

What's going on in the world of core?

September 13, 2026

To start off I'll say this, we see around 6000 torque converter cores every month including everything from Powerglides to New Mercedes 9 speed torque converters, and more than anything JMBX, especially right now. This gives a unique insight to a part of the industry that many rebuilders never get to see.

Aftermarket Torques

Right now as I'm sure many of you are aware the aftermarket torque converter is still a primary component of supply for the transmission. It's been around for a long time and it's not going anywhere anytime soon. Love it or hate it, it is now part of our world. Hopefully this article will help you navigate what it means for you.

The price of the JMBX alone has come down by 23% in the last few months and will continue going down. This is good for all! As the core price falls it means that rebuilders can now lower their price, without sacrificing margin. This also leads us to what happens when there is too much core. Right now the prices of all the core is fluctuating drastically, mostly going down. However there will come a point in the near future where the price of the core falls so low that now it will be more economical to rebuild then to buy new. Right now everyone is making a killing buying an aftermarket and selling the core. But what happens when that \$100 to \$125 core drops to \$25-\$50? Will people still use the aftermarket or will they switch back to rebuilding their own? Only time will tell!

What we are seeing :

Currently the common core is now becoming less common. The 245mm torque while abundant in years past is becoming more and more rare. The B29 or 298mm is starting to dwindle in supply as well along with the FM59. While other newer cores we are starting to see come on with more frequency like UB80/UA80, 10R80, and 9T65s. Whether we want to or not we have to adapt and learn these newer converters. This means different processes, bonders, plates, and so much more. If you're stuck or confused and need help with any of these changes, whether it's technology, suppliers or processes reach out to a TCRA board member! That's what we are here for, to help current builders and help the newer generation learn how! Hopefully this article has given you some insight in to what is going on in the industry today!

2027 TCRA Seminar – April 16-17th, 2027 – Omaha Nebraska

July 26, 2026

The 2027 TCRA Seminar will be held in Omaha Nebraska and hosted by Certified Transmissions.



The event is scheduled for April 16-17th, 2027.



[Embassy Suites by Hilton Omaha Downtown Old Market](#)

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Leno's Law Passes California Legislature

September 13, 2026

Leno's Law ([Senate Bill 1392](#)), an important touchpoint in the fight to preserve California's rich automotive heritage, has passed the California Legislature with a historic, bipartisan **49–4** vote. The bill, sponsored by noted car enthusiast and **namesake Jay Leno** and **SEMA**, now heads to **Gov. Gavin Newsom** for consideration.

- Leno's Law seeks to provide a narrow, phased-in, collector-only pathway to smog check exemptions for qualifying collector vehicles manufactured between 1976 and 1985. The exemption would be phased in over several years and would apply only to vehicles that meet specific collector-use requirements.

Leno's Law is authored by **Sen. Dave Cortese**, with **Sen. Shannon Grove** as a principal coauthor. Its passage through both chambers of the California Legislature represents the most significant progress in more than 20 years to deliver collector-vehicle smog check reform on behalf of California's car enthusiasts, automotive restorers and anyone for whom a vehicle has represented a cultural or family touchstone. Importantly, support for Leno's Law has transcended party lines, uniting Democrats and Republicans, lowrider groups and car clubs, collectors, preservationists, automotive businesses and enthusiasts.

"This bipartisan victory is a product of California's automotive community uniting to remind the state's lawmakers of the cultural significance of our cars and trucks, and of our sacred charge to pass this shared heritage on to the next generation," said SEMA CEO **Mike Spagnola**. "We are grateful for Senators Cortese and Grove for their stewardship of this bill, and to Jay Leno for lending his name and passion on behalf of every car enthusiast and small business with a personal stake in preserving our automotive heritage. SEMA and California's automotive community have one more request, and we respectfully ask Governor Newsom to finish the job and sign Leno's Law."

"California can protect clean air without erasing our automotive history. A classic car that spends most of its life in a garage and comes out for a parade, car show or charity event is not the same as a daily commuter, and our laws should recognize that," said **Sen. Dave Cortese**. "SB 1392 brings common sense back to the smog-check system, protects a treasured part of California culture and gives classic car owners a fair shot at preserving these pieces of history. We've cleared the Legislature. Now it's time to put 'Leno's Law' on the Governor's desk and get it signed."

"For generations of California families, classic cars have brought grandfathers, fathers, sons and daughters together, from the shade-tree mechanic working side by side with their grandchild, to the enthusiast who gets behind the wheel and is instantly taken back to their glory days," said **Sen. Shannon Grove**. "After years of working to find a solution that protects California's classic car culture while addressing the state's requirements, Leno's Law gets us there. It is a focused, common-sense bill that keeps true collector vehicles in California, supports the small businesses that restore and celebrate them and removes a burdensome requirement so enthusiasts can get back to what they do best, restoring and enjoying these pieces of California history. I am proud to stand with Sen. Cortese, Jay Leno, SEMA and collectors across the state as we take this effort to the finish line."

Background

Leno's Law establishes a narrow, phased-in, collector-only pathway to a smog-check exemption for certain older vehicles. Under the bill, beginning **January 1, 2028**, qualifying collector vehicles (those manufactured before **model-year '81**) would be exempt from smog-check requirements. This exemption would annually expand by one model year until **2033**, when it would apply to vehicles manufactured before model-year '86. To qualify, vehicles must meet the bill's collector-use requirements, and owners must either carry collector-car insurance or be able to verify the vehicle is driven fewer than 1,000 miles per year. The bill does not change California's existing exemption for pre-'76 vehicles.

The effort to secure passage of this bill won support from all corners of California's automotive culture and reached enthusiasts and preservationists from other countries. California's lowrider community sent more than 1,700 letters in support of the legislation, while the **Fédération Internationale de l'Automobile's (FIA) International Historical Commission** backed the bill, highlighting its balanced approach to automotive preservation and California's environmental objectives.

California remains a globally recognized cultural epicenter for America's automotive heritage, immediately identifiable through decades of images of classic cars and trucks traversing on California's roads and highways, from the desert to the coast and the urban landscapes in between. Appropriately, the state is home to more than **1,500 SEMA member businesses**, and the state's automotive aftermarket industry supports nearly **150,000 jobs**, annually generates more than **\$40 billion** in economic impact and delivers **\$13 billion** in wages and benefits while contributing **\$6 billion** in taxes.

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