

Motor & Equipment Manufacturers Association

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September 11, 2017

The Honorable John Shimkus
Chairman
Subcommittee on Environment
United States House of Representatives
2125 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Paul Tonko
Ranking Member
Subcommittee on Environment
United States House of Representatives
2322A Rayburn House Office Building
Washington, D.C. 20515

RE: Big Relief for Small Business: Legislation Reducing Regulatory Burdens on Small Manufacturers – Support of Recognizing the Protection of Motorsports Act of 2017

Dear Chairman Shimkus and Ranking Member Tonko:

The Motor & Equipment Manufacturers Association (MEMA) submits the following letter supporting the “Recognizing the Protection of Motorsports Act of 2017” (H.R.350) for the Subcommittee’s consideration. MEMA represents more than 1,000 companies that supply systems and components for use in the light- and heavy-duty vehicle original equipment and aftermarket industries. The motor vehicle components manufacturing industry is the nation’s largest direct employer of manufacturing jobs – employing over 871,000 workers in all 50 states – and contributes nearly \$435 billion in U.S. GDP. Suppliers invest heavily in vehicle research to develop a multitude of technologies and manufacture a wide-range of products, components and systems that make vehicles safer and more efficient.

MEMA supports the “Recognizing the Protection of Motorsports (RPM) Act of 2017” (H.R.350). The motor vehicle supplier industry relies on policies that enable the introduction of new technologies needed to facilitate sustainable mobility. Motorsport customers are early adopters of advanced vehicle technologies due to the competitiveness of the business. Consequently, motorsports often serve as a research laboratory by helping vehicle suppliers gather test data and performance data of these advanced technologies. These motorsports parts then help suppliers transition competitive racing products into production vehicle applications that improve vehicle emissions, performance and fuel economy.

Further, the RPM Act would provide much needed clarity for the aftermarket performance industry. An absence of certainty could put an end to most forms of amateur racing and car shows, adversely impacting the sport with minimal gains on GHG emissions.

Importantly, the Clean Air Act (CAA) exemption on vehicles used solely for competition has been in place for decades. According to statutory text and legislative history of the CAA, Congress never intended dedicated race vehicles to be within the jurisdiction of the CAA. The 1970 CAA Amendments included an exemption for anti-tampering provisions for the emission control



Support of the RPM Act (H.R. 350)

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devices of manufactured or modified racing vehicles, and the 1990 CAA Amendments clarified that EPA did not have authority to regulate “vehicles used solely for competition.”

MEMA urges the Subcommittee to take prompt action on the RPM Act. Please contact Laurie Holmes, senior director of environmental policy at (202) 312-9247 or lholfmes@mema.org with any questions.

Sincerely,

A handwritten signature in black ink that reads "Ann Wilson". The signature is written in a cursive, flowing style.

Ann Wilson

Senior Vice President, Government Affairs