



**Minutes
Information Meeting
Lethbridge Swap Meet**

12:30 pm, February 14, 2009

Attending

Briggs, Jim	APAC, VSCC
Bullock, Harry	SCAACA, Lethbridge
Callfas, Bob	Edmonton Antique Car Club
Carswell, Ted	CAVAC, Sylvan Lake
Castle, Bruce	Alberta Pioneer Auto Club, Calgary
Dent, Ben	Red Deer Cruisers
Duell, Gary	Corn Country Cruisers
Elder, Ron	Calmar Custom Wheels
Gould, Lawrence	CAVAC
Graham, Digby	Calgary Nifty Fifty's Ford Club
Green, Stewart	Cypress Rod & Custom
Griffiths, Fred	Vintage Sports Car Club of Calgary
Hansen, Eric	Alberta Iron Indian Pontiac Club
Hardstaff, Al	Foothills Street Rod Association
Lachner, Ed	Calgary Nifty Fifty's Ford Club, Calgary Thunderbird Club
Landage, Trevor	APAC, Plymouth Owners Club
Landage, Janet	APAC, Plymouth Owners Club
Larsson, Les	Edmonton
Lobley, Ted	Secretary, SVAA, Stampede City Model A Ford Club
Manley, Bill	Big Country Antique & Classic Auto Club
Mazurick, Don	Stampede City Model A Ford Club, SCAACA
McKelvey, Les	Cypress Rod & Custom
Meidinger, Tal	Lebarons Car Club
Morrison, Gary	Edmonton Street Rod Association
Morrison, Kim	Red Deer Cruisers
Potts, John	SCAACA, Lethbridge
Riise, Al	Director, SVAA
Rogalsky, Warren	Alberta Iron Indian Pontiac Club
Sarnecki, Gary	Calmar Custom Wheels
Smith, Glenn	Stampede City Model A Ford Club
Williamson, Kevin	Foothills Street Rod Association
Wingenback, Jim	Irvine Transportation Society and Associates

1. Introduction and Announcements

The meeting was called to order at 12:45 pm by Harry Bullock. The meeting thanked the Southern Alberta for the room and the coffee they provided. Attendees introduced themselves.

The SVAA display is up and working at the Swap Meet today. Spence Sample donated the display and Ted Lobley arranged for the graphics.

This meeting was attended by 31 people representing 21 clubs.

2. Minutes from October 25, 2008 Annual General Meeting

- a. Will be adopted at the next AGM

3. Financial and Membership Report

We have 36 clubs listed. We are ahead on the renewal rate as compared to last year.

Our financial report shows us as carrying a small surplus. The financial statements have been audited. In 2008 we added just \$1,867 to our surplus.

Moved that the treasurer's report be accepted as presented. Gould/Amazurick Passed

4. Committee Reports

- a. Communications Committee

- i. Website

The committee is continually improving the website. Suggestions are welcome. We are considering hiring a website designer.

- ii. Newsletter and Newsletter Advertising

Our advertising has increased this year over last year. This permits us to print and circulate more copies. We would like to increase the involvement in the newsletter even if it means contracting it.

- b. Advocacy with the government

- i. Results of January 23, 2009 meeting

1. Specialty Vehicle Regulatory Advisory Group

One of our goals is to work with the government in the establishment of a Specialty Vehicle Advisory Group. The concept was well received and both the SVAA and the government want it on future agendas. This was originally proposed in 2005 with Spence Sample doing a considerable amount of work. It appears that our discussing the topic at the meeting was well timed.

2. Alberta Highway Safety Plan

We discussed our partnering with the government on this item.

3. Out-of-province inspection for older stock vehicles
Another item discussed was the necessity of out of province inspections on pre-1928 vehicles. The government agreed that such vehicles were not “daily drivers”. They felt if the SVAA were prepared to assume responsibility for inspections on these vehicles that they could support eliminating the out-of-province inspection requirement on pre-1928 vehicles. If we can show that we can do the inspections, the province was interested further discussion. We will be soliciting input from the membership on this topic. To make this work will require considerable effort from the membership. There are liability issues that need to be addressed.

c. Safety and Promotion

i. Trailer and Safety Checks

Gary Morrison spoke to the concept of a safety trailer. The purpose is twofold. The first is to promote the SVAA. The second is to promote safety inspections. The suggested approach is that the clubs tell us when they want the trailer and Gary has undertaken to deliver it. We are looking at leasing a two vehicle and purchasing a 6' x 8' trailer. We could expand to two units in 2010. There is a possibility of some government support for the leased vehicle. Clubs need to give Gary dates that they want him to appear for the inspection. Gary needs to know the inspections that are being done by the clubs themselves as a bargaining chip with the government.

