



2016 Newsletter

Message from the Chairman

Hello to one and all.

I hope that this finds all of our members well and enjoying life. This past year seems to have flown by, but that seems to happen each year. Perhaps there is some truth to the old adage that life seems to speed up the older you get.

The SVAO has been here to represent our hobby on various fronts during 2016 and would like to thank all of you who have spread the word about our proud hobby and let us know of concerns that you have or have heard about. A number of things have come up this year and as you read this newsletter you'll see that the SVAO has tried to cover them for you.

A reminder that all of your executive are volunteers and many of us have been doing this for decades on behalf of the hobby. New volunteers to share the load or to spear head a specific area are always appreciated. Don't be shy about calling me!

We at the SVAO would like to compile a member list of e-mail addresses so that alerts on important topics can get to you as quickly as possible. This list will not be shared with anyone else so please see the message below from our membership secretary Keith Corby for how to get your e-mail address to us. You may send your email to our membership secretary Keith Corby at kcorby4176@gmail.com

As always the SVAO is here to represent our hobby in dealings with the Ontario and various municipal governments, as well as certain industries that offer services to the specialty vehicle owners. Please let us know if you hear of things that are of concern to you and our hobby as we can only try to help if we know about a potential problem.

Enjoy the upcoming festive season and winter projects you hare taking on!

Chris Whillans ~ Chairman (905)649 - 2664

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Warning on Importing Newer Vehicles

For those of you who are thinking about importing into Canada a newer vehicle, here's a heads up about something to check into before you purchase said vehicle.

Transport Canada does warn of potential problem about purchasing a US vehicle and trying to import it into Canada on its website. One are not always checked for is to find out whether the vehicle has any recall notices on it. Any such recalls must be fixed before the vehicle can be registered in Canada. Not all US recalls apply to all vehicles here in Canada, but that fact still does not allow the vehicle to be registered here.

The double whammy is that unless you get such details fixed in the US before importing the vehicle, you may end up owning a vehicle which then can't be registered in either country. A recent article in the Toronto Star reported on such a scenario.

A person was attempting to import a 2008 Lexus which had a US recall on the front passenger airbag inflator. The Canadian owner, who had lived in the US, imported the vehicle into Canada, paying all taxes and safety without knowing about the recall.

The government states that "You must pay taxes and/or duties, and bring a vehicle through customs, before it can be inspected for importing into Canada." The car thus failed the import inspection and "Vehicles that fail the inspection or that are not clear of recalls cannot stay in Canada, even though taxes and duties would have been paid." Since it has now cleared the US, it can't be brought back into the US without the same recall being fixed.

To further complicate this actual case, the manufacturer had not come up with the technology to fix the recall and suggested that it might be six months to several years before the fix could be found and manufactured in enough quantities to fix all of the recalled models, leaving the Canadian owner in quite a predicament!

The owner appealed to the federal transport minister for an exemption but was told that no exemptions were allowed. Vehicles less than 15 years old imported into Canada are ineligible for licensing until a US recall is corrected.



The SVAO has noted the remark about "15 years old" and is looking into how or if this will apply to the older vehicles. But in the meantime, we suggest that you be very careful about checking out vehicles that you might be thinking about importing to Canada.

SVAO 2016 RECAP

MTO meeting – The SVAO met with MTO officials this year to go over areas of concern, specifically the misuse of Historic Plates, Historic Plate enforcement, as well as the need for a new type of collector plate. The result was that the MTO is aware of our concerns but are not yet prepared to act on them.

New Mechanical Fitness Standards - This year saw the implementation of new Light Vehicle Inspection standards when seeking the transfer of a vehicle ownership in “fit” condition. The SVAO presented a critique of the proposals and like the rest of us, awaited the final version which came out July 1. As predicted, the new standards haven’t turned out to be the horror story some thought. The new fitness certificate does end up costing more do to more time needed but in the end, it is up to the mechanic doing the actual testing as to what passes or not.

There has been a rumour out and about that the MTO is giving some consideration to looking at special regulations for “modified Vehicles” but at this time we have not heard of any such review. The Minister of Transportation has stated that should such a review take place, the Ministry would consult with the SVAO.

Proposed Loss of Unused Vehicle Validation Permit - The Ministry of Transportation (MTO) is proposing to repeal provisions in Ontario Regulation 628 (Vehicle Permits – Highway Traffic Act) relating to the issuance of refunds for remaining validation on a returned licence plate. This would occur when a vehicle owner voluntarily removes their licensed vehicle from the road and surrenders the plates to MTO with several months of validation still remaining on the plates. Currently, these provisions require MTO to issue a refund for unused validation that was paid for a passenger car or personal use commercial vehicle when more than three months of unused validation remain, subject to a \$5 administrative fee. The SVAO sent in a letter of serious rebuttal to this ill-advised concept. To this point we have not heard back as to whether this proposal is going to happen.

VIN Validation – A reminder that the rules as to how one goes about correcting a mistake in a vehicle’s VIN or registration number have changed. It used to be that you needed a letter from the manufacturer or a dealer of that make but that was no longer working. The SVAO was asked for suggestions and the MTO took these to heart and came out with new regulations allowing these changes to be done by a registered appraiser as well as the President of a recognized antique car club or association.

Please visit our website at www.svao.org

The Benefits To Charities from Car Clubs

How many of you and your Clubs raise money for Charities? This can be a valuable asset to the community in which we live, work and play. For instance, two clubs in Scarborough that I am involved with, Back Alley Scarborough, and Rouge Valley Cruisers, the latter one is part of the Antique and Classic Car Club of Canada raise money throughout the summer, and indeed to a lesser extent, year round.

Over the years that the Rouge Valley Region has raised money for Children's Wish Foundation, currently more than \$43,000 has been raised and donated to their cause. When we presented this year's donation to their representative, Shannon Wilson, told us about how the donation we made last year was spent. A little girl with a serious spinal disorder loved Mary Poppins and dearly wanted to meet her, and thanks in large part to our contribution, she and her family went to Disneyland to meet with Mary Poppins. It was great that our donation went towards helping her get a Wish, which meant so much to her.

Another club I'm somewhat involved with is the Back Alley Cruisers Scarborough, and they raise money for the Princess Auto Foundation, this year alone \$2,500 was donated to their cause. Also, this year \$1,000 was raised and donated to the Rouge Valley Health system, which is a major health care provider in the area. This is just a couple that I know of, and of course there are many others, some of which receive little or no publicity.

Why is this relevant to you? This can help get support for the collector car community, if and when we face challenges from governments wanting to infringe on our rights to enjoy our vehicles. We aren't just a bunch of grey haired teenagers that have breathed too many hydrocarbons roaring around in old cars of various types. Collectively we are a group of caring people, whom give back to the communities that we live in, in addition to injecting a considerable amount of money into the economy from our activities. So, keep track of the money raised, and also keep in mind that this work is done by volunteer groups, with no large overhead or costs to cover before anything goes to help those worthy causes.

by Keith Corby

