

THE VOICE

CONNECTICUT COUNCIL OF CAR CLUBS (4C's)

Important Upcoming 4C's Dates:

November Business Meeting11/06/23
 Everyone's Membership Renewals Due 01/01/24
 February Business Meeting02/05/24
 2024 State Legislative Session Begins 02/07/24
 April Business Meeting 04/01/24
 May Business Meeting 05/06/24
 2024 State Legislative Session Ends05/08/24
 June Business Meeting.....06/03/24
 August Business Meeting 08/05/24

At the November 6th meeting, the 4C's will be holding elections for our 2024 Board of Directors

Interested in Joining the 4C's Board of Directors?

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 position is vacant as our Current Chairman, John Bajumpaa, passed away in December 2022. 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.

Don't Forget to Vote on Tuesday November 7th

November Business Meeting Monday November 6, 2023

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>

SEMA Action Network Website:

<http://www.semasan.com>

Minutes of August 7th 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:

Dave Bajumpaa made a motion to accept the minutes of the June 5, 2023 meeting as published in the August 2023 issue of *The Voice*. The motion was seconded and passed unanimously.

Treasurer's Report:

John Jarush presented the Treasurer's report. He gave the bank balances as of the end of July 2023. The Roaring 20's Car Club recently made a donation in addition to its annual membership dues but was not listed as such in the current newsletter, and so Dave Bajumpaa wanted to acknowledge it here.

Legislative Report:

Dave Bajumpaa reported that the legislature has delayed the legislation enacted last year that would establish a depreciation schedule for the determination of assessment values of motor vehicles by an additional year. The legislature also established a task force to study the issues related to the possible repeal of property taxes on motor vehicles and replacing the taxes by adding a tax surcharge to auto insurance premiums. The Task Force is mandated to conclude its study by February 1, 2024. Currently the depreciation schedule would not affect taxes until 2025, unless it is altered again by the legislature. A vocal supporter of retaining the status quo on the way municipalities currently establish assessment values is State Senator Norm Needleman (CT-23rd) who also serves as the Essex First Selectman. He opposes raising municipality mill rates to replace any revenue loss resulting from changing assessment methods. It is believed this view is shared by many municipalities and this was a factor in the legislature delaying implementation of the depreciation schedule.

Dave also reported on the lack of response from the DMV on our overtures to discuss titling issues and composite vehicles being considered for classic vehicle status. We will continue to pursue these matters, perhaps including an effort to reintroduce legislation to identify composites as eligible for classic registration.

Website, Calendar of Events, and Facebook:

We are working out access issues to provide Individual Member Greg Fielding the ability to help with and manage our website and other electronic media for the 4Cs.

Other Business:

Dave Bajumpaa noted that the November meeting will include the election of officers, and that the positions of one Member at Large and the Chairman are currently open and without incumbents.

Adjournment:

There being no further business, the Meeting adjourned at 8:14 P.M.

Next Meeting:

Our next meeting will be Monday, November 6, 2023 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 August 7, 2023

Name:	Representing:
Dave Bajumpaa	Studebaker Driver's Club
Jim Juhas	CT MG Club
Fred Glabau	Central Connecticut Region AACA
Bobbie Juhas	Litchfield Hills Historical Auto Club
Bob Balkow	4C's Membership Secretary
Dexter Crowley	4C's Past Chairman
Joe Fernandez	Individual Member
John Jarush ..	Summer Knight and CT Street Rod Assn
Greg Fielding	Individual Member
Joe Loban	K of C Portland
Jason Mokhiber	Individual Member

Agenda for Nov. 6, 2023 4C's Business Meeting

- Call to Order (approximately 7:30 p.m.)
- Introductions & Attendance
- Minutes of Last Meeting
- Treasurers Report
- Legislative Report
- Election of Officers - 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 February 5, 2024

Thanks for Your Support!!

The 4C's thanks the following members who contributed *additional* money with their membership in 2023:

Clubs:

- Connecticut Street Rod Association**
- Litchfield Hills Historical Automobile Club**
- Connecticut MG Club**
- Connecticut Triumph Register
- Valley Collector Car Club
- Constitution State Classics
- Connecticut Model "A" Restorers Club
- Connecticut Area Classic T-Bird Club
- Brass City Cruisers
- Connecticut Region Early Ford V-8 Club
- Belltown Antique Car Club
- Classic Wheels LLC
- Housatonic Valley Region AACA
- Yankee Yesteryear Car Club
- Connecticut Classic Chevy Car Club
- Yankee Chapter Buick Club of America
- Connecticut Historical Automobile Society
- Roaring 20's Antique and Classic Car Club

Individual Members:

- | | |
|------------------------|------------------|
| Scott McWilliam | Robert Lachman |
| Don Bruno | Dave Sylvain |
| Allen Gridley | Michael Flanagan |
| Don Hansen | Art Parent |
| Paul Pawlowski | Earle Judson |
| Raymond Lichoto | Don Tenerowicz |
| Richard Socinelli | Steve Mierz |
| Michael Smith | David Weiss |
| June Mamula | Jason Mokhiber |
| Jack White | Daniel Gilhuly |
| Frank Wemple | Don Murphy |
| Matthew Strus | Paul Lamson |
| Ron Scribner | |

4C's Board of Directors:

