

THE VOICE

CONNECTICUT COUNCIL OF CAR CLUBS (4C's)

Important Upcoming 4C's Dates:

Everyone's Membership Renewals Due	01/01/22
2022 State Legislative Session Begins	02/09/22
May Business Meeting	05/02/22
2022 State Legislative Session Ends.....	05/04/22
June Business Meeting.....	06/06/22
August Business Meeting	08/01/22
November Business Meeting	11/07/22
February Business Meeting	02/06/23
April Business Meeting	04/03/23

Legislative Report

Dave Bajumpaa

The 2022 State Legislative Session began on February 9th and will end on May 4th. We have retained 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 2022 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 (April 23, 2022).

(Continued on Page 3)

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

May Business Meeting Monday May 2nd, 2022

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 April 4th Meeting:

Chairman John Bajumpaa called the meeting to order at 7:41 P.M. The members present introduced themselves, identifying their affiliations with the 4Cs, whether representing a member club or as individual members. With 20 members in attendance, this was one of our best attended meetings since well before the pandemic.

Previous Meeting Minutes:

Dave Bajumpaa made a motion to accept the minutes of the February 7, 2022 meeting as published in the April 2022 issue of *The Voice*. The motion was seconded and passed unanimously.

Treasurer's Report:

Treasurer John Jarush gave the bank balance as of the end of March 2022, which reflects all bills paid, including the fee to Hughes and Cronin for legislative monitoring services. With revenue from dues and generous donations from various member clubs and individual members, the balance only decreased by \$120 since the beginning of 2022.

Legislative Report:

Dave Bajumpaa reported there are no indications of any proposed legislation that is detrimental to the car hobby. He did note, though, a potential issue with proposed HB 5043 that could affect assessed values on vehicles over 20 years old. HB5043 sets a schedule for assessors to follow in setting values based on vehicle age by assigning a decreasing percentage of the original MSRP for each year through 19 years. However, when the age reaches 20, the schedule says the value will be set "no less than \$2,000" but does not state a percentage or a maximum amount. Conceivably, an assessor could determine a 20-year-old vehicle could be valued at a value considerably greater than \$2,000. While probably not the intent of the language, this is a significant loophole that should be closed. Dave said he will explore ways to get this to the attention of legislators to get it corrected. Of course, obtaining a Classic registration sets the assessment at no more than \$500, so for hobbyists this should not be an issue, but this could mean that more ineligible vehicles will get Classic registrations.

Dave also said our letter has been sent to the DMV asking for a discussion to address titling and composite vehicle concerns. Hopefully we will get a positive response to at least get our issues heard. Several members spoke about the problems they have

encountered with registrations and titles, particularly how Connecticut's reluctance to issue titles on older cars a distinct disadvantage in selling vehicles out of state.

Website, Calendar of Events, and Facebook:

John Bajumpaa said the website calendar continues to fill with upcoming events. He said that one of the best ways to get information distributed is to post it to the Facebook page. From there, John uses that information to update the website calendar, and the Facebook page is the fastest way to get any late changes to the broadest audience quickly.

Nevertheless, John will accept information from any source that works best for the sender, including mail, email directly to JFBAJUMPAA@AOL.COM, or to him through the web site: (<http://www.ctccc.net/contact-us.html>).

John also announced that due to health concerns, our web support specialist sold his business and will no longer be able to support our website activity. John said, though, that he has gained enough expertise with the system to maintain its operation and keep the domain subscriptions current.

Other Business:None.

Adjournment:

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

Next Meeting:

Our next meeting will be Monday, May 2, 2022 at the Athenian Diner Restaurant (dinner at 6:30 pm, meeting at 7:30 pm).

Respectfully submitted,
Jim Juhas, Recording Secretary

Agenda for May 2nd, 2022 4C's Business Meeting

- Call to Order (approximately 7:30 p.m.)
- Introductions & Attendance
- Minutes of Last Meeting
- Treasurers Report
- Legislative Report
- Calendar of Events/4C's Website
- Motor Vehicle Titles for Collector Cars
- Classic Vehicle Plates for Composite Vehicles
- Other Business
- Next Meeting: Monday June 6, 2022

