

## A New Look and New Direction for ASCCA



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

The 2006 ASCCA Board of Directors voted during their March Team Weekend held on Sunday, March 19, 2006 at the Embassy Suites, Sacramento – Riverfront Promenade, to approve an edgy new logo for ASCCA to use to tie in with the long range strategic plan that gives ASCCA its marching orders for the coming years!

After more than a year of painstaking strategic planning, ASCCA has defined not only its core values of integrity, compassion, individuality and continuous self-improvement but has also redefined its core purpose to “elevate and unite automotive professionals, and give them voice.” These aren’t just words to ASCCA members, but the way our members live their lives, run their shops, and what they want their association to stand for both now and in the future. ASCCA has maintained its positive industry reputation since 1940, but now, ASCCA is taking its operations and strategic objectives to the next level.

ASCCA members hold themselves personally accountable for elevating their industry and the way automotive shops are perceived, by increasing the professionalism of their peers and ensuring that the voice of the independent automotive repair shop is heard at the California Legislature and in the regulatory arena with agencies such as the Bureau of Automotive Repair and the California Air Resources Board.

ASCCA made the important decision to change its logo and the way people refer to our association because many people, even those in the automotive industry, often confused ASC with ASE (the testing group). After considerable discussion, ASCCA members determined that it was in our best interest to change the way we are referred to from ASC to ASCCA. Once the decision was made to change our acronym, ASCCA still had to come up with a way to make our logo reflect our new direction. After considerable thought, ASCCA adopted a logo that is both unique and more reflective of the association as it stands today.

ASCCA members chose to keep the association’s traditional red, white and blue color scheme, but to incorporate an updated design and tagline that reflects ASCCA’s professionalism, longevity, and ability to change with the times. In this way, we intend to continue to be the premier association representing the automotive repair industry in the state of California.

ASCCA staff will start slowly incorporating the new logo into its communications, website and stationary. ASCCA is proud of the new logo chosen by its members and is excited to begin the change!

## ASCCA Governance Changes May Be on the Horizon

In late-2004 and early-2005 ASCCA engaged in vision-building and strategic planning efforts aimed at taking ASCCA to a higher level of effectiveness. The decision to engage in vision-building and strategic planning was one of the outcomes of several years of positive changes and growth at ASCCA. Among other things, ASCCA leaders sought to upgrade ASCCA’s relevance in the industry and modernize ASCCA’s governance and operations.

During the vision-building process ASCCA Board members and Chapter Representatives recognized that some relatively basic flaws exist within ASCCA’s governance structure. Namely, ASCCA has both a Board of Directors and a Chapter Representatives Committee. Discussions at the vision-building meeting centered around lack of clarity about the roles of the Chapter Representatives, the power of the Chapter Representatives, the existence of a “we-they” mentality, frustration among Chapter Representatives about feeling powerless, frustration among directors at being criticized unfairly and feeling their jobs were thankless, and frustration among directors about a “disconnect” between directors and members.

ASCCA’s consultant expressed serious  
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**Corrections & Info:**

There are a number of information pages and communication forms available on the website for matters pertaining to *The Independent* on the ASCCA Website. Go to: [www.ascca.com](http://www.ascca.com)

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# President's Message



Daniel Fogle  
State President 2006

## Words from the New Sheriff

**T**his is my first message in my term of office as 2006 ASCCA President. I would like to take this opportunity to thank my fellow board members for their support as I have assumed this role in the association.

ASCCA has been very busy on many fronts both internally and in the industry in general. We have raised our national profile and become involved in many issues that affect our membership in very tangible ways.

One critical issue we have focused on for the past few months has been the ongoing battle over HR 2048 (Barton) – The Motor Vehicle Owner's Right to Repair Act, currently in Congress. HR 2048 is the grandfather of SB 1146 (Burton) which we fought so hard to pass in California in the late 1990's and extends guarantees of information access from the emissions systems to the entire car. Let there be no mistake, ASCCA still supports HR 2048. We believe in the premise that repair information should be accessible, accurate and affordable and that the same information that is available to the dealers should be made available to the independents as well.

That being said, ASCCA has also been at the table and participating in recent efforts by the National Automotive Service Task Force (NASTF) to formalize its operation and move from a volunteer based organization to a staff driven organization. We became involved in the NASTF planning team late last year and currently hold a seat on the initial Board of Directors of NASTF, which recently held their first board meeting on April 4, 2006 in Detroit. Our Executive Director, Shelly Nolder, is ASCCA's representative on this governing body and is continuing to work in conjunction with the ASCCA Board of Directors to find common ground and to attempt to ensure that efforts to formalize NASTF accomplish the main goals of HR 2048.

There are some members of ASCCA who may see our continuing support of HR 2048 and our agreement to serve as a member of the NASTF Board of Directors as contradictory. I however, respectfully disagree. SB 1146 opened the doors for information to come directly to the independents. HR 2048 was the national platform that encouraged the manufacturers to extend that information to the entire car. It is continued support for HR 2048 that is keeping the parties at the table while the other details regarding independent oversight and recourse for shops that may be harmed by the intentional withholding of information are hammered out. If industry could develop a solution that accomplished the goals of the legislation, we would be more than happy to accept it and see it implemented as long as it is supported by the broadest spectrum of industry and is seen as having legitimate authority to act.

## ASCCA Staff & Associates

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## Executive Director's Report



**Shelly Nolder**  
Executive Director

**W**elcome to your first issue of the *California Independent* for 2006. You will notice this issue is longer than usual because we are moving to a quarterly newsletter format in order to increase our page count and bring you more of the information you need about your association, as well as business hints and help for your shop. We hope you will enjoy the new, longer *Independent* format and find it a useful reference tool.

Many things are in the works at ASCCA. Work on our 2006 Action Plan is ongoing and your ASCCA Committees, Chapter Representatives and Board of Directors have many goals to achieve this year. We are focused on the three strategic areas identified over the past year and a half by the ASCCA leadership, including the development of a certification program for independent automotive repair facilities, continuing to work on legislative and regulatory issues on your behalf and working on bringing educational opportunities to you.

After a year of study, the ASCCA Governance Task Force recently provided the ASCCA Board of Directors with their recommendations regarding possible changes that could be made to our governance structure to enhance and improve our operations. The most important recommendation centers on a reconstitution of the Board of Directors which would result in each chapter having one director on the board. There is more detailed information contained in this issue of the *Independent* and I encourage you to read it and discuss it with other members. The ASCCA Bylaws, Policies and Procedures Committee will need to present the Board with the revisions to the bylaws necessary to implement this change. The ASCCA Board of Directors will need to approve those bylaws changes and then the entire ASCCA membership will have to vote to approve those changes as well – before they can take effect. We have sent information out to your chapter representatives on a number of occasions and we encourage you to become informed as the final decision will rest with you.

I don't know if you have seen it yet, but the ASCCA Board of Directors also approved a new logo for our association to use. This is a fresh and edgy new look to go along with the new objectives identified by ASCCA leadership and to take us into the future. We appreciate all of the hard work done by the Membership Committee to develop our new look and we will begin promotion of the new logo out to both industry and mainstream media shortly. You can now download copies of the logo for your use off of our website at [www.ascca.com](http://www.ascca.com).

Yes, there are a lot of changes in ASCCA. But the future is bright and the changes are designed to move our association to a new level in our industry and to differentiate ourselves from our competitors in order to ensure that we remain relevant and attractive to the new generation of members who are waiting in the wings to join our long-standing and well respected association. Ethics in action with an eye to the future – this is what defines ASCCA.

## ASCCA Board & Directors



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# Insurance News

## ASCIS Chapter Referral Program

As you all know, the partnership between ASCCA and ASCIS provides valuable monetary support and subsidizes many programs for your trade association including such things as legislative activities and other critical activities that benefit the entire membership. Recently, we have heard from ASCCA Chapters that they would appreciate some direct financial support as well in order to help strengthen the chapters across California. ASCIS shares this sentiment and has developed a simple program for you to take advantage of that can directly financially benefit your chapter, as well as ASCCA as a whole.

