

**SB**

**47**

**HFIN**

**FILE**

# HOUSE COMMITTEE REPORT

(11)

Date Referred: March 17, 1993

FURTHER REFERRALS:

Date of Committee Action: 3/4/93

The FINANCE Committee considered:

SSSB 47

SPONSOR SUBSTITUTE FOR SENATE BILL NO. 4 REGISTRATION/EQUIPMENT OF CUSTOM CARS

"An Act relating to equipment, registration, and identification of custom collector vehicles; and providing for an effective date."

RECOMMENDATIONS: [ ] the same title  
 be replaced with \_\_\_\_\_ [ ] a new title

[ ] have attached amendments(s)

[ ] do pass

[ ] do not pass

no recommendations

[ ] individual recommendations

[ ] additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(S): \_\_\_\_\_ (Dept)

APPROVES PREVIOUS: \_\_\_\_\_ (Dept/Date)

[ ] fiscal impact \_\_\_\_\_

[ ] fiscal note(s) P 5 1/27/93

[ ] zero fiscal note \_\_\_\_\_

[ ] zero fiscal note(s) \_\_\_\_\_

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Richard J. Foster</i>	*	<i>Ronald J. Larson</i>		X	
		<i>Mark Hanley</i>		X	
		<i>Terrence Martin</i>		X	
		<i>Sean Parnell</i>		X	
		<i>Barbara Gussendorf</i>		X	
		<i>Lynn Hoffman</i>		X	
		<i>Mike Mavone</i>			✓
		<i>Tan Brown</i>			✓
		<i>Gene Theriault</i>		X	

*Ronald J. Larson*  
CHAIRMAN'S SIGNATURE

# FISCAL NOTE

**STATE OF ALASKA**  
**1993 LEGISLATIVE SESSION**

No. 1

Bill Version: SSSR 47

(S) Publish Date: 1/27/93

Revision Date: 1/25/93

Dept. Affected: Public Safety

Title: An Act relating to equipment registration and identification of custom collector vehicles.

BRU: Motor Vehicles

Component: Field Services

Sponsor: Senator Kelly

Requestor: Senator Kelly

COMPONENT SERIAL NO. 502

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	3.0					
TRAVEL						
CONTRACTUAL	7.9					
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>10.9</b>					

CAPITAL						
---------	--	--	--	--	--	--

REVENUE FUND	10.0	.5	.5	.5	.5	.5
SOURCE: GF 1004						

**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF	10.9					
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
<b>TOTAL</b>	<b>10.9</b>					

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ \_\_\_\_\_

ANALYSIS: (Attach a separate page if necessary.)  
 See Attached

*Handwritten:* 1/24/93

Prepared By: Charles R. Hosack Phone: 269-5559

Division: Motor Vehicles Date: 1-25-93

Approved by Commissioner: *Richard L. Burton* Date: 1/25/93

Agency: Richard L. Burton, Dept. of Public Safety

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ANALYSIS

This bill will establish a small number of special plates for a very small group of vehicle restorers. Since this is essentially a private club rather than a normal registration category, the division has no accurate numbers to estimate the number of vehicles that would qualify for this special registration. We believe that the number will be very small. For purposes of this analysis we will estimate that 200 existing vehicles will qualify for the special plates during the first year. Each year thereafter, 10 additional vehicles will be added. Due to this extremely low number, the plates will be maintained centrally in Anchorage where it is assumed that most of the registrations will exist, and the plates will be mailed to applicants residing in other areas of the state. This is much more efficient than trying to stock and account for such a low number of plates at all offices.

The Personal Services costs are for one month's salary and benefits for a MVR III position. This will provide overtime for an existing position to do the administrative work associated with design, ordering, and issuing these registrations the first year. This will avoid having other essential services impacted by the additional duties. The contractual costs are for ordering 900 sets of special request plates at \$8.50 each and for mailing 100 plates at \$2.50 each. Even though the actual usage will be much less than 900 over the life of the program, 900 is usually the minimum order for special design plates without raising the cost per plate to an even higher level.

