

SB

47

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 1/27/93

FURTHER:

DATE TURNED INTO OFFICE: 2-10-93

The Finance Committee considered **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."

and recommends:

- replace with _____ CS _____ (FINANCE)
- or adopt previous _____ CS _____ (_____)
- attaches amendment(s)

- same title
- new title
- technical title change (HB only)

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

NEW FISCAL NOTES

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTES

Department	Date	Zero	Fiscal
DPS	1-25-93		10.9

update in analysis

Appropriation No Fiscal Note

DO PASS.

Tim Kelly
Steve King
J. Kottel
Scott Sharp

OTHER RECOMMENDATIONS:

1. *Mark Do Pass*
 Co-Chair: Signature/Recommendation

2. *True Ligance - 10 Pass*
 Co-Chair: Signature/Recommendation

2-10-93

SFC

FISCAL NOTE

STATE OF ALASKA 1993 LEGISLATIVE SESSION

No. 10 NO REPORTED OUT OF

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
 Sponsor: Senator Kelly Component: Field Services
 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						
TOTAL OPERATING	10.9					

CAPITAL						
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REVENUE FUND SOURCE: GF 1004	10.0	.5	.5	.5	.5	.5
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FUNDING: (Thousands of Dollars)

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

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.

SFC
2-10-93

1/27/93

Prepared By: Charles B. 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.

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.

Back-up



Official Business


Alaska State Legislature

Senator Tim Kelly

State Capitol
Juneau, AK 99801-1182

January 26, 1993

To: Senator Drue Pearce, Chair
Senate Finance Committee

From: Senator Tim Kelly 

Subj: Scheduling: SSSB-47. custom collector vehicles

Please consider scheduling SSSB-47, for hearing before the Finance Committee at the earliest possible convenience.

SSSB-47, was heard and moved from the Senate Labor & Commerce Committee, with teleconference testimony presented by members of the Midnight Sun Street Rod Association (Anchorage) and the Peninsula Cruisers (Kenai/Soldotna). The Committee also heard from Juanita Hensley of the Department of Public Safety, DMV, who spoke to the fiscal note and noted DPS has no objection to the bill.

Attached is an L&C bill file complete with a sponsor statement and sectional analysis, a trade publication, and written testimony from Ray Elleven of the Midnight Sun Street Rod Association. Give a call if we can provide more information.

Thank you.

SECTIONAL ANALYSIS

SSSB-47

(Kelly and Halford)

1-26-73

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.



February 9, 1993

TO: Senator Drue Pearce
Senator Steve Frank
Senate Finance Committee
FAX 465-3756

FROM: Wally Graham
561-1188

SUBJECT: Senate Bill 47

As President of the Midnight Sun Street Rod Association and the appointed Alaska State Safety Inspector for the National Street Rod Association, I would like to ask for your full support this bill.

The National Street Rod Association has used their safety program for their own members for over 20 years and has proven to be a very successful program.

The program has 23 items that vehicle should have to be safe. Of these 23 items, we have deemed that bumpers, hood and fenders on cars 1948 and older have not been a necessary item.

This safety program has been well received and Oklahoma has adopted our it into their state inspection program.

Thank you for your support on this bill.



P.O. Box 92061
Anchorage, AK 99509

February 9, 1993

TO: Senator Drue Pearce
Senator Steve Frank
Senate Finance Committee
FAX 465-3756

FROM: Ray Elleven
266-9270

SUBJECT: Senate Bill 47

As Vice President of the Midnight Sun Street Rod Association and having been in the career for the past 18 years, I want to encourage you to support Senate Bill 47.

The street rod industry is growing leaps and bounds throughout American. The Street Rod Marketing Alliance, a committee of the Specialty Equipment Market Association (SEMA), estimates there are over 150,000 modified pre-1949 automobiles in the country. This includes fiberglass reproduction automobiles.

There are magazines full of manufactures and retailers selling reproduction body parts and other components for these cars. Organizations across America sponsor outdoor automotive events open to pre-1949 automobiles only. Attendance at local events may vary from 50 to 500 cars registered while Nationally sponsored events have an average of 2,000 to 3,000 cars. The grand daddy of all events had over 13,000 registered vehicles in attendance, all of which were pre-1949 vehicles

In Alaska the sport is small, however, we are growing every year. Considering the very short season (May to Sep) we have to drive our vehicles, we estimate there are 200 pre-1949 vehicles on the road with another 50 under construction. Additionally, I know of an average of three to five vehicles per year that have been purchased outside as completed cars and brought to Alaska.

Most of the car owners belong to a car club. In Anchorage, it's the Midnight Sun Street Rod Association, in Fairbanks the Arctic Wheels and on the Kenai Peninsula it's the Peninsula Cruisers.

Page 2

Each organization supports local business by displaying cars at the business during promotions. Each club sponsors an annual indoor car show and donates the proceed to charity.

The advantages of Senate Bill 47 would be:

- * Prevents indiscriminate citations since the enforcement officers can easily recognize our vehicles as a "Custom Collector Vehicles."

- * Titling and registration of a vehicles without the original documents could be eased by defining a custom collector vehicle as a pre-1949 modified vehicle using original and/or reproduction component parts.

- * Registration of a vehicle as the year it represents will assist enforcement officers in easily identifying the vehicle.

- * Deleting optional equipment such as fenders, hoods and bumpers permit the owners to enjoy individualizing their vehicles. New Hampshire, Oregon, Pennsylvania and Washington provide for optional equipment requirements.

- * Several states have pending "Clunker" legislation targeting pre-1971 motor vehicles as "dirty old motor" vehicles and propose removal from the road and crushing them. Should such a bill come to Alaska, identifying these vehicles as collector items will shield them from the crusher.

- * Local Governments in the lower 48 have passed inoperative vehicle ordinances which can order the removal of motor vehicles under restoration to be impounded and crushed. This bill would protect these vehicles should such an ordinance be passed by any of our Municipalities.

Alaska is not the first state to act on legislation protecting pre-1949 modified vehicles.

- * Eighteen States have legislation defining pre-1949 modified vehicles.

- * Fourteen states have issued license plates similar to the Custom Collector Plate.

- * A similar Bill passed in New Hampshire and Mississippi last year.

- * Similar Bills are being introduced this year in Oregon, Washington and Iowa.

The sport of owning a pre-1949 modified automobile is a growing every year. To many owners, building and driving a pre-1949 modified automobile is their primary sport. Passing of Senate Bill 47 will allow us to enjoy our sport legally.

7826

Federal Register / Vol. 56, No. 38 / Tuesday, February 26, 1991 / Proposed Rules

Dated: February 20, 1991.

Paul Lapsley,
 Director, Regulatory Management Division,
 Office of Policy, Planning and Evaluation,
 (FR Doc. 91-4498 Filed 2-25-91; 8:45 am)
 BILLING CODE 4910-36-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety
 Administration

49 CFR Part 571

Federal Motor Vehicle Safety
 Standards: Denial of Petition for
 Rulemaking

AGENCY: National Highway Traffic
 Safety Administration (NHTSA), DOT.
 ACTION: Denial of petition for
 rulemaking.