4C's Meeting Attendance – April 4, 2022

Name:	Representing:
Dave Bajumpaa	Studebaker Driver's Club
Jim Juhas	CT MG Club
John Bajumpaa	Studebaker Drivers Club
Fred Glabau	Central Connecticut Region AACA
Bob Balkow	4C's Membership Secretary
Charlie Flechner	CT Area Classic T-Bird Club
John Jarush ...	Summer Knights & CT Street Rod Assn
Joe Fernandez.....	Individual Member
Dexter Crowley	Individual Member
Mitch Dingle ..	Yankee Chapter Buick Club of America
Phil Hamilton	Belltown Car Club
Bobbie Juhas	Litchfield Hills Historical Auto Club
Don Liepelt .	CHAS and Crankin' Yanks Model T Club
Joe Loban	K of C Portland
Scott Macgregor	Belltown and Early Ford V-8 Club
Bev Asfles	Belltown and Early Ford V-8 Club
Glenn Royals	Litchfield Hills Historical Auto Club
Jim Way	Connecticut Model "A" Ford Club
E. David Chanko	LHHAC and Northwest "A's"
Dan David	Individual Member

Legislative Report

(Continued from Page 1)

An updated summary of the bills discussed in the Legislative Report is provided below. With a week and a half left in the Legislative Session, negotiations on the budget between the General Assembly and the Governor are continuing. This is a very typical chaotic end of a Legislative Session. With a surge in state revenues, the current budget surplus is projected to be approximately \$4 billion. A substantial amount of this surplus is due to an influx of money from the federal government. The ongoing budget negotiations are looking to reach agreement on which tax reductions will be approved.

One of the tax reductions that will likely be agreed upon will be the property tax on motor vehicles. As discussed below, my thought is the House Bill 5043 concept of setting a fixed depreciation value based on MSRP is least likely to be successfully passed this session. I believe the most likely scenario passed this session will be the concept contained in the other three bills discussed below. That a maximum mill rate on motor vehicles is currently capped at 45 mills will most likely be reduced to somewhere between 29 and 33 mills depending upon the final agreement between the Governor and General Assembly. If you live in a city or town with a mill rate higher than the agreed upon cap, then you will see a reduction in the property tax on your motor vehicles. The reduction in motor vehicle taxes collected by that higher mill town will be reimbursed by the State. If you live in a town with a mill rate lower than the agreed upon cap, you will not see any reduction in motor vehicle tax. *Note that the existing*

maximum \$500 assessment on antique, rare or special interest motor vehicles is not being challenged, so that is a good thing.

HOUSE BILL 5043

House Bill 5043 is a bill proposed by the Governor's Office related several issues. One issue is the assessed value of motor vehicles used to determine the property tax the cities and towns can levy. ***THE BILL PROPOSES TO MAINTAIN THE MAXIMUM \$500 ASSESSMENT ON ANTIQUE, RARE OR SPECIAL INTEREST MOTOR VEHICLES (SECTION 12-71(b) OF THE STATE STATUTES AND IS NOT ADVERSE TO THE HOBBY.*** The bill does propose to change how the cities and towns determine the value of our regular motor vehicles for property taxation. For assessment years commencing on or after October 1, 2023, 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:

Age of Vehicle	Percentage of Manufacturer's Suggested Retail Price
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 two thousand dollars

If this proposed bill is passed, the assessed values of our regular motor vehicles will be determined as a percentage of the original Manufacturer's Suggested Retail Price (MSRP) based on the age of the vehicle.

As an example, looking at the table above, a 7 year old vehicle with a MSRP of \$25,000 would be valued

at 50% of the MSRP or \$12,500. (And your property tax on that vehicle would be \$12,500 divided by 1000 times the mill rate in your town. If the mill rate in your town was 30, then your annual tax on that vehicle would be 12.5 times 30 or \$375.) A 15 to 19 year old vehicle with a MSRP of \$25,000 would be valued at 10% of the MSRP or \$2,500. A 20 year old or older vehicle with a MSRP of \$25,000 would be valued at no less than \$2,000 (although the bill is not clear regarding whether the 10% MSRP continues to apply to 20 year old and older vehicles or a lower percentage MSRP applies).

This simplifies the valuation of our regular motor vehicles. It should also eliminate towns assessing vehicles greater than 20 years old that are not considered subject to the maximum \$500 assessment at an excessively high value. So, I view this as a good thing. Should this change be adopted, as noted in the public hearing testimony, the amount of revenue the towns collect from motor vehicles in total will go down. Of course, the downside of that is the relative property tax burden on real estate and businesses will increase. As of April 18th, the bill was referred to the Office of Legislative Research and the Office of Fiscal Analysis with an April 25 return date to the Legislature.

