

<b>Act Number</b>	<b>Session</b>	<b>Bill Number</b>	<b>Total Number of Committee Pages</b>	<b>Total Number of House Pages</b>	<b>Total Number of Senate Pages</b>
PA 71-60	vetoed	5826	21	8	2
<u>Committee Pages:</u>					
<ul style="list-style-type: none"> <li>• Finance 169-171</li> <li>• Finance 177-178</li> <li>• Finance 180</li> <li>• Finance 189-194</li> <li>• Finance 202-206</li> <li>• Finance 209-210</li> <li>• Finance 212-213</li> </ul>				<u>House Pages:</u> <ul style="list-style-type: none"> <li>• 981-988</li> </ul>	<u>Senate Pages:</u> <ul style="list-style-type: none"> <li>• 810-811</li> </ul>

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**CONNECTICUT  
GENERAL ASSEMBLY  
HOUSE**

**PROCEEDINGS  
1971**

**VOL. 14  
PART 3  
974-1450**

Wednesday, March 24, 1971

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by Rep. Kennelly of the 1st District.

MR. SPEAKER:

Is there objection to this resolution being placed on the Consent Calendar. Hearing no individual objections so ordered.

Does the gentleman from the 95th wish suspension on the earlier two resolutions so they can be transmitted to the Senate? Is there objection? Hearing none, the rules are suspended and the two resolutions are transmitted to the Senate.

THE CLERK:

Page 2 of the Calendar. Calendar 104 Substitute for Senate Bill 0859. An Act Concerning Six Man Jury Trials in All Civil Cases. Favorable report of the Committee on Judiciary. File 18.

CARL R. AJELLO, 118th District:

Mr. Speaker, may this item, Calendar 104, Sub. for Senate Bill No. 0859 be passed retaining its place on the Calendar?

MR. SPEAKER:

Is there objection? Hearing none, so ordered.

THE CLERK:

Calendar No. 115. House Bill No. 5826. An Act Concerning the Taxation of Antique Automobiles, file number 96.

JAMES J. CLYNES, 27th District:

Mr. Speaker, I move acceptance of the joint committee's favorable report and passage of this bill.

MR. SPEAKER:

Motion is on acceptance and passage, will you remark?

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JAMES J. CLYNES, 27th District:

Mr. Speaker, this bill will limit the set value on antique automobiles to \$100.00. It has been an unwritten agreement among assessors in the past not to apply an assessed value of over \$100.00 on this type of vehicle. However, in the past two years assessors have assessed these vehicles at a much higher rate and this is why this bill is before us. To qualify for antique plates or registration a vehicle must be 25 years of age or over and therefore has paid taxes over the years on the book value. Owners of these vehicles have spent many years of hard work and spent great sums of money rebuilding these antique vehicles. Sales tax monies have been collected on their purchases of paints, hardware, parts and other equipment and these vehicles are also limited to their use on our highways. They can only be used going to and from parades or at fairs. Mr. Speaker, I move passage of this bill.

MR. SPEAKER:

Would you remark further on the bill?

HILDA CLARKE, 158th District:

Mr. Speaker, I've had quite a few calls on this bill and I also approve the bill and move for its passage.

MR. SPEAKER:

Further remarks on the bill?

RONALD A. SARASIN, 95th District:

Mr. Speaker, I rise in opposition to this bill. It seems to me that if we are taxing automobiles that are new, on the

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basis of their value, that we should also be taxing automobiles that are old on the basis of their value. The assessors, using the books that are published to ascertain book value, utilizes as best they can the methods employed in coming up with a fair tax with going on the value of the automobile. Now, as a car becomes older ordinarily the tax becomes less because the value is less. I just don't understand the rationale behind this bill whether if an automobile holds its value, it certainly should be taxed in the same manner as all other automobiles. I'll oppose the bill.

WILLIAM A. O'NEILL, 52nd District:

Mr. Speaker, I rise to support this particular bill. After careful consideration, I think that Mr. Sarasin, from the other side, will realize although it is an automobile it is an antique. We do not tax clocks that are antique, we do not tax coin collections and owners of which there are many of both in the state of Connecticut, are not given an equitable tax break and they have to sell these vehicles, junk them, scrap them, whatever, we will be losing a very important part of Americana. In closing, Mr. Speaker, I think it is an excellent piece of legislation and I urge its passage.

RUTH H. CLARK, 101st District:

Mr. Speaker, I would like to speak in favor of this bill. I agree with what the previous speaker has said. Furthermore, there are many boys and girls in high schools who don't have available to them auto mechanics and there are many parents

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who encourage their children to work on antique automobiles, to help restore them, to give them part of an educational program and I'm very highly in favor of this.

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JOHN D. PRETE, 114th District:

Mr. Speaker, at first considering this bill I found myself in opposition to it but after more careful consideration I find that I can favor the bill and would like to see its passage for this reason. An antique, as Rep. O'Neill pointed out, is indeed an antique. Furthermore, the tax-free status of antique automobiles would encourage the hobby and, in the same sense that coin collections and stamp collections sometimes worth millions of dollars are not taxed as personal property then I think the antique automobiles, which indeed is a hobby collection, should have the same status.

PETER LOCKE, 49th District:

Mr. Speaker, I'd like to rise in support of this bill. Mr. Speaker, I also believe that to set a value on this automobile or an antique automobile is due to condition of the automobile and not...I think each one would have to be assessed individually due to condition. I have had many, many letters on this in support. I also feel that this is a good bill and it would give equal consideration to everybody. Thank you.

HAROLD G. HARLOW, 172nd District:

Mr. Speaker, I also rise to support this bill. I do think that the word antique is the key to the passage of this bill. I'd also like to point out that antique car collections have a

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very definite historical value and this value should be preserved. Furthermore, these people, these car buffs, often donate their cars and their collections for the benefit of many of our local charities and parades. It's a historical organization that should stay in existence and at full force. I support the bill strongly. Thank you, Mr. Speaker.

MBS

MR. SPEAKER:

The gentleman is known as the "beloved" one. That's as far as I'll go on that observation.

DOROTHY MILLER, 51st District:

Mr. Speaker, I would like to support this legislation. I was one of the co-sponsors of the bill. I was asked by some club members and antique car owners to submit the legislation because they are a group of family men who are restoring these cars as a hobby. They do not restore them so they can sell them at great profit and no car, no antique car is of value until it is sold. These, as the fellows brought out, they restore them from junk and if the tax keeps mounting on them they would have to return to junk and this would be a real shame not to keep them in our historical value. Thank you.

