

THE VOICE

CONNECTICUT COUNCIL OF CAR CLUBS (4C's)

Important Upcoming 4C's Dates:

Everyone's Membership Renewals Due 01/01/20
 2021 State Legislative Session Began 01/06/21
April Business Meeting *Cancelled*
 May Business Meeting 05/03/21
 June Business Meeting 06/07/21
 2021 State Legislative Session Ends..... 06/09/21
 August Business Meeting 08/02/21
 November Business Meeting 11/02/21
 February Business Meeting 02/07/22

Legislative Report

Dave Bajumpaa

The 2021 Legislative Session began on January 6th and will run through June 7th. The Legislative Office Building remains closed to the public. Public hearings are being held virtually via Zoom.

As we have done in previous sessions, we have retained the services of Hughes and Cronin Public Affairs Strategies to monitor legislation related to the antique auto hobby. In this monitoring capacity, Hughes and Cronin informs us of the pending legislation. We report to you on any legislation potentially impacting the hobby, and ask you to contact your legislators and help get favorable legislation passed, and unfavorable legislation defeated (i.e., a "grass roots" approach).

At the present time, we are not aware of any legislation introduced in the 2021 Legislative Session that will adversely impact the antique auto hobby.

The table included in this newsletter summarizes the current status of bills related to the hobby and other transportation related matters of interest that have been introduced in the legislative session to date (March 27, 2021).

(Continued on Page 2)

April 5th Business Meeting Cancelled

Also In This Issue: PAGE

THANKS FOR YOUR SUPPORT!	3
4C's BOARD OF DIRECTORS	3
4C's CURRENT CT STATUTES WE PROTECT.....	4
WHY THE MAX \$500 ASSESSMENT IS FAIR.....	7
4C's CALENDAR OF EVENTS	7
DID YOU KNOW?	7
INTERESTED IN JOINING THE 4C's BOARD?.....	7
LIST OF BILLS INTRODUCED IN THE SESSION....	8
4C's MEMBERSHIP RENEWAL APPLICATION	9

The 4C's conducts a regular business meeting six times a year on the first Monday of February, April, May, June, August, and November. The meetings are scheduled on these dates to coincide with the Connecticut State Legislative Session. The newsletter is published six times a year and is mailed approximately a week prior to the regular business meeting.

Connecticut General Assembly website address is:
<http://www.cga.ct.gov>

Connecticut Council of Car Clubs Website address:
<http://www.ctccc.net>

SEMA Action Network Website:
<http://www.semasan.com>

Legislative Report (from Page 1)

Senate Bill 159:

In the table in this newsletter, I have identified one bill that pertains to the hobby. Senate Bill 159 "AN ACT REDEFINING "ANTIQUA, RARE OR SPECIAL INTEREST MOTOR VEHICLE" TO INCLUDE A REPLICA VEHICLE" proposes to promote the interests of automobile collectors and enthusiasts. Specifically, Senate Bill 159 proposes: "That subdivision (3) of section 14-1 of the general statutes be amended to redefine "antiqua, rare or special interest motor vehicle" to include a replica vehicle, as defined in the Low Volume Motor Vehicle Manufacturers Act of 2015, P. L. 114-94.

On the Federal level, Section 24405 of Public Law 114-94 "Fixing America's Surface Transportation Act" concerns the treatment of low-volume manufacturers and defines a replica motor vehicle.

REPLICA MOTOR VEHICLE—The term 'replica motor vehicle' means a motor vehicle produced by a low-volume manufacturer and that—

"(i) is intended to resemble the body of another motor vehicle that was manufactured not less than 25 years before the manufacture of the replica motor vehicle; and

"(ii) is manufactured under a license for the product configuration, trade dress, trademark, or patent, for the motor vehicle that is intended to be replicated from the original manufacturer, its successors or assignees, or current owner of such product configuration, trade dress, trademark, or patent rights.