SUMMARY: This notice denies a petition for rulemaking requesting that NHTSA establish bumper height requirements for small trucks and sport-utility vehicles. The petitioner, Dr. F. Wayne Stromeyer, stated that the bumper heights of these vehicles should be identical to those of passenger cars or that they should be equipped with underride guards. The establishment of requirements along the lines suggested by the petitioner would significantly reduce the utility of the vehicles in question. Therefore, the agency believes that such a requirement would not be reasonable, practicable or appropriate for these vehicle types. Moreover, while the agency recognizes that many of these other vehicles are manufactured with bumpers mounted somewhat higher than passenger car bumpers, it does not have evidence of any significant safety problem resulting from those differences.

FOR FURTHER INFORMATION CONTACT: Mr. Samuel Daniel, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590 (202-366-4921).

SUPPLEMENTARY INFORMATION: F. Wayne Stromeyer, M.D., petitioned this agency for rulemaking regarding bumper heights for small trucks and sport-utility vehicles. The petitioner stated that he is concerned about the lack of bumper height safety standards for these vehicles, noting that he is aware of crashes in which a sport-utility vehicle overrode the hood of a passenger car, killing or seriously injuring the occupants of the car. Dr. Stromeyer compared this to situations in which portions of cars go under the rear bumpers of large trucks, a subject which

NHTSA is currently addressing in rulemaking. The petitioner stated that he believes the bumper heights of small trucks and sport-utility vehicles should be identical to those of passenger cars or that they should be equipped with underride guards.

NHTSA has issued a bumper standard for passenger automobiles pursuant to the Motor Vehicle Information and Cost Savings Act (the Cost Savings Act) and the National Traffic and Motor Vehicle Safety Act (the Safety Act). See 49 CFR part 561. The standard establishes requirements for the impact resistance of passenger automobiles in low-speed front and rear collisions and includes a bumper height requirement.

NHTSA's bumper standard does not apply to trucks or multipurpose passenger vehicles (the category which generally includes "sport-utility vehicles"). Title I of the Cost Savings Act specifically excludes trucks from any bumper standards and allows the agency to exempt multipurpose passenger vehicles from bumper standards. While the Safety Act could be used to issue bumper standards for both of those categories of vehicles, NHTSA believes it would be inappropriate to require bumpers of these vehicles to be at the same height as those of passenger cars. These types of vehicles require greater ground clearance than passenger cars, to enable them to clear obstacles and hazards characteristic of commercial and occasional off-road operation. For the same reason, requiring underride guards on trucks and multipurpose passenger vehicles would be inappropriate. The requirement recommended by the petitioner would thus significantly reduce the utility of the vehicle types in question. Therefore, the agency believes that such a requirement would not be reasonable, practicable or appropriate for these vehicle types.

While some vehicle types clearly require greater ground clearance than passenger cars, NHTSA is aware of potential safety problems associated with vehicles whose bodies are significantly raised above their usual design height. These potential safety concerns include more intrusion to truck passenger vehicles and reduced vehicle stability and braking performance. NHTSA's safety standards, however, apply only to new vehicle manufacturers. The agency does not have the legal authority to regulate subsequent vehicle modifications by individual owners. By contrast, the states can regulate subsequent modifications much more effectively through their motor vehicle registration and inspection programs. Several states

have established requirements governing the bumper heights on all vehicles, including trucks and multipurpose passenger vehicles, which help to ensure that individual owners do not "jack up" or otherwise modify their vehicles in an unsafe manner.

Finally, while the agency recognizes that many of these other vehicles are manufactured with bumpers mounted somewhat higher than passenger car bumpers, it does not have evidence of any significant safety problem resulting from those differences. The agency analyzed data from the Fatal Accident Reporting System (FARS), which is a census of all fatal motor vehicle crashes on U.S. roads. Data from the 1989 FARS file (the latest available) indicate there were 3,842 car occupant fatalities in collisions with a light truck, van or sport utility vehicle. In none of these was underride or override reported as a cause of the car occupant fatality. Thus, the agency is not aware of any data indicating a safety problem to be addressed by the rulemaking requested by Dr. Stromeyer.

For the reasons set forth above, NHTSA denies Dr. Stromeyer's petition for rulemaking.

Issued on February 20, 1991.

Barry Felice,
 Associate Administrator for Rulemaking,
 (FR Doc. 91-4451 Filed 2-25-91; 8:45 am)
 BILLING CODE 4910-36-M

49 CFR Part 571

(Docket No. 89-22; Notice 63)

RIN 2127-AA44

Flammability of Interior Materials in
 Buses

AGENCY: National Highway Traffic
 Safety Administration (NHTSA),
 Department of Transportation.

ACTION: Request for comments.

SUMMARY: This notice requests comments on a number of issues related to flammability of buses. Additionally, the notice provides the public with information on the activities of the National Highway Traffic Safety Administration to upgrade Federal Motor Vehicle Safety Standard (FMVSS) No. 302, Flammability of Interior Materials, as it applies to large buses. More specifically, this notice provides a discussion of the comments received in response to the Advance Notice of Proposed Rulemaking (63 FR 44627) published on November 4, 1998, and a summary of the research results on school bus seating materials. Finally, the

National Highway Traffic Safety
Administration

49 CFR Part 571

Federal Motor Vehicle Safety
Standards; Denial of Petitions for
Rulemaking

AGENCY: National Highway Traffic
Safety Administration (NHTSA),
Department of Transportation.

ACTION: Denial of petitions for
rulemaking.

SUMMARY: This notice denies two petitions for rulemaking to establish safety requirements for bumpers on vehicles other than passenger cars. One of the petitions requested that the agency establish a bumper height requirement for all vehicles. The other petition requested that rear bumpers be required on pick-up trucks. The establishment of requirements along the lines suggested by the petitioners would significantly reduce the utility of the vehicle types in question. In addition, the agency does not possess data documenting a safety problem which would justify rulemaking at this time.

FOR FURTHER INFORMATION CONTACT: Mr. Nelson Gordy, Office of Market Incentives, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, D.C. 20590, (202-426-1740).

SUPPLEMENTARY INFORMATION: NHTSA has received two petitions for rulemaking to establish safety requirements for bumpers on vehicles other than passenger cars. The first petition was submitted by Mr. E.C. Frey, who requested that the agency establish a bumper height requirement for all vehicles. The petitioner stated that any bumper which exceeds the height of the normal family automobile defeats the intended purpose of the bumper and is a safety hazard.

Mr. Frey's petition cited his concern about the safety of a vehicle he had observed while driving. The vehicle in question had apparently been altered by means of a lift kit, i.e. the body of the vehicle, including the bumper, had been hoisted to a height significantly above the usual design height of such vehicles. Also included in the materials submitted by Mr. Frey was a letter written by the Insurance Institute for Highway Safety (IIHS) discussing the safety of pick-up trucks with lift kits. The IIHS letter stated that since the bumpers on such pick-up trucks are unlikely to match the heights of bumpers of many other vehicles on the highway, the ability of the bumpers to function as damage

limiting devices is negated. The IIHS letter also stated that such bumpers pose an occupant protection problem in side impacts, since a vehicle with elevated bumpers impacting the side of a passenger car will be much more likely to produce intrusion into the occupant compartment of the passenger car.

The IIHS letter also noted that while there has been a Federal bumper height requirement for passenger cars for many years, there is no requirement for other vehicles. The UHS letter stated that without such a requirement there is no guarantee that the bumpers on such vehicles as pick-up trucks, vans or utility vehicles will match the bumpers on other vehicles with which they might collide.

