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Independent

FALL 2014

A Publication of the Automotive Service Councils of California



A LOOK BACK AT THE ASCCA SUMMER CONFERENCE IN IRVINE, CA

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2014

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Volume 38 | Issue 3

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Mary Kemnitz
ASCCA President 2014

President's Message

Teamwork Makes the Dream Work!

Our leadership team is still basking in the afterglow of an extremely successful summer conference, with attendance up over 100% from our 2013 event. The first-ever technical training track surprised everyone with its success. Teamwork does make the dream work and I want to take just a moment to thank the dedicated and hard-working committee chairs and members who made our event so successful. Steve Vanlandingham and his Summer Conference Committee have perfected their technique and with Katie Achermann, our event coordinator leading the team, it truly was perfection. Maylan Newton, aka Billy Joel, kept us entertained and on course throughout the weekend; I felt as if we were at the Academy Awards. Maylan, you have a job for life!

Most importantly, our event would not have been possible without the incredible support from our vendors and instructors: Auto Vitals, Mudlick, Kukui, AESwave, and DFG, to name a few of our vendors who made this event successful. Our ETI Committee, chaired by Steve Elstins, brought a lineup of instructors who were off the hook: Jorge Menchu of AES Wave, Dave Schedin and Jude Larson of Computrek, Jason Dong from Demand Force, Mark Warren from Worldpac, Doug Mueller of TechHelp, Bill Haas of Haas Consulting and Donny Seyfer of Seyfer Automotive.

Thank you to all who supported our great association. We have already begun planning our 2015 event.

In early August I returned from the NACE/CARS Expo and Conference held in Detroit. Joining me were Gloria Peterson, Steve Vanlandingham, Allen Pennebaker, Craig Johnson and Margie Van Lierop. Our primary purpose was to attend the Alliance of Automotive Manufacturers' Telematics and Technology forum. It was an excellent opportunity to meet the OE engineers and learn about the technologies that will soon be in automotive service and repair shops. Topics of discussion were:

- what is a connected car
- what does the evolution of this technology mean for repair technicians
- what are some of the challenges with vehicle security
- future technologies
- how are third parties (Verizon, Telecom, others) providing services
- what role should government play.

It was a great event and a priceless opportunity to gain insight into telematics and meet and make new connections as we move down the telematics highway.

Then in September we had a Team Weekend and yearly leadership elections. It was an action-packed weekend as we established our 2015 goals and unleashed our committees to begin structuring their year. No other association works as hard as we do for our members and it shows. ■



Gloria Peterson
ASCCA Executive Director

Executive Director's Report

The last few months have been a whirlwind of activity here at ASCCA. Your colleagues and staff have participated in numerous meetings and conference calls that affect ASCCA, the auto repair profession, and you. In this issue we report on a telematics meeting in Detroit, as well as the BAR meeting in Sacramento.

I want to thank everyone who attended the ASCCA Summer Conference in Irvine. We had an incredible attendance and I hope you all enjoyed the speakers. We are fortunate to have great sponsors that allow us to bring in quality continuing education. The Conference also provides a great opportunity to meet up with old friends as well as making new ones. The middle section of this issue of *The California Independent* takes a look back at the 2014 Summer Conference.

Planning is underway and the countdown has begun for our next Summer Conference, June 12-14, 2015 at the Marriott in Irvine. If you haven't been to our conference in the last few years, you are really missing out! It is a professional conference with learning tracks specifically designed for owners and technicians. Stay tuned for additional information.

You'll also find a legislative report in this issue on AB 1522. This law, which provides employment paid sick days, takes effect on July 1, 2015. Our legislative advocate, Jack Molodanof, highlights some important points about complying with the new law.

The ASCCA legislative team and lobbyist work very hard for our association's members. ASCCA has actively been the watchdog of the auto repair profession as it continues to be discussed and challenged by others. While some people cringe when they hear stories about the legislative process, if

you ever have a chance to visit the Capitol and sit through a legislative hearing, I would recommend it. We are fortunate to be in a country that has a democratic process and, while it may not be perfect, it allows us a voice about issues of importance to the auto repair profession.

Here at ASCCA, we are excited to bring our members new and improved services and benefits as part of your membership. This past year, ASCCA has been hard at work on our new website. It will have a fresh look and will be user-friendly.

