

Support SB 452 Historic cars.pdf

Uploaded by: Brigitta MULLICAN

Position: FAV

**Support SB 452 – Vehicle Laws: Historic Motor Vehicles – Minimum Age
Testimony by Brigitta Mullican, Rockville, MD 20851 – Legislative District 17**

Please vote in Favor of SB 452, which sets a minimum age of 25 years for registering a motor vehicle as historic.

I was told that if the historic tag law had not been abused, this legislation would not be necessary. Unfortunately, too many vehicles that should not be road legal are currently being operated under historic registration. This undermines the intent of the law and raises safety and enforcement concerns.

SB 452 is a straightforward and reasonable bill that restores clarity and consistency to the historic vehicle designation while preserving its original purpose.

For these reasons, I respectfully urge a favorable report on SB 452.

Thank you for your consideration.

Brigitta Mullican

Rockville, MD 20851

Legislative District 17

Montgomery County resident since 1965

Senate Bill 452.pdf

Uploaded by: Kyle Blake

Position: FAV

ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

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aaca.org

Maryland Senate
Judicial Proceedings Committee
Miller Senate Office Building, 2 East Wing
11 Bladen St., 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 **Senate Bill 452**.

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. Senate Bill 452 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.

Senate Bill 452 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

veh status.pdf

Uploaded by: martin mogavero

Position: FAV

Martin Mogavero
2512 Amelia Drive
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Feb 13.2026

Dear Delegate Christopher Bouchat, Christopher Tomlinson As a lifelong Maryland resident and car enthusiast, I am deeply concerned about a recent change in the Budget Reconciliation and Financing Act of 2025 (House Bill 352), which redefines eligibility for “historic vehicles.” This provision threatens Maryland’s vibrant automotive culture and places new burdens on responsible hobbyists like me. For years, Maryland has recognized vehicles that are at least 20 years old under Class L registration—a fair, rolling standard that encourages preservation and responsible ownership. Effective July 1, 2025, however, HB 352 limits eligibility to model years 1999 and earlier, replacing that rolling standard with a fixed cutoff. Because there is no grandfather clause, owners of vehicles from 2000 onward, must now re-register as standard vehicles. This change brings annual emissions testing, safety inspections, and higher registration fees, turning a cherished hobby into a financial and logistical challenge. The measure was enacted with limited public input, leaving car clubs and enthusiasts unaware until after passage. The result undermines automotive preservation efforts and discourages care for vehicles that represent important chapters in our recent history—from early-2000s performance cars to first-generation hybrids. Maryland’s car shows, cruises, and classic-vehicle events draw thousands of visitors each year, supporting local economies, charities and building community pride. A fixed 1999 cutoff is not reflective of a basic rule of history (time) and risks alienating/increasing costs for newer generations of enthusiasts and diminishing the state’s role as a home for automotive heritage. It is understandable that due to Maryland’s high “normal” registration costs and improved vehicle longevity, some have taken advantage of the lower Class L tag cost to break the law regarding daily use of historic tags. There are better solutions to discourage such use besides the HB 352 determination that “automotive history ended in 1999”.

These solutions include:

- A) Raising the historical eligibility to 25 years + rolling. This is the same 25 year requirement the Federal Government uses for imports and other vehicles. Despite general longer vehicle longevity, the maintenance costs to keep a 25+ year old vehicle running will overtake the reduced costs of a Class L and discourage illegal use.
- B) Requiring that historic tags can be issued for one or more vehicles only if there is already an existing standard vehicle registration for another vehicle in the owner’s name.
- C) A modest increase in historic tag fees could meet the same fiscal goals while allowing hobbyists to continue preserving their vehicles responsibly.
- D) Requiring mileage reporting to the MVA for Class L tags with a reasonable limit of 2500 miles per year to attend cars shows and other special events which discourages illegal daily driving use.
- E) Increase enforcement and fines for those found abusing Class L restrictions.

I respectfully urge you to sponsor or support legislation restoring the 20-year rolling eligibility for historic vehicle registration, or, one or more of the solutions above. These balanced changes would protect hobbyists, sustain local tourism, and reaffirm Maryland’s commitment to preserving automotive history. To date, 90,000 Maryland car enthusiasts on 17 different Facebook Maryland Car Groups are now aware of the HB 352 change and will be tracking your action on this matter.

