

**REPORT OF THE
DEPARTMENT OF STATE POLICE ON**

**THE SAFETY INSPECTION OF
STREET RODS, RESTORED AND
MODIFIED MOTOR VEHICLES**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



HOUSE DOCUMENT NO. 6

**COMMONWEALTH OF VIRGINIA
RICHMOND
1995**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF STATE POLICE

Col. M. Wayne Huggins
Superintendent

CS040674-2000

December 1, 1994

TO: The Honorable George F. Allen, Governor of Virginia
and Members of the General Assembly

House Joint Resolution 38, agreed to by the 1994 General Assembly, requested the Department of State Police to study motor vehicle safety inspections and the requirements of the Official Inspection Manual in order to give inspectors more latitude when inspecting street rods.

In fulfillment of this request, enclosed for your review and consideration is the Report on the Inspection of Street Rods.

Sincerely,

A handwritten signature in cursive script, appearing to read "M. Wayne Huggins".

M. Wayne Huggins, Colonel
Superintendent
Department of State Police

MWH/pgs

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PREFACE

The 1994 session of the Virginia General Assembly adopted House Joint Resolution 38 (HJR 38), sponsored by Delegate Vincent F. Callahan, Jr. HJR 38 directed the Virginia Department of State Police to conduct a study of motor vehicle safety inspections and the requirements of the Official Inspection Manual in order to give inspectors more latitude when inspecting street rods and other restored and modified motor vehicles.

The central issues in this study include the safety community's concern that all vehicles operated on Virginia's highways meet minimum safety standards. Motor vehicle hobbyists have noted an inflexibility in motor vehicle safety inspection rules and regulations which cause street rods to fail safety inspections.

The study committee included representatives from the enforcement community, street rod clubs, and transportation research. Included was a highway engineer, a certified safety inspector, two persons who have built street rods and members of the State Police Safety Division staff responsible for the administration of Virginia's Annual Motor Vehicle Inspection Program.

The contents of this report, its conclusions and recommendations were adopted by the study committee by unanimous decision.

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EXECUTIVE SUMMARY

As a result of HJR 38, the Department of State Police conducted a study of motor vehicle safety inspections and how they relate to street rods and other restored or modified vehicles. A committee was formed to consider problems associated with these inspections. The committee consisted of street rod owners, an inspector, a DMV crash team supervisor/highway engineer, and various State Police personnel.

The committee determined that there are generally no recognized safety standards for the engineering or maintenance of modified or restored vehicles. However, vehicles that are built or modified to meet the definition of a street rod consistently exemplify the highest standards of engineering and safety. Due to the lack of safety standards, the wide array of alterations made to modified or restored vehicles and the fact that many restored vehicles are by definition antique and exempt from inspection requirements, this committee narrowed its focus to deal with issues concerning street rods. The committee felt that the general population of modified or restored vehicles should be required to meet inspection standards and specifications in the interest of highway safety and that street rods should be entitled to certain exceptions from inspection rules.

Survey forms were sent to state inspectors and to street rod club members to determine if they perceived that there was a problem.

A subcommittee researched and wrote a definition of a street rod. Another subcommittee studied the sections in the state inspection manual which were most likely to cause controversy to the street rodder submitting a car for inspection.

The information in the surveys, the definition and certain sections in the Inspection Manual were discussed by the committee and the following recommendations were agreed to unanimously:

1. Eliminate the street rod definition found in Section 46.2-747 and add a revised definition to Section 46.2-100.
2. The current "Street Rod" license plate be changed to a more attractive plate which will also allow for the personalized and scenic background format.
3. That Sections 8, 9, 11, 14 and 25 of the inspection manual be revised to allow for the relaxing of certain inspection requirements.
4. That Code Section 46.2-1056 be revised to allow changes in the inspection requirements for safety glass.

INTRODUCTION

The first study committee meeting was held June 28, 1994. At that time the study group discussed some of the issues and perceived problems concerning the inspection of street rods.

Committee members associated with street rod organizations indicated that there was some feeling among those organizations that the inspection process caused their vehicles to be rejected for equipment or modifications that were not unsafe for highway operation. Some representatives of the enforcement community felt that street rod enthusiasts may have little regard for highway safety and often use antique license plates to avoid the scrutiny of a safety inspection.