Finally, I would like to extend a big thank you to all of you who have paid your dues. We continually strive to make your dues dollars translate into personal and professional benefits for you as an independent auto shop owner and toward a stronger aftermarket automotive repair industry in California. If you are not an ASCCA member, you can join at ASCCA.com or call the ASCCA office.

As you and your shops face new challenges, we would love to hear from you. We are here to represent you and support you. As always, ASCCA staff looks forward to serving our members and the auto repair profession.

Happy autumn! ■



Jack Molodanof, Esq.
ASCCA Legislative Advocate

Q&A on AB 1522: Employment Paid Sick Days

This September, AB 1522 (Employment Paid Sick Days), which the ASCCA opposed, was signed by the governor into law and takes effect July 1, 2015. Here are some highlights of the new law.

- 1) AB 1522 requires employers to provide paid sick days to all employees, no matter if they are part-time or seasonal and regardless of the size of their employer.
- 2) The law applies to an employee who works in California for 30 days or more within a year.
- 3) Employees earn and accrue 1 hour paid sick leave for every 30 hours worked up to 24 hours or 3 days in a year.
- 4) AB 1522 provides that an employer is not required to provide additional paid sick days if the employer has a paid leave policy or paid time off policy that may be used for the same purposes and under same conditions of the new law.
- 5) Sick pay may be accrued and carry over to the following year. However, employers may limit use to 24 hours or three days in a year.
- 6) An employee shall be entitled to use accrued paid sick days beginning on the 90th day of employment.
- 7) An employer is not required to provide compensation to an employee for accrued, unused paid sick days upon termination, resignation, retirement or other separation

from employment. However, if an employee separates from an employer and is rehired by the employer within one year, previously accrued and unused paid sick days shall be reinstated and accrue additional paid sick days accordingly.

8) An employer may lend paid sick days to an employee in advance of accrual, at employer's discretion and with proper documentation.

9) Employers shall provide an employee with written notice that sets forth the amount of paid sick leave available, or paid time off leave an employer provides in lieu of sick leave, for use on either the employee's itemized wage statement or in a separate writing provided on the designated pay date with the employee's payment of wages.

10) An employee may determine how much paid sick leave he or she needs to use, provided that the employer may set a reasonable minimum increment, not to exceed two hours, for the use of paid sick leave.

11) The rate of pay shall be employee's hourly wage. If the employee (in the 90 days of employment before taking accrued sick leave) had different hourly pay rates, was paid by commission or piece meal or was a nonexempt salaried employee, then the rate of pay shall be calculated by dividing the employee's total wages, not including overtime premium pay, by the employee's total hours worked in

the full periods of the prior 90 days of employment.

12) If the need for paid leave is foreseeable, the employee shall provide reasonable advance notification. If the need for paid sick leave is unforeseeable, the employee shall provide notice of the need for the leave as soon as practicable.

13) The employer shall provide paid sick leave for diagnoses, care or treatment of an existing health condition of or preventative care for an employee or an employee's family members (i.e. child, parents, employee spouse, registered domestic partner, grandparents, grandchildren, sibling).

14) An employer shall not require as a condition of using paid sick days that the employee search for or find a replacement worker to cover the days during which the employee uses paid sick days.

15) The law prohibits an employer from discriminating or retaliating against an employee who requests paid sick days.

16) In the workplace of the employer, the employer shall display a poster in a conspicuous place containing sick paid leave information. The Labor Commissioner shall create the poster containing the information and make it available to employers.

17) The law specifies penalties and fines for any violations. ■

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Attending the telematics meeting in Detroit on behalf of the ASCCA were, left to right: President Mary Kemnitz, Ex-Officio Board Member Allen Pennebaker, Executive Director Gloria Peterson, Vice President Craig Johnson, Secretary Margie van Lierop, and Treasurer Steve Vanlandingham.

ASCCA Attends Telematics Meeting in Detroit

By Craig Johnson, Chair, ASCCA
Government Affairs Committee

The ASCCA's Executive Board —Executive Director Gloria Peterson, President Mary Kemnitz, Vice President/ Government Affairs Director Craig Johnson, Secretary Margie van Lierop, Treasurer Steve Vanlandingham and Ex-Officio Board

Member Allen Pennebaker – attended a very important Telematics Meeting held on August 1, 2014 at the CARS/NACE Convention in Detroit. The ASCCA thanks these board members who left their businesses to make all of ours better!

