

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.

House Bill 125 Letter.pdf

Uploaded by: Kyle Blake

Position: FAV

ANTIQUE AUTOMOBILE CLUB OF AMERICA

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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 125**.

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 125 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 125 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

McGowan_HB0125_Final.pdf

Uploaded by: Ryan McGowan

Position: FAV

HB0125 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 125. 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 125 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 125 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 will 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 125.

Ryan McGowan
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Historic Vehicle Bills HB4 & 125.pdf

Uploaded by: Mark Hauf

Position: FWA

Mark Hauf
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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

HB125statementfinal.pdf

Uploaded by: Michael Lechlitner

Position: FWA

Michael Lechlitner
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Statement Text:

I thank the committee for hearing testimony regarding HB125.

Request the committee vote for passage of HB125 (as amended with "Grandfather" provision) 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) HB125 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