

NEW YORK STATE ASSOCIATION OF SERVICE STATIONS & REPAIR SHOPS, INC.

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H.R.2283 Introduced In House of Representatives, Would Eliminate Zone Pricing

Rep. Louise M. Slaughter (D-NY-28), Chairwoman of the House Rules Committee, today joined Rep. John B. Larson (D-CT-01), Vice Chair of the Democratic Caucus, to introduce the Eliminate Gas Price Discrimination Act, which grants gas station owners the ability to shop around for the cheapest wholesaler of their brand of gasoline. This flexibility would allow them to pass the savings on to the consumer.

"We've got a situation where American workers are having to pay more and more at the pump at the same time that the world's biggest oil companies are making record profits," Rep. Slaughter said. "It's bad enough to shrug our shoulders when average people pay for increases in gas prices caused by situations they have no control over, but to just sit back and watch rich companies profit from market manipulation is just wrong. Congress must step in to end zone pricing to help ease the burden of costly gasoline - a burden that is sometimes unbearable for our working families."

"People across America are feeling the pinch at the pump as the price of gas has gotten out of control-in Connecticut a gallon of gas is upwards of \$3.15 a gallon," said Rep. Larson. "Working families should not have to choose between a bag of groceries and a gallon of gas when oil companies are making record profits. We can't address outrageous gas prices without addressing the manipulative way in which oil companies set their prices. Congress must put an end to zone pricing, a regressive practice that helps big oil companies not consumers. Dealers should be free to shop around for the lowest costing supply-savings that would be passed on to the consumer."

Reps. Slaughter and Larson will also be sending a letter to the Government Accountability Office requesting an investigation into zone pricing.

The Eliminate Gas Price Discrimination Act will amend the Petroleum Marketing Prices Act (PMPA) to prohibit major oil companies from dictating the source of supply from name brand gasoline.

Zone-pricing hinges on the power of oil companies to control purchases by the gasoline dealers. In gasoline dealers (or retailers) franchise agreements, the oil companies will include a sole source provision stipulating that the retailer must buy from a specific branded wholesaler. That wholesaler, in turn, sells gasoline at a specific price for different mapped out zones.

Zone-pricing falls under antitrust jurisdiction - not price gouging. Unfortunately, several courts have found that zone pricing does not break antitrust laws because the zone prices are not static, but constantly changing.

In 1978, Congress recognized that gasoline retailers were in a weak bargaining position with major oil companies over the terms of their franchise agreements. Consequently, they passed the Petroleum Marketing Prices Act (PMPA) to provide national standards for gasoline franchise agreements regarding the termination and nonrenewal of those agreements. But while recognizing that retailers were in a weak bargaining position with oil companies, Congress failed to provide specific protection against unfair franchise provisions.

The Eliminate Gas Price Discrimination Act would end zone-pricing by amending the PMPA to prohibit sole-source provisions in gasoline dealer franchise agreements. The bill simply opens up the retail gasoline market to real competition. Under the

Eliminate Gas Price Discrimination Act, gas station owners will still have to purchase gas from one of their brand's wholesalers - but they will be free to shop around for the cheapest wholesaler of that brand, allowing them to pass the savings on to the consumer. An open retail gasoline market will allow for true competition and lower the price of gasoline for our constituents.

Temperature Correction For Motor Fuel

The debate over whether the oil industry should adjust fuel temperature at the pump as it does with fuel at the rack is being discussed through out the United States and has been a topic at a congressional hearing. The hearing, held the U.S. House of Representatives Domestic Policy Subcommittee' brought up the topic of "hot fuel".

During the summer, gasoline and diesel expand by volume but contains less energy – and result in lower mileage according to some experts. Fuel at the rack is temperature adjusted to 60 degrees Fahrenheit. However, there is no temperature correction required at the retail pump. The assumption is that consumers receive less fuel than they pay for during the summer, and retailers benefit. If this scenario is correct than conversely during winter months the consumer benefits. This debate will continue in Washington and some state legislatures.

The fact is no one really know how and if the temperature variation really affect the consumer and the retailer. We do know that if a cold load of motor fuel is put in tank with a temperature higher that the fuel the fuel will expand. The opposite is also true if hot gas is put in a cold tank the product will depress. Does this equal out and at what temperature is the subject of the debate. We

do know if the retailer must temperature correct at the pump the equipment is costly.

