

S.V.A.O. NEWSLETTER SPRING 2009



How and when do we determine if a vehicle is a Classic and worthy of our stewardship?

Jay Leno put it best when he said during an interview for Speed-Vision, "We're just keeping them nice for the next guy".

The Scrapage program collects older vehicles and sends them to the crusher in the interest of getting high polluters off our roads. This is all well and good as long as it's a rusty minivan or beat and smoking old sedan. The problem comes, as our member Glen Burton discovered, when a fine example of history is about to be crushed. No real mechanism existed to pull it from the program.

The SVAO has been working with the Clean Air Foundation to identify those vehicles that might be of collector or historical interest now and in the future, thus potentially saving them from destruction. This daunting task is being headed up by our very own Bruce Stewart and with support from SVAO members they are trying to do the impossible. After all who would have picked out today's Classics in the 50's? Their crystal balls were working overtime to produce a fair and representative list, alas with little success, see "Musings" inside.

Obvious Classic examples would be easy to pick today but what about in the 50's? What of the lowly Bug-Eyed Sprite of 1958? Some owners tried to customise away it's somewhat unsettling looks by moving the headlights or installing "proper fenders". Today they are loved and highly sought after classics, many have reached a \$20,000 asking price.

You might recall a movie from a few decades back about a group of teenagers having their last night on the town before school started up again and scattered them forever. I know you've all seen it at least 20 times and no doubt still relive the fantasy every cruise night when the sun goes down and rock & roll tunes fill the air.

Was that white T-Bird a Classic then? You bet it was! But in 1973 the year American Graffiti hit the theatres the Bird, a /56 by the way was only 17 years old. Not the 20yr mark suggested by Clean Air to start thinking "Classic". Would it have hit the crusher? I shudder to think of it.

My driven daily T-Bird is already 21 years old, how about it?

What of the Fox chassis Fairmonts that preceded the Fox Thunderbird? I think that they could easily have been forgotten and slammed into the blast furnace 10 years ago. Now they are a favourite of the small car big engine guys at the drags and good ones bring in the bucks.

Stay sharp and ever vigilant, we are after all the stewards of one of the greatest periods in the history of man.



Ah.....lest we forget



The Fox-Bird at Eastgate Ford's birthday bash



Pity the mutilated Bug-Eye

David Burman
editor

Musings etc.

So we soldiered on!

Me as Sisyphus

As many of you know, SEMA and the SEMA Action Network consistently opposed efforts in the US to provide federal funding for vehicle scrappage programs. US automotive enthusiasts played a vital role in defeating federal scrappage legislation in 2002 and were again successful in countering a renewed threat to the hobby when a federal scrap-page program was included as part of the recent economic recovery proposals. These attempts were defeated and on February 17, President Obama signed a clunker-free stimulus bill into law.

“America safeguards its artistic and architectural heritage against indiscriminate destruction,” said SEMA Vice President of Government Affairs Steve McDonald. “Our automotive and industrial heritage deserves the same protection.”

In Canada, we are not so fortunate. The Clean Air Foundation in Toronto is overseeing our federal government’s scrappage program, the details of which are available at www.cleanairfoundation.org. Some time ago the SVAO chairman asked for a volunteer to work with these folks in an attempt to “rescue” vehicles for the hobby. I had heard of Glenn Burton-Thomas’s trials in rescuing his Cadillac from the Car Heaven program and, after a conversation with Glenn, I volunteered. It has been a learning experience!

As the program is federal and SVAO is provincial, we attempted to have John Carlson and the NAAACCC become directly involved. John however, has a full plate and he suggested that we handle “the file” and keep the NAAACCC in the loop. These folks have had a program in effect with the BC scrappage promoters and the car clubs in that province. Notification of the clubs as to interesting vehicles has been done by fax. We are looking at much larger numbers federally than in BC and, therefore, needed a simpler process.

As an aside, during the course of the NAAACCC program to date no vehicles worthy of interest to the BC collector car community were offered by motorists or rescued by hobbyists.

Our request was simple, at least in a business and/or systems sense, and would cover all vehicles twenty years of age or older and selected “special interest” vehicles of any age. Proposed changes to the Clean Air Foundation’s computer system were minimal.

To provide for the potential breach of what some felt was confidential information a statement should be added to their on-line application stating that the donor wanted to provide collectors the opportunity to bid for the vehicle and that he/she agreed with the publication of their address, email and/or telephone details as well as the vehicle particulars.