MICHAEL L. MORANO, 151st District:

Thank you, Mr. Speaker. I would like to clarify a point or two for the members in this chamber. These old cars do not become antiques because they are fifteen, twenty or twenty-five years old. When they are 25 years old they become a classic and when it is 35 or 40 years old they become antiques.

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None of them are assessed until they are put on the road and driven. There are clubs all over the state that meet and proudly display months and years of work that they've applied to the vehicle to restore it. I would say that they are not all junk. Many of these cars have been in estates or been in barns or outdoors covered for many years and they do have tremendous value. I've seen some antique cars restored in my area and in the area of my friend, Gene Frate in Darien, where they have a very active club where some of these cars are worth \$10,000 and \$12,000. Now, it is true you never can measure the time, the value of the time and the effort put in to restore these antique cars and I merely wanted to clarify that they are not all antiques.

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EDGAR KING, 37th District:

Mr. Speaker, I believe that, as was said, these are not all junk but the fact of the matter is the high value which many of these cars command merely reflects the long time in which they've been held and in which they've been restored and often times, if not in most all cases according to the testimony, the value which has been spent upon them in terms of materials and labor far exceed the market value of that car. I'm very impressed with the testimony now and what's been my own observance of the great benefit from a historical nature and from the relationships which are derived from father-son teams working on those automobiles that they...this does, in fact, bring great benefit to our state of Connecticut and I

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think it would even be more sense to give an annual bonus to some of these car operators than it would be to attempt to extract an increasing tax from them each year.

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ELOISE GREEN, 93rd District:

Mr. Speaker, I would also like to rise in support of this legislation. I have checked with our town assessors and they think that this is fair and equitable taxation for antique cars.

THOMAS M. KABLIC, 22nd District:

Mr. Speaker, I'd like to reiterate the comments made by the prior individual namely that they assessors are not against this. In preparation for this afternoon I checked with our assessor, as well as Wethersfield, and he concurred that the assessors are in favor of it and if the assessors are, particularly with ours, it is a good bill and definitely should pass. Thank you.

RONALD M. SARASIN, 95th District:

Mr. Speaker, "Shucks".

MR. SPEAKER;

The representative from Stratford may have started something yesterday. Are there further remarks? If not, the question.... Rep. Pearson, from the 128th, is that copyrighted?

MARILYN PEARSON, 128th District:

Mr. Speaker, I have learned yesterday that that gets you nowhere.

MR. SPEAKER:

And tomorrow, and tomorrow, and tomorrow. Further re-

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marks? If not the question is on acceptance and passage. All those in favor indicate by saying aye, those opposed. The bill is passed. I'd warn the gentleman from the 95th that if he's in his seat our rules require that he vote on all matters pending before us.

MBS

THE CLERK:

Calendar 127. Substitute for House Bill No. 5091. An Act Concerning Powers of Regional Councils of Elected Officials.  
File 105.

SARAH FRANCES CURTIS, 164th District:

Mr. Speaker, there is an amendment on this bill. May we have that?

MR. SPEAKER:

Question is on acceptance and passage and I understand the Clerk has House Amendment Schedule "A", will be call "A"?

THE CLERK:

House Amendment Schedule "A" offered by Mr. Ratchford of the 167th and Mr. Collins of the 165th. In Section 2, line 13, delete the words "an area" and insert "a region"

In line 17, after the word "amended" insert a period and strike out the remainder of lines 17 and 18

Make Section 3, Section 4 and add a new Section 3 as follows:....

MR. SPEAKER:

The amendment is not on your desks for the benefit of the members following could we have more order. Mr. Clerk.

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**CONNECTICUT  
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**SENATE**

**PROCEEDINGS**

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**PART 2**

**474-956**

April 5, 1971

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and architectural plans to the Historic District Commission for a certificate of appropriateness. I think it is an important piece of legislation. It simply clarifies that duty on behalf of the State. I move passage of the bill.

THE CHAIR:

Question is on passage of the bill. Will you remark? If not, all those in favor of passage of the bill signify by saying, "aye". Opposed, "nay". The ayes have it. The bill is passed.

~~THE~~ CHAIR:

Mr. Coles, will you or one of the other messengers, each time we come back into session, please go down to the press room and so notify them. Because they don't hear the announcement down there and today, unbeknown to us, we were two or three bills along before they realized it. So we will make it a practice hereafter, that we have a messenger go down and notify you personally. Thank you.

THE CLERK:

Cal. No. 153. File No. 96. Favorable report of the joint standing committee on Finance. House Bill No. 5826. An Act Concerning the Taxation of Antique Automobiles.

SENATOR COTILLO:

Mr. President, I move acceptance of the joint committee's favorable report and passage of the bill.

THE CHAIR:

Will you remark?

SENATOR CUTILLO:

Mr. President, this would give a maximum of 100 dollars to any assessments on an antique automobile. We found two committee hearings that often times

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a 1926 Ford for instance, could be all over the garage floor and the assessment would have the individual owning that automobile paying far above the 100 dollar maximum. So this would put a maximum on the amount that they would be taxed.

THE CHAIR:

Question is on passage. Will you remark further? If not, all those in favor say, "aye". Opposed, "nay". The ayes have it. The bill is passed.

THE CLERK:

Cal. No. 156. File No. 126. Favorable report of the joint standing committee on State and Urban Development. House Bill No. 6138. An Act Concerning State Grants-in-Aid for Harbor Improvements Projects.

SENATOR LIEBERMAN:

Mr. President, I move acceptance of the joint committee's favorable report and passage of the bill.

THE CHAIR:

Will you remark?

SENATOR LIEBERMAN:

Mr. President, this bill transfers jurisdiction of the State Grant-in-Aid program for Harbor improvements from the Department of Community Affairs to the Connecticut Development Commission where, our committee felt it properly belonged. This is a program that, the Development Commission is quite interested in and quite frankly, the Department of Community Affairs seems willing to have its administration moved over. So I'm moving for acceptance of the report and passage of the bill.

SENATOR DOWD:

Mr. President, an inquiry through you, sir, to the distinguished Senator

**JOINT  
STANDING  
COMMITTEE  
HEARINGS**

**FINANCE**

**PART 1  
1-329**

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Senator Cutillo, Chairman  
Representative Spain, Chairman

Committee Members Present:

Sen. Cutillo, Sen. Power,  
Rep. Martin, Rep. Gagliardi, Rep. Violette,  
Rep. Harlow, Rep. Genovesi, Rep. Pugliese,  
Rep. King, Rep. Fox, Rep. Comstock, Rep. King,  
Rep. Spain, Rep. Clynes, Rep. Connery.