The revenue is based on 200 registrations at \$50.00 each the first year and 10 registrations at \$50.00 each year thereafter.

# FISCAL NOTE

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

No. 1

Bill Version: SSSB 47

(S) Publish Date: 1/27/93

Revision Date: 1/25/93 Dept. Affected: Public Safety  
 Title: An Act relating to equipment registration and identification of custom collector vehicles. BRU: Motor Vehicles  
 Component: Field Services  
 Sponsor: Senator Kelly  
 Requestor: Senator Kelly COMPONENT SERIAL NO. 502

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	3.0					
TRAVEL						
CONTRACTUAL	7.9					
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>10.9</b>					
<b>CAPITAL</b>						
<b>REVENUE FUND</b>	<b>10.0</b>	<b>.5</b>	<b>.5</b>	<b>.5</b>	<b>.5</b>	<b>.5</b>
SOURCE: GF 1004						

**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF	10.9					
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
<b>TOTAL</b>	<b>10.9</b>					

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ \_\_\_\_\_

**ANALYSIS: (Attach a separate page if necessary.)**  
 See Attached                      Both costs and revenues are based on estimates.  
                                                  Projected revenues essentially offset costs.

*JFC 2-10-93*

*1/24/93* Prepared By: Charles R. Hosack Phone: 269-5559  
 Division: Motor Vehicles Date: 1-25-93  
 Approved by Commissioner: *Richard J. Burton* Date: 1/25/93  
 Agency: Richard J. Burton, Dept. of Public Safety

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Back-up

## SPONSOR STATEMENT

### SSSB-47 (by Kelly)

An Act relating to equipment, registration, and identification of custom collector vehicles; effective date: 1/1/94

This bill is in response to the requests of custom collector (more commonly referred to as "street rods") vehicle owners who want the opportunity to display their classic vehicles at fairs, car shows, parades and pleasure driving. Passage of this measure permits custom car collectors, registered and licensed by the state DMV, to drive their classic vehicles without being ticketed by law enforcement agencies. The bill specifies equipment requirements, vehicle registration and identification numbers, and permits specialized plates for vehicles meeting the requirements and definition of a custom collector vehicle.

There are custom collector organizations throughout the U.S. representing more than 150,000 individuals. In Alaska, the Midnight Sun Street Rod Association of Anchorage, the Arctic Wheels of Fairbanks, and the state's largest group, the Peninsula Cruisers of the Kenai/Soldotna area together represent about 300 custom vehicle enthusiasts whose hobby is the restoration and display of custom classic vehicles.

Custom classic vehicles are cars manufactured before 1949, or a replica of a vehicle whose body and frame were manufactured before 1949, and modified for safe road use, (Sec. 5). Often times hundreds of hours and thousands of dollars are expended to restore these classic vehicles. Special insurance is needed and is available in Alaska.

The bill mandates specific vehicle equipment such as hydraulic brakes, safety belts, parking brakes, etc. (Sec. 1) before a custom classic vehicle can be registered, licensed, and driven. It provides for registration and identification with the Department of Motor Vehicles (Sec. 2). and, also provides for the issuance of "special plates" for vehicles registered with DMV as a custom collector, (Sec. 4), for a one-time plate fee of \$50.

**FISCAL NOTE:** (\$900) The Department of Motor Vehicles / Public Safety estimates income of about \$10,000, based on 200 first year (FY94) registration and licensing requests. The number of registrants could be as high as 250, raising income to about \$12,500. DMV projects expenses of about \$10,900.

Department Position: Public Safety/DMV does not object to this bill.

SPONSOR STATEMENT



# Alaska State Legislature

Official Business

State Capitol  
Juneau, AK 99801-1182

May 21, 1993

To: **Rep. Ron Larson, Co-Chair**  
**Rep. Eileen MacLean, Co-Chair**  
House Finance Committee

From: Senator Tim Kelly *TDK*  
Rep. Gail Phillips *GP*

Subj: SSSB-47, Custom Classic Vehicles

This is to request a hearing at your earliest possible convenience for SSSB-47, now before the House Finance Committee.