As with any study, the first consideration this committee set out to address was whether or not a definitive problem existed, and if so, the extent of the problem. In order to make this determination, the group set out to answer the following questions:

1. How many modified vehicles are registered in Virginia?
2. What is the history of street rods failing safety inspections?
3. Which specific safety inspection rules and regulations adversely affect the street rod community?
4. Does the present statutory definition of a street rod meet the state's needs?

Surveys were distributed to the known street rod associations within the state and to the licensed safety inspectors in the state to find the answers to these questions. The Department of Motor Vehicle (DMV) files were reviewed for crash and registration data. Other jurisdictions with periodic inspection programs were contacted to determine if special considerations were made for street rods or other modified vehicles in their inspection programs. The National Highway Traffic Safety Administration (NHTSA), the American Association of Motor Vehicle Administrators (AAMVA) and the International Association of Chiefs of Police (IACP) were contacted for study information or other data concerning the inspection of street rods or other modified vehicles. The Virginia House of Delegates' Information Office was contacted to determine if there were previous studies that may be germane to this issue. The Specialty Equipment Manufacturer's Association (SEMA) provided data collected by the Street Rod Equipment Alliance.

Finally, the Official Inspection Manual was reviewed to identify those rules and regulations which may adversely affect street rodders.

The committee members agreed at this first meeting that there was a need to establish a line of communication and a good working relationship among safety inspectors, street rod enthusiasts and the Department of State Police.

REVIEW OF DATA

AAMVA Policy

The AAMVA provided a copy of its policy regarding registration, title, vehicle dealers and manufacturers. It is AAMVA's policy to endorse and encourage jurisdictions to adopt a model street rod definition. AAMVA defines a street rod as "a motor vehicle, other than a motorcycle, either manufactured prior to 1949, or a motor vehicle which has been assembled or manufactured to resemble a motor vehicle manufactured prior to 1949, which has been modified in its body style or design through the use of non-original or reproduction components, such as the frame, engine, drive train, suspension or brakes in a manner that does not adversely affect its safe performance as a motor vehicle or render it unlawful for highway use. An existing motor vehicle which is incidentally repaired, restored or modified by adding or replacing parts is not a street rod vehicle." The following title and registration procedures are recommended:

Vehicles manufactured prior to 1949 that have been modified in body style or design - the make and year shall be the make and model year the vehicle resembles. The title shall be branded as a street rod.

Vehicles manufactured to resemble a motor vehicle manufactured prior to 1949 - the make shall be street rod and the year shall be the year in which it was assembled or manufactured.

Vehicle identification number - A state issued VIN shall be assigned when the original VIN is absent from the body and frame of a vehicle manufactured prior to 1949. A state issued VIN shall be issued to a vehicle assembled or manufactured to resemble a vehicle manufactured prior to 1949 when no VIN is present or more than one VIN is present on the vehicle.

Documents required - The owner shall provide a title, or acceptable ownership document for the body/frame, and bills of sale or invoices for all major parts used in the modification of the vehicle.

Modified Vehicle Joint Sub-Committee

A study of modified vehicles was called for by the 1984 General Assembly and Senate Joint Resolution No. 61. In 1985 Senate Document No. 6 reported the findings of the Modified Vehicle Joint Sub-Committee.

This committee determined that there are no widely recognized, objective standards which can be employed - by state safety inspectors or others - to impartially or effectively determine the safety or dangerousness of most modified vehicles. The report goes on to state that consequently, it would not be feasible to require some kind of special inspection for these vehicles, since there are no standards for inspectors to go by. The modified vehicle committee reported that one of its earliest findings was that there was a considerable lack of hard data to substantiate the "feelings" that many people have that modified vehicles are, somehow, unsafe. This was not to say that the group was persuaded that there are no dangers associated with modified vehicles. Evidence was presented to the group that there was a need to ensure that modifications were made using quality parts installed in a proper manner.

Registration and Crash Data

The street rod community suggests that there are approximately 5,000 - 7,000 vehicles in Virginia that meet the definition of a street rod. Statistics from the Department of Motor Vehicles indicate that of the 5.5 million vehicles registered in Virginia, there are presently only 39 vehicles registered as street rods. There are 12,285 antique vehicles registered and 9,068 vintage license plates on file.

The police accident report form, FR300P, does not capture specific data regarding street rods and other modified vehicles. Since this information is not specifically captured in DMV files, no crash data specific to street rods and modified vehicles is available.