Included in this newsletter (as in previous newsletters) are the Connecticut Statutes that we are looking to protect. As you can see, the current Connecticut Statutes do not use the term replica motor vehicle. As I understand it (recognizing I do not have direct experience in this matter), the Statutes use the term *composite motor vehicle* which encompasses vehicles meeting the replica motor vehicle definition above as well as vehicles created by individual hobbyists. I understand that a replica motor vehicle is registered in CT by DMV as a composite motor vehicle. The statutes do not currently define a composite motor vehicle but do use the term.

After the bill was introduced by Senator Lesser, the hobbyist behind its introduction contacted us to support the bill. The purpose of this bill is to ensure

DMV will issue Classic Vehicle plates (i.e., the special number plates under Section 14-20 of the CT Statutes) and then have the maximum \$500 property tax limit [Section 12-71(b) of the CT Statutes] applied to the vehicle. I understand DMV currently is not willing to issue classic motor vehicle plates to composite motor vehicles. We provided the following response:

The 4C's Board has the following significant concerns with Senate Bill 159 that preclude us from supporting the bill as proposed:

1. Current State Statutes currently have separate definitions for "Antiqua, Rare or Special Interest Motor Vehicle" and "Modified Antiqua Motor Vehicle." Trying to include the definition of a Replica Motor Vehicle in the definition of an Antiqua, Rare or Special Interest Motor Vehicle is not appropriate. Our position is it should be a separate definition. (Or perhaps not a definition at all...) Instead, current Section 14-20 of the Statutes deals with the issuance Classic Vehicle plates. Section 14-20 includes issuance of these plates for both of the current definitions of antiqua motor vehicles in the statutes. We would not be opposed to including composite vehicles in Section 14-20 as an additional category that DMV can issue the Classic Vehicle plates. (Let the state decide if they need a definition of a composite motor vehicle in Section 14-1. The term composite vehicle is currently used in the Statutes without defining it in Section 14-1)

2. Again, in Connecticut, we understand the current statutes consider replica vehicles as a subset of vehicles called Composite Motor Vehicles without specifically providing a Statutory Definition for a Composite Motor Vehicle. We understand DMV currently registers replica motor vehicles as composite vehicles. Current Statutes exclude composite vehicles from emissions testing requirements. If the new replica vehicle term is adopted, and a vehicle is registered as a replica vehicle, the current statutes would not exclude those replica vehicles from emissions testing. That would be problematic if replica vehicles are required to undergo periodic emissions testing.

3. By referring to the Low Volume Motor Vehicle Manufacturers Act of 2015, the proposed bill splits the already limited portion of the antiqua auto hobby currently considered as composite vehicles in Connecticut. The proposed bill requires the vehicle to be produced by a low-volume manufacturer. This excludes composite vehicles produced by individuals. We do not want to further fragment this limited portion of the hobby.

As noted in the Table included in this newsletter, Senate Bill 159 was referred to the Transportation Committee on January 15th. The Committee has not included the bill in any of its 2021 Public Hearings.

At this point, we expect no further action on this bill in the 2021 Legislative Session.

My current thinking is that it may be difficult to get the Legislature and DMV to extend the issuance of Classic Vehicle plates to Composite Motor Vehicles. There are some challenges/concerns that would have to be addressed to make this happen.

- Property taxes on motor vehicles is not revenue to the State, it is revenue to the local cities and towns. The State has had issues with funding municipalities and imposing restrictions on sources of revenue for those towns. The legislature may be reluctant to further limit the sources of revenue for municipalities. If we can understand from DMV how many Composite Vehicles are registered in Connecticut, that may support an argument this is not a significant loss of revenue to the municipalities.
- Would we allow Composite vehicles manufactured less than 20 years ago to get Classic Vehicle plates? Current Statutes indicate composite motor vehicles will be registered as the model year the vehicle most closely resembles. I don't know if DMV actually registers a composite motor vehicle as the year it most closely resembles and also tracks the date of manufacture of that vehicle. Is it appropriate for a Composite vehicle manufactured in 2021 to have the maximum \$500 assessment applied to it?