SSSB-47, permits owners/operators of pre-1949 vehicles to register with and be licensed by the Division of Motor Vehicles as a "custom classic vehicle" (definition, Sec. 5) if the vehicle meets certain safety and equipment standards (Sec. 1) and receives an identification number from Motor Vehicles, (Sec. 2). The measure provides for special plates identifying a vehicle as a "custom classic" for those vehicles qualifying, with a special one-time plate fee of \$50, (Sec. 3), and permitting these vintage vehicles to be operated on public roads in Alaska.

The Department of Public Safety/DMV does not object to the measure. DPS Fiscal Note estimates revenue of about \$10.0 and first-year expense of about \$10.9

Attached for your convenience are materials prepared by staff which have been used for Senate Floor action, and before the House State Affairs and Transportation Committees. Please don't hesitate to contact Max Gifford, of Senator Kelly's staff, if you need more information. In addition, Ray Elleven, Vice President of the Mid-Night Sun Street Rod Association (266-9270), a strong proponent of the legislation, will be happy to take your calls.

**SSSB-47**  
**Custom Classic Vehicles**  
**Kelly, Halford, Taylor**

**WHAT IT DOES:** Permits owners and drivers of "custom classic" automobiles to meet certain equipment/safety standards, register with DMV, and receive special license plate designating the car as a "custom classic," in order to safely drive the vehicles on public roads.

**WHO WANTS IT:** Three Alaska custom classic car club enthusiasts have asked for this legislation:

Anchorage: **The Midnight Sun Street Rod Association**  
(more than 100 members)

Fairbanks: **The Arctic Wheels** (about 50 members)

Kenai / Soldotna: **Peninsula Cruisers** (about 200 members)

**WHAT'S A "CUSTOM CLASSIC" ?** It is a vehicle whose body and frame were manufactured before 1949 or a replica whose body and frame were manufactured before 1949 and modified for safe road use..(Sec. 5, pg. 3, lines 1-5.) Custom Classics may also known as Street Rods.

**Side note:** The date 1949 is used because 1948 was the last year side boards or running boards were manufactured on American automobiles.

**VEHICLE SAFETY EQUIPMENT** required in Sec. 1 includes: hydraulic service brakes on all wheels, sealed beam or halogen headlights, safety belts for all occupants, turn signals and turn signaling switch, safety glass or lexan, electric or vacuum windshield wiper located in front of the driver, standard or blue-dot tail lights; and a parking brake that operates on at least two wheels on the same axle.

**Blue Dot Tail Lights** are an artistic expression among classic car enthusiasts. There is a small (about 1/2 inch) blue piece of glass placed in the center of the much larger standard red tail light. When the taillight bulb flashes both the red and blue glass light up and may actually give other motorists a greater awareness that the custom classic vehicle is braking.

**Bumpers, Fenders, Hoods:** (Sec. 1 (b) provides an exemption to the necessity of equipping a custom classic vehicles with a bumper, fender, or hood. The custom car classic clubs of Alaska estimate there are about 8 vehicles currently in State that are without all three pieces of equipment.

**Note:** Fenders have often been the immediate citation issued for custom classic owners who have attempted to drive their vehicles. The citation in Anchorage is a violation of Municipal Code 13, AAC 04.265, entitled "Antispray Device."

Regulations requiring bumpers have twice recently been ruled not necessarily a precaution for other vehicle protection or pedestrian safety by the National Highway Traffic Safety Administration (NHTSA) (Fed. Register Vol. 56, No. 38, 2/26/91, and Vol. 40, No. 168, 8/28/84.)

**Emissions:** Custom Classic vehicles may be subject to IM tests depending on exemptions and requirements at local level. Testimony during Labor & Commerce (Ray Elleven, V.P. Midnight Sun Street Rod) noted that custom vehicles are almost never operated during the long winter months when air quality is at its worst - in fact, most vehicles are housed to protect them from the harsh winters.

Glen Nicolai (Eagle River) testified that most custom classics pass emission control tests because "engines are so carefully maintained."