AASP Board Meeting Report

Through the New York State Association of Service Stations and Repair Shops, local members also have their interests protested by the Association of Automobile Service Providers (AASP). What follows is a summary of the meeting of the AASP Board of Directors held on April 11, 2007.

A financial report indicated that the Association is in satisfactory financial condition. Most of its income is derived from a program with Mitchell. The affiliates pay \$500 in dues per year. There was a great deal of discussion about increasing membership by initiating a program in Virginia and other States. The North Carolina Group indicated that it was moving into other States as well and would be able to provide additional coverage for AASP. AASP has eight Affiliates and seven Associate members.

There is a problem with one of the Association's benefit programs. There seems to be some problems with the Waste Management Program. In order to participate in this program you must contact the National Representative. Most of the local representatives do not know of the program. There is a ten- percent discount off regular prices of any member of an affiliate of AASP.

The Automobile Body Shop Program, which is accumulating data, is slow moving. AASP had donated \$25,000 to the program. It has been two years and there are very little results.

The Right to Repair Act Legislation was discussed. The Legislative Summit, which

is being held in June 2007 in Washington, DC will be in effort to convince Federal Legislators to move the Bill. However, no bill has been introduced at this time. A great deal of attention is on the seven states that have introduced the legislation. AASP, as a National Association, is not going to participate in the Summit. If States wish to participate, they may. There is a financial incentive from AAIA for the number of people that are generated from each State to attend the Summit.

There was some discussion about the Association's Board of Directors meeting to be held in November in Las Vegas. The Association will sponsor at least one seminar and the topic suggestion was "flashing."

A discussion on whether licensing was beneficial to the industry followed. It was surprising the number of States that do not have a licensing requirement. It was explained by states that do have licensing, that it's a double edge sword. It does clean up the industry, however it places a tremendous burden on repair shops that are licensed due to enforcement that at times is excessive.

The Board will meet again in November 2007.

Bill A7859 - S 5946 Passes Both Houses

The subject bill has passed both houses of the legislature, and is waiting for its turn to be sent to the governor. Sponsored by Assemblyman Farrell and Senator Winner, it amends the New York State Environmental Conservation Law relating to waste tire management. Current law requires tire retailers to include waste tire management and recycling costs in the selling price of a new tire. This bill would allow tire retailers

to include waste tire management and recycling costs in the selling price of the tire or make it a separate line item on the bill of up to \$2.50 per tire.

This bill authorizes tire retailers to charge a separate and distinct fee of up to \$2.50 for waste tire management and recycling costs. The fee would be required to reflect the actual waste tire management and recycling costs to the tire retailer and would be listed separately on the invoice and in the published selling price of the tire. The bill also requires the tire retailer to inform the customer that the fee is charged at its sole discretion.

The Waste Tire Management and Recycling Act of 2003 was enacted to ensure the proper management of waste tires in New York State. The law established a \$2.50 charge on every new tire sold. Twenty-five cents of the \$2.50 goes to the retailer to cover their costs associated with used tire disposal.

The current law does not permit tire dealers in New York to add an additional charge that is incurred for tire disposal. The State tells the industry to add the additional cost into the new tire price. This places New York tire retailers in a less than competitive position. The result is that many sales go to border states and internet sales.

The \$0.25 per tire reimbursement is significantly lower than the actual costs of disposal of a used tire. This could lead to illegal disposal of waste tires.

This bill will ensure that all tire dealers are reimbursed for their costs and that all used tires will continue to be disposed of properly.

For the above reasons the Association worked for this bill's passage and will lobby the Governor to enact it.

Bill A8718 – S5982 Passes Senate

The subject bill has passed the Senate, and currently is in committee in the assembly. Sponsored by Assemblyman Hevesi and Senator Wright, it amends the New York Transportation Law to establish a replacement tire energy efficiency program for passenger cars and light-duty trucks. It directs the New York State Department of Transportation to create and manage a replacement tire energy efficiency program. The bill will require the establishment of a database, rating system, and test procedures for the energy efficiency of replacement tires.

The bill attempts to reduce fuel consumption and carbon emissions while reducing costs for New York motorists. This bill, in effect, proposes the creation of a replacement tire energy efficiency program.

Federal law requires automakers to equip new cars with low-rolling resistance tires. This bill requires the same for replacement tires in New York State. This will place New York in a position that will require a unique, probably more expensive tire in New York State vs. the tires required by neighboring states.

