

East Bay Chapter 16

Automotive Service Councils of California, Volume XII, Issue I

September 7, 2022



Automotive Service Councils of California
Professionals in Automotive Service ~ Since 1940

www.ascca.com

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Inside this Issue ...

- ◆ Chapter 16 meets on September 20th at 6:00 pm
- ◆ ASCCA Educational Conference Sept 16-18
- ◆ Legislative Update hot off the press
- ◆ Art rants on EV's
- ◆ Updated ASCCA Advantage member discount pages
- ◆ Vehicle donation info

Kamil's Greetings and Changing of the Guard Message

Welcome to the end of summer in the East Bay. I apologize for taking such a while to get a newsletter out to you but life has been like a runaway train in 2022. I also hope heat and the price of gasoline hasn't been too much of a hinderance in operating your auto repair business - the ISO has advised us to turn up our air conditioners and unplug our electric vehicles.



Read 'Art's Rant' in this newsletter and add that consideration to your view on the coming EV mandate. My three cents (two cents adjusted for inflation): free market knows best, but apparently California has opted for a command economy model - the approach that has made countries like Venezuela, Cuba, and North Korea the envy of the world.

I am also announcing my retirement from the Chapter 16 President position after five years at the helm. We are having an exciting in-person meeting at Doral's Auto in San Leandro on **September 20th**, and you will get a chance to vote in my replacement at that meeting. I am personally endorsing Bill Adams from Adam's Autoworx. (BTW: If anyone has changed their mind, or decided to become a candidate, there is still time to throw your hat into the ring.) The VP position is open as well. Contact me if you want to be a candidate

Now that we have successfully navigated the Scylla and Charybdis of Covid and government lockdowns, with all the new ideas from our State President Carolyn Coquillet, fresh leadership of our chapter, and money in the treasury, we can get this ship sailing full steam ahead!

Thank you for hanging in there over these past challenging years! So farewell and greetings at the same time.

Kamil, ASCCA Chapter 16 President



Highlighting Bill ...

Bill Adams is the owner of Adams Autoworx in Castro Valley with Shops in Albany and Walnut Creek as well.

Bill started out in the family business in High School and bought out his dad, Bud Adams, in 2002 after serving in multiple roles in our industry, from technician, service and store level manager, and corporate training.

Bill is a past president of ASCCA Chapter 16, and looks to a bright future for our chapter and industry.

<https://www.adamsautoworx.com/>



Chapter 16 is getting together on September 20th, 6pm



For those who missed it, the various Roundtable discussions last month at the combined Chapter 16 and 20 meeting in Pleasant Hill were very exciting and useful.

And so, on Tuesday, September 20th, beginning at 6pm, we will continue sharing our ideas about the challenges of our industry and how the ASCCA is here to help. Among the topics we did not get to:

- ◇ What we learned working through Covid
- ◇ Building company culture and loyalty, to attract skilled workers
- ◇ Investing in the tools of the future (exp: ADAS, advanced abilities on EV's and plug-in hybrids)
- ◇ Staying ahead of the large manufacturers and their lobbyists
- ◇ Future educational offerings through ASCCA membership

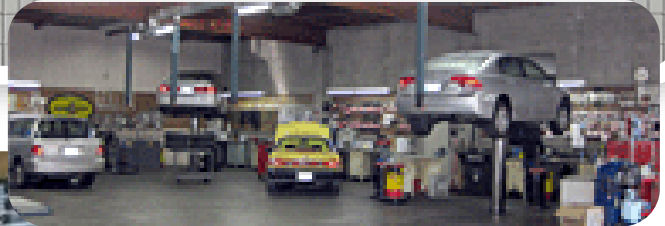
The continuation Roundtable will be for about an hour after the meal and elections. Lute Farnsworth, Paul Cortes and Art Ratner of Art's Automotive will act as discussion moderators. Dinner begins at 6:30pm.

And an official Chapter 16 welcome to *Berkeley Minicar!* **ASCCA**

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MONDAY - FRIDAY, 8:30AM - 5:30PM

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Andres Manriquez and front office team
<https://www.berkeleyminicar.com/>

ASCCA August Joint Roundtable, at the meat lovers' Paradise!