If your chapter, or one of its members, refers a new client **DIRECTLY** to ASCIS we will compensate you or your chapter in **ONE** of the following ways:

- 2% of premium paid as a policy referral fee for each year the policy is written directly through ASCIS – paid directly to the chapter  
(EXAMPLE: 5 policies written at \$10,000 in premium each is \$1,000 to YOUR chapter direct)

OR

- A one time \$60 dollar American Express Gift Card – paid to the referring person, if the chapter is not the referring party

Besides providing our clients with low premiums, honesty and diligence, one of ASCIS' main objectives is to produce new business for your association owned insurance program. Therefore, referred accounts DO NOT have to be repair facilities. ASCIS is a sales organization and policy growth is good for the program, ASCCA Headquarters, and now you have the opportunity to help ASCIS positively and financially impact your chapter and your members with the ASCIS Referral Program.

Please note that in order for ASCIS to compensate you or your chapter, a referral form **MUST** be sent in to ASCIS. To download a Referral form, please visit our website at [www.ascca.com](http://www.ascca.com). Questions? Give ASCIS a call today at 1-877-250-1979!!!

## Beware of Underinsured Motorists

California has instituted a new law allowing low income drivers to purchase a special insurance policy if they meet specific residence and income standards.

The California Low Cost Automobile Insurance program was created in 1999 to provide low income, good drivers with access to affordable automobile insurance. It began as a pilot program in Los Angeles and San Francisco counties. A total of 16 counties will soon be able to take advantage of the program. Program policies are issued by California licensed insurers and the program is administered by the California Automobile Assigned Risk Plan. The program provides eligible low income, good drivers with state-required liability coverage for under \$400 a year.

### What this means for you:

These policies have minimal limits for damage to property, cars, bodily injury medical costs, and liability for pain and suffering and other damages. In general, these limits will only cover the smallest accidents with very little damage and almost no injuries.

We want to alert each member to review your auto coverage, both personal and commercial, and be sure that your limits for underinsured and uninsured motorist coverage are sufficient enough to provide you protection in the event a driver with a minimum limits policy is at fault in an accident.

Underinsured and uninsured motorist coverage will provide coverage above the policy for the other driver and make sure there isn't a gap in coverage. ASC Insurance Services recommends that most business owners and others with substantial assets carry at least **\$500,000 limits** to be sure you are protected.

For more information, please call ASCIS at (877) 250-1979.

## Importance of Workers' Comp Insurance!!!

Dozens of restaurant owners across the Bay Area received unexpected visitors recently. State agencies cracked down on owners who break labor laws in San Francisco.

David Dorame is part of the team that went looking for labor and safety violations at Bay Area restaurants. He is with the team representing the Labor Commissioner's office. Other agencies that took part in the sweep include Cal-OSHA and the Employment Development Department. These agencies spent a week in Oakland, Alameda, and San Francisco and say that it doesn't take long to find a violation.

Dorame cited one restaurant for ignoring payroll taxes and under-reporting the amount of workers in order to pay minimal workers' compensation. Dorame said if a restaurant is not following the state laws it can result in the restaurant being shutdown.

Since last summer, the state has organized similar surprise sweeps in places like Sacramento and Los Angeles. During the San Francisco sweep, three restaurants were shut down immediately for not having workers' compensation.

One affected restaurant, The Magic Wok, reopened its doors one day later, but it took a lot of scrambling to get a policy overnight.

Along with the three closures, the state also issued about \$150,000 in fines.

The moral of the story is, although these shops were in the restaurant business, the auto repair industry is also one of the highly targeted industries. As you can see, the penalties can be severe. So, protect yourself and your business. Make sure you have all the required insurances to run your business.

For a free workers' compensation insurance quote, please call Shannon Blake-man at (916)609-8396.

**The ASCCA Website is available for you 24/7!**  
**Please visit [www.ascca.com](http://www.ascca.com) for all the latest association information!**

# I-CAR Online Self-Study Training Is Here

The latest revolution in I-CAR training is the I-CAR online self-study training...available to you 24/7! These online programs are unique and contain content not found in I-CAR Live training; their content is designed to supplement programs in the I-CAR training paths.

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- Interactive exercises, activities, and quizzes make learning fun!
- The ability to learn at your own pace.
- An ongoing reference tool – all purchased programs are stored in your personal online training library.

## Understanding online training programs:

- Programs may contain vehicle- or procedure-specific information or general concepts
- All programs contain an online post test. Successful completion of this post test will earn you 0.25 (one quarter) of a Gold Class point and an instant certificate of completion that you print from

your own computer.

- Online training can be purchased individually or in bulk using redemption codes, which work similarly to I-CAR discount training coupons

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# National Automotive Service Task Force Update

Recently the National Automotive Service Task Force (NASTF) has been undergoing some significant changes and the Automotive Service Councils of California (ASCCA) has been playing a role in those changes.

For the past several years ASCCA has strongly supported HR 2048 (Barton) the Motor Vehicle Owner's Right to Repair Act. We still support this legislation as it would require manufacturers to provide the same repair, tool and training information to the independent sector that they provide to their franchised dealerships. This entire effort began in California in the late 1990s when ASCCA, along with a large coalition of automotive associations, forced passage of SB 1146 (Burton) which required manufacturers to make the same emissions related repair information that they made available to their franchise dealerships available to the independent automotive sector. HR 2048 would take those provisions on emissions systems and extend them to the entire vehicle. This is a bill that is aimed not only at protecting the interests of the independent sector but also the consumer by ensuring they continue to be able to exercise their freedom of choice in where they have their vehicles repaired. HR 2048 has been unfairly characterized by some as a "parts bill" and this is not accurate. HR 2048 is deserving of our time, attention and support as it directly affects our livelihood.

For some time now, the Congressional Subcommittee on Commerce, Trade and Consumer Protection of the House Energy and Commerce Committee has been encouraging the different parties involved including entities such as the Automotive Aftermarket Industry Association (AAIA), the Automotive Service Association, the Coalition for Automotive Repair Equity, the Alliance of Automobile Manufacturers and the Association of International Automobile Manufacturers to go to the table and see if an industry crafted solution may be possible to take the place of legislation but still accomplish the main goals of HR 2048 being that repair information should be available to the independent sector and must be both accurate and affordable.

Last summer representatives from those parties in addition to others held a series of negotiations aimed at crafting an industry solution. Those negotiations were overseen by the Better Business Bureau. Many positive results were achieved by those negotiations including agreements

by the manufacturers to improve the technical support on their websites, the concept of reconstituting NASTF to serve as an advocate for technicians with a formal board and paid staff and preliminary agreement on a system whereby a technician could invoke an independent third party to possibly subject the manufacturers to a fine if they did not provide the necessary repair information in a timely manner or provide a justifiable reason as to why they couldn't do so.

Where the negotiations broke down involved issues surrounding tool information and how that information is provided, issues in regards to immobilizers where "security" can be used as an excuse to deny vehicle access to independent repairers, and the constitution of the governing board of the "new" NASTF.

After the negotiations, NASTF voted in November of 2005 to proceed to formalize their operation in spite of the breakdown and in December they appointed an 18 member planning group to look into issues surrounding that formalization. ASCCA was chosen to be a member of that planning group due to our experience with this issue beginning in the 1990s with SB 1146 and our unique position of being the voice of automotive repair in California. Our Executive Director, Shelly Nolder, has attended all meetings of this planning group including conference calls that took place as well as face to face meetings with the planning group in Pennsylvania in January and Texas in March.

ASCCA's decision to take part in the planning group was due to our position that although we support HR 2048, what we really support are the goals of the legislation. We all agree that a system needs to be in place with an enforceable agreement that will compel manufacturers to continue to provide repair information in a timely, accurate and affordable manner and should they decide not to do so that the independent sector should have recourse through an independent third party to recover damages caused by information that may be withheld absent a legitimate reason to do so. Although we appreciate the fact that many manufacturers currently make much of this information available, there is nothing in law or in practice to continue to compel them to do so. We aren't willing to bet the future of the independent automotive repair sector on what can be summed up as "good intentions" at best.

