

Historic tag 25 year rolling testimony.pdf

Uploaded by: andy goya

Position: FAV

Good Afternoon Chair, Vice Chair and Members of the Environmental and Transportation Committee,

I'm Andy from Silver Spring. I have an old van. I have had other old cars, too. Sadly, they have been recycled already.

Do any of you remember the A Team? Other than Mr. T, who was possibly the coolest character ever on TV, what do you remember? And for those of you too young, have a search. It was the days when TV shows were positive.

The A-Team was an action-adventure series about four wrongly convicted Vietnam War veteran who escape military prison. Working as soldiers of fortune, they use their specialized skills to help innocent people against criminals while avoiding capture by the military police.

But how did they get around? The Iconic A-team Van.

It was, in case you are curious, a 1983 GMC Vandura.

Sadly, I don't have the exact make and model, but I do have a GMC van that is old enough to drink alcohol, but still get carded.

The 25 year rolling period for historic tags is fair. To create a hard stop at 1999 makes no sense. It's like you are saying history stops at a certain point.

Also, It is alot of work to keep an old vehicle running. Alot.

I and my fellow old van enthusiasts--easily found online, support HB4 and HB 124. I came here to petition you all to do the same.

Thanks for listening.

2026 MD HB 4 SEMA Support.pdf

Uploaded by: Christian Robinson

Position: FAV



February 27, 2026

Maryland House of Delegates
Environment and Transportation Committee
Taylor House Office Building
Annapolis, Maryland 21401

Re: SEMA Support for HB 4

Chair of the Board

* Melanie White

Chair-Elect

* Norris Marshall

**Immediate Past Chairman
& Secretary**

* Kyle Fickler

Treasurer

* Chris Douglas

Board of Directors

Bill Bader
Rich Butler
Brian Herron
Doug Lane
Tim McCarthy
Kelle Oeste
Kim Pendergast
Melissa Scoles
Marcus Umlauff
Ted Wentz III

CEO

Mike Spagnola

General Counsel

David P. Goch

* Executive Committee

Dear Members of the Environment and Transportation Committee:

On behalf of the Specialty Equipment Market Association (SEMA), I am writing in support of House Bill (HB) 4, which would restore a rolling eligibility date for historic vehicle registration in Maryland.

SEMA represents more than 7,000 member companies nationwide, including 67 businesses in Maryland. Approximately 95 percent of these companies are small businesses employing fewer than 100 people. Our members design, manufacture, distribute, and sell specialty automotive parts and accessories, supporting thousands of jobs in Maryland and across the country.

In 2025, the General Assembly changed Maryland's historic vehicle law by replacing the long-standing rolling eligibility date with a fixed cutoff of model year 1999. While we understand the desire to address misuse of historic vehicle registration, a static cutoff effectively declares that no vehicle produced after 1999 can ever qualify as a collector or historic vehicle. Over time, this approach becomes increasingly disconnected from how collector vehicles are defined and treated in most states and within the enthusiast community.

Collector vehicles are defined by age, condition, limited use, and cultural significance. A rolling eligibility date recognizes that vehicles age into that status over time, while a fixed date permanently excludes entire generations of vehicles regardless of how carefully they are maintained or how infrequently they are driven. HB 4 restores a reasonable, time-tested framework that better reflects the reality of the collector vehicle market.

SEMA agrees that abuse of historic vehicle registration should be addressed. Vehicles used for daily transportation or that do not meet the intent of historic registration undermine public confidence in the program. Reining in that abuse is appropriate. However, permanently freezing eligibility at 1999 is an overly blunt solution that penalizes legitimate collectors and small businesses without directly targeting misuse.

1575 S. Valley Vista Dr.
Diamond Bar, CA 91765-3914

909-610-2030

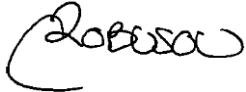
E-mail: sema@sema.org
Website: www.sema.org

Maryland's specialty automotive aftermarket industry is an important part of the state's economy. It generates \$3.24 billion in economic impact, supports 14,946 jobs, provides \$1.19 billion in wages and benefits, and contributes \$530.24 million in state and local taxes. Policies that recognize and support legitimate collector vehicles help sustain this economic activity, including restoration shops, specialty parts manufacturers, and small retailers across the state.

For these reasons, SEMA respectfully urges the Committee to give HB 4 a favorable report. The bill strikes a better balance by preserving the integrity of historic vehicle registration while ensuring that Maryland's laws continue to reflect the evolving nature of the collector vehicle hobby and the small businesses that support it.

