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The Orange Peel

April 2020

A monthly letter by the Orange County region of the Vintage Chevrolet Club of America (OCVCCA) by and for its members

Bill & Colleen Ingalls, Editors

You can find pictures of all our cars, car events and more on our web site www.ocvcca.org.

Mike Sherman, our website designer, up dates and maintains it. Thank you Mike.

You can now find us on Facebook. Under search, just type in "Orange County Vintage Chevrolet Club of America". There you can add your friends that are interested in Chevy's and write stories about your Chevies.

Our monthly business meetings have been postponed until further notice.

The All Cal for this year has been postponed.

Directors message from Gary Howard:

During this challenging time, I think of all of you and hope you are staying home, healthy and safe. The Corona virus has been a devastating unthinkable reality. It is hard to believe the last time there was a real pandemic was in 1918 when none of us were alive except Jim Miller and he was just a wee baby. With all of the advances in medicine we have today, it is still sad to think about the devastation this virus has caused across this nation.

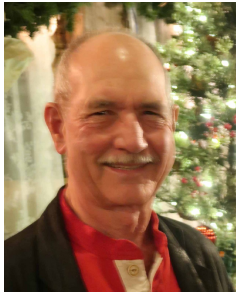
Since most of us have an old classic in our garage hopefully, you have been able to take advantage of the quarantine and work on those things you have been putting off for a long time. Maybe you just have gone on a nice drive in your car to take in the scenery, that is much better than cleaning the house.

I just realized a few days ago how much work is involved with a complete re-assembly of my 55 Chevy. I honestly don't think it would have ever gotten completed if I weren't confined quarantined at home. Its still a long way from completion. The folks of Gem Tech, the powder painting company, emailed me when the items I order were ready for pick-up. I gave them a credit card information on the phone and drove to their facility. They loaded the finished parts into my truck -complete social distancing. Additionally, I ordered a number of parts needed from Danchuk. There parts counter and store are closed but they also emailed me when the parts were in and ready for pick-up. I called them, they open their gate and I drove to their will call side door. They too loaded the truck without interaction. Wonderful service at a safe distance.

I sure do miss seeing all of my friends at our meeting and events. As of now, I am thinking our annual picnic in the park will probably be canceled or postponed.

As for Judy, she is working every day making face masks for family and the Saddleback Church food pantry volunteers.

You can always drop us an email or phone call to let us know what projects you are working on. Until next month, stay safe and healthy. ---Gary



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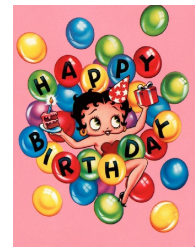
sandijimaloha@aol.com

and writes:

Everyone I have called are fine.

Please email me news about your health issues so members can know about you and carry good wishes to:

sandijimaloha@aol.com



Happy Birthday

James Bartolomucci 04-13

Kelly Barton 04-10

Linda Clark 04-21

Sharon Neff 04-14

Sue Palazzo 04-28

Michael Sherman 04-08

Arlene Fliegler 05-30

Denis Hergenreger 05-07

Bill Norman 05-28

John Patterson 05-26

Arthur Scully 05-26

Bette Richardson 05-06

Terri Spangler

Diana Welch 05-28

Judy Yocky 05-23



Happy Anniversary

Gregg & Pamela Bunch 04/??

Jim & Sabrina Karras 04-22

James & Rose Miller 04-02

Kevin & Terri Spangler 05-25

Jerry & Judy Yocky 05-25

Copied from Jean Fink's Foothill Newsletter. Thanks Jean




Checking off my new bucket list destinations:


- Punta Decha
- Parcho Rico
- Las Kitchenas
- Santa Bedrooms
- Costa Del Sofa
- St. Bathroom
- La Laundry Room
- Shower
- Palma Del la Beda

Orange County VCCA events

Dates	Events name	Location	Contact person
April 7 th	Old car breakfast & tours	Applebee's @ 800 S Main Street, Santa Ana Main Place Mall	has been canceled
April 18 th	Havana Night 6:30 to 8 PM	Costa Mesa Country Club	Has been cancelled
May 1 st and 2 nd	Tri-five Car show	Bakersfield	Has been postponed
May 17 th	Picnic in the Park. Starts at 11 AM. Many come early	Pepper Tree Park 230 West 1 st Stree Tustin, CA	Greg Bunch gbunch1269@sbcglobal.net Se attached flyer (Might be postponed)
May 24 th	Fallbrook Vintage Car Show. <i>There is no Sign up on the day of show</i>	Potter Jr. Highschool 1743 Reche Rd, Fallbrook	https://fallbrookvintagecarclub.org/carshow
September 26 th	Cruising for the Cure	Orange County Event Center, Fair Grounds	More information soon
October 11th	Our Orange County Car Show	Enderle Center	Jim Karras
October 21 st through 25th	Run to the Sun	Lake Havasu Bridgewater Golf Course	Get with Gary Howard