A positive answer to the above would result in the processing of the transaction being suspended and the “file” being available to the community at large for ten business days. At the end of the ten days the vehicle would, unless withdrawn by the potential donor, re-enter the foundation’s main system and be processed as normal.

Initially, the Recycling Council’s website was offered for this process. As soon as we began discussions this was never again spoken of and the request was made that all files etc, would be on either SVAO or NAAACCC websites. NAAACCC offered to have the file if it was sent to them properly formatted. This suggestion was ignored.

A multitude of e-mails, calls etc. ensued with the Clean Air Foundation, the Recycling Council and others. Lip service was paid to the importance of our request but I’m not sure that any real progress was made toward saving vehicles and/or parts.

To be fair to those involved, we should remember that most recyclers no longer operate the “junk yards” that we so fondly remember. Environmental and other concerns preclude the stocking of vehicles and parts that “are not ready movers”. The removal of vehicles by collectors does potentially remove income from the recyclers.

While there is a certain element of “tree hugging” about the Clean Air Foundation, I don’t believe that this constituted the main reason for their recalcitrance. It became clear after a while that these folks would apparently help us to any extent as long as it did not impact their operating profit in any way.

What the foundation has decided to do was to add the following blurb to their on-line application form.

If your car is older than 1988, it could have historic value or be considered a specialty vehicle. A specialty vehicle by definition is a motorized vehicle of personal or public interest, historical significance or rarity. If you believe your vehicle may have historic value or be of interest to a collector or restorer, contact the Specialty Vehicle association in your area: <http://www.naaaccc.ca/2008/contact.html>. They might be able to help determine if your vehicle should be refurbished as a collector car rather than being sent to Retire Your Ride.

We have not as yet heard of any vehicles from the NAAACCC!!

I feel that it may be possible to institute a change in this situation but it will require much more clout than SVAO or even NAAACCC can command. Confrontation, unfortunately, is not really an option for us. SEMA and SAN could possibly accomplish this.

Ontario Dropped The Ball

A number of years ago, SVAO negotiated a twenty

year rolling exemption from testing under the Drive Clean program. It was shown, at that time that the number of licensed vehicles over twenty years old that were in daily rather than "collector" use was insignificant. Ontario was hailed by the collector car community, particularly south of the border, as being in the vanguard of the enlightened application of environmental legislation.

Subsequently, our illustrious provincial government sacrificed this for a ten second sound bite. The reason for this was, ostensibly, the "aging of the fleet" of Ontario vehicles. I recently had the opportunity of discussing this and its impact on our community with an "MTO person". Apparently, the fleet is aging but not those vehicles that were exempt (i.e. those over twenty years of age). If this is the case then, maybe, what we need is the reinstatement of the rolling exemption. If anyone out there is in regular contact with his/her MPP, please ask about this.

Bruce Stewart

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The Great White Whale

There are times in one's life when a person realizes that there really is some truth in the old saying, "What goes around, comes around." Here's a little background for the reader. Going back to my old hometown of Kapuskasing for the summer during the late sixties and early seventies allowed me the opportunity to wonder at the people who would buy huge luxury barges for transportation.

Those days I was into much more sporty transportation and so considered my father's large Chrysler wagons to be useful if needing to transport a load but otherwise not my personal cup of tea. Great for getting a bunch of people (and suitable party supplies) to the cottage or hauling the boat, etc. but otherwise boring.

Fast forward thirty-five years and what do I find down in our car barn here in the wilds of Claremont but a 1975 Chrysler Imperial LeBaron 4 door hardtop. Back in the year 2000, I was reading a local paper and saw an ad for this car. I had been thinking that our household really needed a modern old car to get us out to club events in wet weather as we live a couple of miles down dirt roads. I was becoming a little tired of having to spend time on my ample backside washing down the underside of Sue's Caddy or whatever Nash we had taken out to a club event if it had rained.

So off we went to the sprawling metropolis of Sandford to look at the beast. Turned out to be a local Markham / Uxbridge area vehicle with a one family ownership history. The original owner had treated himself to this luxury vehicle after a number of years of successfully running a small manufacturing firm. The car was originally used on weekends and special occasions but the owner used another vehicle for getting back and forth to work.

Time moved on and the gentleman passed away so the ownership moved to his wife who rarely used the vehicle. Eventually the son took over the car and used it as a daily driver for a few years. He was now putting it up for sale as his growing family was looking for a new mini-van with more space (debateable) and better gas mileage (quite probable).

A deal was reached after some discussion and the Great White Whale (overall length of 230 in., weight of 5100 lbs.) headed off to Eric Thomas' body and paint emporium in downtown Utica. Is it just me or do I seem to have a thing for tiny burbs?

