

the same time, Mr. Starr continues to maintain an enormous private legal practice which includes many of the President's fiercest political enemies. In fact, it seems that the only criteria is to be an enemy of the Clinton administration.

The issue is perception and confidence. I call on Mr. Starr once again—put the private legal practice on hold and focus on the job at hand—the public deserves nothing less.

TAX FREEDOM DAY

(Mr. RIGGS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. RIGGS. Mr. Speaker, all the attacks in the world on Mr. Starr are not going to distract attention from the fact that 16 indictments and 9 convictions later, the Whitewater investigation proceeds.

Mr. Speaker, today is tax freedom day. It is the day Americans stop working for the Government and start working for themselves. Tax freedom day is now 128 days into the year. That's up 6 days since Bill Clinton took over the White House.

Six days is over a week's worth of work. That's another paycheck the American people will not see because Bill Clinton raised taxes in 1993.

Today, the average family pays almost 40 percent of their income in taxes. That is wrong. A 40-percent tax rate is simply too much for a struggling family.

Bill Clinton may be riding high in the polls today. But that does not change the reality that he is a big government tax and spend liberal who gave Americans the largest tax increase in history and who fought against and vetoed any tax relief for America's families.

Happy tax freedom day, Mr. Speaker.

DO NOT REPEAL THE GAS TAX BY TAKING AWAY DOLLARS FOR EDUCATION

(Ms. JACKSON-LEE of Texas asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. JACKSON-LEE of Texas. Mr. Speaker, let me say that I am willing to celebrate tax freedom day. I have gone on record to support a repeal of the gas tax for 4.3 percent. But how ludicrous that Republican colleagues seem to want to give not only freedom to the taxpayers, but a big ax to the taxpayers: Repeal the gas tax, but let us hit them upside the head by taking away education dollars.

What sense does that make, Mr. Speaker? Is it not fair that we say to the American people, yes, we want a repeal of the gas tax if it goes directly back to the American consumer, but yet, we are not going to hit you about the head on tax freedom day and take away education dollars from your children?

I am not sure what this House intends to do, but Mr. Speaker, I hope for once that we will be fair to the American people. One, we will support education for their children with loans and title I and Goals 2000, and will not make these ridiculous statements about taking away education dollars from our children; and yes, we will repeal the gas tax, and we will do it with a 4.3-percent repeal that goes directly back to the consumers. I hope if we look at giving something back to the taxpayers, we will look somewhere else, not take away education dollars.

REPUBLICAN LEADERSHIP WANTS TO CUT EDUCATION FUNDS TO GIVE TAX BREAKS

(Mr. MARKEY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MARKEY. Mr. Speaker, the Republican leadership wants to cut education funds for children in this country in order to give a tax break which is going to wind up in the pockets of oil companies, by every economic analyst's view in this country. Yesterday's Wall Street Journal reports that the first quarter profits at the big oil companies went up 41 percent in the first 3 months of this year. The five top executives at the six top oil companies in the last 2 months enjoyed 32 million dollars' worth of increases in their stock options; the oil company executives, \$735 apiece went to each oil company executive. Clearly, the oil company executives are not upset about higher prices at the pump. They are crying all the way to the bank.

Who are we going to ask to pay for this? The children of the country, in cutting education programs for them. How about looking at the oil companies? They are tipping consumers upside down and shaking money out of their pockets.

PERMISSION FOR SUNDRY COMMITTEES AND THEIR SUBCOMMITTEES TO SIT TODAY DURING THE 5-MINUTE RULE

Mr. RIGGS. Mr. Speaker, I ask unanimous consent that the following committees and their subcommittees be permitted to sit today while the House is meeting in the Committee of the Whole House under the 5-minute rule: The Committee on Commerce, the Committee on Transportation and Infrastructure, and the Permanent Select Committee on Intelligence.

It is my understanding that the minority has been consulted and that there is no objection to these requests.

The SPEAKER pro tempore (Mr. FOLEY). Is there objection to the request of the gentleman from California?