Sen. Cutillo: We will wait awhile until the people over at the table get their bills. Anybody who wishes to speak, please sign at the table. We will wait another while. Please go about your business at the table. We would like to start the hearing and I would like to turn the hearing to Rep. Violette.

Rep. Violette: Thank you very much Mr. Chairman. I have a few announcements I'd like to make before starting in with our order of business. I would like to make you aware that we have two bills before the public hearings today, that which are transferred to other committees. We will accept your testimony. If you do want to speak on these bills, we will transfer this testimony over to the proper committee. I will list the bills to you, which are concerned about being transferred, HB6840 that is being transferred to the Transportation Committee, Senate Joint Resolution 20, that is being transferred to the Government Administration Policy Committee, but we will accept your testimony and follow through and transfer this testimony to the proper committee.

Sen. Cutillo: May I also announce this, there is only one bill published on 5183 and if you are looking for it at the table, obviously its not there, but it is listed for the hearing today, please feel free to speak on it also.

Rep. Violette: For those of you who are testifying today, if you have written documented statements that goes along with your testimony, we would appreciate it if you would leave it here with us, so that we can use it for our deliberations later on. So, I would like to ask if there are any members of the General Assembly that wants to speak.

Rep. Miller: Standing up waiting here. Mr. Chairman and members of the Committee, I'm from the 51st district which comprises Andover, Bolton, Coventry. I would like to speak first in favor of HB5826 which I submit

Rep. Miller: with several other legislators. the title of the bill is TAXATION OF AUTOMOBILES. The purpose of this bill is to set a state-wide valuation of antique automobiles registered with antique marker plates of not more than \$100.00, because of their historical value. We stress that this would apply only to those autos registered as antiques because they are limited on their use on the highway. The antique autos are representative of a period of our history and culture, worthy of preservation. Without the interest of thousands of dedicated people, willing to expend great amounts of time and energy and often money, these antique cars just wouldn't exist today. Collecting and maintaining antique cars is a hobby which gives the owner a sense of pride and satisfaction. Where would all of our centennial parades be without some of the antique cars to help them along. We had our centennial in Bolton, last September, and we had many of these beautiful old restored cars in the line of the parade and it was very effective. There are only a few towns now assessing these antique cars at more than one hundred dollars, but there is no apparent standard used for assessing them. Since the law now states that a car over 10 years old should be assessed for \$100.00, I feel that if these cars should not be discriminated against. Thank you. If I may, I would like to speak in favor of HB5221 A MUNICIPAL EXEMPTION FROM THE STATE GASOLINE TAX. This is a good bill, it would eliminate red tape and for the towns to get reimbursed for their gasoline taxes. Thank you very much.

Rep. Violette: Thank you Representative. Any questions from the committee.

Rep. Comstock: Yes, I have one question, this is purely a technical question, but this bill as it is drafted relates to the personal property tax, I'm wondering from a mechanical standpoint why it wouldn't be under the automobile taxation so that from the bookkeeping standpoint your assessors would also get the record from the motor vehicle department where these vehicles are registered.

Rep. Miller: Isn't car automobiles listed under personal property

Rep. Comstock: Not on this particular statute., section.

Rep. Miller: Oh they are not, well they should be

Rep. Miller: You would have no objection if we looked into that and changed it to the other are. It wouldn't affect the meaning of the bill, just the mechanical operation.

Rep. Miller: No, fine.

Rep. Violette: Any other questions from the Committee. Hearing one, any other members of the General Assembly wishing to speak.

Rep. Reinhold: Mr. Chairman, members of your Committee, I'm from the 171st district, Watertown. I, too, appear in favor of SB454 and HB5826. I believe these bills have a great deal of merit. I know a few people who are so called antique automobile fans and they are a great lot. I find that young people, young boys, young men and older people take a great interest in this particular hobby and this is what it is, and they have certainly done a good job of preserving for the country a great heritage of the early automobile, many of which I rode in and drove as a young fellow, I know what these things are. I think it would be a great shame to start taxing them way out of proportion to anything that they are worth, many of them are picked up for little or nothing, and these people put untold hours to put them in shape so that they really look nice and I therefore feel that this maximum assessment of \$100. is certainly all that should be allowed and I urge the committee's approval of these two bills. Thank you.

Rep. Violette: Thank you very much Representative. Any questions from the Committee:

Rep. Comstock: Yes, I would like to ask a question. What is actually happening, assessment wise, in regard to these automobiles today, in other words are there some towns that are actually bringing the assessment way up. Would you happen to know

Rep. Reinhold: Yes. I, my information comes second-hand Rep. Comstock, but I am told that some assessors have decided that a certain age automobile, it might be 1924, has a value of \$1500. \$3,000. or even more and they have so assessed. I know one case where such an assessment was made, the owner of the car protested and he was told that the assessment figure were given by the Department of Motor Vehicles and running this down, it was found to be untrue, that the department of motor vehicles have not established any such assessment program they still stick to the \$100. minimum regardless of, \$100. maximum regardless of age, but it has happened and this is an indication that more will happen.

Rep. Violette: Thank you very much Representative. I would like to make a brief announcement. We have about 4 or 5 chairs available to my right here, for those of you who are standing and would like to be seated. Any other members of the General Assembly

John Tarrant: Vehicle Motor Carrier Road Tax. Some of you fellows that were here at the time this law was put in, it was put in, in rather a hurry and the appeal rights of the Motor Carrier exists in two lines. All it says is that "any carrier aggrieved may put in, may appeal to the Superior Court in Hartford County" we think and the tax payers think that, that isn't quite enough and we have broadened the appeal somewhat along the line of the appeal rights of other taxing statutes. Bill No. 6840 here we merely want legalized what we have been doing administrative fiat anyway. The law says the owner of the tank truck transporting gasoline shall be exhibited in a place where it is obvious to the public, the name shall be exhibited in this way. Since that law has been enacted we have accepted trade names, but the law as it stands needs amendment to legalize accepting the trade name and that's why we put that bill in. Bill #6843 the original interest of the law was to help mass transportation by exempting  $\frac{1}{2}$  the gasoline tax on buses using the streets in the various towns and cities. It was never intended to apply to chartered busses or school busses and that is the extensions that we are up against with respect to this law right now and we would like that changed so that it applies only to established routes and not to charter bus routes, charter use. Bill #930 here we seek to spell out a motor fuel tax law certain definitions that are now found in subsection 11, 12, 26, and 31 of the Motor Vehicle law 14-1. Up to now that was incorporated in the gasoline tax law by reference and that was alright when they the motor vehicle department assessed the gasoline tax, since that has been turned over to the, to us we would like those definitions put in our own law rather than just referred to, we think this is a better way of doing business. We also hear that those sections might be changed sometime for motor vehicle purposes and would not go along with the tax assessment purposes. There are a few additional bills which we did not put in, which touch upon the tax department function. 909 and 931 which are identical and which we oppose because the language of the bill is inaudible on the statement of purpose on it. It might well lead to our having to look to all automobiles sold in 1972 when the Federal Government requires certain anti-pollution equipment be put on vehicles. These bills say that such equipment should be exempted from the sales tax and it would be an administrative headache to say the least to look for that on all sales of motor vehicles. Also, opposed are identical bills #454 and #5826. Some of these restored classics and classic automobiles

