

THE VOICE

CONNECTICUT COUNCIL OF CAR CLUBS (4C's)

Important Upcoming 4C's Dates:

Everyone's 2024 Membership Renewals Due: 1/01/24
 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
 April Business Meeting 04/07/25
 May Business Meeting 05/05/25
 2024 State Legislative Session Ends 06/04/25

Legislative Report

Dave Bajumpaa

The 2024 State Legislative Session began on February 7th and ended on May 8th. 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).

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 were introduced in the legislative session to the date that I am writing this report (May 27, 2024). Changes from the table in the previous newsletter are identified by change bars in the right hand margin of the table.

A joint favorable substitute of Senate Bill 183, the annual Department of Motor Vehicle "Clean up" bill, has been approved Senate and the House, became Public Act 24-20 and was signed by the Governor on May 21, 2024.

(Continued on Page 3)

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

June Business Meeting Monday June 3, 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

In This Issue:

PAGE

MINUTES OF THE PREVIOUS MEETING	2
AGENDA FOR THE UPCOMING MEETING.....	2
PREVIOUS MEETING ATTENDANCE	2
THANKS FOR YOUR SUPPORT!	5
4C's BOARD OF DIRECTORS	5
UPCOMING VEHICLE ASSESSMENT CHANGE.....	5
HOW A BILL BECOMES A LAW IN CT.....	.6
HOBBY RELATED BILLS IN THE 2024 SESSION....	7
4C's MEMBERSHIP APPLICATION	9

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

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

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

Minutes of May 6th Meeting:

Dave Bajumpaa called the meeting to order at 7:28 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 April 1, 2024 meeting as published in the May 2024 issue of *The Voice*. Bob Balkow 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 April 2024, noting the usual expenses for newsletter printing and mailing.

Legislative Report:

Dave Bajumpaa reported on two bills of interest, noting that neither is detrimental to the car hobby.

HB-5172 is the bill that addresses the standard depreciation method to be required of all municipal assessors in Connecticut. Amendment 4586 to this bill was passed by the House. This amendment raised the depreciation values originally specified in the bill that was passed two years ago by 5% in all brackets, which now means that the values for determining the assessed value begins at 85% of MSRP in the first year, dropping to 15% at 15 years and beyond. The bill is awaiting action in the Senate and if passed and signed in to law, the effects will be seen in 2025 tax bills. An interesting Senate amendment to HB-5172 is LCO Amendment #6121. This Amendment proposes a provision that allows municipalities to choose to end their taxation of automobile completely over a period not exceeding five years while increasing the 70% uniform assessment rate applicable to real and personal property (excluding motor vehicles) to minimize the mill rate increase for that municipality. This amendment has not yet been voted on by the Senate.

SB-183, the annual DMV "cleanup" bill, passed by the House, still includes a new provision to allow licensed dealer and repairers to perform the required inspection of a salvage vehicle, instead of the current requirement to have that inspection conducted by the DMV at Wethersfield.

Website, Calendar of Events, and Facebook:

Greg Fielding has been making electronic media updates as they become available.

Other Business:

Member Eric Richmond presented information about his website, CarsAndCoffeeEvents.com® that lists thousands of car-related events nationwide. With more than 17,000 events currently in its database, the information comes

directly from the sponsoring car clubs. Members can join the website and get region-specific notices of events. You can reach Eric at eric@CarsAndCoffeeEvents.com for more information.

Also, as frequently expressed in issues of *The Voice*, the 4Cs is asking its members to consider joining the board and helping to fill the current vacancies. Dave Bajumpaa reminded us of the long history the current Board members have with their positions.

Adjournment:

There being no further business, the Meeting adjourned at 8:08 P.M.

Next Meeting:

Our next meeting will be Monday, June 3, 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

Agenda for June 3, 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 August 5, 2024

4C's Meeting Attendance May 6, 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
Fred Glabau Central Connecticut Region AACA
Don Liepelt CHAS, Crankin Yanks Model "T" Club
Jason Mokhiber..... Individual Member

Legislative Report

(Continued from Page 1)

Section 10 of Public Act 24-20 changes Section 14-103a of the State Statutes that deal with the inspection of reassembled, altered or rebuilt vehicles in the same manner as the initially raised bill does. This section includes vehicles registered as composite motor vehicles in Connecticut. **(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 10 of substitute 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. 10. 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 for salvage vehicles to be conducted at licensed repairers (currently a trip to the DMV Wethersfield office is necessary for all these vehicles). 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.

