigned to vehicle by DMV. EXAMPLE- 1923 T registered as 1980 Total Performance Pick-up, would be shown as 1980- 23 T on inspection forms.

**BODY STYLE:** Coupe, Sedan, Roadster, ETC.

**NSRA MEMBERSHIP NUMBER:** Car owners membership number as shown on membership card along with the expiration date (shown on card). If he/she is a new applicant, simply mark "new". NOTE: Membership in NSRA is not required for inspection of vehicle.

**LICENSE NUMBER:** Identifying license plate letter or number combination issued to the vehicle (i.e. 72JZWR, MY DEUCE, HOT TUB, ETC.) If vehicle being inspected is newly purchased, the last four digits of the temporary number assigned to the owner by DMV is acceptable.

**CURRENT DRIVERS LICENSE NUMBER:** Self-explanatory, if car owner does not have a valid current drivers license in his possession at the time of the inspection you must cease any further activity regarding the inspection of the vehicle until such time that the valid license may be produced. This is a state law in all states and behooves us to honor that requirement.

**1. INSURANCE:**

Question must be asked by the inspector in this procedure. "Are you currently insured? Answer will either be yes or no. If he/she answers yes, then ask "what company?" Mark the company name on the form to the right of the question. Note: The vehicle owner is not required to furnish the inspector with proof of insurance. In the event that the owner answers the question with a "no" all activity must cease. The Federal Government requires that operators of land vehicles provide "2nd party liability" in the event of a collision.

**2. SPEED INDICATOR:**

Speedometer in working order, or calibrated tachometer is required. This is a trust question, the word of the vehicle owner is accepted provided that one or the other of the instruments is visible. NOTE: If the vehicle has a speedometer, and there is exceptional low milage (EXAMPLE) 00039.7 miles registered on speedometer, and owner lives 127 mile from the road run where vehicle is being inspected I would question the owner closely about this. If the vehicle has a tachometer that is being used as a

MASTER INSPECTION FORM  
EXPLANATION DEFINITION

ed indicator the tach must have a marking on the face of the tach .EXAMPLE: 2500 R.P.M  
55 m.p.h.

REAR VIEW MIRRORS:

Two required, one inside, one outside. Exception to the rule would be as follows.  
lically chopped roof on a vehicle or, a vehicle with blanked rear windows on the rear  
arter panels. EXAMPLE- a 2door sedan converted to a sedan delivery, or an original manu-  
ctured delivery.

SHIFT PATTERN:

Shift pattern must be visible within the area of the shifter lever. A plate such as  
dash plaque permanently affixed to the dash, floor, steering column, etc.

CEPTION TO THE SHIFT PATTERN RULE:

If the vehicle being inspected is equipped with a standard column shifter , and that  
ift lever is connected to a 3speed standard shift transmission there is no need for a  
ift pattern. NOTE: Always check this type of vehicle using the column shifter because  
ese shifters are very often connected to a late model automatic transmission. If the  
hicle is using an automatic transmission connected to the column shifter it will then  
eed a shift pattern. The same principle applies to the original type floor mounted shifter

GLASS:

Automotive safety glazing is usually marked with the manufactures trade make and  
he letters "AS" followed by a number from 1 thru 11. AS1 and/or LEXON (LEXON supersedes  
11 AS glass standards- is aircraft quality) may be used in the windshield and AS2 and/or  
EXON for the rest (sides and rear).

OTE: In soft top convertibles AS1- 2--4- 6- 10\*- or 11\* is acceptable. Check in the  
uidance section of this manual for futher information.

IMPORTANT NOTE:

If the vehicle being inspected doen't have any markings on the glass please use our  
glazing card to check the quality of the glass.

GLAZING CARD INSTRUCTIONS:

1. Hold the glazing card with the long... edge against the windshield. (PLATE)
2. With the bottom of the card against the windshield , hold the top of the card away  
so that the card is now at a 45 degree angle to the glass. make sure the bottom of the  
card is parrelel with the bottom of the windshield frame.
3. Stand at a 45 degree angle to the glass you are inspecting and look down into  
the reflection of the card that appears in the glass at a 45 degree angle.
4. If the line in the reflection passes thru  $\frac{1}{4}$  " or better the glass is AS1 or better  
If the line in the reflection passes thru  $\frac{3}{16}$ " or better it is AS2.

AS1-  $\frac{1}{4}$ " or more on the PLATE SIDE against the glass.

