

# S.V.A.O. NEWSLETTER

## SUMMER 2011



### Message From Our Chairman

Hello to all of my fellow auto enthusiasts. The driving season for our special interest vehicles has started for 2011 and I hope that everyone took time to do a thorough check of all your vehicle's systems before heading out on your first drive. Many of our member clubs have annual inspection days scheduled and we encourage all of you to take advantage of this service. If your club doesn't have one, perhaps it's time to think about organizing such a service. If you don't belong to a club, get together with a friend or two and help each other. If you don't feel qualified to do this, take the big toy into your mechanic and ask him to give it a once over. Remember that you and your vehicle stand out in the ebb and flow of today's traffic and we want that to be for positive reasons!

There have been some changes to the Emission testing for our province but they don't affect most of our vehicles. The SVAO continues to monitor the situation and we really would like to see the "rolling 20 year" exemption put back in place. Time will tell if our work in this area will pay off. On the municipal scene, Toronto has seen fit to do away with their extra \$60 vehicle licensing fee which will be of great benefit to hobbyist from that area. Once again we thank director Glenn Burton-Thomas for his work in that area and for helping to represent our hobby.

Challenges to our hobby can appear from the most obscure sources. Please see the enclosed article on the Cultural Export permit. While it is a federal matter, the SVAO looked into it as a service to our members and present it to you as an information service. We have also been in touch with the NAACC who deal with federal interests for our hobby and they are aware of this issue. It is important that you, the SVAO member, keep us informed of anything that you hear as you are often our best early warning systems when it comes to problems.

Issues that we continue to deal with on a regular basis are emissions requirements and inspections, proper licensing and fees as well as municipal storage and shop rules.

Please check to see that you or your club have sent in their 2011 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 as necessary!**

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 looking for suitable material should you come across any. Please make sure that your members find out what is going on out there! Web site man Stu Cork puts the newsletter as well as other material on the internet at [www.svaio.org](http://www.svaio.org) so please make use of it.

I'll end as always with my best wishes to all of you and remind you once again to take a kid for a ride in your specialty vehicle - help make the motor heads of the future!

*Chris Whillans*

*A member brought to the attention of the SVAO potential difficulties with exporting antique cars and/or parts. Here is the federal government's response to the SVAO's request for clarification as received from Jennifer Mueller, Senior Program Officer, Movable Cultural Property Directorate:*

**Exporting antique automobiles & components  
from Canada  
and the**

**Cultural Property Export and Import Act**

**Introduction**

Canada's Cultural Property Export and Import Act regulates the export of cultural property from Canada. Scientific and technological objects are subject to export control along with other cultural property, including works of art and archaeological and military artifacts. Technological objects include antique automobiles, but may also include antique automobiles' components when they are exported from Canada to museums, private collectors or for restoration projects around the world.

**The Cultural Property Export and Import Act**

In order to better ensure the protection and preservation in Canada of significant examples of our cultural, historic and scientific heritage, the Government of Canada adopted the Cultural Property Export and Import Act (CPEIA) in 1977.

The CPEIA regulates the export and import of cultural property; provides grants to designated institutions to assist with the purchase of cultural property threatened with export or for repatriation to Canada; and provides tax incentives to encourage Canadians to donate or sell important objects to designated institutions and public authorities in Canada.

For the purpose of the CPEIA, the cultural property must be movable (that is, capable of being transported from one place to another), and it need not be Canadian in origin. The Canadian Cultural Property Export Control List (Control List) defines the kinds of objects that are subject to export control under the CPEIA. In general, all cultural property is subject to export control if it is more than 50 years old and its proprietary creator is no longer living. The Control List further defines what is controlled based on the type of object, its age and value.

***Control of antique automobiles & components***

Antique automobiles more than fifty years old are subject to export control under Group VI, Scientific or Technological Objects, of the Control List. Antique automobiles' components are also covered by this category if they meet the definition of machine specified in the List. According to the definition, a machine means a contrivance that is used in the performance of some kind of work or activity and that consists of inter-related parts and uses any source of energy including animal power, manpower, air, water, light, steam, gravity, friction, combustion or electricity, but does not include scrap metal intended for industrial purposes.

In other words, if the antique automobiles' component uses a source of energy to perform a function, then it may be controlled. Under this definition, a seat or a windscreen may not be controlled, but the engine, brake components, transmission or other components and instruments may be controlled.

According to the Control List, if the machine was made, designed or invented in Canada, or was made, designed or invented outside Canada by a person who ordinarily resided in Canada, the machine is subject to control if it has a value greater than \$3000. If the machine was made outside Canada, but relates to the history of science and the development of technology in Canada, it is subject to control if it has a value greater than \$5000. Finally, if the machine was made outside Canada, and relates to the history of science and the development of technology in general, it is subject to control if it has a value of more than \$8000.