Thank you for your time and for your service to our community. I would welcome the opportunity to discuss this further and can be reached at 443-878-4691.

Sincerely,

Martin Mogavero

McGowan_SB0452_Final.pdf

Uploaded by: Ryan McGowan

Position: FAV

SB0452 / HB0125 Testimony
Judicial Proceeding Committee
Thursday 19 February 2026

Thank you to the Committee for accepting my testimony in support of Senate Bill 0452 / 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. Senate Bill 452 / 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, Senate Bill 452 / 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 Senate Bill 452 / House Bill 125.

Ryan McGowan
4409 Clearbrook Lane
Kensington MD 20895

SenateBill0452Favorable.pdf

Uploaded by: Travis Marion

Position: FAV



TOWN OF RISING SUN
Office of the Mayor
www.RisingSunMD.org

Travis Marion, Mayor

Office: 410.658.5353 Mobile: 410.945.6567
1 East Main Street
P.O. Box 456 Rising Sun · MD, 21911

Senate Judicial Proceedings Committee

Maryland General Assembly

100 State Circle

Annapolis MD 21911

Dear Chair and Members of the Committee,

I write in strong support of Maryland Senate Bill 0452, Vehicle Laws – Historic Motor Vehicles – Minimum Age.

As the Mayor of a small, rural Maryland community, I have the privilege of representing hardworking families, retirees on fixed incomes, farmers, tradesmen, and small business owners who feel the impact of rising costs every single day. From groceries and utilities to fuel and insurance, the financial pressures on our residents continue to grow. In that context, even modest cost savings can make a meaningful difference.

Senate Bill 0452 provides a practical and commonsense adjustment to the minimum age requirements for historic motor vehicle classification. In rural communities like ours, many residents maintain older vehicles not as luxury items, but as dependable, well-kept secondary vehicles for occasional use, community events, parades, and seasonal driving. Expanding eligibility for historic registration would allow responsible vehicle owners to benefit from lower registration fees and related savings, helping to ease the burden at a time when every dollar matters.

Importantly, historic vehicle registration comes with clear usage limitations. These vehicles are not daily commuters, and the law appropriately reflects that limited use. This bill simply recognizes the realities of vehicle ownership in rural Maryland, where families often maintain older trucks, farm vehicles, and classic cars that are part of our local heritage and culture.

Beyond the financial benefit, historic vehicles are a meaningful part of small-town life. They are featured in parades, festivals, and community celebrations that bring residents

together and support local businesses. Encouraging their preservation strengthens both our local identity and our local economy.

As costs continue to rise across the board, the State should look for reasonable ways to provide relief without compromising safety or fiscal responsibility. Senate Bill 0452 strikes that balance.

For these reasons, I respectfully urge a favorable report on Senate Bill 0452.

Thank you for your consideration and for your continued service to the people of Maryland.

Respectfully,

A handwritten signature in black ink, appearing to read "Travis Marion". The signature is written in a cursive style with a long horizontal stroke at the beginning.

Travis Marion
Mayor, Town of Rising Sun

Historic Tag Fees letter to legislators-Catherine

Uploaded by: Catherine Lewis

Position: FWA

Letter to Maryland Legislators on Historic Motor Vehicle Fees and Rolling Year Allowance

Dear Members of the Maryland General Assembly,

I am writing as a concerned Maryland resident regarding the increases in motor vehicle fees to Historic vehicles and everyday vehicles in general along with the surcharges for the Emergency Medical Services (EMS) system. While I recognize the need to fund critical services, I urge you to consider the burden these higher costs place on everyday families.

Concerns

Motor vehicle fees and EMS surcharges, often regressive by nature, impact lower-income residents and those who rely on their vehicles for work and basic needs the most. Small business owners, rural families, and individuals on fixed incomes are especially affected by frequent or significant increases.