ASCCA has agreed to serve on the initial NASTF Board of Directors and Ms. Nolder attended the first NASTF Board Meeting held in conjunction with the NASTF regular meeting on April 4, 2006 in Detroit. ASCCA is working in concert with the players on the NASTF board on issues involving voluntary standards, the details of continuing to formalize NASTF and the creation of a third party arbitration process that may be helpful in accomplishing our goals. The selection of the National Institute for Automotive Service Excellence as the body that will provide administrative assistance to the NASTF Board of Directors is seen as a positive move. There is much that remains to be done.

However, we have not stopped supporting HR 2048 as this is the hammer that is keeping all the interests at the table. We continue to be concerned that due to political reasons major players such as AAIA, Alliance of Automotive Service Providers and the Council of Advanced Automotive Trainers left the NASTF Planning Group and their future status as members of the NASTF Board of Directors continues to be in question. We call on the NASTF Board of Directors to make a concerted effort to do what is necessary to bring those players back to the table. The NASTF organization must be seen as inclusive of industry interests in order to be seen as truly legitimate. We also call on NASTF to take an active role in working with the individual car companies to get them to agree to sign the agreements that will keep them at the table. ASCCA intends to continue to work together in the spirit of cooperation and mutual benefit as long as possible to ensure our members goals are met by whatever means necessary whether this means legislation or voluntary cooperation that is legitimate and enforceable.

Please continue to watch for more information as it becomes available. The situation continues to evolve and from our perspective we are conducting our business with your best interests at heart. We appreciate the support as we continue to search for ways to live up to our core purpose which is to elevate and unite automotive professionals, and give them voice.

**Workers' Comp and  
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[www.ascca.com](http://www.ascca.com)!**



## Legislative Update

The California State Legislature got back in the swing in January of this year. This is an election year so the bill traffic is a bit slower than usual as legislators occupy their time with campaigning. Nevertheless, our lobbyist Jack Molodanof and your Government Affairs Committee are hard at work making sure that your interests are represented on a daily basis in the halls at the Capitol building. You will find a list of the bills we are currently following in this issue of the *California Independent* and you may access our bill-file online on our website at [www.ascca.com](http://www.ascca.com).

ASCCA is continuing to work closely with the Bureau of Automotive Repair (BAR) on issues that you find important. We are working to get clarification on recent regulations as to who can sign and authorize repairs. We are also engaged in proposed regulations regarding the listing of parts and labor, which differ from current practice to ensure that we don't run into unintended consequences that would unnecessarily complicate your lives. The BAR Advisory Group continues to meet on a bi-monthly basis and the meetings are being held in different areas of the state, not just Sacramento. Please see the schedule in the *Independent* or on the BAR website and join the meeting if it is in your local area.

The 15 year/150,000 mile warranty task force continues to meet on a regular basis. We are proceeding with our challenge to CARB regarding these regulations. We hope to have something definitive to report soon. In the meantime, you can rest assured that we are doing all we can to address this critical issue in conjunction with many other industry partners.

Our ASCCA Executive Director, Shelly Nolder, recently met with David Howe, the Enforcement Monitor for the BAR, to offer our continued assistance to him in his efforts to investigate and make recommendations on certain aspects of the BAR's operations. Mr. Howe has produced his first report and expects to have the second completed sometime in early summer. He will then spend time monitoring the results. We believe Mr. Howe has been fairly objective in his analysis and receptive to input from industry and we are looking forward to seeing what further improvements he will recommend in his next report.

The BAR hired a consultant recently, Merlin Switzer of Switzer Associates, to help make improvements in their training programs for their field representatives. ASCCA Board Member, Andy Pollino, and other ASCCA members met with Mr. Switzer to discuss industry's perspective and to give our input as to what field representatives needed to improve upon. Some suggestions included focusing on improving their customer service skills, not approaching each shop as if they were presumed guilty instead of innocent and working on mediation skills to assist both the shop and the consumer bring their disputes to successful conclusions. ASCCA was happy to participate in this effort and are hopeful that some of our suggestions will be included in the future training regimen for BAR field representatives.



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# Learning From Losses



## Brake Failure Results in Mechanic's Death

### INCIDENT DESCRIPTION

In November 2005, a mechanic at a small garage was crushed by a van that was being driven onto a lift. The van was brought to the garage because the brake pedal was “mushy.” The victim was standing in front of the vehicle, guiding it onto the lift when the incident occurred. Another mechanic was driving the van. When the driver tried to stop the vehicle, the brakes failed to work. The van jumped the wheel stops on the lift, pinning the victim between the front of the van and a workbench.

An investigation of the vehicle brake system, after the incident, indicates a brake line connection to the master cylinder was not seating correctly, allowing brake fluid to leak from the reservoir and air to enter the braking system.

The victim died of blunt force trauma to the pelvic area.

As a result of Cal/OSHA's investigation, the employer was fined \$13,500 for not having an effective Injury and Illness Program. The employer avoided a \$5,000 fine by notifying Cal/OSHA of the fatality within 8 hours after the incident, as required by law.

### RECOMMENDATIONS/DISCUSSION

**1. The employer had a written Injury and Illness Prevention Program, but no evidence it had been implemented or maintained.** It's not enough to have a written safety program. It must be effective. That means you must communicate the program to new and existing employees and fulfill the activities described in the program. This would include, but not be limited to, training new and existing employees, communicating safety on a regular basis, inspecting and correcting hazardous conditions and procedures, and investigating accidents.

**2. Answer these questions. If you answer “No” to any of the following questions, then you need to evaluate the effectiveness of your Injury and Illness Prevention (IIP) Program.**

- a. Have you designated in writing the person who has the authority and responsibility for implementing the IIP Program?
- b. Is training provided to all supervisors and employees about general and job specific safety and health issues?
- c. Do you have an effective system to identify and correct workplace hazards and unsafe work practices?
- d. Is safety communicated to employees on a regular basis? Is it documented?

**3. Put on a “safety hat” and look at how things are done.** Most garages probably follow the same practice that this garage followed. A person stands in front of the lift to guide the vehicle onto it. Consider a safer procedure. Instruct the employee to stand to one side of the lift when guiding the vehicle. If it's necessary to see how the wheels are aligning on the ramps, have the vehicle come to a complete stop before stepping in front of it to give direction. Then move out of the way before it begins moving again. Don't accept a work practice as being safe because, “that's how it has always been done.”

LFL 1014

Accident prevention is the responsibility of your Company's management. The information in this publication should not be considered all encompassing, or suitable for all situations, conditions or environments. Every business is responsible for implementing an effective injury and illness prevention program and should consult with legal, technical or other advisors as to the applicability of this information to your business.



# ASC Educational Foundation

As Chair of the ASC Educational Foundation, I would like to announce an exciting opportunity for you to give back to your industry by taking a seat on the ASC Educational Foundation Board!

To inquire about taking on this fulfilling post, please contact me, Kris Cesena, at (650)342-8480 or kris@hondahospital.com. (Interested members must have email capability.)

## ASC Educational Foundation 2006 Scholarship Winners

Congratulations and the best of luck to the following scholarship recipients:

- 1) Julia Johnson - Skyline College, San Bruno, CA
- 2) Johnathan Vallejos - Monrovia High School, Monrovia, CA
- 3) Karla Santos - Santa Ynez Valley Union High School, Santa Ynez, CA
- 4) Bernie Cortez - College of the Sequoias, Visalia, CA
- 5) Diana Fleenor - San Luis Obispo High School, San Luis Obispo, CA

Awards will be given to these students at their school or at an ASCA local chapter meeting in the coming months. Be on the look out in the next issue of the *Independent* for information about each of these students.

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\*Loan approval will be based on select criteria. Not all who apply will be approved.

