

www.naaaccc.ca

Canadian Cruising



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Word from the President

Greetings for 2009

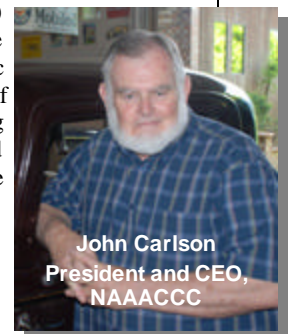
The 2009-2010 years promise to have many challenges regarding the collector car hobby in both the US and Canada. The Governments in both countries continue to introduce Bills that seriously affect our hobby and that will have a negative impact on our ability to continue to preserve our automotive heritage. We as hobbyists know that the collector vehicle movement across Canada brings literally hundreds of thousands of dollars into our local communities. Two examples are the 'East Coast Nationals' in NB and the 'Langley Good Times Cruise In' in BC that infuse **in excess of five million dollars annually into their local communities**. I know that there are many more examples across Canada that also bring serious dollars to their local communities.

Please take the time to write a short note to your local Member of the Legislative Assembly (MLA) and your Member of Parliament (MP) pointing out what you do in your local community to support the collector vehicle movement in your area and urging their continued support in these difficult economic times. This past year we worked on two very serious lobbies. We submitted thousands of letters on behalf of the 'Performance Oriented Communities' across Canada regarding the proposed ban on leaded racing fuel. The result was an extension to the end of 2010. The second lobby has to do with mandatory speed limiters being placed in vehicles sold after 2010. This was a private member's bill which died when the federal election was called last year.

On behalf of the Board of Directors I want to thank you all for your continued support.

Warmest regards to you all for 2009,

John Carlson
President /CEO



John Carlson
President and CEO,
NAAACCC

National Association of Antique Automobile Clubs of Canada Corporation

Director list as at January, 2007

- BC** Carlson, John Director
3512 Marine Drive
Belcarra BC V3H 4R8
Res 604-931-5948 and Fax 604-931-5947
Email carlson44@shaw.ca
- BC** Derek, Long Director
Email dlong@cuc.ky
- AB** McConnell, Boyd Director
P.O. Box 176
Lloydminster AB S9V 0Y1
Res 306-893-2361
Email heaven_is_37@yahoo.ca
- AB** Lobley, Ted Director
2439 - 34 Avenue NW
Calgary AB T2L 0V3
Res 403-282-9369
Email ted.lobley@shaw.ca
- AB** Bulloch, Harry Director
2201 - 27 Ave South
Lethbridge AB T1K 6K4
Res 403-329-1312 or Cell 403-394-6486
Email elegant1@telus.net
- SK** Keith, Doug Treasurer
Box 37018
Regina SK S4S 7K3
Res 306-776-2488 or: 306-779-1365
Email dkeith@sasktel.net
- MB** Forman, Gord Director
399 Aldine Street
Winnipeg MB R3J 3B5
Res 204-832-1623
Email gordforman@shaw.ca
- ON** Langlois, Len Past President
R.R. #4
Chatham, ON M7M 5J4
Res 519-352-1888
email desoto@sympatico.ca
- ON** Greer, Doug Director
2015 Greer Road, RR#5
Cobourg, On K9A 4J8
Res 905-372-2514
email dgr@eagle.ca
- ON** Mowat, John Director
9693 City Rd E, RR#5
Cobourg, On K9A 4J8
Res 905-377-0666
Email john.mowat2@investorsgroup.com
- NB** Haines, Ron Director
163 Connell St
Woodstock, N.B E7M 1K7
Res 506-328-6562
Email wds163@nb.sympatico.ca
- NF** Ford, Bob Membership, Vice President, Outreach
20 Firgreen Avenue
Mount Pearl, NFLD A1N 1T7
Res 709-368-3295 and Fax 709-368-7012
Email bobf@chesterdawe.com
- NS** Barker, Robert Director
13498#1 Hwy RR#1
Hantsport NS B0P 1P0
Res 902-684-9405
Email rb_hofmann.maritimes@yahoo.ca
- NS** Baxter, Wilfred Director
389 Bligh Rd
Woodville NS B20P 1G0
Res 902-678-6226
Email a.wbaxter@ns.sympatico.ca
- PEI** Moase, Wilfred Webmaster
42 MacKenzie Road
South Winsloe, PEI C1E 1Z3
Res 902-368-3094
Email moasew@pei.sympatico.ca

Addresses:

National Association of Antique Automobile Clubs of Canada Corporation
3512 Marine Drive
Belcarra BC V3H 4R8

Website URL: www.naaaccc.ca

Editor:

Gord Forman
399 Aldine Street
Winnipeg MB R3J 3B5

Telephone number (204) 832.1623

Cell: 981.1538

MEMBERSHIP: \$ 3.00 per year
Membership form on last page.