The second petition was submitted by Mr. Harold E. Simmons, who requested that rear bumpers be required on pick-up trucks. Mr. Simmons stated that he had recently learned that some pick-up trucks are sold without rear bumpers and that he believes this creates a significant safety hazard for the truck and all other vehicles operating in its vicinity. Mr. Simmons also stated that he believes that pick-up trucks without rear bumpers negate the bumper standard.

The purpose of the agency's bumper standard, including the bumper height requirement, is to limit the damage which occurs to vehicles in accidents. See 49 CFR Part 581. The primary safety effect of the standard is preventing damage that might cause future accidents if it goes unrepaired. For example, broken tail lamps which are not repaired may be the cause of a future accident. It should be noted that bumpers do not play a significant role in crash energy management. Therefore, neither bumper mismatch nor the absence of a rear bumper will significantly affect injury levels in a crash.

While it is conceivable that a bumper height requirement for vehicles other than passenger cars could result in some slight, non-quantifiable safety benefits relating to unrepaired damage, the agency is unaware of any data indicating any significant safety problem with the bumpers (or lack of rear bumper) or pick-up trucks, vans or utility vehicles, relating to mismatch problems, crash energy management, or side impact intrusion. Neither petitioner provided any such data.

In considering possible rulemaking, NHTSA must consider both safety issues and whether a proposed requirement would be reasonable, practicable and appropriate for the particular type of motor vehicle or item

of motor vehicle equipment for which it is prescribed. This is specifically required by section 103(f)(3) of the Safety Act.

Bumpers on vehicles other than passenger cars are typically higher than passenger car bumpers for reasons related to the use of the vehicle. Many such vehicles are used for off-road operation, which requires higher ground clearance. Use of a lift kit permits operation on particularly severe terrain. Also, the longer wheelbases of some of these vehicles necessitate higher ground clearance in order to negotiate ramps and driveways.

Similarly, the absence of rear bumpers on some pick-up trucks is related to the use of the vehicle. The absence of a rear bumper permits such things as installation of campers. Also, the absence of a rear bumper permits the rear gate to be lowered in such a way as to make loading easier.

Establishing a bumper height requirement for vehicles other than passenger cars or requiring rear bumpers on pick-up trucks would thus significantly reduce the utility of the vehicle types in question. In addition, the agency does not possess data documenting a safety problem which would justify rulemaking at this time.

For the reasons set forth above, the agency denies these two petitions.

(Secs. 103, 119 and 124, Pub. L. 808-563, 80 Stat. 7189 (15 U.S.C. 1382, 1407 and 1410a); delegations of authority at 49 CFR 1.50 and 501.6)

Issued on August 22, 1984.

Berry Fairbro,
Associate Administrator for Rulemaking.
(78 Dec. 84-2391 Filed 8-27-84, 9:43 am)
BILLING CODE 4910-02-0

49 CFR Part 571

(Docket No. 82-18; Notice 3)

Federal Motor Vehicle Safety
Standards; Lamps, Reflective Devices,
and Associate Equipment; Motorcycle
Controls and Displays

AGENCY: National Highway Traffic
Safety Administration (NHTSA),
Department of Transportation.

ACTION: Notice of proposed rulemaking.

SUMMARY: The purpose of this notice is to propose an amendment to Safety Standard No. 108 that would allow installation of a modulating headlamp on motorcycles. Such a headlamp, whose use is currently not allowed, could improve conspicuity of a motorcycle and its operator during daylight. The proposal implements the



P.O. Box 92061
Anchorage, AK 99509

January 25, 1993

TO: Max Gifford, Legislative Assistant
Senator Tim Kelly
FAX 465-3756

FROM: Ray Elleven
266-9270

SUBJECT: Senate Bill 47

BACKGROUND

The street rod industry is growing leaps and bounds throughout American. The Street Rod Marketing Alliance, a committee of the Specialty Equipment Market Association (SEMA), estimates there are over 150,000 modified pre-1949 automobiles in the country. This includes fiberglass reproduction automobiles.

There are magazines full of manufactures and retailers selling reproduction body parts and other components for these cars. Organizations across America sponsor outdoor automotive events open to pre-1949 automobiles only. Attendance at local events may vary from 50 to 500 cars registered while Nationally sponsored events have an average of 2,000 to 3,000 cars. The grand daddy of all events had over 12,000 registered vehicles in attendance, all of which were pre-1949 vehicles

In Alaska the sport is small however we are growing every year. Considering the very short season (May to Sep) we have to drive our vehicles, we estimate there are 200 pre-1949 vehicles on the road with another 50 under construction. Additionally, I know of an average of three to five vehicles per year that have been purchased outside as completed cars and brought to Alaska.

Most of the car owners belong to a car club. In Anchorage, it's the Midnight Sun Street Rod Association, in Fairbanks the Arctic Wheels and on the Kenai Peninsula it's the Peninsula Cruisers. Each organization supports local business by displaying cars at the business during promotions. Each club sponsors an annual indoor car show and donates the proceed to charity.

ADVANTAGES OF SENATE BILL 47

The advantages of Senate Bill 47 are:

- * Indiscriminate citations would be reduced since the enforcement officers can easily recognize our vehicles as a "Custom Collector Vehicles."

- * Titling and registration of a vehicles without the original documents could be eased by defining a custom collector vehicle as a pre-1949 modified vehicle using original and/or reproduction component parts.

- * Registration of a vehicle as the year it represents will assist enforcement officers in easily identifying the vehicle.

- * Deleting optional equipment such as fenders, hoods and/or bumpers permit the owners to enjoy individualizing their vehicles. New Hampshire, Oregon, Pennsylvania and Washington provide for optional equipment requirements.

- * Several states have pending "Clunker" legislation targeting pre-1971 motor vehicles as "dirty old motor" vehicles and propose removal from the road and crushing them. Should such a bill come to Alaska, identifying these vehicles as collector items will shield them from the crusher.

- * Local Governments in the lower 48 have passed inoperative vehicle ordinances which can order the removal of motor vehicles under restoration to be impounded and crushed. This bill would protect these vehicles should such an ordnance be passed by any of our Municipalities.

SUMMARY

Alaska is not the first state to act on legislation protecting pre-1949 modified vehicles.

- * Eighteen States have legislation defining pre-1949 modified vehicles.

- * Fourteen states have issued license plates similar to the Custom Collector Plate.

- * A similar Bill passed in New Hampshire and Mississippi last year.

- * Similar Bills are being introduced this year in Oregon, Washington and Idaho.

The sport of owning a pre-1949 modified automobile is a growing every year. To many owners, building and driving a pre-1949 modified automobile is their primary sport. Passing of Senate Bill 47 will allow us to enjoy our sport legally.

Street Rod Definition Trend

The trend for a street rod definition distinctive from other specialty vehicles has been demonstrated by recent flurry of legislation.

Since 1990, nine (9) states have introduced a *pre-1949 modified vehicle* definition for street rods; California '91, Idaho '91, Mississippi '92, New Hampshire '92, Pennsylvania '92, Tennessee '91, Utah '92, Virginia '90, and Wisconsin '92. All have become law and Wisconsin is reviewing this issue in their Administrative Rule process.

Twenty-one (21) states have a *pre-1949 modified vehicle* definition for street rods. Arizona, California, Colorado, Delaware, Florida, Idaho, Kansas, Kentucky, Louisiana, Maine, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, North Carolina, North Dakota, Pennsylvania, Tennessee, Utah, Virginia.

