



Greetings TVCC Member Clubs

When the first vehicle scrappage legislation was being considered in Texas, our Texas Vehicle Club Council Legislative Liaison (the late) Mr. Don Hornbeck requested one sentence be added to the existing proposal. This one, highly important, sentence allowed for the vehicle to go into the vehicle dismantling or salvage operations so needed repair parts could be used to repair or restore other similar vehicles. In this addition, engines would need to be similarly dismantled rather than be sold as an existing assembly.

Such early vehicle scrappage proposals advocated arbitrarily crushing the entire vehicle to "clear the air" by getting a "gross polluter" off of our roadways. It was felt that such an arbitrary crushing of vehicles would have a detrimental effect upon the vehicle hobby, hence the requested addition of the one sentence to allow for the vehicle to be dismantled for repair parts (exhaust systems could not be sold per existing EPA guidelines). As insignificant as one sentence might seem, the addition of that one sentence transformed the vehicle scrappage proposal into something that was very "hobby-friendly" rather than otherwise.

In conjunction with this "victory", the TVCC also configured a Crusher Response Program to notify member club operatives of what vehicles might come into the vehicle retirement program. The orientation was to allow club members to know what vehicles were "in program" so they might use needed parts from these donor vehicles to fix or repair their own vehicles. As things evolved, we did not have to implement this program.

When the possibility that existing emissions testing exemptions for Texas vehicles with valid "antique" license plates came under fire several years ago, our TVCC Member Clubs responded with a petition drive to support the continuance of then-existing exemptions for vehicles licensed as "antiques". Later, the definition of an antique vehicle being 25 years old or older was defined by Texas legislation initiated by then-TVCC General Chairman Troy Mennis and his State Representative.

Several years ago, a vehicle scrappage bill was proposed at the national level. With the help of our TVCC member clubs and SEMA, this proposed legislation was defeated. The TVCC received a commendation plaque from SEMA for our help in stopping that proposed legislation.

In more recent times, we've heard of a new economic stimulus bill that President-Elect Obama might have available to sign soon after he takes office in January, 2009. In this stimulus bill is a provision for "Cash For Clunkers". Some news articles make it sound like a "beneficial" situation for those who might be able to take advantage of an extra sum of money to purchase a new(er) vehicle. A vehicle with less exhaust emissions and better fuel economy, for example, but no mention of repairing the existing vehicle to be emissions-compliant again. Not to mention the perceived additional sales of new vehicles to help keep struggling new vehicle dealers in business, as well as the major automobile companies themselves.

After reading and considering a main article which detailed (and argued "for" the proposal), I have determined the case they attempt to make is significantly flawed-- both in real world dynamics and how the existing new(er) vehicle purchase vouchers have not significantly favorably impacted new vehicle dealers in this state . . . as highly successful as

the Texas program has been. Not to consider how a few side issues might negatively impact some of the very income demographics they claim the proposal would help.

This article mentions the vehicle scrappage program we have in Texas, but no mention of how it works, which leads me to believe they have not studied how these things work in Texas. For example, that a vehicle to be "early retired" must have been duly registered for a specified period of time before being admitted to the program, plus having to successfully pass a driving test and other inspections, having driven to the salvage contractor's location under its own power. Or that vehicles can be repaired to meet emissions regulations, and then resold, rather than be arbitrarily scrapped. Or that certain income levels must be met to get a voucher toward the purchase of a newer vehicle (new or a used vehicle not more than three years old).

The orientation appears to be more like "get the older cars off of the road" rather than to repair them to be emissions-complaint. That "old cars" are a main contributor to air quality issues, rather than "poorly-maintained" vehicles in general. That these allegedly offending older vehicles should be arbitrarily crushed and gone forever . . . which would have a negative impact upon the vintage vehicle hobby with little real improvement in air quality or decreased use of foreign petroleum.

Therefore, the Texas Vehicle Club Council hereby requests that each of our Member Clubs (and members thereof) email not only Ms. Nancy Pelosi (Call: 202/225-0100 -- Click here to send an electronic message:

<http://speaker.house.gov/contact/>), but ALSO each of your local district United States House of Representatives and United States Congress elected officials (<http://www.bipac.net/lookup.asp?g=sema>), the President-Elect Obama operatives, and EACH of the members of the automotive hobby-friendly legislators listed on the link of the SEMA.org Legislative webpage (<http://www.semasan.com/main/main.aspx?id=60159>) to voice our opposition to the proposed "Cash For Clunkers" section of the proposed 2009 Economic Stimulus Package (<http://www.semasan.com/main/main.aspx?id=62498>). How to find YOUR Legislator from the SEMA SAN website: <http://www.semasan.com/san/ContactYourLegislator.aspx>. To find your Texas Representative - <http://www.capitol.state.tx.us/> > 'Who represents me?' section on the bottom, right area.

Although the reproduction parts industry has grown and flourished in recent history, there are still MANY vehicles which are not supported by that industry. Owners of those vehicles MUST rely upon the availability of repair/restoration parts from the auto salvage industry in order to maintain their vintage vehicles in proper running order for the enjoyment of not only these owners but also others that might see them on the road or in a vehicle show event. A supply of salvaged vehicle parts must be maintained for younger people entering the vehicle hobby in the future plus those who might follow us in the hobby in the future.

Please help us show our opposition to the "Cash for Clunkers" provision of the proposed 2009 Economic Stimulus Package!

Regards,

Willis Bell, General Chairperson, TVCC
Wendall Spreadbury, Treasurer, TVCC
Gary Butler, Co-Chairperson, TVCC
Nick Harper, Secretary & Membership Chairperson, TVCC
SunShine Jackson, Newsletter Editor & Webmistress, TVCC
<http://clubs.hemmings.com/TVCC/>