

Title:	Ontario Motor League Fonds, 1971-1988, n.d. (non-inclusive)		
Creator:	Ontario Editorial Bureau		
Dates of Material:	1974-1988, n.d. (non-inclusive)	Record Group Number:	RG 75-77
Summary of Contents:	<p>Correspondence, Minutes and Press Releases 1971-1981</p> <p>1.1 Contains a <i>Car Costs</i> pamphlet for 1980. There is a paper about the Niagara Peninsula Club of the Ontario Motor League and a papers entitled: <i>Grimsby from the Forty to the Eighties</i>; <i>R.I.D.E. in Safety</i>; <i>Hertz and Avis: A New Service</i>; <i>Summer Travel Plans</i>; <i>Gas Updates for U.S. Travelers</i>; <i>Welland: The Rose of Niagara</i>; <i>The Cost of Inflation</i>; <i>Self-Service – or no Service?</i> and <i>Alcohol and Gasoline DO Mix!</i> (regarding gasohol). There are also articles about the Conrad Car, the Reo Car and the Packard. The file contains an article entitled <i>Let’s Talk Cars</i> by John D. Fobian, Director of AAA Automobile Engineering. Correspondence and press releases are about gas prices and the study of the accident potential of big trucks and their impact on the safety of motorists. Included are 2 b&w photos: one of the first automobile owned in St. Catharines (a Conrad Car owned by Sutcliffe Smith in 1902) and the other is of the Packard Electric Company Motor Car Division, General information on the Ontario Motor League is also included, 1980</p> <p>1.2 A statement entitled <i>The Impact of Trucks on Highway Accidents</i> by Bennett C. Whitlock, Jr., President of the American Trucking Associations is included. Excerpts from the first evaluation of R.I.D.E. are included as well as a comparison of provincial motorist related revenues and expenditures in Ontario. Sam Yaksich Jr., Executive Director of the AAA Foundation for Traffic Safety presented <i>The Impact of Trucks on Highway Safety</i>. Neil D. Gaskin, President of the Toronto Club of the Ontario Motor League made a presentation to Dr. Robert J. Uffen, Commissioner for the Ontario Commission on Truck Safety, 1981</p> <p>1.3 An <i>Emergency Road Service 1982 Ontario Directory</i> is included in this file. Norm Howe, President of the Niagara Peninsula Club of the Ontario Motor League warned that truck “trains” – some 115 feet long, pose a definite hazard to motorists. Articles for club publications are included, some of these are: <i>Tips on Tipping</i>; <i>Preventing Car Theft</i> and <i>A Round-Up of Federal Activities of Interest to AAA Members</i>. A final submission was made to the Ontario Commission on Truck Safety by Mr. A.U. Oakie, member of the advisory group to the Commission. 1 b&w photo is included, 1982</p> <p>1.4 Contains a <i>Car Costs</i> pamphlet for 1983. Articles for <i>Leisureway</i> are included. Howard Hickson wrote an article entitled <i>Famous Old Roadside Rhymes</i>. Ontario’s one-man commission on truck safety rejected an industry bid for permission to run longer trucks on the province’s</p>		

highways. The Niagara Peninsula Club arranged for an OML mobile diagnostic inspection station on Louth Street in St. Catharines. Includes 1 b&w photo, 1983

1.5 Contains a *Car Costs* pamphlet for 1984-1985. Many of the articles are about drunk driving. Proposed federal law changes would crack down on impaired drivers. There are articles concerning toll booths, customs regulations, spring tune-ups and the advance of technology, 1984

1.6 Bob Neal, President of CAA Niagara warned against gas hikes hurting tourism. CAA Niagara appealed to its 43,000 members to consider becoming Block Parents. An Auto Club opened in Grimsby. Pearl Roy was the manager. Barry H. Matheson became the new president of CAA Niagara, succeeding Bob Neal. Included is the Ontario Motor League Executive Summary Concerning Taxation of Motorists in Ontario. 1 b&w photo is included, 1985

1.7-1.8 Includes the OML tax study fact sheet and questions and answers on the OML tax study presentation. Relevant issues in this year included the overtaxing of motorists and the province's drinking age. The Canadian Automobile Association in Niagara called upon the Ontario Government to raise the drinking age to 21 to bring it into line with Michigan and New York States. Also included is the Hamilton Automobile Club Annual Report for 1985. A \$17,500 robot was donated to Niagara Regional Police Community Services Branch by CAA Niagara for use in schools around the region. A contest was held and elementary school students came up with the name "Safety Sam" for the robot. Barry Matheson, President of CAA Niagara spoke to the Ontario Advisory Committee on liquor regulations. CAA reported that under age New York residents were traveling to Ontario to go to bars and hotels. Includes 2 b&w photos, 1986

1.9-1.10 Much of the correspondence in this file deals with raising the drinking age to 21. Included is a report entitled *Alcohol Use by Young New Yorkers 1982-1986*. An article called *The Daring Autoists of 1912* is included. There is also an outline of the internal/external communication program aimed at promoting the CAA Ontario position against truck trains. There is a three part series of articles dealing with big trucks on the highways. Barry Matheson addressed the Governor's Safety Conference on *The Quest for 21*, 1987

