

From: Jeffrey Foley
To: [HTP Exhibits](#)
Subject: SB 645: Public Hearing Material
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Hi Tim,

Thanks for taking time to talk today about SB 645. Here are the points I'd like to present at tomorrow's public hearing:

Topic 1: Scope of change

- Allowing HMMWVs to be designated as Special Interest Vehicles means they can only be used in "exhibitions, parades, club activities and similar uses" and cannot be used "primarily for transportation of person or property" (ORS 805.030).
 - As asked during the Senate questioning, a couple owners couldn't decide to head to the coast together with their HMMWVs as it wouldn't fall within the allowed uses of the law.
 - These are truly hobbyist vehicles. There are no dealerships to take them to, the technical manuals are freely available for download so owners use those plus surplus parts to keep them running.
- They are not suitable as a "daily driver". Although their running gear is the same as the early civilian, road-legal AM General Hummers, they have no sound insulation nor any creature comforts. This obviously isn't an issue for limited use in parades, or exhibits/car shows.
- Allowing them to be licensed as a Special Interest Vehicle would limit their use to essentially be a show vehicle only.

Topic 2: What's "unique" or different about HMMWVs

- Underneath the body, the ex-military HMMWVs are nearly identical to the road-legal, civilian H1 Hummers.
- Most, if not all, diesel trucks of a similar generation don't go through DEQ emissions so the environmental impact would be negligible at best.
- Specifically, road-legal AM General H1 Hummers share many common parts including items like brakes, axles, frame and major body panels (hood, tailgate and quarter panels)
- All H1s and HMMWVs were produced on the same assembly line; of which civilian H1s were then painted and finished in a separate building opposite the parking lot.
- Allowing HMMWVs to be licensed under SB 645 makes perfect sense as these vehicles are already being driven on the road today under the AM General H1 Hummer brand.

Topic 3: A controlled licensing process

- Other states are allowing HMMWVs to be titled, registered, and driven on public roads. Not sure how they are doing this but one quick search on Ebay gives you half a dozen or more road legal military HMMWVs. To my understanding, these can be brought into Oregon and registered as a normal vehicle. In fact, at least one company offers this as a service: Plan B Supply.

- On a similar note, earlier batches of HMMWVs were sold to civilians and have subsequently been licensed. Interestingly, I've seen several in California for sale and on enthusiast's chat rooms.
- Some HMMWVs on GovPlanet (the M1123 versions) are sold without the "OFF ROAD USE ONLY" stamp on their SF97 form (basically the bill of sale from the government) and were originally marketed as such with the assumption that owners would title them.
- SB 645 provides a controlled and legal means to license these vehicles

Topic 4: Why pass SB 645?

- These vehicles are an important part of our military history and a sense of pride for current and ex-service members.
- In this country, we have a history of civilian enthusiasts buying and legally using surplus military machinery: old Jeeps, trucks, aircraft (P-51, T-6, F4U, and on through the early jet age).
- Supporting SB 645 supports our military heritage while providing a controlled means of managing these vehicles.

Thank you again for the opportunity to participate in the legislative process!

Kind regards,
Jeff Foley