## ASC Educational Foundation Scholarship Fund Contributions 2006

Name	Chapter	Amount	Designated Scholarship
Ayers Automotive	8	\$200	Maxine & Jim Jones
Carburetor & Electric Co.	8	\$12.50	Maxine & Jim Jones
Automotive Clinic	23	\$10	General
Honda Hospital	23	\$25	General
Inside Garage	23	\$10	General
Mechanically Speaking	23	\$10	General
Larry's AutoWorks	42	\$100	Jim Hunt
Larry's AutoWorks	42	\$100	Jim Hunt
Larry's AutoWorks	42	\$100	Jim Hunt

# Legal Forum

## Ask Katie & Dave

### Mechanic's Liens - Pitfalls, Hazards and Obstacles

The subject of Mechanic's Liens has come up often lately. So, it appears it is time to put this into an article. California Civil Code §3068 provides that auto repair shops have a lien on vehicles for the repair costs (and in some cases also for storage) so long as the repair shop has possession of the vehicle and so long as the repair shop begins the lien sale process timely. "Timely" means that the lien sale process is started with 30 days of presenting a bill to the customer or 45 days from last working on the vehicle – whichever comes first. The rule of thumb that we like to use to start the lien sale is no later than 2 weeks after telling the customer to come in and pay for the car. You can, however, start the lien sale process earlier – as soon as you believe the customer is not going to be able to pay for the

car. Our recommendation is that you utilize a reputable lien sale company to process the paper work for you.

It is not unusual to discover that a customer who cannot pay for repairs on their vehicle has also not made their car payments. After you have started the lien sale, you are likely to receive a call from the finance company. Even if the bill is \$2,000 for the repairs, the finance company will only be required to pay \$750 of the repair bill. The law also provides that the finance company is required to pay up to \$400 of storage charges - or up to \$500 if the lien sale has been started. This is provided that you have an agreement with the customer to pay storage charges. The best way to show this agreement is to have, as part of your authorization for work

on your estimate, a provision that storage charges will be incurred at a specific dollar amount (whatever is the going rate for your community) if the charges are not paid and the vehicle is not picked up within 48 hours of notification of completion of work.

What all shop owners need to keep in mind is that you are not a bank, nor or you in the loan business. If a bill is going to be in excess of \$750 - ask for money up front. Do not ask for the entire amount of the bill, but enough so that if you are only paid an additional \$750 you are not hurt. Remember if the customer does not have money to pay you some up front, the customer will not be able to pay the bill when the vehicle is ready and you do not want to do work for free!

## ASCCA Members Receive Quality Service Award

The Southern California Auto Club recently honored 21 vehicle repair shops with its coveted Quality Service Award. The award-winning shops are the most superior of AAA's 600 or so Approved Auto Repair facilities in Southern California and **ELEVEN** ASCCA shops were among the honorees.

These shops were chosen, based on their meeting several strict criteria between July 2003 and June 2005. The qualifications include: no more than one member complaint; a minimum 99% customer satisfaction rating in two consecutive customer surveys; and no facility deficiencies observed during annual shop inspections or bi-monthly shop reviews.

### Congratulations to:

Accurate Auto Repair, Ted Bascue, Mission Viejo (50 – Orange Coast)  
 Certified Automotive Specialists, Gene Morrill, Glendora (05 – Foothill)  
 Dyrness Automotive, Dyrness Automotive, Glendale (05 – Foothill)  
 Foothill Foreign Auto, Dennis Lumbert, Upland (14 – Inland Empire)  
 Good Guys Automotive, Peter Guy & Marie Smith, Yorba Linda (48 – North Orange County)  
 Hontech Automotive, David Newkirk, San Diego (24 – San Diego)  
 Karco Specialties, Dick Kartozian, Orange (48 – North Orange County)  
 Ken Daniels Auto Service, Carlo Minassian, Glendale (05 – Foothill)  
 Okimoto's Automotive Center, Roy Okimoto, Norwalk (01 – Mid Cities)  
 Rizzoli's Automotive, Jim Rizzoli, Santa Maria (17 – San Luis Obispo)  
 Shadetree Automotive, Paul Huffman, San Clemente (50 – Orange Coast)  
 Swedish Car Clinic, Peter Kiellberg, Harbor City (1940 – South Bay)

# Industry Meetings Calendar

The following are meetings ASCCA encourages you to attend, as their outcome directly affects you and your industry. Please note that all meetings are subject to change without notice and you are advised to check on meeting times and locations the day before the event if you plan to attend.

May 4-6	AAIA Spring Leadership Days	Westin Diplomat Resort	Hollywood, FL	(301) 654-6664
May 16	BAR Advisory Group Meeting	DeAnza College	Cupertino, CA	(800) 810-4272
May 17-18	Global Automotive Aftermarket Symposium	Hyatt Regency Hotel	Dearborn, MI	(301) 654-6664
May 23	Inspection and Maintenance Review Committee	Byron Sher Hearing Room, EPA Building, 1001 "I" Street, 2nd Floor	Sacramento, CA	(916) 322-8181
June 10-11	ASCCA Team Weekend	Hilton San Diego - Mission Valley	San Diego, CA	(800) 810-4272
June 23-26	AEA Annual Meeting	Pointe Hilton Tapatio Cliffs	Phoenix, AZ	(301) 654-6664
June 27	Inspection and Maintenance Review Committee	Coastal Hearing Room, EPA Building, 1001 "I" Street, 2nd Floor	Sacramento, CA	(916) 322-8181
July 10	BAR Advisory Group Meeting	Contractor's State Licensing Board Headquarters	Sacramento, CA	(800) 810-4272
July 25	Inspection and Maintenance Review Committee	Coastal Hearing Room, EPA Building, 1001 "I" Street, 2nd Floor	Sacramento, CA	(916) 322-8181
August 2-6	2006 I-CAR International Annual Meeting	The Fairmont, San Jose	San Jose, CA	<a href="http://www.i-car.com">http://www.i-car.com</a>
August 22	Inspection and Maintenance Review Committee	Coastal Hearing Room, EPA Building, 1001 "I" Street, 2nd Floor	Sacramento, CA	(916) 322-8181
September 12	BAR Advisory Group Meeting	TBA	San Diego, CA	(800) 810-4272
September 26	Inspection and Maintenance Review Committee	Coastal Hearing Room, EPA Building, 1001 "I" Street, 2nd Floor	Sacramento, CA	(916) 322-8181
September 29-October 1	ASCCA 66th Annual Meeting & Elections	Embassy Suites Hotel - Buena Park	Buena Park, CA	(800) 810-4272
October 24	Inspection and Maintenance Review Committee	TBA	Sacramento, CA	(916) 322-8181
November 13	BAR Advisory Group Meeting	TBA	Sacramento, CA	(800) 810-4272
November 28	Inspection and Maintenance Review Committee	TBA	Sacramento, CA	(916) 322-8181
December 9-10	ASCCA Team Weekend	TBA	San Francisco, CA	(800) 810-4272
December 26	Inspection and Maintenance Review Committee	TBA	Sacramento, CA	(916) 322-8181

## Non-Deductibility Statement

Pursuant to IRS regulations you are hereby notified:

Contributions or gifts to the Automotive Service Councils of California are not deductible as charitable contributions for Federal Income tax purposes. However, your dues may be deductible under other provisions of the Internal Revenue Code except for that portion which is allocated to Association political and lobbying expenses.

ASCCA estimates that the non-deductible portion of your dues attributable to political and lobbying expenses for the 2006 year are as follows:

ASCCA Lobbying:	3%
Total Non-Deductible Portion of Dues:	3%

Please consult your tax advisor for further information.



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# Tool Reimbursement Question

Recently, an ASCCA member received a call from a salesman, for a firm that sells "Accountable Reimbursement Plans." The salesman quoted California Labor Code 2802, and talked about "reimbursable expenses." According to the salesman, shop owners pay technicians higher wages because they bring tools to the job. As such the shop owner should either provide all the tools needed for the job, or reimburse the tech for tool purchases and repairs to be in compliance with the labor code.

He went on to say that if shop owners include tool reimbursement pay within the tech's payroll, you are supposed to document what portion of the payroll goes to the tools and what goes for pay for work. He also indicated two lawsuits have been filed in California, one against Caliber Collision and one against Pennysaver - under the Sue Your Boss law. (Caliber Collision has been sued under the "Sue Your Boss Law," but for overtime violations, not related to tool expenditures. It is uncertain if Pennysaver has also been sued.)