Mission Statement:

THE NATIONAL ASSOCIATION OF ANTIQUE AUTOMOBILE CLUBS OF CANADA CORPORATION WILL STRIVE TO ACT AS THE VOICE OF THE AUTOMOTIVE HOBBYIST IN CANADA BY PROMOTING AND ENCOURAGING THE PRESERVATION OF THE AUTOMOBILE, ITS HISTORIC LORE, AND ITS ASSOCIATED ITEMS. THE NAAACCC WILL ENCOURAGE A COOPERATIVE WORKING RELATIONSHIP BETWEEN GOVERNMENTS, AT BOTH THE FEDERAL AND PROVINCIAL LEVEL TO PREVENT RESTRICTIVE LEGISLATION.

(Serving the collector hobby since 1974/75)

Ex-Officio

- BC** Carlson, John Chief Advisory Judge
- BC** Chambers, Bob Corrosion Control, Safety Issues
306 Robson Dr.
Kamloops, B.C. V2E 1W1
Res 250-372-1146
Fax 250-372-1814
Email jhandrac@shaw.ca
- SK** Price-Jones, Ron Legal Counsel
Box 129
Melfort, SK S0E 1A0
Bus 306-752-5701
Fax 306-752-2444
Email ronp-j@sasktel.net
- SK** Woodhouse, Tom Corresponding Secretary
529 Princess St.
Estevan, SK S4A 2E8
Res 306-634-8178
Fax 306-634-6234
Email naaaccc_sec@hotmail.com

Committees:

Appraisal Program - Gord Forman MB
Corporate Sponsorship - Derek Long BC
Corrosion & Safety - Bob Chambers BC
Data Registry - Gord Forman MB
Environmental & Legislative - Ted Lobley AB
Insurance - John Carlson BC
Judging - John Carlson BC
Membership - Bob Ford NF
Outreach - Bob Ford NF
President's Advisory - John Carlson BC
Publications/Media - John James Carlson BC

National AGM decides on name change!

Possibly the most exciting news from the AGM is the change of our name. We will now be “n” , “double A”, “double C”!.

NAACC

National Association of Automobile Clubs of Canada

Not much less of a mouthful, but a little easier to say, and, it reflects who we are a great deal better!

We have wanted to do something about the name for several years, the mandate of the original association having changed over the years from an organization started by ‘Antiquers’ to look after ‘Antiquers’. For so many years now the national organization has taken on the concerns all automotive hobbies and found a reluctance once in awhile from newer groups confused about just who we would look after.

Small change—big difference!

National Appraisal Standards published

The NAAACCC Canadian Vehicle Appraisal Guide has been published. A project over a year in the making, the committee finished the guidelines in time for a presentation at the AGM.

The objective was to provide uniformity in appraisals across Canada. Both consumers and the insurance providers needed protection and assurances that appraisals were taken confidently.

NAAACCC is at arm’s-length with this program, offering guidelines to the appraisers without any endorsements whatsoever. Appraisers who apply will have their name listed on the NAAACCC website as “having promised to adhere to the guidelines set out by NAAACCC”. We would only withdraw a listed name if it were determined the appraiser was not living up to this promise. It has not yet been determined exactly how this action would be executed.

Backed by an optional insurance policy, the appraiser can issue stress-free evaluations that were not possible without protection against litigation.

The guidelines contain a worksheet designed to re-

mind the appraiser of all the things to check and a sample appraisal. There is a worksheet for motorcycles too.

The last page contains the application form to be listed on the website and participate in the program, plus an application for the insurance policy.