I am now a retired citizen in this state and had to purchase tags for my 2001 truck from historic tags due to the July 1, 2025 law change for historic vehicles. Why pick a five year time frame for vehicles 2000 to 2005? I was able to change from regular to historic tags a couple of years ago for the 20 year vehicle age. My vehicle is 2001 and as of 2026 is now 25 yrs old and there is no Grandfather Clause. It cost me over a hundred dollars for that change, but I now had to purchase regular tags once again for the same vehicle that will be 25 years old in 2026 with no chance of ever putting historic tags on this vehicle again due to the recent 2025 law changes for historic vehicles. Not to mention the cost for annual tags for my vehicle which is a F250 which the base fee is \$178.00 plus the \$40 surcharge for EMS which equals \$218 a year which is too much for a person living on a limited income.

This state has a big problem with vehicles having Virginia Tags and unless that matter is resolved, it will become a bigger problem with the current vehicle fee increases. I won't be able to afford to continue to live in the state of Maryland due to these high costs for water, electric, real estate and now vehicle registration fee increase.

The law passed last year does not have a rolling year allowance, meaning in effect that Maryland considers automotive history effectively ended in 1999. We disagree with this

Maryland unique unilateral decision on when history “ends”. Last year’s change will affect the future of the hobby via increased costs for collectors and a State entity determining when automotive history ends forever. In this year’s legislative session, two bills have been introduced to address this issue. ***The first, HB4, moves the requirement from 20 to 25 years, includes a rolling year allowance and has a grandfather clause for those currently having a Class L Tag. The second, HB125, contains all but the grandfather clause.*** We feel both have a secondary effect in reducing abuse of the Class L tags often seen on MD highways due to the fact that the costs and age/wear/tear on a 25+ year old vehicle as a daily driver/abuser will outweigh the registration/tag savings the Historic tag provides. As HB4 contains the grandfathering clause, it will alleviate the “off, then on” trips to MVA for tag/plate switches for vehicles at or close to 25 years owned by those in the hobby.”

We need OUR LEGISLATORS and REPRESENTATIVES to understand and realize, that this may very well be the beginning of the assault in our hobby. This round, it's 1999. The next time the state needs money, it might be 1979? And then..... The worst part of the current 1999 bill, is that there was NO GRANDFATHER CLAUSE in the bill. Current owners are being FORCED to have their vehicles state inspected, re-registered and entered into the states money grabbing VEIP. This is the part WE ARE FIGHTING!

Thank you for your attention to these concerns and for your service to our state.

Respectfully,

Catherine Lewis

A Concerned Maryland Resident

Christopher W, SB0452.pdf

Uploaded by: Christopher Howard

Position: FWA

Christopher W. Howard

1707 Redfield Road

Bel Air MD 21015

This is my written testimony noting Favorable with Amendments to SB0452. I am a long-time car enthusiast and own two Camaros, a 2001 Camaro Z28 and a 2002 Camaro Z28. These cars are in every form and function identical to the 1998 and 1999 Camaros that are currently eligible for Historic tags. Neither of my cars are driven more than 2500 miles per year and are primarily used for cruising, car shows, and other car hobbyist related activities. Neither of these cars are daily driven or relied upon for daily transportation and are perfect examples of the “newer” historic cars affordable to the newer generation of car hobbyists. Please take this written testimony into consideration for me and the Maryland car community.

Best Regards,

Christopher Howard

JMiller Testimony SB452 HB125 Historic Plates.pdf

Uploaded by: Jason Miller

Position: FWA

JASON A. MILLER
14304 ROBCASTE ROAD, PHOENIX, MD 21131

February 19, 2026

Senate Bill 452
February 19, 2026
Testimony

My name is Jason Miller, and I live in Phoenix, Maryland. I am a car collector with vehicles ranging from 1948 to today.

I strongly support Senate Bill 452 because it restores a true rolling 25-year eligibility standard for historic plates, replacing the arbitrary 1999 cutoff currently in law. Under the existing rule, vehicles from 2000 or 2001 that are clearly historic in character cannot qualify solely on the basis of a fixed date. That approach does not reflect automotive history or the realities of the hobby.

I support an amendment to House Bill 452 to include a grandfather clause for cars currently registered as historic under the previous 20-year requirement.

Along with me, we have over 500 other Marylanders who have signed petitions in support of this, and thousands of others on my YouTube Channel, which has over 150,000 subscribers.

I preserve my vehicles for shows, parades, tours, and to share automotive heritage with others, including my son and the next generation of enthusiasts. As time passes, the 1999 cutoff will only become more outdated, gradually excluding more vehicles and weakening Maryland's car culture.