Official Inspection Station Surveys

Survey forms were forwarded to some 4,060 active official inspection stations across the state. Two thousand four hundred forty-four survey forms were returned.

The following are questions that were asked, along with the responses that were received:

1. Approximately how many street rods do you inspect in a year?

0 - 73%
1-5 - 20%
6-10 - 3%
more than 10 - 2%
no response - 2%

2. Approximately how many street rods are rejected each year?

0 - 75%
1-5 - 6%
6-10 - 1%
more than 10 - 1%
no response - 17%

3. What are these vehicles rejected for:

Suspension	- 17%
Lights	- 16%
Windshield & other glass	- 13%
Exhaust	- 12%
Emissions	- 9%
Brakes	- 8%
Steering wheel too small	- 6%
Windshield wipers	- 3%
Tires	- 3%
Door handles	- 2%
Seat belts	- 2%
Frame	- 2%
Defroster	- 1%
Hood scoop	- 1%
Mirrors	- 1%
Lens	- 1%

4. Do these vehicles need special rules governing safety inspections?

Yes - 31%
No - 45%
No response - 24%

5. Should special inspection stations be designated to inspect street rods?

Yes - 22%
No - 57%
No response - 21%

It should be noted that these responses, for the most part, were not the result of specific calculations by the respondents.

Street Rod Surveys

A survey was distributed to all known street rod organizations within the state. A total of 122 survey forms were returned.

The following data was compiled from these survey forms:

1. How is your street rod registered with the Department of Motor Vehicles?

Antique motor vehicle	- 25%
Reconstructed vehicle	- 6%
Specially constructed vehicle	- 1%
Pickup or panel truck	- 5%
Passenger vehicle	- 61%
Other	- 2%

2. What is your definition of a street rod?

Sixty-nine various definitions were submitted.

Anchored the definition to 1948-1949 or older vehicles	- 49%
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Anchored the definition to vehicles 25 years old or older (antique vehicles)	- 19%
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Referred to no specific vehicle age. These definitions simply included reference to modified or customized vehicles	- 19%
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Referred to various age perimeters from 1926 to 1972	- 13%
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3. Has your street rod ever failed to pass a safety inspection under the guidelines for the administration of Virginia's Annual Motor Vehicle Inspection Program?

Yes	- 6%
No	- 83%
No response	- 11%

The respondents were asked to explain the reasons for their vehicle's rejection:

Headlamps incorrectly aimed
No exterior door handles
No DOT letters on tail light lens
No safety glass lettering on windows
Steering wheel too small
Blue dot tail lights
No signal light indicators

4. Would you support specially designated inspection stations for street rod inspections?

Yes - 21%
No - 79%

5. Would you be willing to take your street rod to an inspection station specially designed to inspect street rods, even though it might require some travel?

Yes - 21%
No - 79%

6. How far would you be willing to travel to have your street rod inspected?

0 - 5 miles - 67%
6 - 20 miles - 12%
21 - 40 miles - 9%
Over 40 miles - 11%

7. Please note any concerns you have regarding the inspection or safety of street rods.

A number of the concerns expressed related to personal conflicts with law enforcement due to the use of different types of equipment or equipment modifications. Many respondents noted that street rods were of better construction and safer than the average vehicle on the highway. Some suggested the Official Inspection Manual be modified to give consideration to street rods or give greater latitude to inspectors. There was a number of responses suggesting the National Street Rod Association 23 point inspection be substituted for, or blended with our annual safety inspection. Many respondents expressed their confidence in and regard for the present inspection program and suggested no change.

Safety Inspections

Twenty-two states and the District of Columbia require street rods to undergo the same safety inspection process required for other vehicles. Delaware and New Jersey require a National Association Street Rod inspection in addition to their other inspection requirements. Kentucky, Indiana, Ohio, South Dakota, Tennessee and Washington require police/sheriff road worthiness inspections.

The State of Pennsylvania provides for modified rules for the inspection of street rods. These rules address specific equipment needs for these customized vehicles. These regulations include specifications for vertical windshield height, specified ranges of vision for windows and windshields and bumper height requirements.

A physical safety inspection must be performed by the State Police on all street rods in Maine, Massachusetts and New York.

Maryland exempts street rods from their point-of-sale inspection requirements.

Street Rod Definitions

In November, 1993, the Street Rod Equipment Alliance compiled data concerning states' street rod definitions and license/registration requirements. This report reflects that 26 states have specific street rod definitions. Twelve states issue unique license plates for vehicles meeting their state's street rod definition.