1.11-1.12 CAA Niagara inscribed a plaque in honour of Fonce Val (Jack) Haney, the first person to drive an automobile across Canada in 1912. CAA Niagara also sponsored a biography on Jack Haney to be published as part of the Fitzhenry and Whiteside Canadians series. Pictures and a copy of a letter from Haney Auto Service from 1926 are also included. The CAA warned Canadians of the 'zero tolerance' crackdown anti-drug campaign launched by American custom officers at the border. There is also information on the Triptik (set of maps that accurately map out your trip). Included in the Triptik

is valuable information on each town, tour books, camp books and travel discount coupons. John Nicol's story of Jack Haney entitled *Jack Haney: Canada's First Pathfinder* is also in this file. There is also information on defective car seats. Includes 7 col. photos, 1988

1.13 CAA calls for fairness in taxation. There are more car seats which do not meet Canadian safety standards. Financial Institutions Minister Murray Elston introduced the *Auto Insurance Rates Control Act* which provided legislative framework to enforce a 7.6 percent cap for all insurance policies written after June 1, 1989. CAA supported a seat belt campaign, 1989

Publications and Flyers, 1974-1988, n.d. (non-inclusive)

1.14 *Development of the Canadian Automobile Association*, n.d.

1.15 *The Ontario Motor League Study of Taxation of Motorists in Ontario*, 1974

1.16 *More Productive Truck Combinations: A Report Submitted to the Ontario Minister of Transportation and Communications* by the Transpro Coalition, 1986

1.17 *A Presentation by the CAA-Ontario Motor League Concerning the Motorist Related Revenues and Expenditures in Ontario, 1980-1985* based on an analysis by Price Waterhouse, 1986

1.18 *Truck Trains in Ontario: The Issue is Safety* by CAA Ontario, 1987

1.19 *The Case for 21 as New York's Drinking Age* by the New York State Automobile Association, 1984

1.20 *CAA Niagara: A Profile*, 1988

1.21 *CAA Club News* including Eastern, Elgin-Norfolk, Mid-Western Ontario, Niagara, Ottawa, Peterborough and Toronto, n.d.

1.22 *AAA World*, 1982-1983

1.23 *Canadian Motorist* and *Canadian Motorist Car Facts* (all Niagara Peninsula Club Editions), 1980-1982

1.24 *Leisureways* which is owned and published by the Canadian Motorist Publishing Company and *Leisure Ontario* which is owned and published by the Ontario Motorist Publishing Company, 1983, 1985-1986, 1988

1.25 *HAC News* published by the Hamilton Automobile Club and *Ontario Motorist* which is published by the Ontario Motorist Publishing Company. Also included is a copy of *Washington Motorist*, a copy of *The Niagara*

	<p><i>Peninsula Club Motorist, Western New York Motorist and Autopinion</i> from the Canadian Automobile Association 1979-1983, 1988, n.d.</p> <p>1.26 Pamphlets and flyers including <i>The Development of the Ontario Motor League Since its Inception at the Beginning of the Century, Niagara Peninsula Distance Guide</i> and <i>Used Car Buyer Guide</i>, 1982, 1987, n.d.</p>
<p>Physical Description / Condition:</p>	<p>38 cm, (1 box) containing correspondence, press releases, clippings and publications.</p>
<p>Administrative/ Biographical Sketch</p>	<p>The Ontario Motor League is a non-profit organization affiliated through the Canadian Automobile Association and the American Automobile Association. There are motor clubs throughout the world to serve members. There are reciprocal agreements with such clubs as the Automobile Association and the Royal Automobile Club of the United Kingdom. By non-profit, it means that the revenues or membership dues are expended for direct membership benefits and the improvement of motoring conditions generally. Each individual club is autonomous and has its own board of directors.</p> <p>In 1903, the Toronto Automobile Club was formed. Its first president was Dr. Perry E. Doolittle who later became the president of the OML and later, the president of the Canadian Automobile Association. Doolittle travelled across Canada numerous times spreading the message of the need for better roads. He was dubbed “Good Roads Advocate” and “Father of the Trans-Canada Highway”.</p> <p>Membership services are geared toward assisting the motorist and the club is widely known for its 24/7 Emergency Road Service. There is also a Traffic Advisory Department which protects and maintains the legal rights of members involving offences under the Highway Traffic Act. The Domestic Travel Department provides members with routes, maps and tourist information for Canada and the United States. Travel in the rest of the world is handled by the International Club Services. CAA clubs are the only issuers of the International Driving Permit and can provide information on international car hire and Canadian nationality plates. The</p>

	<p>counsellors can help you to plan a trip and book airline, boat and rail tickets.</p> <p>There are three types of memberships: Basic, Plus and Premier. You are able to upgrade at any time. With a membership, you also receive discounts and savings opportunities and competitive insurance rates.</p>		
Location:	Brock University Archives		
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Added Entries:			
Related material			
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