The facts are as follows:

- The relative fuel efficiency of tires, or rolling resistance, shares a relationship with other tire performance traits, traction (how the tire grips the road) and tread wear (how many miles a tire can last). One trait cannot be maximized without affecting others. Tire manufacturers will never compromise on safety and strive to optimize traction. Therefore, seeking to maximize fuel efficiency means tires will last fewer miles.
- More fuel efficient tires means tires will last fewer miles and create more scrap

tires. More scrap tires will exacerbate New York's serious scrap tire management challenges: New York already produces 20 million scrap tires per year and an additional 40 million are stockpiled across the state

- Dealing with more scrap tires will further burden New York's clean up efforts.
- Tire fuel efficiency performance standards will limit consumer tire choices of longer tread life tires and force consumers to buy more tires over the life of their vehicles.
- California has a similar law and has not yet issued any implementing regulations. They have spent \$400,000 to test tires to help determine how to develop consumer information and to decide whether trade off in tire performance will prevent California from imposing costly regulations on tire fuel efficiency performance. Results of California's tire tests are expected to be released publicly in summer 2007.
- A federal study recommends that proper tire inflation will save fuel. The study recommends tire performance standards and noted the trade off between fuel efficiency and tire tread life. The industry is working to implement the national recommendations of the NAS report. A national program would prevent a duplicative or conflicting patchwork of state programs.

The Association opposes this bill and will continue to work towards its defeat. The State must permit the federal government to complete its studies and, if warranted, require fuel efficient tires nation wide. New York must not follow the lead of California and waste taxpayer money on studies whose only result can be a possible increase in the price of tires in the state leading to out-of-state sales in New Jersey and other bordering states.

A.8837 - S453-A On Calendar in Assembly, In Rules Committee In Senate

The subject bill was introduced by Assemblyman Sweeney and senator Golden. If enacted, it would provide relief to wholesalers, retailers, and tax-collection agents that sell and distribute cigarettes in a lawful manner. This legislation provides long overdue relief to retailers and distributors of cigarettes who have suffered significant losses due to increases in the cost of doing business and losses of sales to Native American Indians, bootlegging and internet sources.

Legitimate retailers and tax collecting agents serve important public functions for the state of New York. As illegal sales of untaxed cigarettes have increased, these businesses have suffered. Consequently, this jeopardizes the collection of revenue that is so important for HCRA and the general fund of the state and municipalities. State law provides the amount that retailers and distributors may charge for a carton of cigarettes. This bill will increase the minimum amount that distributors and retailers may charge.

For the above reasons the Association supports this bill and will continue to work for its passage. We expect both the Assembly and the Senate to return for special sessions, and hope to move the bill.

Bill A8329A – S4260A Passes Assembly, Senate

The subject bill has passed both houses of the legislature, and is waiting for its turn to be sent to the governor. Sponsored by Assemblyman Ortiz and Senator Lanza, it amends the New York State Lien Law concerning the sale of certain motor vehicles to accommodate a lien. It allows property

that is worth less than \$500.00 to be sold at a private sale to satisfy a lien. The bill permits the sale to occur thirty days after notice is mailed to the owner of the property and all lien holders that may have an interest in the property. Motor vehicles that are sold in compliance with this law are not allowed to be re-titled and must be sold to a registered vehicle dismantler or a licensed scrap processor.

The bill's goal is to raise the threshold of the value of property from \$100.00 to \$500.00. It also decreases the period of time between the notice of lien to lien holders and the date of the actual sale from six months to one month. The current law was passed in 1968. This bill will compensate for inflation from 1968 to 2007. The Consumer Price Index for that period estimates that \$100.00 in 1968 is worth \$551.00 today.

The legislation offers protection to vehicle owners by mandating that the vehicle can not be registered and must be sold to a vehicle dismantler or licensed scrap processor. These businesses are required to provide detailed information to the Department of Motor Vehicles. This will insure that the vehicle is not worth more than the reported value.

Vehicles left at repair shops by motorist, repaired and never picked up by the vehicle owner creates problem for these small business. The shop or service stations are responsible for safe guarding these vehicles as long as they remain on the property. Sometimes these cars and trucks will be in storage for years because there is no financially reasonable way to dispose of them. This bill will provide a legal method of disposal of these vehicles.

For the above reasons the Association supports this bill and urges it become law.