Twenty two states anchor their definition to 1948 or 1949 and previous year manufacture dates. Georgia defines street rods as any replica of a vehicle which is 30 years old or older. A vehicle 25 years old or older that has been substantially altered from the manufacturer's original design is defined as a street rod in Maryland. Two states with street rod definitions do not specify the age of the vehicle. Their definition is simply based upon the vehicle's modification.

Three states specify that tail light lenses with blue or purple dots, one inch or less in diameter, are legal for use. Georgia and Idaho specify that those vehicles using blue dot tail light lenses must be 30 years old or older. Maine requires that such vehicles be manufactured in 1952 or before.

Registration Requirements

The Street Rod Equipment Alliance reports that 21 states have additional document requirements for vehicles making application for registration which meet the definition of street rods. These additional documents include notarized bills of sale for component parts and/or notarized statements of origin for major components, etc.

Seven states require a police or DMV inspection to verify the application information for street rods. Seven states require photographs to be submitted along with registration applications for street rods. Missouri and New York require both a police exam and photographs.

Arizona, in addition to special document requirements, mandates a dismantling permit be obtained to rebuild a street rod.

Delaware requires a membership card and safety inspection certificate from the National Street Rod Association be presented at the time of registration.

Leesburg Rod Run

Three members of the study committee attended a "Rod Run" sponsored by the Custom Cruisers of Northern Virginia. This visit with some 100 custom vehicle owners served to confirm many of the thoughts and discussions shared during this study committee's meetings.

The vast majority of these vehicles were registered as passenger cars with some form of vanity license plates displayed. Some vehicles meeting the street rod definition displayed antique licenses while others had vintage style license plates. Only one Virginia vehicle displayed street rod license plates.

With the exception of 1 or 2 of the vehicles present at the "Rod Run," all vehicles were assembled to high engineering and safety standards.

National Street Rod Association Safety Inspection

The NSRA Vehicle Safety Inspection Program is based upon voluntary vehicle safety inspection. It is administered by fellow street rodders who also volunteer their time and effort for the advancement and betterment of our street rod sport.

The NSRA Vehicle Safety Inspection Program, based upon current NSRA requirements and recommendations, attempts to develop among street rod owners the importance of street rod safety.

There are seven safety divisions within the National Street Rod Association. Each division has one chief inspector and a minimum of one state inspector who will maintain an inspection team in each state of the division.

This inspection team will be available at various club events or meetings to voluntarily safety inspect vehicles. Owners of vehicles which qualify receive a certificate of verification along with a windshield identification sticker. This inspection sticker is renewable on June 1 of each calendar year.

OFFICIAL INSPECTION MANUAL REVIEW

The study committee reviewed each inspection rule and regulation outlined in Virginia's Official Inspection Manual. Twenty-three specific rules were identified as possibly impacting street rods. The committee made careful review of each of these 23 inspection standards. As a result, suggested revisions to 7 inspection rules were agreed upon.

Section 8, Paragraph 4, and Section 9, Paragraph 7, of the Official Inspection Manual require brake failure warning lamps on vehicles manufactured after January 1, 1968. Depending upon the specific model year assigned by the Department of Motor Vehicles, this rule could impact some street rods. This rule parallels Federal Motor Vehicle Safety Standard No. 108.

Section 11, Paragraph 12, of the Official Inspection Manual prohibits modification of any part of the steering or suspension system. The rule further prohibits any part of the original suspension system from being disconnected. The committee recommends that this regulation be revised to allow street rods to substitute any part of their original suspension system, provided the components are installed in accordance with the component manufacturer's specifications. Paragraph 13 of Section 11 requires the rejection of any vehicle which has a steering wheel of a smaller size than original factory equipment. This regulation is difficult to enforce as definite standards and specifications for pre-1950 model vehicles are not available. Committee research revealed that most steering wheels used on street rods are at least 14 inches in diameter. The Virginia Equipment Safety Commission Regulation 12 relating to minimum requirements for construction and equipment of special motor vehicles, specified that steering wheels should have an outside diameter of no less than 13 inches. This study committee agreed that a 13 inch standard was appropriate.