A rolling 25-year standard is fair, consistent, and aligned with how most states define historic registration. I respectfully ask for your support of this bill. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Jason Miller". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Historic Vehicle Bills HB4&125.pdf

Uploaded by: Mark Hauf

Position: FWA

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

Thank you, chairman and members of this committee, for allowing me the opportunity to testify today on behalf of myself and that of several classic car organizations. 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, 1970 Chevelle Super Sport. Collector cars though, as well as historic vehicles, did not stop in 1970 or even in 1999. In fact, many are still being built in America's factories today, and will be the collectors and histories for folks like my son Matthew, in the future.

I have been blessed to have owned a few other classic and historic rides, one **which was** my original, one owner, just like new, Deep Garnett Red Metallic 2003 Chevy Silverado 2500. One of my absolute favorites. Just a few weeks 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 vehicle 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 monetary impact on the state of Maryland.

A few weeks back, an elderly lady reached out to me on the magazines FB page and asked, what am I going to do about the truck daddy left me? I do not have the money to pay for the over \$2000 for repairs and inspections. Please help me save my daddy's truck! Folks, that is where you all come in. Be Ms. Tiffany's hero, our hero; right this wrong and fully support Senate bills 452 & 566, WITH grandfather clauses, so that other folks do not have to endure the same loss as I had to.

Thank you and God bless!

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

SB452statement.pdf

Uploaded by: Michael Lechlitner

Position: FWA

Michael Lechlitner
941 Druid Hill Ave
Pasadena MD 21122

Statement Text:

I thank the committee for hearing testimony regarding MD SB452.

Request the committee vote for passage of SB452, as amended when the "Grandfather" provision is included 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. History (historic) is a component of time, time marches on, thus so does history. 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 tourism, gas, food and other 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) SB452 with grandfather provision is endorsed by the following organizations in Maryland: "Save The Hobby.org", ABATE of Maryland, the Antique Automobile Club of America and the Maryland Collectible Auto Association. 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 SB452 as amended with the "grandfather" provision included for previously issued H-tags cancelled under the current 1999 eligibility restrictions.

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

MASON_SB452_Testimony.pdf

Uploaded by: Shane Mason

Position: FWA

Shane Mason
87 Elk Ranch Park Rd
Elkton, MD 21921

For: SB0452 (Senator Jennings)

Honorable State Legislators:

I fully support SB0452, only with the grandfather clause amendment reflected in HB125.

The changes to the historic vehicle registration negatively impacted me as a collector automobile enthusiast in Maryland.

I own two collector-grade 2004 Ford Mustang Cobra SVTs, both 22 years old, extremely low mileage (10-20k original miles), both were legally historically registered, which are now impacted by the changes to Maryland's Historic Automobile Registration Laws.

Each of these vehicles holds historical significance in the automotive collector car community. First and foremost, they represent the 40th Anniversary of the Ford Mustang, an iconic vehicle everyone knows, which debuted in 1964. Second, the 2004 Ford Mustang Cobra SVT is a limited production vehicle offered by Ford. I take them to car shows and automotive events in the area that support the collector car hobby. These are show-winning, limited production, anniversary vehicles of historic Ford significance that draw crowds at shows, parades, and events in the area.

Under my adherence to proper historic registration and years of responsible ownership, both have only been driven a mere 300-400 miles. **I use historic registration for these vehicles exactly for the purpose that Maryland intended.**

With the passage of SB0452, I will be able to request reinstatement for both vehicles, but most importantly- resume driving them to shows and special events that showcase them for their historical pedigree and undeniably long-standing Ford Mustang heritage.

Without the passage of SB0452 I will be forced to either store the vehicles indefinitely or apply for regular registration. Either choice will eventually drive an unfortunate decision to move out of Maryland, and I enjoy living in Maryland.

Regular registration subjects all collector vehicles to unnecessary damage at inspection stations whose business is based on volume. It also levies a significant 'tax' on historic vehicles that don't see the mileage on Maryland roadways (300-400 miles annually) like regularly registered vehicles (15,000- 20,000 miles annually) do.

The community needs laws that enable collector vehicles to be registered historically and permit those who lost historic registration due to changes in the law, to be fully reinstated.