To be successful, it may be appropriate to request a meeting with DMV leadership to understand how many composite vehicles are registered in the state and understand any concerns DMV's may have regarding issuing classic motor vehicle plates to composite vehicles. It may make sense to include this as an agenda item on the meeting along with the issuance of titles for antique motor vehicles that we have been putting off due to the on-going pandemic. Perhaps requesting a meeting this summer after the conclusion of the 2021 Legislative Session would be appropriate.

If you have any feedback you would like to share on the potential for extension of the maximum \$500 assessment to composite motor vehicles, feel free to email me at dabajumpaa@aol.com.

Other issues:

Regarding titles for our antique motor vehicles, we will suspend any contact with DMV until after the pandemic passes. As noted above, I am thinking it

will be appropriate to reach out to DMV leadership after the 2021 Legislative Session ends.

As always, we will remain vigilant, and do our best to immediately report to you on any legislation impacting the antique auto hobby. Stay safe in these unprecedented times.

Thanks for Your Support!!

The 4C's thanks the following members who contributed additional money with their membership in 2021:

Clubs:

- Litchfield Hills Historical Auto Club*
- Connecticut Classic Chevy Car Club
- Valley Collector Car Club
- Brass City Cruisers
- Housatonic Valley Region AACA
- Yankee Yesteryear Car Club
- Connecticut MG Club
- Connecticut Triumph Register
- Connecticut Region Early Ford V-8 Club
- Connecticut Area Classic T-Bird Club

Individual Members:

- | | |
|---------------------------|------------------------|
| <i>Anne Iezzi</i> | <i>Scott McWilliam</i> |
| <i>Richard J. Vincent</i> | Stanley J. Sepiol |
| Art Parent | Allen Gridley |
| Wayne Hoffman | Don Murphy |
| Ed Wadowski | Don Bruno |
| Dave Sylvain | Don Tenerowicz |
| Steve Mierz | Frank Wemple |
| Don Hansen | Paul Pawlowski |
| June Mamula | Michael J. Smith |
| David Weiss | Jack White |

4C's Board of Directors:

Chairman: John Bajumpaa 13 Mullen Road East Windsor CT 06088 (860) 623-3906 jfbajumpaa@aol.com	Vice Chairman: Phil Hamilton 72 Essex Street Deep River, CT 06417 (860) 526-5729	Recording Secretary: Jim Juhas 139 Crescent Circle Cheshire, CT 06410 (203) 578-0958 James.F.Juhas@snet.net
Treasurer: John Jarush 19 Penfield Place Farmington, CT 06032 (860) 284-0090 patandjohnj@gmail.com	Member-at-Large: Scott Macgregor 4 Grove Street Moodus, CT 06469 (860) 391-2889 jscotmac@sbcglobal.net	Member-at-Large: Ken Useted P.O. Box 267 Canterbury, CT 06331 (860)546-2105 useteddracing@aol.com
Membership Secretary: Bob Balkow 22 Perron Road Plainville, CT 06062 (860) 747-6794 balko34@sbcglobal.net	Newsletter Editor: Dave Bajumpaa 17 Mullen Rd. East Windsor CT 06088 (860) 627-8572 dabajumpaa@aol.com	Past Chairman: Dexter Crowley 3 Village Circle Hamden CT 06514 (203) 248-1555 anndexcrowley@sbcglobal.net

Current State Statutes the 4C's is Protecting (Updated per Public Act 09-187):

Key Definitions

Subdivision (3) of Subsection (a) of Section 14-1 of the state statutes defines an "Antique, rare or special interest motor vehicle" as a motor vehicle twenty years old or older which is being preserved because of historic interest and which is not altered or modified from the original manufacturer's specifications;

Subdivision (49) of Subsection (a) of Section 14-1 of the state statutes defines a "Modified antique motor vehicle" means a motor vehicle twenty years old or older which has been modified for safe road use, including, but not limited to, modifications to the drive train, suspension, braking system and safety or comfort apparatus.

