

SVABC HISTORY the rest of the 40th Story

In the beginning ...Bob K

I spoke to many of the original dedicated Hot Rod group and these are excerpts from the conversations. Several stories in the Report give more detail.

I apologize for the names missed and stories not told, so if you wish to share a story e- mail it to me, for the next report.

My hope is that these will bring back pleasant memories, please, the focus is on the group not who did the most. It was more about a group of Guys with a common goal than a structured organization. Success back then, as it continues to be today is a group effort, the dedicated Directors put together the proposal, then it is up to you the members and with your support, success is possible. It was as true then as it is today.

I started out looking for the first President, however after the first couple of calls, it was learning more about a group of avid Hot Rodders prepared to do whatever it takes to save the Hobby from the pen wielding Government Legislators ready to enact a law banning modified vehicles better known as Hot Rods. They were a very dedicated group, each one volunteering to do their part, based on what they were good at.

SVABC, going back to when it first started in 1978 when it was actually known as the Specialty Vehicle Council of BC, so the SVABC is actually 42 years old, registered under the Society Act for 40 years. Over the years a very committed group of volunteers Directors, Regional Rep's have carried on with the same objectives that started away back then; **to preserve and promote the hobby.**

The big moment started in the Curran's basement, with the article in the Social Credit newspaper, Doug's dad agrees the guys must get on it or lose the cars and hobby.

Also, Vancouver test station tough on modified vehicles. Group discussion; what to do, get the word out to the Clubs top of the list and get political support and seek advice.

Opposing Government is very complex especially when you don't understand the process and how to get an appointment.

First meeting at Gene Glanzer's garage Langley to organize and create an action plan. Attending Clubs: Fraser Valley Street Rod Association, PISRA, Van Club, 4x4 Club, Vanc Mini Club, Mission Klassics.

Bruce Faulkner FVSRA President and PISRA Director, chaired the meeting and was very active in getting the support group organized up and running. Everyone put seed money in the pot to get started, posters, other means of getting the message.

Attendees: Dennis Groundwater, Pat O'Connor, Gavin Johnson, Doug Curran, Bruce Conner, Jim Winter, Gene Glanzer, Rick Vanderberg, Doug Curran, Tim Kolasoff, Dave Gazso the group that sounded the alarm and members from all the Clubs

A plan was put in place, with people skills matched to the jobs at hand, educating the car guys & gals, getting support from the public and very important Political support.

Many more meetings took place, from Pt Moody to Langley with some travelling from Mission and surrounding areas. Other meetings took place with Keith Jackman and others in the know to keep moving forward with Gov't.

Spring of 1978 Jim Winter and Gavin Johnson represented the SVCBC at the Autorama/Motorama Show (PNE). A booth set up to inform car people of the threat to the Hobby. A very innovative and effective sign was set up in the shape of a headstone, scribed with the words; RIP HOT RODS.

Others participating Hot Rod members of the 4x4 group and **Vanc** Mini Club.

At the Vancouver Courthouse meeting Doug Curran made a very effective presentation, on behalf of the Hot Rodders.

Here is a list of the original players:

Dennis Groundwater

Doug Curran

Pat O'Connor

Bruce Conner

Gavin Johnson

Jim Winter

MISSION PARADE OF WHEELS was at the Ice Rink held to get the word out and for financial support.

Held **April 25**, 1980. Admission 1.00 for adults, .50 for children

Also involved, Mission Chamber of Commerce.

AH HA moment first Pres as SVABC

This information is from minutes from the first SVABC meeting in 1980.

SVABC Elections 1980,

Chairman Bard Golightly.

Co-Chairs, Gavin Johnson, Pat O Connor

Treas. Joan Gillis

Recording Sec Keith Clark, Mike Sutherland.

Presidents throughout the years

Pres Bruce Connor 1980 –Oct 90

Ron PiegI - Experienced in proposals and legal worked on all the proposals from 1979-91 Bruce was very active member in the first collector plate program.

Alan Clark 1990-2004

Harold Wellenbrink 2005-2009

Riccardo Sestito 2010

Nigel Mathews 2011-2016

Bob Kelly 2017-present

A special thanks to Joan Gillis and Barb Gazso for keeping records and doing legal documents

A HUGE THANK YOU to everyone that took time out to talk to me about how it all started and the roles people played. It connected all the dots for me, and in some cases brought back memories. I have a greater appreciation and understanding of the history.

We talked about much more than mentioned here but it had to be condensed due to space. It is saved.

