

My name is Andy Lilienthal. I'm an award-winning automotive journalist, car enthusiast, and kei vehicle fan who's been featured on KPTV FOX 12, OPB, KUOW, as well as GearJunkie.com and CrankshaftCulture.com, focusing on the subject of kei cars in Oregon. I've long had a soft spot for these vehicles personally, but the desire to have kei vehicles road-legal is more than just about having an affinity for them; it's about a level playing field for vehicle registration in Oregon. I fully support Amendment -10 legalizing kei trucks (vehicles) for road use in Oregon as part of HB 2025.

There are scads of people in Oregon who could benefit from the ability to register a kei vehicle for road use. Farmers, ranchers, tradespeople, groundskeepers, and the list goes on. Kei cars, SUVs, trucks, and vans all offer a cost-effective way to haul cargo while maintaining a small footprint and using less fuel. Not everyone needs a full- or even mid-sized truck or SUV for work. In many instances, a kei vehicle is all that's needed. They take up less space than a large truck, use less fuel, and have a smaller size. They can be easily parked and don't occupy as much area in traffic. When the least expensive pickup is around \$30,000, and a full-size truck can easily exceed \$100,000, a kei truck offers a cost-effective way to get work done. This will benefit everyday Oregonians as well as small business owners. They will add tax base to the state of Oregon, too.

Many are quick to bring up safety. However, vehicles that were not federalized in the USA are subject to a 25-year federal import rule, and kei vehicle would be the same. This exempts them from federal vehicle safety requirements. But from a common-sense perspective, there are a wide range of vehicles currently street-legal in Oregon offering equal or less safety provisions than kei vehicles. This includes antique cars (think Model T), classic vehicles Federal Motor Vehicles Safety Standards took effect (1967), vintage microcars (old Minis, BMW Isetta, etc.), and motorcycles and scooters. Unlike motorcycles, motor scooters, and three-wheeled trikes, kei vehicles have doors, roofs, windows, enclosed cabs, and floorboards. Many kei vehicles are capable of speeds in excess of 70 MPH—faster than many small-bore motorcycles and scooters. But when the aforementioned vehicles can be registered for road use in Oregon but kei vehicles cannot, the playing field isn't level.

The ability to register kei vehicles for road use is common-sense legislation, and I urge you to pass HB 2025. Do it for the working folks of Oregon, the small businesses, and those simply wanting a smaller, more efficient mode to haul hay, dump dirt, or simply have a fun, practical, and small vehicle.

Sincerely,

Andy Lilienthal

Owner/Founder, Crankshaft Culture

Member: NW Automotive Press Association (NWAPA)

JDM Oregon Advocates