



Canada: 2007 First Edition

www.naaaccc.ca

Canadian Cruising



Bob Forzley. Gimli MB - 1932 Ford Phaeton

Official publication of the NAAACCC

National Association of Antique Automobile Clubs of Canada Corporation

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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)

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National programs

The **Club Insurance** plan is still saving hundreds and hundreds of dollars for many clubs across Canada. John Carlson reports that the number of enlistments are increasing steadily as clubs across Canada discover the value (savings) in this plan.

Our insurance program is queued up to cover the appraisers, once that program gets under way.

The **Appraisals Certification** program, now Chaired by Gord Forman (MB), is now at the draft stage of a program outline. With MB input from Ray Cabel, a long-time appraiser, and Gary Glowa, a dedicated crusader for the hobby, the hours of diligence are paying off. By the end of April the committee hopes to have a final format for the national program.

Also, Gord Forman (MB) has volunteered to help with the **Data Collection** program. Gord will begin posting provincial information on the website by the end of April.

Show Judging, John Carlson (BC), reports that the US of A is to be given a Canadian flavour, with the inclusion of some "Canadian" rules on Model A's. The Model A Ford Club of America Model A Judging Standards will get these provisions that will cover off the discrepancies overlooked previously where Canadian made models will have their differences accommodated.

Also, the judging guidelines have been revised again. Copies of these guidelines can be found on the national website.

National Perks program has gone well with **Mark Work Warehouse** discount card, **Lordco** auto parts and the **AVIS Worldwide Discount** program. Our best deal, with **Best Western** is a very popular money saver. Many members are making use of these perks!

Environment/Emissions Committee has both John Carlson and Tom Woodhouse busy watching for legislation and preparing responses. Indications are, this year will be a busy one!

Vehicle Safety Standards Committee chaired by Bob Chambers (BC) has guidelines coming up for a safety program that will likely echo the NSRA and CSRA 21 point standard(s).

Publications/Media chaired by John James (JJ) Carlson (BC) is a new committee designed to promote the NAAACCC mandate whenever and wherever we can. Son of President John, this university graduate of Media will add some professionalism we're sure to benefit from.

National news

John Carlson organized the AGM for the 2006 year in British Columbia to facilitate the presentations made by Pat Anderson Insurance Agencies and Global Bank Card. We already know the details of the tremendously successful insurance program and very soon we will announce our deal with Global Bank Card. At the time of this writing our formal agreement with Global Bank Card was being signed off.

Watch for news of this program!

See page 4 for NAAACCC update #55, page 5 for update #56, page 7 for update #58 and page 9 for update #61.

LATE BREAKING :

A federal proposal to ban the importation of right-hand drive vehicles is being addressed by NAAACCC President John Carlson. Details will be available from your provincial Directors.

Legislative hits

In California, the SEMA Action Network (SAN) cautioned the California Air Resources Board (CARB) to avoid targeting older vehicles in their remote sensing devices (yes, they can shoot your tailpipe just like they can shoot you with speed sensors) and supported program changes concerning salvaged vehicle usage. Where proposals to rid the highways of older vehicles this way cannot be defeated, SAN seeks to amend them to protect collector vehicles, focus on verified gross polluters and allow parts recycling.

Also in California, SEMA reports that newly introduced legislation bill AB99 declares the intent of the legislature to ensure that, by January 1, 2012, at least 50% of all new cars available in California are powered by clean alternative fuels.

Sure to affect more car guys, SEMA also reports New York bill AB634 prohibits the operation of a motor vehicle with a video monitor or screen within the view of the driver, except for GPS and other vehicle information displays. It also prohibits retailers from installing monitors and screens within the view of the driver unless it can be disabled while the vehicle is being driven. Alaska also passed a similar bill (HB88).

The British Columbia Collector Car Club Council

NAAACCC Report # 55, July 2006

“Five years of progress”

In September 2000, the province instituted an emissions requirement for vehicles applying for collector vehicle status. Predictably, this policy change was met with apprehension from collector car hobbyists. In response, the AirCare program approached a number of collector car clubs to determine the best way to ensure that this group had a voice into future AirCare policy modifications or enhancements that would impact their hobby. This led to the formation of the Collector Car Club Council (CCCC), which, met for the first time on July 5, 2001.