There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to the provisions of clause 5 of rule I, the Chair announces that he will postpone further proceedings today on each motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 4 of rule XV.

Such rollcall votes, if postponed, will be taken later today.

AUTHORIZING USE OF CAPITOL GROUNDS FOR EVENT SPONSORED BY SPECIALTY EQUIPMENT MARKET ASSOCIATION

Mr. GILCHREST. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 150) authorizing the use of the Capitol Grounds for an event sponsored by the Specialty Equipment Market Association, as amended.

The Clerk read as follows:

H. CON. RES. 150

Whereas the United States public has demonstrated a continuing love affair with motor vehicles since their introduction 100 years ago, enjoying vehicles for transportation, for enthusiast endeavors ranging from racing to show competitions, and as a mode of individual expression;

Whereas research and development in connection with motorsports competition and speciality applications have provided consumers with life-saving safety features, including seat belts, air bags, and many other important innovations;

Whereas hundreds of thousands of amateur and professional participants enjoy motorsports competitions each year throughout the United States;

Whereas such competitions have a total annual attendance in excess of 14,500,000 spectators, making the competitions among the most widely attended in United States sports; and

Whereas sales of motor vehicle parts and accessories for performance and appearance enhancement, restoration, and modification exceeded \$15,000,000,000 in 1995, resulting in 500,000 jobs for United States citizens: Now therefore, be it

Resolved by the House of Representatives (the Senate concurring),

SECTION 1. USE OF CAPITOL GROUNDS FOR SPECIALTY MOTOR VEHICLE AND EQUIPMENT EVENT.

On May 16, 1996, or such other date as the Speaker of the House of Representatives and the President pro tempore of the Senate may jointly designate there is authorized to be conducted on the Capitol Grounds a public event (in this resolution referred to as the "event") displaying racing, restored, and customized motor vehicles and transporters.

SEC. 2. CONDITIONS.

The event shall be free of admission charge to the public and arranged not to interfere with the needs of Congress, under conditions to be prescribed by the Architect of the Capitol and the Capitol Police Board. The sponsor of the event shall assume full responsibility for all expenses and liabilities incident to all activities associated with the event.

SEC. 3. STRUCTURE AND EQUIPMENT.

For the purposes of this resolution, the sponsor of the event is authorized to erect upon the Capitol Grounds, subject to the approval of the Architect of the Capitol, such

stage, sound amplification devices, tents, and other related structures and equipment as may be necessary for the event. The sponsor is further authorized to display racing, restored, and customized motor vehicles and transporters in the condition in which they appear.

SEC. 4. ADDITIONAL ARRANGEMENTS.

The Architect of the Capitol and the Capitol Police Board are authorized to make any additional arrangement that may be required to carry out the event.

SEC. 5. LIMITATIONS ON REPRESENTATIONS.

The sponsor of the event (including its members) shall not represent, either directly or indirectly, that this resolution or any activity carried out under this resolution in any way constitutes approval or endorsement by the Federal Government of the sponsor (or its members) or any product or service offered by the sponsor (or its members).

SEC. 6. PHOTOGRAPHS.

The event may be conducted only after the Architect of the Capitol and the Capitol Police Board enter into an agreement with the sponsor of the event, with each person owning a vehicle to be displayed at the event, and with the manufacturers of such vehicles that prohibits the sponsor and the vehicle owners and manufacturer from using any photograph taken at the event for a commercial purpose. The agreement shall provide for financial penalties to be imposed if any photograph is used in violation of this section.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Maryland [Mr. GILCHREST] and the gentleman from Minnesota [Mr. OBERSTAR] will each be recognized for 20 minutes.

The Chair recognizes the gentleman from Maryland [Mr. GILCHREST].

Mr. GILCHREST. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of House Concurrent Resolution 150, as amended, a resolution authorizing the use of the Capitol Grounds for a specialty motor vehicle and equipment event. This resolution authorizes the Special Equipment Marketing Association to conduct a public event on the Capitol Grounds displaying racing, restored, and customized motor vehicles and trucks. The event will be part of an American picnic on the Capitol Grounds celebrating 100 years of the introduction of the automobile.