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FORM 1
(Section 3)

SOCIETIES ACT

CONSTITUTION

1. The name of the Society is "Specialty Vehicle Association of British Columbia".
2. The purpose of the Society is to act as a liason between automotive enthusiasts and motor vehicle related agencies by:
 - a) Gathering facts and statistics on specialty vehicles and their owners.
 - b) Promoting understanding between automotive enthusiasts and automotive agencies, through contact with these agencies and by keeping enthusiasts informed regarding these agencies and other automotive events.
3. DISSOLUTION CLAUSE
 - (1) Should, at any time the Society be dissolved, the assets remaining after the payment of all debts, liabilities, etc. must go to a recognized Canadian charitable organization in Canada.
 - (2) The choice of charitable organization shall be determined by the remaining membership. *5-1-80 7878*
 - (3) This provision is unalterable.

BY-LAWS

The by-laws of the Society are those set out in Schedule B to the Societies Act.

FILED AND REGISTERED
 APR 22 1980
 M. A. JORIO de St. Jorre
 REGISTRAR OF COMPANIES

Dated the 17th day of APRIL, 1980.

WITNESS (RS)
DENNIS GROUNDWATER
Dennis Groundwater
 Signature (Full Name)
125 EDINBURGH DR
 Resident Address
PORT MOODY, BC.

APPLICANTS FOR INCORPORATION

<u>PATRICK JAMES O'CONNOR</u>	<u>9950 WILSON RD</u>
<i>Patrick James O'Connor</i>	<u>ROSKIN BC</u>
Signature	Resident Address
<u>GAVIN GRAHAM JOHNSON</u>	<u>7833 WOOD ST</u>
<i>Gavin Graham Johnson</i>	<u>MISSION BC</u>
Signature	Resident Address
<u>DOUGLAS HAROLD CURRAN</u>	<u>9477 CANTANESS CREEK</u>
<i>Douglas Harold Curran</i>	<u>PORT MOODY BC</u>
Signature	Resident Address
<u>BRUCE LORNE CONNER</u>	<u>157 APRIL RD</u>
<i>Bruce Lorne Conner</i>	<u>PT MOODY BC</u>
Signature	Resident Address
<u>JAMES RALPH WINTER</u>	<u>20331-429 AVE</u>
<i>James Ralph Winter</i>	<u>LANGLEY BC</u>
Signature	Resident Address

Dennis Groundwater

Patrick James O'Connor
 Gavin Graham Johnson
 Douglas Harold Curran
 Bruce Lorne Conner
 James Ralph Winter

SVABC: A Brief History

Dennis Groundwater & Neva Ledlin

Every advancement in human history has begun with a few people recognizing a need, and encouraging others to help make the changes.

The forty-year history of the Specialty Vehicle Association of British Columbia began in 1978/9 in Doug Curran's basement. His father, a member of the Social Credit Party, showed them a small article in the newsletter that the provincial government was considering addressing the Motor Vehicle Act regarding modified cars. He said that we had better pay close attention to that as, with one stroke of a pen, we would all be walking."

Doug Curran & Dennis Groundwater, members of PISRA, went to the club meeting, and also to the Fraser Valley Street Rod Assoc., and got permission to represent the members at the hearing at the Court House.

Knowing full well that the government pays attention to you when you represent a large group of people(voters,) they then approached other clubs and groups.

To raise funds for the organization, other than continually taking money out of their own pockets, they put on a car show in the Mission arena in 1980. It was called the Specialty Vehicle Council of BC Parade of Wheels.

When they went to register in Victoria as a nonprofit society, the government would not allow the use of the word "Council, so it was changed to Association. The members of the group attended many meetings with various clubs to promote the organization.

In 1973, the government created ICBC and SVABC watched carefully as policy changes affected their vehicles. The Vintage Plate allowed cars over 25 years to be driven only to special events & parades. The Collector Plate was announced in 1991. After many meetings, in 2006, the Modified Collector Plate was developed for cars made in 1974 or earlier.

Air Care was implemented in 1991, 'to prevent old cars with high emissions from driving on the road without necessary repairs, protecting the air quality."

The idea of strangers driving our treasured vehicles on high speed dynos, sent us into a tailspin. Fred Bennett, with the Old English Car Club, contacted other sports car clubs and a meeting was arranged at Confederation Park in Burnaby. Contact was made with ICBC, and Nigel Matthews, working with the Collector Plate Program, and several meetings were held.

From this was formed the Collector Car Club Council of BC, with reps from SVABC, NAACC, VCCC, and others. We met with ICBC reps on a regular basis to discuss concerns.

As of March 2018, there were 50,000 Collector Plates issued and less than 5 000 Vintage Plates.

SVABC has continued to represent the automotive collector hobby for forty years.

This is driven by volunteers who are passionate about their old vehicles, driving them, showing them, talking about them. The annual Collector Car Club Appreciation Day in July helps the community see our contributions; economically, socially, culturally.