The salesman indicated that his firm would be happy to provide the service of accounting for the various portion of payroll go to tools versus wages.

Here is a copy of the code section:  
2802. (a) An employer shall indemnify his or her employee for all necessary expenditures or losses incurred by the employee in direct consequence of the discharge of his or her duties, or of his or her obedience to the directions of the employer, even though unlawful, unless the employee, at the time of obeying the directions, believed them to be unlawful. (b) All awards made by a court or by the Division of Labor Standards Enforcement for reimbursement of necessary expenditures under this section shall carry interest at the same rate as judgments in civil actions. Interest shall accrue from the date on which the employee incurred the necessary expenditure or loss. (c) For purposes of this section, the term "necessary expenditures or losses" shall include all reasonable costs, including, but not limited to, attorney's fees incurred by the employee enforcing the rights granted by this section.

## What this means for you:

Accountable Reimbursement Plans are basically an attempt to get around the

IRS laws. What is meant by "expenditures under the law" are the types of things that are legal expensed by a company - such as mileage and meals during approved work travel.

For tools to be expensed by a company there must be a clear payment, dollar for dollar, to the employee by the employer - not a portion of salary going to pay for tools and another for actual work. For example, when an employee travels for

work, they turn in receipts that clearly state how much they paid out for meals and are reimbursed according to the amount on the receipt. You do not just supplement money to their regular salary to cover travel meal expenditures.

Bottom line: Do not jump into a tool reimbursement plan without first checking with your CPA, tax advisor, or use your free half hour with Jacobs & Gregory, Attorneys at Law, at (951)781-9091.

esp

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**Environmental Systems Products, Inc.**  
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www.esp-global.com

## Flooded Gulf Coast Cars Pose Hazards for Technicians

Auto repair technicians and shop owners are urged to use caution if they suspect a vehicle they are asked to repair came from one of the Gulf states devastated by hurricanes Katrina and Rita.

According to reports in various newspapers and automotive trade magazines, many of the estimated 250,000 to 500,000 vehicles ravaged by the hurricanes will be sent to other states and sold without indication they were flooded. Some of them will almost certainly show up in the hands of unsuspecting California motorists and then be sent for repair to automotive technicians who could be exposed to hazardous toxic materials that have been hiding for months or even years.

"Some of those cars are sure to make their way to California," said Bureau of Automotive Repair (BAR) Enforcement Program Manager Wayne Ramos. "And, technicians should be very careful because some may pose health hazards to those who repair them."

The most likely places for water and leftover hazardous sludge to sit enclosed for long periods of time are seats, doors, frame rails, rocker panels, gas tanks, and low areas in quarter panels and trunk floors, according to the Coordinating Committee for Automotive Repair (CCAR). CCAR has been working closely with the Center for Disease Control, the U. S. Environmental Protection Agency, and others to help protect both consumers and technicians who may be exposed to toxic materials lurking in contaminated vehicles. One of the more hidden places to find signs of flood damage is under the dashboard behind the instrument panel because that area is very difficult to thoroughly clean without damaging delicate components.

Both automotive and insurance industry organizations are also providing information to help consumers, shop owners, and technicians nationwide protect themselves from unscrupulous operators who may try to conceal the origin of a vehicle that may have been damaged in a flood.

CCAR has prepared a free downloadable advisory on how to repair or dispose of contaminated vehicles, as well as how to protect your health when confronted with a contaminated vehicle. The CCAR information is available at [www.ccar-greenlink.org](http://www.ccar-greenlink.org).

Similarly, the National Insurance Crime Bureau (NICB), a nonprofit organization that fights insurance fraud and vehicle theft, is working with law enforcement agencies to identify and catalog vehicles damaged by the hurricanes and is making flood-damaged Vehicle Identification Numbers (VINs) available to the public at their web site. They can be reached at 800-TEL-NICB (1-800-835-6422) or at [www.nicb.org](http://www.nicb.org).

In California, the Department of Motor Vehicles (DMV) issued a press release in early October warning consumers to look out for used vehicles damaged in the hurricanes that may be offered for sale without being labeled as flooded or salvaged. DMV urged consumers to get the vehicle inspected by an experienced technician before they buy. As a result, consumers are expecting technicians to be able to spot signs of mold in carpeted areas, silt or mud residue in the trunk, and other signs in dashboard lights, power windows and other electronic components with intermittent problems.

*Continued on Page 18*

## ASCCA Thanks Its Newest Corporate Sponsors



### eAutoClub


eAutoClub is a leader in the field of automotive decision-making support systems. Developers of eAutoWiz have created one of the industry's most accurate and effective Customer Loyalty Building system.

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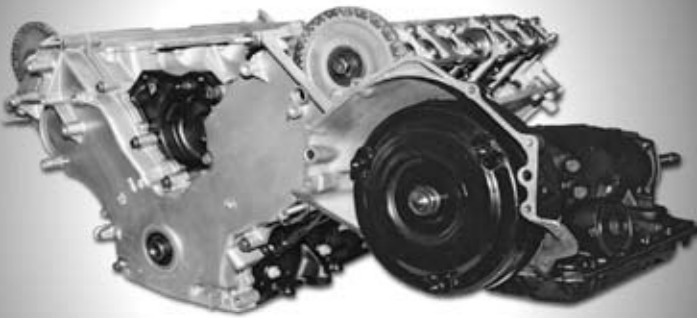
- 1) ServiceWiz - Point-of-Sale expert system
- 2) ReminderWiz - Postcard reminders
- 3) PhoneWiz - Telephone messaging reminders, which "touch" customers eight times per year with service recommendations

For more information about eAutoClub, visit [www.eautoclub.com](http://www.eautoclub.com) or call Jorge Antico at (310) 984-3501.


*Continued on Page 18*




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## Application for Consideration/Candidate Profile Form ASCCA Board of Directors Two (2) Year Term Commencing January 1, 2007

*ASCCA members desirous of running for a position on the ASCCA Board of Directors are required to fill out Section I of this form in its entirety. Additionally, candidates must provide the information requested in Section II and attach a separate sheet(s) responding to the information requested.*

***Applications/Profiles must be received in the ASCCA Headquarters Office by Friday, June 30, 2006. You must also sign our conflict of interest policy as part of your application which will be provided to you once you submit your application and candidate profile form.***

### Section I - Application *(Please print legibly)*

Via submission of this form, I, (name) \_\_\_\_\_, make application to ASCCA to be considered as a candidate for the ASCCA Board of Directors.

Business Name: \_\_\_\_\_

Business Address: \_\_\_\_\_

Business City, State, Zip: \_\_\_\_\_

Business Phone: (    ) \_\_\_\_\_ Business Fax: (    ) \_\_\_\_\_

E-Mail Address: \_\_\_\_\_ Chapter #: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### Section II - Candidate Profile

*On a separate sheet of paper, please provide information/responses to the following and attach to this application when submitting:*

1. **Business Information** (type of business, years in business, years in that location, etc.).
2. **Personal Information** (Years involved in the automotive industry, family information you wish to divulge, hobbies, civic activities, professional activities/affiliations, memberships in other fraternal and/or civic organizations, etc.).
3. **ASCCA Activities** (Number of years you have been a member, chapter activities and positions held, state level activities and positions held, etc.).
4. What **Personal Qualities** and traits do you believe you have that qualify you to serve on the ASCCA Board of Directors?
5. What special **Areas of Expertise** do you believe you possess that would be helpful in governing ASCCA?
6. In which **Areas of Association Governance** do you believe ASCCA should target its financial and human resources and why? (examples: membership growth, membership benefits, government relations, public awareness, etc.)
7. How do you envision **ASCCA in Five Years**?
8. How do you envision the **Automotive Repair Industry in Five Years**?