Elleven also offered that most custom collector vehicles run on PCV valves. Elleven also noted most cars have turbo mufflers, legal in Alaska, for noise control.

**Insurance:** Mr. Nicholai noted insurance was fairly easy to obtain as the industry grows and because there is such a low record of claims involving custom classic vehicles. Classic owners do not leave their vehicles unattended when out in public for fear of theft, damage, etc.

**DMV REGISTRATION:** When the department (DMV) is satisfied as to the owner of a vehicle they shall make sure the custom classic has an identification number and so register with the state; the same shall apply for replica of models prior to 1949. (Sec. 2)

**SPECIAL PLATES:** Upon application DMV may issue special "custom classic" plates to those individuals who meet the requirements in Sec. 1 & 2, and who pay the \$50 fee. (Sec. 3)

**LAW ENFORCEMENT IS NEUTRAL:** The Department of Public Safety, DMV does not oppose the legislation. According to Mr. Ray Elleven (V.P. Midnight Sun Street Rod Association, 2/18/93) the Anchorage Police Department does not intend to take a position on the bill. In prior years correspondence from APD with custom car owners has always indicated it was a state matter that must be taken up with legislature. There are law enforcement officers who are members of the street rod clubs in Alaska.

**OTHER STATES:** The Street Rod Marketing Alliance (SRMA) is an advocacy group for an estimated 150,000 plus custom classic enthusiasts in the U.S. They report that:

18 states have legislation defining pre-1949 modified vehicles.

14 states have issues license plates similar to the Custom Collector Plate proposed in SSSB-47.

New Hampshire and Mississippi passed similar legislation in 1992. (SSSB-47 is patterned after New Hampshire's law.)

Similar bills are being introduced this year in Oregon, Washington, and Idaho.

**FISCAL NOTE:** Using estimates provided by classic car clubs and DPS, it is estimated about 200 custom classics are in existence in the state now and another 50 currently under construction. The Division estimates plate costs for 900 plates (best cost break) at about \$740 and another \$250 to mail 100 sets of plates for first year, total of \$7.9. Personal services (time to administer registration and handling of plates, about 3.0. Total expense: a projected \$10.9.

**Revenue:** Based on an estimate of 200 cars the first year, at \$50 per vehicle income of \$10,000 could be expected. If registration of new vehicles is greater, income would be more, accordingly.

**BILL HISTORY:** Senate L&C, 4 Do Pass, Kelly, Lincoln, Rieger, Salo  
1 No Rec. Pearce

Senate Finance: 6 Do Pass, Pearce, Frank, Kelly, Rieger,  
Kerttula, Sharp

**ATTACHMENTS:**

Sectional Analysis, Sponsor Statement DPS/Motor Vehicles  
"Position Paper", Fiscal Note, Minutes: L&C and SFC, Bill History

# SECTIONAL ANALYSIS

SSSB-47

(Kelly and Halford)

**An Act relating to equipment, registration, and identification of custom collector vehicles; effective date.**

**Section 1.** (a) Amends AS 28.05 by adding new section mandating specific vehicle equipment largely related to motoring safety.

(b) provides that the department may not require bumpers, hood, or fenders on custom vehicles.

(c) mandates no portion of suspension, steering, or chassis is to touch road surface while vehicle is being driven, even if driven on just four rims.

**Section 2.** Amends AS 28.10, adding new section providing for registration and vehicle identification number of custom collector vehicles by DMV.

**Section 3.** Amends AS 28.10.181 (Registration of unique and special vehicles) by adding new subsection permitting DMV to issue special plates for custom collector vehicles.

**Section 4.** Amends AS 28.10.421 (d) (2) by adding new annual registration fee for special plates for custom collector vehicles, \$50.

**Section 5.** Amends AS 28.40.100 (a) by adding new paragraph defining custom collector vehicle, recognized as manufactured before 1949.

**Section 6.** Effective date: January 1, 1994.

*Sectional Analysis*

# L+C Minutes Pg. 1

CHAIRMAN TIM KELLY CALLED THE LABOR AND COMMERCE COMMITTEE MEETING TO ORDER AT 1:37 P.M.

