



Specialty Vehicle Association of Alberta
<http://www.svaalberta.com>
Agenda for the Information Meeting
Red Deer Swap Meet
12:30 pm, October 9, 2010

Attending:

Bownes, Bob Red Deer Cruisers
Briggs, Jim APAC, VSCCC
Bullock, Harry SAACAC, Lethbridge
Castle, Bruce, APAC
Chadderton, Bill CAVAC
Clark, Kevin Lloydminster
Clements, Earl Alberta Post-War Car Club, Edmonton Antique Car Club
Gordash, Paul Dropsicles
Green, Stuart Cypress Rod & Custom
Herbert, Jim Calgary MG Club, Calgary Z Club
Johnson, Allen Ford Central, Red Deer
Lazarowich, Orest Iron Runners Auto Club
Lobley, Ted APAC, Stampede City Model A Ford Club
MacFarlane, Peter APAC, VSCCC
Manley, Bill BCACAC, Drumheller
McKelvey, Les Cypress Rod & Custom
Riise, Al APAC, Foothills Model T Club
Rogalsky, Warren Alberta Iron Indians
Wingebach, Jim Medicine Hat

1. Introductions and Announcements

Harry Bullock called the meeting to order at 12:35 pm. Harry introduced the SVAA Executive. The members introduced themselves to the meeting.

2. Minutes

Presented for information.

3. Financial and Membership Report

- a. We have 54 clubs with approximately 2,300 members. Our financial situation is sound. We have earned \$6,200 in newsletter advertising. Our corporate memberships are at three with fees of \$450.

It was recommended that our corporate sponsors be recognized in the newsletter and on the website.

4. Plan for the year

- a. Hiring administrative support
An advertisement for the contract position is ready to go. It will go out to the membership via e-mail shortly. The advertisement needs to be sent out in pdf form and via e-mail. Bruce Castle will help with the mail out. It will be posted on the website.
- b. Membership survey to determine needs and wants
We are going to do a formal survey this year asking how we are doing, what we should be doing and what we should reconsider.

5. Committee Reports

- a. Communications
 - i. Website

Al asked for feedback on the website. Some feedback will be elicited via the survey. The meeting response to the website and its functionality was positive. We need to know if the website is of value to the membership. Questions such as:

- Do you use the website?
- What page do you use the most?

A question was raised about using FaceBook in lieu of a website. To do so, we would register as a non-profit business page. It includes a photo gallery and discussion forums. Notifications can be automated. Facebook security levels can be set for public versus private.

It was suggested that we stay away from a discussion forum. We could use FaceBook for such a forum.

We may want to focus on the newsletter rather than electronic forms of communication. At the same time, a number of clubs with older average age have up to 50% of their membership receiving the club newsletter via e-mail.

b. Government Advocacy

i. Vehicle Classification

Harry brought forward for discussion the Alberta VIN application form. The question we are facing is the degree of detail in the definitions that will best serve the membership. British Columbia has three collector plates. For example, the antique plate is for pristine cars taken out for parades only.

Currently, we can register any vehicle as a “regular vehicle” and drive it as such or go the antique path with its constraints.

Al brought the attention of the meeting to the article in the newsletter on the Massachusetts approach to vehicle classification. It was pointed out that this was a separate issue from license plate types. The SVAA has a binder full of various approaches to vehicle classification systems across the continent. Al asserted that, if we had such a classification system in Alberta, it would solve our problems. Kits such as Cobra and Lotus 7, vehicles custom built from the ground up have to apply for a VIN. The question is what do the builders call their vehicle so they can secure registration? It was again pointed out that we have had very little or nothing in the way of queries on this issue.

The argument was made that it appears that this is not a significant issue to the government. If that is the case, then what should we be doing? A concern from the police is knowing what it is they are looking at. It would help them to identify the vehicle. Is this not a police problem and not ours? Automotive technicians need to know what it is they

are checking, e.g., size of brake drums. A solution is for builders to keep a build sheet. Most, if not all, street rod folk keep a build sheet. The question of what to call the car with an antique body and a modern drive train is still extant.