As reported in newsletters from last year, 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 House Bill 5172 proposed some technical changes to Section 12-63 of the statutes. A joint favorable substitute version of this bill was approved by the Planning and Development Subcommittee and is on the House calendar for action. The substitute bill proposes no additional delay or changes to the standard depreciation table percentages. House Amendment #4586 proposed to raise the depreciation schedule by 5 percentage points for each year starting at 85% for the first year to 15% for years 15 and beyond. Bill 5172 as amended by House Amendment #4586 was approved by the House. The Senate voted on Bill 5172 as amended by Amendment #4526, but added an additional Amendment to the bill before voting. The additional amendment the Senate added to HB-5172 is LCO Amendment #6121. This Amendment proposes a provision that allows municipalities to choose to end their taxation of automobile completely over a period not exceeding five years and increase the 70% uniform assessment rate applicable to real and personal property (excluding motor vehicles) to minimize the mill rate increase for that municipality. The Senate approved HB-5172 as modified by Amendments #4586 and #6121 on the last day of the Legislative Session, leaving no time for the House to consider Amendment #6121. Since the House did not vote on Amendment #6121, House Bill 5172 is dead, and 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.

Therefore, as I understand it, Connecticut's depreciation table will reduce the assessed value of a motor vehicle to 10% of the MSRP over a 15 year period. As a comparison, in Massachusetts, the assessed value of a motor vehicles decreases to 10% of the MSRP over a 5 year period. With a state wide \$25 tax per \$1000 of assessed value, the

annual tax on motor vehicles in Massachusetts is considerably lower than Connecticut.

All that said, 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 noted in the table in this newsletter, the concept of Senate Bill 454, allowing municipalities to use photo noise monitoring devices was moved into Sections 132 through 135 of the 258 page House Bill 5524, which authorizes and adjusts state bonds and other provisions of state and municipal tax administration, general government and school building projects. The bill was introduced via Emergency Certification on May 7, 2024 and voted on by the House on May 7, 2024 and the Senate on May 8, 2024, which was the last day of the legislative session. The bill passed the House and Senate, became Public Act 24-151 on May 22, 2024 and is awaiting transmittal and action by the Governor.

In another last minute action by the Legislature, House Bill 5523 concerns allocations of Federal American Rescue Plan Act funds and provisions related to general government, human services, education and the biennium ending June 30, 2025. House Bill 5523 was introduced via Emergency Certification on May 6, 2024 and voted on by the House and Senate on May 7, 2024, which was the second to the last day of the legislative session. Section 43 of 351 page House Bill 5523 increases the Passport to the Parks fee for each new registration or renewal of a registration from five to eight dollars per year effective July 1, 2025. Frankly, I was not aware that this increase was included in any other legislation introduced in this session. House Bill 5523 was approved by the House and the Senate, became Public Act 24-81, and was transmitted to the Governor for his action on May 23, 2024.

The above two examples, while not adverse to the antique auto hobby, demonstrate how large and significant bills are introduced and acted on as last minute actions taken by the Legislature. As we have observed in past Legislative Sessions, this is typical. These last minute actions make it a continuing challenge to monitor legislative action at the state level.

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
- Litchfield Hills Historical Auto Club
- 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
- Connecticut Area Classic Thunderbird Club
- Yankee Yesteryear Car Club
- Connecticut Historical Automobile Society
- Valley Collector Car Club

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. |
| Paul Pawlowski | Daniel Gilhuly |
| Don Murphy | Frank Wemple |
| Paul Lamson | Pam Sutkaitis |

4C's Board of Directors:

Chairman: Vacant	Vice Chairman: Vacant	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 annexcrowley@sbcglobal.net

Change in Tax Assessments of Modern Vehicles Now Scheduled to Start with 2025 Property Tax Bills.