**Application and Profile must be received no later than June 30, 2006 by mail  
to ASCCA, 758 University Avenue, Sacramento, CA 95825  
OR fax to (916) 924-6702 - Attn: Board Candidate Committee**



## ASCCA Members Attend CARB Meeting

In January, CARB held a meeting in El Monte, California to unveil its newest million dollar piece of equipment. ASCCA members were there for the event.

John Swanton, CARB Communication Specialist, demonstrated the machine's capabilities, developed to test diesel power vehicles, which are expected to increase in numbers on the road in the near future. Swanton also explained the use of sample collection bags for analyzing emissions.



Left to right: John Swanton, Paul Frech, Tony Thomas, Mark Redfield, and David Baerg



Left to right: Mark Redfield, John Swanton, Tony Thomas, Paul Frech and Paul Huffman

## Work Permits for Minors

The California Labor Code, the Fair Labor Standards Act (FLSA) and the Education Code all regulate employment of minors in California. Several employer misconceptions about California work permit requirements result in the issuance of civil citations and penalty assessments.

With certain limited exceptions, California requires minors under 18 years of age who have not graduated from high school or obtained a "Certificate of Proficiency" to have a valid work permit.

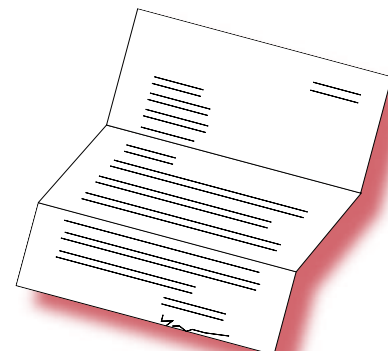
- Work permits are required year-round, even when school is not in session.
- Employers often hire high school "drop-outs" or married minors in the belief that the work permit requirement does not apply to these minors.
- When parents/guardians employ their minor children, they must obtain work permits as well as meet all the child labor requirements imposed upon other employers.

### Required Forms

*The Statement of Intent to Employ Minor and Request for Work Permit.* This form should be completed by the minor and signed by the employer and the parent/guardian of the minor. Once the form is completed, the student files it with the school district and the school district may issue a work permit.

*Permit to Employ and Work.* The school issues the permit, and the student returns the Permit to Employ and Work to the employer. The employer must have this permit on file in the workplace for each minor.

Keep these records open at all times for inspection by school authorities and officers of the state Division of Labor Standards Enforcement.



## Proper Handling of Sexual Harassment Complaints

In recent decision, the 9th Circuit Court of Appeals found that an employer was not liable because it acted reasonably, under the circumstances, when responding to a sexual harassment complaint. The employer, a college, received a sexual harassment complaint from a student. The student claimed that the college failed to take appropriate corrective measures in response to her complaint. Further, the student claimed that the college unnecessarily delayed a hearing on her complaint in contravention of college policy.

The Court found that, because of the level of response and the amount of attention the college paid to the resolution of the student's complaint that the college was not liable for damages to the student. Although the college did not follow its own policy concerning formal hearings in response to sexual harassment complaints, the Court determined that the delay was merely careless or negligent, not a deliberate attempt to sabotage the student or the resolution of her complaint. The Court did emphasize that its holding in this case was based on the specifics of this particular case and the actions the college took. Further, according to the Court, such a delay with a different set of facts may have a different result. It is therefore important to review your sexual harassment complaint and investigation procedures and follow these procedures whenever such a complaint is received.

### What Should You Do?

- Review your sexual harassment complaint policies and procedures.
- Promptly investigate and take appropriate remedial action where appropriate.
- Clearly document the complaint and investigation process.

*California Chamber of Commerce*

## Calculation of Workers' Compensation Awards for Multiple Injuries

A state Court of Appeal ruling on the proper calculation of a workers' compensation permanent disability award to an employee who suffered multiple injuries while working for the same, self-insured employer was recently denied review by the California Supreme Court. This leaves in effect the appeals court decision that the amount of the second award is calculated on the basis of dollars and not percent of disability.

The Court agreed that the employee's prior disability must be taken into account when calculating his final award, as the employer should not be expected to pay twice for the same injury. The court said this was properly accomplished by calculating the dollars attributable to the second percentage of disability and then deducting the dollars attributable to the earlier permanent disability award. But the Court found that the percentage of the second disability should remain unchanged for purposes of considering the employee's eligibility for a lifetime pension. The Court was explicit that its holding in this case was limited to facts that involve an injured employee who received a prior disability award while working for the same employer.

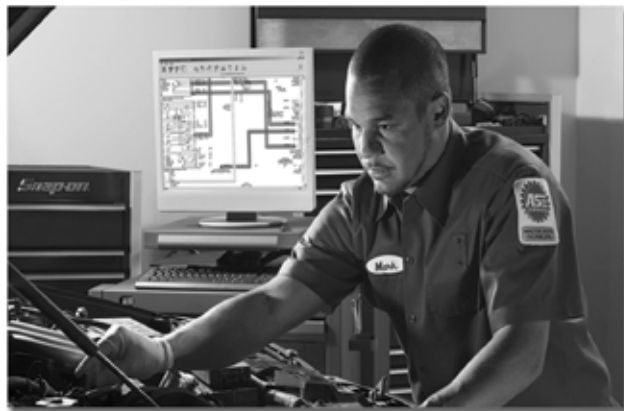
### What Should You Do?

- Properly document all workplace injuries.
- Ensure employees are aware of their rights when they suffer a workplace injury.
- Understand your company's potential liability and the impact on workers' compensation insurance coverage.

*California Chamber of Commerce*

## HOT WIRED

### NEW CIRCUIT ISOLATION TOOL HELPS TECHNICIANS PINPOINT AND DIAGNOSE ELECTRICAL PROBLEMS



Cars on the road today are getting more complicated, but technicians don't seem to get more time to fix them. To keep pace with the challenges of these complex vehicles and their demanding owners, service professionals need every advantage they can get. That's where Mitchell 1's OnDemand5™ Repair comes in. With **CircuitSelect**™ – a new software utility that isolates circuits and highlights them in color – you'll diagnose electrical problems faster. For the most comprehensive service and repair information, full-color system wiring diagrams, and the all-new CircuitSelect advantage, there's only one solution: Mitchell 1.

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## ASCCA 2007-2008 Board of Director's Election

It's not too soon to think about running for a position on the 2007-2008 ASCCA Board of Director's. If you would like to serve your industry and your association at the state level - run for a position on the 2007-2008 ASCCA Board of Directors!

For more information, please contact Shelly Nolder at ASCCA Headquarters at (800) 810-4272. To complete an application, see the application in this issue of the *Independent* or visit our website at [www.ascca.com](http://www.ascca.com).

## ASCCA Supports AAIA's New ISP Segment

ASCCA Executive Director, Shelly Nolder, attended two meetings recently hosted by the Automotive Aftermarket Industry Association (AAIA) and is a member of a task force that is helping develop the Independent Service Providers (ISP) segment within AAIA that will be dedicated to representing the interests of the independent automotive service and repair facility.

In response to appeals from member companies, AAIA has created the new ISP segment to operate within the association to provide a national platform that will represent the exclusive interests of independent vehicle service and repair businesses in the United States. Working closely with the state aftermarket associations and program group members, the ISP will offer a national-level forum to connect the entire distribution channel and give independents a strong national voice, while strengthening state association involvement.

ASCCA was happy to be invited to participate in this effort. The ASCCA Board of Directors sees this as an important step in continuing to stay involved at the national level and make sure that the interests of our membership are well represented. This new segment in AAIA does not impact our partnership agreement with ASA as we continue to be interested in building bridges with all interested parties.

*Continued from pg. 1*

### ASCCA Governance Changes

concerns about the duality of the governance structure, and how conflict and power struggles would likely be both an unavoidable and entirely natural result. The consultant noted that many of the problems discussed were far more likely to be a result of the governance structure itself rather than from efforts of any person or persons involved. The consultant also noted that recent perceived improvements in function on the part of members may only be due to current personalities in place, and absent those personalities the underlying structure would dictate a relatively easy return to the conflicts seen in the past.