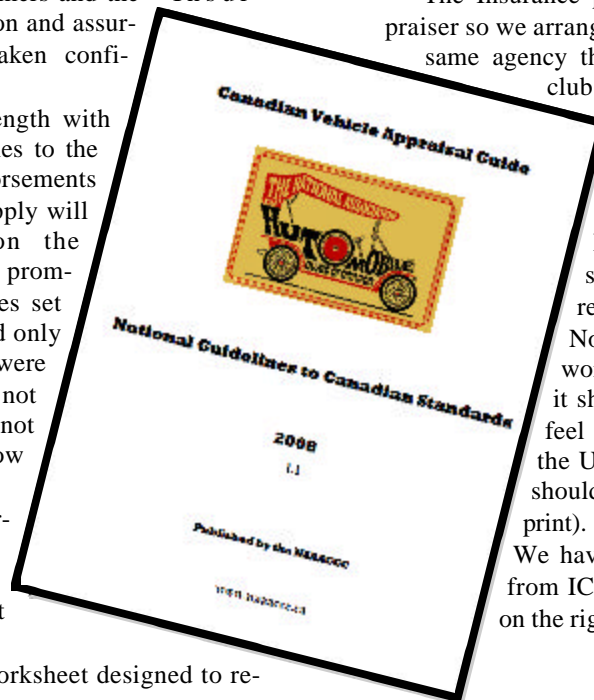
The Insurance policy is very important to the appraiser so we arranged a comprehensive policy with the same agency that provides the insurance for our club members. As it is with the club

insurance, the NAAACCC does not deal directly with it, nor does it profit from it. We felt it best to stay arm’s length from that also.

It will be posted on the website very soon—likely by the time you are reading this.

Now, the committee must “spread the word” across Canada. If you know who it should go to in your province please feel free to forward the information or the URL or the guide on our website (it should be there by the time this gets to print).

We have already had favourable response from ICBC and it looks like our efforts are on the right track.



SEMA Action Network—USA



Emissions standards for Canada

..... By Gord Forman

I recently emailed Jason Tolleson at SEMA SAN for some information on California emissions rules that pertain to our type of vehicles. Through his boss, Steve McDonald, I received a telephone call from John Brueggeman, who is the Director of Government Relations Projects for SEMA. John is based out of Montana, but sure knows the California rules that he has had so much experience with.

The conclusion I reached was easy. I'd prefer California rules over Ontario or British Columbia's. This is clearly the model to go for.

I think that all the provinces have been given the mandate to investigate California standards for emissions of (new) vehicles by the Federal Government. Hence the Environmental Act in Manitoba's Bill 15.

It's good to know that we needn't fear this. I see that some 19 states have now adopted California's standards and can't help but think it is a good thing. Really, we know morally that we must be concerned about the future, and California hasn't been crippled with these standards have they? I mean, the car makers made a special version for them, didn't they? If CA standards are the most stringent then why shouldn't we adopt them. Now, instead of one model for CA and one model for the rest of the continent, they make one model for all. Less emissions, less cost to manufacture.

Besides, the standards are for new cars, not ours.

Vehicles made before 1976 are exempt from emissions testing.

Safety in Canada..... By Bob Chambers

This subject still remains a "Motherhood" type subject that we all agree is good and worthy of practicing on a personal level and at club or association events. As is often the case in typical volunteer organizations it is difficult to get committed individuals to spearhead such programs.

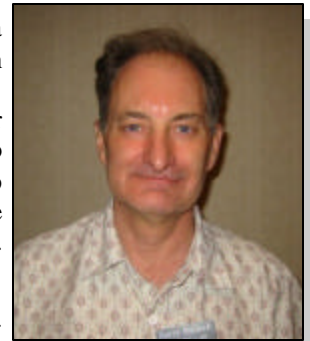
It is important that we continue to support and promote "Safety Inspection Programs" at all club levels. The NAAACCC published guidelines is still a good place to start and clubs can modify them to suit their individual needs.

A recently published list of car clubs in Canada shows approximately 950 clubs operating in 2008.

I wonder how many have any sort of safety program?