This 68,000 mile automobile, as purchased, had its original paint and vinyl top, both of which were in need of some freshening up. One paint job and one vinyl top later, it arrived to take up residence in our car barn. The car originally had a burgundy top to match the interior but I opted for the new vinyl top to be white. Hey, how else could I get the name for this tale!

The original owner's company manufactured park and playground equipment so using some industrial strength vinyl, he was able to create some strong mudflaps for this car and they (along with the fenderskirts) have done a great job of keeping the car reasonably clean when Sue and I have headed off to club events during inclement weather. The vehicle itself has proven to be very reliable, if not the most fuel efficient.

Going back to the seventies, the last Chrysler wagon that my dad had was a 1974 with a 400 CI and a 2 bl carb. I played with that set-up 'til the cows came home but could never get better than about 14 mpg and that was with "some engine ping" due to where I had to set the timing. That ping didn't seem to bother my father but it drove me nuts. Before I left at the end of each summer, I'd set it up his way and when I'd get home for the next summer, I'd soon adjust the timing to do away with the ping but don't ask about the mpg!

One of the things that I enjoy about this hobby is seeing what was available in the way of literature from the dealers at the time. Along with the owner's manual, I have also managed to collect the two part shop manuals as well as three handout brochures or booklets. One specific to the Imperial is a bi-fold, double-sided brochure which lists 1975 Imperial Specifications. This includes standard as well as optional features. A multi-car, 20 page booklet covers 1975 Imperial, Cordoba, Chrysler models with many pictures.

The final item which I have found is a very fancy, imprinted Imperial-specific 15 page booklet that was probably given to very keen, potential customers. It contains pictures that are of frameable quality as well as a paint chart. This booklet is bound in what I would call cloth paper and entitled The Nineteen Seventy- Five Imperial and has the Imperial logo embossed into the cover along with the title. It was obviously meant to impress the customer.

This Imperial came equipped with a 440 CI, 4b1 engine that will certainly move it down the road but it is not like the “throw you in the back seat” feelings of some of my buddies’ old 440 Mopar muscle machines. Strange how that doesn’t seem quite as important now. The engine delivers 215 hp and 330 ft/lbs of torque as well as claiming to run on regular gas (but only if you like that ping).

Its 20 gallon tank will take you a distance down the road but my dad was always annoyed that it wouldn’t get him the 300 miles from Kap to North Bay without a fill up. I just fill the Great White Whale up when needed and don’t figure out the mileage!

The AM/FM multiplex radio with 8-track stereo tape system is a joy to listen to as you settle down in the royal Corinthian leather, a la Ricardo Montalban commercials from the day. (In fact, 1975 was when Ricardo was selected to promote Chrysler.) This car has more interior lights than a burgundy, bordello dressing room and all of the usual power assists and options.

The only thing that I haven’t got around to fixing is the A/C but it did weakly work for a short while during the first fall that we owned it. Some day when I have no other projects or the heat gets to me, perhaps I’ll get motivated to fix it.

In the meantime on a warm summer’s evening, with all four windows powered down to give this hardtop real, flow through ventilation, life ain’t half bad with Elvis or Beach Boys tunes (Sue tries for ABBA) warbling from the 8-track stereo speakers.

Hey, slide over here good looking - seems like some of those old folks from back in the seventies might have known what they were doing after all!

Chris Whillans



**National Association of Antique
Automobile Clubs of Canada Corporation**

**NAAACCC 2008 Retrospective,
Update #75 January 2009**

Leaded Fuel Lobby: The leaded racing fuel lobby was a huge success for the collector car community as the Federal Government was persuaded to extend the ban on leaded racing fuels until the end of 2010. The NAAACCC submitted literally thousands of letters as well as several petitions to the Canadian Federal Government.

This topic will become a concern for the hobby again in 2010 as the USA has not adopted a ban on leaded racing fuel and has no intention to do so at this time.

Speed Limiters: We worked to oppose a Federal Government proposal that would require all vehicles manufactured or sold after 2010 to be equipped with speed limiters. Of course this 'Big Brother' approach is completely unacceptable for obvious reasons. It is already a well known fact that vehicle computers record vehicle speeds and are often used in court cases. Fortunately this Bill died when Canada had its fall election. It will most likely be reintroduced as a private members Bill.