Key Statutes:

Section 14-20 of the state statutes allows **Number Plates** for antique, rare or special interest motor vehicles and states: (a) ***The Commissioner of Motor Vehicles may issue special number plates for antique, rare or special interest motor vehicles, including antique, rare or special interest motor vehicles that have been modified,*** such special number plates to be issued on a permanent basis. The commissioner shall charge a fee for such plates which shall cover the entire cost of making the same. An owner of such antique, rare or special interest motor vehicle may use such owner's own porcelain number plate in place of the plates issued by the commissioner provided (1) such plate was originally issued by the department, and (2) such owner files with the commissioner a description and the number of such plate and any additional information the commissioner may require.

(b) Notwithstanding the provisions of subsection (a) of this section, section 14-18, and section 14-21b, the owner of such antique, rare or special interest motor vehicle may be authorized by the commissioner to display a number plate originally issued by the Commissioner of Motor Vehicles corresponding to the year of manufacture of such antique, rare or special interest motor vehicle. The commissioner shall issue a certificate of registration, as provided in section 14-12. Such registration shall be valid, subject to renewal, as long as the commissioner permits. Thereafter, the registration number and number plates,

if any, which were assigned to such motor vehicle before such registration and number plates were issued under this section, shall be in effect. Each such number plate authorized for use by the commissioner shall be displayed in a conspicuous place at the rear of such motor vehicle at all times while the vehicle is in use or operation upon any public highway. A sticker shall be affixed to each such number plate to denote the expiration date of the registration, unless the commissioner authorizes the sticker, or other evidence of the period of the registration, to be placed elsewhere or carried in such motor vehicle. Such sticker may contain the corresponding letters and numbers of the registration and number plate. The commissioner may adopt regulations, in accordance with chapter 54, to implement the provisions of this section.

Regarding Safety Inspections:

Sec. 14-16a. Inspection of older vehicles before or upon transfer of ownership. Historical or special interest fire apparatus. Antique, rare or special interest motor vehicles and modified antique motor vehicles.

(a) The commissioner may require that each motor vehicle registered in this state which is ten model years old or older shall, within thirty days before transfer of ownership or upon such transfer, be presented for inspection, as directed by the commissioner, at any Department of Motor Vehicles office or any official emissions inspection station or other facility authorized by the Commissioner of Motor Vehicles to conduct such inspection. The vehicle shall be inspected to determine whether it is properly equipped and in good mechanical condition before registration is issued to the new owner of the vehicle. If the commissioner authorizes the contractor that operates the system of official emissions inspection stations or other business or firm, to conduct the safety inspections required by this subsection, the commissioner may authorize the contractor or other business or firm to charge a fee, not to exceed fifteen dollars, for each such inspection. The commissioner may authorize any motor vehicle dealer or repairer, licensed in accordance with section 14-52 and meeting qualifications established by the commissioner, to perform an inspection required by this section or to make repairs to any motor vehicle that has failed an initial safety inspection and to certify to the commissioner that the motor vehicle is in compliance with the safety and equipment

standards for registration. No such authorized dealer or repairer shall charge any additional fee to make such certification to the commissioner. If the commissioner authorizes any such dealer or repairer to conduct safety inspections, such licensee may provide written certification to the commissioner, in such form and manner as the commissioner prescribes, as to compliance of any motor vehicle in its inventory with safety and equipment standards, and such certification may be accepted by the commissioner as meeting the inspection requirements of this subsection.

(b) The following vehicles, upon transfer of ownership, shall be presented for inspection, as directed by the commissioner, at any Department of Motor Vehicles office or any official emissions inspection station authorized by the Commissioner of Motor Vehicles to conduct such inspection: (1) All motor vehicles ten model years old or older which are registered in this state and which were originally used or designed as fire apparatus and which are of historical or special interest as determined by the commissioner, (2) all antique, rare or special interest motor vehicles, and (3) all modified antique motor vehicles. Any such vehicle shall be inspected to determine whether it is in good mechanical condition before registration can be issued to the new owner of such vehicle. *The determination of the mechanical condition of a vehicle described in subdivisions (1) and (2) of this subsection shall be made by inspecting only the vehicle's original equipment and parts or the functional reproductions of the original equipment and parts. The mechanical condition of modified antique motor vehicles shall be determined by inspecting the original equipment and any functioning replacements of such equipment. The model year designation for the purpose of registration of a modified antique motor vehicle or a composite motor vehicle shall be the model year that the body of such vehicle most closely resembles.* If the commissioner authorizes the contractor that operates the system of official emissions inspection stations or other business or firm, except a licensee of the department, to conduct the safety inspections required by this subsection, the commissioner may authorize the contractor or other business or firm to charge a fee, not to exceed fifteen dollars, for each such inspection. The commissioner may authorize any motor vehicle dealer or repairer, licensed in accordance with section 14-52 and meeting