Allan Clark Pres 1990--2004

Background

Specialty Vehicle Council of British Columbia inception 78-79

1980 SVABC formed/chartered

First discussions with MVB and ICBC re a "separate insurance class" was undertaken by Ron Piegler and after 8 years of effort by Ron, in 1990 the "collector plate program" was introduced. BUT only "vintage vehicles" included. Fortunately hidden in the document was a section "other areas to be investigated." The inclusion of street rods into the program. On that thin thread I got the call!

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Here is my story.

1990 - As president of the Victoria chapter of the Vintage Car Club of Canada (and I ironically drove a street rod!) I was asked by a member, Ken Showers to take over that crack in the armor and run with it as "modified vehicle project director" of the SVABC. Ken was a member/local rep of the SVABC at the time and had researched some early documents. Subsequent meetings in Vancouver/New Westminster were held with the incumbent executive, (Bruce Conner president at that time) and after about 6 months it was determined that as membership had fallen due to little progress on inclusion of the modified or Hot Rod type vehicle and as the wind had gone out of their sails, then rather than operate as a "Project director" I would take the helm of the SVABC and run with the idea.

Andy Anderson accompanied me to a number of those early meetings and in late 1990 I came back to the island as SVABC president (1990-2003/4) and Andy as VP, with all previous "historic" documentation in hand. Well needless to say we had a task ahead. At that time the membership had fallen off badly as the street rod community was not included or pleased with the program and that needed a fix. Initially I met and asked Lawrence Woytowich to help with the idea. We went through everything in the boxes and discovered that there were only 8 members that were current that year. We then created a data base listing 166 clubs and 575 individuals and began calling the individuals we had phone numbers for. What we discovered was that there was a base of solid members that either thought they had paid or simply had not heard from the SBAVC for some time.

We then came up with the ingenious idea of sending them all a newsletter with a return envelope included, seeking financial support by way of a renewed membership. Lawrence under protest became the editor. This 1991 Newsletter asked for paying of dues.....or else they would never see another one. (LW did the newsletter for 11 years). Two things immediately happened. The first one was very positive in that funds began coming in. In fact, one individual was so appreciative of the Collector Plate program, he mailed us a check for \$1000. The second one was slightly unfavourable in that for all of the people who had not informed us they had moved; the Post Office returned the Newsletter to us charging us \$1.50/per return!

We needed numbers to convince the bureaucracy that we were a serious and united group. We undertook a number of surveys throughout the numerous car clubs in the province. At our height of banging the drums we hit just over 800 members. Many

early meetings and correspondence with officials at ICBC seemed to fall on deaf ears. As such we needed some serious help, and a contact within the bureaucracy that could steer us in the right direction, open some doors and get some action. As luck would have it the honorable and all-around great guy surfaced and turned out to be a neighbour and recently retired as the superintendent of MVB! A cold call to introduce myself, we had our man! Mr. Keith Jackman.

Keith soon after that got us a really important meeting with the ICBC VP in Vancouver. Lawrence did a presentation on "risk" as it pertains to ICBC. This is when we made a giant leap forward on modifications on stock vehicles. LW informed them of the positive aspects of modifications as it pertained to safety and how ICBC's risk was reduced when the hobbyist upgraded to radial tires and a dual master cylinder. LW then proceeded applying the same logic for changing vacuum to electric wipers and drum to disc brakes. The meeting went extremely well and we noted that the collector plate did in fact work since they were only paying out 3 to 5% of our premiums on claims. LW worked on modifications (that was sort of his baby near the end), and ended up having 26 different modifications approved before we left. That list later included items such as period alloy and spoke wheels, chrome valve covers and air cleaners, period correct headers, electric fuel pumps, non-visible radio upgrades, etc.

Now one must remember that the SVABC is an association and not a club whereby we were actually only an "executive" body acting on behalf of the members. We sought a few others to debate issues and get feedback, forming a small group meeting at a sometimes regular Saturday morning coffee house.

A timeline of major meetings/ correspondence/ and continued frustration, to include Modified vehicles in the collector program.

Between 1990 and the final actual implementation of the "modified" inclusion we had, in addition to our own local svabc exec meetings, over 40 meetings with ICBC officials either in Victoria or at ICBC HQ in north Vancouver.

June 1990: Collector plate program announced and the SVABC were advised the program would be expanded to include other vehicles that did not fall within the "criteria" of stock/vintage.

1991: the first iteration of the program gets underway. The SVABC corrects the bureaucrats who forgot the equation of needing a blue plated vehicle as well as a "collectable". We saw a whole lot of little old ladies driving a beater with a "collector plate" with cheap insurance!

August: initial presentation of facts issues and recommendations presented to MVB

1992: many delays between correspondences.

1993: July MVB advises that no further consideration can be given due to other priorities.

1994: reply from minister we will meet later in the year!