John Tarrant: sell for \$5,000. and more, this bill says they should be assessed for \$100. I readily admit that all assessors do not assess these items uniformly but all assessors do not assess any item uniformly. The, because the law says that uniformity shall be intra-jurisdiction, says nothing about uniformity inter-jurisdiction except that real and personal property shall carry the same ratio. We would be opposed to that and in addition to that some boners of these classic cars I think 20 years or older use them for show business, exhibit them for a fee and I wonder whether or not these are not business assets and should not be taxed at such a low rate. Is that not true?

Crowd: No, no, no

Rep. Violette: Wait a minute, Mr. Tarrant is testifying, you will have your opportunity later on.

John Tarrant: Mr. Chairman, will you give me a reasonable time to get out. Those are all the bills in which we have a direct interest Mr. Chairman. I will leave this notice with you. Thank you very much for the opportunity to discuss these matters with you.

Rep. Spain: Mr. Tarrant, I don't want to slow down your retreat, but you spoke about 6843. maybe I misunderstood you that's on the motor fuel tax and the deduction of the 50% of the tax paid. It was or was not to apply to school buses.

John Tarrant: It did not apply to school buses. I said it only applied to mass transportation within the cities and it should not apply to school buses or chartered buses.

Rep. Spain: Well the only new language here is regular routes milage, wouldn't that include a school bus.

John Tarrant: Not according to the public utilities commission, who gave us that language.

Rep. Violette: One more question Mr. Tarrant. Rep. Clynes has a question for you.

Rep. Clines: Getting back to 5819, Mr. Tarrant, where we are opposing to put a special penalties on these distributors for late payment, are there other such penalties on other peoples that are - this is a special penalty over and above

John Tarrant: We have a higher penalty than that in some areas. The only reason we kept this one down, as I recall is because of the magnitude of the payments that

Mrs. John Walton: this proposal into the Constitution would detract from its purity and simplicity. Only fundamental law should be written into our currently model Constitution, not the specifics which should be statutory. On these grounds, then we oppose SJR 20.

Rep. Violette: Thank you mam. Any questions from the Committee. Our next speaker is George Knox.

George Knox: Mr. Chairman, members of the Committee, I live in Andover. I'm the gentleman that encouraged Rep. Miller to introduce bill #5826 and I'm also in favor of bill #454. I would like to point out gentlemen that the value of antique cars seems to have gone up from the previous speaker. He tells that antique cars are worth as much as \$5,000., that may be true in some cases, but not most cases. The historical value of the antique cars is I think very valuable to our State. It is educational to younger people, who never rode in a 1903 Oldsmobile or something that old. Most of these cars are available to the Towns when they are celebrating their centennial celebrations and to parade and to charitable affairs which some car clubs run for like the Newington Childrens' Hospital. The tax relief given to people restoring old homes in this State is a process that is done by the State of Conn. I believe. I don't have legal counsel on that or anything, but I have been informed that is done. When a person restores an old car it is usually a piece of tin and we he gets done with it, he has expended a great deal of time and money and labor, and if the taxes are increased on these, you will not have antique cars in the State of Connecticut. The bill as it has been written refers to 14-20 which limits the use of antique plates and they are limited on the Connecticut State Highway. They are limited to and from the these parades and public expeditions. Now, it was brought out that, and from the previous speaker that we get paid for public exhibitions, that is untrue. We feel that there has been only a few times, a few towns East Hartford for one, Glatonbury for another and I could name you a few, that have started this increased in assessment without consideration of looking at the cars, without any consideration whatsoever to the determining whether the evaluation of this car, is so increased. We would like, at this time to, have this bill passed so that the \$100.00 estimate would apply to all towns and the antiques cars be noted for their historical values. Thank you gentlemen.

Rep. Violette: Thank you very much Mr. Knox. Any questions from members of

G. Levine: I respectfully beg your , I beg to differ. I think that our experience in Hartford is this; that this year, we will levy taxes of approximately \$3, 600,000. on automobiles. We will collect somewhere around \$3,300, 000. Those people who are paying that property tax are going to be paying a larger percentage of that, than they would be paying if we switch to a 5¢ per gallon tax where those who are now delinquent on the property tax, would also be compelled to pay their share, that is, no one could be delinquent on a gallonage tax, where there is now a possibility for people to be delinquent, as a result those that are not delinquent could end up much better on a gallonage tax, where there is now a possibility for people to be delinquent.

Rep. Violette: Any other questions from the Committee. Thank you very much Mr. Levine. Our next speaker is Willibald Hoffman.

W. Hoffman: Old Norwich Rd. Quaker Hill - 69th district. I'm here to speak in favor of 5826 in relation to fancy cars. Now, all the former speakers have covered the subject, better than I expect to do. I'm just speaking off the cuff, but I have a different problem. I purchased this car in 1935, I noticed in the paper that the Governor is getting a new Cadillac and the old one only had 33,000 miles on it, and so far I have 233,00 on there and this is my transportation. I have a 1949 pick-up truck that I use mostly, but I put about 1,000 miles a year on the Auburn and about 4 on the truck. Now, when I say that I use it for transportation, honor depends on the antique plate that I have, I have a regular registration plate, so I pay both ways, which I don't mind doing because I know that it supposed to be against the law to use them for trips, but I use it mostly to go to church on Sundays and maybe a trip into town, so that's why I only put about 1,00 miles on it, so I feel I'm paying enough for that for the mileage I'm using. I'm not wearing the roads out that much and another thing is the State thinks this is fair to tax an antique vehicle on what's it worth. First thing you know they will be going to people's houses and you might have a inaudible, desk or some antique grandfather's clock, it's six of one and half-a-dozen of the other, so now in Waterford they don't charge \$100. which is the maximum for an old car, we don't want them to get the idea that they should change it. Now, talking about motor vehicle and highway department, seems to me that they could show a little discretion on how they handle our finances. There's a bridge

W. Hoffman: that they are putting across the Thames river, now the second one, well they have sort of gone about \$30. million, now it's \$60. million and just last week I see a piece in the paper, well they have tordned down 4 houses, 400 hundred homes in that section and I find out that they have 100 acres of land now that they don't need. They tore the houses down and they are trying to do something with 100 acres, they are lots 50, 60, 70 feet long, some of them are an acre, two acres, but there is 100 acres there they torn down that tax property that the city of New London can't collect now, so they are trying to do something with the 100 acres. There is a motel there, it's only about 5 years old, the owner a million and a quarter dollars and right above it there is an apartment they put in that don't, that is only about 3 years old, that was \$800,000, and right through the middle of it they tore it down, so it seems to me that maybe we should put some reigns on the highway department - that bill comes in with all this taxing. I don't want to take up too much of your time. I thank you for listening to me.