The Collector Car Clubs were represented by:

- John Carlson (National Association of Antique Automobile Clubs of Canada Corporation),
- Fred Bennett (Old English Car Club & the Coalition of Concerned Collector Car Clubs which involves a collection of unique clubs including the Specialty Vehicle Association of BC), and,
- Jim Macdonald (Vintage Car Club of Canada).

The formation of the AirCare CCCC established a valuable working relationship between AirCare administrators and the collector car community. It also proved to be an effective forum where opinions have been heard and real solutions implemented to the direct benefit of the hobby.

Currently, the Council has representation from:

- AirCare
- ICBC
- Envirotest Canada (the AirCare testing contractor)
- National Association of Antique Automobile Clubs of Canada Corporation (NAAACCC)
- Old English Car Club (OECC)
- Coalition of Concerned Collector Car Clubs
- Specialty Vehicle Association of BC (SVABC)
- Vintage Car Club of Canada (VCCC)
- Other associations as supported by the above

The AirCare CCCC generally meets quarterly. Part of every meeting is a summary of constituent concerns that are brought forward by the collector car club representatives. This provides both AirCare and ICBC the opportunity to respond to specific issues and ensures that collector car enthusiasts are treated fairly within the system.

As part of establishing an ongoing relationship with collector vehicle owners, AirCare representatives have attended collector car club general meetings to answer questions regarding AirCare policies or business rules. The AirCare CCCC also helps facilitate assistance for vehicle owners with particularly challenging diagnosis and repair issues by giving them access to AirCare technical

staff and use of AirCare’s Research laboratory. This has been a valuable part of the CCCC and benefited individual hobbyist greatly.

After five years, the council has proven to be an effective forum for the collector car hobby where their views are considered, debated and in many cases adopted by senior administrators.

Important Dates

February 2001: AirCare exempts pre-1934 vintage vehicles from emissions testing.

July 5, 2001: AirCare Collector Car Club Council meets for the first time.

March 26, 2002: The Collector Car Club Council expands to include ICBC. This allows Collector Car Club members to address licensing and insurance issues directly with representatives from ICBC. (A representative from the ICBC’s Specialty Licensing/Insurance Department attends the meetings as a member of the Council.)

April 1, 2002: AirCare introduced an alternative test procedure for vehicles applying for Collector or Modified Collector plates that have been pre-approved by ICBC for collector status. This change originated from input provided by the Collector Car Club Council. Potential collector vehicles were now required to pass an “idle only” test rather than a full driving test as a condition of receiving collector status.

In subsequent meetings from 2002 to 2006 many topics have been discussed including potential changes to Mod A & Mod B requirements, composite and steel aftermarket bodies, period accessories and the expansion of the modified collector plate program to a rolling year cut off.

June 2006: ICBC expands the model year eligibility for *modified* collector cars to 1958 and older (from 1948 and older). This new segment of vehicles will require a full AirCare test as a condition of qualifying for modified collector status. The emission requirement for these vehicles will be minimal, as most of these 1949-1958 model year vehicles have always received a full AirCare test as a condition of operating on the regular “blue and white” license plate. In other words, the new modified designation will not change the test type or emissions standards for these vehicles.

Peter Hill

Chair, Collector Car Club Council

(Peter has been Manager, Program Policy for the AirCare program since the program’s inception in 1992.)



National updates

Update #56.....brought to you by NAAACCC

Tue Oct 3, 8:55 PM By Louise Egan

OTTAWA (Reuters) - Canada's Conservative government notified auto industry chief executives on Tuesday that it plans to impose mandatory vehicle emissions standards after a current voluntary agreement expires in 2010.

In a meeting brokered by Finance Minister Jim Flaherty, who has strong ties to the Ontario-based auto manufacturers, the government said it would bring in tougher environmental rules for the industry after top-level consultations with industry representatives over the next few months.

Flaherty said all major industries would eventually be subject to new regulations, including oil and gas.

"We can't have one sector or industry not involved in environmental regulation and the effort for clean air and improving health in Canada," Flaherty told reporters after the meeting.

"All sectors of the Canadian economy are involved in the regulatory effort. They will all be regulated," he said.

The Conservatives are under criticism for dismissing the Kyoto agreement on curbing greenhouse gases as unworkable and have set out to show Canadians they are serious about the environment by drafting up their own "green plan," focusing on clean air.

Clean air legislation would be introduced "shortly," a government official said earlier on Tuesday.