However, machines are not subject to export control if they are being exported for manufacturing, industrial or commercial purposes. Thus when the Martin Mars waterbomber flew to California to assist in the firefighting effort, it was not subject to export control. But the Super Constellation aircraft, purchased by the Seattle Museum of Flight, was subject to export control, because it was not being exported for the purposes noted above.

## How to Obtain a Cultural Property Export Permit

The Movable Cultural Property Directorate, Department of Canadian Heritage is always available to answer questions regarding cultural property and the export permit process. If you wish to export antique automobiles or components, but are uncertain if the objects fall under the Control List, we are pleased to assist.

If the antique automobiles or components are controlled cultural property, export permit applications may be obtained from any Canada Border Services Agency (CBSA) Permit Issuing Office in Canada, or directly from the Movable Cultural Property Directorate. Completed applications should be sent to the nearest CBSA Permit Issuing Office for processing.

### Resources

For more information about exporting cultural property, the Control List and the permit application process, the explanatory guide, Exporting Cultural Property from Canada is available online at <http://www.pch.gc.ca/pgm/bcm-mcp/frm/guide-eng.cfm>

The Cultural Property Export and Import Act may be found at

<http://laws.justice.gc.ca/en/C-51/index.html>

The Control List is available on the Department of Justice website at <http://laws.justice.gc.ca/en/C-51/C.R.C.-c.448/index.html>

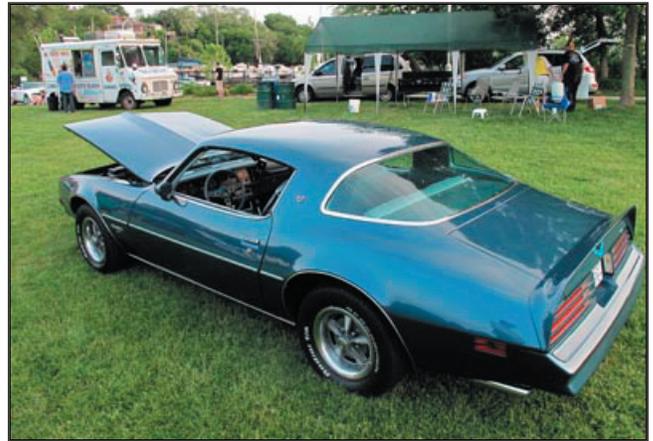
Contact information for Canada Border Services Agency Permit Issuing Offices is available at <http://www.cbsa-asfc.gc.ca/publications/dm-md/d19/d19-4-1-eng.html>

All documents are also available in French. For additional information please contact: Movable Cultural Property Directorate

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## ramblings from the editor

Hot summer nights are here, time to enjoy cruise nights whenever we can, remember last February, I was recently at the Thursday night Pier-4 one here in Hamilton, down by the bay with a nice breeze it was heaven. The cars weren't too bad either.



I love second generation F bodys, one of my favourites at the cruise was this stunning 1977 Esprit. A survivor with only 35,000K. The new owner loves it and plans to keep it a very long time. Brought back to factory glory with the help of Josh Kazdan and the team at **Better Image autobody artists** in Niagara Falls.

If you haven't already seen this one it's worth checking out. It seems that an elderly gentleman A.K. Miller passed away and left his amazing collection of vintage tin behind.



He had a passion for Stutz machines in particular. Here is the a link, or Google A.K. Miller:  
[http://thecommunitypaper.com/archive/05\\_04/index.html](http://thecommunitypaper.com/archive/05_04/index.html)

*David Burman editor*

National Association of Automobile Clubs of Canada  
NAACC

June 2011-- Update #81

Word from the President

We support Antique, Restored, Customs, Hot Rods, Tuner, and Racing vehicles that are 20 years old or older. We are North America's largest collector car vehicle association. Our many Alliances include the Specialty Vehicle Associations of Alberta and Ontario and the Collector Car Club Council of British Columbia. The Vintage Car Club of Canada has been a continuous NAACC member for over forty years.

LeMay & SEMA & CCMTA

- We have a Strategic Alliance with the LeMay 'America's Museum' in Tacoma Washington and have a working relationship with SEMA.
- Our group is an associate member of Canadian Council of Motor Transport Administrators (CCMTA).

We have NAACC Directors representing the collector vehicle hobby in every Province across Canada. Our primary purpose is to interact with the Government to insure that restrictive legislation does not take collector vehicles off the public highways. Often politicians are simply unaware that the collector vehicle hobby exists. In the early 1980's the NAACC spearheaded a successful movement to have customs duty on collector cars and parts 25 years old and older removed. We were successful! In 1996 we were successful in dealing with Federal proposals that would remove all 1978 and older vehicles from the public highways. (Canadian National Action Plan—CNAP)

Leaded Racing Fuel Update

In 2008 we helped in obtaining an extension for the use of competition leaded racing fuel. In 2010 we presented written requests to the Canadian Federal Government asking that the leaded racing fuel ban be extended for an additional five years.