Vendor we use & are recommended by our members

<p><i>Gail's Speedometer Shop</i> 187 E 16th St. Costa Mesa, CA 92627 (949)646-9120 Contact is: Mike Recommended by Tom Clark</p>	<p><i>Orange Auto Upholstery</i> 1909 North Enterprise Street Orange CA 92865 (714) 279-2990 Recommended by Gary Howard</p>	<p><i>Powder Paint</i> 2737 Gamsey Street Santa Ana CA 92707-3340 United States (714)979-2233 Recommended by Gary Howard</p>
<p><i>Moyer's Repair Service</i> Frank Moyer 2040 So Grand Santa Ana, CA (714)549-8131 Recommended by Gary Howard</p>	<p><i>ABS Brakes</i> 233 N Lemon Orange CA 92866 (714)771-6549 Recommended by Gary Howard</p>	 <p>ROLLINGS <i>Automotive</i> Foreign & Domestic Specialists (714) 870-6900 242 W. Commonwealth Ave Fullerton, CA 92832 www.rollingsautomotive.com</p> <p>Recommended by Bill Ingalls</p>

<p>Saddleback Cars, Inc. 25701 Taladro Circle, Suite F Mission Viejo, CA 92691 (949) 855-6700 Nick Papageorges <i>Recommended by Tom Clark. "He has done my vehicles for 40 years"</i></p>	 <p>Chuck Rosa, (714)734-7825 1676 Sunny Cove, Corona, CA 91720 <i>Recommended by Gary Howard</i></p>	<p>Cars Incorporated 1951-1972 Chevy Restoration Parts Sheet Metal, Interior, parts 1000B S. Melrose St. Placentia, CA., 714-666-8660, 800-451-1955 www.carsinc.com <i>Recommended by:</i> Bill Ingalls & Gary Howard</p>
<p>D & P Classics - Classic Car & Hot Rod Restorations 15192 Goldenwest Cir, Westminster, CA 714-375-0889 <i>Gary Howard has had a lot of work done there and they are top notch !</i></p>	<p>Orange County Sand Blasting Media blasting Paul Gravley 415 West Walnut Orange, CA 92867 <i>Recommended by Ray Miller</i></p>	<p>Orange County Powder Coating Steve Hurwitz 976 N. Parker Street Orange CA 92867 714-532-4610 <i>Recommended by Ray Miller</i></p>

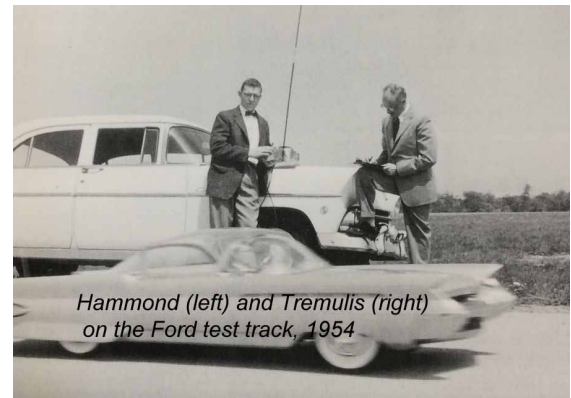
This is a car related joke:

A driver became lost and snowbound. Remembering what his father said, he waited for the snow plow. Sure enough a snow plow came by and so he proceeded to followed it for about 40 minutes. Finally, the driver of the plow got out and ask him what he was doing. He explained that his dad had told him that if he every got stuck in the snow he should follow the snow plow.

The plow driver nodded and said, "Well, I'm done with the Wal-Mark Parking lot now, do you want to follow me over to Best Buy's lot?"

Rockets and radio control cars: goofing off at Ford in the Fifties, By [Daniel Strohl](#) on Mar 20th, 2020 at 9:00 am

Employers! Worried that your employees newly assigned to work from home during the coronavirus pandemic are just goofing off, being lazy, and shooting productivity down the hole? Well, hey, lemme tell ya about Ford Motor Company in the Fifties, where it seemed like shenanigans—undertaken in the office—were the order of the day.



