

# THE VOICE

CONNECTICUT COUNCIL OF CAR CLUBS (4C's)

## Important Upcoming 4C's Dates:

Everyone's 2024 Membership Renewals Due 1/01/24  
 April Business Meeting ..... 04/01/24  
 May Business Meeting ..... 05/06/24  
 2024 State Legislative Session Ends ..... 05/08/24  
 June Business Meeting..... 06/03/24  
 August Business Meeting ..... 08/05/24  
 November Business Meeting ..... 11/04/24  
 2025 State Legislative Session Begins ..... 01/08/25  
 February Business Meeting ..... 02/03/25

## Legislative Report

Dave Bajumpaa

The 2024 State Legislative Session began on February 7<sup>th</sup> and ends on May 8<sup>th</sup>. We are retaining the services of Hughes and Cronin Public Affairs Strategies to monitor legislation related to the antique auto hobby, as we have done in previous sessions. 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 2024 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 the date that I am writing this report (March 24, 2024).

A joint favorable substitute of Senate Bill 183, the annual Department of Motor Vehicle "Clean up" bill, has been approved by the Transportation Committee and has been filed with the Legislative Commissioners' Office on March 21<sup>st</sup>. The text of this substitute bill is not yet available for review.

(Continued on Page 3)

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

## April Business Meeting Monday April 1, 2024

**Agenda:** See Tentative Agenda on Page 2

**Time:** Dinner at 6:30 p.m with meeting at 7:30 p.m.

**Location:** Athenian Diner Restaurant  
 864 Washington Street (Route 66),  
 Middletown, CT 06457

### Directions:

- Restaurant is located on Route 66 approximately two miles west of Route 9 or approximately 7 miles east of Route 91.
- Restaurant is on the street in front of the Middletown Plaza Shoppes directly across the street from the Home Depot.
- Restaurant Phone Number is (860) 346-2272  
 For more info, contact Dave Bajumpaa at (860) 627-8572

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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>

## Minutes of February 5<sup>th</sup> Meeting:

Dave Bajumpaa called the meeting to order at 7:30 P.M. The members present introduced themselves, identifying their affiliations with the 4Cs, whether representing a member club or as individual members.

### Previous Meeting Minutes:

Joe Loban made a motion to accept the minutes of the November 6, 2023 meeting as published in the January – February 2024 issue of *The Voice*. John Jarush seconded and the motion passed unanimously.

### Treasurer's Report:

John Jarush presented the Treasurer's report. He gave the bank balances as of the end of October 2023 noting that our Annual Report has been filed with the Secretary of the State. He also reported the Connecticut Street Road Association has donated \$1,000 in addition to its annual dues.

### Legislative Report:

Dave Bajumpaa's reported that we signed an Agreement with Hughes & Cronin for legislative monitoring services for this year's legislative session. We are expecting an invoice shortly.

Dave addressed other matters, including:

The legislation providing for a standard depreciation schedule for determining universally assessed values for motor vehicles in all Connecticut municipalities has drawn significant criticism from town officials across the state. While some have observed that it would be good to end the uncertainty in values that currently exist as a vehicle ages, the critics are concerned they would need to raise property taxes in order to replace the lost revenue.

The Task Force, established by the legislature last year, that was to study issues related to the elimination of motor vehicle taxation in Connecticut reportedly will not be able to meet its deadline of issuing recommendations to the legislature before the start of this year's session. Further, the DRS Commissioner said that the Task Force is unlikely to produce any recommendations that will be considered viable by the Legislature and the Governor for action this year. This could mean that the depreciation schedule would be implemented this year and would affect July 2025 tax bills, but it is probably more likely the legislature will vote to further delay implementation of the 2023 legislation.

Our request to the DMV to discuss titles for older vehicles is still pending with no DMV response so far. Also, member Jason Mokhiber is continuing to work on getting "special interest" status for composite vehicles 20 years old and older. His Legislative Representative will attempt to introduce enabling legislation as a committee

recommendation, the only way it could be accomplished in the "short session" this year.

### Website, Calendar of Events, and Facebook:

No new information or discussion.

### Other Business:

None.

### Adjournment:

There being no further business, the Meeting adjourned at 8:15 P.M.