SPEAKER LINEUP INCLUDES **BRYAN STASCH** and **JIM BENNETT** of the Automotive Training Institute (ATI), and **GARY SMITH** of DiagNation

ASCCA is excited to welcome you back to in person meetings and can't wait to see you all there!

WHEN: September 16 – 18, 2022

WHERE: Embassy Suites by Hilton Ontario Airport

ROOM RATE: \$189/night

RESERVATIONS DEADLINE: August 26, 2022

REGISTRATION: Member registration starting at \$199 with discounts for multiple registrations from one shop.



VISIT OUR WEBSITE
to register, book hotel, view
schedule and exhibitor list

SCHEDULE: *subject to change

FRIDAY
SEPTEMBER 16, 2022

4:00 PM – 7:00 PM:
REGISTRATION

6:00 PM – 7:30 PM:
WELCOME RECEPTION



SATURDAY
SEPTEMBER 17, 2022

7:00 AM
EXHIBITS OPEN

8:00 AM – 12:00 PM
BUSINESS & TECHNICAL
SESSIONS

12:00 - 12:30 LUNCH WITH
MAYLAN NEWTON, ESi

1:30 - 5:30 BUSINESS &
TECHNICAL SESSIONS

6:00 PM – 6:30 PM
BANQUET RECEPTION

6:30 PM – 7:30 PM
BANQUET

SUNDAY
SEPTEMBER 18, 2022

7:00 AM
EXHIBITS OPEN

8:00 AM – 9:30 AM
CHAPTER REPRESENTATIVES
COMMITTEE MEETING
& ELECTIONS

10:00 AM – 11:30 AM
BOARD OF DIRECTORS
MEETING





THE HIDDEN COSTS OF ELECTRIC VEHICLES : ART WANTS TO RANT ABOUT IT

It seems the headlong rush to replace our fleet of internal combustion engine vehicles is inevitable. There is a virtual obsession with the adaption of an alternative fuel source propelling cars, namely electric vehicles (EV's) without the long-term preparation for how to accomplish this with our existing infrastructure and without years of experience with the disposition of the batteries and/or the vehicles with advanced age. Oh yeah, they say it will create "good jobs" in the industries affected by the rollout of EV's, but with the advancement of industrial automation, we shall see if that happens. As an industry, I certainly will encourage independent shops to be ready to service EV's as best we can.

Right now, I want you to think about the hidden environmental, financial and human costs that are being downplayed. It takes about 21 million gallons of fuel a year to mine ore to build about 250,000 electric car batteries. After ten years average, these batteries must be prepared for recycling or buried in landfills. We have only started to produce these batteries in increasing quantities and will generate a lot more potential waste to fulfill the numbers being predicted. It has been projected that 50 million pounds of waste battery materials will be waiting for disposal by 2050.

The Greeks discovered the first law of thermodynamics that claimed energy cannot be created or destroyed. The battery doesn't create new energy, it just harvests existing energy from somewhere else. One of the human/environmental costs is in Africa where children are worked in near slavery conditions mining cobalt, a key ingredient, needed to produce batteries. At least 30% comes from this source. Rare earth minerals and copper are needed in voluminous amounts for each Tesla produced. The Chinese government owns or controls most of the rare earth minerals and can process it better because the strict environmental standards employed elsewhere are overlooked when totalitarians are the bosses. The mega battery factories, where giant scales of production take place, use fossil fuels to run for the most part, and that's just the beginning of the distorted sense of reality that is fueled by "climate change" activists who think electric cars are going to stop the floods and tornadoes they claim are caused by mankind. These political leaders and wealthy entertainer activists take private jets to climate change meetings and push all the right buttons to get people excited.

I hope all the hype can be soberly mixed with the facts to answer the question: Are electric cars good for the planet? There is an article in Autoweek that questions whether the overall carbon footprint of total EV production really does make more pollution than modern conventional automotive plants produce. When the entire life of the electric car is considered, it really adds up. That cradle to grave cycle can produce 74% more carbon dioxide than ICE "thermal" vehicles.