Vacant		
Chairman:	Vice Chairman:	Recording Secretary:
	Phil Hamilton 72 Essex Street Deep River, CT 06417 (860) 526-5729	Jim Juhas 139 Crescent Circle Cheshire, CT 06410 (203) 578-0958 James.F.Juhas@snet.net
Treasurer:	Member-at-Large:	Member-at-Large:
John Jarush 19 Penfield Place Farmington, CT 06032 (860) 284-0090 patandjohnj@gmail.com	Scott Macgregor 4 Grove Street Moodus, CT, 06469 (860) 391-2889 jscotmac@sbcglobal.net	Ken Useted P.O. Box 267 Canterbury, CT 06331 (860)546-2105 usetedracing@aol.com
Membership Secretary:	Newsletter Editor:	Past Chairman:
Bob Balkow 22 Perron Road Plainville, CT 06062 (860) 747-6794 balko34@sbcglobal.net	Dave Bajumpaa 17 Mullen Rd. East Windsor, CT 06088 (860) 627-8572 dabajumpaa@aol.com	Dexter Crowley 834 Glacier Way Southington, CT 06514 (203) 623-6875 anndexcrowley@sbcglobal.net

Legislative Report

Dave Bajumpaa

The 2024 State Legislative Session will begin on February 7th and end on May 8th. We are planning on 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).

As reported in the previous newsletter, the change to how our modern vehicles will be assessed was delayed an additional year. The current state statutes as modified by the 2023 Budget Bill (Public Act 23-204) will implement a standard depreciation table for the assessed value of all 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 delay is not averse 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. Delaying implementation of this bill by one year will not impact the assessment of our hobby vehicles.

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

If there is no change to this statute introducing the standard depreciation table in the upcoming Legislative Session, 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 Vehicle 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.

I consider the "If there is no change" in the previous paragraph to be a very big "IF." Introducing a standard depreciation table based on the MSRP has been opposed by cities and towns as this will result in a reduction in a grand list of the municipality. With a reduction in the grand list and no change in the municipal budget, the municipal mill rate will increase. This increase in mill rate will be

perceived by taxpayers as an increase in the mill rate and may have political ramifications.

My opinion is that the benefit of this predictability of motor vehicle overcomes any modest adjustments to the mill rate of a municipality due to the resulting grand list change. Using the MSRP as a basis instead of determining current market values of all motor vehicles each and every year also provides for a more efficient administration of the motor vehicle tax on a local level by creating substantial labor and time savings for both state and municipal officials.

The use of a standard depreciation based on a percentage of MSRP has been in effect in Massachusetts for many years. In Massachusetts, the assessed value of a motor vehicle decreases to 10% of the MSRP over 5 years compared to 15 years in Connecticut (if actually implemented) making motor vehicle taxes in Massachusetts lower.

I would not be surprised at all if a bill is introduced in the upcoming Legislative Session to either delay or scrap the implementation of the standard depreciation of motor vehicles based on the MSRP.

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 23rd, 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. It will be interesting to see what this task force recommends and if that results in proposed legislation in the upcoming legislative session.

The bottom line is we will keep a close eye on the 2024 Legislative Session, particularly where it comes to motor vehicle property taxes.

Regarding motor vehicle titles and obtaining Classic Vehicle plates for composite motor vehicles, I have not gotten a response from the DMV regarding our written request to meet last year. I have not yet had the time to attempt to reach out to DMV again to see if we can start a dialog.

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 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

As I discussed in this Newsletter's Legislative Report, I believe this statute is in jeopardy. I would anticipate that legislation will be introduced in the 2024 Legislative Session to either delay the implementation of this standard depreciation an additional year or to be removed entirely, maintaining the current method for assessing motor vehicles.

REFRESHER ON THE \$500 MAXIMUM PROPERTY TAX ASSESSMENT

We encourage all antique motor vehicles to maintain Early American or Classic Vehicle plates on their vehicles since it is the best way to ensure way the maximum \$500 property tax assessment is applied to your vehicle. However, the statutes also allow the

maximum \$500 assessment to apply to certain antique vehicles without Early American or Classic Vehicle Plates. Most town property tax assessors will apply the \$500 assessment to any motor vehicle 20 years or older. However, some town property tax assessors will try to distinguish an "antique rare or special interest motor vehicle" from a "modified antique motor vehicle" if the vehicle does not have Early American or Classic Vehicle plates.

While Early American or Classic Vehicle plates are not required to qualify for the maximum \$500 assessment, owners of vehicles without those plates may have to provide documentation to their town assessor that their vehicle qualifies for that assessment. If your motor vehicle is modified without Early American or Classic Vehicle Plates, your local tax assessor could determine that the maximum \$500 assessment does not apply and assess the vehicle at what the assessor considers fair market value

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.

REMINDER:

2024 MEMBERSHIP RENEWALS ARE 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

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.

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

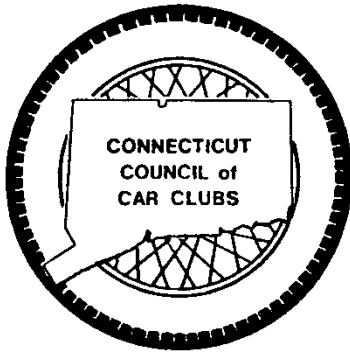
Plainville, CT 06062

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 November 6, 2023

at the Athenian Diner Restaurant in Middletown

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

ON THE AGENDA:

- Election of 4C's Officers for 2024

ALSO:

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