New Alberta Director

Harry Bullock is the newest Alberta Director elected in October. Harry is from Lethbridge and has been in the hobby most of his adult life. He has been a member of the Southern Alberta Antique & Classic Auto Club in Lethbridge for almost as long. His club sponsors the February swap meet that we see as the kickoff to the new year. Harry has held a variety of positions with his club and is currently the President of the SVAA. He is enthusiastic, highly organized and works hard. Welcome Harry!



National news from AGM

Legislative database

We decided at last year's AGM that we should develop a database of information on each province.

The information should be such that someone could look at it as the ultimate source for legislation that effects our hobby. Ever wonder if your province has a special way of licensing your old car? How does your neighboring province insure a car like yours?

Soon to be installed on the new NAAACCC website, the database is a work in progress with some basics already there but additional material will be added as we (or you) think of it.

Be sure to email the committee chairperson with your ideas at gordforman@shaw.ca. Or, if you don't remember that—tell your provincial director to forward the comments or email them to anyone whose email address you see on our website or literature. Just be sure to contribute!



An unofficial version of our new logo
Until it becomes official (paperwork is completed) we
will continue to use the old logo and name.

NAAACCC 2008 Retrospective, Update #75

January 2009

*2008 was a very busy year for the NAAACCC.
We have spent many months dealing with the Government on your behalf.*

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

Google posts LIFE magazine's pictures

... by Gord Forman

Intrigued by an article in the Hemmings Newsletter, I went to <http://images.google.com/hosted/life> to see some of the millions of pictures Google has posted from Life.

Keying in a search for "hot rod" I got 200 pictures. Although the pics were fixated on some movie called Teenicide and Bon-ville there are some great photos.

Searching "cars" was interesting too, but interspersed with railway cars. I tried many other variations and found lots of interesting stuff to look at.

You have to love this kind of stuff!



Time well wasted.

Manitoba car club does every- one proud

THE INTERLAKE SPECTATOR

Red Nose on the road

Safe ride program up and running for fourth year

Posted By John Coward

Don't drink and drive.

That's the message Operation Red Nose members want to get across as they prepare to launch their fourth year providing a safe solution to drinking and driving during the holiday season.

Once again the Gimli Car Club has been hard at work gathering together a host of volunteers to shuttle people home after spirited celebrations that surround this time of year.

"Everyone is more aware of the dangers of drinking and driving, the number of rides we deliver has increased each year. The Operation Red Nose program is very well organized and gives impaired drivers, or those who just do not feel comfortable driving, a better option," Jim Sexton, spokesperson for the local Red Nose campaign, said.

Donations welcome

"ORN volunteers respond to your call and drive you and your passengers home in your vehicle, free of charge. In the past, many motorists wanted to reward the volunteers ... this is not allowed but motorists can make donations, which are directed to local youth projects," Sexton said.

Last year Red Nose's more than 100 volunteers provided over 125 rides to customers from the Gimli, Fraserwood and Winnipeg Beach areas. More than \$4,000 was raised to support local youth initiatives such as the Gimli Spray Park, Winnipeg Beach Parents Advisory Council, Winnipeg Beach Recreation, Fraserwood Sports Club and Minor Hockey.

This year's campaign kicks off from the Lakeview Resort headquarters in Gimli on Nov. 29 and continues each Friday and Saturday evening through December including New Year's Eve. The service will begin at 9 p.m. and run through till 3 a.m.

"We're just happy to be part of Operation Red Nose at this time of year," Shirley Finnbogason, general manager of the Lakeview Resort, said.

Sexton says the campaign to recruit volunteers is well underway but Red Nose is still looking for additional teams to fulfill what is expected to be another busy season.

"Our volunteer recruitment is going well but we're still looking for more teams," he said.

Three volunteers from Red Nose will pick up holiday revellers, along with their automobile, and drop them at home safe and sound. The service is free but a voluntary donation for the service will stay in the community to support a local charity.

Sexton says this year's volunteers will have a chance to win a weekend for two at the Grand Forks Lakeview Resort plus "Suite Deals" at the Lakeview in Gimli or a trip to Quebec City Carnival in February.