November: we meet with the minister and head of MVB and other minions. Stated they have no problem with implementing proposal!

1995: we are advised by MVB that matter has been "turned over" to ICBC!

1995-1996: difficulties arise between MVB and ICBC as to who is running with this. (great obfuscation utilized!)

Letter to minister responsible for MVB advises we contact president of ICBC! October reply "the corp. is not in a position to implement program changes."

1997: we get word they might discuss.... **1998:** very little progress as they are changing chairs again.

We are told perhaps changes to program in **1999!** **Feb** we are advised now that various departments inside the bureaucracy are now called "stakeholders" but we are not included as a stakeholder!

April advised we should hear within 45 days. Late **October:** minister advises "waiting cabinet approval"!

2000 January: we meet to bring up to speed new bureaucrats that have no clue what this is about!!

April: we are advised we can take this to the bank" we are getting close.

Minister is now on board and has seen our proposal etc.

May 16 2000: The proposal is under redraft and will be presented to cabinet when their schedule allows.

August: minister announces program expansion to be implemented September 2000

December: program is on hold due to administrative foul ups.

2001 March: we are advised by senior bureaucrats that if we "don't play the game" the program will be terminated!

June 2001: letter to minister requesting meeting.

August minister announces program will be implemented in **September.**

After much debate a 20-year history of the SVABC giving a background to meetings and recommendations to ICBC and MVB was prepared. The document presented numerous definitions/ surveys of the membership vehicle examples and other government jurisdictions progress and work on a similar proposal. The stats showed the huge economic benefits of the hobby and the historical value.

In September of 2001 modified vehicles up to 1948, were included in the collector plate program. Unfortunately, there were many restrictions and a large number of street rodders, custom car owners and replica vehicles were excluded. The SVABC has worked since then to have these restrictions and rulings altered to include others into the program. The modified date was subsequently moved to 1958 in 2006 and further to 1974 in 2017.

Keith Jackman.....Bob Kelly

Keith Jackman holding the first Collector Car Appreciation Day Proclamation

A HUGE THANK YOU Keith, you have given so much, with so little recognition, stand proud my friend.

The man behind the scene, that was there from the beginning, providing advice, direction and understanding of how things work.

Keith has a total understanding of the Government workings and the legal language, whether it is writing a Proclamation or a legal Proposal.

I volunteered to take the lead on these proposals and work with Keith, starting in April 2013 with the first positive result March 2015 with Minister Stone announcing the registration change.

We worked, sometimes daily, on these proposals being submitted to ICBC, of course responding to their concerns or stats.

- Registration of a Collector age vehicle prior to inspection.
- Moving the Modified Collector from 1958 to 1974 and older
- Adding North American production vehicle replicas 1942 and older
- Proclamation for Collector Car Appreciation Day and Month. (CCAD) We know this was the first one written because Government responded that, no duplications, there was already one called Heritage Day, Keith's response that is about vehicles, while CCAD is about people, vehicle enthusiasts giving back to the community.

We continued to work together on these proposals until in 2017 the Modified change to 74 and Replicas were announced. These projects involve a lot of time and meetings. (years not months)



He continues to work with me, he is my sounding board, legal advisor and friend.

Keith Robinson Prince George SVABC Face Book Guy.

Here's a car guy from back in the day, starting out in the Lower Mainland and ending up in Prince George. Keith has restored and built several street rods; this is the latest a TR 4 with a 302 Ford tucked in under the hood. He has a ton of information stored in his head, yes, the head computer, both mechanical and regulations. A great asset to the SVABC members.

I have been the SVABC scribe for our Facebook page the last couple of years. Was the Central and Northern rep for about ten years, then took a break and back at it, with Face Book. We are all keeping low key here but hope to be able to do a few neighbour hood drives when snow is gone.

Take care everyone.

Keith Robinson

Ford Powered 302



Harold Wellenbrink President 2005—09

Harold's health prevents him from presenting his story, so we have from notes Harold msg: "I have enjoyed my time as a member and as President of the SVABC, it was very enjoyable"

This spring at the SVABC **2005** AGM meeting in Kelowna a new executive was elected.

Harold Wellenbrink Pres

Greg MacAully

Lawrence Woytowich V P

Andy Anderson

Keith Jackman Sec

Lloyd Neville

ICBC discussion items

a) Expansion of the Modified Collector Plate

b) To allow road testing of Vintage-Plated vehicles

- c) To allow composite-bodied and U-Built vehicles into the Modified
- d) Discussion on era correct
- e) Air care re inspections

Meeting with ICBC on Aug. 31st, 2005,

ICBC officials will be working with the SVABC to establish the criteria. For example: the criteria may state era accessories can be those that were available for the model year of the vehicle

The SVABC will continue to work with ICBC officials to determine how Fiberglass - Steel bodies - home constructed vehicles may be included into the Collector program.