Scrappage issues continue to be a serious concern for the hobby in both the USA and Canada. The NAAACCC will be working with SEMA to help sway the US and Canadian Government legislators. In Ontario Canada the SVAO is working to address scrappage concerns. I have spoken at length with Bruce Stewart (SVAO) about this topic.

Great Race: Alex Stuart, Steve Paul (MMC/GBC) and the NAAACCC Board worked for several months with the Great Race officials. The race commemorating the 1908 New York to Paris Race reenactment literally fell apart as the Chinese Government canceled all of the travel permits and the race had to be rescheduled. The race was originally scheduled to travel from New York to Ontario Canada and then across Western Canada to Vancouver BC for the departure to China. The race has now been rescheduled and changed. It will now only travel in the USA. A key participant in the race was one of the original 1908 cars. The original Italian entry ZUST, owned by Shirley and Harry Blackstaff from Ladysmith BC was to be a highlight at the starting line in New York.

Automobile Appraisal Committee: NAAACCC Director Gordon Forman submitted his committee's final submission at the November AGM in Toronto. The automotive appraisal format and information is available on the website. This project took nearly two years to complete. It is intended to provide a guideline for accountability complete with a comprehensive format for collector vehicle appraisers in Canada.

Website: Thank you to Wilfred Moase and Cam Hutchins. We now have a new, updated website. www.naaaccc.ca

Judging Guidelines: The Guidelines have been completely revised for 2009

Club Insurance & fees: GOOD NEWS: We are currently expanding our Pat Anderson Insurance Group insurance program to include vehicles in storage or under construction including modified and stock vehicles. The fee for our comprehensive club insurance program that protects club members and their executives remains the same for 2009.

Government relationships: We continue to have a very positive working relationship with Government Officials in the Province of Ontario. We are sitting on a variety of Provincial committees across Canada to help shape proposed vehicle legislation and emission requirements. i.e. AirCare and the Department of Motor Vehicles (ICBC) in British Columbia. ICBC is now chairing the BC Collector Car Club Council. Nigel Matthews, ICBC Manager of Special Licensing, is the chairperson. The NAAACCC sits as a member of the board. Gordon Forman has also been dealing regularly with the officials in Manitoba.

Clubs in Alberta: Clubs in Alberta are now being asked to send their NAAACCC dues and membership applications directly to the NAAACCC via membership chairman Bob Ford as the SVA-Alberta is no longer collecting our fees. Clubs in Alberta, we thank you for your continued support.

Updates for 2008: There were six in-depth reports issued to all clubs in 2008 not including the extensive North American car show coverage and general information updates included on the website.

Please note that is a very brief overview of the 2008 year. Literally hundreds of hours have been spent on your behalf throughout this past year.

Warmest regards to you all,
John Carlson
President /CEO
www.naaaccc.ca

Important info

Ontario's tough Anti-Drinking Laws are about to get a little tougher ! Beginning May 1, 2009 a Driver who Registers a Blood-Alcohol Reading between .05 and .08 will be Levied a Three-Day License Suspension and a \$150 Fine.

This Roadside License Suspension cannot be Appealed and You may not Drive again until after Your Suspension has Expired and you have gone to a MTO License Office to Pay your Fine and Obtain a Temporary Drivers License !

A Reading in that range currently only gets you a 12-hour Driving Suspension. Even One Drink might put a small Person over the .05 Limit. The new Penalties will get steeper with each Infraction.

After May 1, for example, a Motorist who receives a Second Warning within Five Years of the first will have his or her Privilege to Drive Suspended for Seven Days On top of that, they will be required to attend a Remedial Driver Training Program. These Roadside License Suspensions cannot be Appealed !

If there is a Third occurrence in the Five-Year Period their License will be Suspended for 30 Days, they will be sent back to Remedial Driver Training Class and they will have to have a Costly Ignition Interlock installed in their Vehicle for Six Months.

The Training Programs, Ignition Interlock and Ministry Monetary Penalties will all be at the Driver's Expense. Const. Bill Baines of Sarnia Police Service said the amount of Alcohol in your Blood that will get you into trouble after May 1 will now be so low that many Drivers may decide not to Drink even a little before getting behind the Wheel.

“It does change the picture in that sense,” he said. “For the good of all, we don't want People Drinking even a small amount if they're going to be on the Road. The bottom line is we don't want People Drinking even a little bit. It's very dangerous. It costs Lives and it injures a lot of People.”

Ontario's Drinking and Diving Rates dropped by 15 Per Cent during the First Eight years of this Decade.

Here is the MTO Web Link below;

<http://www.mto.gov.on.ca/english/safety/impaired/fact-sheet.shtml#adls>