Hammond (left) and Tremulis (right) on the Ford test track, 1954



Or, at least, that's the impression we get from a couple of stories related to Jim and Cheryl Farrell for their book Ford Design Department Concepts and Showcars, 1932-1961. One of the stories, concerning the 1954 LaTosca, we've alluded to in our previous look at the futuristic Fords that Alex Tremulis had a hand in creating while with the company.

Designed by Tremulis and Romeyn Hammond, the LaTosca went on to become a 3/8-scale model, but not just any scale model. Instead, Hammond figured that he and Tremulis could scrounge a full-size car battery, some Lincoln convertible top motors (as drive motors), a power window regulator (as a transmission), and a power seat unit (as a steering mechanism), power window relays, and model airplane radio controls to build what the Farrells describe as "the first 3/8-sized, battery-powered, motorized concept car that was radio controlled."

With a 3/8-scale Oscar at the wheel, the LaTosca went as fast as 5 mph and worked well enough to demonstrated to a group of writers and photographers at the Ford proving grounds. Tremulis drove it for that demonstration and apparently and judging from his subsequent antics, liked the toy. See the movie, [Shenanigans](#). **Today's remote workers can't get into nearly as much trouble at home now, as they did!**

A Holy Parking Spot (Joke)

A man drives to the local mall. He has been driving around and around for quite some time, struggling to find a parking space. "Lord," he prays. "I can't stand this. If you open a space up for me, I swear I'll give up the drink and go to mass every Sunday." Suddenly, the clouds part and the sun shines on an empty parking spot. Without hesitation, the man says: "Never mind, found one!"

Hopefully, this event will not be postponed!



**Vintage Chevrolet Club of America
Orange County Region**



"THE WORLD'S BEST CHEVROLET CLUB"

A non-profit organization dedicated to the restoration and preservation of Chevrolets

16th ANNUAL "PICNIC IN THE PARK"

You're invited to come join in the fun! The Orange County Region of the Vintage Chevrolet Club of America is hosting another Picnic in the Park.



When: Sunday, May 17th 2020 • 11:00 AM – 2:00 PM

Where: Peppertree Park – 230 West First Street, Tustin, CA 92780

Why: To meet potential new members, show off our old Chevys and enjoy each other's company.

Bring your old Chevrolet, a lawn chair and a big appetite!
We'll supply the:

- ★Hot Dogs★
- ★Chili★
- ★Hamburgers★
- ★Soda Pop★

Family members and guests are welcome.

Bring the kids!



If you join the OCVCCA at the picnic, you will receive an introductory 18-month membership for the price of a 12-month membership. Just attend this event and complete a simple membership application.

Don't miss out on this great opportunity!

For More Information and to RSVP:

Contact Greg Bunch for up to date information
at gbunch1269@sbcglobal.net

714-318-9642



Remember, you don't need to own an old Chevrolet to be a member of our club!

How Frank Winchell, Vice President of General Motors Corporations and Director of the Engineering Staff in 1979 defended the Chevrolet Corvair, in his own words

(Only excerpts were taken so this article so it would fit our newsletter). To read the article in full, go to Hemmings' publication, This article was written and edited by Hemmings' [Daniel Strohl](#) on Mar 22nd, 2020. Thank you Mr. Strohl.

Frank Winchell gave this speech to 900 or so members of the Corvair Society of America at the club's annual convention in 1979 in Detroit.

I, (*Frank Winchell speaking*), keep thinking about Dick the Butcher in Shakespeare's Henry the 6th. He's the guy who said, a long time ago, "The first thing we have to do is to kill all the lawyers."

The real reason that I'm here is that I have written a fairy story.

Once upon a time, there was a bad little car. It got into more damn trouble than you can shake a stick at. It was so bad that, in the course of its passing, it left in its wake of the following....

* 294 Lawsuits totally claims totaling over 100 million dollars.

* A bill by a Michigan Senator wh tried to ban the Corvair from the Michigan Highways

* A Congressional investigation of its parent's company

* An investigation by the National Highway Transportation Safety Administration on the safety of the car.

* A Senate Committee investigation of General Motors's conduct in its defense

* Its vilification, as well as its unheralded vindication

* And of course, the ascension of one of the nation's most immaculate heroes.