**Open Supply, Bill A9073 – S6151
Introduced**

The subject bill was introduced in both houses late in the general session. Sponsored by Assemblymen Morelle and Lancman and Senators Winner and Skelos, it amends New York State's General Business Law, in relation to the sale of unbranded motor fuel at service stations. It allows gasoline retailers and distributors to purchase and sell unbranded motor fuel in addition to the brand of motor fuel supplied under the terms of a franchise agreement with a refiner. The provisions of the bill invalidates any provision of a franchise with a refiner that would prohibit a dealer or distributor from selling or purchasing unbranded motor fuel.

This bill would permit service station dealers who own their retail locations, and distributors who supply such locations, to sell unbranded motor fuel without the fear of repercussions from major suppliers.

Motor fuel franchise agreements have been described by the United States Congress as contracts of "adhesion." They typically include provisions, which permit a service station dealer or a distributor to use the trademark of a refiner. The dealer and distributor than must purchase and sell motor fuel supplied solely by that refiner. Dealers are usually prohibited under such agreements from selling motor fuel from any other source including unbranded motor fuels. Distributors are also prohibited from supplying unbranded motor fuel to franchised dealers.

This restriction has limited the availability of unbranded motor fuel to New York's motorist during periods of escalating prices. This has helped support higher than necessary gasoline and diesel fuel prices. Unbranded motor fuel often sells at a lower price than branded motor fuel. The

availability of unbranded motor fuel would result in additional competition in the marketplace, and availability of unbranded motor fuel would help to open up competition. The effect of this bill will be to create another level of competition where one does not exist, at wholesale.

The bill was introduced late in the session, at the behest of the New York State Association of Service Stations and Repair Shops, Inc. At that time high gas prices were led legislators to look for a legitimate avenue to reduce consumer prices. The price of motor fuel has risen steadily over the last few years. The only additional ingredient creating these price increases is profit for major suppliers. The bill lies in committee in both houses, but we consider it a victory to have open supply legislation under consideration for the first time in over a decade and a half.

**Bill A9019 – S6055, in Codes in Assembly,
in Rules in Senate**

The subject bill was introduced by Assemblyman Sweeney and Senator Marcellino. It seeks to amend the New York State Environmental Conservation Law concerning petroleum and chemical storage facilities and repeals Section 17-1013 of the law, relating to the New York State Petroleum Bulk Storage Advisory Council.

While there are other provisions of the bill of concern, the elimination of the Bulk Storage Advisory Council would be an injustice to the motor fuel industry. The Council was established in the legislation that provided the authority to create the Bulk Storage Code. The Governor appointed eight individuals to the Council representing the environment, local government, the motor fuel industry, and the farming

community. They work diligently together and have developed a comprehensive set of regulations that accomplished the goals of the legislation, while allowing the industry to comply. The Council was so effective that the following year the legislature made it a permanent forum.

The New York State Department of Environmental Conservation chooses to ignore the Council. The law however, required that any changes to the Bulk Storage Code would require Council input. DEC, in its' arrogance, made changes to its' enforcement policy ignoring the provisions of the Code.

The US Environmental Protection Agency is now asking states to make changes to there underground regulations. DEC never received delegation from EPA to regulate New York's petroleum tanks. Now after twenty-five years they are ready to make changes to the Code to accommodate EPA requirements, but don't want pesky interference from the industry or other interested parties. They feel its OK to "choke the dog to give it its medicine".

Other provisions in the bill could be acceptable if the Petroleum Bulk Store Advisory Council establishes the regulations. However the Association cannot support a bill that eliminates the industry's watchdog status over a state regulatory body. The Association opposes the bill and will continue to monitor it closely and work for its defeat.

Bill A.9168 Introduced, Seeks to Increase Minimum Wage

The subject bill amends the New York State Labor Law, in relation to the minimum wage. It requires every employer to pay for each hour worked a wage of not less than:

- \$4.25 on and after April 1, 1991
- \$5.15 on and after March 31, 2000,
- \$6.00 on and after January 1, 2005,
- \$6.75 on and after January 1, 2006,
- \$7.15 on and after January 1, 2007,
- \$7.75 on and after January 1, 2008,
- \$8.00 on and after January 1, 2009,
- \$8.25 on and after January 1, 2010,

On and after January 1, 2011 and on each following January first, the Commissioner of the Department of Labor shall calculate and establish an adjusted minimum wage rate by increasing the then current minimum wage rate by the rate of inflation for the most recent twelve month period available prior to each January first using the consumer price index-all urban consumers, CPI-U, or a successor index as calculated by the United States Department of labor.