✓ SENATOR KELLY INTRODUCED SPONSOR SUBSTITUTE FOR SENATE BILL NO. 47 (REGISTRATION/EQUIPMENT OF CUSTOM CARS). HE SAID THE BILL WAS REQUESTED BY THE ANCHORAGE MIDNIGHT SUN STREET ROD ASSOCIATION AND INVITED THE VICE-PRESIDENT OF THE ASSOCIATION, RAY ELLEVER, TO TESTIFY VIA TELECONFERENCE FROM ANCHORAGE.

NUMBER 013

MR. ELLEVER THANKED THE COMMITTEE FOR SUPPORTING LEGISLATION THAT, HE THOUGHT, ADDED TO THEIR QUALITY OF LIFE. HE GAVE BACKGROUND INFORMATION BOTH ON HIMSELF AND THE SPECIALTY OF CUSTOM CARS, OF WHICH THERE ARE ABOUT 150 THOUSAND MODIFIED PRE-49 AUTOMOBILES IN THE COUNTRY. MR. ELLEVER DESCRIBED ALL FACETS OF THE INDUSTRY GENERATED BY THE INTEREST IN MODIFIED VEHICLES. HE OUTLINED THE PROTECTION AFFORDED BY SSSB 47 TO THE DRIVERS AND THEIR CUSTOMIZED VEHICLES IN THE AREAS OF TITLING, LICENSES, REGISTRATION, AND CLUNKER ORDINANCES.

NUMBER 097

SENATOR KELLY QUESTIONED THE MAGIC OF A PRE-49 VEHICLE, AND MR. ELLEVER EXPLAINED 1948 WAS THE LAST YEAR CARS WERE MANUFACTURED WITH RUNNING BOARDS. SENATOR RIEGER ASKED HOW THE LEGISLATION WOULD ALLOW THE CUSTOM COLLECTOR VEHICLES TO STAY ON THE ROAD - LEGALLY.

NUMBER 152

MR. ELLEVER DESCRIBED MEMBERS BEING CITED FOR THE ALTERATION OF CUSTOM VEHICLE HEIGHTS AND MODERN SUSPENSION OR THE REMOVAL OF FENDERS, BUMPERS, AND HOODS. SENATOR RIEGER REFERRED TO REPLICAS AND THE FEDERAL REQUIREMENTS REGARDING BUMPERS. MR. ELLEVER SAID THESE WERE SET BY DATE OF MANUFACTURE AND BUMPER RESTRICTIONS WERE SET ABOUT 1974.

NUMBER 176

SENATOR KELLY POINTED TO THE FIRST SECTION OF THE BILL WHICH OUTLINED 8 MODERN SAFETY FEATURES THAT MUST BE ON THE CUSTOMIZED CAR AND CONSIDERED PART OF A NATIONAL DEFINITION OF A STREET ROD. SENATOR RIEGER WAS ASSURED BY MR. ELLEVER THAT BUMPER REQUIREMENTS FOR REPLICAS OF VEHICLES DESIGNED BEFORE 1949 WOULD BE LEGAL IN 1993. MR. ELLEVER EXPLAINED THERE WERE NOT MANY OLD METAL CARS AROUND, HENCE THE NEW MANUFACTURE OF OLD CARS.

# S L+C Minutes Pg. 1

NUMBER 197

L+C

Pg. 2

SENATOR KELLY QUESTIONED THE EMISSION STANDARDS. MR. ELLEVER ANSWERED THE EMISSION STANDARDS CAME ABOUT IN 1968,

AND THEIR CARS ARE PRE-49.

SENATOR KELLY QUERIED HIS AIDE, MAX GIFFORD, ON THE FISCAL NOTES. MR. GIFFORD SUMMARIZED THE FISCAL NOTE AND A NEUTRAL POSITION FROM THE DIVISION OF MOTOR VEHICLES. HE SUGGESTED FURTHER QUESTIONS COULD BE ANSWERED BY JUANITA HENSLEY, FROM THE DIVISION OF MOTOR VEHICLES.