* And to me, at least, it marked the beginning of one of the most subtle, yet incredible, eras in the history of the Homo sapiens.

The basic charges against the car were:

* The location of the engine, and

* The design of the rear suspension

It was alleged that the design was defective. That the car would, "Suddenly, unexpectedly and for no apparent reason, go out of control." It was not a criticism of a Corvair, but of all Corvairs. It explained not an accident, but all accidents.

The charges against General Motors were:

* That we were negligent in choosing the design

* That we knew it was unsafe, but

* We chose it because it was low cost and more profitable.

In the beginning, this seemed so bizarre, even for the '60s, that I, for one, did not take it seriously. What they were really saying was that the defect was fundamental, that the car would actually, for no apparent reason, become uncontrollable, that we knew this to be inherent in the design but that, for profit, elected to maim and kill or customers.

You'd think that someone, even in the '60s, maybe even the inquiring press, would have asked; "***If inherent***, why is it that only a few, suddenly, unexpectedly and, for no apparent reason, go out of control?" or "If they are really that hairy, what the heck are those G.M. people doing in them?" or "How can a corporation in business for over 50 years be so inhuman and so stupid as to even harbor a thought that there was profit in killing customers?"

I recall that when the news media finished exploring the series of events, most of the civilized world was persuaded that we had been "caught in the act" of this awful deed; that the industry and, particularly, G.M. had, actually, been selling unsafe cars for profit.

Logic and reason just was not have been a considerations. I think it was and still is a Good Guy—Bad Guy situation, straight out of the old time melodrama: Broad shoulders and wavy hair vs. high silk hat and stringy mustache. Seems like that's the way it is.

The characters never change. The Bad Buys never do anything good and the Good Guys never do anything bad. The plot never varies. Little Red Riding Hood, the Lone Ranger, Starsky and Hutch, and the rest. America has been brought up or, at least, seems to believe, that at the root of every problem, lies some evil and calculating force; that the solution lies in seeking it out and destroying it; that then we shall live happily ever after.

You'd think you could trust a wine maker who drank his own wine. In the course of its defense, the ownership record of the Corvair by General Motors engineers and decision-makers was compiled as evidence that, at least, we thought it was OK. For example: Ed Cole, its father, had two; I had four and Chairman Murphy's mother drove one from May 26, 1961 to Sept 8, 1970. Mrs. Murphy was

77 when it was broadsided in a parking lot and expired.... Struck down, no doubt, by another defective product. (*Someone shouts "Probably a Ford!"*) Right on brother.

But even if you assume that we with our families, our friends and Mr. Murphy's mother were all expert drivers capable of coping with a car with a proclivity to bolt for the ditch; how can you rationalize the fact that we chose to develop a larger, more costly, more stable, more controllable, more comfortable, more beautiful rear engine rear drive than the VW Beetle? The Beetle was the oldest, the most widely accepted single vehicle configuration in the world - and became the highest volume vehicle in history. A vehicle proven on the roads of every civilized country in the world over a period of some 35 years. A car then making serious inroads in the American market.

The facts are that *the Corvair was a departure from the norm*. It came on the eve of a surge in personal injury litigation. It was an opportunity for opportunists like Nader. Nader, a figure in this surge, was later to say to a National Association of Claimants Attorneys, "No organization in this country is more uniquely endowed to storm the ramparts of this greatest of liability frontiers". Storm it they did.

Bear this in mind, at time of Nader's call to arms, the fatality rate in America was 5.5 per hundred million vehicle miles, less than half of any other major industrial nation in the world, for example, it was *11.7 in Great Britain, 16.4 in France, 18.2 in West Germany, 25.6 in Italy. I don't know what the hell it was in Mexico. The first figure I could find for Japan was 20.9 in 1968. Besides, how could the carnage be explained by the meat-grinders alone when the fatality rate in Nevada was .3 and in Rhode Island 1.9, and when interstate highways were half of non-interstates?*

Now, there are only a few places you can put an engine in a car—like in the front, the rear and the middle. With four wheels, you can only drive the front, the rear or all four. As long as I can remember, there have been advocates of everything... including a rear engine front drive. Each has its advantages and disadvantages, especially the rear engine, front drive. One of just about everything has been available to the public since the beginning. Like hammers, saws, stairways and bathtubs, fire, water, electricity and nuclear energy, they are all dangerous—in some degree, in some way, to someone, under some circumstances.