The above bill has been introduced in the Assembly by Speaker Silver with an extraordinary number of Assembly Co-sponsors. There is little doubt if this bill come to the floor it will be passed.

However, there is no Senate Counter part at this time. It would be a good idea to contact your State Senators and ask they oppose any Senate Minimum Wage bill that would be the same as A9168.

The Association will oppose this bill at all levels of the legislature. Currently the bill lies in the Assembly Ways and Means committee. Even though the bill may not move out this session, it is likely to come into play next year. We will keep you informed.

Columbia County Rescinds Gas Sales Tax Cap

Effective June 1, 2007 Columbia County rescinded its 8 cent per gallon gas sales tax

cap, in favor of a flat 4 percent per gallon sales tax. The move, which increases county revenues will cost consumers an estimated 3 cents per gallon at the pump.

Columbia County joins Albany, Orange Saratoga, and Schenectady Counties as the fifth member of the “Now you see it, now you don’t club.” The original tax cut was instituted with great fanfare and headline grabbing. All four counties ended the cut as quietly as possible. Schenectady County, of course did the best job of raising the tax on the sly; they failed to notify the dealers for several months that they need to collect the tax.

U.S. Senate Committee Approves Bill to Increase Vehicle Fuel Efficiency Requirements

The Senate Commerce Science and Transportation Committee has reported legislation (S. 357) that would increase the corporate average fuel economy (CAFE) for cars and trucks by 10 miles per gallon by 2019. Currently, the fuel economy standard is 27.5 miles per gallon for cars and 21.6 miles per gallon for light trucks. Under the committee passed bill, car companies would need to increase fuel efficiency by 4 percent per year beginning in 2010.

In addition, the bill would require a 4 percent improvement in fuel economy for medium and heavy duty trucks. The National Highway Traffic Safety Administration (NHTSA) would further have authority to issue size-based standards for individual vehicle models and could reduce the fuel economy targets if the maximum feasible level of improvement is less than 4 percent.

During deliberations, the committee adopted an amendment, that would prevent price

gouging by gasoline retailers, making it felony to exceed the price set by the president during an emergency. The committee also adopted an amendment that would require the Department of Energy to establish standards for tires that would make them more energy efficient. A third amendment required federal agencies to purchase vehicles that are as fuel efficient as practicable. Other amendments establish a grant program for the development of advanced electronic components for vehicles and set a federal standard for bio-diesel.

Changes to Prepaid Taxes on Motor Fuel

As of June 1, 2007 the state has recalculated the Pre-Paid sales tax on gasoline, gasahol, and diesel fuel, and determined that the pre-paid tax should remain the same. Thus, the pre-paid taxes on gasoline and gasohol will remain at 14.75 cents per gallon for the downstate (MCTD) region 1, and 14.00 for the upstate region 2. The pre-paid taxes on diesel fuel will remain at 14.60 cents per gallon for the downstate (MCTD) region 1, and 12.10 for the upstate region 2.

Prepaid taxes in cents per gallon of gasoline are:

- Federal Excise 18.40
- State Excise 8.00
- Petroleum Business 16.60
- Pre-Paid Sales (Reg 1) 14.75
- (Reg 2) 14.00
- Test Tax 0.05
- NYS Spill Comp Fund 0.0019

The total prepaid tax on gasoline will be 57.8019 cents/gallon in the downstate Region 1 and 57.0519 in upstate Region 2.

Prepaid taxes in cents per gallon of gasohol are:

- Federal Excise 13.30
- State Excise 8.00

- Petroleum Business 16.60
- Pre-Paid Sales (Reg 1) 14.75
- (Reg 2) 14.00
- Test Tax 0.05
- NYS Spill Comp Fund 0.0019

The total prepaid tax on gasohol will be 52.7019 cents/gallon in the downstate Region 1 and 51.9519 in the upstate Region 2.

Pre-paid taxes in cents per gallon of diesel fuel are:

- Federal Excise 24.40
- State Excise 8.00
- Petroleum Business 14.85
- Pre-Paid Sales (Reg 1) 14.60
- (Reg 2) 12.10
- Test Tax 0.05
- NYS Spill Comp Fund 0.0019

The total prepaid tax on diesel is 61.9019 cents/gallon in the downstate Region 1 and 59.4019 in the upstate Region 2.