NAAACCC Executive group picture from 1976



National perk programs



Newsletter editor.....exhaust from Gord Forman

Quebec's recent **snow tire law** is a good one, I think. I have avoided the purchase with a couple of my vehicles over the years when the vehicles were all wheel drive but I have strong opinions about the (un)value of "All-Season" tires. Handy name for the cheapskates, but I don't think those tires were never intended for weather north of Oklahoma. In Manitoba, Winnipeg in particular, we see the main streets clear off completely with traffic and sun working on them for a week (especially in our famous -30C temps—the streets turn to mush at about -5C) and our side streets (front of my house) glaze over with hard packed, ridged snow that's the same or worse than ice. The city eventually comes around with sand—what a mess in the spring! So, who thinks these "compromise" tires will work from one condition to the other? I still have a pair of 205R15 studded snow tires in the shed, but my winter car is a FWD with 195R14; "ice" tires are the compromise here—they do work! Look for more provinces to get around to this law. I think that if MPI decides it will save them some money they will claim it saves lives and get the legislators to rush it into law.



I've seen that **Sta-Bil** has upped it's formula in the fuel stabilizer to combat the increased risk the ethanol-infused crap we must use these days. I've never thought it necessary to use a stabilizer just to get through 4 -5 months until spring, but, with the increase in ethanol comes the increase in water which in turn gives us an increase in corrosion in our lines and tanks. So, considering Sta-Bil contains some cleaner and water remover I'd say it was "just what

the doctor ordered" for all our cars!

Time well wasted viewing the collection of **car photos** that Life magazine has archived with Google! Spend some browsin' time at <http://images.google.com/hosted/life> and search for "hot rods". 10 pages of neat cars—it won't take long. There are many repeats and many scenes from the Driver's Ed film (produce by a demented horror film director?) that must have been a blast in the 50's. Go to YouTube.com and search for "The Last Date" to see how they scared the kids to get them to drive nice.

Earlier this year I posted three videos on YouTube I had from my drag racing days. Search on Bison Dragways and you'll see my red Model A 'Altered' and my metalflake BB/FC! I've been asked by Gordie (240 Gordie) Bonin and Gordon Jenner where the Vega F/C is—they thought of restoring, but it's long gone (long story). Apparently the Model A lives on, in Saskatoon. Cool memories!

Bob Chambers, our Safety Committee Chairperson, writes about **safety programs** at club level and I recently spoke with our newest Director, Harry Bulloch from Alberta about this subject. SVAA is pushing for clubs to conduct "safeties". I think the only resistance to all Canadian clubs doing this may be the fact that most provinces do it anyway. Well, this is an excellent idea in self governing, and shows us as caring/concerned for safety. Public perception may sometimes be negative about old cars, not understanding the care and maintenance we put into them. I think it's the same premise I used for my idea of emissions self-policing. We need to be seen doing all the right things. Our future may depend on it.



Remember—NAAACCC is a lobby group, not a club.

National Association of Antique Automobile Clubs of Canada Corporation

MEMBERSHIP FORM for CALENDAR YEAR 2009

CLUB NAME: _____

MAILING ADDRESS: _____

CLUB EMAIL: _____

CONTACT NAME: _____

PHONE NUMBER : (_____) _____

EMAIL ADDRESS: _____

CLUB WEBSITE ADDRESS: _____

Please link our club website to the NAAACCC website: YES / NO

NUMBER OF MEMBERS: _____

Membership fees are based on the number of your members as of December 31 of the previous year.

This will be the number of membership cards sent to you.

DUES: \$ 3.00 PER MEMBER PER YEAR

LIABILITY INSURANCE is available at \$5.00 per member OR (minimum \$500.00 per club) for \$3,000,000 coverage or \$6.00 per member OR (minimum \$600.00 per club) for \$5,000,000 coverage.

Insurance details may be obtained from NAAACCC President, John Carlson. (carlson44@shaw.ca or 604-931-5948 PST)

FUNDS SUBMITTED: DUES \$ _____ & OPTIONAL INSURANCE \$ _____

(funds payable to NAAACCC, Insurance payments are by separate cheque)

Please forward this form with your remittance to:

Bob Ford
 Membership Chairperson, NAAACCC
 20 Firgreen Avenue
 Mount Pearl NF A1N 1T7

OR YOUR PROVINCIAL DIRECTOR.

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(Serving the collector hobby since 1974/75)

Reminder: member clubs can forward a bio for inclusion on the NAAACCC website