Following the Pierini settlement, we really went to work. *A good 1/3 of the Chevrolet Research and Development (R&D) personal were full time on the project*. A major task was to convince and to educate the many local attorneys representing our insurance companies who were to try the cases. Elaborate models were made to demonstrate to counsel, and the court, the elementary laws of physics and how they applied to the dynamics of an automobile; why and how they contradicted intuition and folk lore. There were simple models showing how the balance of forces and moments act on a free body and a car at the limit of control. There were models to show how slip angles develop in tires; how they affect the path and attitude of the car; how roll steer and compliance steer were utilized; the difference between oversteer, understeer, stability, instability, response, damping, etc.

We showed [the court] that there were millions of rear engine cars and that [the industry] weren't putting the engines in front of a lot of airplanes. Ducks and Geese, among others, are not front loaded either.

They [the plaintiffs] said the heavy end must break away first.

We showed that the Corvair violated neither Newton's nor Galileo's predictions; that the restraining force was proportional to the weight so that, at the limit of friction, the forces were essentially in balance; that neither end was destined to let go first.

Manos [the plaintiffs] said that the *Corvair was very well behaved up to .6g lateral acceleration*.

To his amazement, we agreed, but we showed that; .6g was equal to or better than the limit of control for all American cars at that date. That standards for road design at posted speeds called for no more than .3g at 15 mph and .11g at 80 mph. Highway authorities state that 95 percent of all driver habits are below these standards, a fact demonstrated to the court by our camera and instrumentation in following normal traffic. By our own experience, few motorists have the capacity to control a car on public roads at much above .3g at 30 mph and .2g at 60 mph.

They said that loss of control was due to tuck-under of the outside rear wheel due to the swing axle rear suspension.

We showed with the rear wheel camera and instrumentation that the rear suspension was not in rebound or tuck-under. That it actually was still in compression at .6g and, therefore, had no influence on the limit of control.

They said that tuck-under caused the car to oversteer.

We showed that it oversteered, but not because of tuck-under.

They equated instability and controllability.

We showed that they were not equitable; that man and God made things that are unstable, but controllable. We could not walk if it were not for our unstable proportions.

They said oversteer is bad and understeer is good.

We showed that too much of either is bad; that loss of control was just that; loss of control. The inability to keep the car on the

intended path is a bad deal. Either understeer or oversteer can lead you off the road or into the oncoming traffic, depending on whether you're in a right turn or left turn --- there are a lot of old wives' tales about understeer and oversteer. Finding yourself unable to keep the car on the intended part on the skid pad in an under steering car is uneventful. It just plows out; the more you try to steer it back, the more it plows. The oversteer car, on the other hand, at the limit of control, tends to spin, which can be disconcerting. However, while the natural response to understeer at the limit is wrong, for oversteer it is right. A skillful driver in an oversteer car has a chance to steer it off either side of the road. A slight amount of understeer below the limit of control is generally desirable, and the Corvair had that.

I asked Chaparral's Jim Hall once -- which he preferred at the limit of control. He said oversteer at low speeds, understeer at high speed. I said...what's low speed? He said...anything under 120. I never would have known if I hadn't asked....

They said the Corvair is easy to turn over. They showed a movie of the eminent O'Shea in the process of getting upside down. It was alleged that it was inadvertent, that a driver of even his prowess was unable to keep it upright.

In rebuttal, we did a stop-action frame-by-frame analysis of his own film that clearly showed he made no attempt to prevent it from going over. In fact, he continued to crank in more steer, while it was up on two wheels.

Further, we acquired the rest of the film and showed the jury that O'Shea had tried everything in the book many, many times before he finally got it over.

Manos claimed that tuck-under caused the rim to dig in and trip the car. In rebuttal, his own film showed that this was not a fact.

We never denied that the Corvair could be rolled or that it was possible to do so on a smooth pavement if the coefficient of friction was high enough. There were many cars with wide tracks that were harder to turn over. There were also many narrower cars that were easier to overturn.

That's the way it went for the three trials in which I was witness -- Collins, Anderson and Drummond. All decisions [were] for General Motors. The judge and jury were different, but the allegations and the defense and the witnesses were essentially the same ... But they had lost and the ramparts were in shambles.

Judge Jefferson's decision in the Drummond Case, summed it up very well.