Motor sports is a large spectator sports in American drawing millions of fans every year to events. The specialty equipment industry, which manufacturers many of the products used in racing vehicles, employs 500,000 Americans and generates \$15 billion in revenue.

The bill specifies May 16, 1996, as the date on which the event would occur. It would not detract from the ceremony which will honor our peace officers, which event is now occurring on the 15th of May, and honoring these peace officers who have died in the line of duty will not be interfered with at all.

Mr. Speaker, the event is to be free of charge, and the Architect and Capitol Police Board are to specify conditions for the event so as not to interfere with the needs of Congress. The sponsor is to assume full responsibility for all ex-

penses and liabilities associated with the event. The resolution authorizes the sponsor to display racing, restored, and customized motor vehicles and trucks in the condition in which they currently appear. This will allow these special vehicles to be displayed in their original or unaltered state. Many of these vehicles display decals or stickers promoting commercial sponsors. This amendment would permit these vehicles to be displayed without alteration.

Subject to the approval of the Architect, the sponsor may erect stage, sound amplification devices, tents or other structures necessary for the event. The sponsor, including its members, may not represent that the resolution nor any activities carried out under it constitutes approval or endorsement by the Federal Government of the sponsor, its members, or any product or services offered by the sponsor or its members.

Finally, the resolution provides that the event may be conducted only after the Architect and the Capitol Police Board enter into an agreement with the sponsor and the owners and manufacturers of vehicles to be displayed that prohibits the use of photos taken at the event for commercial purposes. Finally, penalties would be imposed for those violations.

This resolution has the support of the resolution's sponsor, the sponsor of the event. I would like to thank my colleagues on the other side of the aisle for their assistance in crafting compromise language so this event may go forward. I urge my colleagues to support this resolution.

Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, House Concurrent Resolution 150, as amended, would authorize the use of the Capitol Grounds for a display of specialty vehicles, including racing cars and antique cars.

Mr. Speaker, as I understand this event, like other events on the Capitol Grounds, it will be open to the public and will be free of charge. The amended resolution before us includes some substantial improvements over the introduced resolution.

In my opinion, the concurrent resolution as introduced did not contain sufficient safeguards to ensure that the authorized event would be consistent with our longstanding and bipartisan policy, and one enforced by the previous Architect of the Capitol, that the Capitol Grounds should not be used for commercial purposes. I frankly find it offensive that anybody would want to do such a thing.

Mr. Speaker, I had two major concerns in that regard about the introduced resolution. First, it did not prohibit the cars on display from being covered with decals advertising automotive and other products. Second, there did not appear to be adequate protections to assure that photographs

of cars on the Capitol Grounds would not be used in commercial advertising; the selling of the Capitol, it seemed to me.

We discussed this a great deal with our good friend, the gentleman from Maryland [Mr. GILCHREST], the very thoughtful and concerned Member of Congress, for whom I have great respect and appreciation. The amended resolution now deals with these issues. It did not totally prohibit the decals. We were advised in the course of these discussions that the event would not be able to go forward with a total ban on decals, since owners would not be willing to display their cars with the decals covered up with masking tape, which I frankly suggested. However, the bill limits the decals to those that are already on the car, so they cannot put new ones on. I do not know how we are going to monitor that, test it, or check it, but we will take them at their word.

With respect to photographs, the amended resolution includes a provision prohibiting the sponsor of the event, the person displaying the vehicles, and the manufacturers of the vehicles, from using photographs of the event for commercial purposes. I hope, I just strongly, hope, that these prohibitions, which carry financial penalties, will control the potential for commercialization of the U.S. Capitol.

I know the gentleman from Maryland shares that concern. He has endeavored vigorously to achieve the same objective. I believe with his vigilance and with the attention that has been drawn to this subject that the commercialization, the use of the U.S. Capitol for commercial purposes, will not go forward.

Mr. Speaker, I think these protections are as good as we can get, short of not allowing the event. Congress has an obligation, Mr. Speaker, I feel very strong about this, to ensure that the Capitol Grounds are used in a fitting and in a proper manner. Use of grounds for a commercial purpose detracts from the integrity of this national treasure and this landmark that belongs to all of us, to all Americans.

