

S.V.A.O. NEWSLETTER

FALL 2007



What's in the Headlines

SVAO soldiers Jim and Andy raise awareness of bill 203.
Despite promises of consultation Bill 203 is rushed into being
behind closed doors !
SEMA promises support for our causes
Historic Caddy is rescued from the clean air police crusher

What a busy summer it was! I do mean "was" as it is now officially fall. Not quite soon enough to start thinking about long-johns, but definitely time to enjoy these last warm days of cruising in your favourite ride.

This summer Jim Cowan and Andy Soutar made many presentations to car clubs on behalf of the SVAO regarding impending Bill 203. I was there for the one given to The Hamilton Sports Car Club at the Legion in Burlington. Overall the message was well received and as Jim and Andy will tell us, most car buffs were quite surprised at some of the content of 203. A retired police officer in the group raised concerns about why we would be attacking a bill that he felt was in the interest of public safety. A detailed explanation of our position is best put forward by Andy Soutar's Bill 203 discussion points posted on our web-site www.svao.org. as it is too long to reproduce here.

This Sunday marked the beginning of the 203 blitz and by evening over 30 vehicles had been impounded, mostly for speeding. The chatter on CFRB the next day indicated that the change in the law caught many Ontarians by surprise.

We do have a story with a happy ending ! Alert car-guy Glenn Burton-Thomas uncovered and rescued a mint 1972 Caddy that was owned by the Weston family. Determined official types did everything possible to make it difficult for Glenn but with the help of a few good people on the inside they saved her. Read the story on page 3 and the web site.

On the personal front I finally got my turbo Ford to behave. After much tweaking it now pulls like a locomotive, although I'd best be careful what I do with it these days.

Be sure to come out to the Annual General Meeting this Nov. 3rd in Brampton. Sign up for another year and maybe even volunteer to give us a hand, there's lots to do.

see you there !

David Burman
editor

MESSAGE FROM THE CHAIR

Greetings one and all from the countryside of north Pickering. The leaves are starting to drop early this year due to our hot, dry summer but hopefully the cooler days of fall will inspire me to get at some more projects. I hope that all of you had a good summer and get out for a few good runs before the white stuff arrives. Having grown up in Kapuskasing, I don't mind what they call winter down here but I know that I am in the minority on that count.

What's doin' ?

Your executive have been busy this summer on your behalf. Bruce Stewart has been trying hard to get the Ministry of the Environment through its Drive Clean program to revisit the poor decision to take away the "rolling 20 year" exemption for older vehicles. This bureaucratic decision has some very negative implications for the long range health and growth of our hobby.

Bill 203 on alleged street racing has become law with no meaningful consultations with the SVAO despite promises from the government to do just that. Jim Cowan and Andy Soutar have put in a tremendous amount of effort over that last couple of months to try to rectify these poorly thought out regulations.

AGM

Mark Saturday, November 3, 2007 down in your old head as the SVAO will be holding its Annual General Meeting in Brampton, 1:00 pm at the Ellen Mitchell Recreation Centre which is found at 922 North Park Drive. Please consider coming out as this is a great time to get the scoop on what is happening on various fronts with government. People who have attended past AGMs always say that they have left with a better idea of the various issues as the speakers and the question and answer portion are very informative.

Dues

Please check to see that you or your club have sent in their 2007 dues as this saves our membership team a great deal of work if they don't have to send out overdue renewal notices. There should be an extra form attached to this newsletter. Dues remain as they always have - Individuals \$10, Clubs \$25, Businesses \$50. Our membership team of Keith and Glenda Corby would be most happy to receive your check. Take time to update your mailing address if necessary!

Newsletter & Website

Make sure that your club editor gets the copy as all of the SVAO's newsletter is available for reprinting and editors are always looking for material. Our editor Dave Burman is always on the look out for suitable material should you come across any. Please make sure that your members find out what is going on out there! Our website man Stu Cork, puts the newsletter as well as other material on the internet at www.svao.org so please make use of it.

Provincial Elections

We are in the middle of a provincial election campaign so now is the time to button hole your local candidates about old car issues. Most will have little or no idea of what you are talking about so be patient, but be persistent and explain your concerns. Tell them what you would like done to ease your concerns, if they would like your vote. Let them know that you will be watching them and will follow up on these items. If we don't take the time to do this, then no one else will. **Then get out and vote for the party of your choice!**

Enough talking and time for a ride in an Edsel (not everything in the barn is a Nash). Take care and hopefully we'll see you at the AGM in Brampton.