### Next Meeting:

Our next meeting will be Monday, April 1, 2024 at the Athenian Diner Restaurant in Middletown, Connecticut (dinner at 6:30 PM, meeting at 7:30 PM.)

Respectfully submitted,  
Jim Juhas, Recording Secretary

## 4C's Meeting Attendance February 5, 2024

Name:	Representing:
Dave Bajumpaa .....	Studebaker Driver's Club
Jim Juhas .....	CT MG Club
Bobbie Juhas .....	Litchfield Hills Historical Auto Club
Bob Balkow .....	4C's Membership Secretary
Joe Fernandez .....	Individual Member
John Jarush ..	Summer Knight and CT Street Rod Assn
Joe Loban .....	K of C Portland
Scott Macgregor .....	Belltown and Early Ford V-8 Club
Jim Way .....	CT Model "A" Ford Club
Bev Astles .....	Belltown Antique and Classic Car Club
June Mamula .....	Individual Member

## Agenda for April 1, 2024 4C's Business Meeting

- Call to Order (approximately 7:30 p.m.)
- Introductions & Attendance
- Minutes of Last Meeting
- Treasurers Report
- Legislative Report
- 4C's Board - Fill Vacant Positions
- Calendar of Events/4C's Website
- Motor Vehicle Titles for Collector Cars
- Classic Vehicle Plates for Composite Vehicles
- Other Business
- Next Meeting: Monday May 6, 2024

# Legislative Report

(Continued from Page 1)

Section 8 of the initially raised Senate Bill 183 proposes to change Section 14-103a of the State Statutes that deal with the inspection of reassembled, altered or rebuilt vehicles. These vehicles are registered as composite motor vehicles in Connecticut. This bill proposes changes to the inspection requirements for composite motor vehicles. **(Section 14-16a. of the State Statutes concerns the inspection of older vehicles before or upon transfer of ownership. Including historical or special interest fire apparatus, antique, rare or special interest motor vehicles and modified antique motor vehicles. No change to Section 14-16a is being proposed in S.B. 183.)**

The proposal defines Altered, Composite, Grey Market, and Salvage Vehicles as well as Major Component Parts, and provides an allowance for DMV to designate certain motor vehicle dealers and repairers (instead of DMV) to perform the inspection of salvage vehicles.

Specifically, Section 8 of Raised Senate Bill 183 is copied below in italics and proposes the following changes to the inspection requirements for these motor vehicles. Note that proposed deletions from the current statute are enclosed in brackets, [ ]. Proposed additions to the current statute are indicated by underline:

*Sec. 8. Section 14-103a of the general statutes is repealed and the following is substituted in lieu thereof (Effective July 1, 2024).*

*[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)]*

*(a) For the purposes of this section:*

*(1) "Altered vehicle" means a motor vehicle that has been materially modified from its original construction by the removal, addition or substitution of essential parts, new or used;*

*(2) "Composite vehicle" means a motor vehicle that is (A) composed or assembled from several parts of other motor vehicles, (B) assembled from a motor vehicle kit, or (C) has been altered, assembled or modified from the original manufacturer's specifications;*

*(3) "Grey-market vehicle" means a motor vehicle that is manufactured for use outside of, and imported into, the United States and is not certified to meet motor vehicle safety standards promulgated by the National Highway Traffic Safety Administration or emission standards promulgated by the federal Environmental Protection Agency at the time the motor vehicle was manufactured;*

*(4) "Major component parts" has the same meaning as provided in subsection (a) of section 14-149a; and*

*(5) "Salvage vehicle" means a motor vehicle that has been declared a total loss by any insurance carrier and subsequently reconstructed. [,]*

*(b) Any motor vehicle that the Commissioner of Motor Vehicles deems to be an altered vehicle, composite vehicle, grey-market vehicle or salvage vehicle shall be inspected by the commissioner to determine whether the vehicle is properly equipped [,] and 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 the provisions of 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.] Any altered vehicle, composite vehicle or grey-market vehicle shall be presented for inspection at a location of the Department of Motor Vehicles designated by the commissioner. Any salvage vehicle shall pass an inspection prior to the registration of such vehicle. The commissioner may authorize any motor vehicle dealer or repairer, licensed in accordance with section 14-52, to perform an inspection of a salvage vehicle as required by this section. 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.*

*(c) The commissioner may require any person presenting any altered vehicle, composite vehicle, grey-market vehicle or salvage 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.*

*(d) 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.]*

DMV testimony regarding the above change indicates the purpose is to enhance customer convenience and service by authorizing vehicle inspections in prescribed cases, such as salvage vehicles, to be conducted at licensed repairers (currently a trip to the DMV Wethersfield office is necessary). The DMV testimony indicates that there have been approximately 2,000 salvage inspections conducted

per year over the last three years, and outsourcing would create efficiencies and reduce operating costs.