On June 19 2010 we were told by the Federal Government that the fuel extension was approved for an undetermined length of time. When I spoke to Mr. Leif Stephanson, Manager, Fuels Section, Oil, Gas and Alternative Energy Division for Environment Canada on June 28, 2010 he said the ban was for an undetermined amount of time but would be reevaluated within the next five year timeframe. This is a huge win for the hobby and special thanks goes out to all of the clubs, associations and stakeholders who helped make this possible. A special thank you to the clubs in Ontario and the SVAO. The NAACC is a Federal Government Stakeholder.

Club and Officers Insurance

The NAACC offers a variety of insurance programs including officers and club members' liability insurance for both incorporated and non-incorporated organizations.

We also offer, at no charge, a very extensive club package including discount programs to many major organiza-

tions including Delta Hotels, Avis, and Marks Work Warehouse, KMS Tools, Lordco and Tool World.

The NAACC has declared July as Automotive Heritage Month in Canada. In 2010 there were many activities held across Canada that celebrated the collector car hobby. North West Deuce Day July 16-18, 2010 was held in Victoria BC. There were over four hundred 1932 Fords registered and 700 pre 1951 vehicles attended this event on the front lawn of the parliament buildings. Show chairman. Allan Clark was presented with a thank you plaque by the NAACC in front of thousands of participants and spectators. Lorne Kerr (BC) was honored for presenting the 'most historic vehicle'. He has driven his 1929 'Blown' Model A Ford roadster for nearly 50 years. NAACC Director Rudy Croken (PE) did an outstanding job in PEI organizing the government. PEI celebrated 'Heritage Month' with a variety of well attended activities. NAACC executive secretary Tom Woodhouse (SK) is the Heritage Month chairperson. We look forward to another fun filled July in 2011.

2011-LeMay 'America's Car Museum', Tacoma Washington, is more than half finished with the construction of their new museum. Congratulations to CEO David Madeira and his Board of Directors and Steering Committee. The construction progress may be viewed at [www.lemaymuseum.org](http://www.lemaymuseum.org) The NAACC has a Strategic Alliance with the LeMay America Museum. NAACC president John Carlson sits on the Steering Committee.

Cross Canada Tour, Coaster's Tour 2010 lead by wagon masters Fraser and Dorothy Field was completed in August 2010. This exciting 24,000 km adventure was a huge success with more than 100 vehicles traveling from coast to coast. The event was operated under the umbrella of the NAACC; all participants were NAACC members. An NAACC thank you recognition plaque was presented in Victoria BC to the Fields on behalf of the hobby.

Corporate membership is now available. Our new corporate advertising program provides significant business exposure and is now available. If you know of a business who would like to get involved please contact Gordon Forman at [DirectorMB@naacc.ca](mailto:DirectorMB@naacc.ca)

We have had many success stories since our incorporation in 1976. Currently there is a movement at various government levels to restrict the use of vehicles 1990 and older. Vehicle storage and restrictive exhaust emission requirements and ride height issues the eastern provinces are also concerns for us. Promoting uniformed, restrictive legislation is ongoing in Canada. Our web site [www.naacc.ca](http://www.naacc.ca) provides membership information and contains many new updates.

Significant membership numbers and awareness is the key to keeping our vehicles on the public highways without restrictions. We all need to stand united together and be heard as a common voice. We appreciate your support.

Sincerely,  
John Carlson  
President / CEO NAAC  
[www.naacc.ca](http://www.naacc.ca)

The Specialty Vehicle Association of Ontario  
3007 Kingston Road, P.O. Box 142  
Scarborough, ON M1M 1P1

### 2011 /2012 Membership Renewal

We appreciate your membership in the Specialty Vehicle Association of Ontario and sincerely hope that we were of service to you and will continue to do so. If you renew your membership now it will be effective until the end of 2010. Please make your cheque payable to the Specialty Vehicle Association of Ontario and forward to our mailing address. Annual Membership fees are:

	One Year	Two Years
Individual	\$10.00	\$20.00
Club	\$25.00	\$50.00
Business	\$50.00	\$100.00

Please remember that if at any time during the year, individuals, clubs or businesses have a change of address, please let us know, so that you will not miss getting your newsletters.

#### INDIVIDUAL MEMBERSHIP

Name:

Full Postal Address:

Telephone Number:

E-Mail Address:

Number of cars:

Are you interested in becoming active within SVAO?

#### CLUB MEMBERSHIP

Name:

Full Postal Address:

Club Telephone Number and Contact:

E-Mail Address:

Are any of your members interested in becoming active within SVAO?

While club membership includes each club member, individual members are not precluded from their own memberships.

#### BUSINESS MEMBERSHIP

Business Name:

Contact Person:

Full Postal Address:

Are you interested in becoming active within SVAO?

# SVAO EXECUTIVE

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