



January 2016



Last month you read about SEMA, and I bet most consider it to be a really cool trade show complete with vintage vehicles, cool displays and celebrity sightings. What most people don't realize is that SEMA is just as involved in the modern vehicle scene, if not more. SEMA stands for Specialty Equipment Market Association, and does not limit itself to a certain era or vehicle type. If you think about all of the additional accessories for the typical off-road vehicle, you will find that SEMA was a big part in making that happen. SEMA is more than a show; it's a way for the aftermarket manufacturers, distributors, designers, and retailers to join forces to accomplish the common goal of giving the public additional items for their vehicle beyond the original design. The best part is that vehicle manufacturers are in general, assisting, and most are members of SEMA as well. Why? Because companies like GM and Ford know that when you buy their truck, they can't possibly provide every option you might want. It's not cost-effective for them. They also are mandated by the government to achieve specific safety, emission, and regulatory standards which may prevent them from including the really cool stuff as part of a vehicle build. SEMA helps coordinate those things as well as help provide their aftermarket association members many of the tools necessary to support their business, including legislative support and acting as a government watchdog in the areas that affect it's members. Here's something that just happened in the past few days. Good or bad, it's now legal for a company to produce a "new" Chevelle using a Dynacorn body, which will be issued a new VIN vs swapping a vintage one onto the shell. Interesting.

By SEMA Washington, D.C., Staff

December 10, 2015

It's a new era for the kit-car industry. President Obama signed into law legislation that will permit low-volume car manufacturers to produce turn-key replica vehicles for customers nationwide. The SEMA-supported provision is part of a larger highway construction bill. Rep. Markwayne Mullin (R-OK) and Rep. Gene Green (D-TX) introduced the "Low-Volume Motor Vehicle Manufacturers Act of 2015" in June—legislation that SEMA has pursued since 2011. It received strong bipartisan support and was inserted into the highway bill.

"With this new law, Congress has demonstrated that it understands the importance of enabling U.S. companies to produce classic-themed vehicles that are virtually impossible to build under the current one-size-fits-all regulatory framework," said SEMA President and CEO Chris Kersting. "This program will create auto-sector jobs and meet consumer demand for cars that help preserve our American heritage."

The low-volume provision allows small automakers to construct up to 325 such replica cars per year subject to federal regulatory oversight. Replica cars resemble production vehicles manufactured at least 25 years ago. The United States currently has just one system for regulating automobiles, which was established in the '60s and designed for companies that mass produce millions of vehicles. The law recognizes the unique challenges faced by companies that produce a small number of custom cars.

The measure establishes a separate regulatory structure within the National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) for replica car manufacturers. The companies are required to register with NHTSA and EPA and submit annual reports on the vehicles they produce. The vehicles are required to meet current model-year emissions standards, although companies are permitted to install engines from other EPA-certified vehicles to help achieve that requirement.

"This law gives enthusiasts the opportunity to buy turn-key replica cars while preserving their option to build one from a kit," said SEMA Chairman of the Board Doug Evans. "It recognizes the unique circumstances associated with limited-production replica vehicles, such as the '32 Roadster and '65 Cobra, which are primarily used in exhibitions, parades and occasional transportation. With enactment of this new law, kit-car companies and SEMA-member companies that supply equipment and components can take advantage of this unique opportunity."

For more information, contact Stuart Gosswein at stuart@sema.org.



Simple project: Workbench light

This is one of those projects that I finally resolved myself to getting done the cheap and easy way... I have a workbench that's not well lit. It is pretty small, but has the vice and is home to my simple metalworking area. The main garage lighting is passable, but while standing at the bench, I seem to block the overhead light. I typically end up using the bench grinder's flexible arm light, but that gets old.