AS2  $\frac{3}{16}$  or more up to  $\frac{1}{4}$ " PLATE SIDE against glass.

6. LIGHTING:

All headlights must have a switch (dimmer etc.) which will lower and raise the  
candlepower of the headlights. Low beam must be strong enough to see approximately  
200 ft. while driving at night. All vehicles must have tail lights, brake lights, and  
license plate light.

NOTE: NSRA Vehicle Inspection has dropped all headlight height requirements.  
This was done because the safety factor of headlights are 1. do they both work together

2. can you see where you are driving at night time.

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7. WINDSHIELD WIPER:

All vehicles must have a minimum of one operable wiper. Hand operated wiper(s) will be acceptable, but only if the vehicle was manufactured thusly such as a T-roadster coupe, etc. The operation of the windshield wiper(s) shall be controlled by the driver from within the vehicle.

8. AUTOMATIC TRANSMISSION LOCKOUT:

Required, no exceptions. All vehicles with automatic transmissions must be equipped with a foolproof device. Vehicle must start with the shifter in "PARK" or "NEUTRAL" position. In the case of the early Torqueflite (Chrysler) push-button transmissions no "PARK" position was included, so a neutral only engine start is acceptable. A separate park switch is recommended, and should be brought to the owners attention.

RE: Guidance section

9. TIRES:

D.O.T. (Department of Transportation) specifications required. D.O.T. requires manufactures to market only tires which carry D.O.T. inspection identification. Because of the limited amount of use some street rods get, there are vehicles with tires that were bought before the D.O.T. inspection requirements. Therefore if the tires have a minimum of 3/32" tread or more remaining and if the tires are not labeled "NOT FOR HIGHWAY USE" "FOR FARM USE ONLY", "FOR RACING PURPOSE ONLY", or similar legend the tires are acceptable. Slicks are not acceptable.

RE: Guidance section.

10. SCRUB LINE:

SHEET METAL AND EXHAUST IS NOT REASON FOR REJECTION IN THE SCRUB LINE.

On both the front and rear suspension of a vehicle draw a line with a string(etc) from the bottom of the wheel rim on one side to the bottom of the tire on the other side. (DO THIS TO BOTH SIDES). These two lines will make an X under the front and rear suspension of the vehicle. If any part of the suspension, or chassis components are below the top portion of the X the vehicle will not pass the VEHICLE INSPECTION. When checking the scrub line from front to rear (DO NOT) pass a vehicle that has crossmembers etc. below the line that is to the bottom of the wheel rims.

RE: Guidance section.

11. STEERING:

No excessive play.. two inches will be allowed and no more. The steering box, and steering column must be mounted in a safe and secure manner as to have no extra flex or movement when pressure is applied to the system when making a right or left turn. The steering system cannot have any bind in it or come in contact with the tires, headers, etc when turned to the extreme right or left.

12. THROTTLE LINKAGE:

Every vehicle shall be equipped with an accelerator control system which returns the vehicle throttle to an idle position when the driver removes the actuating force (generally the foot) from the accelerator control position (gas pedal). Check to be sure the linkage doesn't travel past center of the carburetor in a fully depressed position.

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Linkage must be securely attached. If vehicle is equipped with cruise control the device must not interfere with the normal operation of the throttle linkage. Check the accelerator pedal to determine how secure it is mounted and that there are no abstractions that would cause it to stick in the full throttle position.

13. FUEL SYSTEM:

The fuel system has been broken into two inspection procedures.

FUEL SYSTEM-A- consists of checking the fuel system that is under the hood. Check to make sure all lines, or hoses are securely fastened, and there is no leaks. Check to make sure that no lines are close to any exhaust system components which has extreme operating temperatures, or that the lines don't interfere with the safe operation of the vehicle. If you should inspect a vehicle that has a plastic neoprene fuel line (DO NOT APPROVE THE VEHICLE). This plastic neoprene line will deteriorate very quickly and when this happens the fuel pump will pump raw fuel onto the engine compartment, and could cause the vehicle and it's passengers to be destroyed especially when an electric fuel pump is being used.