Gary and Spence have done the research on the liability and there is no apparent difficulty. The club representatives can say that the inspection is SVAA safety check. Decals and forms are available from Al Riise and Gary Morrison.

It was the sense of the meeting that SVAA sponsorship and the presence of the trailer might help. The trailer could say “Promoting Safety....”. We should promote rather than do. About ten clubs expressed interest in having the trailer present.

FSRA uses the NSRA 23 point form.

d. Membership and Insurance Reports

- i. Corporate Memberships – criteria, expense, recognition
 1. Deferred
- ii. Antique insurance for under 25 drivers
 1. Deferred

5. Election of Officers

We are looking for a Vice President -South . It is a two year term. Les McKelvey has agreed to hold the position until ratification at the May, AGM. Stewart Green is filling Les's old position under the same conditions.

6. Old Business

a. NAAACCC

i. AGM Report

See attached report. Ted is to send the report to the membership.

ii. Our relationship to the NAAACCC , SEMA and SAN

We are still supporting the NAAACCC. We are monitoring SEMA and SAN. We will share information as we receive it. Harry saw a German report telling us that their clunker law provides for a payment of \$2,500 to \$4,000 per clunker. The NAAACCC knows that what happens in Europe comes to the United States then Canada. Gary spoke in support of NAAACCC membership. It was suggested that clubs do individual memberships. Clarification was made about the NAAACCC does not have individual memberships.

iii. SVAI Report

The accreditation of appraisers has become a major selling point. Insurance companies are very interested. Harry will be monitoring the accredited versus unaccredited appraisers. It was asked if the SVAIA was going to regulate fees.

7. New Business

a. Next meeting

Moved that the board use its discretion wrt to the March meeting. Gould/Briggs Passed.

8. Annual General Meeting

The AGM will be held at the May Red Deer Swap Meet.

9. Adjournment

Motion to adjourn. Briggs. Carried.

Appendix: NAAACCC November, 2008 AGM – Alberta Report



**A Report on the Proceedings
at the
2008 Annual General Meeting
National Association of Antique Automobile Clubs of Canada**

Prepared by:

Harry Bullock

Ted Loble

Boyd McConnell

December 6, 2008

Introduction

This report is for the NAAACCC members in Alberta. It has been prepared by Harry Bullock, Ted Lobley, and Boyd McConnell as their impression of what took place at the NAAACC 2008 Annual General Meeting. The Minutes of the meeting are the official document of the meeting. This is offered for information only.

The 2008 Annual General Meeting of the NAAACCC was held in Toronto on November 23 and 24, 2008. There were 19 people in attendance.

Newfoundland	2
New Brunswick	1
Nova Scotia	1
Prince Edward Island	1
Ontario	3
Manitoba	1
Saskatchewan	2
Alberta	3
British Columbia	2
Resource People	1

The two days were very busy with many items – information and action both – on the agenda. The membership of the NAAACCC for 2008 to the end of October is approximately 5,300.

The NAAACCC Mission

The mission is: “The National Association of Antique Automobile Clubs of Canada Corporation will strive to act as the unified 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.”¹

The NAAACCC sees itself acting for all its members at the federal level. It acts provincially in cooperation and collaboration with provincial bodies where they exist. The NAAACCC offers support and services to member clubs. It is not its purpose to compete with provincial organizations. The goal is to look at Canada as a natural entity; to provide services to member clubs that cannot be found elsewhere.

Scrappage Legislation

¹ <http://www.naaaccc.ca/2008/home.html> December 5, 2008
SVAA Annual General Meeting February 14, 2009

The scrapping of older vehicles has been a concern in the hobby since its inception some years ago. The thought of vehicles having value in part or in whole to a hobbyist going to the crusher causes cold clammy fear then anger for most of us. John Carlson arranged to track the vehicles being scrapped providing the list to hobbyists. Over several years, there were just two cars of interest to hobbyists and in neither case did the person wanting the parts follow up even though there was a 30 day window to do so.