qualifications established by the commissioner, to make repairs to any motor vehicle that has failed an initial safety inspection and to certify to the commissioner that the motor vehicle is in compliance with the safety and equipment standards for registration. No such authorized dealer or repairer shall charge any additional fee to make such certification to the commissioner.

Sec. 14-16b. Inspection of damaged vehicles.

Section 14-16b is repealed.

See Sec. 14-103a re inspection of reassembled, altered or rebuilt vehicles.

Sec. 14-103a. Inspection of reassembled, altered or rebuilt vehicles.

Any motor vehicle that (1) has been reconstructed, (2) is composed or assembled from the several parts of other motor vehicles, (3) the identification and body contours of which are so altered that the vehicle no longer bears the characteristics of any specific make of motor vehicle, or (4) has been declared a total loss by any insurance carrier and subsequently reconstructed, shall be inspected by the commissioner to determine whether the vehicle is properly equipped, in good mechanical condition and in the possession of its lawful owner. *The model year designation for the purpose of registration of a composite motor vehicle inspected in accordance with this section shall be the model year that the body of such composite motor vehicle most closely resembles.* Such vehicle shall be presented for inspection at any Department of Motor Vehicles office to conduct such inspection. The commissioner may require any person presenting any such reassembled, altered or reconstructed vehicle for inspection to provide proof of lawful purchase of any major component parts not part of the vehicle when first sold by the manufacturer. The commissioner may require, in accordance with the provisions of this section, the inspection of any other motor vehicle that has not been manufactured by a person, firm or corporation licensed in accordance with the provisions of section 14-67a, as amended by this act. The fee for any inspection required by the provisions of this section shall be eighty-eight dollars. The inspection fee shall be in addition to regular registration fees. As used in this section, "reconstructed" refers to each motor vehicle materially altered from its original construction by the removal, addition or substitution of essential parts, new or used.

Regarding Emissions Inspections:

Section 14-164c(c) states: The commissioner shall adopt regulations, in accordance with chapter 54, to implement the provisions of this section. Such regulations shall include provision for a periodic inspection of air pollution control equipment and compliance with or waiver of exhaust emission standards or compliance with or waiver of on-board diagnostic standards or other standards defined by the Commissioner of Environmental Protection and approved by the Administrator of the United States Environmental Protection Agency, compliance with or waiver of, air pollution control system integrity standards defined by the Commissioner of Environmental Protection and compliance with or waiver of purge system standards defined by the Commissioner of Environmental Protection. Such regulations may provide for an inspection procedure using an on-board diagnostic information system for all 1996 model year and newer motor vehicles. Such regulations shall apply to all motor vehicles registered or which will be registered in this state except: (1) Vehicles having a gross weight of more than ten thousand pounds; (2) vehicles powered by electricity; (3) bicycles with motors attached; (4) motorcycles; (5) vehicles operating with a temporary registration; (6) **vehicles manufactured twenty- five or more years ago**; (7) new vehicles at the time of initial registration; (8) vehicles registered but not designed primarily for highway use; (9) farm vehicles, as defined in subsection (q) of section 14-49; (10) diesel-powered type II school buses; (11) a vehicle operated by a licensed dealer or repairer either to or from a location of the purchase or sale of such vehicle or for the purpose of obtaining an official emissions or safety inspection; or (12) **vehicles that have met the inspection requirements of section 14-103a and are registered by the commissioner as composite vehicles**. On and after July 1, 2002, such regulations shall exempt from the periodic inspection requirement any vehicle four or less model years of age, beginning with model year 2003 and the previous three model years, provided that such exemption shall lapse upon a finding by the Administrator of the United States Environmental Protection Agency or by the Secretary of the United States Department of Transportation that such exemption causes the state to violate applicable federal environmental or transportation planning requirements. Notwithstanding any provisions of this subsection, the commissioner may require an initial emissions inspection and compliance or waiver prior