It is the court's conclusion that the Corvair automobile of the 1960 through 1963 variety ***is not defectively designed nor a defective product***; that no negligence was involved in the manufacturer's adoption of the Corvair design.

This about did it for Harney. Before the end of the year we were negotiating the disposal of the rest of his cases.

At this point, they had lost, but the ordeal was not over. The great cause was not to be abandoned, as evidenced by the following sequence of events.

On November 30 of '65, 7 months after the verdict for the Corvair in Collins and Anderson, Nader's book, "***Unsafe at Any Speed***," hit the street. He devoted one whole chapter to the 1960 to 1963 Corvair, elaborating on the \$70,000 Pierini settlement and the same unsupported claims. He dispensed with the Collins and Anderson verdicts in 1-1/2 lines which read, "In two other cases, jury verdicts were in favor of the Company's argument that the drivers were careless".

In February of '66, three months later, Senator Craig of Michigan introduced his bill to ban all cars having a limit of control of less than .75g,—which would have gotten the Corvair and everything else. You think that's funny, there was one of those guys in Indiana that put for a bill to ***round off pi to make it an even 3***.

A month earlier Harney's associate, Philo, President of the Detroit Association of Plaintiffs Counsels, appeared before the Senate Committee asserting that the 1960 to 1963 Corvairs are defectively designed and should be banned from the Michigan roads.

You may remember that Philo engaged Manos who found that the Corvair could do only .6g and thought that conventional cars could do at least .8g. A .75g limit must have looked about right on to those guys.

Needless to say, the ***Bill was defeated***.

The following month, Nader advised the press that he was being harassed by General Motors investigators.

A few dark days later, the Chairman of General Motors appeared before the US Senate Committee and apologized for the alleged harassment.

Vindicated by the courts, in the fall of 1970, the Department of Transportation began its investigation of Nader's allegation of defective design of the 1960 to 1963 Corvair. It took nearly two years, but the car was exonerated. The report "Evaluation of the 1960 to 1963 **Corvair Handling and Stability**" was published in July of 1972.

Also, in the fall of 1970, Senator Ribicoff's sub-committee began its investigation of Nader's allegations that G.M. had misled the committee concerning the safety of the Corvair. It took 2-1/2 years to prove that we were innocent of the charge. The report "Staff Investigation Report on the Corvair Stability Controversy" was published in March of '73

In total, *there were 294 cases filed* alleging defective design of the 1960 to 1963 Corvair. Of these, 10 were tried to a verdict, eight resulted in verdicts for G.M.

In the end the car was exonerated, but did not survive the ordeal. We didn't win. The plaintiff didn't win, and it cost a lot of money. I suppose everybody knows where it came from and where it went.

Well, that about brings us back to August 25 in the 79th year of the 20th century.

So, we are gathered here this evening in this, the armpit of the land of the free and the brave, to celebrate a humble and maligned little car. Yeah, but it's more than a car. It is a stake in the ground. A notch in the bark of a tree. A mark of the changing in the way.

Maybe, as someone recently said, "The goose that laid the golden egg is about to become an endangered species". And don't despair. Remember Dick The Butcher! A man with a dream...an ancient dream, a voice in the night.

Thank you for listening, Frank Winchell

Despite prior opposition, new Arkansas law increases antique vehicle cutoff from 25 to 45 years. From Hemmings, Daniel Strohl on Mar 20th, 2019



In an effort to prevent abuse of the state's antique vehicle registration system, lawmakers in Arkansas have limited the eligibility of vehicles to those 45 years and older, despite a public outcry that killed a nearly identical piece of legislation two years ago.

When State Representative Jack Fortner introduced HB 1547 in the Arkansas state legislature in 2017, he said the bill's purpose wasn't necessarily to increase revenues for the state, rather to do away with the state's 25-year rolling cutoff for vehicles eligible for antique plates.

Ostensibly, Fortner introduced the bill to clamp down on Arkansas residents using the bill to cheaply register their older daily drivers. Rather than an annual fee, the Arkansas antique vehicle registration system, implemented in 1957, imposes a one-time \$7 charge for the antique plates.

"Our understanding is that the bill's sponsor felt that this was being abused by drivers hoping to avoid paying annual registration fees," said Christian Robinson, the Specialty Equipment Market Association's director of state government affairs.

However, since 2006, existing state law required that anybody registering an antique vehicle with the state to also register one or more vehicles for regular transportation. Rather, Fortner, a collector himself, made clear in local media interviews at the time that his actual purpose in proposing the 45-year cutoff was to impose his personal outlook on collector cars on Arkansas law.