FUEL SYSTEM-B- Consists of checking the fuel system from the firewall to the fuel tank. All fuel system components such as tank, tubing, hoses, clamps etc. must be securely fastened. FUEL TANK if located inside the trunk area of the vehicle must be vented to the outside of the vehicle, and have a sealed inlet cap. Make sure that you check the venting of the fuel system on the popular T-Buckets which 99.40% are installed in the bed area along with the battery. Also in the roadster vehicles, if the tank is installed in the rumble seat area and the rumble area is used to carry passengers this is reason for failure. In the event of an accident while passengers are in this compartment the results of injury to these passengers would possibly be fatal.

RE: Guidance section.

14. EXHAUST SYSTEM:

The Exhaust System is another area which has been broken into two inspection areas.

EXHAUST SYSTEM-A- Consists of inspecting the exhaust components under the hood. (MOTOR AREA) Check to make sure the exhaust manifolds, or headers are not leaking exhaust fumes into the engine compartment. Make sure the exhaust system doesn't interfere with the safe operation of the vehicle. EXAMPLE- steering etc. NO OPEN ALLOWED. NO EXCEPTION

EXHAUST SYSTEM-B- Consists of checking the routing and mounting of the exhaust pipes. Pipes must not have sloppy fitting connections. This will allow the fumes to escape and be forced into the passenger carrying compartment by the vacuum under the vehicle when traveling on the highways.

TAILPIPE EXIT: The tailpipes of the vehicle must be mounted so that the exhaust is omitted away from the vehicle either to the side, or to the rear in a fashion that the exhaust fumes are not trapped under the chassis at highway speeds. Tailpipes can not end before the passenger carrying compartment.

EXAMPLES: sedan-pipes run under the chassis must go to the side and away from the vehicle. sedan- pipes run under the chassis and cannot stop short of the people carrying compartment. In other words the sedans exhaust under the chassis must not stop short of the rear seat. In the case of the swinger rears that the exhaust is stopped under the center carrier the exhaust pipes must have turn down ends as long as they pass the passenger carrying compartment. Exhaust system cannot enter the passenger carrying compartment of the vehicle.

15. EMERGENCY BRAKE:

Line Loc is not acceptable because it uses the primary systems. Any separate system that is so designed that when once applied they will remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind. The parking brake shall be equipped to operate on the rear axle. WHEN CHECKING PARKING BRAKE VEHICLE MUST BE PUT IN DRIVE AND THE BRAKE MUST KEEP THE VEHICLE FOR MOVING AT AN IDLE.

MASTER INSPECTION FORM  
EXPLANATION-DEFINITION

16. SELF-ALIGNING ROD END BEARINGS-(HEIM ,ETC)  
4BAR PARALLEL RADIUS ROD SYSTEMS.

All rod end bearings that have any misalignment must have a 1/8" (minimum) spacer on each side of the ball, 1/4" is better and preferred. In addition there must be a safety washer against the spacer and a locking nut and/or lock washer securing the bolt holding the ball in place.

RE: Guidance section.

Maximum 10 degree misalignment allowed, but if the rod end doesn't have any misalignment at all in it's travel to its most negative or positive point the rod end will not require the 1/8 or 1/4" spacer. Never the less the safety washer and locking nut or lock washer and nut will still be required. Also check for cracks in the housings, and wear on inserts. This check on the master sheet and group sheet will also include a check on tie-rod ends. If tie-rod ends have excessive movement and/or cracked housings this will also be cause for rejection.

NSRA VEHICLE INSPECTION PROGRAM will not pass any vehicle that has a ROD-END BEARING that appears to look like a Tie Rod end. This rod end has no way of being secured if the tapered stud should come out of the housing.

(ACTUAL TIE ROD ENDS ARE APPARENTLY OK)

4 bar parallel radius rod systems:

Rubber bushed or microfle. bushed ends that fasten to the FRAME must have a safety washer at least the same outside diameter as the housing or larger.

RE: Guidance section.

17. SHOCK ABSORBERS:

One shock absorber per wheel required and must be operational.(hooked up)  
Shocks should have a 2inch plus and minus travel before bottoming out. When each corner of the vehicle is depressed and released the shock shall stop verticle motion with-in (2) cycles. This system of checking shocks will work better on cars with coil spring, or independent suspended chassis than vehicles with semi-elliptical or transverse leaf springs. Smashed or leaking shocks are cause for rejection.

