

This bill:

- 1) Provides that this act may be cited as “Jay Leno’s Law.”
- 2) Exempts a collector motor vehicle manufactured before MY 1981 from smog check requirements, as specified.
- 3) Further exempts collector motor vehicles from smog check requirements by one subsequent model year beginning on or after January 1, 2028, until the final extension takes effect on or after January 1, 2032 (i.e. MY 1982-1986).
- 4) Redefines “collector motor vehicle” to mean a vehicle that is at least 35 model years old, is used primarily in shows, parades, charitable functions, and historical exhibitions for display, maintenance, and preservation, and is not used as the owner’s primary mode of transportation, as specified.

COMMENTS:

- 1) *Purpose of the bill.* According to the author, "SB 1392 makes a narrow adjustment to California’s SMOG program for a small, declining class of collector vehicles built between 1976 and 1985. These are not daily drivers. They are historic vehicles that are rarely driven, carefully maintained, and used primarily for shows, parades, charitable events, exhibitions, display, maintenance, and preservation.

“This bill reflects proportional regulation. Pre-1986 vehicles represent a very small (and declining) share of California’s overall fleet and contribute minimally to statewide emissions compared with high-use commuter and commercial vehicles. At the same time, the testing infrastructure, replacement parts, and technical expertise needed to maintain compliance for these late-1970s and early-1980s vehicles are becoming harder to access due to attrition. SB 1392 does not weaken the broader SMOG program. It provides a tailored exemption for a limited, well-defined class of historic collector cars while preserving the integrity of California’s emissions framework.”

- 2) *What are mobile source emissions?* Mobile sources of air pollution are vehicles or equipment that can be moved from place to place and emit pollutants as they operate. These sources include on-road vehicles like cars, trucks, and buses, as well as non-road vehicles such as aircraft, construction equipment, and marine vessels. Mobile sources and the fossil fuels that power them are a major contributor to the formation of ozone, greenhouse gas (GHG) emissions, fine particulate matter (PM2.5), and toxic diesel particulate matter (DPM).

Statewide, more than 21 million out of over 39 million Californians live in areas that exceed the federal ozone standards; within these areas, there are many low-income and disadvantaged communities that are exposed to not only ozone, but also particulate and toxic, pollutant levels significantly higher than the federal standards which are known to have negative health effects.

In California, mobile sources are responsible for approximately 60% of smog-forming nitrogen oxide (NO_x) emissions, and overall, approximately 40% of the state's GHG emissions are derived from mobile sources.

- 3) *Background on smog check exemptions.* Prior to 1998, vehicles MY 1973 and earlier were exempt from smog check. Subsequently, SB 42 (Kopp, Chapter 801, Statutes of 1997) established the “30-year rolling exemption,” allowing vehicles to “graduate” from smog check once they reached 30 years of age. The Department of Consumer Affairs opposed SB 42, stating that while the initial number of vehicles exempted by the bill was modest, that number was responsible for a significant share of the smog test failure rate of the entire fleet. The California Air Resources Board (CARB) also opposed the bill, arguing that it would make it even more difficult to attain federal air quality standards in areas such as the South Coast Air Quality Management District. In 2004, the Legislature passed and the Governor signed AB 2683 (Lieber, Chapter 704, Statutes of 2004). AB 2683 repealed the 30-year rolling exemption and instead applied the smog check exemption strictly to vehicles manufactured prior to MY 1976.
- 4) *Pre-1976 exemption vs. collector car partial exemption.* Existing law includes two separate types of smog check exemptions relating to older cars. First, collector cars are exempted from some portions of smog check, provided they meet certain criteria: the owner must be able to demonstrate that the vehicle is insured as a collector vehicle; the vehicle must be at least 35 years old; the vehicle must comply with exhaust emissions standards for that vehicle's class and MY; and the vehicle must pass a functional inspection of the fuel cap and a visual inspection for liquid fuel leaks. A collector vehicle meeting these requirements is exempt from the visual or functional check of emission control devices, including the catalytic converter, but must undergo the other portions of the smog test. The visual check is important because it is generally much easier to tamper with older vehicles' emissions controls — e.g., to increase engine performance — because older systems are much less sophisticated.
- 5) *Full exemption for certain collector vehicles.* This bill proposes to remove the existing partial smog check inspection process for collector motor vehicles manufactured before MY 1981. This bill further proposes to extend the

exemption over a five-year period starting on January 1, 2028, ultimately exempting collector motor vehicles manufactured before MY 1986 from the smog check inspection process. This bill builds off last year's measure, SB 712 (Grove), which similarly aimed to provide a smog check exemption for certain types of collector / historical vehicles. SB 712 was held on the Assembly Appropriations Committee's suspense file.

This bill further modifies the definition of "collector motor vehicle" in the Vehicle Code to eliminate cross references to other sections of the Vehicle Code aiming to provide greater clarification on what can be considered a collector motor vehicle in California.