Bill C568 An Act to amend the Motor Vehicle Safety Act (speed limiters)

The bill was introduced to the House of Commons as a private member's bill by The Hon. Jim Karygiannis, MP for Scarborough Angincourt. The purpose of the bill is to cause the installation of speed limiters on all cars manufactured after January 1, 2010. The legislation is appended to this document.

The apparent target of the legislation is street racing, an activity that has cost the lives of many young people across Canada. The legislation, while certainly well intentioned, if passed, will have an impact on various groups in our hobby.

The bill received First Reading on June 17, 2008. It died on the Order Paper with the dissolution of Parliament for the October Election. The NAAACCC is watching carefully to see if the bill resurfaces.

Quebec Membership

The NAAACCC is considering gathering members in Quebec. To do so necessitates being able to present and to operate in the French language. The market is large and has the same need for our services as our current membership.

The NAAACCC: Global Connections

On behalf of the NAAACCC, John Carlson has been very active at events such as the prestigious Pebble Beach Concours d'Elegance. He is a *permanent* Chief Class Judge². As such, John is able to network with to many organizations that affect the hobby from around the world. He is currently working with FIVA. John is negotiating an alliance with FIVA that will allow the two organizations to share resources and information with no exchange of money. He has initiated three days of meetings with Paul Ianuario of the BMW Museum in South Carolina. The outcome for the NAAACCC and its member clubs is that we have a worldwide presence.

The NAAACCC Board of Directors passed a motion to provide a perpetual award to the Pebble Beach Concours d'Elegance starting in 2009. This will further increase our visibility worldwide.

John is on the Steering Committee for the Harold Lemay Museum³ in Tacoma, WA. Upon completion of the new facility, NAAACCC members will be able to use the space for their events.

SEMA is slowly moving into Canada. It is not in a position yet to address legislative issues. To be effective, they are looking for an alliance with the NAAACCC. Directors are urged to review the SEMA website, to become members of the SEMA Action Network (SAN) and to encourage their member clubs to do the same.

²

<http://209.85.173.132/search?q=cache:YySjbgAADuAJ:www.naaaccc.ca/carlson08.doc+john+carlson+concours&hl=en&ct=clnk&cd=1> December 5, 2008

³ <http://www.lemaymuseum.org/> December 5, 2008

John suggested that we could increase the local profile of the NAAACCC by making awards at automotive events. It is inexpensive and effective.

The overall message is that the NAAACCC is more than just a Canadian organization.

Legislation

Tom Woodhouse holds the portfolio for the NAAACCC. In 2008, the NAAACCC has been active on several fronts.

a) *SOR/2008-126, April 18, 2008, CANADIAN ENVIRONMENTAL PROTECTION ACT, 1999 - Regulations Amending the Gasoline Regulations*

The regulations were amended to permit the use of leaded fuel in drag racing until January 1, 2010. The NAAACCC was active in lobbying for the extension on behalf of the drag racing community.

b) *Bill 15, the Climate Change and Emissions Reductions Act, Government of Manitoba*

Gord Foreman, NAAACCC Director for Manitoba, made a presentation on vehicle classification. He drew substantially from the British Columbian model.

c) *Water Based Paint – Removal of Volatile Organic Compounds*

This is a done deal. We need to be vigilant as the very same legislation can be use to remove cleaners and degreasers from the market.

A reminder: base coat of paint is now water-based. Clear coat is not.

d) *Lift Kits on 4x4 Vehicles*

This has been a concern raised in Saskatchewan. Lifted 4x4 vehicles are easy to run under in the course of a crash. The situation appears to have quieted for the moment.

2009 looks to be more of the same. It is our duty to continually remind the governments that we are not the problem. The NAAACCC is considering a clipping service. For now, members are encouraged to clip articles they see and forward them to Tom Woodhouse. A role model for this has been Al Riise of Alberta.

Canadian Model A Ford Foundation

“On July 10, 2007 the "Canadian Model A Ford Foundation" was created in an effort to collect, research and archive original Canadian Model A literature, parts, upholstery, etc. The foundation was created out of necessity mainly because of the lack of information and documentation pertaining to Canadian Model A's. Many Canadian Model A restorers are unaware that Ford of Canada lost their original Model A records, drawings, blueprints, etc., in the Rotunda fire of 1962. In addition, due to recent cutbacks, Ford of Canada has closed their Canadian archives indefinitely.

