



**Minutes, SVAA General Meeting
Noon, October 13, 2007
Loyal Order of the Moose Hall
Red Deer, Alberta**

Attending

Bownes, Bob	Red Deer Cruisers, Red Deer
Bullock, Harry	SCAACA, Lethbridge
Clark, Kevin	Lloydminster Auto Club
Clements, Earl	Treasurer, SVAA, APWCS, EACC, Edmonton
Geekie, Donna	Antique Willys Association, Crossfield
Geekie, Stewart	Mountain View Pistons Vehicle Club
Gould, ;Lawrence	CAVAC
Landage, Trevor	Alberta Pioneer Auto Club, Calgary
Lazorowich, Orest	Vegreville Iron Runners
Lobley, Geoff	Alberta Pioneer Auto Club
Lobley, Ted	Secretary, SVAA, Stampede City Model A Ford Club, NAAACCC Director
Malonchuk, Brian	Time Travellers, Airdrie
McKelvey, Les	Cypress Rod & Custom
Morrison, Gary	Edmonton Street Rod Association
Prince, Geoff	President, SVAA, VSCCC, NAAACCC Director
Riise, Al	Past President, SVAA
Squire, Sam	Foothills Model T Club, Calgary
Steedsman, Dave	Cypress Rod & Custom
Tkachuk, Ron	Henry's Haulers, Edmonton
Treasure, Cary	APWCS
Webster, Rick	Time Travellers, Airdrie

I. Introductions

The meeting was called to order at 12:10 pm by President Geoff Prince. Each attended introduced him or herself and the club represented.

A set of handouts was provided. The handouts were comprised of the Agenda for the meeting, the minutes of the May 5 meeting, the constitution and bylaws as amended at the May 5, 2007 meeting, the SVAA Environmental Code and the SVAA Mission Statement in draft form only.

Ted Lobley thanked those that had attended the May 5, 2007 meeting for their patience and hard work at what became a very long meeting.

II. Minutes of May 5, 2007

The word "treasure" is to be removed from the first sentence in the minutes.

Moved that the minutes be accepted as amended.

Tkachuk/FIX

Carried

III. Treasurer's Report

All financial statements have been audited and submitted to the provincial government. A copy of the 2006 financial statements will be provided to the President.

Moved that the 2006 Financial Report be accepted as presented.

Riise/Lazarowich

Carried

We are anticipating completing the 2007 fiscal year with a small surplus.

IV. Club Insurance Program

We have 56 clubs registered as members with 49 of those clubs purchasing the insurance package. We anticipate remaining in the black with the insurance program for the 2007 year. This is good news as the new deal has the SVAA paying the total estimated fee for the policies in January. The expense is reduced with each club's purchase of the insurance.

Moved that the insurance report be accepted as presented.

Squire/Tkachuk

Carried

Geoff Prince and Al Riise met with Jim Stone of Canada Brokerlink (CBL) on October 12, 2007. CBL supplied good news. There is no anticipated change in coverage for 2008. The General Liability policy is being combined with the Directors and Officers insurance policy so the SVAA has to purchase one policy rather than two. This will necessitate a change in how the insurance is priced to

clubs. The smaller clubs will enjoy a price decrease with the larger clubs paying somewhat more than they have in the past.

There may be additional savings with the combination. CBL is to let Geoff know by October 20, 2007. The General Liability side covers member clubs for up to \$5,000,000 per claim with an aggregate value of \$10,000,000.

Note: all clubs purchasing insurance are covered for the calendar year January 1, 2008 to December 31, 2008. Insurance purchased after January 1, 2008 still expires December 31, 2008. There is no provision for prorating the price.

Moved that the fee for the General Liability insurance, currently \$2.00/year/member, be combined with the fee for Directors and Officers insurance, currently \$100/year/club, be amended to \$3.00/year/member plus the existing \$50 administration fee.

Riise/Bullock

18//0/0

There was considerable discussion around the \$50 insurance administration fee. Currently the fee is only paid by those clubs not purchasing the insurance. It was the consensus of the group that the \$50 fee was more properly a part of the membership fee. All clubs benefit from the efforts of the association with respect to insurance and all other endeavours. Thus the fee ought to be paid by all member clubs. A question was raised about the impact of this change on the overall fees paid by clubs to the SVAA. There is no change in the total amount for the 49 clubs purchasing insurance. The seven clubs that have not purchased insurance will see a \$50 increase in their dues.

Moved that the insurance administration fee of \$50 be changed to a membership fee and paid by all member clubs.

Tkachuk/Morrison

Unanimous

There was discussion about the overall necessity of the \$50 fee.

Moved that the SVAA Executive review the need for the \$50 fee reporting back to the membership prior to the setting of fees for 2009.