Chris Whillans

SVAO Chairman



Gentlemen:

“Over the past 6-8 weeks I (& the SVAO) have been involved helping a member get a 1972 Cadillac out of the Car Heaven (Clean Air Foundation program) after the car was donated. It was a nice, running, driving 25,000 mile car that, once in the program was supposed to be crushed.

The long and short of it is that we were successful but it took a great deal of pressure, screaming, reasoning, good cop-bad cop routine to get the car out.”

from an e-mail by SVAO chairman Chris Whillans this June

CRUSH THIS CAR ?



Yes! It was to be destroyed!

After being donated to “Car Heaven” last year. Thankfully after a bit of fighting and a lot of phone calls, over a period of 5 months, I was allowed to purchase the car.

If you think historic cars 30 years and older should not qualify for the Car Heaven Program then please e-mail them at carheaven.ca or call 1-888-731-7311 and tell them so.

Glenn.



our website www.svaio.org
has Glenn’s full story and
colour photos

What Happened?

On Wednesday Aug. 15 Jim Cowan and I (representing SVAO) and Bob McJannett (Performance Improvements) met with the manager and staff of MTO’s Road Safety Policy Office in Downsview. These are the folks who developed and delivered Bill 203 and its new regulation. The goal of the meeting was to discuss SVAO’s involvement in writing this new regulation, and to promote SVAO as a key stakeholder for any future initiatives that may affect speciality vehicle owners.

Unfortunately, the meeting started with the news that the regulation was already done, and it would be announced by Premier McGuinty the same day and will become effective on September 30th. This means the Bill and the regulation are both done deals period, end of story! Thus, SVAO was NOT allowed to contribute anything despite Minister Cansfield’s assurances that we would be given that opportunity.

Despite this news, we did manage to present SVAO’s position on Bill 203, including the discussion points we had developed. However, while the MTO people were cordial and somewhat sympathetic, they didn’t resolve any of our concerns. Some of the points we raised seemed to strike home, but most of the comments from their side of the table centred on the “intent” of the law vs. our perception of it, and on their belief that our scepticism about its lack of fairness is largely unfounded. They would not comment on the rash comments made by the Attorney General since that is a different ministry, although they seemed to accept our outrage about the potential effects the AG’s approach would have on our hobby and the industries surrounding it.

We asked that SVAO be regarded as an important ally of MTO for any future laws, and they agreed with this. While this is a victory of sorts, ultimately we were very disappointed that the Association was not able to have any real effect on this legislation despite all the hard work and lobbying by our group. Obviously, this legislation was rushed through so it could contribute to the government’s safety message for the upcoming election, and since the government holds all the best cards in this game, it’s unlikely that anything can be changed at this point.

Andy Soutar

SEMA willing to support our fight to change Bill 203

The Specialty Equipment Marketing Association (SEMA) represents the \$34 billion specialty automotive industry. A portion of its mandate is to provide legislative advocacy. Working to protect the hobbyist from detrimental legislation.

SEMA Executive staff, its Chairman and Chairman-elect have all vowed to support us in our efforts to blunt the potential ill-effects of Ontario Bill 203. This support is available to us in any way deemed appropriate and politically viable. To that end, we have decided to hold off any immediate action until after the provincial election Oct 10th, when a new legislature will be installed.

SEMA's VP of Government Affairs, Steve McDonald has indicated an interest in attempting to replicate in Canada those SEMA government affairs functions that have proven successful in the U.S. One of these is the SEMA Action Network (SAN). The SAN is a nationwide partnership between vehicle clubs, enthusiasts and members of the specialty auto parts industry united to protect the hobby. SAN was designed to help stamp out legislative threats to the automotive hobby and pass favorable laws.

In the U.S., the SAN regularly rallies the support of 3,500-plus car clubs, thousands of individual contacts, and 100-plus publications, with an estimated reach of 36 million enthusiasts nationwide, amplifying SEMA's political voice on issues affecting the specialty equipment auto parts industry. The SAN sends out action alerts to generate an abundance of responses to state and/or federal legislative actions and regulatory proposals and issues timely updates of legislative and regulatory developments.