At the public hearing, Jason Mokhiber from Middletown submitted written testimony related to this section of the bill. In his testimony, he requested an additional modification to the General Statutes that composite motor vehicles that are 20 years old or older be permitted to be registered as antique rare or special interest motor vehicles and eligible for classic vehicle license plates. When the substitute Senate Bill 183 bill becomes available for review, it will be interested to see if Jason's testimony had an impact. Certainly something we will be discussing at the April 1<sup>st</sup> meeting.

As reported in previous newsletters, the change to how our modern vehicles will be assessed was delayed an additional year. The current state statutes (Section 12-63) will implement a standard depreciation table for the assessed value of all motor vehicles based on the manufacturer's suggested retail price (MSRP) of the vehicle starting with the October 2024 municipal grand lists and reflected in our July 2025 city and town motor vehicle property tax bills we receive. *(Note that this change is not adverse to the antique auto hobby, since there is no change to the maximum \$500 assessed value of our antique hobby vehicles with Classic Vehicle plates or are otherwise considered an antique, rare or special interest motor vehicle by the town.)* Section 3 of raised House Bill 5172 proposed some technical changes to Section 12-63 of the statutes. These technical changes proposed no additional delay or changes to the standard depreciation table percentages. I am not aware of any other bill proposed that impacts this new method of assessing the value of modern motor vehicles. A joint favorable substitute version of this bill was approved by the Planning and Development Subcommittee and filed with the Legislative Commissioners office on March 18<sup>th</sup>, as noted in the table in this newsletter. We will be keeping an eye on the substitute House Bill 5172 bill when it becomes available for review.

I view the implementation of this standard depreciation table as a good change by eliminating the increase in the assessed value and the resulting tax bills of our modern motor vehicles from year to year, even though the vehicle is a year older. It also adds transparency and certainty to the assessed value of a vehicle as it ages.

I also see a positive impact on our hobby as older vehicles that either don't have Classic Vehicle plates or are not recognized by the town as an Antique, Rare or Special Interest Motor Vehicles will no longer be able to be assessed at an excessively high value by the cities and towns resulting in unfairly large motor vehicle tax bills. I have heard from many residents in several towns throughout the state with examples of these excessively high motor vehicle tax bills on these older vehicles.

As reported in previous newsletters, Special Act 23-24 (Senate Bill 497) established a task force to study issues relating to the repeal of the motor vehicle property tax and report their recommendations to the Legislature before the 2024 Legislative Session begins. On October 23<sup>rd</sup>, this task force met for the first time. There is a consensus that the property tax on motor vehicles is regressive and widely disparate depending on where you live, and difficult for municipalities to administer. The challenge will be a how to replace the revenue the motor vehicle tax provides to cities and towns.

On January 10 and 11<sup>th</sup>, it was reported that this task force will not be ready to provide recommendations to the Legislature before the session opens. Indeed, the issue is complex and the question of how to reimburse towns for lost revenue is difficult. It was reported that the Department of Revenue Services Commissioner suggested the task force take some additional time before making recommendations, study the tax policies of nearby states, and study the previous unsuccessful proposals to repeal Connecticut's motor vehicle tax. He indicated that, to be successful, any proposed recommendation would have to be considered viable by the Legislature and the Governor.

The task force issued their final report on February 7<sup>th</sup> without reaching a consensus. It did indicate that repeal of the motor vehicle property tax would cost municipalities a combined \$1.2 billion. The report offered two policy options repealing the motor vehicle property tax. Both options involve towns raising the taxes on real estate and businesses to cover the lost revenue. To minimize the increase in the mill rate of a town, the suggestion was allow the towns to increase the state mandated assessed value of real and business property from the current 70% fair market value to a higher percentage as needed. Frankly, I view allowing this percentage increase to maintain the current mill rate in a town misleading, as the annual tax bill on property or businesses will be higher.

