



Our Time is Running Out!

We realize that almost every other newsletter it is mentioned that I want to retire soon. Actually we thought last year would be our last with me as owner. I really want this year 2025 to be my last. There have been a few inquiries, but none that seem serious.

Those that get this newsletter that are already a BAR certified instructor or will be soon, talk to me about the school and the details of owning it. It is busy work on the one hand, but very rewarding on the other. It would basically be a turnkey business with immediate profits. If you wanted, there could be an expansion of classes if you have the desire. Our Level 1 and Level 2 inspector classes as well as the diagnostic/repair classes are usually at capacity.

If you need to get a certified instructor's license that is the hardest part. I can help you but they only test twice a year – the spring and fall and they have educational qualification requirements. Any of you that are currently teaching at a college and would like to pursue owning your own business it might just be the ticket for you. Contact me if you want details.

If I do not sell by 2026, Jesse and I have discussed possibly doing very limited classes for just a part of next year then decide the next step.

Our current repair update course can be used for renewals due in 2026. So anyone taking over would already have that course to use in 2026.

I am debating writing another update course for 2027-28 but not ever teaching it; it would be for the new owner, BAR, and other schools we currently provide it to.

New Federal Laws Could be Coming!



There is a *proposed* bill called the “Transportation Freedom Act” that primarily helps auto workers, but does have some EPA changes in it too. The bill would revoke by law the EPA waiver that allows California and CARB to set stricter emission standards on **NEW** vehicles than required by EPA.

California has had for decades a waiver that allowed them to require auto manufactures to meet stricter California emission standards (Certified for California on the VECI label) and go through a more rigorous test than Federal certified vehicles.

That is a good thing; for many newer vehicles there is little difference between CA and Fed other than the required testing and maybe a small programming difference.

It is a bill that also affects future CAFE (Corporate Average Fuel Economy) standards, and the establishment of NEW standards. Title II of the bill addresses repealing the standards for 2027 model year



and if they can't come up with revised CAFE standards it will freeze at 2025 levels until 2035 (Sec IV). Title III repeals all waivers thereby only EPA certification is required from now on. And it specifically states it revokes the CA Zero-emission mandates (2035 EV mandate). Here is a link to the bill:

<https://www.moreno.senate.gov/wp-content/uploads/2025/02/GAI252354.pdf>

Don't be Scammed by Alarmists

We have watched some very misinformed YouTube podcasters trying to say it ends emission control requirements on all vehicles and does away with CARB, BAR, and smog check. Not true at all; it is not in the bill. When asked, none of these dudes will post a link or any proof what they are stating is true.

All they are doing is getting "clicks" by sensationalism because they must have monetized their YouTube accounts to make money off every click (for some this is their full time job). There are plenty of posts from their followers and others that believe them and say they are removing their DPFs, DEF systems, catalytic converters, and other emission systems. The Feds will never allow emission systems to be deleted when they are the ones requiring them in the first place ... that is nuts!

Beside the proposed bill, the EPA has requested through what's called "congressional review" or CRA to revoke the waivers for CA emission requirements on new vehicles produced in the future. This would be the easiest path, but could face a court battle.

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President Trump in January revoked the prior executive order that allowed CA to institute the EV mandate, but they want congress to put it into law. (CARB has already backed off on the ridiculous HD truck EV mandate too). It is most likely headed to court and could go all the way up to the Supremes for a decision. So it bears watching.



And

I apologize for venting in this Newsletter but false information like this can make a smog check business owner or technician get rattled for no reason at all; including a smog school owner that wants to sell his business! Smog check in CA will be around for a long time. Sure there will be changes, but not elimination.

Take care and enjoy each day, you never know when it could be your last!

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