Georgia and Maryland use 30 and 25 years respectively to identify a vehicle which has been substantially modified. Illinois identifies street rods as modified or materially altered vehicles.

Eleven (11) state identify street rods as assembled (*a*) or reconstructed (*r*). Hawaii (*r*), Indiana (*a*), Nebraska (*a*), New York (*custom*), Ohio (*a*), Oregon (*r*), South Carolina (*rebuilt*), Texas (*a*), Vermont (*Type I or II*), West Virginia (*r*), and Rhode Island (*r*).

Fifteen (15) states do not have a street rod definition. Alabama, Alaska, Arkansas, Connecticut, Iowa, Massachusetts, Michigan, Montana, Nevada, New Mexico, Oklahoma, South Dakota, Washington, Wisconsin, Wyoming.

None of the ten Canadian provinces have a street rod definition. The adoption of the AAMVA model has created interest by the Canadian regulators to develop language fashioned from the AAMVA model. The Canadian Street Rod Association (CSRA) plans to introduce street rod regulatory language in Ontario, Prince Edward Island, Manitoba and British Columbia.

The trend is to distinguish *street rods* from other specialty vehicles. Besides the aforementioned eight (8) states adding definitions since 1990, street rod associations in Alaska, Iowa, Oregon (identified as rebuilt), and Washington are requesting state legislators prepare a bill to adopt the AAMVA model street rod language or some variation during 1993. Also, Wisconsin is reviewing this issue in their Administrative Rule process.

Should these additional jurisdictions add a street rod definition in 1993, then 26% of the states (13 states) will have amended their laws to identify *street rods* distinctive from other specialty vehicles since 1990.

Street Rod Definitions

ADVANTAGES OF A STREET ROD DEFINITION

The advantages of a *street rod* definition are:

- 1) All street rods will have a specific identity with the AAMVA model definition or a variation.
 - o Several states have pending "clunker" legislation/regulation targeting pre-1971 motor vehicles as dirty old motor vehicles and propose removal from the road and crushing these vehicles. A street rod definition will identify these vehicles as collector items in an attempt to shield them from the crusher.
 - o Inoperative vehicle ordinances, at county and city levels, are mechanisms which can order the removal of motor vehicles under restoration to be impounded and crushed when these vehicles are not protected by a street rod definition.
 - o Indiscriminate citations could be reduced since the enforcement officers will easily recognize *street rod* equipment requirements from other special interest or reconstructed vehicle.
- 2) Titling and registration of vehicles without the original documents could be eased by defining a street rod as a pre-1949 modified vehicle using original and/or reproduction component parts.
- 3) According to various state patrol officials, the registration of a vehicle as a 1932 Ford 3-window coupe Street Rod assists the enforcement officers in easily identifying the vehicle and required equipment. (Enforcement officers want to identify vehicles the year they resemble).
- 4) Delineating optional street rod equipment i.e. fenders, hood, bumpers could permit all street rods to enjoy individualizing their vehicles. (i.e. New Hampshire, Oregon, Pennsylvania and Washington provide for optional equipment requirements)

SRMA



THE STREET ROD MARKETING ALLIANCE

What Is SRMA?

SRMA, the Street Rod Marketing Alliance, is a committee of the Specialty Equipment Market Association (SEMA) dedicated to addressing challenges facing the street rod segment of the automotive aftermarket. Unlike other street rod associations, the SRMA is not a consumer organization. Therefore its programs are designed exclusively to benefit companies like yours.

Who Makes Up SRMA?

All companies involved in the street rod market, be they manufacturers, dealers or builder/fabricators, are invited, and encouraged, to join the SRMA. In fact, it is critical that as many companies as possible become involved. Currently, there are nearly 200 companies (of the 2,100 companies which belong to SEMA), which support the SRMA through membership.

What Are SRMA's Goals?

SRMA's main goal is to insure the future profitability, and viability, of street rodding. The most critical way the SRMA is achieving this goal is through efforts targeting the development of national, standardized licensing and registration procedures for street rods. The SRMA also produces a special section at the SEMA/AI Show which provides manufacturers and dealers an opportunity to establish successful business relationships. Of course, all SRMA participants will gain access to the entire menu of cost saving services and benefits available exclusively to SEMA members.

How Do You Get Involved?

The SRMA invites all members of the street rod industry to join them in meeting their critical goals. Any company interested in supporting our efforts should contact SEMA headquarters at 714/396-0289, ext. 113.

STATE	NUMBER
ALABAMA	4,000
ALASKA	250
ARIZONA	500
ARKANSAS	1,000
CALIFORNIA	40,000
CANADA	10,000
COLORADO	5,000
CONNECTICUT	1,000
DELAWARE	250
FLORIDA	5,000
GEORGIA	2,000
HAWAII	250
IDAHO	3,200
ILLINOIS	1,000
INDIANA	5,000
IOWA	1,000
KANSAS	500
KENTUCKY	2,500
LOUISIANA	2,000
MAINE	250
MARYLAND	2,000
MASSACHUSETTS	2,500
MICHIGAN	2,400

STATE	NUMBER
MINNESOTA	2,300
MISSISSIPPI	600
MISSOURI	3,000
MONTANA	3,000
NEBRASKA	600
NEVADA	2,500
NEW HAMPSHIRE	700
NEW JERSEY	2,000
NEW MEXICO	750
NEW YORK	1,000
NORTH CAROLINA	10,000
NORTH DAKOTA	5,000
OHIO	3,500
OKLAHOMA	6,000
OREGON	5,000
PENNSYLVANIA	4,500
RHODE ISLAND	200
SOUTH CAROLINA	2,500
SOUTH DAKOTA	5,000
TENNESSEE	4,500
TEXAS	2,500
UTAH	4,500
VERMONT	1,000

STATE	NUMBER
VIRGINIA	2,000
WASHINGTON	3,000
WEST VIRGINIA	1,500
WISCONSIN	6,000
WYOMING	500
	157,850

** Numbers provided by
state street rod
council

DLT

10019116424L INSURANCE CO.

01-25-53 12:26

3B 47
IDAHO

FENDER BILL! JULY 1, 1990

CENTENNIAL LEGISLATURE

THE STATE OF IDAHO

SECOND REGULAR SESSION — 1990

IN THE HOUSE OF REPRESENTATIVES

HOUSE BILL NO. 726

BY TRANSPORTATION AND DEFENSE COMMITTEE

1 AN ACT
2 RELATING TO FENDERS OR COVERS OVER WHEELS ON MOTOR VEHICLES; AMENDING SECTION
3 49-949, IDAHO CODE, TO PROVIDE AN EXCEPTION THAT MOTOR VEHICLES OPERATED
4 ON HIGHWAYS OF THIS STATE MUST HAVE FENDERS OR COVERS OVER ALL WHEELS.