It offends me, frankly, that groups that criticize Washington and criticize government then want to turn around and use Washington and its most important symbol, the U.S. Capitol, to further their own commercial purposes. I find that inconsistent, I find that offensive.

□ 1445

Use of the grounds of the U.S. Capitol should be reserved for events that have public significance, that have national significance, that have broad national interest, such as the Special Olympics torch relay run, the memorial ceremony honoring law enforcement officers killed in the line of duty.

Even in those, as in this particular event with racing cars, we ought to be sensitive to safeguarding the integrity of this very treasured national symbol

of freedom. It is, after all, a symbol of freedom. It is not a symbol of commerce.

I think the amendment before us achieves those objectives, responds to my concerns, and I appreciate the cooperation I have had from the gentleman from Maryland and the sensitivity and concern and cooperation we have had from the chairman of the full committee.

Mrs. SCHROEDER. Mr. Speaker, will the gentleman yield?

Mr. OBERSTAR. I yield to the gentlewoman from Colorado.

Mrs. SCHROEDER. Mr. Speaker, I was in the Cloakroom, and I really want to congratulate the gentleman on his statement. I am a little stunned at what I think I heard. We are turning the Capitol Grounds into kind of a car lot with this resolution? Is that what I heard?

Mr. OBERSTAR. There is going to be a display of vehicles in honor of the 100th anniversary of motor vehicles.

Mrs. SCHROEDER. If the gentleman will yield further, what a precedent this is. Does this then mean we can do all sorts of future displays for any commercial thing that wants to come in here?

Mr. OBERSTAR. We have attempted to restrict the opportunity for commercialization with the language included in this resolution that the gentleman from Maryland has included, and with his splendid cooperation, to prevent use of photographs for commercial purposes, to limit the amount of commercialization evident on the vehicles to be displayed here.

Mrs. SCHROEDER. If the gentleman will yield further, I am very glad that the gentleman was there and vigilant and got those amendments in, but I am a little troubled at the time we are going through this gas crisis and everything else that we are going to turn, I think, the Capitol Grounds into a parking lot and a public display.

I hope we have a vote on this, because I would like to see how Members vote on this issue. I am stunned. I never saw anything like this in my 24 years and I am troubled as to why it comes up now, but I thank the gentleman for his hard work.

Mr. OBERSTAR. I thank the gentlewoman.

Mr. Speaker, I reserve the balance of my time.

Mr. GILCHREST. Mr. Speaker, I yield myself such time as I may consume.

I share many of the sentiments of the gentleman from Minnesota in his concerns about commercializing the Capitol Grounds and also I share the concerns of the gentlewoman from Colorado for the same reason. This will not specifically be on the Capitol Grounds. It is across the street and to the rear of the Senate office buildings, so we will not see any motor vehicles right here directly on the Capitol Grounds.

I would also like to reemphasize two areas that the gentleman from Min-

nesota [Mr. OBERSTAR] emphasized, as far as these motor vehicles will not be able to use this particular display for profit or for commercializing any of their products. It is the 100-year anniversary of the automobile in the United States, and I know we have troubles through the years as far as gas taxes are concerned, gas crises are concerned, environmental issues are concerned.

It is not my intent nor is it the intent of this committee to demean the Capitol Grounds in any way, shape or form by sponsoring motor vehicles and expending more gasoline products. That is exactly the opposite of what we are trying to do. What we are trying to do is to come up with some consensus language on both sides of the aisle so we can have some understanding how to put forth a display which will be off the Capitol Grounds, on property owned by the U.S. Capitol but not on the Capitol Grounds proper, so we can have some sense of history.

As a former school teacher, I know that when I have brought students here for many, many years, the students found many fascinating things about Washington, DC, and we could always associate something, some type of display, whether it was on the Mall or up here dealing with the issue of democracy and the issue of debate. We are now engaged in a debate whether or not this is a proper use of the Capitol Grounds.