As noted above, we currently do not anticipate any legislation adverse to the antique auto hobby to move forward in this session. As always, we will remain vigilant, and immediately report to you on any legislation impacting the antique auto hobby.

## **Improvement in Tax Assessments of Modern Vehicles Now Scheduled to Start with 2025 Property Tax Bills.**

As discussed in the Legislative Report contained in this newsletter, the Connecticut Statutes have been changed to delay implementation of a standard depreciation table for motor vehicle based on the Manufacturer's Suggested

Retail Price (MSRP). Starting in July 2025, our modern motor vehicle property tax bills will be more predictable, as the assessed value of motor vehicles will be determined by a standard depreciation schedule based on a percentage of the initial MSRP of the vehicle. With this change, Section 12-63 of current state statutes read:

*For assessment years commencing on or after October 1, 2024, the following schedule of depreciation shall be applicable with respect to motor vehicles based on the manufacturer's suggested retail price of such motor vehicles, provided no motor vehicle shall be valued at an amount less than five hundred dollars:*

Age of Vehicle	Percentage of Manufacturer's Suggested Retail Price (MSRP)
Up to year one	Eighty per cent
Year two	Seventy-five per cent
Year three	Seventy per cent
Year four	Sixty-five per cent
Year five	Sixty per cent
Year six	Fifty-five per cent
Year seven	Fifty per cent
Year eight	Forty-five per cent
Year nine	Forty per cent
Year ten	Thirty-five per cent
Year eleven	Thirty per cent
Year twelve	Twenty-five per cent
Year thirteen	Twenty per cent
Year fourteen	Fifteen per cent
Years fifteen to nineteen	Ten per cent
Years twenty and beyond	Not less than five hundred dollars

## New 4C's Leadership Needed

The 4C's Board of Directors continues to look for volunteers to step forward and fill leadership positions. As noted in this newsletter, our current Chairman and Vice-Chairman positions are vacant. The remainder of the existing leadership has been serving in various positions on the 4C's Board for several years. Frankly, to a certain extent, complacency can set in, with new ideas and initiatives few and far between. The benefits of new leadership are many and would be very good for the organization. If you have any interest in joining the 4C's Board of Directors and help shape its future in serving the Connecticut automotive hobbyist, feel free to contact any of the current Board Members listed elsewhere in this newsletter. Thanks in advance for your consideration

## Thanks for Your Support!!

The 4C's thanks the following members who contributed additional money with their membership in 2024:

### Clubs:

**Connecticut Street Rod Association**  
**Connecticut MG Club**  
**Connecticut Triumph Register**  
 Connecticut Region Early Ford V-8 Club  
 Belltown Antique Car Club  
 Connecticut Classic Chevy Car Club  
 Brass City Cruisers  
 Classic Wheels LLC  
 Housatonic Valley Region AACA

### Individual Members:

Scott McWilliam	Art Parent
Dave Sylvain	Dennis Savage
Don Bruno	Don Hansen
Earle Judson	Joe Fernandez
Judy and Dennis Jacobs	June Mamula
Mark Riccio	Matthew Strus
Michael J. Smith	Michael Flanagan
Raymond Lichota	Ron Scribner.

## REMINDER:

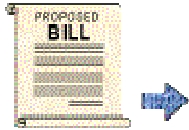
### 2024 MEMBERSHIP RENEWALS WERE DUE IN JANUARY

*THIS IS A REMINDER THAT MEMBERSHIP RENEWALS WERE DUE FOR EVERYONE IN JANUARY. IF YOU HAVE NOT ALREADY DONE SO, PLEASE FILL OUT THE ENCLOSED APPLICATION, AND RETURN IT TO THE 4C'S*

### 4C's Board of Directors:

Chairman: <b>Vacant</b>	Vice Chairman: <b>Vacant</b>	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 No, 24 Moodus, CT, 06469 (860) 391-2889 jscotmac@sbcglobal.net	Member-at-Large: Phil Hamilton 72 Essex Street Deep River, CT 06417 (860) 526-5729
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 834 Glacier Way Southington, CT 06514 (203) 623-6875 anndexcrowley@sbcglobal.net

# How A Bill Becomes A Law In Connecticut



Proposed bill



Bill is sent to the clerk of the House of the sponsoring legislator for numbering.