5 Be It Enacted by the Legislature of the State of Idaho:

6 SECTION 1. That Section 49-949, Idaho Code, be, and the same is hereby
7 amended to read as follows:

8 49-949. REQUIREMENT AS TO FENDER OR COVERS OVER ALL WHEELS ON MOTOR VEHI-
9 CLES. (1) It shall be unlawful for any person to operate or move or any owner
10 to permit to be operated or moved, any motor vehicle, truck, bus, semitrailer
11 or trailer, upon any highway without having the vehicle equipped with fenders
12 or covers which may include flaps or splash aprons, over and to the rear of
13 wheels, as follows:

14 (a) On the rear wheels of every truck equipped with a body, bus, trailer
15 or semitrailer the fenders or covers shall extend in full width from a
16 point above and forward of the center of the tires over and to the rear of
17 the wheels to a point that is not more than ten (10) inches above the sur-
18 face of the highway when the vehicle is empty;

19 (b) Behind the rear wheels of every truck not equipped with a body the
20 fenders or covers shall extend downward in full width from a point not
21 lower than halfway between the center of the wheels and the top of the
22 tires on the wheels to a point that is not more than ten (10) inches above
23 the surface of the highway when the vehicle is empty;

24 (c) Behind all wheels of every motor vehicle other than trucks, buses,
25 semitrailers, or trailers, the fenders or covers shall extend in full
26 width from a point above and forward of the center of the tire over and to
27 the rear of the wheel to a point that is not more than twenty (20) inches
28 above the surface of the highway;

29 (d) Fenders or covers are not required on any modified American-made
30 pre-1935 vehicle, or any identifiable vintage or replica thereof that is
31 titled as a later assembled vehicle or replica and is used for show and
32 pleasure use when such vehicle is used and driven only during fair weather
33 on well-maintained hard-surfaced roads.

34 (2) Fenders or covers, as used in subsection (1) of this section, shall
35 be deemed to be of sufficient size and construction as to comply with those
36 requirements if constructed as follows:

37 (a) When measured on the cross sections of the tread of the wheel or on
38 the combined cross sections of the treads of multiple wheels, the fender
39 or cover extends at least to each side of the width of the tire or of the
40 combined width of the multiple tires, as the case may be; and

41 (b) The fender or cover is constructed as to be capable at all times of
42 arresting and deflecting dirt, mud, water, or other substance as may be
43 picked up and carried by wheels;

44 (c) For school buses if the body extension behind the rear wheels exceeds
45 five (5) feet.

IDAHO

S. R. I.

IDAHO



**FENDER BILL
EFFECTIVE JULY 1, 1990**



**HOUSE OF REPRESENTATIVES
HOUSE BILL NO. 726**

By Transportation and Defense Committee

AN ACT RELATING TO FENDERS OR COVERS OVER
WHEELS ON MOTOR VEHICLES; AMENDING SECTION 49-949,
IDAHO CODE, TO PROVIDE AN EXCEPTION THAT MOTOR VEHICLES
OPERATED ON HIGHWAYS OF THIS STATE MUST HAVE
FENDERS OR COVERS OVER ALL WHEELS.

49-949 SECTION 1: Part D

Fenders or covers are not required on any modified American-made pre-1935 vehicle, or any identifiable vintage or replica thereof that is titled as a later assembled vehicle or replica and is used for show and pleasure use when such vehicle is used and driven only during fair weather on well-maintained hard-surfaced roads.

HOUSE BILL NO. 593

49-120 DEFINITIONS

"Street Rod" means any pre-1949 vehicle which has had a significant drive train update from a more modern vehicle. Changes may include engine, transmission, rear axle, and other suspension components. The body will be, or resemble the same as the manufacturer's original issue after its first sale after manufacture.

UNITED STREET RODS OF IDAHO

Boise (208) 377-0344

Twin Falls (208) 733-9109



IDAHO STREET RODS

Idaho Code 49-120 - Definition

(24) "Street rod" means any pre-1949 vehicle which has had a significant drive train update from a more modern vehicle. Changes may include engine, transmission, rear axle and other suspension components. The body will be, or resemble, the same as the manufacturer's original issue after its first sale after manufacture.

APPLICATION FOR IDAHO STREET ROD LICENSE

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 the United Street Rods of Idaho, may be registered as a Street Rod under the provision of this section.

A Street Rod shall have all equipment in operating condition which was specifically required by law as a condition for its first sale after manufacture.

Any laws passed since 1949 on motor vehicle equipment or standards shall not apply to a Street Rod, unless the law so states.

Year _____ Make _____ Model _____

Vehicle Identification # _____

Current Idaho Plate _____ Title # _____

Applicant Name _____

Applicant Driver's License # _____

Mailing Address _____
Street or Box # _____ City _____ State _____ ZIP Code _____

I certify that the above-described vehicle was manufactured prior to December 31, 1948, or was designed and manufactured to resemble such a vehicle.

Date _____ Signed _____

When your Street Rod application is approved, you will be billed for the annual registration fees that may apply, plus a one-time fee of \$10.00 for the plates. (Idaho Code 49-402 or 49-434)

UNITED STREET RODS OF IDAHO

REGISTRATION or RENEWAL LETTER

NEW APPLICANTS: Detach bottom portion and send to Sec./Treas. with your membership fee of \$5.00.

RENEWAL: Once again, it is that time of year - RENEWAL TIME! Please fill out the bottom portion of this letter and enclose it with your membership fee of \$5.00 per year. Your prompt response will help me get all the current year's membership records updated in the computer and printed out for the officers for our next meeting. Thank you for your help.

Your 1989-90 officers are:

PRESIDENT: Chris Jancik
710 Mae Drive
Twin Falls, ID 83301
Phone: 733-9109 or 733-0015

VICE-PRESIDENT: Temp.:
Mel Eggleston
2165 Bruneau Dr.
Boise, ID 83708
Phone: 377-0344

SEC./TREAS.: Diana L. Jancik
710 Mae Drive
Twin Falls, ID 83301
Phone: 733-9109

DIRECTORS: Jim Nixon
HC 64 Box 9909
Stanley, ID 83278
Phone: 774-3452

Gino Raga
11034 W. Edgehill Drive
Boise, ID 83709
Phone: 377-5142

We have a good inventory of T-Shirts, pins, and window stickers. Prices are as follows:

T-Shirts	-	\$5.00 each plus \$1.50 shipping
		Small, Medium, Large, and X-Large
Hat or Lapel Pins	-	\$4.00 each
Window Stickers	-	\$1.00 each

See you on the street

Secretary/Treasurer

Detach here and return with \$5.00 for membership.

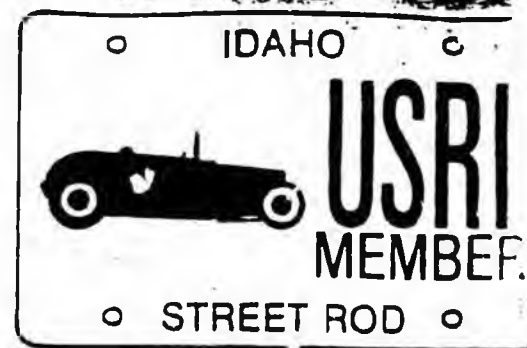
NAME: _____ MEMBERSHIP NO. _____

ADDRESS: _____ PHONE: _____

CITY: _____ STATE: _____ ZIP _____

YEAR OF CAR: _____ MAKE: _____ BODY STYLE: _____

COMMENTS OR SUGGESTIONS:



49-408. STREET ROD. (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 department for special street rod automobile plates, accompanied by other documentation required in this section, the department 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 transferor must surrender the plates for the transfer.

(4) In addition to the annual operating fees prescribed in this chapter, a one (1) time fee for the plates shall be ten dollars (\$10.00).

(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 department 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.