The information collected will be available to all members of the Canadian Model A Ford Foundation. In addition, it's our intention to work with the Model A Restorers Club (MARC) and the Model A Ford Club of America (MAFCA) in updating the Model A Judging Standards & Restoration Guidelines."⁴

Contact: <http://cmaff.com/>
Carl Becker (President)
Email: cbecker@cmaff.com
Phone: (250) 655-1276

Research Work

The NAAACCC is considering funding research into topics such as the impact of the introduction of ethanol to gasoline on older vehicles. Alex Stuart and Ted Lobley are putting together the framework for Requests for Proposals and proposal evaluation.

2010 Coast to Coast Tour

Of the 150 openings, 149 are filled. The tour committee is accepting an additional ten applications in anticipation of drop outs. The website is <http://www.coasters2010.com/> .

NAAACCC Appraisal Program

National Guidelines have been developed under the direction of Gord Foreman of Manitoba. After two years of work, the draft is ready for the public for feedback. Each Director was asked to provide same to Gord. Appraisers may apply to register their names and have them posted on the NAAACCC website. The desire is that all who apply will follow the guidelines. The NAAACCC does not administer or police appraisers, rather it simply provides guidelines.

The Specialty Vehicle Appraisers Institute of Alberta has done excellent work. The NAAACCC does not want to become involved in provincial work in the area. This was made very clear with the statement that "We represent Canada and we represent every province" in the NAAACCC.

My Safe Ride Home

Alex Stuart made a presentation to the meeting on the My Safe Ride Home (<http://www.mysaferidehome.ca/>). The program contracts with taxi companies to provide My Safe Ride Home cardholders a faster response than simply calling in without the card. Research has been done showing that the \$25 fare on the card will cover 88% of fares in North America. The targets are those of us in uncomfortable situations that need to move quickly. The card is a one use only for the trip home. If the trip costs more than the \$25 on the card, the passenger must pay the difference. After use the card must be reloaded. The opportunity is for our clubs to sponsor the program selling the cards through their members. Alex is going to Lloydminster to make a presentation to the Just Cruizin' Club. There is a profit sharing model in place.

The program has been adopted by a number of schools, school boards and is under consideration by post-secondary institutions. It is available to all NAAACCC clubs. For more information, contact your National Director.

Dues Increase

⁴ <http://cmaff.com/> December 5, 2008

The budget for 2009 as presented is a break-even budget. To enable the organization to do the job needed, a due increase – the first since 2004 – is required. The Board of Directors passed a motion authorizing a dues increase of \$2.00 per member effective January 1, 2010. Information to support the rationale for the increase will be available to Directors in early 2009.

Name Change

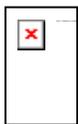
For years we have discussed the cumbersome nature of the current name. The intention is to change the working name to National Association of Auto Clubs of Canada. This is in keeping with the mission to represent all vehicle/automotive hobbyists in Canada. The name change will be phased in during 2009. The logo will remain the same with some minor alterations to the artwork.

NAAACCC Club Insurance

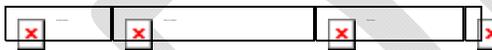
The meeting was assured by John Carlson that the policy offered is far and away a superior product to anything else available. John is working with the underwriter to address ancillary needs such as insurance for cars in progress.

National Automotive Heritage Week (provisional name)

There was considerable discussion around the development of a week during the summer wherein we could celebrate the history and culture of the hobby. The consensus was positive with conversation about how best to implement such an event. Should it be legislated which would mean lobbying efforts or should it come from the clubs across Canada. The latter approach would have the event take on a life of its own and may quietly solve the legislative question.



Section Home



C-568

Second Session, Thirty-ninth Parliament,

56-57 Elizabeth II, 2007-2008

HOUSE OF COMMONS OF CANADA

C-568

Deuxième session, trente-neuvième législature,

56-57 Elizabeth II, 2007-2008

CHAMBRE DES COMMUNES DU CANADA

BILL C-568

PROJET DE LOI C-568

An Act to amend the Motor Vehicle Safety Act (speed limiters)

Loi modifiant la Loi sur la sécurité automobile (limiteurs de vitesse)

FIRST READING, JUNE 17, 2008

PREMIÈRE LECTURE LE 17 JUIN 2008

MR. KARYGIANNIS

M. KARYGIANNIS

392063

SUMMARY

This enactment amends the *Motor Vehicle Safety Act* to include prohibitions against the manufacture, importation, sale, lease, operation and release after repair of motor vehicles manufactured after January 1, 2010 if they are not equipped with a speed limiter that is engaged and set to a maximum speed that is not greater than 150 kilometres per hour.