Rep. Violette: Thank you Mr. Hoffman. Are there any questions from the members of the Committee. Hear none. Thank you very much. Our next speaker is Robert M Hendrick.

R.Hendrick: Mr. Chairman, members of the board, I live at 57 Williams Street in East Hartford. I'm speaking on the bill 5826 in regards to the antique cars. I'm the one in East Hartford that inaudible the increase \$500. from \$100. and I did not get no notification of change of taxes which the law reads you're suppose to, but I won't get into that. The antique cars, there was a gentleman here who says we get paid for antique cars. Now, when they are brought to the Armory, they are brought to the Armory, you win a trophy, win the best of the show and right down the line in this regard. There is no money involved in people getting money for the cars, that I know of. In other towns, as far as taxes are concerned that I got involved with, some of them reach the range of \$2,500. assessment on antique cars 25 years or older. I feel as though that we should eliminate something as this is a recreation that we use for summer time, the cars are stowed during the winter. The roads are not being used that badly, I don't believe, on these antique cars and there is a lot of time, money and what have you involved and I would like to see it assessed at \$100., course there are a lot of things that we would like get set, but it don't work out that way, but I would like to support the bill anyways.

Rep. Violette: Thank you very much Mr. Emrick. Any questions of the Committee.

Rep. Spain: from the 166th district. You said that your car was in, that your assessment was increased from \$100. to \$500. without any work being done on it, any restoration.

R. Emrick: Yes sir, it was increased to \$500. As for restoration, it was half way. There was a frame without one side and it was all into pieces.

Rep. Spain: Is it completed now.

R. Emrick: No, it is not. In fact I have been working on it, this will be my third year going to work on it, so you can see the amount of time, and not just the amount of time, but locating parts for these things is fantastic, so there is no question about that the cars are valuable after they are once restored, but they are only used for parades and what have you, and you know in this regard.

Rep. Spain: The car is not operatable now.

R. Emrick: I would say it was drivable now, but it is not completely, because the upholstery isn't done, the outside is not completed.

Rep. Spain: Registered.

R. Emrick: Yes. I never did drop the registration, because once you drop the registration, course you have to take it back to the motor vehicle department again and have it re-inspected. I don't believe there is any of us that ever do drop the registration.

Rep. Spain: Do they have to be drivable when they're registered as antique cars.

R. Emrick: Yes. We have to take them to the Motor Vehicle Department, they have to go through the Motor Vehicle Department in the first place. When I got mine

Rep. Spain: What kind of a car do you have.

R. Emrick: '27 Chevy.

Rep. Spain: And that was operable when that was registered originally and was assessed at \$100., is that it.

R. Emrick: Yes sir. In fact, I had to do about \$300. worth of work before I even took it to the Motor Vehicle

- R. Emrick: Department, because we already know what has to be done before we go there, so they will go through inspection and of course once we get them back, then you round up all these other parts that you need and before you get started on the project, because there is no use in tearing it down and building it and tearing it down and building it again and fortunately I'm in a different situation than a lot of people I can do most of the work myself, but you take a gentleman that goes out and pays to have these things done, supposing that we got a car for \$500. or even \$300., and you turn around and you have to any work done, say, I know a case where he's got it in a body shop now, he's got \$500. tied up, the minute he goes in the door, he's got another 5 or 6 hundred dollars before he gets it completed. Then he has to go in and have upholstery done, the top done and by the time he gets through with tires and everything he needs, he is going to have about \$4,000. tied up in this car
- Rep. Spain: And what would it be worth at that point.
- R. Emrick: Probably around \$1500. \$1600.
- Rep. Spain: You are spending about \$4,000. to have a car that is worth \$1500.
- R. Emrick: Right. See, he is restoring it. We go into a lot of trouble for this, which a lot of people don't know and this is what we are trying to bring out to the people, to the public, you know this is not and it's not just a rich man's hobby, it is a poor man's, but the poor man will take a lot longer to do the job, he will do it, but it will take a lot longer, but on the other hand, somebody with a lot of money, he can just take and have the whole thing done and It's no problem.
- Rep. Spain: Thank you.
- Rep. Violette: Another question here.
- Rep. Comstock: What kind of price do you have on your car, antique price.
- R. Emrick: Antique price, yes I have antique price.
- Rep. Comstock: Now what would happen in reverse. Supposing that you had forgotten your antique price and just had it registered as is done in the normal procedure, then the Motor Vehicle Department would send through the list and your car would be in at the minimum of

Rep. Spain: \$100. probably.

R. Emrick: No, not in East Hartford. There was a fellow that had an old car registered, regular plates, and he used it to go to farms, to get his gas and he has regular plates on it and he was assessed for some thing like \$5 or 6 hundred dollars. I don't remember the year of the car, cause I did get involved in quite a bit of this, in fact I was about the only one that started it and that is why I get so disturbed about it.

Rep. Spain: Thank you.

Rep. Martin: I have a question. from the 68th district. What do you see your assessment or members of your organization receive an assessment. Have you ever taken advantage of the tax review board, try to explain your position to the board and hope to have your assessment re-evaluated.

R. Emrick: I went to the assessment bureau probably three times and I never did get to talk to the assessor, I talked to the assistant, and we got nowhere, in fact they would not even here of opening the board, they will not open until the following year, and we would not be heard on any situation of antique cars. They don't want to know, in other words the board of

Rep. Martin: In other words, the Board of Tax Review, in your particular community will not give you an opportunity to appeal the assessment and sit down with your assessor.