It is my judgment, after consultation with the gentleman from Minnesota [Mr. OBERSTAR] and the gentleman from Ohio [Mr. TRAFICANT], that we have realized some of these issues and that we will go forward with this event ensuring, with the legislation's specific language, that none of the uses of these motor vehicles, which are all U.S.-manufactured motor vehicles, can be used in any way for the advancement of any particular product.

Mrs. SCHROEDER. Mr. Speaker, will the gentleman yield?

Mr. GILCHREST. I yield to the gentlewoman from Colorado.

Mrs. SCHROEDER. Mr. Speaker, if this display is not going to be on the Capitol Grounds, as I think I heard the gentleman say, then why do we need the resolution?

Mr. GILCHREST. Reclaiming my time, I said it is not on the Capitol Grounds proper. In other words, when we say the Capitol Grounds, people right away think it is going to be right in front of the west side or the east side of the Capitol.

It is, properly spoken, Capitol Grounds, but we could not see this display from the Capitol. We would have to walk across the street to the other side of the U.S. Senate office buildings before we could see the display. So I wanted to make a distinction. It is not right here on the east front or the west front of the U.S. Capitol.

Mr. Speaker, I yield to the gentleman from California [Mr. CUNNINGHAM].

Mr. CUNNINGHAM. I thank my friend for yielding.

Mr. Speaker, for years we have been touting American workers, and I would say to my friend from Ohio [Mr. TRAFICANT], who fights for American products and "Made in America," these are American cars. For 100 years Americans have been making these products. My colleagues on the other side say they are big strong supporters of the unions. It is mostly union members that make these cars and they have for 100 years.

I think we need to show that we are proud of our products. Only a few short years ago there were other products that came into this country that cut them out. For 100 years our workers have been the finest in the world, and I think we need to honor them. I laud the gentleman for his initiative.

Mr. GILCHREST. I thank the gentleman.

Mr. Speaker, one other quick comment. We do have, and I know this is not on the Capitol Grounds but it is on The Mall, we have the Air and Space Museum that sort of in some indirect way, I guess, promotes air travel and specific airlines. We have the American History Museum. I really do not want to get into a semantic argument here, but I do think we have come up with a fairly consensus bill on both sides of the aisles.

Mr. Speaker, I yield 2 minutes to the gentleman from Pennsylvania [Mr. WALKER].

Mr. WALKER. I thank the gentleman for yielding me the time. I want to congratulate him for bringing the resolution to the floor. I rise in support of the resolution.

Mr. Speaker, for 100 years the American automobile has been a part of the American scene. It has transformed the way in which we live, the way in which we work. It has been an important part of our entire history for the last 100 years. This display is in congratulations and celebration of that very fact.

The fact is that for people who are concerned about this, when they go to the Smithsonian. They will find cars on display in the Smithsonian museum, they will find racing cars, for instance, in the Smithsonian that actually have decals on them.

There are in fact historic reasons why there has been a link between motor sports and people who are willing to pay the bill. For that 100-year history, motor sports has been a part of it. The fact is that today it has become the largest single spectator sport in the country. That is motor racing. All over this country, in small communities and in large, there are people who spend their weekends going out. Some of the language I have heard on the floor today is kind of an insult to some of those people who find this to be an enjoyable sport and who participate in it honorably and go as spectators.

The fact is also that there are hundreds of thousands of people who participate each year in car shows, that simply go to look at products and look

at restored kinds of vehicles. There are hundreds of thousands of people who participate in the actual restoration of automobiles and in the historic sense of preserving that piece of Americana that was built years ago.

There are lots of people out there who regard these phases of motor sports as an intimate part of their lives and think that it is entirely appropriate to have a display on the 100th anniversary of the motor vehicle on the Capitol Grounds in celebration of that fact. That is what we are doing here. This is not a commercial kind of display at all. It has nothing to do with commercialism.

It is the same kind of thing that often goes on in the Capitol Building. When we have a historic event, we actually bring the artifacts of that historic event to the Capitol to allow the public to see them. That is what is happening here. I congratulate the gentleman for his resolution.