Continued on next page



THE HIDDEN COSTS OF ELECTRIC VEHICLES - *continued*

Let's now look at the charging of the depleted batteries, whether from home or public charging stations, the power often coming from off-site power plants which aren't always environmentally self-sustaining. If the electricity comes from solar, wind or hydroelectric sources then this equation can work in the environmentally friendly places like Iceland, which discovered it has enormous geothermal access and can produce power with heat from the earth that is abundantly free. The rest of the planet quietly burns fossil fuels, or relies on nuclear power, which got a bad rap in the 20th century. The kilowatt hours that will be needed are to be produced from sources both out of sight and polluting. The comparisons of fossil fuel footprint versus EV energy demands show a lopsided disparity when considering just the need for charging thousands of cars. It is a giant shell game that I hope humanity wins.

Then there is the newest revelation that EV tires cost considerably more than ICE tires and wear out faster. Replacement tires are something like 2 or 2 1/2 times more expensive and the amount of carbon thrown off tires on electric cars is 1850%* more than conventional cars. The added weight of electric motors and batteries is at fault. This alone should give pause, but now we are hearing that these same stresses wear out suspension parts prematurely and Tesla, for instance, doesn't keep sufficient replacement parts available to deal with laid up units in their sparse repair facilities. They put you in a loaner of their choosing so they can sell new models at full cost.

Eventually, "end of life" waste streams will reach a breaking point for battery material. Current recycling techniques can divert some of these wastes from landfills, but the burden of waste is substantial given the growth trajectory of the EV market. In the big picture, the cost to society to recycle lithium ion batteries requires a tremendous amount of chemical separation. Traditional motor vehicles are way more straight forward to process at their end of life fulfillment. Of course, the technology is still growing in the field of battery recycling and I hope the bet is correct on it evolving where we want it to go and not trading one poison for another.

And don't get me started on self driving cars bombarding humans with microwaves and radiation, as the competing technologies must make each vehicle self guiding instead of burying the nasties under the roadbeds. That is for another rant, best of luck surviving California.

Art Ratner, CEO Art's Automotive

* Emissions measured from tailpipe versus EV tire wear is 1850% greater carbon output - see article from Green Congress below. Hard to believe, there is so much false hype being said. Expensive small solution but only for people with money....

<https://www.greencarcongress.com/2022/05/20220513-ea.html>

From: Jack Molodanof
Sent: Friday, September 2, 2022
To: Government Affairs [Committee]
Subject: **Legislative Bill Update 9/2/22**



The 2022 legislative session ended late Thursday night, August 31. The Governor has until September 30 to sign or veto bills on his desk. Below is a list of key bills we tracked this year. We will continue to monitor bills on Governor's desk and report. Let me know if you have any questions.

Thanks. Jack

Legislative Bills

Catalytic Converter Theft Bills - Concerns

AB 1740 – Requires core recyclers who accept converters from commercial enterprise, which includes auto repair dealers, to obtain the following from seller: name, business address and phone, business license or tax ID, date of sale, number of converters sold, amount of money and written agreement to be kept for two years. Status: Governor's Desk.

AB 2407 – Requires core recycler who accepts converters from seller to have a written agreement and obtain thumb prints from seller disposing of catalytic converters. The bill was amended to exempt automotive repair dealers from thumb print requirements. Status: Died.

AB 2682 - Any auto repair shop that installs or replaces a catalytic converter must ensure that it is engraved or otherwise permanently marked with VIN. The repair shop may charge a reasonable fee for permanently marking the converter. A smog station must visually inspect and notify customer whether or not converter engraved with VIN. The smog station needs only perform a visually inspection without any responsibility of removing any part, if converter not visible. The bill also makes it a crime to remove or alter a VIN that has been added to the catalytic converter. Status: Died.

SB 986 – Requires core recyclers who accept converters to maintain specified written records from seller with sufficient particularity, including markings to match any converter in recyclers inventory to written agreement and prohibits a dealer from selling a vehicle unless converter has been engraved, etched or permanently marked with VIN. Status: Died.

SB 1087 - Requires core recyclers who accept converters from seller to obtain and maintain written records, including name, date number of converters and amount of money and specifically prohibits any person from purchasing used converter other than specified business which includes an auto repair dealer. Status: Governor' Desk.