The SVABC executive met with Solicitor General John Les, Minister in charge of ICBC, on Oct. 13th, 2005. The Minister agreed with most of our proposals which included: expansion of the Modified Collector Plate to 1958

registration process to allow out-of-province vehicles that are not in (running condition)

2006

May 18/06, on the steps of the Parliament Buildings two major changes took place, one of them the expansion of the Modified Collector plate to now include the years 1949 to 1958.

Rewrite of the constitution and bylaws.

2007 has been a year to reflect on achievements that the SVABC has accomplished in the past 30 years

Last year the long-awaited Vintage/Era accessories, Safety upgrades and the expansion of the Modified plate (1949-1958) has made a lot of collector car hobbyists very happy.

With 50 plus car clubs under the SVABC umbrella, our website www.svabc.ca gets numerous emails each month on all types of questions relating to the Collector car hobby. We research and contact government officials and other related agencies to answer each person's request as promptly as possible. We also have assisted several individuals in dealing with Municipal by-laws that limit the number of non-licensed vehicles on their property.

On September 26, **2007**, the SVABC was requested to supply a few vehicles in Chilliwack where ICBC executives and the Board of Directors were meeting. We supplied one vehicle in each category, Vintage, Collector, Modified Collector 1948 and older, Vintage truck and Modified Collector 1949 to 1958. The 1948 and older modified vehicle was a 1934 Ford Composite bodied roadster, which drew a lot of attention as it was the only vehicle without a Collector plate. These vehicles were viewed by Paul Taylor, CEO of ICBC, and his senior vice-presidents, along with Rick Turner and some other members of the Board of Directors. Their response was very positive with a lot of questions being asked about the hobby, which vehicles qualified and which didn't.

The evening ended with a great reception provided by ICBC during which the SVABC and ICBC senior members discussed present and future resolutions and ways to expand the hobby. Information packages were presented to Mr.P.Taylor and senior members of ICBC, also to Mr. R.Turner head of the Board of Directors.

The SVABC has been and will continue to work very hard to ensure that we can drive and enjoy our Collector vehicles, this includes negotiations with ICBC, Motor Vehicles, Ministry of Transportation and Highways and other government agencies.

We the SVABC executive hope that our work has allowed you to drive and enjoy your collector vehicles now and into the future.

2008

Has not seen any major changes to the Collector car hobby. The SVABC feels that the Collector car hobbyists in British Columbia have the most privileges and best insurance rates in Canada that allow us to drive our Collector or Vintage plated vehicles.

We met with ICBC three times this past year, mainly to clear up ongoing problems with registrations for out of Province vehicles and Modified vehicles. We would also like ICBC to provide storage insurance for anyone building a non-stock vehicle which at this time is only available for one putting together an original one.

ICBC and the SVABC have prepared an article for the procedure of putting your Collector, Modified Collector vehicles in you and your spouse's name for the purpose of estate planning.

Even though many of you have a Collector plate, the SVABC still requires the support by way of membership. To keep the privileges, you have, requires a lot of time and meetings by a dedicated number of individuals.

2009

The SVABC is entering its 30th year of working with different government agencies, ICBC and Motor Vehicles. We have achieved a lot of firsts in B.C. with introduction of the Collector plate in 1990 for stock vehicles that must remain in showroom condition, the Modified plate for pre-1948 vehicles and the expansion of the Modified plate to 1958 in 2006, along with consensus between ICBC and the SVABC on Era Vintage accessories and safety upgrades.

The SVABC has sent a letter to the 3 main Translink officials that if they are considering a vehicle levy in the Lower Mainland as a way to get more funding, that Vintage and Collector plated vehicles should be exempted due to the low miles driven each year and the limitations for their use put on by ICBC.

Harold, has always been very passionate about the Hobby and what he is doing on behalf of the members.

WE ARE STRONGER TOGETHER THAN APART

18 YEARS OF WORKING BOTH SIDES OF THE FENCE!

By Nigel Matthews

In 2002, I transferred from being a Specialty Vehicle damage Estimator at the ICBC, Cambie & S.W. Marine Drive Claim Centre to begin a new role at ICBC's head office in North Vancouver as the Specialty Vehicle Value Appraiser, where I would be underwriting ICBC's new agreed value policies for collector plated vehicles. It was during that year, that I attended my first meeting with the SVABC, the agenda that day was to continue negotiating and lobbying for a change to the modified collector criteria, a date change and to include replica Hot Rods. The SVABC wanted the cut-off date of 1948 to change quite considerably. The Manager of the registration department was not particularly keen on the idea. I recall that day vividly, those in attendance wanted to know more about the newcomer, his background, automotive knowledge and appetite for change if he had any? He was in the hot seat so to speak.