Bill title, number and sponsors are printed in the House and Senate Journals.



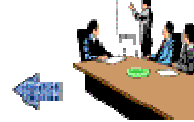
Bill is sent to the appropriate joint standing committee of the General Assembly, depending on the bill's subject matter.



Bill requiring action by another committee is referred to that committee, e.g. a bill requiring expenditure is referred to the Appropriations Committee.



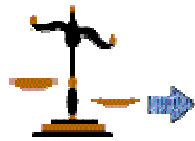
Committee may report the bill favorably, defeat the bill or issue no report (the bill fails).



Committee holds public hearings for the public, state agency representatives and legislators on all bills it wishes to consider.



Committee may:  
1. have the bill drafted in legal language;  
2. combine it with other bills and have it drafted as a committee bill;  
3. refer the bill to another committee; or  
4. take no action, so the bill fails. The committee may also write a new "raised" committee bill.



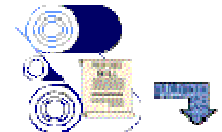
After leaving the last committee, the bill is sent to the Legislative Commissioners' Office to be checked for constitutionality and consistency with other law.



The Office of Fiscal Analysis adds an estimate of the bill's cost. The Office of Legislative Research adds a "plain English" explanation of the bill.



Clerk assigns the bill a calendar number.



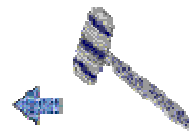
Final printing of bill.



Other house votes on the bill.



A "yes" vote sends the bill to the other house for placement on calendar.



Vote on bill.



Debate and amendments in the house of origin. House may send the bill to another committee before voting.



Bill returned to first house for concurrence if amended by second house. If not amended, bill is sent to the governor. If House and Senate cannot agree, the bill is sent to a joint conference committee.



If the conference committee reaches agreement, a report is sent to both houses.



If one or both houses reject the changes, the bill fails.



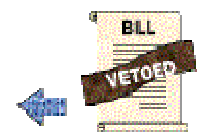
If both houses pass the bill, it is sent to the governor. Governor can  
1. sign the bill.  
2. veto it, or  
3. take no action.



The bill becomes law if:  
1. the governor signs it;  
2. the governor fails to sign within 5 days during the legislative session or 15 days after adjournment;  
3. the vetoed bill is repassed in each house by a 2/3 vote of the elected membership.



Vetoed bill can be reconsidered by both houses.



If governor vetoes, the bill is returned to the house in which it originated.

## Summary of Motor Vehicle Related Bills of Interest Introduced in the 2024 Connecticut State Legislative Session

Bill No.	Title	Purpose	Introduced By/ Sponsor	Status of Bill
S. B. 40	AN ACT ELIMINATING CERTAIN TAX CREDITS AND A CARRY-FORWARD AND PRIVATIZING THE DEPARTMENT OF MOTOR VEHICLES.	An Act Privatizing The Department Of Motor Vehicles and other unrelated actions.	Sen. Rob Sampson (S16)	2/13/24 - Referred to Joint Committee on Finance, Revenue and Bonding
S.B. 44	AN ACT CONCERNING THE COST OF MOTOR VEHICLE REGISTRATION. TO PROVIDE SAVINGS TO THE REGISTRANTS OF MOTOR VEHICLES IN CONNECTICUT.	To provide savings to the registrants of motor vehicles in Connecticut.	Rep. Anne Dauphinais (44); Rep. Gale L. Mastrofrancesco (80); Sen. Rob Sampson (S16); et al. (3)	2/13/24 - Referred to Joint Committee on Transportation
<b>S. B. 183</b>	<b>AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF MOTOR VEHICLES.</b>	<b>To implement the recommendations of the Department of Motor Vehicles regarding the electronic issuance of registration and certificates of title, transporter's registration, dealers, repairers, motor vehicle recyclers, drivers' schools, altered, composite, grey-market and salvage vehicles, school buses and minor revisions to the motor vehicle statutes.</b>	<b>Transportation Committee</b>	<b>3/21/24 Substitute Bill Filed with Legislative Commissioners' Office</b>
S.B. 186	AN ACT ESTABLISHING WEIGHT TOLERANCE EXEMPTIONS FOR ELECTRIC COMMERCIAL VEHICLES AND CONCERNING THE REGISTRATION OF CERTAIN PICK-UP TRUCKS	To (1) grant electric commercial vehicles a weight tolerance exemption of two thousand pounds from statutory weight limits, and (2) issue passenger registration to pick-up trucks with a gross vehicle rating of eight thousand five hundred fifty pounds or less that are not used in part for commercial purposes	Transportation Committee	3/19/24 Substitute bill filed with Legislative Commissioners' Office
S.B. 424	AN ACT REDUCING THE BLOOD ALCOHOL LIMITS FOR IMPAIRED DRIVING AND BOATING	To lower the blood alcohol content for driving and boating under the influence from eight-hundredths to five-hundredths of one per cent of alcohol, by weight.	Transportation Committee	3/19/24 Substitute bill filed with Legislative Commissioners' Office