Employment Bills - Concerns

AB 1949 – Requires employers with five or more employees to provide employees up to 5 unpaid days of employee bereavement leave upon the death of a family member. Status: Governor's Desk.

AB 1993 – Mandates employers to require each employee to show proof that employee has been vaccinated against covid-19. Status: Died

AB 2243 – Requires Cal-OSHA to submit a proposal to the Heath Standards Board to revise the heat illness standard. Status: Senate Governor's Desk.

AB 2932 – Requires all employers to pay overtime to employees working more than 32 hours a week. Status: Died.

SB 1044 – Prohibits an employee, in the event of emergency, from threatening adverse action against an employee for refusing to report to work because employee has reasonable belief that workplace is unsafe. Status: Governor's Desk.

Continued on next page

Subject: Legislative Bill Update 9/2/22 - continued

SB 1162 – Requires employers of 100 or more workers to submit annual pay data reports by company name. Encourages litigation against employers based on the unreliable data collected by the state. Undermines employers' ability to hire, imposes burdensome administrative and record keeping, and subjects' employers to potential private right of action and penalties under PAGA. Status: Governor's Desk.

Employer Tax Credits - Support

SB 1349 - Support - Allows for \$1,000 state tax credit for each employee hired by employer. Status: Died.

AB 1864 - Allows for a tax credit against taxes to qualified small business employers in an unspecified amount for each newly hired employee, as specified. Status: Died.

COVID-19 Relief for Employers- Support

AB 152 – Support – This bill establishes Covid-19 Relief grant program to assist qualified business that are incurring costs for Covid-19 Supplemental paid sick leave. Status: Governor's Desk.

Career Tech Bills - Support

AB 2058 - Support -This bill would increase career tech funding from \$300 million to \$450 million annually. Status: Died.

SB 1351 – Establishes the California Youth Apprenticeship Program for purpose of awarding grant funds. Status: Died.

Tires- Watch

SB 1181. This bill requires the Department of Resources Recycling and Recovery to strengthen the California tire tracking system to quantify the number of used tires flowing from and through California into Mexico. Status: Governor's Desk.

Engine Oil and Transmission Fluid - Concerns

AB 2968. The bill would revise engine oil specifications and prohibit transmission fluid from being sold without clearly disclosing each duty type classification. Status: Died.

Battery Fee - Watch

AB 1. This bill makes technical corrections to the current notice requirement to reflect the increase of the battery fees. Status: Died.

Hydrofluorocarbon Gases - Concerns

SB 1206. This bill prohibits a person from selling or distributing hydrofluorocarbons gases (which are used in refrigerants, air conditioning, etc.) that exceed global warming limits. Status: Governor's Desk.

Zero Emissions Aftermarket Conversions -Watch

AB 2350. Requires CARB to establish the Zero Emissions Aftermarket Conversion Project to provide applicant with a rebate for the aftermarket conversion of a motor vehicle into zero emissions vehicle. Status: Died.

Vehicle Exhaust- Concerns

AB 2496. As introduced, this bill would have required smog stations to include a sound level test that vehicles would fail smog if the exhaust system emits a sound level of more than 95dBA. The bill has been amended to delete the smog check station requirements and instead require a court, beginning January 1, 2027, to notify DMV to place a registration hold on a vehicle found to have a noncompliant modified muffler until the court has been presented with a certificate of compliance from a referee authorized to test the vehicle Status: Governor's Desk.

The New ASCCA Membership Portal



ASCCA has updated its membership database and many tasks that necessitated a call to the office can now be done by YOU at time that is convenient for YOU. Pay your membership dues, update your account profile, and access other resources available to ASCCA members.

Use your email address registered with the ASCCA office for this login creation.

Your username will automatically be **FirstName.LastName**.

[Create your login here](#)



A new monthly Newsletter for Members

<https://www.ascca.com/news/wyntk-archive>

The monthly newsletter replaces the weekly *What You Need to Know Report* and arrives in your email inbox

Our Chapter newsletter will link to it - to [minimize](#) duplication or overload

Here is the [August 2022 edition](#) which includes the Legislative Update from Jack Molodanoff, Educational Conference, ASCCA benefits summary, new members, spotlight on BG Products, and more.