They soon realized that he was a car guy, had worked as an automotive technician for over twenty years on exotics and classic cars and was there as an ally. Several meetings took place over the following two years by which time I had been elevated to the Manager of Specialty Vehicles Licensing and Insurance and essentially the administrator of the Collector and Vintage vehicle programs.

The Manager of the Registration department had left ICBC and I had built a relationship with the policy writers in Victoria (Rob Termuende) and Underwriting Dept (David Grant) and was making a bit of headway proposing the requested changes. In the spring of 2005, ICBC hosted a forum and invited the hobbyist and government stakeholders to the meeting.

The main topic on the agenda was a change of the modified collector criteria from 1948-1958 to include the cars of the '50s, and for the purist cars the acceptance and inclusion of period and era correct parts and accessories. The ICBC underwriters and actuaries had been researching this scenario for a while and concluded that the potential pool of vehicles that would be included in the ten-year increase could perhaps be as many as 10,000 and these numbers scared them.

With help from Keith Jackman the retired Superintendent of Motor Vehicles, who knew some of the Ministers and the inner working of Government, he helped to facilitate meetings with the Solicitor General, Minister Rich Coleman (He was the Minister responsible for ICBC) It was arranged for Minister Coleman and myself to meet at the annual Poppy High School car show. I walked the field with him and explained the request for change which would have to be approved by Government as an Order in Council and being a car guy, Minister Coleman understood what we were asking for and seemed prepared to help us.

Whenever one is seeking help from Government, it is always about timing and who you have on your side. Unfortunately Minister Coleman was moved to a different Ministry, but he kindly spoke to the new incoming Solicitor General, Minister John Les and gave our proposal his endorsement.

Keith Jackman, Harold Wellenbrink and other members of the SVABC met with John Les at his riding office and appealed to him for his continued support and to keep the momentum going. Letters were exchanged between the CEO of ICBC, Paul Taylor and John Les in the fall of 2005. I recall being summonsed to Paul Taylor's office and having to explain everything to him. He asked for my thoughts and naturally I replied I think it will be a very positive move.

On Jan 5th John Les sent a letter to the SVABC confirming that he and Paul Taylor had come to an agreement and they would try and make the changes come into effect in the late summer of 2006.

IT WORKED, my life at ICBC went into overdrive, going from a big "NO" nothing is going to happen in 2006, to it is happening on the steps of the Legislature on May 16th so you had better get the wheels in motion and have everything ready to go.

May 16th was a great day. It was the last day of the sitting of the Legislature before the summer break. I was the Master of Ceremonies, we had MLA's standing on the steps and participating as Harold drove up to the front steps in his 1952 Mercury Meteor Convertible named "Cool Blue", Minister Les made the official announcement of the changes, Harold responded for the SVABC and I responded on behalf of ICBC and thanked all of those involved in making it happen. ICBC knew that this would lead to a request for additional changes and a continued expansion of the cutoff date so there was a firm understanding between ICBC and the SVABC that ICBC would not entertain further requests for the next five years. They wanted to use that time to see if there was a huge impact on claims and the number of applications for a modified collector plate. The numbers were quite small and of the potential 10,000 vehicles, ICBC only experienced applications for an additional 800 - 900 modified collector vehicles. The changes permitted to the purist collector vehicles was appreciated and brought the program into alignment of what actually happened in the car world during those years as far as adding accessories.

I left ICBC at the end of 2009, not exactly by choice but things worked out perfectly. Hagerty decided to move into Canada with BC and Alberta as the first two provinces. Having known Mc Keel Hagerty since 2003 and unbeknown to ICBC, I had already negotiated myself into launching Canada for Hagerty as their first employee in the West. There were two employees in total, the other took care of the office in Ontario.

Riccardo Sestito was the President of the SVABC at the time and he wanted to step down and focus on his business life. Keith Jackman approached me and asked if I would consider taking on the role of President for the SVABC. I discussed it with my superiors at Hagerty to make sure that there wouldn't be any objection or conflict of interest and the reply came back that I could pursue the position if I was voted in.

I was voted in at the AGM and using my contacts and knowledge of the inner workings of ICBC and knowing that soon the five-year date would pass, it was time to begin a new expansion proposal. There were a number of meetings with the experienced SVABC Executive from Victoria, we discussed moving the cutoff date to the '70s and the inclusion of composite and the quality steel bodied replica Hot Rods. This request had been on the table since the inception of the Modified Collector criteria but had never received any traction with ICBC. It was decided that we should lobby for a Modified Collector cutoff date of 1972, this would allow a new category of collector cars called the Rest-Mod to be included in the program and more importantly they would be correctly registered, insured and safety inspected.