SENATE BILLS 9, 30 AND 326

Currently in the state, the maximum mill rate towns can apply to motor vehicles is capped at 45. Towns with higher mill rates than 45 are supposed to receive reimbursement for revenues lost from the State. These bills propose to reduce the maximum mill rate municipalities can apply to motor vehicles to approximately 29 or 30 mills. While vehicles the property tax collected by towns with a mill rate between ~30 and 45 would get a lower tax bill on their vehicles. However, that would mean if more towns would be reliant on reimbursement from the State for the lost revenue. In public hearing testimony, smaller towns have voiced their opposition against these bills. As discussed above, the establishment of a maximum mill rate is under discussion with the Governor's staff and the General Assembly and is likely to be part of the final budget agreement.

OTHER BILLS:

Senate Bill 333 is the annual DMV "clean up" bill. The bill is not adverse to the hobby. Senate Bill 79 proposed to make any surcharge imposed on the registration of a motor vehicle, including the "Federal

Clean Air Act fee" and the "Passport to the Parks Fee", optional for the registrant, and limit the amount of the fee for the registration of a motor vehicle to the actual cost incurred by DMV to process such registration. This bill was referred to the Transportation Committee and is dead. House Bill 5422, among other things, requires decibel level testing for motor vehicles during emissions testing.

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.

Thanks for Your Support!!

The 4C's thanks the following members who contributed additional money with their membership in 2022:

Clubs:

Connecticut MG Club
Litchfield Hills Historical Auto Club
Connecticut Street Rod Association
Brass City Cruisers
Yankee Chapter Buick Club of America
Belltown Antique Car Club
Connecticut Classic Chevy Car Club
Paradise Classic Cruisers
Roaring 20's Antique and Classic Car Club
Connecticut Area Classic T-Bird Club
Connecticut Model A Restorer's Club
Connecticut Triumph Registry
Yankee Yesteryear Car Club

Individual Members:

Scott McWilliam	Art Parent
Bruce Schumacher	Bill Stanley
William Sandford	Frank Wemple
Robert Lachman	Steve Mierz
Allen Gridley	Don Murphy
Richard Socinelli	Paul Lamson
Linda and Juistino Ottavio	Richard Lichota
Jack White	Paul Pawlowski
June Mamula	Don Hansen
Robert D'Amico	Michael Flanagan
Earle Judson	Michael J. Smith
Dave Sylvain	Ann Marie Iezzi
Dennis and Judy Jacobs	David Weiss

REMINDER:

2022 MEMBERSHIP RENEWALS WERE DUE IN JANUARY

THIS IS A REMINDER THAT MEMBERSHIP RENEWALS ARE 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

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

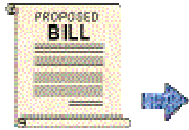
East Windsor, CT 06088

Or via E-mail at: jfbajumpaa@aol.com

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 usetedracing@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

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.



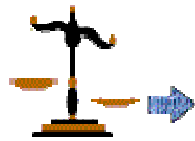
Committee may report the bill favorably, defeat the bill or issue no report (the bill fails).



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.



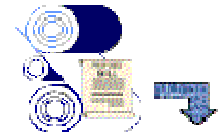
After leaving the last committee, the bill is sent to the Legislative Commissioners' Office to be checked for constitutionality and consistency with other law.



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.



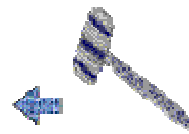
Final printing of bill.



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 2022 Connecticut State Legislative Session