Thank you for your consideration, and we appreciate the opportunity to serve as a resource to the Committee.

Sincerely,

A handwritten signature in black ink, appearing to read "Robinson", with a stylized flourish at the end.

Christian Robinson
Senior Director, State Government Affairs
Specialty Equipment Market Association

House Bill 004 Letter.pdf

Uploaded by: Kyle Blake

Position: FAV

ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

501 West Governor Road, Hershey PA 17033

717.534.1910

aaca.org

Maryland House of Delegates
Environmental & Transportation Committee
250 Taylor House Office Building
Annapolis MD 21401

Good afternoon, Chair Smith and Members of the Committee,
My name is Kyle Blake. I am a resident of Cumberland, Maryland, and I appear before you today as a National Director of the Antique Automobile Club of America (AACA) to ask for your support on **House Bill 004**.

To understand why this bill matters, it is important to understand who the AACA is. We are the world's oldest and largest organization dedicated to automotive preservation and restoration. We are 45,000 members strong, including **2,000 active members in 8 regions right here in Maryland**.

For 91 years, we have been the standard-bearers for this hobby. And since 1973, we have operated on a specific core standard: **a vehicle becomes eligible as historic when it reaches 25 years of age**.

This "25-year rule" is the global gold standard set by AACA. House Bill 004 simply asks Maryland to adopt that same standard.

Right now, Maryland law cuts off historic vehicles at the year 1999. However, at our national meets last year, we displayed thousands of pristine vehicles from the year 2000 and later- with approximately 25 being from the year 2000 alone. These vehicles are restored to the way in which they were delivered from the dealer to the original owner- no modifications and with all the factory safety specifications of the time. Under current regulations, those cars are celebrated globally as historic, yet they are unrecognized here at home.

But this isn't just about dates on a calendar; it is about **people**. The antique car hobby is driven by nostalgia. People collect the cars they coveted in their childhood. By freezing the definition of "historic" at 1999, we are inadvertently closing the door on a new generation of enthusiasts. We are telling young collectors that the cars *they* grew up with don't count.

To keep this hobby alive and growing, we must welcome the vehicles of the new millennium and the younger members who love them.

House Bill 004 aligns Maryland with industry standards and ensures our hobby has a future. On behalf of the AACA and our 2,000 Maryland members, I urge a favorable report.

Thank you for your time, and the AACA wishes you happy motoring.



Kyle Blake,
National Director/ Vice President of Youth Development & National Awards
Antique Automobile Club of America

Historic Vehicle Bills HB4 & 125.pdf

Uploaded by: Mark Hauf

Position: FAV

Mark Hauf
5502 Kathryns Court
White Marsh, MD 21162
(443) 421-2520

Thank you, chairman Wilkens and members of the committee, for allowing me to testify today on behalf of myself and that of several classic car groups.

My name is Mark Hauf. I'm retired, live in White Marsh and I'm an avid car enthusiast. My prized possession is a pristine, red, 1970 Chevelle Super Sport. Collector cars though, as well as historic vehicles, didn't stop in the 70's or even in 1999. In fact, many are being built in American factories today, and will be the collectors and historic for folks like my son Matthew, in the future.

I'm blessed to own a few classic and historic rides, one **was** my gorgeous, original, one owner, 2003 Chevy Silverado 2500. Deep Garnett Red metallic, absolutely beautiful, just like new. One of my absolute favorites. Just days ago, on January 31st, I was required, under the new historic vehicle law, to have had her safety inspected, re-registered at the MVA and entered into the state's emissions program. As nice as she was; the cost of having her pass these tests, was prohibitive, based on her value and me being retired in today's economy. This past Saturday, I said goodbye to her, as she left for her new home in Pennsylvania, having not only a negative emotional impact on me, but a financial impact on the state of Maryland.

Last week an elderly lady reached out to me on the magazines FB page and said, 'what am I going to do about the truck daddy left me? I don't have the money to pay for repairs and inspections, please help me save my daddy's truck! Folks, that's where you all come in. Please, right this wrong enacted on January 1 and fully support House bills 4 and 125, so that other folks don't have to endure the same loss as me.

Thank you and God bless you!

Membership/affiliations: Save the Hobby
Chasing Muscle Cars
Car Show & Cruise Guide
Jakes Hot Roders
Club 56

HB0004statementfinal.pdf

Uploaded by: Michael Lechlitner

Position: FAV

Michael Lechlitner
941 Druid Hill Ave
Pasadena MD 21122

Statement Text:

I thank the committee for hearing testimony regarding HB0004.