SOMMAIRE

Le texte modifie la *Loi sur la sécurité automobile* afin d'y intégrer l'interdiction de fabriquer, d'importer, de vendre, de louer, de conduire ou de remettre après réparation un véhicule automobile fabriqué après le 1^{er} janvier 2010 qui n'est pas muni d'un limiteur de vitesse activé et réglé à une vitesse maximale ne dépassant pas cinquante kilomètres à l'heure.

2nd Session, 39th Parliament,
56-57 Elizabeth II, 2007-2008

2^e session, 39^e législature,
56-57 Elizabeth II, 2007-2008

HOUSE OF COMMONS OF CANADA

CHAMBRE DES COMMUNES DU CANADA

BILL C-568

PROJET DE LOI C-568

An Act to amend the Motor Vehicle Safety Act (speed limiters)

Loi modifiant la Loi sur la sécurité automobile (limitateurs de vitesse)

1993, c. 16

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

Sa Majesté, sur l'avis et avec le consentement du Sénat et de la Chambre des communes du Canada, édicte :

1993, ch. 16

1. The *Motor Vehicle Safety Act* is amended by adding the following after section 5:

1. La *Loi sur la sécurité automobile* est modifiée par adjonction, après l'article 5, de ce qui suit :

Definition of "speed limiter"

5.1 (1) In this section, "speed limiter" means a device mounted on a vehicle that, when engaged, electronically limits the maximum speed at which the vehicle is driven to the speed set on the device.

5.1 (1) Dans le présent article, « limiteur de vitesse » s'entend d'un dispositif intégré dans un véhicule qui, lorsqu'activé, limite de façon électronique la vitesse maximale du véhicule à un plafond préétabli.

Définition d'un limiteur de vitesse

Restrictions re manufacture, importation, sale and lease

(2) No person shall manufacture, import into Canada or sell or lease to another person a vehicle unless it is equipped with a speed limiter that is engaged and set to a maximum speed that is not greater than 150 kilometres per hour.

(2) Il est interdit de fabriquer, d'importer, de vendre ou de louer un véhicule qui n'est pas muni d'un limiteur de vitesse activé et réglé à une vitesse ne dépassant pas cent cinquante kilomètres à l'heure.

Restrictions de fabrication, importation, location

Duty of repairer

(3) No person who repairs or maintains a vehicle shall release the vehicle to another person unless the vehicle is equipped with a speed limiter that is engaged and set to a maximum speed that is not greater than 150 kilometres per hour.

(3) La personne qui répare ou entretient un véhicule ne peut le remettre à un tiers que s'il est muni d'un limiteur de vitesse activé et réglé à une vitesse ne dépassant pas cent cinquante kilomètres à l'heure.

Obligation du réparateur

Restriction on operation

(4) No person who owns a vehicle or leases a vehicle from another person shall operate the vehicle or allow it to be operated by another person unless it is equipped with a speed limiter that is engaged and set to a maximum speed that is not greater than 150 kilometres per hour.

(4) Le propriétaire ou le locataire d'un véhicule ne peut conduire celui-ci ou permettre qu'il soit conduit par un tiers que s'il est muni d'un limiteur de vitesse activé et réglé à une vitesse ne dépassant pas cent cinquante kilomètres à l'heure.

Restriction - conduite d'un véhicule

Application

(5) This section applies to vehicles manufactured on or after January 1, 2010 that are not fire-fighting vehicles, ambulances, police vehicles or other vehicles that are used for the purpose of emergency or vehicles that belong to a class of vehicles that is exempted from the application of this section by regulation.

(5) Le présent article s'applique aux véhicules fabriqués à partir du 1er janvier 2010, à l'exception des véhicules d'urgence — notamment les véhicules de lutte contre les incendies, les ambulances et les véhicules de police — et des catégories de véhicules soustraites à son application par règlement.

Application

Published under authority of the Speaker of the House of Commons

Publié avec l'autorisation du président de la Chambre des communes

Available Publishing and Public Works and Government Services Canada

Depository

from: Services

Disponible Les Travaux publics et Services gouvernementaux Canada auprès des Services de