Mr. GILCHREST. I thank the gentleman from Pennsylvania. I might say that I think maybe the largest spectator sport is little league baseball, or maybe it might be a close second there.

Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield such time as he may consume to the gentleman from Ohio [Mr. TRAFICANT].

Mr. TRAFICANT. Mr. Speaker, we end up getting in major debates over items that need not be controversial around here. I have a few questions. I would like to join in an ongoing colloquy if I could without a lot of parliamentary discourse.

But in the process when we discussed this, there was a special section put that would prohibit the use of photos of this event for commercial purposes. I want to thank Chairman GILCHREST for that. Further, there have been placed into this resolution financial penalties associated with violation of that prohibition.

We have had a lot of talk about American cars and an event that would highlight the automobile in our history, and the great invention and pursuits of American manufacturing. The first question is, Will there be foreign cars highlighted, and will they be a part of this display?

Mr. GILCHREST. Mr. Speaker, will the gentleman yield?

Mr. TRAFICANT. I yield to the gentleman from Maryland.

Mr. GILCHREST. Mr. Speaker, it is my understanding that only U.S. manufactured vehicles and U.S. manufactured parts will be a part of this display.

Mr. TRAFICANT. There is in here, then, penalties associated with violation of any of these promotional concerns that we have. For the sake of this debate, who would be responsible for enforcement of those penalties?

Mr. GILCHREST. The whole arrangement is going to be cleared through the Architect of the Capitol and the Capitol police. The Capitol police will be

responsible for enforcing any of the violations.

Mr. TRAFICANT. Will there be any association with foreign sponsors at this event?

Mr. GILCHREST. It is my clear understanding that there will be no association with foreign sponsors. These are all U.S. sponsored, U.S. manufactured products.

Mr. TRAFICANT. Let me say this. I think there is a lot of concern because of the fact that we are using the grounds, and we are using Capitol Grounds, as evidenced by the fact we need a resolution. We use Capitol Grounds for many other things.

I am not opposed to this. I believe that we should highlight the achievements and the great, in fact, pursuits of the American automobile industry, from the invention and the creation to the mass production.

I am very concerned, though, and I want to state this before the Congress, on a resolution of this kind which is noncontroversial, that right now many of our trucks carrying American-made manufactured brands are made overseas. The beautiful Regal, Buick Regal, is made in Canada. So I want to make sure this is an event for America.

I certainly will not oppose it. I will vote for it. I want to thank the chairman for including the concerns that both the gentleman from Minnesota [Mr. OBERSTAR] and I had on this when it was previously discussed.

I would like to say this, though, that in the future when we talk about penalties for violation of certain behaviors involved with issues such as this that seem noncontroversial, not to be big mind benders, we should at least have a study reported back to us if in fact the design and intent of these particular programs was as they were first recommended and presented to us.

With that, I would yield to the chairman for any comment relative to that last issue.

Mr. GILCHREST. I will assure the gentleman from Ohio [Mr. TRAFICANT] that we will continue to work with his side of the aisle in any future resolution that deals with a similar matter, that we will assure that all of his concerns will continue to be shared, that there will be precise and concise penalties on those who violate it, that this will be sponsoring U.S. manufacturers and not foreign manufacturers of automobiles, and that we will ensure that no photographs taken during this event can be used for commercializing purposes or for endorsement purposes. If they are, they will feel the full force of the law.

Mr. TRAFICANT. Would it be reasonable, then, to spread across the RECORD at least the following concern, that the Architect of the Capitol should report back to our subcommittee on in fact the questions that I have posed here relative to any possible foreign participation that is not the intent of this particular resolution?

Mr. GILCHREST. Mr. Speaker, the gentleman from Ohio [Mr. TRAFICANT]

has an excellent idea and we will follow it up. We will, sometime following the event, assure him that there will be a hearing on that issue.

Mr. TRAFICANT. In closing, let me say this. The gentleman from Pennsylvania [Mr. WALKER] is a friend of mine. He has had a number of Corvettes over the years, and I am sure that that car made in Kentucky, made out of American parts, will be highly featured.