Request the committee vote for passage of HB4 for the following reasons:

- 1) Legislation last year effectively designated 1999 as the END OF AUTOMOTIVE HISTORY, with no rolling allowance which is prevalent in most US States having an Historic registration. The legislature’s action last year stopped the clock with a 1999 drop dead date. Maryland’s “historical” dilemma has already been noticed by national publications, online and in print by the Wall Street Journal and two leading online auto publications.
- 2) The State’s designation of post-1999 vehicles as “not historic” demeans their value and places additional administrative and financial levies upon hobby members, often at the entry level. This designation hurts the future of the hobby. Some selected examples/photos of what’s historic from the years 2000 and beyond are attached to my testimony for your review.
- 3) This hobby generates significant revenue for the State of Maryland. From Ocean City to Friendsville, Car Shows and Meetings all generate local revenue and sales tax. Civic organizations host car shows, with resulting millions of dollars given yearly to charities. Owners of historic vehicles do their part by following the law and attending and displaying their occasionally driven and State designated historic, vehicles to these events.
- 4) HB4 is endorsed by three Non-Profit organizations in Maryland: “Save The Hobby.org” the Maryland Collectible Auto Association and ABATE of Maryland. This bill is being monitored by at least 17 different Maryland car club groups on Facebook totaling 90,000 page members.

I thank the committee for their time and urge passage of HB125 (as amended with “grandfather” provision).

End Statement

Accompanying examples of selected American-made automobiles considered “not historic” under current Maryland regulation:



2002: Last F Body Camaro



2002: Last F Body Firebird



2001-2005 Ford Thunderbird



2001-2006 Panoz Esperante Made in USA 347 built. Winner Le Mans, & Sebring



2001 Plymouth Prowler
Entire Plymouth brand dies 2002



2002 RT10 Dodge Viper - last year

UNTITL~1.PDF

Uploaded by: Paul Dumsha

Position: FAV

HB004

Usually, when laws are changed, they take effect from date of the change.

This is not the case involving Maryland's recent historic tag change.

In my case, I have already had my 2001 state inspection, and paid thousands for the work necessary to pass MSI in 2018.

My vehicle became eligible for historic tags, and because of the my difficulty and incredible additional costs to pass emissions test, I converted to historic tags.

I have had these historic tags for at least 5 years.

Then Maryland reneges on these previously approved and granted historic tags.

Simply put and in my opinion, the new law should have ONLY affected NEW applications for historic tags, and previously issued ones should have been "grandfathered in".

This is how most new changes are implemented.

NOT demand owners turn in their legally obtained tags and start over again because of the change.

Furthermore, it is truly unreasonable to simply state that only cars 1999 and older can be eligible for historic tags.

When? In 2025 when the rule was changed? In 2026? Forevermore?

It is ridiculous to make such a rule change and totally omit the "rolling year" rule.

Be it, 20 years, 25 years, or whatever. But to state only 1999, and implying indefiniteness of this 1999 year rule, is absurd.

Based on the year of 2025 when the rule changed, and the 1999 year they stated (which is about 25 years), it sounds as if Maryland was trying to change from a rolling 20 rule to a rolling 25 year, but failed to state it.

Perhaps an oversight?

Perhaps ignorance?

Perhaps a shady way of sticking it to vehicle owners like me.

Shame on Maryland for this.

Yes, I am angry about it.

I have continually invested in my particular vehicle, keeping it safe and well maintained, other than the astronomical cost of catalytic converter replacement and emission shortfalls.

To be forced to junk an otherwise perfectly good vehicle, quite frankly feels unfair and makes me ashamed of my state.

Other states have rolling 20 year rules, some have rolling 25 year rules.

What Maryland has done is truly unique, and shameful.

In my opinion, Maryland should be made to:

1) RETURN previously held historic tags (like mine) that were confiscated since the rule change, grandfathering all such previously issued historic tags.

2) Define clearly a new rolling 25 year rule, or whatever age they determine, But define it.

Paul Kelly Dumsha

Anne Arundel County Resident/Taxpayer/Homeowner/2001 Vehicle Owner

Testimony in support of HB0004 - Historic Motor Ve

Uploaded by: Richard KAP Kaplowitz

Position: FAV

HB0004_RichardKaplowitz_FAV
02/27/2026
Richard Keith Kaplowitz
Frederick, MD 21703-7134

**TESTIMONY ON HB#0004 - POSITION: FAVORABLE
Vehicle Laws - Historic Motor Vehicles - Minimum Age**

TO: Chair Korman, Vice Chair Guyton, and members of the Environment and Transportation Committee

FROM: Richard Keith Kaplowitz

My name is Richard Kaplowitz. I am a resident of District 3, Frederick County. I am submitting this testimony in support of HB#/0004, **Vehicle Laws - Historic Motor Vehicles - Minimum Age**

Currently, a Historic Motor Vehicle is from a model year of 1999 or earlier. This bill changes it to specify the vehicle is at least 25 years old.