"There are some special interest cars from the '90s, but there are no historic cars from the '90s," he told Little Rock television station KATV. In his testimony to the Arkansas legislature: "I don't think anything good happened in the auto field after '72."

Fortner did not return a call requesting comment for this story.

Three days after introducing HB 1547, Fortner withdrew it, citing opposition from Arkansas car collectors.

"Regardless of my personal feelings, I must go with the will of the people," he said at the time.

Last month, however, Fortner introduced HB 1496, a bill with only minor revisions from HB 1547. The new bill still pushed back the antique car registration cutoff to 45 years, though it did insert the requirement that owners of cars

with antique plates furnish proof of insurance coverage to the state’s Department of Finance and Administration on an annual basis and proof of ownership and registration of one or more daily drivers when applying for the antique plate.

Both bills included provisions grandfathering all existing owners of cars with antique plates.

While HB 1496 initially failed in the state senate last month, the chamber later expunged that vote and passed the bill, paving the way for it to be signed into law — as Act 368 — earlier this month. Thus any vehicle built between 1974 and 1994 is no longer eligible for antique plates in Arkansas. According to numbers that Fortner quoted in 2017, as many as 45 percent of the state’s antique-plated vehicles lie within that 25- to 45-year date range.

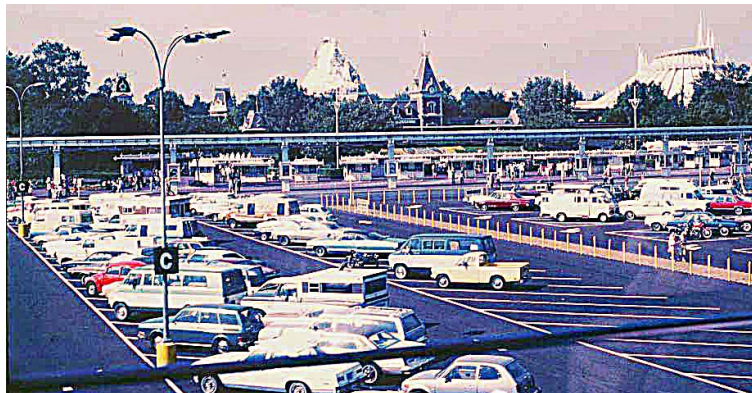
“Unfortunately, such modern classic vehicles as the 1981 De Lorean DMC-12, 1994 Toyota Supra, 1985 Chevrolet Camaro IROC-Z, 1991 Acura NSX, and 1991 Dodge Viper... no longer meet the criteria required to be considered an historic vehicle,” Robinson said.

According to Robinson, SEMA’s model legislation for such recognition defines classics, antiques, and special interest vehicles as those 25 years old and older.

While a number of states have made antique vehicle registration less restrictive in recent years — this year alone, Missouri, Maine, Indiana, West Virginia, and Tennessee have all introduced legislation intended to provided some relief for owners of older cars — Fortner’s stands out as one of the few recent bills aimed at making it more restrictive. Also in 2017, Connecticut attempted to shift the definition of antique car from 20 years or older to 30 years or older, though that provision was later scrapped. And in 2015, according to Robinson, Nevada’s legislature attempted to restrict its classic vehicle registration program, though the state’s governor vetoed the legislation. According to a SEMA notification, the SEMA Action Network intends to push for a repeal of Act 368 in the state’s net legislative session.



Anaheim, California 1962



Anaheim, California & Disney Land 1968

WOODIE FOR SALE

- 1942 CHEVROLET STATION WAGON WOODIE
- 1942 CHEVROLET COUPE ALL ORIGINAL PARTS (USING FOR PARTS)
- 2 OF EVERYTHING
- PINK SLIP MATCHES PLATES, FRAME & BODY IDENTIFICATION
- ENGINE & TRANSMISSION REBUILT
- NEW GAS TANK
- FRONT & REAR BRAKES & SHOCKS REBUILT
- SHEET METAL GOOD (REPLACED AS NEEDED)
- SHOP MANUALS
- WOOD TEMPLATES – CANTRELL BODY
- LOTS OF EXTRA WOOD TO COMPLETE (ASH & MAHOGANY)
- NEW GLASS
- BODY PRIMED
- CARBURETOR, GENERATOR & DISTRIBUTOR REBUILT

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