Our Government Affairs Committee and the State Board have been working on the telematics issue. One of our main focuses is that currently your customer is directed back to the dealer network for “Services Needed” and the “SES” light that comes on.

The Telematics Forum at the CARS/NACE Convention was a very well-attended event which they had to move to a larger room due to popularity. Panelists included representatives from Ford, ACDelco/GM, Verizon, Privacy Advocate, NHTSA, VW, Mercedes, and Chrysler. The panel was moderated by Bill Moss and Donny Seyfer. All questions were texted to the moderators and they asked the panelists the questions. To me, it was very apparent that the manufacturers are listening and are ready to

work with industry towards a solution. ASA does a great job of cultivating relationships with the manufacturers. Industry input, questions asked on how we are – or can be – part of directing repairs, maintenance, SES light on (or off-class B code), letting the manufacturer know publicly (media was there) that there is a consumer privacy issue here, all helps us get where we want to be. It was also apparent at this meeting that our work with SB 994 made them realize they need to work on a solution with us or we will get legislation enacted that will make them work with us. My impression was that they do not want that and are willing to come to a solution. I now understand more of the privacy issues involved regarding the manufacturers letting anyone and everyone in to their systems. This cannot happen across the board due to safety and privacy issues, but I believe there is a common ground that can be achieved if we just stand up for consumers being able to have a choice to provide input to their service provider regarding the telematics unit, vs. defaulting to the manufacturer or the closest dealer.

At the afternoon session, GM did a presentation on their collision avoidance

systems and VW did a presentation on their new software using the J2534 device, which allows 100% functionality with all modules and Security Data.

While walking around the show, I met one-on-one with these people and they all pretty much asked if they could help in any way. This to me is huge. This forum was well worth attending.

One important event that happened was a presentation by Dan Selke of Mercedes at the afternoon session. He did a presentation of TRP parts available on the Mercedes website using the SDRM. An interesting thing that happened was, I was going to ask him publicly why parts once available (e.g., transponder key and certain shifters) got put back on the restricted list. Donny advised me that a better way to get what I wanted was to ask this privately. I did this and there will now be a resolution to this problem, per Dan. It was not just me, but many others (ASA, Donny, NASTF, Allen, etc.) all putting pressure on them, then me asking publicly (but in a more effective way – again, remember that media there) why this transponder key is not available when SB 750 got defeated. He

seemed surprised (but probably wasn't) that this was happening and said he will look into it. I then asked him how long a key takes to be delivered.

These public forums, organized in such a way as to not beat up the manufacturers but asking them to comply with existing regulations, in my opinion seems to be effective. ■



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Summary of the BAR Advisory Committee Meeting

Held on October 14, 2014

By Jack Molodanof, ASCCA Legislative Advocate



ASCCA members attending the BAG meeting were, left to right: Craig Wells, Craig Johnson, Mary Kemnitz, and Tracy Renee. Also in the photo are BAR Chief Patrick Dorais (3rd from the right) and ASCCA Legislative Advocate Jack Molodanof (far right).

Patrick Dorais opened the meeting as usual with some DCA updates and introductions of new staff, including Dennis Hayes, Deputy Chief of Smog Check Operations.

OBD Inspection System (OIS)-DAD Equipment Update

Paul Hedglin indicated that BAR is planning to have a mandatory start date sometime in January (he said “January-ish”), but no specific date has been set yet. BAR is hoping for a December 1, 2014 start date but additional work is necessary to ensure the stability of the database (VID) that interfaces with OIS. This includes having a backup system in place. There is no off-line with OIS. BAR is encouraging stations to use OIS (new certified DAD equipment) as soon as possible, which will help BAR test database stability. BAR-certified DADS are available from three vendors (Applus, Drew and Worldwide; Bosch is still in the certification process). Currently there are about 4,500 active OIS (BAR thinks that number should ultimately reach 7000-8000 units); OIS units are testing about 70% of 2000 and newer model year vehicles. The BAR website provides training and BAR offered a webinar training program after the BAG meeting. There have been and will be OIS Software updates.