Bill No.	Title	Purpose	Introduced By/ Sponsor	Status of Bill
S. B. 4	AN ACT CONCERNING THE CONNECTICUT CLEAN AIR ACT.	To reduce carbon emissions by expanding public and private utilization of electric vehicles in Connecticut to protect human health and the environment	Transportation Committee	4/20 Favorable Report – On Senate Calendar
S. B. 9	AN ACT IMPLEMENTING THE GOVERNOR'S BUDGET RECOMMENDATIONS FOR GENERAL GOVERNMENT.	Proposes to reduce the maximum cap on motor vehicles from 45 to 29 mills.	REQUEST OF THE GOVERNOR PURSUANT TO JOINT RULE 9	4/19: Referred to OLR and OFA
S. B. 30	AN ACT LOWERING THE MILL RATE CAP FOR MOTOR VEHICLE PROPERTY TAX AND CONCERNING REIMBURSEMENTS TO MUNICIPALITIES FOR LOST REVENUE.	To reduce the cap for mill rates imposed on motor vehicles to 30 mills and reimburse municipalities, for fiscal years commencing July 1, 2022, to July 1, 2026, inclusive, for lost revenue	Sen. Martin M. Looney (S11)	2/14: Referred to Joint Committee on Planning and Development
S. B 79	AN ACT CONCERNING THE COST OF MOTOR VEHICLE REGISTRATION.	Make any surcharge imposed on the registration of a motor vehicle, including the "federal Clean Air Act fee" and the "Passport to the Parks Fee", optional for the registrant, and limit the amount of the fee for the registration of a motor vehicle to the actual cost incurred by DMV to process such registration	Sen. Rob Sampson, 16th Dist., et.al.	2/15: Referred to Joint Committee on Transportation
S. B 214	AN ACT CONCERNING THE SALE OF ELECTRIC VEHICLES IN THE STATE.	To permit electric vehicle manufacturers to sell electric vehicles directly to the consumer.	Transportation Committee	4/11: Senate Calendar No.279
S. B 326	AN ACT LOWERING THE MILL RATE CAP FOR MOTOR VEHICLE PROPERTY TAX AND CONCERNING REIMBURSEMENTS TO MUNICIPALITIES FOR LOST REVENUE.	To reduce the mill rate cap for motor vehicles and provide for a schedule of reimbursements for municipalities for lost revenue.	Planning and Development Committee	3/9: Planning and Development Public Hearing:
S. B 333	AN ACT CONCERNING RECOMMENDATIONS BY THE DEPARTMENT OF MOTOR VEHICLES	To implement the recommendations of the Department of Motor Vehicles.	Transportation Committee	4/11: Senate Calendar No.283

Summary of Motor Vehicle Related Bills of Interest Introduced in the 2022 Connecticut State Legislative Session

Bill No.	Title	Purpose	Introduced By/ Sponsor	Status of Bill
H. B. 5043	AN ACT REFORMING MOTOR VEHICLE ASSESSMENT.	An Act Reforming Motor Vehicle Assessment – See Legislative Report in this newsletter for details.	REQUEST OF THE GOVERNOR PURSUANT TO JOINT RULE 9	4/18: Referred to OLR and OFA
H. B. 5365	AN ACT CONCERNING CERTIFICATES OF TITLE	To (1) require an online used motor vehicle dealer licensed in another state to furnish at the time of delivery to the buyer a valid certificate of title, and (2) permit the Commissioner of Motor Vehicles to implement electronic certificates of title.	Transportation Committee	4/5: House Calendar Number 228 File Number 298.
H. B. 5381	AN ACT CONCERNING THE FEDERAL CLEAN AIR ACT FEE ON MOTOR VEHICLE REGISTRY.	To ensure that the revenue collected from the "federal Clean Air Act fee" is used to fund green transportation initiatives.	Transportation Committee	4/5: House Calendar Number 229 File Number 299.
H. B. 5422	AN ACT CONCERNING MOTOR VEHICLE NOISE	To (1) permit the municipal regulation of the operation and use of external speakers on motor vehicles, (2) require decibel level testing for motor vehicles (during emissions testing), and (3) establish a pilot program to use photo noise monitoring systems.	Rep. Gary A. Turco, 27th Dist.; Sen. Martin M. Looney, 11th Dist.; et.al.	4/20: Referred by House to Appropriations 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

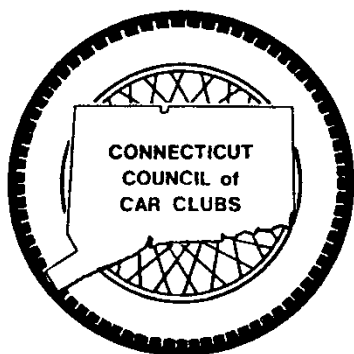
THE VOICE

CONNECTICUT COUNCIL OF CAR CLUBS

17 MULLEN ROAD

EAST WINDSOR, CT 06088

FIRST CLASS MAIL
TIME SENSITIVE MATERIAL



Don't Miss the
Next 4C's Business Meeting:

Monday May 2, 2022

at the Athenian Diner Restaurant in Middletown

(Details inside – Note the New Start Times - 6:30/7:30 pm)

ALSO:

4C's Membership Renewals for 2022 for everyone were due in January. Please Renew As Soon As Possible (Form on Page 9)