MS HENSLEY, CHIEF OF DRIVER SERVICES, DESCRIBED THE CONCERNS OF THE DEPARTMENT OF PUBLIC SAFETY ON SPECIAL INTEREST PLATES, WHICH MIGHT OPEN THE PROGRAM TO OTHER POTENTIAL INTEREST CLUBS THAT MIGHT WANT PLATES.

NUMBER 240

SENATOR SALO QUESTIONED THE CAR CRUSHER LAWS IN RELATION TO AIR POLLUTION AND THE NUMBER OF CUSTOM CARS THAT MIGHT BE INVOLVED. MR. ELLEVER EXPLAINED MOST OF THE CUSTOM CARS WERE PARKED DURING THE HEAVY POLLUTION WINTER MONTHS AND DRIVEN ABOUT 500 MILES DURING THE YEAR. IN ADDITION, HE SAID MOST OF THE CARS WERE RUNNING PCV VALVES. SENATOR SALO ASKED ABOUT NOISE POLLUTION, AND MR. ELLEVER MAINTAINED MOST OF THE CARS HAVE THE TURBO MUFFLER WHICH IS LEGAL.

NUMBER 264

SENATOR KELLY ASKED ABOUT THE INSURANCE ON THE CUSTOM BUILT VEHICLES, AND HE WAS TOLD GLEN NICOLAI FROM EAGLE WAS GOING TO ADDRESS INSURANCE. MR. NICOLAI EXPLAINED HE WAS A MEMBER OF BOTH STATE AND NATIONAL ASSOCIATIONS, AND HE TRACED THE INCREASE IN AVAILABILITY OF INSURANCE COVERAGE. MR. NICOLAI SAID HIS VEHICLES WERE INSURED BY STATE FARM BUT OTHER INSURANCE CARRIERS WOULD ALSO PROVIDE POLICIES AT REASONABLE RATES BECAUSE OF A LOW INCIDENCE OF CLAIMS.

NUMBER 296

MR. NICOLAI SAID THE ASSOCIATIONS DIDN'T ASK FOR ANY NOISE POLLUTION EXEMPTIONS FOR STREET RODS, AND HE EXPRESSED PRIDE IN THE CLUBS' SAFETY PROGRAMS.

SENATOR KELLY ASKED FOR THE ESTIMATED AVERAGE AGE OF THE CLUB MEMBERS, AND MR. NICOLIA SAID IT RANGED FROM THE 40'S TO THEIR OLDEST MEMBER AT AGE 73, ROSS JARDINE.

SENATOR LINCOLN ASKED FOR CLARIFICATION ON EMISSION CONTROLS IN RELATION TO THE DEFINITION IN SECTION 3 WHICH ALLOWS AN EXEMPTION FOR CUSTOM COLLECTOR VEHICLES WHOSE BODY AND FRAME WERE MANUFACTURED BEFORE 1949. MR. NICOLAI PRAISED THE CUSTOM CARS WHICH WERE ABLE TO PASS EMISSION CONTROLS BECAUSE THE ENGINES WERE SO CAREFULLY MAINTAINED.

NUMBER 357

S L+C Minutes Pg. 2

SENATOR KELLY INVITED ROSS JARDINE, THE 73 YEAR OLD CAR BUFF FROM SAND LAKE TO TESTIFY.

LHC  
Pg. 3

MR. JARDINE OUTLINED HIS PARTICIPATION IN STREET ROD BUILDING AND RIDING. HE DESCRIBED HIS 1936 FORD AND A 1933 FORD, BOTH OF WHICH ARE INSURED, IN TOP CONDITION, AND WOULD PASS ANY INSPECTION INCLUDING EMISSIONS. MR. JARDINE SAID HE WAS A MEMBER OF THE SAFETY COMMITTEE FOR HIS CLUB, AND HE LISTED ALL OF THE REQUIRED FEATURES ON HIS VEHICLES. HE DESCRIBED AN INCREASE IN CAR BUFF PARTICIPATION IN CHARITY EVENTS.

NUMBER 382

SENATOR KELLY INVITED CHARLES ALVAREZ FROM THE PENINSULA CRUISERS IN SOLDOTNA TO TESTIFY.