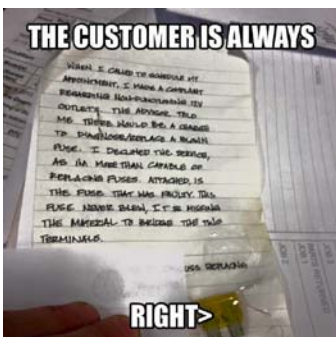
Scouring the lighting aisles at Menard's, I had my choice of puck lights, under cabinet, small fluorescent, and rope lights, but they were a lot more expensive than I wanted to spend and/or weren't going to be a bright enough useable light. I then thought about just mounting a cheap porcelain bulb base and using a plug-in cord since I had the pieces, but I didn't want a fragile bulb hanging down from the above shelf.

My solution was a 500 watt portable shop light for \$11.99. Installation was simple. Since the lamp rests on an H shaped base which requires installation, I decided to forego the base and mount the lamp directly to the underside of the shelf using the screw holes in the H as a template for the small bolts. The lamp can still pivot enough to shine into the garage when needed, and the glass front is enough protection for now, I'll make a plexiglass replacement if needed. A nice added benefit is the additional heat from the light in the winter.



In this month's installation of random wrecks...

Both of these trucks are in the heart of the northern suburbs. The black one is a '67, the other is what's left of a 68-72. Can't tell they year anymore from a distance based on what's left.



Sometimes, you just can't make this stuff up. This note is fake, but the complaint was real. Unfortunately, the shade tree mechanic might not always have the proper training/skill/common sense to be working on cars. In the past, I know I have been guilty of taking a short cut here and there too. Anyone else want to share their "creative" solutions? I know there's got to be some good ones out there!



Close your eyes and imagine the sounds of a car show. People talking, engines revving, a real lopey idle.... That's pretty much it right? No, you're missing something. Something I can remember all the way back to when I was a kid, and I'm sure you can too. It's that raw engine sound made by blower surge coming from a roots style unit, typically sticking up through the hood.

Right now in your head, you're thinking about it. Now try to describe it in text. It's a perfectly rhythmic whining lopey gallup type sound that is so distinct it can't be misinterpreted. This is where I wish the newsletters had video and sound. Type in the link shown for a cool sounding video of blower surge and some of the sweetest sounding engine noises you could hear. FYI, blown big blocks can be found in boats too, and since those can run at a high RPM for a longer time span, you get to hear a melody only a car person could enjoy.



https://youtu.be/fEUe_A3Tm7

So, what is blower surge? By definition, it's the rhythmic increase and decrease of engine speed at idle. Why? As the engine idle speed drops, the engine leans out, causing it to slightly rev up which richens the mixture causing it to idle down again. This could be caused by running too rich, resulting in pooling of fuel in the plenum or intake runners too. If you change the blower speed itself or cam timing, you can also change the blower surge effect. Fuel cooling systems can also add to the effect more, too.

Why don't you hear it as much from the centrifugal style blowers? Their design means they have less pull on the idle itself. They also are typically EFI, which usually means a proper tune, balancing the surge out. A good, experienced carb tuner can also correctly setup the blower carb air bleeds and idle mixture so the surge is nearly gone, but what fun is that??? At least it doesn't typically cause any damage to the engine.

Parts bin: USB port

Here's one for you guys who want to add a little modern technology into your old cars. The new 2015 era GM trucks have a USB port in them for phone charging or other power supply. GM calls this piece a receptacle, and it is part number 22990883. I don't have a picture of the back side, but I'm sure you could buy the mating connector and wire it to your car's 12 volt power source.



Chevy fans! Buy now and you'll be ready for the Christmas parties.

Click here now>>> <http://teespring.com/stores/american-original-christmas>

Not sold in stores!

Didn't get what you wanted for Christmas??? Maybe you want to get an early jump for next year? Check out these. Why wear the normal stuffy boring sweater to that holiday party when you can sport a "fashionable" one and still sport your favorite car on it for about \$25. They have tons of different designs and lots of t-shirts too. Hoodies are under \$40.