to registration of a new motor vehicle. If the Commissioner of Environmental Protection finds that it is necessary to inspect motor vehicles which are exempt under subdivision (1) or (4) of this subsection, or motor vehicles that are four or less model years of age in order to achieve compliance with federal law concerning emission reduction requirements, the Commissioner of Motor Vehicles may adopt regulations, in accordance with the provisions of chapter 54, to require the inspection of motorcycles, designated motor vehicles having a gross weight of more than ten thousand pounds or motor vehicles four or less model years of age.

Regarding the Property Tax Limit:

Section 12-71(b) states:

(b) Except as otherwise provided by the general statutes, property subject to this section shall be valued at the same percentage of its then actual valuation as the assessors have determined with respect to the listing of real estate for the same year, **except that any antique, rare or special interest motor vehicle, as defined in section 14-1, as amended by this act, shall be assessed at a value of not more than five hundred dollars. The owner of such antique, rare or special interest motor vehicle may be required by the assessors to provide reasonable documentation that such motor vehicle is an antique, rare or special interest motor vehicle, provided any motor vehicle for which special number plates have been issued pursuant to section 14-20, as amended by this act, shall not be required to provide any such documentation.** The provisions of this section shall not include money or property actually invested in merchandise or manufacturing carried on out of this state or machinery or equipment which would be eligible for exemption under subdivision (72) of section 12-81 once installed and which cannot begin or which has not begun manufacturing, processing or fabricating; or which is being used for research and development, including experimental or laboratory research and development, design or engineering directly related to manufacturing or being used for the significant servicing, overhauling or rebuilding of machinery and equipment for industrial use or the significant overhauling or rebuilding of other products on a factory basis or being used for measuring or testing or metal finishing or in the production of motion pictures, video and sound recordings.

Why the \$500 Tax Assessment is Fair

The provision of a maximum \$500 assessment for antique vehicles is appropriate. The vast majority of the automobile hobbyists in this state have other motor vehicles they use as primary transportation that are subject to the same property taxes as everyone else in the state. Because of this, the automobile hobbyists are already paying their fair share of property taxes on motor vehicles. Unlike many other hobbies, the automobile hobby requires us to register our collector motor vehicles, which puts them on a list, making them visible to the local property tax assessors in cities and towns. Hobbyists that collect artwork, furniture, stamps, coins, or rare books cannot be easily tracked down by these same local property tax assessors. Elimination of the \$500 maximum assessment would unfairly put the automobile hobbyists in a situation where the tax burden associated with their hobby would be excessive, as compared to other hobbies.

Furthermore, the automobile hobbyist provides benefits to the community that many other hobbies don't provide. There are several car shows each weekend in the state throughout the late spring, summer, and early fall. These car shows typically benefit local charities and organizations. These shows result in significant revenues to these charities and organizations. These shows and cruise nights also result in increased spending at restaurants and local business throughout the state, indirectly helping increase state revenues. The use of their collector vehicles in local parades and other town functions throughout the state provide a positive benefit to the community. Additionally, several businesses in the state rely on the revenue generated by the restoration of antique vehicles. Eliminating or raising this maximum assessed value would be adverse to those businesses.