R. Emrick: Right.

Rep. Martin: This is a little unusual, because I come from New London and during the month of February I talked to with the board for the purpose of reviewing and considering any assessments in reference to tax bills, that is by the town. You have a right to appeal. What you appeal, once you appeal, you open up the opportunity of a personal inspection by the board, the tax review board of your home, or any other particular item that is being taxed. They will make a visual inspection of the vehicle or the home. Course there is always the possibility of once you appeal the tax it could go up or go down, but they do have this source of appeal and I'm just curious as to why you have, your organization has not tried to use it

R. Emrick: Sir, there is no organization. It is just myself, in fact, I even went to a lawyer and he talked to the Mayor and the assessor and he got back to me and said for the last year I would get tax exempt but for the amount of money that it would cost me and for the fine that it would cost me in East Hartford, I guess the fine is only 5 or 10 dollars for not notifying them in January of your increased in taxes, personal taxes. They are supposed to notify you if your taxes are going to be increased and which they did not do, and then going down to the board a couple of times, I did not get anywhere, and then I got in touch with a lawyer and he said the best thing to do is to get something through the State, statewise.

Sen. Martin: Just to tie this down in my mind a little clearer. In other words, it is the general feeling of those people, who are in a situation of explaining this sort of relief they need at the local level through the board of tax review, once the assessment has been levied by the tax assessor or by the Council.

R. Emrick: They refuse to hear it.

Rep. Martin: Thank you.

Sen. Cutillo: One more question, please. I'd like to know how you came about the figure of \$100. valuation as being a fair one, in other words, would it be a figure above that one, \$150. would be fair to you, or any other amount and how do we get to this figure.

R. Emrick: We just figured it would be, since most of the towns are at \$100., in fact there are a few towns at \$50. we figured that the majority of the Towns are at \$100., everybody will agree that it would be \$100. you know, we talked it over and agreed that this would be about the best way to do it. I spoke to the town

Sen. Martin: And the amount, if it were to be \$150. or \$200. you feel this would be too great an increment

R. Emrick: No, I don't think \$200. would be, I think everybody would agree to \$200.

Sen. Martin: Thank you.

- J. E. Blasko: plus, in our industry it has additional ramifications with the exchange of gasoline tax fund between the various states based on usage. You have a situation right now between Connecticut and Massachusetts, as to be illustrated whereby a truck operator purchasing gas in Connecticut pays 8¢ per gallon, now under the motor carrier road tax if he uses that in Massachusetts, he is entitled for his use in Massachusetts, but only, at the rate of tax paid in Massachusetts which right now is 6½¢, so the Connecticut operator is losing 1½¢ right now, if this goes in, it will be 6½¢ per gallon.
- Rep. Spain: May I interrupt while you are still on this same bill. What's the situation where Massachusetts where a trucker buys gas in Massachusetts and uses it in Connecticut.
- J. E. Blasko: We are caught between the devil and the deep on that. Where he buys it in Massachusetts, at 6½¢ but uses it in Connecticut, he either has to pay, buy at Connecticut's rate of tax, which is 8¢ the equivalent to cover his mileage in Connecticut at Connecticut's rate, or pay the State of Connecticut 8¢ per gallon for that mileage.
- J. E. Blasko: The bill that I don't want to take a position for or against is 6843 pertaining to the motor fuel tax and its application to the bus industry. I would, urge sincerely, that this Committee look very carefully at this bill because from where I sit congested highways, I see no difference between a regular route bus, a school bus, or a charter bus, or a livery bus, because all of them are a means of getting a few vehicles off the road. I just submit this for the attention of the Committee and suggest that possibly it has merits to include other forms of mass transit under the exemption in the view that it might be beneficial in the long run to the State of Connecticut. Finally, I am, and the Industry is, deeply opposed to SB83 CONCERNING A TAX ON INTERNAL COMBUSTION ENGINES. Speaking on this, just briefly, now the trucking Industry pays a registration fee, it pays a public utility tax fee, it pays a motor carrier road tax fee, it pays a property tax and of course it pays a gasoline tax and I just can't see the additional taxes being extended to the cylinders being contained within those vehicles.
- Rep. Violette: Thank you Mr. Blasko. Any questions from the members of the Committee. Hear none. Thank you. Our next speaker is Kevin Maloney.
- Kevin Maloney: from New Haven, and I would just like to say a few words in favor of bill 5826. I think the basic

Kevin Maloney: danger of not passing this bill is the right of Towns and Municipalities whatever have at present to place an arbitrary assessment on the vehicles, with little or no expertize on the matter at all. So, that either you must place a ceiling on this assessment or provide for a fair determination of the value of the particular car in question. And, I'm sure you realize that the money involved in providing for this would be extremely prohibited. You seemed a little amazed in the fact that Mr. Emerick stated that a \$4,000. investment could result in a car worth \$1500. and this is entirely true. What you are doing is taxing a hobby not a car that is used for transportation or legitimate means, it is a hobby, so that if you tax this hobby how about taxing other hobbies with stamps, \$2,000. stamp right, so it is only a matter of what it's worth to the particular individual, so he is taking his \$200. loss or \$2500. loss or whatever on this vehicle, I don't think it is fair that he should be taxed even more, perhaps he should even get a break. As Mr. Emerick said, these cars do have legitimate historical value, there is no money involved. If they were paid money for displaying the cars, it would have to be reported as income, so that even if you did tax the car on the basis that it was a money making proposition, it is double taxation, so that I think you ought to take that into consideration and I thank you for the time.

Rep. Violette: Thank you very much Mr. Maloney and are there any questions from the members of the Committee. Hear none. Mr. Paul Zenzie:

P. Zenzie: I hope I wrote clearly. Mr. Chairman and the members of the board, I'm here in reference to the antique car as a hobby and it looks as though I have a lot of followers.

Rep. Violette: Would you speak into the mike please.

P. Zenzie: I will have to agree with Mr. Baldwin in reference to his consistency with the tax structure on old cars or vehicles. I want to say this, I have some antique cars registered which never touched the highway in 15 years or more and if you call this consistency or inconsistency it is up to you, but the idea is that a lot of these people have cars, not registered but in their yards or cellars or what have you, that are ready for restoration and this tax structure if followed by each town and I might mention the fact that why can't we put a tax on the gas which in turn allows these people who pass rules in the State, in turn collect, in this term would help us pay for this tax burden. I, also, want to say that I think we are all missing the boat, when it comes to this whole

P. Zenzie: problem, not only Connecticut but the whole states and not only the Country, the U.S., I'M talking about the whole country. Let us get at the origin of the problem and once we do that, they, then you tax that particular thing, whatever it is or set your laws. Now, I'll return to the car hobby, as you understand the antique cars, is a hobby, many members mentioned their involvement of time, but I'm telling you that antique cars and their involvement is patience, a limited amount of frustration, and our finances also. And who are we doing it for, we are doing it for the general public - that's everyone. We must pay abuse from the public, with our cars and vehicles, I think that every member with me agrees that we don't mind, simply because some child and even a dog has learned it's educational, it's historical, I can go on and I don't want to take too much of your time. Also, any antique car, or shall I say any antique vehicle owner allows his modern car to sit outside to deteriorate, which he is paying taxes on, and his antique car remains inside for protection for the py, public again. I would say this, that the amount of taxation of all the people that own cars or vehicles, shall I say, in Connecticut wouldn't amount to a foot print in the snow. I don't want to repeat. It also would become an unnecessary burden on the hobbyist to levy any sort of a tax. I think that they are devoting their time and money and frustrations, shall we say, I think that's enough. It's a non-profitable organization that we indulge and I think that it is an insult to have a tax upon it. In conclusion I would like to say this, thatt I make a recommerdation to eliminate any proposed tax on antique vehicles. Thank you very much.