RELATED/PREVIOUS LEGISLATION:

SB 712 (Grove, 2025) – Would have exempted smog check requirements for certain vehicles that are 35 years old and have both a historical license plate and collector car insurance commencing January 1, 2027. *This bill was held on the suspense file in the Assembly Appropriations Committee.*

AB 467 (Grayson, 2022) – Would have exempted a collector / special interest vehicles with designated specialty plates, as provided, from the smog check requirements, as specified, if certain criteria were met, including a requirement that proof that the motor vehicle is insured as a collector motor vehicle is submitted to the Department of Motor Vehicles. *This bill was held in the Assembly Transportation Committee.*

SB 1239 (Gaines, 2016) – Would have expanded the existing smog check exemption from pre-1976 model year vehicles to pre-1981 model year vehicles, as specified. *This bill was held on the Senate floor.*

AB 2683 (Lieber, Chapter 704, Statutes of 2004) – Repealed the 30-year rolling exemption and instead applied the smog check exemption strictly to vehicles manufactured prior to MY 1976.

SB 42 (Kopp, Chapter 801, Statutes of 1997) – Established a 30-year rolling exemption, as specified, allowing vehicles to be exempt from smog check tests once the vehicle reached 30 years of age.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, April 15, 2026.)

SUPPORT:

Specialty Equipment Market Association (SEMA) (Sponsor)
Antique Automobile Club of America
Association of California Car Clubs (ACCC)
Boulevard Kings Car Club of San Jose
Californians for Classic Car Smog Exemptions
Golden West Chevelles and El Caminos Car Club
Monterey County Office of Supervisor Luis A. Alejo
Over the Hill Gang San Diego
Petersen Automotive Museum
San Joaquin County Supervisor Mario Gardea
San Joaquin County Supervisor Robert Rickman
The Lowrider Grind Podcast
Valley Can (clean Air Now)
210 Individual various car club members
1,503 Individuals

OPPOSITION:

7th Generation Advisors
Active San Gabriel Valley
Alliance of Nurses for Healthy Environments
American Lung Association in California
Bay Area Air Quality Management District
California Air Pollution Control Officers Association
California Environmental Voters
Center for Environmental Health
Cleaneearth4kids.org
Coalition for Clean Air
Environmental Protection Information Center
Families Advocating for Chemical and Toxics Safety
National Resources Defense Council
Physicians for Social Responsibility - San Francisco Bay
Regional Asthma Management & Prevention
Sierra Club
Union of Concerned Scientists
1 Individual

ARGUMENTS IN SUPPORT: The Specialty Equipment Market Association writes, “SB 1392 lowers the bar of entry for prospective car collectors by reducing costs and regulatory burdens. A small fraction of the vehicles on California roads currently meet the age requirement in this bill. Owners of older cars have a hard time finding smog stations with the proper BAR-97 equipment and at a reasonable price, because maintaining the equipment required to test these cars is costly and rarely used.

“In a 2025 presentation, the Bureau of Automotive Repair (BAR) found that over 87 percent of smog stations perform one or fewer BAR-97 tests per day, and more than half perform just one or fewer tests per week. Forty-four percent of STAR stations said they would stop maintaining BAR-97 equipment if it were no longer required for certification, and BAR itself acknowledged that current trends “exacerbate challenges for owners of older vehicles seeking BAR-97 inspections.” These challenges will only worsen as BAR transitions 1996–1999 vehicles to the newer OIS testing system, further reducing the demand and economic incentive for stations to maintain legacy equipment.”

ARGUMENTS IN OPPOSITION: The California Air Pollution Control Officers Association writes, “We are concerned that the bill will result in a significant increase in the number of vehicles exempt from Smog Check, leading to substantial emissions of criteria pollutants, toxic air contaminants, and greenhouse gases. For example, CARB data shows a new 1982 passenger car has approximately 97 times higher NO_x emissions than a new 2025 model year passenger car. In the current calendar year, assuming the 1982 vehicle complies with Smog Check, it would emit approximately 123 times the NO_x emissions of a 2025 passenger car. This increase is due to the expected degradation of the vehicle’s emissions control systems, which the Smog Check Program takes into consideration. Assuming the 1982 car is driven just 3,000 miles per year, at 123 times the NO_x emissions, it is equivalent to a 2025 passenger car being driven 369,000 miles per year. For vehicles driven at or near maximum collector car insurance mileage limits, the emissions data is even more astonishing. Using the same emissions numbers as above, a single 1982 car with expected degradation of its pollution control equipment, driven to Hagerty’s 7,500-mile limit, is equivalent to 922,500 miles of NO_x emissions from a 2025 car.

“Without regular inspections through Smog Check, vehicle emissions control systems can degrade to the point of being entirely ineffective, be tampered with, or removed altogether, which will result in untold air pollution impacts even greater than illustrated above, making California’s already challenging air quality issues even more difficult to address. Again, older vehicles are not held to the same emissions standards as newer vehicles. In fact, they are not even held to the

emissions standards they achieved when they were new many years ago. This is because Smog Check takes into consideration factors such as the age, make, and model of each vehicle, and allows for the expected deterioration of the vehicle's emissions controls over time. It is therefore important to ensure that the emissions control systems of significantly older vehicles are still operating as intended.”

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