5B47

Subchapter K - STREET RODS, SPECIALLY
CONSTRUCTED AND RECONSTRUCTED
VEHICLES

175.201. Application of subchapter.

The equipment standards set forth in this subchapter shall apply to all street rods, specially constructed vehicles, and reconstructed vehicles being driven on highways.

175.202. Conditions.

All parts of vehicle must comply with Subchapters E - H and J in addition to this subchapter.

175.203. Braking systems.

(a) Condition of braking systems. All braking systems and components shall be compatible and in safe operating condition as described in SS 175.80, 175.110, 175.130, 175.160, 175.190, and 175.220 (relating to inspection procedure) and this subchapter.

(b) Service brakes. Service brakes shall act on all wheels upon application and shall be capable of stopping vehicle in not more than maximum stopping distance prescribed in TABLE I. Every street rod, specially constructed vehicle, and reconstructed vehicle shall be equipped with service brake system which is identical to originally manufactured brake system; except, if original system has been modified, or street rod has rear tires wider than 9 inches, service brake system shall be of such design that rupture or failure of either front or rear brake system will not result in complete loss of braking function. Braking function may be obtained by hydraulic or other means through normal brake mechanism. In event of rupture or failure of actuating force component, unaffected brakes shall be capable of applying adequate braking force to vehicle.

(c) Refuse trucks. Vehicles reconstructed as refuse trucks and designed to be operated from an unconventional location - usually the right side of vehicle - shall be equipped with a system that prevents movement of the vehicle when operator is not at controls. This system shall engage brakes and lock transmission in neutral. This system need be operative only when vehicle is being operated from the unconventional location.

175.204. Tires.

(a) Condition of tires. All tires shall be in safe operating condition as described in Subchapters E - H and J and this subchapter.

(b) Tire width. Front tires on street rod shall have minimum width of 5 inches. If rear tires on street rod are wider than 9 inches, the vehicle shall be equipped with dual service brake system, see S 175.203 (b) (relating to braking systems).

175.205. Lighting and electrical systems.

Vehicles specified under this subchapter shall have hazard warning lamps, if so originally equipped which, under normal atmospheric conditions, shall be capable of being seen and distinguished during night time operation at distance of 500 feet. See 75 Pa. C.S. S 4303(b), (c), and (d)

(relating to general lighting requirements).

175.206. Glazing.

(a) Condition of windshield. Every windshield shall be in safe operating condition as described in SS 175.80, 175.110, 175.130, 175.160, 175.190, and 175.220 (relating to inspection procedure) and this subchapter.

(b) Requirements. Glazing shall meet following requirements:

(1) Windshields shall be no less than 7 inches in vertical height on street rods and 12 inches vertical height on reconstructed vehicles and specially constructed vehicles.

(2) Windshield and side windows or openings shall allow driver minimum outward horizontal vision capability of 90 degrees from each side of vertical plane passing through fore and aft centerline of vehicle. This range of vision may be interrupted by window framing not exceeding 2 inches in width and windshield door post support areas not exceeding 4 inches in width.

(c) Obstructions forward of the windshield. Vehicles specified under this subchapter shall have no obstruction forward of windshield which extends more than 2 inches upward into horizontally projected vision area of windshield with exception of windshield wiper components.

175.207. Mirrors.

(a) Condition of mirrors. All mirrors shall be in safe operating condition as described in inspection procedure of SS 175.80, 175.110, 175.130, 175.160, 175.190, and 175.220 (relating to inspection procedure) and this subchapter.

(b) Mirrors. Any specially constructed or reconstructed vehicle designed to be operated from unconventional location - usually right side - shall have sufficient mirrors for operator to view front and both sides and rear of vehicle for distance not less than 200 feet from any operator location.

175.208. Body.

(a) Condition of body. All items on body shall be in safe operating condition as described in SS 175.80, 175.110, 175.130, 175.160, 175.190, and 175.220 (relating to inspection procedure) and this subchapter.

(b) Fenders. Vehicles specified under this subchapter shall have fenders on all wheels which cover entire tread width of tire that comes in contact with road surface. Tire tread circumference coverage shall be from at least 15 degrees front to at least 75 degrees rear of vertical centerline at each wheel, measured from center of wheel rotation.

(c) Hood - street rods only. Street rod is required to have hood which shall cover top of entire engine compartment. Street rod engine compartment sides may remain open.

(d) Doors. A door shall be installed for any location from which a refuse truck is to be operated. If the vehicle

PENNSYLVANIA

is equipped with dual controls a door shall be installed at each control position.

175.209. Chassis.

(a) Condition of chassis. All items of chassis shall be in safe operating condition as described in Subchapters E - H and J and this subchapter.

(b) Bumpers. Vehicles specified under this subchapter shall be equipped with front and rear bumpers securely attached to chassis.

(1) Some part of horizontal bumper of passenger vehicle and all street rods shall fall within 12-20 inches above ground level.

(2) Some part of horizontal bumper of trucks shall fall within 16-30 inches above ground level.

(c) Scrub Line. Vehicles specified under this subchapter shall meet minimum scrub line requirements. See Chart 5.

(1) Scrub Line is an imaginary surface created if lines were drawn from bottom of wheel rim on one side to bottom of tire on other side. When lines are drawn from both sides, an "X" under the vehicle suspension is created. No suspension or chassis component shall be below top portion of this imaginary "X".

(2) Only exhaust systems and sheet metal may extend below the scrub line.

175.210. Unconventional operator location.

Any vehicle described under this subchapter designed to operate from an unconventional location shall have all controls and switches listed below positioned so they may be conveniently operated from each operator location.

Steering wheel	Gear shift
Brake controls	Windshield wiper controls
Speedometer	Headlamp and taillamp control
Turn signal control	Defroster control
Hazard warning light control	Horn or warning device activator

175.211. Inspection.

All vehicles shall be inspected by a certified inspection mechanic to insure vehicle conforms to Vehicle Code and this title prior to titling. The vehicle owner shall not be the inspecting mechanic. Certificates of inspection shall not be issued upon initial inspection. After title and registration has been issued, inspection station shall reinspect vehicle to make certain vehicle still complies with this chapter and only then shall certificate of inspection be issued. Failure to follow proper inspection procedures in either of the two above inspections will be reasonable grounds to suspend the station and mechanic under Subchapter D (relating to schedule of penalties and suspensions official inspection stations and certified mechanics).

175.220. inspection procedure.

(a) External inspection. An external inspection shall be performed as follows:

(1) Check windshield and **REJECT IF** any of the following apply:

(i) Windshield is less than 7 inches in vertical height on street rods.

(ii) Windshield is less than 12 inches in vertical height on reconstructed and specially constructed vehicles.

(iii) Windshield and side windows or openings do not allow driver minimum outward horizontal vision capability of 90 degrees from each side of vertical plane passing through fore and aft centerline of vehicle.

(iv) Range of vision is interrupted by window framing exceeding 2 inches in width and windshield door post support areas exceeding 4 inches in width.

(v) Obstructions except windshield wiper components of more than 2 inches upward into horizontally projected vision area of the windshield is found.

(2) Check fenders and **REJECT IF** any of the following apply:

(i) Fenders do not cover entire tire tread width of tire that comes in contact with road surface.

(ii) Front tire tread circumference coverage is less than 15 degrees.

(iii) Rear tire tread circumference coverage is less than 75 degrees.