Currently, the property taxes on antique motor vehicles in Connecticut are in alignment with the surrounding states. Specifically, New York does not have an annual property tax (also known as an excise tax in surrounding states) on motor vehicles. Rhode Island has an annual excise tax on motor vehicles. Similar to Connecticut, Section 44-34-2 of the Rhode Island State Statutes identifies that any motor vehicle which is more than 25 years old shall be deemed to

possess an average retail value of five hundred dollars (\$500) as a basis value for the annual excise tax. Massachusetts has an annual excise tax on motor vehicles. The assessed value or excise tax basis value of a motor vehicle is based on a percentage of the manufacturer's suggested retail price (MSRP). The assessed value or excise tax basis value of any motor vehicle 5 years old or older is 10% of the MSRP. The annual tax is 2.5% of this basis value. (Source: CT OLR Report 2013-R-0170 February 27, 2013). As an example, let us calculate the annual Massachusetts excise tax on a 1965 Mustang. A 1965 Mustang had a MSRP was \$2427. For all vehicles 5 years old and older, the Massachusetts excise tax basis value is 10% of the MSRP. In Massachusetts the annual excise tax is 2.5% of the basis value with a \$5 minimum value. For this 1965 Mustang, the annual excise tax in Massachusetts is \$6.07. In Connecticut, with the maximum \$500 assessment and a municipality with a mill rate of 30, the annual property tax on that same 1965 Mustang would be \$15.

4C's Calendar of Events.

We maintain a Calendar of Events on our website. Our intent is to list all collector car related shows in Connecticut, as well as major regional and national meets. The website is maintained throughout the year. The 4C's does not charge a fee to have your show listed on our website. To have your show listed on the 4C's website, please provide the date/rain date; sponsoring club; who the show benefits; location; and contact person information to:

John Bajumpaa (4C's)
13 Mullen Road
East Windsor, CT 06088
Or via E-mail at: jfbajumpaa@aol.com

Did You Know??

The 4C's has recently formed a Facebook group where members can disseminate information related to the antique auto hobby in Connecticut. The Facebook group is "Connecticut Council of Car Clubs." Feel free to join.

You can receive this 4C's newsletter by Email. If you don't already get the newsletter by a .pdf attachment to an Email and would like to, send your name and whether you are an individual member, or what club you are a member of, to dabajumpaa@aol.com. Also, if you are willing to help the 4C's reduce its expenses by accepting the newsletter via Email only, let us know.

Summary of Motor Vehicle Related Bills of Interest Introduced in the 2021 Connecticut State Legislative Session

Bill No.	Title	Purpose	Introduced By/ Sponsor	Status of Bill
S. B. 127	AN ACT CONCERNING THE SALE OF ELECTRIC VEHICLES IN THE STATE	To permit electric vehicle manufacturers to sell electric vehicles directly to the consumer.	Sen. Will Haskell, 26th Dist. Rep. Jonathan Steinberg, 136th Dist.	3/26/21: Joint Favorable with the Leg. Commissioner's Office
S. B. 128	AN ACT CONCERNING FUNDING FOR CONNECTICUT'S TRANSPORTATION FUTURE.	To establish long-term, sustainable funding for the Special Transportation Fund by authorizing the Department of Transportation to construct, maintain and operate electronic tolling systems on Interstate Route 84, Interstate Route 91, Interstate Route 95 and portions of Connecticut Route 15	Sen. Will Haskell, 26th Dist. Sen. Alex Kasser, 36th Dist.	1/12/21: Referred to Transportation Committee
S. B. 159	AN ACT REDEFINING "ANTIQUE, RARE OR SPECIAL INTEREST MOTOR VEHICLE" TO INCLUDE A REPLICA VEHICLE	That subdivision (3) of section 14-1 of the general statutes be amended to redefine "antique, rare or special interest motor vehicle" to include a replica vehicle, as defined in the Low Volume Motor Vehicle Manufacturers Act of 2015, P. L. 114-94	Sen. Matthew L. Lesser, 9th Dist.	1/15/21: Referred to Transportation Committee
S. B. 261	AN ACT CONCERNING RECOMMENDATIONS BY THE DEPARTMENT OF MOTOR VEHICLES.	To implement the recommendations of the Department of Motor Vehicles.	Transportation Committee	3/18/21: Senate Calendar #86 File #89
H. B. 5084	AN ACT REQUIRING MOTOR VEHICLE SAFETY INSPECTION AT TIME OF EMISSIONS INSPECTION.	To ensure that motor vehicles are complaint with safety regulations by requiring inspections.	Rep. David Rutigliano, 123rd Dist.	1/11/21: Referred to Transportation Committee
H. B. 5167	AN ACT CONCERNING THE WAIVER OF FEES FOR OPERATOR'S LICENSES AND MOTOR VEHICLE REGISTRATION FOR VETERANS.	To waive any operator's license or motor vehicle registration fee for one licensing period for a qualifying veteran who is a current resident of the state, rather than a veteran who was a resident at the time of his or her induction into the armed forces.	Rep. Robin Green, 55th Dist.	1/13/21: Referred to Transportation Committee
H. B. 5205	AN ACT CONCERNING THE DIRECT SALES OF MOTOR VEHICLES AND THE USE OF ELECTRIC AND ZERO-EMISSION VEHICLES IN THE STATE.	To permit the sale of motor vehicles directly to the consumer without requiring sales through an existing car dealer and to encourage the adoption of electric and zero-emission vehicles in the state	Rep. Jonathan Steinberg, 136th Dist.	1/15/21: Referred to Transportation Committee
H. B. 5427	AN ACT ESTABLISHING A WORKING GROUP TO STUDY THE FEASIBILITY AND IMPACT OF CONVERTING HIGH-OCCUPANCY VEHICLE LANES.	To establish a working group to study ways to convert high-occupancy vehicle lanes to enhance commerce and public safety on Connecticut's roadways.	Rep. Donna Veach, 30th Dist.	1/15/21: Referred to Transportation Committee