ASCCA Advantage

ASCCA is the vehicle to help you improve your repair shop operations today, saving you time AND money – while positioning your shop and the industry for long-term growth and success tomorrow.

Visit the updated [ASCCA Advantage page](#) for a list of **Corporate Partner Discounts & Benefits, which include:**

- Business supplies, equipment & services
- Education, training & business coaching
 - Insurance & legal services
- Internet marketing, web design & search engine optimization
 - Merchant service/Payment platforms
 - Software providers
- Uniform & first aid services

[ASCCA **Benefits Summary** Page](#)



ASCEF

<https://automotivescholarships.com/scholarships/ascca>

Contact ~ Kate Peyser
Executive Coordinator
 ASC Educational Foundation
 (916) 290-5828 | (916) 444-7462 – fax
kpeyser@amgroup.us

Donate your Vehicle to the ASC Educational Foundation!

We'll use the proceeds from donated cars, trucks, RVs, boats, and motorcycles to help fund the ASC Educational Foundation and award scholarships to students seeking a career in the automotive aftermarket industry.

Here's How It Works:

Call (800) 745-6121. Our Vehicle Donation Support Team is available seven days a week and will be happy to answer any questions you may have.

Schedule Your Free Pick-up: We arrange to have a licensed tow company pick up your vehicle at a time convenient for you—all at no cost to you.

We Receive the Funds and You Could Qualify for a Tax Deduction! Vehicle donations are tax-deductible, and we work to get the highest return per vehicle for us and for your tax benefit. In most cases, when the driver arrives for your tax-deductible gift, you'll be provided with the donation receipt. You will be mailed a thank-you letter within 30 days of the sale of the vehicle, which also serves as a donation tax receipt.

We accept all types of vehicles that meet the following basic requirements:

- Vehicle has a clear title.
- Vehicle is in one piece.
- Vehicle is accessible for safe towing.
- Vehicle does not need to be running.

ASCEF's goal is to receive \$45,000 in car donations!

So far, we are 37 percent towards our goal with \$16,825 in donations!

Help us reach our goal by providing your customer with a simple way to donate an unwanted vehicle quickly and safely!

- It's easy and the pick-up is free!
- The proceeds from the sale of the vehicle will help us continue to award scholarships to students wanting to develop a career in the automotive aftermarket industry!
- Donating saves time and money on repairs and maintenance.
- Added value to your shop while supporting an automotive industry nonprofit.
- We help you take care of the paperwork and provide you with any necessary tax documents.



Hosted By:

ESi - Worldpac - AutoZone

ASCCA Calendar at a Glance

[ESi link](#)

[Worldpac link](#)

[AutoZone Landing Page](#)



<http://bgfleming.com/Services/BGCertified>

- Intro
- BG Lifetime Protection Plan
- BG Power Steering Services
- BG Engine & Fuel Services ENGINE
- BG Engine & Fuel Services FUEL
- BG Driveline Differential Services
- BG Automatic Transmission Service
- BG Coolant Service
- BG Climate Control Services
- BG Brake Fluid Service

Contact: Chris Smith (Oakland north)
 916-223-0559 C 916-933-2430 O
 Ross Day (San Leandro south) 209-648-6248



<https://www.shop-ware.com/>



[Access August Dateline Newsletter here](#)

[Access NWACA here](#)

[Access Lunch and Learn replays here](#)



September 30- October 1st, 2022

Visit our Website & Get Registered Today!!!!

Click Here To Download Training Schedule

Register TODAY at *ATEEast.com*
or call toll-free 877-257-2100

And ... a blast from the past showed up on Facebook ~ couldn't resist sharing [ed :)]



In 1959, a coffee maker was an optional extra in Volkswagen cars.