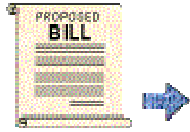
As discussed in previous newsletters, the Connecticut Statutes have been changed to implement a standard depreciation table for assessing the value of a motor vehicle based on the Manufacturer's Suggested Retail Price (MSRP). Starting in July 2025, our modern motor vehicle property tax bills will be 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

As discussed in the Legislative Report of this newsletter, since House Bill 5172 (and its associated amendments) appear to have died in this session, the above depreciation will be going into effect this October and reflected in our July 2025 motor vehicle tax bills.

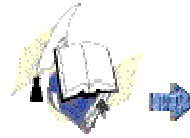
How A Bill Becomes A Law In Connecticut



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.



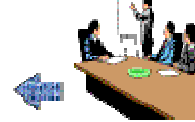
Bill is sent to the appropriate joint standing committee of the General Assembly, depending on the bill's subject matter.



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



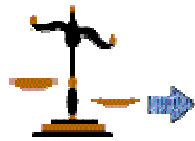
Committee may report the bill favorably, defeat the bill or issue no report (the bill fails).



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.



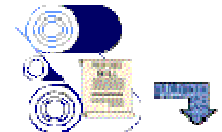
After leaving the last committee, the bill is sent to the Legislative Commissioners' Office to be checked for constitutionality and consistency with other law.



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.



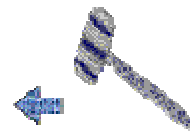
Final printing of bill.



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
S. B. 183	AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF MOTOR VEHICLES.	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.	Transportation Committee	5/21/24 Public Act 24-20 Signed by the Governor
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	4/4/24 Senate Calendar Number 171; File Number 245.
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	4/3/24 Senate Calendar Number 170; File Number 224.
S. B. 450	AN ACT PHASING IN THE EXEMPTION OF MOTOR VEHICLES FROM PROPERTY TAX AND INCREASES IN THE UNIFORM PROPERTY ASSESSMENT RATE.	To provide a five-year phase-in of a property tax exemption for motor vehicles and increase the uniform property assessment rate over the same period	Finance, Revenue and Bonding Committee	Public Hearing 04/01

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. 454	AN ACT CONCERNING PHOTO NOISE VIOLATION MONITORING DEVICES [BILL CONCEPT MOVED TO SECTIONS 132-135 OF HOUSE BILL 5524 ON STATE BONDING]	To permit a municipality to use photo noise violation monitoring devices and establish a higher rate of sales and use taxes for certain motor vehicle mufflers, instruments or devices that exceed the maximum allowable decibel level	Finance, Revenue and Bonding Committee	House Bill 5524 on Bonding Becomes Public Act 24-151 on May 22, 2024
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
H.B. 5172	AN ACT CONCERNING THE ASSESSMENT OF MOTOR VEHICLES FOR PROPERTY TAXATION House Amendment #4586 to this bill proposes raising the depreciation schedule by 5 percentage points for each year starting at 85% for the first year to 15% for years 15 and beyond was approved by both the House and Senate.	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 [Senate LCO Amendment #6121 allows (not requires) municipalities to choose to end taxation of motor vehicles over a period not exceeding five years and increase the 70% uniform assessment rate applicable to real and personal property: Approved by Senate but not the House]	Planning and Development Committee	5/8/24 Transmitted Pursuant to Joint Rule 17. (I believe this bill is dead since Senate Amendment #6121 was approved by the Senate, but was not considered by the House)
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	4/8/24 House Calendar Number219; File Number 324.

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:

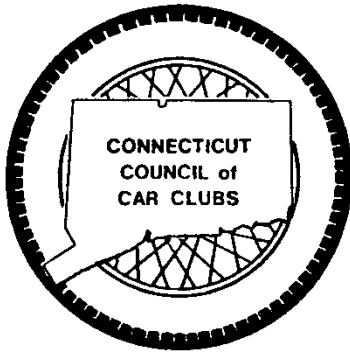
Connecticut Council of Car Clubs Membership
c/o Bob Balkow
22 Perron Road
Plainville, CT 06062

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 June 3, 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!**