

September 11, 2017

The Honorable John Shimkus
Chairman
Subcommittee on Environment
Committee on Energy & Commerce
U.S. House of Representatives
2125 Rayburn House Office Building
Washington, DC 20515

The Honorable Paul Tonko
Ranking Member
Subcommittee on Environment
Committee on Energy & Commerce
U.S. House of Representatives
2322A Rayburn House Office Building
Washington, DC 20515

Dear Chairman Shimkus & Ranking Member Tonko:

The undersigned organizations respectfully thank the Subcommittee on Environment for its consideration of H.R. 350, the “Recognizing the Protection of Motorsports Act of 2017” (RPM Act). As representatives of race sanctioning bodies, motorsports participants, and companies that manufacture, sell and install race parts, we ask for your assistance in providing certainty to the racing community and the thousands of people who work in the industry.

The Clean Air Act (CAA) of 1970 established authority for the U.S. Environmental Protection Agency (EPA) to regulate motor vehicles used on the highways and prevent modifications that would take those vehicles out-of-compliance with emission regulations. However, Congress did not intend for the law to apply to race vehicles.

In 2015, the EPA included clarifying language within the proposed rule for greenhouse gas emissions from trucks and buses, stating that it is illegal to modify the emissions system of a motor vehicle out of its certified configuration even if it is converted exclusively for race use. This interpretation was inconsistent with 45 years of previous agency policy, practice and industry understanding of the law as it applies to dedicated race vehicles.

The EPA withdrew the clarification language from the final greenhouse gas rule, although the agency noted that it stands by its interpretation that the Clean Air Act does not permit performance modifications to race vehicles converted from a motor vehicle. Consequently, any business that makes or supplies the parts and services that modify the emissions system of these race vehicles is subject to EPA enforcement.

The RPM Act provides clarity to industry and the racing community that the Clean Air Act allows motor vehicles to be converted into dedicated race vehicles and that such conversions are not an act of tampering. The bill protects tens of thousands of jobs and racers’ ability to purchase the parts and equipment that enable them to compete. It also protects an American tradition.

If you have any questions, please feel free to contact Steve McDonald, SEMA's Vice President, Government Affairs at 202/783-0864 or stevem@sema.org.

Sincerely,

American Motorcyclist Association (AMA)
Auto Care Association (Auto Care)
Automotive Warehouse Distributors Association (AWDA)
California Automotive Wholesalers Association (CAWA)
Harley-Davidson Motor Company (Harley)
International Hot Rod Association (IHRA)
LKQ Corporation (LKQ Corp)
Motor and Equipment Manufacturers Association (MEMA)
Motorcycle Industry Council (MIC)
Motorcycle Riders Foundation (MRF)
North American Trailer Dealers Association (NATDA)
National Association of Trailer Manufacturers (NATM)
Off-Road Business Association (ORBA)
Service Station Dealers of America and Allied Trades (SSDA-AT)
Specialty Equipment Market Association (SEMA)
Tire Industry Association (TIA)