Connecticut Council of Car Clubs (4C's)

New Member/Membership Renewal/Change of Address Form

Note
Please mail
this entire page

Send All Information to:
Membership Secretary
c/o Bob Balkow
22 Perron Road
Plainville, CT 06062

This membership application is: ___ New ___ Renewal ___ Change of Information

Complete Section 1 or Section 2 and Section 3
Please Print Clearly

Section 1

Club Membership - \$50

(Includes up to two mailings to separate addresses.
The 4C's recommends one of the two mailings be to
your Clubs newsletter editor.)

Club Name _____

Number of Club members _____

National Affiliation _____

Club Web Address _____

First 4C's Mailing to:

Name _____

Address _____

Phone _____

E-Mail Address: _____

Check here to receive newsletter as a .pdf by E-mail only

4C's Representative (Second Mailing to):

Name _____

Address _____

Phone _____

E-Mail Address: _____

Check here to receive newsletter as a .pdf by E-mail only

Section 2

Individual Membership - \$15

Name _____

Address _____

Phone _____

E-Mail Address: _____

Check here to receive newsletter as a .pdf by E-mail only

Member of what car club(s)? _____

Section 3

Complete For All Applications:

Membership Fee (\$50 or \$15): _____

Additional Donation: _____

Total Enclosed: _____

Make check payable to:

"CONNECTICUT COUNCIL OF CAR CLUBS"

Please mail this entire page to:

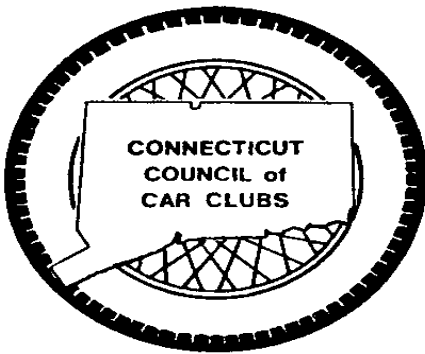
Connecticut Council of Car Clubs Membership
c/o Bob Balkow
22 Perron Road
Plainville, CT 06062

Please Print VERY CLEARLY, Especially E-mail addresses

THE VOICE

CONNECTICUT COUNCIL OF CAR CLUBS
17 MULLEN ROAD
EAST WINDSOR, CT 06088

FIRST CLASS MAIL
TIME SENSITIVE MATERIAL



THE APRIL 5th 4C's BUSINESS MEETING IS CANCELLED

ALSO:

**4C's Membership Renewals for 2021 for everyone was due in
January. Please Renew As Soon As Possible (Form on Page 9).**

**YOUR CONTINUED SUPPORT OF THE 4C'S HELPS
ENSURE YOUR AUTO HOBBY IS PROTECTED**