(3) Check bumpers and **REJECT IF** any of the following apply:

(i) Front or rear bumper is missing.

(ii) Some part of horizontal bumper does not fall within 12-20 inches above ground level on street rods, specially constructed vehicles, and reconstructed passenger vehicles.

(4) Check lights and **REJECT IF** vehicle does not have operating hazard warning lamps capable of being seen and distinguished during night time operations at distance of 500 feet.

(b) Internal inspection. An internal inspection shall be performed as follows:

(1) Check mirrors and **REJECT IF** mirrors for unconventional operator location are insufficient to view front and both sides and rear of vehicle for distance not less than 200 feet.

(2) Check unconventional operation location and **REJECT IF** all major controls and switches are not conveniently located for use by driver while in unconventional operating position.

(c) Under the hood inspection. An under the hood inspection shall be performed as follows:

(1) Check hood and **REJECT IF** street rod hood does not cover top of entire engine compartment.

(2) Check brake system and **REJECT IF** any of the following apply:

(i) Dual service brake system is not installed when original system was modified.

(ii) Dual service brake system is not installed on vehicles with rear tires exceeding 9 inches in width.

(d) Beneath the vehicle inspection. A beneath the vehicle inspection shall be performed as follows:

(1) Inspect tires and **REJECT IF** any of the following apply:

(i) Front tires measure less than 5 inches in width on street rods.

(ii) Rear tires exceed 9 inches in width and the vehicle is not equipped with dual service brake system.

(2) Inspect scrub line and **REJECT IF** any of the following chassis and suspension components are below scrub line:

(i) Frame.

(ii) Axle.

(iii) Axle housing.

(iv) Lower control bar.

(v) Shock mounts.

(vi) Crossmembers.

(vii) Torsion bar.

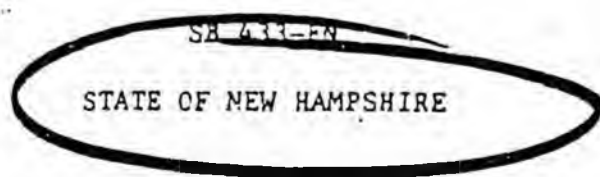
(viii) Radius rods.

(ix) Spindle arms.

(x) Steering components.

(xi) Brake components.

(xii) Spring perch bolts.



In the year of Our Lord one thousand
nine hundred and ninety-two

AN ACT

relative to the registration and equipment standards of motor
vehicles known as street rods.

Be it Enacted by the Senate and House of Represen-
tatives in General Court convened:

1 1 New Section; Definition; Street Rod. Amend RSA 259 by inserting
2 after section 106 the following new section:

3 259:106-a Street Rod. "Street rod" shall mean a vehicle, the body and
4 frame of which were manufactured prior to the year 1949 and which has been
5 modified for safe road use, or a replica thereof which has also been
6 modified for safe road use. For purposes of this section, the word
7 "modified" means, but is not limited to, a material alteration of the
8 drive-train, improved suspension, improved or enhanced brake system or
9 alteration of the body which may be chopped, channelled, sectioned, filled
10 or otherwise changed dimensionally from the original manufactured body.

11 2 New Sections; Number Plates for Vehicles Registered as Street Rods;
12 Vehicle Identification Numbers. Amend RSA 261 by inserting after section
13 89-a the following new sections:

14 261:89-b Number Plates for Vehicles Registered as Street Rods.

15 I. The director is hereby authorized to design and to issue under
16 such rules, as he shall deem appropriate, special plates to be used on
17 motor vehicles registered as street rods. Such plates shall be in lieu of



1 verifying that the subject vehicle is in fact a street rod as defined in
2 RSA 259:106-a.

3 II. A special fee in the amount of \$25 shall be paid for the
4 certificate of verification. This special fee shall be in addition to the
5 fee required for a vanity plate, the regular motor vehicle registration fee
6 as prescribed by law for the particular vehicle being registered, and any
7 number plate manufacturing fee or fees otherwise required by law for the
8 particular vehicle. All special fees collected shall be paid to the state
9 treasurer and credited to the driver training fund established in
10 RSA 263:52.

11 III. The certificate of verification required by this section shall
12 be documented by an instrument designed and issued by the director. Any
13 authorized highway enforcement officer or any individual who is authorized
14 by the director to perform motor vehicle inspections provided by RSA 266:1,
15 V is hereby authorized to perform the verification and certification
16 required by this section.

17 IV. Pursuant to RSA 261:75, a vehicle duly registered as a street
18 rod shall be issued one number plate of the design as set forth in this
19 section. Such plate shall be attached in a conspicuous place on the rear
20 of the vehicle.

21 259:89-c Vehicle Identification Number for Street Rods. The vehicle
22 identification number or "VIN" for a street rod shall be the number stamped
23 on the frame of the vehicle, or if no such number, as established pursuant
24 to RSA 261:22, I.

25 3 New Subdivision; Equipment Required of Street Rods. Amend RSA 266 by

1 adding after section 112 the following new subdivision:

2 Street Rods

3 266:113 Equipment Required of Street Rods.

4 I. A vehicle registered as a street rod shall be equipped as
5 prescribed by RSA 266 and state of New Hampshire official inspection
6 station rules adopted pursuant to RSA 541-A, as they may be applicable to
7 vehicles whose model year is prior to the year 1949.

8 II. Notwithstanding paragraph I, street rods shall be equipped with
9 the following:

10 (a) Hydraulic service brakes on all wheels.

11 (b) Sealed beam or halogen headlamps.

12 (c) Seat belts for all passengers.

13 (d) Turn signal lamps and switch.

14 (e) Safety glass or Lexan.

15 (f) Electric or vacuum windshield wiper located in front of the
16 driver.

17 (g) Parking brake operating on at least 2 wheels on the same axle.

18 III. Notwithstanding the requirements of this section, bumpers,
19 fenders, ~~and~~ hoods, ^{blue dot taillights} shall be optional equipment. Exhaust systems
20 discharging along the side of the vehicle shall be allowed, provided the
21 exhaust discharge point is to the rear of the rear edge of the front door
22 and such system shall exit exhaust gas away from the vehicle.

23 IV. The ground clearance for a street rod shall be such that the
24 vehicle shall be able to be in motion and functional while on its 4 rims on
25 a flat surface, and no part of the suspension, steering or chassis shall

1 touch that surface.

2 4 Effective Date. This act shall take effect January 1, 1993.

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ANCHORAGE POLICE DEPARTMENT



4501 SOUTH BRAGAW STREET • ANCHORAGE, ALASKA 99507-1599
TELEPHONE (907) 786-8500

TOM FINK
MAYOR
May 15, 1991

Wally Graham, President
Midnight Sun Street Rod Association
P.O. Box 92061
Anchorage, Alaska 99509

Re: Summer "Street Rod" Schedule

Dear Mr. Graham,

Thank you for your recent letter regarding the Midnight Sun Street Rod Association's summer activity schedule. In your letter you also indicated any one of the Association's cars could be enroute to or from an event on public streets.

The issue your Association has presented to Mr. Dyson regarding the operation of street rods on public streets without fenders is still in the preliminary stages of recommendation and review. Until the "fender" issue is completely and legally resolved, your Street Rod Association should be aware that any of your members' vehicles observed operating on public streets, and not properly equipped in compliance with current State and local Ordinances, may be stopped and cited accordingly. In order to provide equal and fair traffic enforcement throughout the Municipality of Anchorage, we cannot lawfully permit your members' vehicles to operate on public streets outside the provisions of the current laws.