Meeting with Mark Frances the manager of the registration department and the person we would be lobbying and had been for quite some time was very pleasant, he was easy to work with. It was his department who suggested let's do this once, so the date should be 1974. We didn't argue! It was decided that the best approach would be to ask for the inclusion of the professionally built replicas and they would have to resemble a manufactured vehicle (Ford, Chev, Chrysler etc.) of a manufacture date of 1942 and prior. This would eliminate the home-built cars and the Bugatti, MG replicas fitted to a VW Beetle floor pan.

Another request was to allow restoration projects and out of province vehicles to be registered. The current regulations were a bit of a catch 22 situation. They did not permit the registration of a project vehicle until the vehicle had passed a safety inspection. The proposal was that a project vehicle could be registered, the taxes paid but the vehicle would be flagged on the ICBC system so that it could never be licensed and insured for highway usage until it had passed a safety inspection. This would be a win-win situation for everyone. The Government would collect the tax money of the vehicles current value and the owner would now have legal ownership and

continue with the restoration and investing thousands of dollars into a vehicle without the fear of someone coming out of the woodwork and claiming that the vehicle was theirs.

Bob Kelly was instrumental in building a relationship with Todd Stone through his MLA Dan Ashton. Todd Stone was the *Minister of Transportation* and Infrastructure and Deputy House Leader. With his support, negotiations began with Mark Frances at ICBC. Several meetings took place over the proceeding years beginning in 2013. All we need was for someone at a very high level in Government to push it through just like the 2006 expansion. Bob worked tirelessly and it paid off. These two changes, the modified collector criteria moving up to a cutoff date of 1974 and the ability to register a non-running project car were unbelievable.

Having seen this change take place, it was time for me to step aside as the President of the SVABC, my role at Hagerty was ramping up and I was experiencing a very hectic travel schedule. Bob Kelly was voted in as the new president and I can't think of a better person to be at the helm. He works tirelessly on SVABC issues and also on the Website.

There are a number of people who have worked very hard achieving the two changes over the past twenty years and forgive me if I have forgotten to name anyone. I would like to offer a special thank you to SVABC Executive members, Allan Clark (past President) Andy Anderson, Lawrence Woytowich, Lloyd Neville, Keith Jackman who has been the glue and voice of reason since the inception of the Collector Plate, Greg Macaulay, Cliff Haller, Harold Wellenbrink, Doug Blatchford and Mark Ericson who took over from me at ICBC.

I would also like to especially acknowledge working with John Carlson (NAACC) Jim MacDonald (VCCC Govt Liaison) Fred Bennet (OECC) Peter Hill (Air Care) for chairing the CCCC and Brian Kangas (CVSE) and "ALL" of the stakeholders and supporters. My apologies if I have missed anyone. I'm getting older but **you know who you are.**

I would be remiss if I didn't mention the man who made it all happen and that is Russ Fraser



MODIFIED COLLECTOR ANNOUNCEMENT 48-58 MAY 2006

A photographer at the Times-Colonist newspaper in Victoria. Being a car guy when I heard of an assignment at the Legislative Buildings of the government granting a new category of Modified Collector plates, I immediately requested the assignment. The information below is what I included with the photo's to our City Desk.

VKA-18/06/06-Victoria- Solicitor General John Les was on hand outside the legislative buildings Thursday to announce that vintage autos in B.C. from 1949 to 1958 that have been modified will now be eligible to apply for modified collector plates from ICBC in Victoria BC Thursday, May 18, 2006. Photo in front of the legislative building shows Harold Wellenbrink, president of the Specialty Vehicle Association of B.C. thanking Les for this piece of legislation. The association and other interested people have been lobbying the government for years to update the modified collector plates that were only permitted for cars up to 1948. Car in photo is Wellenbrink's 1952 Meteor convertible. Other photo shows Wellenbrink and solicitor general John Les cruising down the legislative driveway in Wellenbrink's car. A modified collector plate differs from ordinary collector plates in that a vehicle which has been modified means it has been altered in some way from the original, albeit the engine, suspension, body, interior or all of the above. Photo by John McKay/ Victoria

Here are the photo's for your archives, you may already have copies of these but in case you don't, enjoy...
Cheers, John McKay