One person has had a problem with a 1932 High Boy. An out-of-province inspection was requested. The province told the shop that the vehicle had to meet 2009 inspection. Al Riise helped get an inspection that met the needs of the owner.

The Dropsicles club has found that the body VIN is acceptable. Kit cars require that a VIN be applied for by the owner.

The meeting requested that the Executive write the government. The letter needs to ask if the government has an issue, and if so, what is it specifically? It was mentioned that there is a constant flow of people having difficulties that Al has been able to resolve through his network. An example of an Indian motorcycle was raised. A mechanic said that the numbers on the frame and engine must match otherwise he would not look at the bike. The question is one of who is qualified to do the inspection.

Al, Ron Mattison and Jim Briggs undertook to do some research bringing what they learn to a later meeting.

Al said that adoption of Motor Vehicles, Nebraska regulations would solve all of our problems.

ii. Out-of-Province

The form is designed for new vehicles, i.e., 2010. Some form of common sense is needed when dealing with an older vehicle.

One of the items being discussed is the SVAA undertaking to build a library of shop manuals. This could become an unwieldy task. The onus should be on the owner of the vehicle. The SVAA could become an agent to help find the

information. The Internet has reduced the need for the shop manuals in hard copy. Shop manuals are not always accurate.

Shops can now access on-line any make and model. If they cannot get it, the government should be able to provide the information. For “altered cars” the individual should be to provide a build sheet.

c. Insurance

i. Insurance

The rates are remaining the same for 2011. Our general liability has been \$5,000,000, Director’s & Officer’s is \$1,000,000 and tenant’s insurance is covered up to a \$1,000,000. More detail will be on the brochure. We are looking at increasing general liability to \$10,000,000 for 2011.

This information will be mailed out to all clubs with the renewals in early November.

6. Old Business

a. Cross Country Tour

Warren Rogalsky made a presentation to the group on the Coaster’s Tour 2010. 25 vehicles from Alberta participated. The next tour is in 2017. The tour ran from St. John’s NL. The hospitality was phenomenal. People helped with repairs unselfishly. Warren emphasized the way they were treated by the car clubs along the way. The meals, the events, the people made the experience one of a life time. At each point, there was a NAACC representative telling the tour about the locale. Even the bad times were good. It was about 42 days with the expectation that it will be 52 days in 2017. Warren expects that southern Alberta will be included next time.

b. NAACC

Harry reported that John Carlson and Gord Foreman are attending the FIVA General Assembly in Slovenia in late October. The LeMay Museum is under construction. The NAACC is a member of the Canadian Council of Motor Transport Administrators. This is the frontline for what is to come up in legislation. The Quebec Director

is attending the November 4 – 5 meeting in Ottawa. An item on the agenda is vehicle lift kits. This is a important role for the NAACC.

Gord Foreman of Manitoba has sent out a notice that any vehicle older than 1995 that has been written off cannot be registered ever again. Albert legislation and regulation says the same thing.

BC drinking and driving legislation and regulation has changed becoming more drastic. Their fines for speeding have also increased in an effort to reduce street racing.

c. Election of NAACC Director(s)

We are allowed two Directors on the NAACC. The AGM is in Montreal in February of 2011. The position requires that the Director attend the AGM and represent the NAACC in Alberta.

Nominations for Director were opened. Jim Herbert and Warren Rogalsky were nominated. After three calls for additional nominations, the positions were filled by acclamation.

7. New Business

a. Specialty Vehicle Appraisal Institute

i. Report

Jim Briggs and Al Riise are Directors of the SVAI on behalf of the SVAA. The Institute is a teaching body for appraisers in the province of Alberta. There are relationships with other provinces and the NAACC. A training manual, course and examination have been developed. Members of the public are now asking appraisers if they are accredited. Insurance companies are not yet asking for accreditation. About 15 appraisers are accredited in Alberta.

At the next meeting, there will be discussion around whether the insurance companies are or should be requiring accredited appraisers. The insurance industry is a firm believer in accreditation.

ii. Election of representative to replace Al Riise

Bill Chadderton was nominated by Bruce Castle, seconded by Lorne. There being no further nominations, Bill was acclaimed.

Next Meeting: 12:30 pm, February 12
Lethbridge Swap Meet