18. BRAKES:

All vehicles must be equipped with hydraulic brakes acting on all fourwheels.  
NO EXCEPTIONS: All brake lines must be steel or equivalent (AIRCRAFT, ETC), and fastened securly and properly. The inspectors will be checking for telltale damp spots on the lower edge of backing plates, which could mean possible wheel cyclinder leakage. They will also check fluid on disc rotors. If leakage is suspected repairs must be made before any futher inspection is carried out. Brakes are probably the most important part of our inspection program. Do not critize owner of vehicle only point out that the suspected leak is dangerous and should be corrected promptly. It's suggested that a mechanics creeper and a flash light be used in this area whenever possible.

19. CHASSIS FASTENERS:

Self locking nuts, lock washers, safety wire, cotter pins, or all of the mentioned.  
(see illustration)

NOTE: LOCKTITE will not be accepted when used by itself as a locking device.

RE: Guidance section.

20 HORN:  
All vehicles must be equipped with a horn which is electrically operated and can be heard at least at a distance of 200 ft. in front of the vehicle under clear weather conditions. The switch used to engage the horn must be easily accessible to the driver when operating the vehicle.

REQUIRED EQUIPMENT:

NSRA SAFETY INSPECTION

1. HORN: Electric only.
2. SPEED INDICATOR: Speedometer or calibrated tachometer at 55 MPH.
3. REAR VIEW MIRROR: One inside or one outside on drivers side of vehicle.
4. GLASS: Must be safety plate.
5. LIGHTING: Hi-beam, Low-beam, Tail light, Brake and License.
6. WINDSHIELD WIPER: Electric or vacuum operated.
7. AUTOMATIC TRANSMISSION LOCKOUT: Neutral and/or park start only.
8. TIRES: Minimum 3/32 tread acceptable, must meet DOT specifications.
9. STEERING: No excessive play (2" radius max.) or binding, system must be safely mounted.
10. THROTTLE LINKAGE: Must not travel past center, return spring required.
11. FUEL SYSTEM: No leaks, check vent on trunk and interior mounted tanks, no clear plastic lines.
12. EXHAUST SYSTEM: No leaks, must pass rear edge of front door and exit away from vehicle.
13. SELF-ALIGNING ROD END BEARINGS: No visible fractures, insert sloppiness, or binding allowed.
14. SHOCK ABSORBERS: One per wheel, no leaks, 2" of travel in each direction.
15. BRAKES: Four wheel brakes, no leaks, check brake pedal travel, check length of flexible lines, no copper tubing.

RECOMMENDED EQUIPMENT: Not reason for failure.

16. SHIFT PATTERN: Should be visible except on 3-speed standard column shift.
17. WINDSHIELD: Should be AS-1.
18. SCRUB LINE: No components should be below this line.
19. FUEL LINES: Should be safely mounted and routed.
20. PARKING BRAKE: Should be activated independent of vehicle's primary system. Line-lock is not recommended.
21. SELF-ALIGNING ROD END BEARINGS: Ball should have 1/8 inch spacer on each side of the ball if there is any misalignment. Rod ends should not have more than 10° misalignment. ROD ENDS and 4 BAR-PARALLEL RADIUS ROD SYSTEM rubber bushed ends should have a safety washer at least the same outside diameter as the housing or larger.
22. BRAKE LINES: Should be safely mounted and routed.
23. CHASSIS FASTENERS: Self locking nuts, lockwashers, safety wire, or cotter pins recommended.

VEHICLE INSPECTION  
WORK SHEET

LICENSE NO. \_\_\_\_\_

LAST NAME \_\_\_\_\_

CERTIFICATION NO. \_\_\_\_\_



SAFETY DIVISION

GROUP 1

\* INSURANCE: \_\_\_\_\_  
\* SPEED INDICATOR: \_\_\_\_\_  
\* REAR VIEW MIRRORS: \_\_\_\_\_  
PATTERN: \_\_\_\_\_

\* GLASS: \_\_\_\_\_

\* LIGHTING SYSTEM: \_\_\_\_\_

HIGH ( )

TAIL-STOP LEFT ( )

LOW ( )

RIGHT ( )

\* WIPERS: \_\_\_\_\_

\* AUTOMATIC TRANSMISSION LOCKOUT: \_\_\_\_\_  
( no exception )

THIS AREA IS TO CLARIFY ANY CHANGES THAT NEED TO BE MADE TO THE VEHICLE

THAT DID NOT FIT IN THE ALLOTTED SPACE ABOVE:

ITEM:

\*the above recommendations is only advisory and is not to be construed as an official legal recommendation and the National Street Rod Association assumes no responsibility for this recommendation.