In the Beginning.... Dennis Groundwater

The specialty vehicle association BC was founded out of a necessity to protect the hobby with cars that we all enjoy. In about 1978/79 there was a small article in the back page of the social credit party newsletter pertaining to the provincial government reviewing the motor vehicle act pertaining to modified cars and four-wheel drives. The hearing was at the Vancouver courthouse, it was open to the general public for input. Doug Curran's father said you had better pay attention or with one stroke of the pen we would all be parking our modified cars. Doug and myself who were members of PISRA a local street rod club approached the FRASER VALLEY STREET ROD ASSN about our proposal to attend the meeting. Bruce Faulkner and another FVSRA member or two had a makeshift meeting to discuss our plan pertaining to the meeting at the courthouse. We decided that we should amalgamate as many clubs as possible as there is always strength in numbers. We came up with the name SPECIALTY VEHICLE COUNCIL BC the meeting went ok, even though there were a couple of organizations that wanted 4x4s and hot rods banned. We soon started getting more and more clubs under the umbrella of the SVCBC. In 1980 we promoted a car show in mission to raise funds to support the club. It was a small success considering very few of us had any experience in the car show world, but we felt we were off and running. We then had to register the SVCBC as a nonprofit society, first hiccup was that they wouldn't let us use the name so we changed it to SPECIALTY VEHICLE ASSOCIATION BC and it remains to this day. There have been some ups and downs over the last 40 plus years but with some great leadership and hardwork it has been a tremendous asset to the old car hobby in B.C. Most of us who were involved in the very beginning are still active in the old car hobby today and have seen it grow to what it is today.



Dennis Groundwater's Award Winning 1948 Ford Woody

Dennis Groundwater's 1948 Ford Woodie Wagon—still going strong, winning lots of awards. Below is the dash plaque from the car show held to raise funds to organize SVABC



Russ Fraser

2016 Greater Vancouver Motorsport Pioneers Society

By Alyn Edwards

It was a perfect storm for the collector car hobby back in the early 1990s. Good fortune had resulted in classic car enthusiast and Vancouver South Member of the BC Legislative Assembly Russ Fraser becoming both Solicitor General and Attorney General. His own collector car was a 1939 Buick convertible sedan which he owned for 30 years. It was reminiscent of the 1937 Buick sedan his father had ordered new. Russ was 18 years old when his father dispatched him and his 15-year-old brother to drive the car back to Vancouver from the General Motors Canada factory in Oshawa, Ontario. They made the 3,000-mile trip without a glitch. When fellow BC Government cabinet minister Claude Richmond approached Russ with the idea for a collector vehicle registration and insurance program, he immediately sought to implement it. There was no template for the program because, up to then, insurance for collector vehicles was only available from private companies and, in British Columbia, the Insurance Corporation of British Columbia's regular insurance program. That was very costly for enthusiasts who drove their collector cars sparingly. ICBC and the BC Motor Vehicle Branch had offered an inexpensive insurance program with the Vintage license plate available since 1961. But use of vintage-plated vehicles was limited only to shows, parades and driving the vehicle to repair shops, not pleasure use. But the then president of ICBC did everything he could to block the program. Tommy Holmes said the

police were against implementing such a program. As solicitor general, Russ Fraser oversaw policing in British Columbia. There was no objection to the program from police.

The ICBC head then said the BC Motor Vehicle Branch wasn't in favour. As both solicitor general and attorney general, Russ Fraser was in charge of the MVB and ICBC. As luck would have it, then Superintendent of Motor Vehicles Keith Jackman was also a collector vehicle enthusiast and Russ Fraser told the CEO of ICBC to make the Collector Vehicle Program a reality.

Since 1990, owners of collector vehicles that are 25 years old or older and modified vehicles built in or before the 1958 model year have had the benefit of some of the most competitive registration and insurance rates available anywhere.

RUSS FRASER Supporter - Car Collector - Inducted 2016

Nominated by Alyn Edwards

2016 Greater Vancouver Motorsport Pioneers Society

About me.

I became a SVABC member in 2004, starting as a Rep, replacing Dick Knorr, for the Southern Interior.

I got involved in the Communications area, next step Director of Communications, seeing a need for moving forward in certain areas. Doug and I discussed how to improve communications, while at the same time reducing membership dues.

At the 2010 AGM we proposed the following changes, that after much discussion were approved:

- Reduce the individual annual membership dues from \$10 to \$5.
- Start a SVABC web site which the SVABC owns & manages.
- Move to electronic communications to reduce cost, adding emailing and web site.
- Change from one printed and mailed Annual Newsletter to 3 Quarterly reports and an Annual Newsletter distributed electronically. Which started by e mailing, with growth placing them on the web site
-

The short version, I took the lead on the Web Site, Neva had a student that was into computers, so we met and worked on developing what we wanted. Like everything along the way, the needs change. Special Thanks to Neva & Nik the web designer.

I volunteered to be the lead on all the proposals submitted to ICBC and Gov't and continue to work on requests as they come forward.

We continue to work with ICBC to implement adding/deleting a spouse to the registration of a collector plated vehicle and adding modified motorcycle

Just starting into the fourth term as President, and will continue to work with my fellow Directors to support you, that is you our members, the reason for our being here and of course the end result the preservation of a great hobby.

Now to moving forward

Questions contact me;

Bob Kelly

SVABC President

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