Many vintage motor vehicles were equipped with headlamp systems which included a clear glass lens over a lighting unit. These lens are not readily available today to persons who wish to construct a street rod. Many of these vehicles are rebuilt and a clear rigid plastic or glass lens cover is placed in front of a sealed beam unit to replace the original manufacturer's lens. The committee suggests Section 14 of the Official Inspection Manual be revised to allow for the use of a clear rigid plastic or glass headlamp lens or cover to be used to replace this original equipment.

Virginia safety inspection standards require that doors, located at the left and right side of the driver's seat, be equipped with handles which will permit the opening of the doors from the outside and inside of the vehicle. Many street rods and other modified vehicles have opening devices that are actuated electronically. These devices are similar to the opening and latching systems used on new model vehicles. Section 25, Paragraphs 1 and 2, of the Official Inspection Manual require that the opening device and latching systems on vehicles in Virginia be similar to that installed by the vehicle manufacturer. This language seems to then prohibit systems or devices used by other vehicle manufacturers. The existing regulation also calls for the vehicle to be equipped with a handle which permits the opening of the door from the outside and inside. The committee suggests that any opening device or latching system similar to that installed by any vehicle manufacturer should be allowed under inspection rules.

The other sections of the Official Inspection Manual identified as possibly impacting street rodders related to the approval of equipment. One specific equipment concern for street rods are tail light lenses and brake light lenses with a blue or purple dot in the center. Many street rodders use these lenses on their vehicles. Some states approve the use of these lenses. Virginia law requires that tail light lens and brake light lens be red in color. Absent any statutory change, inspection rules cannot be modified to allow the use of this equipment. This committee did not feel it appropriate to recommend any statutory change.

Another area of concern was the approval of safety glass or glazing. Inspection rules require that the glass or glazing on all vehicles be identified. The glass or glazing used in many street rods has a much smaller surface area than original equipment. The glass or glazing is often cut from safety glass or glazing manufactured for use on some other type of vehicle. Usually, the identifiable markings are cut away in order to make the particular piece of material fit the reduced area. State law requires that safety glass or glazing be identified with proper markings and manufacturer's information, or that an edge be visible in order that one can determine it is in fact layered safety glass or glazing. The street rod committee feels this statute should be amended to allow for documents to be produced to demonstrate that the glass or glazing installed meets the appropriate provisions of Federal Motor Vehicle Safety Standard 205.

The equipment approval process that is outlined in the Code of Virginia was reviewed and discussed during committee deliberations. It was agreed that many of the equipment issues that cause concern for the street rod community can be resolved by communicating the approval process requirements to them.

RECOMMENDATIONS

A recurring theme throughout the course of this study has been free communication. We are confident that the one sure result of our efforts has been to establish a communication link between the street rod community and the Department of State Police. To continue this exchange of ideas, the committee recommends correspondence be forwarded to the street rod associations in Virginia to address concerns noted during this study. Also, an Inspection Bulletin should be prepared for distribution to all official inspection stations to espouse a spirit of cooperation among the street rodders, safety inspectors and the State Police. Street rodders and safety inspectors should be encouraged to contact the local State Police Safety Division office should questions arise.

In order to implement some exceptions to inspection rules and regulations, it is necessary that law enforcement officials and safety inspectors be able to readily identify street rods. This committee is confident that the vast majority of the street rod owners would license their vehicle as a street rod if a more attractive license plate were made available. The current street rod plate has a plain white background with the words "Street Rod" centered on the left portion followed by 4 numerals. We recommend the Department of Motor Vehicles make a special license plate available for street rod owners. The license plate should be available as a "Commun-I-Plate." One or more of the scenic backgrounds now available should also be available on street rod plates.

Many inspection rules and regulations as well as state statutes governing motor vehicle equipment consider the manufacture date of the vehicle in question. Several other states require notarized documentation such as bills of sale for major components and/or parts to aid in establishing the model year of the vehicle. We recommend the Department of Motor Vehicles study the feasibility of establishing a policy to require some formal review or additional documentation requirements for street rods. This will create a uniform method for establishing a vehicle's model year. This would also enable DMV to distinguish between an antique vehicle and street rod which is substantially modified from the original manufacturer's version of the vehicle.

There are any number of modified and customized vehicles operated on Virginia's highways. Unfortunately, many of these vehicles were modified without the guidance of established engineering or safety standards. This committee finds that those vehicles built as street rods consistently exemplify the highest standards of engineering and safety.

The vast majority of these vehicles are built to the standards of the National Street Rod Association (NSRA).