SEMA has used these folks to supplement its lobbying efforts and resolve them in a manner favorable to the industry and hobby. We need to have the same program across Canada.

Check out www.semasan.com for the full story. There is no cost to the consumer or club; all costs are born by SEMA. The site is currently being updated to accept Canadian members.

SEMA has also developed a network of state and federal legislators who are car enthusiasts and business friendly. This concept may also be viable in Canada. We need to find out which lawmakers might be on our side, so that we can develop those relationships on this side of the border.

News Release Specialty Vehicle Association of Alberta SVAA Elects New President

At the May 5, 2007 Annual General Meeting, the membership of the SVAA elected Geoff Prince as President. Geoff is a past president of the Vintage Sports Car Club of Calgary and has been active in the SVAA for the past two years. Joining him in the newly created position of Vice President-South is Harry Bullock. Harry is a long-time member of the SAACA in Lethbridge and has been a club representative to the SVAA for several years. From the north, in the new position of Vice President – North, is Gary Morrison. Gary is Secretary for the Edmonton Street Rod Association and has been part of the hobby for many years. Geoff, Harry and Gary join the balance of the SVAA Executive: Earl Clements, Treasurer, Al Riise, past president, and Ted Loble, Secretary.

At the same meeting, the SVAA agreed to the selection by the Specialty Vehicle Appraisers Institute of Alberta of two Directors from the SVAA. Al Riise and Jim Briggs will serve as SVAA representatives to the SVAIA.

The meeting also included the adoption of a revised constitution and bylaws. While this took time, the membership saw it as a necessary and useful exercise preparing the Association to move into the future.

from the mailbag

Hi Chris:

This has to be a Riply's believe it or not.

We were out to my Son's in Belleville, along with his wife's parents on Sunday. The parents live in a small farming community south of Campbellford, a few houses around a long closed general store.

I was complaining about the tax increases coming to Toronto and he said his local council is now working on, and recommending, installing a meter on the incoming water line from the well to the house and charging a tax per gallon of water he pumps from the well. They already have a system with the garbage that no pick up without the attached sticker, bought at the Town hall. He says garbage dropped at the side of the road is becoming a problem. Maybe we will need an special branch of SVAO to take on local councils.

Who would ever dream of this years ago.

Ross M

FYI, from Jim Prowse who has been an advocate for us (the hobby) in the London Area. These are the comments of his recommended candidate from the PC party in the next election.

Subject: John Tory and performance cars

Brother Prowse.

I spoke at length with John Tory about his intemperate remarks concerning people who enjoy “hopping up” their cars (as reported in yesterday’s Free Press). I noted that street racing fatalities have been, almost without exception, the result of DWS, usually in Daddy’s car.

I also noted that his concerns about why someone would modify a car for high performance if they didn’t mean to race it missed the point of most such projects- they are exercises in ingenuity and engineering and a chance to win some bragging rights at the cruise-ins.

He acknowledged that he hadn’t previously known much about the hobby, but noted that he had said in the interview that he would consult with “police and car buffs” to determine the proper course of action.

He also told me that as a result of our conversation he was going to frame his position differently, and acknowledge that he now understands the difference between legitimate hobbyists and DWS’s who generally haven’t a clue.

“The PC Party has no problem with the kind of car owners you’re describing” he told me. “We just want to get the dangerous kids and adults off our streets and we’re looking for the best way to do that.” He also said that he knows enforcement is the key and that the Liberals have no provided adequate resources to the O.P.P. or to local cops to step up traffic patrol in any meaningful way. He wants to see more cops driving cruisers and fewer driving desks, although he acknowledged (and he’s right) the government has only so much control over police practices.

I also explained to him about the technical problems with governing transport trucks, something he had not realized. He noted that the industry leaders support it but when I suggested he might want to investigate a little farther as to why, he agreed to do so.

These incidents should serve as another warning to the hobby about how easy it can be for under-informed politicians to take positions they believe to be correct and in the public interest (and, in this case, likely supported by large segments of the public), even when more expert opinion knows they are wrong but does not have timely access.