MR. ALVAREZ DESCRIBED THE MEMBERSHIP AND ACTIVITIES OF THE PENINSULA CRUISERS AND PITCHED FOR ADDITIONAL MEMBERS. HE PRESENTED HIS SUPPORT FOR THE LEGISLATION AND DESCRIBED THE PEER PRESSURE IN MAINTAINING SAFE AND CLEAN VEHICLES.

NUMBER 397

SENATOR RIEGER MOVED TO PASS SPONSOR SUBSTITUTE FOR SENATE BILL NO. 47 FROM COMMITTEE WITH INDIVIDUAL RECOMMENDATIONS. WITHOUT OBJECTIONS, SO ORDERED.

SENATOR KELLY INTRODUCED THE WORK DRAFT FOR CS FOR SENATE BILL NO. 44 FOR ADDITIONAL CHANGES BY THE COMMITTEE AND ASKED JOSH FINK TO WALK THE COMMITTEE THROUGH THE CHANGES AS ADOPTED IN THE 1/21/93 COMMITTEE MEETING.

NUMBER 425

MR. FINK CAREFULLY NOTED, PAGE BY PAGE, ALL OF THE CHANGES, WITH THE ADDITIONS IN YELLOW IN THE WORK DRAFT AND REVIEWED THE NOTATION REFERENCES IN THE COMMITTEE SUBSTITUTE. HE EXPLAINED THE DRAFTER MIKE ROSS HAD THE TIME AND WISDOM TO

S LHC MINUTES Pg. 3

# SFC MINUTES

## SPONSOR SUBSTITUTE FOR SENATE BILL NO. 47

An Act relating to equipment, registration, and identification of custom collector vehicles; and providing for an effective date.

Co-chair Pearce directed that SSSB 47 be brought on for discussion.

Senator Kelly, sponsor for SSSB 47, commented that the bill was not a significant bill but had to do with improving the quality of life.

End SFC-93 #16, Side 2  
Begin SFC-93 #18, Side 1

MAX GIFFORD, legislative assistant to Senator Kelly, testified that SB 47 provided that owners of custom collector vehicles must equip their vehicles with several safety devices, and provided for an exemption for bumpers, hoods and fenders. The owner may register with the Department, pay a \$50 fee and if they qualify, obtain a vehicle identification number and a special license plate. He estimated that there were approximately 200 to 250 custom cars in Alaska. He directed attention to a letter from the Midnight Sun Street Rod Association dated January 25, 1993 (copy on file), in support of SB 47. He explained the fiscal note was in the amount of \$10.9 for plate production and estimated income from the \$50 registration fee to be \$10.0.

Co-chair Pearce invited Juanita Hensley, Chief, and Jay N. Dulany, Director, Division of Motor Vehicles, Department of Public Safety to testify regarding SB 47. JAY DULANY, in answer to Senator Kerttula's question, replied it was estimated that the bill was a break-even cost for the division. Discussion followed between Senators Rieger and Kelly, Max Gifford, and Mr. Dulany regarding safety regulations for older cars.

Senator Kelly MOVED and asked for unanimous consent that SSSB 47 pass from committee with individual recommendations and the attached fiscal note. No objection being raised, SSSB 47 was REPORTED OUT of committee with a fiscal note in the amount of \$10.9 from the Dept. of Public Safety. Co-chairs Pearce and Frank, Senators Kelly, Rieger, Kerttula and Sharp signed the committee report with a "do pass" recommendation. Senator Jacko was absent and did not sign.

Recess 8:25am  
Reconvene 9:03am

## Alaska Railroad and Railroad Board Overview

Co-chair Pearce invited Mr. Robert S. Hatfield, Jr., President and CEO, Alaska Railroad Corp., Mr. Loren Lounsbury, Chairman of the Board, Alaska Railroad Corp. (ARRC), and Commissioners Paul Fuhs, DOC&ED and Frank Turpin, DOT/PF, members of the Board, to join the

SF021093, am

# SFC MINUTES