To address this issue the Board of Directors appointed the Governance Task Force. The purpose of the Task Force was to study the issue and make well-researched recommendations for consideration by the ASCCA Board of Directors.

Among the first tasks addressed by the Governance Task Force was to articulate its objectives in detail. The Task Force identified the following desired outcomes for its recommendations:

1. Devise options for eliminating the dual system of leadership and representation at ASCCA.
2. Governance structure must be efficient yet flexible enough to meet changing conditions.
3. Governance structure must be simple and transparent so that it can be trusted by and accessible to all members.
4. The role of the Board must be focused on high-level leadership that is both inclusive and united.
5. The role of the Executive Committee and Finance Committee is well-focused and understood.
6. The roles of the President and Executive Director will be clarified and widely understood.

Concurrent with the vision-building process, ASCCA leaders conducted field research concerning governance issues. The field research technique used is called "Appreciative Inquiry." Appreciative Inquiry entails personal interviews with various stakeholder groups, focusing on key organizational issues. In accordance with these accepted research practices, the Governance Task Force directed the Executive Director and outside consultant to provide the Task Force with (a) published articles on board governance, (b) a report on the results of the Appreciative Inquiry research, and (c) suggested models for governance structure.

Twenty-two written comments were received as part of the Appreciative Inquiry, both on behalf of chapters representing multiple members and individuals. The Governance Task Force reviewed all formal responses (and informal input received by Task Force members at Chapter meetings). The Task Force Chair also made a presentation along with the outside consultant and asked for input from both the ASCCA Board of Directors and ASCCA Chapter Representatives Committee at the December Team Weekend 2005.

The recommendations are as follows:

#### Recommendation #1

The ASCCA Board of Directors be reconstituted to consist of one director elected from each chapter in accordance with that chapters rules and voting procedure.

#### Recommendation #2

A. Separate the ASCCA Executive Committee from the Finance Committee.

B. Redefine the Executive Committee role so that it acts as a true subcommittee of the board. All actions taken by the Executive Committee would be subject to ratification or reversal by the full ASCCA Board of Directors at the next ASCCA Board of Directors meeting.

#### Recommendation #3

The ASCCA Executive Committee would be charged with interviewing, hiring and reviewing work done by independent auditors. This recommendation also provides that the ASCCA President would serve as first point of contact for any staff members who discovered any serious financial misconduct and who may be afraid to report it to the Executive Director.

The ASCCA Board of Directors voted to accept the recommendations, as submitted, from the Task Force at the 2006 March Team Weekend. The proposed bylaws changes must be submitted to the ASCCA General Membership for their vote and approval. The vote of the ASCCA General Membership must be 50% + 1 in order to accept the final bylaws revisions and implement the governance change.

Although the recommendation has a proposed timeline with it, that timeline may adjust depending on circumstances and will quite probably take longer than originally envisioned. This is not an issue as the process will simply have to take as long as it takes. Stay tuned for updates to this issue – we will keep you apprised of the situation.



## Welcome New Members

Shop Name	Chapter
B and D Auto Repair .....	5
Brady's Mercedes Service .....	5
Rowland 76 Auto Repair, Inc. ....	5
West Valley Occupational Center .....	5
1-800-Radiator. ....	9
Zen Volvo Specialists of Studio City. ....	11
The Engine Room .....	14
Advanced Automotive .....	16
Keith's Transmission Service .....	16
Nipomo High School.....	17
Complete Auto Specialties.....	25
High Point Distributing .....	25
Reedley College.....	25
Transportation Specialties. ....	25
Sergio's Automotive, Inc.....	30
A & M Automotive .....	32
Tri Star Motorsports .....	34
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### ASCCA Thanks Its Corporate Sponsors



#### Axiom

Axiom Automotive Technologies is the world's largest supplier of OEM and aftermarket replacement parts to transmission professionals. Axiom is the industry leader in the availability, quality and distribution of transmission products.

Axiom products include automatic transmission kits and components, torque converters, transmission hard parts, standard transmissions, kits and components, standard clutches, and transfer cases. The innovative processes used for remanufacturing Axiom's hard parts and torque converters ensure superior performance and durability. Axiom engineers constantly seek ways to improve the performance of the

original equipment part. The result is remanufactured torque converters and hard parts that outperform the original!

Axiom distributes products from the industry's premier OEM manufacturers, assuring that Axiom's customers get "only the best" in kits and component parts. Their decentralized distribution system provides the quickest and most accurate delivery performance in the industry.

For more information about Axiom, visit <http://www.axiom.com> or call Jack Van Bindsbergen at (661) 979-7262.

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### Flooded Gulf Coast Cars

At the same time, conducting those inspections may be hazardous to your health. CCAR says that health experts are warning auto technicians to avoid any skin contact with fluids or possibly toxic water that may be left in the vehicles because exposure to these toxins can cause hepatitis, fungal infections, tetanus, and diarrhea. There may also be molds.

So, how do you protect yourself? "Industry experts, such as CCAR, the NICB and the Automotive Recyclers Association, advise a thorough title search be conducted before purchasing or repairing out of state vehicles, and we heartily support that idea," Mr. Ramos said. "Vehicles from Louisiana, Alabama, Texas, or Mississippi should set off an instant alarm and a search on the history of that vehicle, if possible."

Titles searches can be performed fairly quickly and easily and almost all 50 states now issue titles disclosing that a vehicle has been salvaged. States also define salvaged vehicles in statute, according to the American Association of Motor Vehicle Administrators (AAMVA).

In addition to checking the NICB web site for VIN numbers of flood-damaged vehicles, technicians may want to check with other online vehicle history web sites such as CARFAX Inc. ([www.carfax.com](http://www.carfax.com)).

Mr. Ramos added that technicians and shop owners will have to be vigilant about these vehicles for years to come because some may be sold privately to unsuspecting owners who bring them in later for repair.

"Careful title searches, or a history of the vehicle that includes where it came from, may become routine when a new customer enters your shop," he said. "It might be the best way technicians have to protect themselves."

*Bureau of Automotive Repair*

## Bill Carpenter Leaves NAPA Auto Parts

Sadly, Bill Carpenter, a dedicated supporter of ASCCA chose to leave NAPA Auto Parts at the end of 2005. Bill will be greatly missed at ASCCA events, as he and his wife, Betty, have always been smiling faces who lightened up every occasion.

Although we know we will see Bill around, we wish it could be more often. ASCCA wishes Bill well in his new position with the Automotive Club of Southern California, as Field Manager of Contract Station Relations, in the San Diego District.

"To speak of our support and respect for each of you could not adequately express our feelings during this transition. So as is said so often, we will not say good bye, we will simply say so long for now. Thank you for your support, best wishes for your success," states Bill.

## Aftermarket Company Researches Potential to Remanufacture Hybrid Power Systems

Hybrid engines are revolutionizing the automotive aftermarket. Launching their Hybrid Technology Initiative, Motorcar Parts of America (MPA) has committed to engineering resources and personnel hours to uncover the potential for remanufacturing hybrid power systems.

Unlike traditional engines, which use a starter and alternator, hybrid engines are integrated with a combination generator and supplemental drive motor. To better comprehend hybrid technology, MPA recently acquired Toyota Synergy Drive system from the popular Toyota Prius. MPA's engineering department has been carefully disassembling and analyzing the power-generation and drive components in order to develop a remanufacturing process for this system.

Large-scale remanufacturing sustainability tops the list of priorities for MPA's hybrid initiative. As the automotive aftermarket steadily shifts toward accommodating hybrid technology, manufacturers will need to begin looking at large-scale production issues. MPA is focused on intelligence gathering as a means for anticipating emerging automotive technologies that represent future opportunities for growth.