Jim Chapman

Subject:
BANNING AFTERMARKET
EXHAUST SYSTEMS

Here’s the kind of thing SVAO believes can happen in Ontario if the government continues to ban specific performance equipment at the request of police, as they did with nitrous injection in Bill 203. It also shows the value of networking amongst enthusiasts to discover and fight such legislation, as in the SEMA “Action Network” program.

...*Andy*

www.jalopyjournal.com/forum/showthread.php?t=208526

Hi Jims:

I thought you and the MOL would like to know about this. It’s probably the first time a Nash part has been confiscated in the name of national security. Really.

It happened when Wendy and I were returning from the Grand Nashional. We brought some torque tube trunnions with us for members who asked for them. When we flew out from Southern California, we put all of them in our hand roll-on luggage, and we went thru security with no problem. On the way back, we had two left, one regular and one of the new Heavy Duty trunnions for the Healey and V-8 Nashes and Ramblers.

We brought them thru Boston Logan in our hand luggage again. This time there was heightened security in effect because of the British airport incidents the day before. Security found both of them in the X-ray and because of the consistency of the trunnions, asked what they were. I explained they were Nash replacement parts. Because they were firm jelly-like, they sniffed both of them using a cloth that was wiped on them and then put into some kind of analyzer. The Heavy Duty one is a medium-dark blue because of the additional chemicals and stabilizers used in the manufacture, and that one set off an alarm. The regular one didn’t. Even though I tried to describe what they were, the TSA Officer took the blue trunnion and put it into the bin with all the other confiscated items from other passengers, liquids, and all kinds of tubes and bottles of stuff. They said if the trunnion was in my checked baggage it would have gone thru OK with no problem. They are sealed in zip lock plastic, but the X-ray and the hand searching caught them. (remember the X-ray literature Nash had in the CE501s?)

Anyway I tried to take a picture of the bin with the torque tube trunnion in it, but they wouldn’t allow that. They took my drivers license and went off with it for a while, and after checking, gave it back. I guess there was no other Bob Walker on the watch list. It was an interesting end to a great Grand Nashional.

Best regards

Bob & Wendy Walker

Hi:

I read an article in the National Post this morning about front licence plates on Ontario cars. There is a petition being circulated to send to the Ministry of Transportation requesting that they no longer be required.

Some of the pertinent facts in the article were:

- 1)-front plates interrupt aerodynamics and thereby hamper fuel efficiency.
- 2)-damage caused by front end plate brackets in rear end collisions can be significant
- 3)-six of the ten Canadian Provinces no longer have front plates (Quebec, Sask, Alberta, PEI, Nova Scotia and Newfoundland/Labrador) and there are no apparent problems caused by lack of front plates.
- 4)-many US States no longer require front plates
- 5)-IT COSTS 3 MILLION TAX DOLLARS PER YEAR FOR THE GOVERNMENT TO PROVIDE FRONT PLATES FOR OUR VEHICLES.

Apparently the police don't want them abolished because they feel they are still necessary...However, the other provinces and states without front plates haven't found this to be an issue.

Seems to me this is a quick way to save the tax-payers of Ontario 3 million bucks ...starting right away.

Here's the website for the petition and if you agree that it is a good way to reduce some Government expense I suggest you sign the petition like I did....pass it along to your friends if you agree

http://www.ipetitions.com/petition/Ont_Front_Plate/

Cheers

Jim Prowse

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Membership Application & Renewal

Please Complete this application form.

*Mail it with a Cheque payable to the: S.V.A.O.
BOX 142, 3007 Kingston Rd.
Scarborough, Ontario M1M 1P1*

Name: _____

Address: _____

City: _____ *Postal Code:* _____

Phone: (_____) _____ Fax: (_____) _____

e-mail: _____

Club or Association Affiliation: _____

Club or Association Web site URL: _____

Number of Cars:

On the road: _____ *Projects:* _____ *Parts cars:* _____

Volunteer Assistance:

I would like to help the SVAO by: _____

Membership (please circle one): - Individual - Club - Business -

Fee Enclosed: Individual - \$10, Club - \$25, Business - \$50

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*The Annual General Meeting
is Saturday Nov. 3rd / 07
Plan to attend if at all possible
the S.V.A.O. needs your
support and input*

*1:00pm
at the Ellen Mitchell Recreation Centre
922 North Park Drive
Brampton Ontario*