Rep. Violette: Thank you sir. Any question from the Committee. Hear none. Our next speaker I'm going to spell his last name Verce.

Albert Verce: Goodmorning or Goodafternoon gentlemen. Anyway

Rep. Violette: Would you speak into the mike, please sir.

Albert Verce: Thank you. So, anyway inaudible -- because I run a garage over there inaudible -- board of relief or board of appeal we call it and if you pay a car \$10.00 the Board of Relief is asking \$35.00 so a little argument between, I want to pay \$10.00 and they want \$35.00 and this and that and so a fellow I know Mr. Burgess, he is on the Board of Relief and inaudible, I want to ask you a question He say "what can I do for you"

A. Verce: inaudible and he said he buy a car for \$10.00 and you want to charge him \$35.00 and he say it is too much for him inaudible and so I say to myself \$10. you won't charge him \$35. because if the car is worth \$35. should be on the road, at least in a good condition, tires this and this inaudible You buy a new car a certain age, you hold on to it and at that time \$50.00, so to charge inaudible from Enfield where I come from, so what they did, \$50.00 is pretty cheap today, at least \$100. so that all the old cars -- your brand new cars today a year from now, your car come down and reach \$100.00 and that's the limit no more than that. We all pay this minimum. If it is a historical car, or a good used car, when you buy it new \$100.00 tops should be fair. 'cause after all we are going to have to support that car --- whose going to collect this tax the Town we are coming from or the State.

Sen. Cuttillo: Well, first of all, this would be our problem, we are hear to listen to you, it would be the town

A. Verce: the town of Enfield inaudible. The next thing I say here now. Is if you buy a new car which say is \$3,000., you keep it two years, by then - - the car would come down say \$100. as I say before, so people will not accept any higher so what is it going to go up \$200., \$300., \$400. so you get more money for it. I think it's fair inaudible. With me I have a big car a packard, to tell the truth, on of those big ones a 12 cylinder car, it's in good shape because I that way and you say a big car should be more if I get old than a little car, but a big car, mine especially, when I buy gas to go to parades or circus or something like that, the most I can get is 6 or 7 miles per gallon so I got a big car I use more gas I pay more taxes inaudible. One more thing here it is said here, sometimes I hear somebody speak that some of them art collectors you could get 2 or 3 dollars out of them inaudible otherwise you are going to punish the good fellow, the good citizen will have to pay more because inaudible, like me I pay my tax inaudible I don't call it fair. That's about the main thing I would say here now ---- I wouldn't go over \$100. even if you spend \$10,000 \$1,00. \$100. I believe that after all these cars we use them for like I said -- it is a very expensive hobby, but we can't help, you like it --- much I don't. I believe that \$100. is fair enough no matter who it is. Thank you very much.

Rep. Violette: Thank you very much sir. Any questions from the Committee. Mr. Charles Burr.

C. Burr: Mr. Chairman, Committee from the Antique Auto Museum

C. Burr: from Manchester. This bill concerns us very much and we think it is going in the right direction too many people come through our Museum, insidently we have had as much as 7,000, so when we have a chance to watch who is going through there, a model A or a model T is something and has been inaudible an antique car rather than going out on a street corner. As far as the speed limit goes, we have been in dozens and dozens of places and we have yet to to charge a dime for showing our antique cars. We have even been to commercial fairs and we didn't charge so we have no money for showing cars, any of us. I think there is another phase that has been touched on but at least they have emphasized these old cars are part of Americana. I think they show how we got to be an affluent country, somewhat due to the automobile industry, how we got out of the horse and buggy stage. Coming close to home, you may not know it, but some of these older cars were started here in Connecticut, Hartford right here, the Columbia, the electric and a local, which I am sure inaudible. This is part of Americana and I think it is very important that we preserve Americana. This may be far fetched but I think that it is to a point that taxes these antique cars might be like taxing the history books, and I think this bill should be given con, favorable consideration. Thank you.

Rep. Violette: Thank you Mr. Burr. Any questions from the Committee.

Sen. Cutillo: from the Committee. How many times, how many cars do you have.

C. Burr: We have 30 cars, sir.

Sen. Cutillo: 30. And of course you are charging admissssion.

C. Burr: Wer'e charging normal fee for groups, as little as a dollar a piece and sometimes 50¢ for adults and 25¢ for kidss. Knowing this, if I mayexpel on it, for a minute, there is no, if you want a birthday present and you want to bring any of those pals through the museum to see the old cars, cub scout troups or something like that.

Sen. Cutillo: May I ask what is the highest assessment on one of your automobiles.

C. Burr: Under \$100.00 sir.

Sen. Cutillo: You would like to keep it that way.

C. Burr: Sure would. And don't think this is a money making outfit. There has been three museum in Connecticut

Rep. Spain: operation the motor fuel tax.

F. Healey: I take no position on the basic bill. I was just trying to get on the back ground. I know how this bill happen to initially passed 10 or 12 years ago, and it was to take care of a certain situation and as Mr. Blasco said, you might want to consider taking care of a lot of other things right now, but that was the original purpose and because of that, I take no position on the bill, I just think that with the language that Mr. Tarrant has suggested, we will still have the exemption that we originally intended to have under the bill.

Rep. Violette: Thank you. Any other questions from the Committee. Hear none. Thank you sir. Our next speaker is Mr. Maynard Briggs.