Actual taxes due will fluctuate with the retail price as a result of the sales tax component. Due to the wide variety of sales taxes throughout the state, we are no longer publishing sales tax charts. Should you require a chart for a specific sales tax rate, please contact the Association.

Zone Pricing Case Thrown Out of Court

The Los Angeles Times reported that a federal judge recently dismissed a lawsuit brought by California station operators against Shell Oil Co. The dealers said the company overcharged them for gasoline to intentionally drive customers to nearby stations that were owned by Shell.

U.S. District Judge James V. Selna's decision to throw out key expert testimony and end the case was unusual because it came as attorneys for both sides were poised

to deliver closing arguments to a jury. The case, which went to trial May 29 in Santa Ana, included 14 days of testimony from economic experts, Shell dealers and others.

The case was being closely watched because it was one of the few legal challenges to the industry wide practice known as "zone pricing" that went to trial.

On Tuesday, Selna and the jury heard several hours of testimony from Robert Michaels, an economics professor at Cal State Fullerton hired by the Shell dealers to quantify the damage caused by the oil company's alleged discriminatory pricing policies. Selna struck Michaels' testimony and dismissed the case while the jury was taking a break. "I find that the methodology used by Dr. Michaels does not meet the standard," Selna told the attorneys. Without Michaels' evidence, Selna added, "the jury cannot compute a reasonable estimate of lost profit for these defendants."

Anne Peebles, a spokeswoman for Houston-based Shell Oil, said the company was pleased by the judge's decision. "The plaintiffs clearly failed to present evidence to support their allegations," she said.

Mike Madani, one of the six current and former Shell dealers who brought the lawsuit, was dejected after the judge announced the dismissal. "Consumers lost," said Madani, whose Shell station is in Redondo Beach. "We were very, very hopeful that we could get a federal decision here that would help all of California."

Madani testified that Shell sometimes charged him as much as 13 cents a gallon more for gasoline than it charged another Shell station about one mile away. Madani said the higher wholesale price forced him to raise his retail price, causing him to lose business to the company-owned Shell.

Shell doesn't dispute that it charges different dealers different prices for fuel. But, Peebles said, the way Shell sets the prices "is fundamentally fair and consistent with industry practice."

Thomas Bleau, an attorney for the Shell dealers, said he would appeal the ruling. He and the dealers are still seeking a permanent injunction that would bar Shell from charging those dealers different prices based on competition zones. Under California law, the dealers don't need to prove actual damages to get an injunction, he said.

Note: Dealers and motorist nationwide have complained about unfair pricing practices of motor fuel for years. In New York a bill is introduced every year to stop the practice. The dealers in California took the legal route and were unsuccessful. Other challenges will surface as long as the practice of zone pricing is used and abused.

Minimum Age For Cashiers Who Sell Alcoholic Beverages

The regulations for clerks who sell alcoholic beverages taken from page 7 of the State Liquor Authority Handbook are as follows:

1. Clerks and cashiers who handle and receive payment for alcoholic beverages in drug stores, grocery stores and convenience stores must be at least 16 years old and must be supervised by someone who is at least 18 years old.
2. Clerks and cashiers in liquor and/or wine stores must be at least 18 years old.

**WORKERS' COMPENSATION
SAFETY GROUP #536
DECLARED DIVIDENDS
HAVE AVERAGED 35% FOR
THE PAST FIVE YEARS**

DMV Record Retrieval

DMV record retrieval is available to association members and affiliates at a cost of \$12 per record. Additionally, you may order DMV certified paper abstracts of drivers license, vehicle registration, and vehicle title records for an additional fee of \$2 per abstract. To use this service should call 518-452-4367.

We Have Changed Our Web Address

The Association is pleased to announce a new web site. The old website has been completely revamped to provide you with easier faster access to the information you need. The new address is

www.nysassrs.com

Our e-mail address has changed to:

state@nysassrs.com

In addition to being able to read back issues of newsletters, and providing you with links to important sites we have added a bulletin board to keep you better informed as stories break.

WARNING

**YOU CANNOT DO
INSPECTIONS IF ANY OF
YOUR EQUIPMENT IS
MISSING OR INOPERABLE.**

**PERFORMING AN
INSPECTION UNDER
THESE CONDITIONS CAN
RESULT IN REVOCATION
OR SUSPENSION OF YOUR
INSPECTION LICENSE.**

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