*Parts & People*

## Industry and Endorsed Vendors Contact List

### BAR, Chief:

Dick Ross ..... (916) 255-4565

### BAR, Industry Ombudsman

Rick Fong ..... (916) 255-2893

### California Chamber of Commerce

Headquarters ..... (916) 444-6670

### CARB: General Number

..... (800) 242-4450

### EPA: Headquarters

..... (202) 272-0167

### ASC Insurance Services

Chuck Coppage ..... (916) 679-2951

### ALLDATA

Mauricia Lopez ... (916) 684-5200 x3008

### Allied: call ASCIS

### CA Preferred Credit Union:

Bobbie Adams ..... (415) 546-3980

### CustomerLink:

Jill Stenson ..... (916) 781-4344

### Heartland Payment Systems:

Yolanda Heinz..... (888) 472-0065 x4722

### Jacobs and Gregory:

Katie Jacobs..... (951) 781-9091

### Mitchell1:

Mike McBurney ... (888) 724-6742 x6986

### NOVA:

Barbara Martin ... (800) 725-1243 x8519

### PayChex:

Joe Blinn ..... (559) 432-1100 x3505

### Thomson Delmar Learning:

Jessica Cipperly..... (518) 348-2578

### ConocoPhillips-Kendall Oil

Bill Curry ..... (310) 376-0179

### Automated Marketing Group

John Bamford ..... (303) 543-9600

## Chapter Meetings & Contacts

**Bakersfield** (58) — Meetings: 4th Thurs., 6:30 pm, Place varies. Mbr. Info.: Bob Klingenberg at (661) 631-5765.

**Central Coast** (52) — Meetings: 3rd Wed., 6:30 pm, place varies. Mbr. Info.: Fernando Garibay at (831) 758-8277.

**Central Valley** (27) — Meetings: 2nd Tue., 6:30 pm, Early Dawn Cattle Co., Modesto. Mbr. Info.: Robert Raduechel at (209) 575-6326.

**Coachella Valley** (30) — Meetings: 2nd Tue., 6:30 pm, Augua Caliente, Rancho Mirage. Mbr. Info.: Fred Divine at (760) 343-1226.

**East Bay** (16) — Meetings: 2nd Tue., 7:00 pm, The Englander Restaurant, San Leandro. Mbr. Info.: Ron Bessette at (510) 774-3394.

**Foothill** (5) — Meetings: 1st Tue., 6:30 pm, Four Points Sheraton, Monrovia. Mbr. Info.: Jo Ann Fischer at (714) 773-0949.

**Fresno** (25) — Meetings: 2nd Thur., 7:00 pm, Ramada Inn, Fresno. Mbr. Info.: Ray Rasmussen at (559) 855-2398.

**Gold Country** (36) — Meetings: 2nd Tue., 6:30 pm, place varies. Mbr. Info.: Robert Brocke at (530) 477-5712.

**Hemet** (32) — Meetings: 2nd Tue., 6:30 pm, Sizzler, Hemet. Mbr. Info.: Phil Fournier at (909) 927-2102.

**Inland Empire** (14) — Meetings: 3rd Tue., 7:00 pm, Royal Cut Restaurant, Ontario. Mbr. Info.: Glenn Davis at (909) 946-2282.

**Long Beach** (18) — Meetings: 3rd Tue., (no mtg. July & Aug), 7:00 pm, Colonial Cafe, Long Beach. Mbr. Info.: Sam Baayoun at (562) 433-5523.

**Merced** (33) — Meetings: 3rd Tue., 6:45 pm, Eagle's Nest Restaurant. Mbr. Info.: Rick Schroeder at (209) 722-3856.

**Mid Cities** (1) — Meetings: Varies, call for info. Mbr. Info.: Russ Okimoto at (562) 926-7317.

**Mt. Diablo** (20) — Meetings: 3rd Thur., 7:00 pm, place varies. Mbr. Info.: Barbara Livingstone at (925) 837-1000.

**Napa/Solano Counties** (9) — Meetings: 2nd Tue., 7:00 pm, Rockville Inn, Fairfield. Mbr. Info.: Tracy Renee at (707) 642-1900.

**North Orange County** (48) — Meetings: 3rd Wed., Embassy Suites, Brea. Mbr. Info.: Jo Ann Fischer at (714) 773-0949.

**Orange Coast** (50) — Meetings: 2nd Thur., 7:00 pm, Irvine Marriott, Irvine. Mbr. Info.: Rita Thomas at (949) 855-0590.

**Orange County** (49) — Meetings: 3rd Thur., 7:00 pm, Sterling Suites Hotel, Anaheim. Mbr. Info.: Ken Hamilton at (714) 535-4100.

**Peninsula** (23) — Meetings: last Tue., 7:00 pm, place varies. Mbr. Info.: Vallerie Williamson at (408) 264-9495.

**Redding** (99) — Meetings: last Wed., 7:00 pm, place varies. Mbr. Info.: Tim White at (530) 246-9277.

**Sacramento** (34) — Meetings: 4th Tue., 7:00 pm, Frasinetti's Winery. Mbr. Info.: Carol Bartels at (916) 332-1883.

**San Diego** (24) — Meetings: 3rd Tue., 7:30 pm, Handerly Hotel, San Diego. Mbr. Info.: Stuart Terry at (619) 287-9626.

**San Fernando Valley** (11) — Meetings: 3rd Tue., 6:30 pm, Odyssey Restaurant, Granada Hills. Mbr. Info.: Marilyn Schanley. at (818) 768-3656.

**San Francisco** (21) — Meetings: last Wed., 6:30 pm, Delaney St. Restaurant. Mbr. Info.: Paul Grech at (415) 474-7323.

**San Joaquin Valley** (6) — Meetings: 2nd Thur., 6:30 pm, place varies. Mbr. Info.: Andy Pollino at (209) 472-9866.

**San Jose** (42) — Meetings: 2nd Wed., 7:00 pm, Michael's at Shoreline, Mt. View. Mbr. Info.: Valerie Williamson at (408) 264-9495.

**San Luis Obispo** (17) — Meetings: 3rd Wed., 7:00 pm, place varies. Mbr. Info.: Smitty Price at (805) 546-9892.

**Santa Barbara** (8) — Meetings: 3rd Wed., 7:00 pm, Mulligan's Café, Santa Barbara. Mbr. Info.: Rachel Barajas. at (805) 682-9441.

**Santa Clarita** (3) — Meetings: Varies, call for info. Mbr. Info.: Kevin Browning. at (661) 251-6736.

**Santa Cruz** (15) — Meetings: 3rd Tue., 7:00 pm, Hindquarter, Santa Cruz. Contact: Nate Smith at (831) 476-1332.

**Santa Rosa** (28) — Meetings: 1st Tue., 7:00 pm, Coco's Family Restaurant, Santa Rosa. Mbr. Info.: Barbara Baker at (707) 546-4280.

**South Bay** (1940) — Meetings: 3rd Thur., 7:00 pm, place varies. Mbr. Info.: Peter Alper at (310) 328-1981.

**South Los Angeles** (10) — Meetings: 4th Thur., 7:00 pm, La Parrilla Restaurant, Los Angeles. Mbr. Info.: Les Morris at (323) 778-1014.

**Tulare-Visalia** (26) — Meetings: 4th Thur., 7:00 pm, place varies. Mbr. Info.: Jaimie Hammond at (559) 688-4713.

**Ventura County** (2) — Meetings: 2nd Tue., 6:30 pm, place varies. Mbr. Info.: Kathy Riggs at (805) 983-8100.

**West Los Angeles** (12) — Meetings: Varies, call for info. Mbr. Info.: Dee Cherko at (310) 837-0446. 983-8100.



## ASCCA Calendar

June 10-11, 2006

**ASCCA Team Weekend**  
**2<sup>nd</sup> Quarter Board of Directors/  
Committee Meetings**  
**Hilton San Diego-Mission Valley,  
San Diego**

September 29 thru  
October 1, 2006

**ASCCA 2006 66th Annual  
Meeting & Elections**  
**3rd Quarter Board of Directors/  
Committee Meetings**  
**Embassy Suites Hotel,  
Buena Park**

December 9-10, 2006

**ASCCA Team Weekend**  
**4th Quarter Board of Directors/  
Committee Meetings**  
**Adopt 2006 Budget**  
**Board and Chapter Reps**  
**Orientation**  
**Location TBA**  
**(San Francisco Bay Area)**

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