In an usual show of force, ministers for the environment, transport, industry and natural resources attended Tuesday's meeting, facing off with the top five car makers in Canada -- Daimler Chrysler, Ford Motor Co., General Motors, Honda Motor Co. and Toyota Motor Corp.

Buzz Hargrove, president of the Canadian Auto Workers, also participated and emerged slightly relieved because his worst fear -- California-style emissions standards -- was not confirmed.

"They certainly didn't say they're coming in with the California standards so I feel a little better in that sense," he said. Canadian media had reported Environment Minister Rona Ambrose as

eyeing California's stringent vehicle emissions rules as a model for Canada, something Hargrove said would spell disaster for workers.

"At the end of the day, after the debate is all over, they talked about mandatory standards, or regulations, that will kick in following the end of the MOU (current voluntary agreement) in 2010."

Car makers tout the success of a voluntary accord signed with the government last year that they say has led to improved fuel-efficiency and smog reduction. That accord aims to cut 5.3 megatonnes in annual greenhouse-gas emissions by 2010.

In the months to come, they will likely present their case for voluntary measures rather than imposed regula-

tions. "That would be our preference," said Mark Nantais, president of the Canadian Vehicle Manufacturers' Association. "We have a proven track record."

Because Canada's car manufacturing sector is so integrated with the United States, it is pretty much forced to adopt U.S. standards, but Nantais sees little future in California's initiative, which is bogged down in lawsuits with automakers.

This is very important information for the collector car hobby. As new Federal legislation is proposed and adopted, new proposed Provincial restrictions will most certainly follow that will effect the entire collector vehicle hobby across Canada.

The (NAAACCC) National Association of Antique Automobile Clubs of Canada Corporation is watching this very carefully and will keep you advised.

www.naaaccc.ca



National perk programs

We have several perks of membership.

Our best one is the discount at the hotel chain Best Western. Member clubs need just quote the NAAACCC special pricing code: MVP00157110 to get up to 20% off at more than 4,000 Best Western hotels worldwide. MVP reservation line is 800—441-1114.

Another is the AVIS deal: AVIS Worldwide Discount (AWD) Number C361800. This gets you: 10% off Super Value daily and weekly rates in the contiguous USA, 5% off promotional rates in the USA, 10% off the time & mileage rates in W. Europe, 10% off rates in Africa, the Middle East, Latin America and the Caribbean, 15% off rates in Asia and the Pacific and special rates in Canada. Preferred customer status is free. See http://www.naaaccc.ca/MemberDiscounts/member_discounts.htm for details.

A great one for the BC member clubs, another great deal is with Lordco Auto Parts, the automotive giant in BC with over 85 stores giving a 30% discount across the counter with the NAAACCC card.

The latest deal we have is with Marks Work Wearhouse. This is a discount of 10% on various lines in Marks including custom jacket orders and any type of logoed shirt. MWW cards are available now!



Newsletter editor.....exhaust from Gord Forman, Editor



I have always thought that a newsletter, or form of communications, was the backbone of an organization and practiced what I preached with the Manitoba Street Rod Association for many years. While I published their newsletter I learned the inevitable, that participation was hard to come by. Month after month I begged for articles or information on club or car related 'goings-on' and it was tough getting more than a forwarded joke.

Lessons learned, I find it is a platform on which to express views which might be mine or maybe whoever is similarly inclined to express their views. I can think of it as "my" communication or you can make it "your" communication. Appropriate submissions from other provinces will allow those province's concerns and opinions to be read all

across Canada.

This can be a great opportunity for everyone. I hope everyone will take advantage of it.

Government: my take on the latest proposal to tax the gas guzzlers is one of guarded approval. I am glad to see they didn't listen to an idiotic idea of one automotive consultant (must have been paid by the new car dealers associations) to get older cars off the road. A lot of good that would do! My first choice might have been to tax the crap out of fuel, but their idea of taxing the top 'hogs' is part way there. Obviously flavored by the new car dealers associations once more, it is going to influence the vehicles people will buy. Regardless of the distance traveled, I guess it is to the betterment of the environment to discourage the gas guzzlers from being purchased in the first place. If they were organized like us they would be lobbying the government for protection for the one that didn't drive more than 'X' kms per year.

Anyway, it isn't going to bring in much money, something that always seems to become important.