AB 2289 Smog Check Performance Report

Garrett Torgerson provided graphs and statistics re: status of smog check program performance. There were a couple of interesting stats: As of May 2014 BAR sent out 457 invalidation letters to smog stations for short-term performance measure violations and 171 were overturned; they also sent out 234 invalidation letters for long-term performance measure violations and 94 were overturned. One reason for invalidation was due to shops having good faith equipment issues and they indicated they were working with the vendor to correct that. Garrett indicated that if a tech had a low score that could invalidate STAR status, the smog station could remove and replace the low-scoring tech with another licensed tech. Also, STAR stations fail more vehicles than non-STAR smog stations.

Labeling Requirements for Motor Oils

Allan Morrison from the California Department of Food and Agriculture (CDFA) returned and provided more information. The CDFA maintains and enforces the minimum quality specifications for most petroleum and automotive products sold in California (i.e., motor oil, gear oil, engine coolant, automatic transmission fluid and brake fluid). Also, the program regulates the advertising and labeling of these products. Also, the CDFA has not adopted the requirements of handbook 130

“uniform laws and regulations in the areas of legal metrology and engine fuel quality” for motor oil, which means that CDFA does NOT prescribe any additional estimate/invoice disclosure requirements for auto shops to provide to customers (other than what BAR requires).

Education Grant Funding Presentation

The California Department of Education (CDE) provided an update on grant awards provided to school districts under the California Career Pathways Trust. Also, CDE indicated that there are 2,092 automotive classes in the state that have 40,000 students. Classes include: introduction to automotive, auto body repairs, equipment repair, collision repair, vehicles, painting, engine technology, transmissions, brakes, electrical, etc.

Enforcement Updates

Bill Thomas of the Field Operations & Enforcement Division provided some follow-up from the last meeting and more detail on complaints for the 2013/14 year: Engine Repair Performance (5,223 total complaints); General Repair and Maintenance (2,475 total complaints); Smog Check (1,925 total complaints); Auto Body (1,682 total complaints); Transmission (1,480 total complaints); Other category (2,355). The complaint allegations in “Other” were for competence, negligence, false and misleading statements, fraud, estimates and authorization issues.

Laws and Regulations

AB 1665 (Jones)—This bill would have required that tire dealers be under BAR jurisdiction. AB 1665 was vetoed by the governor, who instructed the BAR to work with interested parties to determine automotive services that merit further regulation. BAR is going to move forward either with regulations or legislation to address not only tire dealers but also other automotive services that are exempt from BAR oversight.

SB 1242 (Lieu)—Sunset Review for BAR Before 2019. BAR is still working on the following regulations: Disciplinary Guidelines, Certified Schools and Instructors, Windshield Installation Standards, and Electronic Estimates, with the adoption date of regulations being approximately April 2015.

A meeting for further discussion re: ARD Mobile Advertising was tentatively set for October 30, 2014.

The next BAG meeting will be scheduled for sometime in January 2015. ■

In each issue of this magazine, the ASCCA is featuring a member's restored collectible car. Do you have one you would like to see in *The California Independent*? Send an email to pboerner@amgroup.us with some information and a photo and you might be featured in a future issue.

In this issue we are showing off Paul Grech's 1936 Ford pickup. Paul, from Danville, is the president of ASCCA's Chapter 21 (San Francisco) and owns Allied Engine & Auto Repair in San Francisco.

"It brings our shop a lot of business, because we park it in front of our shop, and people see it and bring us their cars they had when they were young," says Paul. "Also, we have many European tourist that walk on our block, because of the hostel on the next block, and they just love to take pictures of our old cars, because they cannot modify their cars in their countries. So this truck is very talked about in Europe."

Why did you choose this truck to restore?

Paul's father, Frank, bought the '36 Ford in 1955 when Paul was 12 years old. He paid \$75 for it and it was a wreck. Frank worked on the mechanical aspects of the truck and he hired someone to do the body work (which took six weeks and cost only \$65). When Paul was 16, his father gave him the truck. Four years later, in 1963, Paul gave the '36 Ford to his sister and her husband. They drove it daily for eight years, then put it in storage for 32 years. Paul's wife, Marianne, urged him to get the truck back so he bought it back for \$1,500 in 2003.