The NSRA has developed a safety inspection program. The purpose of the program is to advance and improve the street rod sport and to develop and advance the importance of street rod safety. This dedication to safety was the basis for our recommending that the following sections of the Official Inspection Manual be revised to relax inspection rules for street rods and in some cases all vehicles as appropriate. The following changes are recommended:

Revise Section 8, Paragraph 4, and Section 9, Paragraph 7, to exempt street rods from the requirement for a brake failure warning light.

Revise Section 11, Paragraphs 12 and 13, to allow street rods to substitute any part of the original suspension system provided the components are installed in accordance with component manufacturers' specifications. Steering wheels with an outside diameter of less than 13 inches should be prohibited.

Revise Section 14 to allow clear rigid plastic or glass headlight lens or covers to be installed on vehicles 25 years old or older to replace original manufacturers' equipment.

Revise Section 25, Paragraphs 1 and 2, to allow any opening device or latching system similar to any vehicle manufacturer's design to be used on motor vehicle doors.

Recognizing that the overwhelming majority of states that have enacted laws to establish a statutory definition for street rods use the 1948 or 1949 anchor dates, this committee is concerned that the population of vehicles eligible to be considered as street rods is reduced over time. If customizers cannot meet the current definition, then there is little incentive to follow standard practices and guidelines established by NSRA. This committee recommends Section 46.2-747 of the Code of Virginia be revised. The present street rod definition should be deleted from that section of law. We recommend the following definition be added to Section 46.2-100:

Street rod means every motor vehicle or reproduction thereof with an established model year at least thirty-five years prior to January 1 of the current calendar year; which has been materially altered or modified by the removal, addition, or substitution of essential parts, including, but not limited to, body, frame, mechanical and/or electrical components. This definition does not include other vehicles defined in this title.

A number of street rod and other customized vehicles have reduced windshield and window areas due to various body modifications. Safety glass or glazing installed in these vehicles must be cut from a larger piece of material usually manufactured for application to some other type or model vehicle. Consequently, the identifying marks and manufacturer's information required by law is not available. If the glass is built into a frame or the vehicle's body, often the glass' edge is not exposed for inspection to determine if it meets statutory and safety inspection requirements. We recommend Section 46.2-1056 of the Code of Virginia be amended to allow the use of safety glass in street rods and other customized vehicles, which does not bear the markings required by law, provided the operator has in his possession at the time of operation a written document certifying the glass or glazing is safety glass. This documentation should include the information required to otherwise be present on the glass surface.

CONCLUSION

As a result of this study, the Department of State Police has established and has made plans to continue a line of communication with those individuals that own and operate street rods. We have found that the free exchange of information between street rod members, state inspectors and the Virginia State Police can be a healthy atmosphere for all involved.

The Safety Division will be sending out information to the street rod clubs and to the official inspection stations in Virginia explaining the results and the recommendations of this committee. This will be done in the near future.

The administrative process required to revise the sections of the Official Inspection Manual which will give state inspectors more latitude when dealing with street rods and will allow more flexibility in the interpretation of the inspection rules and regulations. has been initiated. This will be completed in the near future.

APPENDIX I

GENERAL ASSEMBLY OF VIRGINIA -- 1994 SESSION

HOUSE JOINT RESOLUTION NO. 38

Requesting the Department of State Police to study motor vehicle safety inspections.

Agreed to by the House of Delegates, February 4, 1994

Agreed to by the Senate, March 8, 1994

WHEREAS, Virginia law requires that motor vehicles undergo annual safety inspections in order to detect and correct defects that could render unrepaired vehicles dangerous; and

WHEREAS, the Virginia motor vehicle safety inspection program is overseen and administered by the Department of State Police; and

WHEREAS, in order to ensure a maximum degree of uniformity and adequate rigor in safety inspections performed by a large number of inspection stations scattered across the Commonwealth, the Department requires that all safety inspections be conducted on the basis of a single, official, detailed inspection manual; and

WHEREAS, the provisions of the official safety inspection manual afford inspectors relatively little latitude when performing inspections of older motor vehicles, sometimes known as street rods, that have undergone extensive modification by motor vehicle hobbyists; and

WHEREAS, the inflexibility of the official safety inspection manual sometimes forces the rejection of a street rod or other extensively modified vintage motor vehicle even though its modifications have actually made it a safer vehicle than it was when it was new; and

WHEREAS, it is highly desirable that the official safety inspection manual's provisions and their application provide the reasonable latitude necessary to accommodate the interests of automotive hobbyists and vehicle restorers while yet protecting the safety of the motoring public in general; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Department of State Police be requested to study motor vehicle safety inspections and the requirements of the official inspection manual in order to give inspectors more latitude when inspecting street rods and other restored and modified motor vehicles.