Gould/Tkachuk

Carried

There was a concern raised by the Antique Willys Club that it had not been clear when they joined the SVAA in late September and purchased the insurance that the \$50 fee was for the calendar year. The club is very small and the extra cost puts a significant dent in the club treasury. The group felt that, as a goodwill gesture, that the 2008 \$50 membership fee be forgiven for the Antique Willys Club.

Moved that the 2008 \$50 membership fee for the Antique Willys Club be forgiven.

CBL has, at our request, added coverage for clubs doing tours to the United States. The coverage costs an additional \$292 per year. Geoff Prince is to send an e-mail to member clubs asking how many of them have made club tours to the United States in 2007 and plan to in 2008.

V. Newsletter

A. Rates

The meeting agreed that advertising rates for the newsletter are to be

Size	Price	Number of Newsletters included in the price
Business card	\$100	Four or one year
Double business card	200	Four or one year
One-half page	400	Four or one year
Full page	800	Four or one year

Moved that the rates in the table above remain effective until December 31, 2008.

Bullock/Geekie

18/0/0

The potential audience for our newsletter is approximately 3,000 hobbyists per issue. The maximum depends on the success in distribution through the clubs. A number of distribution alternatives were discussed.

B. Posting to Website and Sending Electronically

The group discussed posting the newsletter to our website and sending it to members as a PDF.

Moved that the newsletter be made available on the SVAA website and that it be e-mailed to those clubs expressing a desire to receive it electronically.

Riise/Bullock

Carried

The group expressed concerns about the future quality of the newsletter and the impact that would have on advertising. Al Riise assured those assembled that there were plans to add extra editorial help continuing to improve the product.

C. Calendar of Events for 2008

Please have your events for 2008 to Al Riise by February 6, 2008. The events will be compiled and included in both the SVAA newsletter and on the SVAA website.

VI. Changes to the 2008 Membership Application Form

The form will be changed by Al Riise and Ted Lobley to reflect the motions above. Further, it will include a better explanation of the period for which the clubs are applying for insurance.

A. Importation of vehicles 15 years old – NAAACCC Position

The NAAACCC, in Bulletin 66, has stated that

“In April 2007 we submitted a formal request to the Federal Government. We are opposing prohibitive right hand drive legislation and have made recommendations to continue to allow the importation of right drive vehicles. (Collector vehicles 20 years old and older).”

The decision of the NAAACCC to remain neutral on this issue stands. How many, if any, of our members are affected? The group was not aware of any impact on SVAA members.

Information on the Transport Canada process for importing such vehicles is available at the Transport Canada website.

<http://www.tc.gc.ca/roadsafety/importation/15yearrule.htm>

The same information is attached as an appendix to the minutes.

VII. SVAA Website

A. Banner Ads

There was general agreement that the website should be self sustaining and that banner ads would contribute to that objective. .

Moved that the SVAA accept banner advertising on its website.

Tkachuk/Bulloch

Unanimous

B. Posting of Executive Personal Information

The membership determined that it was not in the best interest of the Executive nor of the SVAA as a whole to publish the personal information of the Executive on the website.

Moved that the SVAA website contain an e-mail address that automatically forwards to the Secretary for further forwarding to the correct executive member for action.

Gould/Lazarowich

Unanimous

C. Need for a for discussion board, classifieds and technical questions

Deferred to February, 2008 meeting.

The question of posting of minutes to the website was raised.

Moved that the SVAA minutes, excluding financial information, be posted on the SVAA website.

Gould/Lazarowich

Carried

VIII. SVAIA report

There is a meeting of the Board of Directors on November 10, 2008. A general meeting will be held shortly thereafter. The organization is progressing well.

IX. Personal Vehicle Insurance Programs

Person vehicle insurance is available from

- a. Canada Brokerlink (CBL)
- b. Competition Insurance
- c. Palliser Insurance
- d. Legends Insurance

X. Out-of-Province Inspections

Permit Pro has been replaced by Trans True Vehicle Safe out of Edmonton effective January 1, 2008.

The role of SVAA is twofold. We help people locate inspection stations that have the capacity to perform an out-of-province inspection on their specialty vehicle. Vendors of out-of-province inspections have received help from the SVAA in accelerating the certification process. Further, the SVAA has been instrumental in contributing to the certification of vendors to do inspections on specific makes and models of vehicles. This restricted certification reduces the equipment required for certification.

XI. Alberta Transportation

A meeting is to be scheduled to meet Gord Byers, Brad Hemstreet's replacement.

XII. Adjournment 2:10 pm

Moved that the meeting be adjourned

Riise

Carried

Next meeting: February 16, 2008 at the Lethbridge Swap Meet.