What did you do to restore the car's engine?

The first time Paul owned the truck, when he was 16, he put in an Oldsmobile Rocket V-8 engine, a 1942 Cadillac transmission and a nine-inch Ford rear end, so it became a very dependable hot rod. When he got the '36 Ford back in 2003, the engine no longer worked so Paul put in a 450 HP, 2003 Mustang Cobra supercharged 4.6-liter engine and a T.C.I. frame.

What did you do to restore the exterior?

Among the features Paul added was a 1937 DeSoto front bumper and a 1935 Packard dashboard. The latter item cost only \$10 and was bought at a wrecking yard, but cost \$4,000 to restore and modernize.

How much did it cost to restore the truck?

Paul paid \$65,000 for restoration work and altogether has paid about \$130,000 to restore the truck.

What do you use the truck for today?

Paul drives the truck every day to San Francisco for work. It's not a show truck (though it could be) and is not for sale. ■

ASCCA Member Classic Car

PAUL GRECH'S 1936 FORD TRUCK





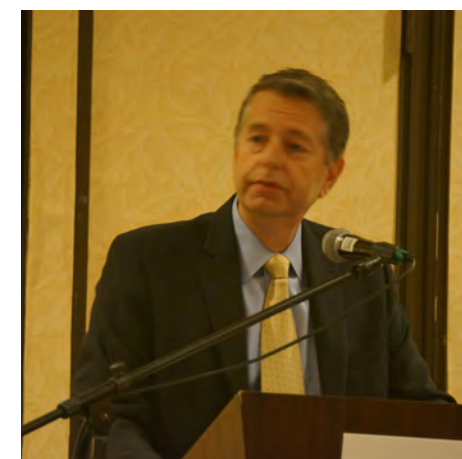
2014 ASCCA SUMMER CONFERENCE IN IRVINE, CA

FRIDAY, JUNE 27 LEADERSHIP MEETINGS AND WELCOME RECEPTION



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SATURDAY, JUNE 28 BREAKFAST





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CLASSES AND PANELS



SUNDAY, JUNE 29 BREAKFAST



Members of the Year



2014 Members of the Year:
LARRY & LAURIE MOORE

“I got into auto repair because I was really hard on cars, and so they would break, and since I was a student, I could not afford to pay to have them fixed. I worked my way through college by building VW engines in my garage, and eventually by building them for a local company.

“While I was finishing my college education, the shop owner I worked for decided to get out of the business. He offered me his shop at a great price. I begged and borrowed enough money to buy it. I immediately discovered that what I had learned in college about business had almost no application to my small shop. Luckily, the previous owner had done a very good job of setting up production processes, which helped me survive long enough to figure out the business side.

“Laurie joined me in the business after we both worked briefly for another company in a different industry, so as to get some perspective on our business.

“We learned about our local chapter when an insurance agent told us how much money we could save by using the ASCCA’s insurance program. I attended a couple of meetings and found out that the shop owners who attended had a wealth of information about things I thought I had to figure out on my own, or

“Becoming a member of ASCCA took our business to a whole new level—it gave us people we could call who knew exactly what we were going through, and who usually had the answers we needed.”

— Larry Moore, owner,
Larry’s AutoWorks, Mountain View, CA

that I thought I had figured out—but I found out they had much better answers!

“Becoming a member of ASCCA took our business to a whole new level—it gave us people we could call who knew exactly what we were going through, and who usually had the answers we needed. Having never worked in the industry, other than at the shop we ended up owning, we had no friends in the business, so ASCCA really helped us propel the business forward. We ended up joining the local chapter board and then I was elected to the ASCCA state board. This introduced us to some of the top shop owners in the state, who then became additional resources for us.

“I can safely say that without joining ASCCA our business would not be what it is today. The best advice I can give a new member is GET INVOLVED! I believe that is the true value of membership, having the resources of all the other ASCCA members, especially through the medium of TeamTalk and the local meetings. There is nothing like having dinner with other shop owners to get ideas and solutions for the improved and successful day-to-day operation of your business. Not to mention you will make some great new friends!” ■

**Read about all of the
ASCCA’s Members of the
Month:
www.ascca.com/ascca-members-of-the-month**

Anniversary Milestones

The ASCCA would like to recognize members who celebrated a milestone anniversary. Congratulations and thank you for your support! Our association has grown strong and is effective because of members like you!