PICTURE COURTESY: OPENCULTURE

© VINTAGEFACTS

Membership Recognition Corner

Chapter 16 Appreciates its Associate and Branch



General Auto and Truck Parts
Steve Jones, Hector Gonzalez
4425 International Blvd
Oakland, CA 94601
510-533-3333
<http://www.generalauto.com/>

- Serving Alameda County (California) for over 60 years
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- A full Distribution Center and retail location with a warehouse that is longer than a football field!
- Serving Fleet, Industrial, Government, Heavy Duty, and Retail Customers
- We make Hydraulic Hoses
- Automotive Paint supplies and custom mixing
- Proud member of CAWA (California/Nevada/Arizona Automotive Wholesalers Association)
- Proud Member of ASCCA (Automotive Service Councils of California)

Mechanic Grid
Kamil Targosz
3524 Breakwater Ave, #111
Hayward, CA 94545
510-209-8049



Online Marketing for Independent
Auto Repair Shops



NAPA Auto Parts, KKR
Automotive
Dale Smith
37300 Cedar Blvd, Suite E
Newark, CA 94560
510-796-3601
<https://www.napaonline.com/en/ca/newark/store/26235>

In 1925, a group of independent auto parts sellers met in Detroit to form the National Automotive Parts Association. Their mission was simple: improve the distribution of auto parts to serve the people and businesses who increasingly relied on cars and trucks for their transportation needs.

NAPA-branded stores and AutoCare Centers serve auto service professionals, do-it-yourselfers and everyday drivers with quality parts and supplies to keep cars, trucks, and equipment performing safely and efficiently.

In the U.S., more than 500,000 part numbers are distributed across 57 distribution centers, 6,000 NAPA AUTO PARTS stores, and more than 16,000 NAPA AutoCare and AutoCare Collision Centers nationwide.

Members



SC Fuels
Mark Williams, Brian DeDeaux
1800 W Katella Avenue, #200
Orange, CA 92867
408-625-6059
<https://www.scfuels.com/>

Originally founded in 1930, SC Fuels is one of the oldest and largest, family-owned petroleum distributors in the United States. We serve more than 11,000 customers annually, ranging from small family-owned businesses to Fortune 500 companies.

We deliver gasoline, diesel fuel, alternative fuels and other petroleum products and related services throughout the western United States at the most competitive prices. Our leadership also extends to fleet card services with a fueling network of over 230,000 cardlock sites, truck stops and retail stations nationwide.

ASCCA has launched a new Cal-OSHA and Workplace Compliance resources page for ASCCA members, with regular updates brought to you by David K. Fischer of California Employer's Services.

Please be aware: These documents are general in nature and deal with various laws and regulations. They should not be considered as legal advice. It is recommended that you seek the advice of an attorney specializing in this area of the law.

[Click here to access the updates.](#)

Cal-OSHA & Workplace Compliance Updates



Contact information for
ASCCA's attorney,
Jack Molodanof:
916-447-0313 jack@mgrco.org



Automotive Service Councils of California
Professionals in Automotive Service ~ Since 1940

Download the ASCCA Logo for your Promotional Materials

Would you like to proudly feature the ASCCA logo in your promotional materials?

It's easy for members to download high resolution images (EPS and TIF files) from the ASCCA Member Resources page.

[Click here](#) to view and download the high resolution images.

Mission Statement/Core Purpose/Code of Ethics

MISSION STATEMENT: To provide business resources for our members and to advance the professionalism of the Automotive Repair Industry.

CORE PURPOSE: To elevate and unite automotive professionals and give them voice.

CORE VALUES: Integrity, Compassion, Professionalism, Unity

BHAG: Make the public aware that ASCCA means skilled professionalism and inspired customer trust.

CODE OF ETHICS:

1. To promote goodwill between the motorist and the automotive industry.
2. To have a sense of personal obligation to each individual customer.
3. To perform high quality services at a fair and just price.
4. To employ the best skilled personnel obtainable.
5. To use only proven merchandise of high quality, distributed by reputable firms.
6. To itemize all parts and adjustments in the price charged for services rendered.
7. To retain all parts replaced for customer inspection, if so requested.
8. To uphold the high standards of our profession and always seek to correct any and all abuses within the automotive industry.
9. To uphold the integrity of all members.
10. To refrain from an advertisement, which is false or misleading or likely to confuse, or deceive the customer.



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