SEMA: our big American brother is very powerful and organized. NAAACCC has recognized this for years and will be making efforts in 2007 to sidle up to them. Their format is the reverse of ours, being funded/driven by businesses with a stake in the outcomes. People like Vic Edelbrock will not let government outlaw his products without a well financed fight.

Here, motivated to save ourselves, we became the lobbyists. There still are few Canadian manufacturers dependent on the hobby. However, I think that without changing our style we can at least get some of the companies that do have a bottom line influenced by our hobby to step up to the plate. What we need right now is information. Where are the head offices of these companies (like Fast Wheels as an example—a company in Quebec who manufacture custom wheels)? Give us some targets, or hit them up for us.

Ford GT: Well, I blew it—never got to cousin's Forman Ford in Dauphin, MB to drive the Ford GT. It got sold before I got there. However, he sent pictures to prove he had one before a guy in Victoria BC bought it. Apparently it's going into "storage"!



< Ford GT in Forman Ford, Dauphin MB



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

Update #58.....what is the NAAACCC doing for you now? ... December 2006

- We are monitoring proposed Federal Legislation weekly through Hansard and the news media.
On September 12, 06 Tom Woodhouse SK, Director notified all NAAACCC clubs & collector vehicle associations in Canada that the Canadian Press had released a car crushing article suggesting that once an older car reached a certain number of miles it should be taxed accordingly or taken off the public highways and crushed.
October 3, 06, NAAACCC Director Tom Woodhouse of SK notified clubs and Associations in Canada, including all SVA's, that the Federal Government will be implementing new emission requirements after the current agreements expire in 2010. The NAAACCC is addressing these requirements now.
Finance Minister Jim Flaherty has said that all industries including oil & gas will be subject to the new regulations. We have spoken to 'Federal Regulators' and are submitting Formal Presentations in early 2007 to insure that the Collector Vehicle Hobby will not be affected by these new requirements.
- We are sitting on a variety of Provincial Committees to help shape proposed vehicle legislation with AirCare and the Department of Motor Vehicles.
In BC, we were recently told by both ICBC and AirCare that we should still be interacting with them as members of the Collector Car Club Council of BC. We are continuing to work with SEMA and the National Motorists Association. We met with members of FIVA in August regarding expanded membership.
- We have given direction to every Province in Canada as to how to form the necessary NAAACCC emission committees in their respective Provinces.
- We have established a very comprehensive Car Club liability insurance program Canada-wide through Pat Anderson Agencies and Lloyds of London
- We are establishing a set of guidelines for collector vehicle appraisals and appraisers Canada-wide. Gord Forman, MB, is the committee chairman.
- Bob Chambers, BC is expanding our safety vehicle guidelines for 2007
- We have completely updated our Judging Guidelines —3rd Revision, 2007
- We are working on newly proposed legislation regarding the restriction of restoration products which include selling paint materials and restoration supplies to the general public.

We thank you for your continued support.

**National Association of Antique Automobile Clubs of
Canada Corporation
www.naaaccc.ca**

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

What to do before you import a vehicle into Canada.....Steve Clements (NS)

For a vehicle that is 25 years old or older and conforms to its original appearance and configuration (at the time of manufacture), all that is required is the completion of Vehicle Import Form - Form 1.

<http://www.cbsa.gc.ca/E/pub/cm/d2-6-2/d2-6-2-e.html>

From past experience, any and all paperwork needs to be submitted to U.S. Customs a minimum of three days prior to the vehicle arriving at the border. This is so that they can do a title search on the vehicle. There are several brokerage firms familiar with vehicle importation that can help with the process for a small fee (\$150-300). If this is your first venture at cross-border shopping for vehicles, using a knowledgeable brokerage firm is well worth the fees charged.

Please note the following for kit cars:

Definition: Fully operational replicas of antique or classic cars constructed from a vehicle kit and may be placed upon a new or used chassis. Kit cars are considered vehicles whether they are in ASSEMBLED OR UNASSEMBLED form.

Note: The date of manufacture of the vehicle is the date that the vehicle was assembled and not the date of manufacture of a donor car in which to build the kit upon.

15 years or older:

- must be able to substantiate that it was licensed in its current kit car form more than 15 years ago; and
- Vehicle Import Form - Form 1.