Appendix One

Transport Canada: Review of the 15-Year Exclusion for Imported Vehicles¹

Considerations Prompting the Review of the Age Threshold for Exclusion from CMVSS

The Provincial and Territorial authorities requested, via the Canadian Council of Motor Transport Administrators ([CCMTA](#)) that Transport Canada review the age limit exclusion on the prescribed classes of vehicles that could be imported without complying with Canada Motor Vehicle Safety Standards (CMVSS). Given the substantial recent increase in the importation of vehicles over 15 years old, the provincial and territorial authorities have been seeing more of these imported older vehicles being used on their roads. The authorities are questioning whether the safety of the travelling public is being compromised as these vehicles are excluded from having to comply with the CMVSS. Since the year 2000, the number of vehicles over 15 years old imported into Canada has increased significantly, with annual levels of 16,000 to 17,000 vehicles. The cumulative total at the end of 2006 stood at over 73,000 vehicles. Transport Canada initiated a statistical analysis to ascertain the number and type of vehicles in that age group that are being imported, as well as their representation in collisions and other types of road safety issues. A research paper completed by Transport Canada entitled "Study on the Effect of Vehicle Age and the Importation of Vehicles 15 Years and Older on the Number of Fatalities, Serious Injuries and Collisions in Canada" was presented at the Canadian Multidisciplinary Road Safety Conference XVI in June 2006. Proceedings are available through the Canadian Association of Road Safety Professionals at http://www.carsp.ca/cmrscc_old.htm.

Safety Standards: Ensuring the Safety of Canadians

Canadian and U.S. safety requirements are among the most stringent in the world and have resulted in significant safety improvements since the Motor Vehicle Safety Act ([MVSA](#)) enactment in 1971. The [CMVSS](#) address three major aspects in vehicle safety, namely "crash avoidance", "crash worthiness" and "occupant protection". Each of these involves performance-based standards that can be verified only through dynamic and usually destructive testing. Compliance with these performance-based safety standards cannot be determined, for example, through a provincial mechanical fitness inspection, which is used to determine that the vehicle is mechanically sound. These safety performance requirements have to be engineered at the design stage and manufactured into the vehicle at the time of assembly. By and large, the standards cannot be met via retrofitting a vehicle using after-market or salvaged parts. The Canadian safety standards include features such as fuel system integrity, side impact

¹ From <http://www.tc.gc.ca/roadsafety/importation/15yerrule.htm> October 13, 2007

protection, frontal impact occupant protection, and child seat safety requirements, which are unmatched anywhere in the world. For example, the Canadian test speed for rear impact fuel system integrity was recently increased from 50 km/h to 80 km/h. In Europe this requirement is just over 30 km/h.

Not only are Canadian and U.S. regulations considered the most stringent in the world, they are significantly different from those of other countries. For example, Canadian child restraints would not necessarily function properly if installed in an older, imported vehicle that was not built to meet the CMVSS. The child seat anchorages in Canadian certified vehicles must be able to withstand significantly higher forces than those from other countries. This allows Canadian child seats to secure older, heavier children. Using a child seat for larger children, connected to the anchorages of a vehicle constructed to other country's requirements, could increase the risk of a failure of the anchorages during a collision. This could result in the child being ejected from the vehicle.

Proposed Amendment

Based on the departmental study and the significant differences between Canadian motor vehicle safety standards and those of other countries, the department is proposing to amend the exclusion threshold from 15 to 25 years, in order to return the regulation to its original intent, which is to promote the safety of the travelling public by requiring that all imported vehicles less than 25 years old be compliant or capable of being made compliant with CMVSS. This amendment would also align the age threshold with that of the U.S.

Public Consultation

Transport Canada will be holding a consultation session with interested stakeholders at a date/location to be announced. The department will be presenting its study entitled *Study on the Effect of Vehicle Age and the Importation of Vehicles 15 Years and Older on the Number of Fatalities, Serious Injuries and Collisions in Canada*. Additional information concerning the proposed change to the age threshold will also be presented. Interested stakeholders and associations will have the opportunity to present their views.

Preliminary Comments on the Review of this Importation Rule

Comments regarding the proposed amendment to change the exclusion threshold from 15 to 25 years may be addressed to 15YearRule@tc.gc.ca. You may also use the [electronic form](#) to submit your comments. Please note that direct replies will not be provided; however, all comments will be reviewed and considered during the preparation of any proposed amendment, which would be published in the *Canada Gazette* Part I.

Formal Comments on a Proposed Amendment

Stakeholders will also have the opportunity to comment formally on any proposed amendment to the rule subsequently published in the *Canada Gazette* Part I. At that time, all interested parties will have 75 days to submit their comments. Information on how to submit comments will be published together with the proposal and will be available on the *Canada Gazette* website <http://www.canadagazette.gc.ca>.

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