## Summary of Motor Vehicle Related Bills of Interest Introduced in the 2024 Connecticut State Legislative Session

Bill No.	Title	Purpose	Introduced By/ Sponsor	Status of Bill
H.B.5018	AN ACT CONCERNING THE PROPERTY TAX CREDIT FOR MOTOR VEHICLES.	To adjust the property tax credit under section 12-704c of the general statutes to authorize a credit against the personal income tax for half the amount of property taxes paid on motor vehicles.	Rep. Gary A. Turco (27)	2/7/24 Referred to Joint Committee on Finance, Revenue and Bonding
H.B. 5045	AN ACT ELIMINATING THE FEE FOR CERTAIN VEHICLES EXEMPT FROM EMISSION INSPECTIONS	To make registering a new motor vehicle more affordable	REP. ANDERSON, 62ND DIST.	2/7/24 Referred to Joint Committee on Transportation
H.B.5116	AN ACT REDUCING THE MILL RATE CAP FOR MOTOR VEHICLES AND REIMBURSING MUNICIPALITIES FOR LOST REVENUE.	To reduce the mill rate cap for motor vehicles and adjust the grants payable from the Municipal Revenue Sharing Fund to reimburse municipalities for the resulting revenue loss.	Rep. Jill Barry (31); Rep. Jason Doucette (13); Sen. MD Rahman (S4); et al. (4)	2/14/24 Referred to Joint Committee on Finance, Revenue and Bonding
	<b>AN ACT CONCERNING THE ASSESSMENT OF MOTOR VEHICLES FOR PROPERTY TAXATION</b>	<b>To specify the manner in which motor vehicles used for commercial purposes and motor vehicles not used for commercial purposes shall be assessed for property taxation purposes</b>	<b>Planning and Development Committee</b>	<b>3/18/24 Substitute Bill Filed with Legislative Commissioners' Office</b>
H.B. 5192	AN ACT ELIMINATING THE PROPERTY TAX ON MOTOR VEHICLES.	To eliminate the property tax on motor vehicles and require the state to reimburse municipalities for the resulting revenue loss.	Rep. Henry J. Genga (10)	2/21/24 Referred to Joint Committee on Finance, Revenue and Bonding
H.B. 5204	AN ACT CONCERNING THE REGISTRATION AND USE OF LOW-SPEED VEHICLES.	To provide for the registration of low-speed vehicles and the operation of such vehicles on highways with posted speed limits of thirty-five miles per hour or less.	Transportation Committee	3/21/24 Substitute bill filed with Legislative Commissioners' Office



# 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:

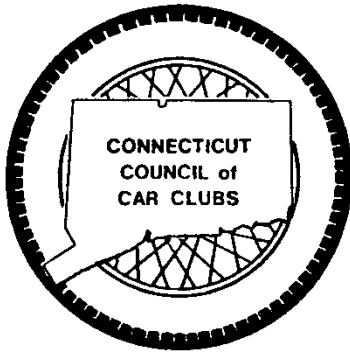
Connecticut Council of Car Clubs Membership  
c/o Bob Balkow  
22 Perron Road  
Plainville, CT 06062

***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



*Next 4C's Business Meeting:*

**Monday April 1, 2024**

**at the Athenian Diner Restaurant in Middletown**

**(Details inside – Note the Start Times –Dinner at 6:30  
followed by Meeting at 7:30 pm)**

**ALSO:**

**4C's Membership Renewals for 2024 for everyone were due in  
January. Please Renew As Soon As Possible (Form on Page 9)**

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