This bill will also require the Motor Vehicle Administration to reinstate, under certain circumstances, the historic motor vehicle registration of a motor vehicle that had its historic vehicle registration suspended or revoked as a result of the change to the definition of "historic motor vehicle" in Chapter 604 of 2025.

This technical correction to the law will adjust it to a date determined by the current year minus that twenty-five-year qualification and re-establish a status of a vehicle that had been removed from the historic status.

I respectfully urge this committee to return a favorable report on HB0004.

McGowan_HB0004_Final.pdf

Uploaded by: Ryan McGowan

Position: FAV

HB0004 Testimony
Environment and Transportation Committee
Friday 27 February 2026

Thank you to the Environment and Transportation Committee members for allowing me to testify today in support of House Bill 4. My name is Ryan McGowan and I reside in District 18 in Montgomery County. I have owned several historic vehicles over the years in Maryland and enjoy restoring older 4 wheel drive classic trucks and SUVs and am a member of several clubs which travel within and outside of the state to enjoy off-road trail riding.

Changes made to the definition of a historic vehicle during the 2025 legislative session permanently fixed historic vehicles to be only those manufactured in 1999 or older. This now current law is overly restrictive and overly burdensome and is not in-line with historic and classic vehicle definitions in other states. House Bill 4 would change the definition of historic vehicles to be on a 25 year rolling basis and will ensure that future classic and historic vehicles will continue to be enjoyed by enthusiasts and collectors. The 25 year basis is also in line with laws from neighboring states and is a sensible and balanced cutoff.

Importantly, House Bill 4 also remedies the impact to owners of vehicles manufactured between 2000 and 2005 that have now been forced to register under standard terms due to changes made in the 2025 legislative session. This is a necessary provision and will provide them with appropriate relief from increased fees and burdens of re-inspection and emissions.

Thank you again to the committee for holding this hearing and for your support of House Bill 4.

Ryan McGowan
4409 Clearbrook Lane
Kensington MD 20895

HB0004 - LOO - MVA - Vehicle Laws – Historic Motor

Uploaded by: Patricia Westervelt

Position: UNF

February 27, 2026

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

RE: Letter of Opposition – House Bill 4 – Vehicle Laws – Historic Motor Vehicles – Minimum Age

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes House Bill 4 as it has serious fiscal and operational implications for MDOT and the Maryland Motor Vehicle Administration (MVA).

HB 4 alters the eligibility requirements for Class L (historic) vehicle registration from the current age requirement of model year 1999 or older to instead be based on a model year age of 25 years or older. It further requires the MVA to reinstate any historic vehicle registration that was suspended or revoked as a result of Chapter 604 of 2025.

The Budget and Reconciliation Act of 2025 updated historic vehicle eligibility from motor vehicles “at least 20 years old” to “a model year of 1999 or earlier.” As a result, vehicles with model years of 2000-2004 no longer qualify for historic plates. As passed into law, there was no provision that allows vehicles with Class L plates to be granted an exemption allowing them to maintain Class L plates. Since taking effect on July 1, 2025, the MVA has required vehicle owners with affected vehicles to return the historic tags when the registration expires and obtain the appropriate new tags for the appropriate registration class.

The MVA notes that it did not revoke or suspend any vehicle with Class L plates that was impacted by Chapter 604 of 2025; as such, there are no registration plates to be reinstated, per the requirements of the bill. Further, from a practical perspective, the MVA would not be able to comply with such a requirement as owners would need to return existing registration tags before new ones could be issued by the Administration.

The General Assembly adopted this change during the 2025 legislative session as part of the Budget Reconciliation and Financing Act. DLS estimated at the time that the change would provide additional funding in FY 2027 of \$3.7 million to the Transportation Trust Fund, \$1.5 million to MEMSOF, \$0.6 million to Shock Trauma, and \$0.4 million to the Maryland Trauma Physician Services Funds.

The Maryland Department of Transportation respectfully requests the committee consider this information during its deliberations and issue House Bill 4 an unfavorable report.

Respectfully submitted,

Christine E. Nizer
Administrator
Maryland Motor Vehicle Administration
410-787-7830

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090