With that, I will not pose any further opposition and would vote for the resolution.

Mr. GILCHREST. Mr. Speaker, I yield 1 minute to the gentleman from Michigan [Mr. CHRYSLER].

□ 1500

Mr. CHRYSLER. Mr. Speaker, I rise in support of the resolution to allow the use of the Capitol Grounds for a specialty motor vehicle and equipment event. As a former race car driver, auto manufacturer, union member, and SEMA member, I have first-hand knowledge of the importance of the auto industry to our economy. This event will demonstrate the economic and employment benefits, as well as contributions to engineering, safety, and entertainment provided by U.S. motorsports industries.

The event will be held on May 16 on the Upper Senate Park and will include a wide variety of race cars, motorcycles, and collector cars spanning the evolution of the industry including vehicles from prewar classics, street rods, and '60's muscle cars. Also on hand will be race car drivers, car collectors, and U.S. performance and specialty manufacturers from around the country. It will be a convenient way for Members not familiar with the industry to gain greater insight into motorsports and for car and motorcycle enthusiasts to join in the celebration and perhaps display their own customized car or bike, as I will.

It has been 100 years since the automobile was first introduced in the United States. I urge your support of this exciting event commemorating the importance of the motorsport industry to our economy on this 100-year anniversary.

Mr. GILCHREST. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield 3½ minutes to the gentlewoman from Colorado [Mrs. SCHROEDER].

Mrs. SCHROEDER. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I guess I am a little troubled by this, not because I am against the auto industry for heaven's sakes. I think the auto industry is terribly important, and I am a car lover as every other red-blooded American is.

In the last year and a half we have seen the Capitol Grounds used for all sorts of things. We had elephants here for the first time, a circus came through, a couple weeks ago there was

a rock concert going on on the front lawn, and for people whose windows face that way it was really quite noisy.

I understand people were saying, well, we will not be able to see this show from the Capitol, but you will be able to see the Capitol from the show, is the way I understand it. And I guess I am saying, are there any criteria? Are we just going to wait and be surprised day after day by new ideas that come up on the other side of the aisle for what we should use the Capitol as a showcase for? What about assault weapons? Can we have assault weapon or gun shows around here? Can we have dog and cat shows or horse shows?

Mr. GILCHREST. Mr. Speaker, will the gentlewoman yield?

Mrs. SCHROEDER. I yield to the gentleman from Maryland.

Mr. GILCHREST. Mr. Speaker, I would like to tell the gentlewoman, I think there are a lot of people that share her concerns about commercializing the Capitol Grounds and trivializing the Capitol Grounds. This is the Nation's Capitol, which has a great and grand history of legislating for the Nation's good. So I will tell the gentlewoman that in the future, as these things usually come through the subcommittee of which I am chairman, that we will ensure that Members on both sides of the aisle receive this kind of information and notice well in advance.

Now, there was information about this for the past several months. I realize we are all very busy with a variety of things and do not pick up on all of the activities that are occurring, but certainly I will assure both sides of the aisle that whenever events like this are coming up, I will do my level best, and I know the gentleman from Minnesota [Mr. OBERSTAR] and the gentleman from Ohio [Mr. TRAFICANT] will help with this, as well as other members of the committee, to make sure the body as a whole realizes these things are coming up and they can be prepared for them.

Mrs. SCHROEDER. Mr. Speaker, reclaiming my time, I guess my point is I think we need some criteria. I think before we keep doing this in an ad hoc manner, in which we kind of walk into the cloakroom and hear, wow, elephants are coming, the circus is coming, we are going to have a car lot, do this or that, or have a rock show, I would hope there would be some general criteria, rather than in an ad hoc way, as to what we can and cannot use the Capitol Grounds for.

Otherwise maybe we should rent it out, maybe privatization; they should pay us and we get the money back and we use it for something to maintain the Capitol. I do not know. I must say it is not the car show per se, but it is just the idea that there is more of ad hoc casual way that they are coming one on one, and there does not seem to be any criteria or any overall agenda that they fit through.