Less than 15 years old:

- PROHIBITED

Factory Five Racing is the only company that I know of that has been able to get around these restrictions. I have not spoken to them to see how they do it, but I do know that they are intimately familiar with the requirements of the law and can assist with the importation of your vehicle.

Government budget survives 2nd confidence vote Mar. 26

Mon. Mar. 19 2007 5:16 PM ET

Andy Johnson , CTV.ca News Staff

OTTAWA -- The federal budget includes a measure that could have a huge impact on the vast number of drivers, with a new initiative that will reward those who purchase fuel-efficient vehicles and penalize those who drive gas-guzzlers.

Described as a "performance-based rebate program," the first initiative will provide up to \$2,000 to Canadians who purchase environmentally friendly vehicles.

Vehicles that qualify for the rebate will include hybrids that run on a mixture of gas and electricity, fuel-efficient cars that run on conventional fuels, and "the most efficient of the E-85 fuel and flex fuel vehicles."

Transport Canada will release a more specific list of vehicles that qualify for the rebates.

Government budget comments across Canada



Ted Loblely (AB): "Look further down in the release. We have "\$6 million over two years to increase funding to so-called 'scrappage' programs that take old, inefficient vehicles off the roads...". We are back for sure into the battle to preserve vehicles for the future."



Wilfred Moase (PE): It would be nice to see incentives for purchasing USED greener vehicles but of course that wouldn't keep the manufacturing going! We'll have to keep an eye on the plan for removing older and NOT necessarily less greener vehicles from the road for sure.



Gord Forman (MB): With both rebates and levies I think this zero-gain program is a mere ink spot towards what must be done. Look out for drastic crap in the wind soon to follow.



Scary February news

As issued by Canadian Press, Tuesday, February 6, 2007:

Get polluting clunkers off the road: automakers

OTTAWA -- If politicians are serious about cutting motor-vehicle emissions, the most direct way would be to get heavily polluting old vehicles off the roads as part of an "integrated approach," automakers told a parliamentary committee Tuesday.

The Canadian Vehicle Manufacturers' Association called for a combination of "new vehicle technology, cleaner fuels, fleet strategies, consumer incentives, and research and development in Canada."

Addressing the Commons committee examining the proposed clean air act, Bill C-30, association president Mark Nantais said new vehicles are safer and have largely eliminated smog-causing emissions, and "we encourage proposals to help get older, polluting vehicles off Canada's roads."

The association's brief said Canadians are operating more than one million vehicles over 20 years old, and a 1987-model vehicle produces more than 37 times as much smog-related emissions as a new one.

"Retiring these vehicles should be a priority to improve the environmental performance of Canada's vehicle fleet," it stated.

Nantais said the country also needs cleaner fuel, along with "green fleet strategies and consumer supports."

A 2005 arrangement between Ottawa and the automotive sector calls for a 5.3-million-tonne reduction in greenhouse gas emissions by 2010.

"Our industry remains one of the only sectors to sign such an agreement and we are on track to meet this goal," the brief said.

It also stated that all vehicles on Canada's roads contribute about 12 per cent of the country's emissions that contribute to global warming.

The association, representing General Motors, Ford, DaimlerChrysler and International Truck, noted that governments across Canada buy more than 20,000 vehicles annually, "yet have never developed a co-ordinated green fleet policy."

N.S. legislation sets targets for greenhouse gas emissions by 2020

Published: Thursday, March 22, 2007 | 7:34 PM ET

Canadian Press: KEITH DOUCETTE

HALIFAX (CP) - Nova Scotia will "follow the lead of California," by introducing tough tailpipe emission standards for motor vehicles by 2010, the province's environment minister promised Thursday.

In an announcement that drew swift criticism from the province's auto sales industry, Mark Parent said his Conservative government would set up the regulations as part of an ambitious drive to lower greenhouse gases.

Parent said over the next 13 years the emissions of carbon dioxide and other gases will be brought to levels 10 per cent less than 1990 levels. "This government believes that the economy and the environment are inextricably linked," Parent said at a news conference in Halifax. "This bill is unique because it sets out a course of action that recognizes this relationship."

The wide-ranging Environmental Goals and Sustainable Prosperity Act, which includes 20 objectives, also includes measures aimed at promoting renewable energy and preserving the province's protected lands from further development.