The Anchorage Police Department and the Alaska State Troopers recommend that any vehicle not properly equipped be transported in or on a trailer to and from any events or activities.

I have attached a recent letter from the Alaska State Troopers regarding your Associations question concerning the operation of fenderless street rods for your review.

Hopefully this matter will be resolved equably. Until then, thank you for your Association's cooperation and understanding.

Sincerely,

Kevin M. O'Leary
Chief of Police

KMO:vka

cc: Assemblyman Fred Dyson
Colonel John R. Murphy, Alaska State Troopers

Correspondence



May 10, 1991

Chief Kevin O'Leary
 Anchorage Police Dept.
 P.O. Box 196650
 Anchorage, Alaska 99519-6650

Dear Chief O'Leary,

In reference to Fred Dyson's letter to you dated March 20, 1991 concerning our modified automobiles, I am enclosing a list of summer activities that any one of the cars could be in route to or returning from. Although some of the activities are pre-planned, we do have many impromptu events in the evenings and weekends.

Our organization greatly appreciates the positive communication that has transpired between you and Mr. Dyson.

If you have any further questions please feel free to contact me anytime at (HM) 694-2023 or (WK) 561-1188.

Sincerely,
 MSSRA

Wally Graham
 President



- May 24th Soldiers Appreciation Day (Fort Richardson)
- May 28th Club Meeting
- June 25th Club Meeting
- July 4th Anch Parade Eagle River-Chugiak Parade
- July 23rd Club Meeting
- July 27-28th Progress Days (Soldotna)
- August 3rd National Street Rod Association Appreciation (Anch)
Location unknown at this date
- August 4th 13th Annual Jay Ofstun Memorial Show and Shine
Park Strip - Anch
- August 24-25th Peninsula Auto Fair (Soldotna)
- August 27th Club Meeting
- Sept 24th Club Meeting

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF STATE TROOPERS

5847
WALTER J. HICKEL, GOVERNOR

RICHARD L. BURTON, COMMISSIONER

5700 EAST TUDOR ROAD
ANCHORAGE, ALASKA 99507
PHONE: (907)

April 24, 1991

Chief Kevin O'Leary
Anchorage Police Department
P.O. Box 196650
Anchorage, Alaska 99519-6650

Dear ^{Kevin} ~~Chief~~ O'Leary:


We received your correspondence in reference to the highway operation of "Hot Rods", and researched the appropriate administrative codes and statutes which apply to fenders.

13AAC 04.227(a)(b) applies to steering assembly, wheel alignment and body condition of motor vehicles. The administrative code includes removal of fenders and the vehicle in question was originally manufactured with fenders, therefore fenders would be required regardless of how it has been modified. In addition, 13AAC 04.265 addresses antispray device which implies a motor vehicle must have a device which effectively reduces the wheel spray of water or other substance to the rear of the vehicle. Alaska Statute, (AS)28.35.253 states "a person may not drive a motor vehicle on a highway unless the vehicle is equipped with fenders, mud flaps, or other anti-spray devices adequate to prevent the vehicle from being a hazard to other users of the highway."

With the current administrative codes, Alaska Statutes, and laws per the Federal Standards which apply to motor vehicles, we oppose any changes to allow the operation of a "Hot Rod" without the appropriate equipment.

I have attached a copy of our administrative codes and statutes which apply to the issue. If you need any further assistance or comments you may contact myself or Corporal Brad Brown.

Sincerely,


Major John R. Murphy
Acting Director

Attachment.

cc: Richard L. Burton, Commissioner, DPS
Corporal Brad Brown, AST

13 AAC 04.227. STEERING ASSEMBLY, WHEEL ALIGNMENT AND BODY CONDITION. (a) No vehicle may be driven upon a highway or a vehicular way or area with loose or defective wheels or steering assembly which constitutes a hazard.

(b) No vehicle may be driven upon a highway or vehicular way or area with sharp protuberances, or with fenders, bumpers or other equipment removed, and which may endanger persons or other objects. (En. 6/28/79, Register 70)

Authority: AS 28.05.011

13 AAC 04.265. ANTISPRAY DEVICE. (a) No person may drive a motor vehicle unless it has a device which effectively reduces the wheel spray or splash of water or other substance to the rear of the vehicle.

(b) The device required in (a) of this section must be installed and maintained so that the device placed behind a wheel extends downward to a distance of 14 inches from the surface of the ground when the vehicle is standing on level ground. (In effect before 7/28/59; am 12/15/61, Register 3; am 8/10/66, Register 22; am 12/31/69, Register 31; am 6/28/79, Register 70)

Authority: AS 28.05.011

§ 28.35.253

ALASKA STATUTES

§ 28.37.030

Sec. 28.35.253. Anti-spray devices required. A person may not drive a motor vehicle on a highway unless the vehicle is equipped with fenders, mud flaps, or other anti-spray devices adequate to prevent the vehicle from being a hazard to other users of the highway. (§ 1 ch 62 SLA 1986)

Sec. 28.35.255. Penalty. A person convicted of violating AS 28.35.251 or 28.35.253 is guilty of an infraction. (§ 1 ch 62 SLA 1986)

Post-It™ brand fax transmittal memo 7671		# of pages ▶
To <i>Ron Hansen</i>	From <i>J. Lee</i>	
Co. <i>Verdine</i>	Co. <i>Assembly</i>	
Dept.	Phone # <i>343-4750</i>	
Fax # <i>562-3981</i>	Fax # <i>343-4780</i>	

March 20, 1991

Chief Kevin O'Leary
Anchorage Police Department
P.O. Box 196650
Anchorage, Alaska 99519-6650

Dear Chief O'Leary:

As shown in the information package I gave you, many states have made provisions in their vehicle code for modified automobiles and vintage cars. Of particular concern is the fender requirement and the removed equipment.

Because the Municipality must follow State law, you have passed this package over to the State Troopers for a recommendation. You and I agreed that State law must be changed before we deal with it on a local level.

While we wait for State action, would you please instruct your officers to not enforce these particular provisions until the State has taken action. Principally, I am interested in the very well maintained show cars that are involved in fair weather parades, tours, etc. As you know, the local automobile clubs are very supportive of many local community events and I do not want those activities restricted this summer.

Thank you for your assistance.

Sincerely,

Fred Dyson
Assemblyman

FD:egj
DOCC/FD03

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

Mike

DATE: 1/22/93-SS
1/15/93-1st SB

FURTHER: FINANCE

Date of 5-Day Notice: 1/15/93
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 1/26/93

L&C Committee considered SSSB 47

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

and a majority of the committee recommends do pass

and recommends:

replace with _____ CS _____

same title
 new title
 technical title change (HB only)

attaches amendment(s)

adopts _____ Letter of Intent

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

FN

FISCAL NOTE INFORMATION

Department	Date	Zero	Fiscal
PUBLIC SAFETY	1/25/93		10.9

Department	Date	Zero	Fiscal

Appropriation and Fiscal Note

Governor's Bill with Previous Fiscal Notes (enter information above)

DO PASS:

OTHER RECOMMENDATIONS:

Alvin Thier *Requer* *Peace - No Rec*
D. E. Salo *Salo*
[Signature]

Tim Kelly - Do Pass
Chair: Signature and Recommendation