M. Briggs: Mr. Chairman and gentlemen of the Committee, I too want to support bill 5826. There has been a lot of talk of taxes, expenses etc., but I would like to explain to you a little bit about hobbies. I feel that I'm qualified to do so. I'm a past president of the Hartford County Chapter of the Horseless Carriage Club of America here. It's a family affair. It isn't just some guy down in his work shop tinkering on a car, its the whole bit. It's his wife, his youngsters, they work together on this; it's a family hobby and it is good recreation. Now, for example, every June, and this will be the 5th consecutive year, I have invited the entire club to my home, and it is a picnic affair. The families bring a hot dish and a cold dish, whatever they like to make the best, all the children come, we put the cars out on my front lawn, I live in South Windsor on a farm, there is room for it, and the kids have a chance to ride in different cars; we have little track around the fields; they ride around in this track in an old truck that we have and you know it is an awful lot of fun. We, also, take the cars out, by requests, if there is a parade in town, they will call us and say "can you supply us a dozen cars" and we say sure. We supply our own insurance, our own gas, our own oil and our time, and we do this because we want to share this hobby with our neighbors. Now, again with the meet at my home, there are car after car that come by and some people politer than others, some will come up and say, do you mind if we look the cars over, course we don't mind - they are there for you to look at. It is a bit of early Americana and we're proud of them and we want you to see them and enjoy them, particularly the old timers. They can remember a tea kettle of hot water on a cold morning poured into radiators would start their model T, they probably had to jack the back wheel up so that they could crank it easier, so they could get to work. You want to see these guys when they see a nice model T, it brings back a lot of

M. Briggs: memories and they enjoy it. This hobby of ours has youngsters, right here in this meeting today, some of our younger members are here, and these are kids in their early twenties, they're interested too and they are going to carry it on, but we have a problem, if they arbitrarily tax these cars at a so called market value, it is going to drive the hobby out of the State. Now, in my own instance I have a '26 model T ford inaudible, I have rebuilt the thing twice so far, I'm proud of it, but I can always find some way to improve it. This car is registered in conformity of bill 1420. It's carrying antique plates and these antique plates strickly limits the use of this car. I can only use this car for exhibitions, parades and things of this type, and of course naturally I wouldn't use it in the winter time anyway, because I don't want to inaudible it, this car hasn't been out of my garage since the fall and it will not go out until the roads are dry and safe. I would not want to pay a higher tax on this car that I use so seldom, than on the car that I use every day. I can't imagine paying a \$100. property tax on this car that probably I will drive maybe 200 at the most miles in the course of the year. And, there are only approximately 3,000 antique cars in the State at the present time. There will not be more, there will be less, because these cars are destroyed by fire, they are destroyed in accidents and as the owners die off, very many times they are sold to a large Collectors, such as Hurrah, in Texas, and they leave the State and they leave this thing forever so, fellows, let's hang on this thing, let's keep a few cars that we do have and by passing this bill you would encourage the people to keep them on the Connecticut scene. Thank you very much.

Rep. Violette: Thank you Mr. Briggs. Any questions from members of the Committee. Hear none, thank you sir. Our next speaker is Mr. Frank Glista.

Frank Glista: I'm acting Field Supervisor of Connecticut Boating Commission. I'm speaking now in behalf of my Director Mr. Bernard Silicki. I want this Committee to know we are in favor of HB5760 which concerns THE USE OF GAS TAXES FOR ENFORCEMENT AND OTHER MARINE PURPOSES. If the Commission, and I'm speaking now of the boating Commission receives money from the Marine fuel taxes it would be used primarily to re-imburse the Towns at, and to strenghten the enforcement of boating laws. I want to cite one small example, last year in the last boating season the various municipalities in the State of Connecticut billed the Boating Commission to the extent of \$196,000. for their enforcement Activity. The Commission due to lack of funds was able only to reimburse them to the tune of \$52,700. If additional funds

R. Petroni: this great tradition. Thank you.

Rep. Violette: Thank you Senator. Any questions from the Committee. Apparently not. At this point in the hearing we have this gentleman in front, we will hear your viewpoint.

I want to thank you Mr. Chairman for giving me an opportunity to speak on HB5826. I purposedly waited until I heard comments from some people that are probably more informed than I am in the valuation of antique cars

Rep. Violette: Will you state your name please

Alexander inaudible, Watertown, Conn. today you hear the term  
Alves: addicts for narcotics, but I use the same for an  
54 antique car owner. It is a hobby that has, as people have said, supported the history, not only of this State but of the surrounding states, I don't know if any of the gentlemen on this Committee are familiar with antique cars but the marvel of engineering that has gone into these cars with no computers or anything else is historical in itself. Questions were asked on the valuation of antique cars and maybe I have distinction of having the highest evaluation in the State and one of the cheapest antique cars. In 1969 I had a 1931 vehicle registered for eight years at a tax of \$100. a year, in May of 1969 I received an assessment notice of \$2,500. for a car that was in about 350 pieces on the garage floor. The assessor of our town made the statement that the State of Connecticut sent him a listing of antique cars and what their evaluation should be and their assessment. I couldn't take that as being exactly the story and in front of me I have a letter dated May 28, 1969 from a gentleman who spoke Mr. Dwyer Director of Registry concerning the valuation of antique cars which I would like to leave a copy with this committee, it's a short letter and I think it is worth reading, Dear Mr. Alves: The Motor Vehicle Department does not price vehicles. Valuations are placed on vehicles by assessors. The department does the mechanics of pricing according to schedules submitted by the assessors. I have checked with our Data-Processing Division and do not find that a valuation is placed on a 1931 model vehicle, therefore you should check with the assessor of the town in which you are taxed concerning the \$2500. valuation placed on the vehicle. The amount of taxes, I would think, collected from antique cars, because most of them are still valued at \$100.00, my case is a little different, I am not paying on a valuation of \$2500., but I am paying on more than \$100. the car is still not together. The modern mileage put on an antique car is very limited. Most of these gentlemen have already covered that, I am not going to repeat, most of the time they are used on

Mr. Alves: Sunday. I would say that if you held this meeting on a Sunday morning for a hearing you wouldn't find a parking spot for modern cars out in that parking lot. It's a hobby, if a man has two or three cars you can see if he is valued at \$2500., or \$1500. plus he may have one or two modern cars, I think he is being unrightfully taxed because an antique car is not used for business purposes and this is all I have to say. Thank you for given me the time to speak.

Rep. Violette: Thank you very much sir. Any questions from the members of the Committee. Apparently not. Is there anyone else who wishes to be heard, hasn't been heard, State your name sir.

Mr. Turtelotte: I live in East Hartford. I listened to various people speak about the antique automobile and I have been waiting for someone to make mention of this, of what I think is an interesting point. Most automobile manufacturers will agree that the average life of an automobile is about 8 years and since the requirements for getting antique plates in the State of Connecticut is 25 years or older, it is fairly obvious that these cars have already paid a substantial amount of money to arrive at the age of 25 already in taxes and at this point why should they, the tax rate be increased. That is all I have to say.

Rep. Violette: Thank you sir. Is there anyone else that wishes to be heard. Hearing none, I think you spoke already sir. If there is anyone else that wants to be heard, hearing none, I declare this meeting adjourned 12.30.