The Department shall complete its work in time to submit its findings and recommendations to the Governor and the 1995 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

APPENDIX II

(Recommended Legislation)

Senate Bill No. _____

House Bill No. _____

A BILL to amend and reenact Section 46.2-100 of the Code of Virginia, relating to the definition of a "street rod."

Be it enacted by the General Assembly of Virginia:

1. That Section 46.2-100 of the Code of Virginia is amended and reenacted as follows:

"Street Rod" means every motor vehicle or reproduction thereof with a model year of at least 35 years prior to January 1 of each calendar year; which has been materially altered or modified by the removal, addition, or substitution of essential parts, including, but not limited to, body, frame, mechanical and/or electrical components. This definition does not include other vehicles defined in this title."

APPENDIX III

(Recommended Legislation)

Senate Bill No. _____

House Bill No. _____

A BILL to amend and reenact Section 46.2-747 of the Code of Virginia, relating to special license plates for street rods.

Be it enacted by the General Assembly of Virginia:

1. That Section 46.2-747 of the Code of Virginia is amended and reenacted as follows:

Section 46.2-747. Special license plates for street rods.--On receipt of an application, the Commissioner shall issue special license plates to owners of street rods. For the purposes of this section, "street rods" shall mean modernized private passenger motor vehicles either manufactured prior to 1949 or designed or manufactured to resemble vehicles manufactured prior to 1949.

APPENDIX IV

(Recommended Legislation)

Senate Bill No. _____

House Bill No. _____

A BILL to amend and reenact Section 46.2-1056 of the Code of Virginia, relating to safety glass.

Be it enacted by the General Assembly of Virginia:

1. That Section 46.2-1056 of the Code of Virginia is amended and reenacted as follows:

Section 46.2-1056. When safety glass required.--It shall be unlawful for any person to drive on any highway a motor vehicle registered in the Commonwealth and manufactured or assembled after January 1, 1935, and designed or used for the purpose of carrying persons for compensation or hire or as a public conveyance to transport school children and others, unless such vehicle is equipped with safety glass wherever glass is used in doors, windows, and windshields.

It shall be unlawful to drive on any highway any motor vehicle registered in the Commonwealth, manufactured or assembled after January 1, 1936, unless the vehicle is equipped with safety glass approved by the Superintendent or meets the standards and specifications of the American National Standards Institute, Incorporated, or the regulations of the federal Department of Transportation whenever glass is used in doors, windows and windshields.

The term "safety glass" as used in this section shall mean any product composed of glass so manufactured, fabricated or treated as substantially to prevent shattering and flying of the glass when struck or broken. The Commissioner shall maintain a list of types of glass approved by the Superintendent as conforming to the specifications and requirements for safety glass as set forth in this section and shall not issue a license for or relicense any motor vehicle subject to the provisions herein stated unless such motor vehicle is equipped as herein provided with the approved type of glass.

No glazing material other than safety glass shall be used in any motor vehicle registered in the Commonwealth, except that the Superintendent may permit safety glazing materials other than glass to be used in lieu of safety glass in portions of motor vehicles, trailers, and semitrailers designated by him, provided any such material bears a trade

name or identifying mark, and has been submitted to and approved by the Superintendent.

If any person drives any vehicle in violation of this section while under a certificate used by the State Corporation Commission, in addition to the penalty provided in Section 46.2-113, the certificate of such person may, in the discretion of the State Corporation Commission, be suspended until this section is satisfactorily complied with.

Replacement safety glass installed in any part of a vehicle other than the windshield need not bear a trademark or name, provided (i) the glass consists of two or more sheets of glass separated by a glazing material, (ii) the glass is cut from a piece of approved safety glass, and (iii) the edge of the glass can be observed.

Safety glass installed in street rods or other vehicles with reduced glass surface areas, need not bear a trademark or name, provided the operator of the vehicle has in his possession at the time of operation or safety inspection, written documentation which, (i) specifically identifies the vehicle; (ii) bears the trademark or name of the safety glass manufacturer; (iii) bears the standard use approval of the American National Standards Institute, Incorporated; and (iv) is duly notarized.