Mr. GILCHREST. Mr. Speaker, if the gentlewoman will continue to yield,

what a number of us have been talking about over the past week is the issue of raising a specific criteria, there ought to be some type of specific or some flexible specific criteria that people can agree on for the type of activities that will go on on the Capitol Grounds.

Mrs. SCHROEDER. Mr. Speaker, would the gentleman be bringing that out of the committee shortly?

Mr. GILCHREST. It is in the early stages of discussion. We have not had any hearings on it. I think it would be a good idea, whether or not we have hearings on it, at which time, if we did have hearings, we could certainly bring in Members to give their perspective on it.

Mrs. SCHROEDER. I thank the gentleman. I really think that would help.

Mr. OBERSTAR. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, following up the discussion with the ranking member of the subcommittee, the gentleman from Ohio [Mr. TRAFICANT], discussing the matter of foreign cars, which we have been assured there are not going to be foreign automobiles, the provision of the resolution deals with this issue, section 6, do I understand the chairman's response to mean that in entering into an agreement authorizing the event, that the Architect will include provisions to assure that no foreign manufactured cars will be included in the display?

Mr. GILCHREST. Mr. Speaker, if the gentleman will yield, it is my understanding that since the Architect of the Capitol issues the permit, we would communicate to him that no foreign manufactured vehicle can be on display.

Mr. OBERSTAR. That will be part of the agreement that will be entered into by the Architect with those displaying vehicles?

Mr. GILCHREST. Yes. To the power that I have and the gentleman has, we will directly communicate that with the Architect of the Capitol. I would say to the gentleman from Minnesota [Mr. OBERSTAR], he and I wield considerable power around here.

Mr. OBERSTAR. The gentleman does; the chairman does.

Mr. HEFNER. Mr. Speaker, will the gentleman yield?

Mr. OBERSTAR. I yield to the gentleman from North Carolina.

Mr. HEFNER. Mr. Speaker, I do not know a lot about this bill we are considering, but in my part of the country, stock car racing is very, very big business, and to my knowledge, there is no foreign participation, to my knowledge, in stock car racing, either in NASCAR or Busch Grand National as we know it today.

Is what we are doing today just setting aside a facility or grounds for the NASCAR people and the Grand National people to come in and display? This is not going to be highlighting individuals, or either Ford or Chrysler or GM, this is not going to be highlighting products, this is just going to be

showcasing NASCAR as we understand it in this country? Is that what this bill does?

Mr. GILCHREST. Mr. Speaker, if the gentleman will yield further, that is correct. It showcases the American automobile over the last 100 years, showcases racing. The gentleman is correct when he says there are no foreign manufactured products in NASCAR racing.

The display goes from 12 noon to 3 p.m. It is not a real long period of time. It is a very short period of time to display the history of racing in the United States.

Mr. HEFNER. Whatever cost is incurred for this or damage they would to the grounds, who picks up the cost?

Mr. GILCHREST. It is completely picked up by the association, not by the U.S. Congress and not by the taxpayers.

Mr. HEFNER. I thank the gentleman.

Mr. OBERSTAR. Mr. Speaker, reclaiming my time, I would say that the assurances given by the scholarly gentleman from Maryland [Mr. GILCHREST] are satisfactory to our side and to those who have raised concerns in the course of the debate this afternoon, and I would most certainly hope that we will not have a request for a recorded vote. I think this should pass on voice vote.

Mr. GILCHREST. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Maryland [Mr. GILCHREST] that the House suspend the rules and agree to the concurrent resolution, House Concurrent Resolution 150, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution, as amended, was agreed to.

The title of the concurrent resolution was amended so as to read: "Concurrent resolution authorizing the use of the Capitol Grounds for an event displaying racing, restored, and customized motor vehicles and transporters."

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. GILCHREST. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on House Concurrent Resolution 150.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Maryland?

There was no objection.

IMPACT AID TECHNICAL AMENDMENTS ACT OF 1996

Mr. CUNNINGHAM. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3269) to amend the impact aid