- 55 Years**
Farris, Emma Lou
- 45 Years**
Heyler, Shirley
Mooney, Art & Jessie
O’Brien, Tom
- 40 Years**
Bob Stivers Shell
- 30 Years**
Bob Lee’s Automotive
Greg’s Automotive
Munoz’s Auto Repair
- 25 Years**
Dennstedt, Larry
Dieter Fischer’s Mercedes
Fullerton College
Motor Motion Automotive
- 20 Years**
Automotive Technicians Group, Inc.
Del Mar Automotive
Don’s Garage
Don’s Nissan & Z Specialist
Dualtone Automotive, Inc.
Oakland Auto Works
Osborn’s Automotive
- 15 Years**
ACE Auto Repair & Tire
Accurate Autoworks
Bob Gatzman-Educator
Dick & Ryan’s Auto Repair
- 10 Years**
Ace Automotive & Fuel Systems, Inc.
Battery Systems (50)
Jasper Engines & Transmissions (HQ)
Jasper Engines & Transmissions (05)
Randy’s Mobile Mechanical Service
Smith’s Auto Parts
Wood’s Automotive
- 5 Years**
AAMCO/Tri-Valley Complete Car Care Inc.
A.S.E.
BG Petrospecs (5)
European Auto Repair
JT’s PRO Smog
NAPA Auto Parts
West Coast Muffler, Inc. (20)
WorldPac Industries
WORLD PAC

Welcome
New Members

- | | |
|---|---|
| Auto Zone
San Bernardino | Hall’s Automotive
Los Angeles |
| Bill Moyle Automotive
Canoga Park | MiniWorx
Culver City |
| Cuyamaca College
El Cajon | POMA/Redwood Coast Petroleum
Bloomington |
| Dave’s Auto Repair
Tehachapi | Simply Superior Auto Body
Concord |
| Digital Financial Group
Riverside | Tony’s Motor Service
Los Angeles |
| 50/50 Xtreme Auto Glass, LLC
Concord | |



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ASCCA Chapter Network

The Automotive Service Councils of California is made up of local chapters. Join your local chapter today and get involved!

East Bay (16)
Meetings held third Tuesday, 6:30 p.m.
Call Art Ratner: (510) 540-7093

Foothill (5)
Meetings held first Tuesday, 6:30 p.m.
Call Joseph Appler: (626) 296-6961

Fresno (25)
Meetings held second Thursday, 7 p.m.
Call Zarkis Martirosian: (559) 268-6359

Inland Empire (14)
Meetings held third Tuesday, 7 p.m.
Call Rory Balmer: (909) 337-0082

Long Beach (18)
Meetings held third Tuesday, 7 p.m.
Call Kristen Bunting: (562) 424-8726

Mount Diablo (20)
Meetings held third Thursday, 7 p.m.
Call Steve Elstins (925) 676-8376

North Orange County (48)
Meetings held third Wednesday, 6:30 p.m.
Call Denise Pina (714) 990-1500

Orange Coast (50)
Meetings held third Thursday, 7 p.m.
Call Margie van Lierop (949) 951-1525

Peninsula (23)
Meetings held last Tuesday of every other month, 7 p.m.
Call Angie Roberts: (408) 266-9658

Redding (99)
Meetings times vary
Call Ken Breshears (530) 222-2572

San Diego (24)
Meetings held third Tuesday, Times vary
Call Steve Vanlandingham: (619) 596-0011

San Francisco (21)
Meetings held last Wednesday, 7:30 p.m.
Call Paul Grech: (415) 286-6747

San Joaquin Valley (6)
Meetings held second Thursday, 6:30 p.m.
Call Paul La Berge (209) 466-5364

San Jose (42)
Meetings held second Wednesday, 7 p.m.
Call Angie Roberts: (408) 266-9658

Santa Clarita (3)
Meetings times vary
Call Kevin Browning: (661) 251-6736

Santa Rosa (28)
Meetings time vary
Call Robert Toepp: (707) 546-2851

South Bay (1940)
Meetings held quarterly, 6:30 p.m.
Call Eulogio Tamayo: (310) 371-2449

