C. BEECHAM CORPORATION

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May 08, 2007

State of California
Air Resource Board
Attn: Clerk of the Board
1001 I Street
Sacramento, CA. 95814

RE: Upcoming legislation regarding Off-Road Equipment

To Whom It May Concern:

It's hard to know where to begin. First of all it's nothing short of Nazism. You are going to make us get rid of good equipment that I've made a poor living with and reducing it to junk prices, with all the others that will be on the market. Who is going to come to California from the Mid-West say, unless there is a fire sale going on to buy these machines?

These machines I spend about $100,000 a year to keep in top condition and now for what?

Trying to find replacement equipment that will be few of and that few will have inflated values.

If I were a few years older, I would definitely hang it up. And right now I'm undecided on that.

I've spent years paying off these machines so that now I could make a decent profit.

To replace my small fleet might run 3 million dollars. If I had 3 million, I would surely hang it up.

I guess the only good thing is that there will be less competition. The young guys won't be able to get started and the older guys will simply quit. I can see a lot of unemployed equipment operators with this bill.

This is basically: taking of property with no compensation.

Some of my older machines are perfect for leaving on a job where their use is minimal. Need that backhoe to move stuff around now and then and it doesn't cost much to use, it's paid for. A new machine, you couldn't afford to just leave it sit there.

The economic consequences are huge. All the after market parts providers will be out. The retailers of used machines will be gone and their advertisers. The mechanics will be gone because most will have to rely on the dealers and they'll be backlogged for years.

The new equipment manufacturers won't be able to keep up with demand; but then again there might

not be any demand.

The prices for any work done in the state will have to go up at least two-fold, maybe higher.

So say you, retrofit. I've heard you might have to do it again when a tier 4 engine comes out, if it ever does.

Some machines can't be retrofitted I understand, so they are just scrap.

The support system on these contractor's fleets, the supplies, etc. will surely go down because there will be less machines and less contractors to support.

Support systems are fuel distributors, the truckers that haul the fuel, the parts people and mechanics who keep it running. UPS, that delivers used parts won't be doing it. The people who build engines for these older machines and the people who make their parts. It will be a massive trickle down effect.

I've read the proposed regulations. I'll have to hire an attorney and specialist to relay them into lay man's terms.

Instead of punishing contractors who pollute the least, you should punish the car drivers who pollute the most. But you can't do that. There would be an uprising.

Sincerely,

Craig Beecham, Owner