Parent pointed out that while the greenhouse gas emission target seems challenging, Nova Scotia has little choice but to follow the lead of provinces like British Columbia, which has set a target of 33 per cent reduction by 2020. "We believe not only that we can meet the goal but we have to meet the goal," Parent said.

Though the new bill sets general objectives, critics pounced on it for not being precise enough on what standards will be. For instance, while stating the province will emulate California's emissions system, Parent stopped short of saying Nova Scotia will match the state's target of a 30 per cent reduction in motor vehicle emissions by 2016. "It may be some of these goals will need to be increased . . . and so that's why some of the wording is 'minimum' or 'at least', wording that gives us the ability to be stricter and tougher if we need to be," he said.

Still, car retailers reacted with alarm to the proposed law, which would apply the emission standards solely to new cars rather than the emission-belching older vehicles. A spokesman for the dealers said the proposed law isn't attacking the major culprit for motor vehicle emissions. "If they're serious about getting rid of greenhouse emissions as a result of automobiles, they should take a look at how they're going to help Nova Scotians take older vehicles off the road," Allen MacPhee, president of the Nova Scotia Automobile Dealers Association told CTV news.

On other fronts the province has moved to prevent the net loss of wetlands by 2009, and re-stated previously announced goals to protect 12 per cent of the province's total land and to have 18.5 per cent of the province's energy needs met by renewable energy production.

Environmental groups praised the initiatives. "To put into an act of law this many different environmental policies with both penalties and incentives responds to the time we're in and concerns around the environment," said Raymond Plourde of the Halifax-based Ecology Action Centre. Plourde said he was particularly impressed with accountability provisions that requires the government to periodically report on its progress. He called the bill "a good skeleton" that needed to be fleshed out with more details.

However the province's political opposition expressed doubts about the government's ability to follow through. "They're going to have to get a lot more aggressive and do a lot more than they've done in the past. I'm skeptical," said Liberal critic Keith Colwell. NDP critic Michele Raymond agreed and expressed concern that the government was simply "setting targets to set targets."

Although Parent couldn't put a price tag to the sweeping changes, he said the province can't afford not to act. "The costs range anywhere from four to \$10 billion on a world-wide level and what our share is as a province, I can't answer you," he said. "But we know that if we don't do anything the cost will be immense."

The province has had a mixed record in the past in meeting its environmental objectives. It isn't meeting targets set out in 2001 by eastern Canadian Premiers and New England governors. The group set a goal of cutting the region's emissions back to 1990 levels, but by 2004, estimates indicated emissions were 16.5 per cent over that target and growing.

Customs (Altered) and Hot Rods-- NAAACCC Update # 61

The NAAACCC has reviewed these proposals and urges all Canadian Provinces to adopt 'performance legislation' using these SEMA guidelines. We feel this approach is fair and realistic.

SEMA is lobbying for the following to be accepted in the State of New York. (Note: 8 USA States have already adopted these recommendations)

Pro-Hobbyist Street Rod and Custom Vehicle Bill Introduced in New York

SEMA model legislation to create a **vehicle titling and registration classification for street rods and custom vehicles** has been introduced in the New York General Assembly by Assembly member Bill Reilich. The bill (A.B. 6484) defines a street rod as an altered vehicle manufactured before 1949 and a custom as an altered vehicle at least 25 years old and manufactured after 1948. Under the bill, kit cars and replica vehicles will be assigned a certificate of title bearing the same model year designation as the production vehicle they most closely resemble. **The bill mirrors model legislation created by SEMA and recently enacted in Illinois, Missouri, Rhode Island, Montana, Hawaii, Maine and Colorado.**

- provides specific registration (one-time registration fee of \$23) and titling classes for street rods and customs, including kits and replicas.
- allows for the use of non-original materials and creates a titling criterion that assigns these vehicles the same model year designation as the production vehicle they most closely resemble.
- exempts street rods and customs from a range of standard equipment requirements (only that equipment required in the model year that the vehicle resembles) and emissions inspections.
- provides that vehicles titled and registered as street rods and custom vehicles may only be used for occasional transportation, exhibitions, club activities, parades, tours, etc. and not for general daily transportation.
- provides for special license plates for street rods and custom vehicles and permits the use of blue dot taillights.

National Association of Antique Automobile Clubs of Canada Corporation
MEMBERSHIP FORM for CALENDAR YEAR 2007

CLUB NAME: _____

MAILING ADDRESS: _____

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.

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)