Tulare/Visalia (26)
Meetings held every other month, 6:30 p.m.
Call John Camara: (559) 688-5721

Ventura County (2)
Meetings held second Tuesday, 6:30 p.m.
Call Kathy Riggs: (805) 983-8100

West Los Angeles (12)
Meeting times vary
Call Jo Ann Fischer: (909) 939-0332

Bureau of Automotive Repair (BAR):
Chief
Patrick Dorais
(916) 255-4565

BAR: Industry Ombudsman
Rick Fong
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(800) 242-4450



Now Available
ASCCA
Consumer
Brochure

ASCCA has created a consumer brochure for members to use in their shops! It's a handy new tool which describes the value of choosing ASCCA member shops over others.

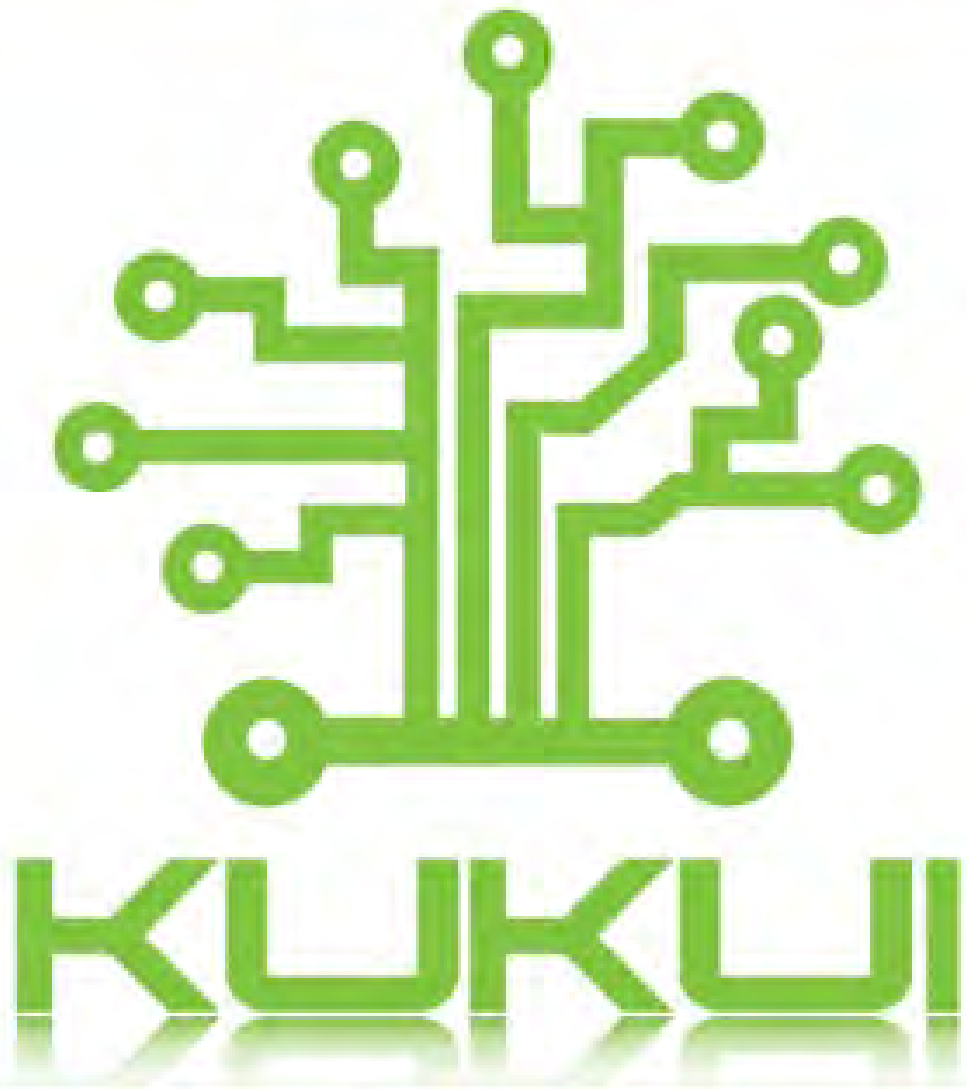
Download the free electronic template from the member's only section of the ASCCA website, www.ascca.com.

Note that you must login with your member ID to access the template.■

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