

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

STATE INSURANCE FUND SAFETY GROUP 536 MEMBERS

December 2005

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Association Joins AASP Affiliate Ranks

The New York State Association of Service Stations & Repair Shops (NYSASSRS) is pleased to announce that it has joined the Alliance of Automotive Service Providers (AASP).

The AASP is a coalition of associations which serve over 7,000 members of the automotive service industry. In a spirit of mutual cooperation and support, Alliance participants are committed to sharing information, knowledge and other resources for the benefit of the members they serve.

“My association is in need of national representation for the repair industry. Our membership has changed in the last twenty years with the change over of service stations/repair shops to convenience stores. Today more than fifty percent of the members are repair shop only facilities. We needed an active national group and believe that AASP will fill that need,” says Ralph Bombardiere, Executive Director of NYSASSRS.

“I am very pleased to welcome NYASSRS as AASP's newest affiliate,” said Pat Andersen, AASP President. “Their long track record of success speaks for itself and they are a valued addition to our association. I'm looking forward to working with them on the AASP Board for the betterment of the industry,” he added.

Meeting Report -- Alliance of Automotive Service Providers (AASP) Board of Directors

A meeting of the board of directors of AASP was held in Las Vegas on November 5th. AASP is a national organization that was established due to a conflict in ideology within ASA. AASP is an off-shoot of ASA. Chapters of ASA organized their own national association due to disagreements on

issues. The main issue of conflict has been the ASA position on the "Right to Repair Act." ASA entered into an agreement with the manufacturer's without consulting with others in the coalitions and their chapters. The agreement with the manufacturers was nothing more than a letter agreeing to supply information. There was no enforcement. The coalition, which included AAIA, SSDA-AT and others disagreed with ASA and have continued to support federal legislation that would require the manufacturers to supply information to allow the aftermarket to continue to provide repairs. ASA has and continues to testify against the bill.

The leading national association supporting the legislation is AAIA, which are the aftermarket auto parts suppliers. They have committed most of the resources to promoting the bill. AASP is closely tied to AAIA on this issue. There are issues on which they do not share the same position.

Our State Association became involved through our Syracuse Affiliate who joined AASP. Syracuse then petitioned the State to become the Affiliate to AASP. We requested comments on whether to participate and received a majority of affirmative support. There is no major commitment to belonging to AASP.

The meeting was held at the Sands Convention Center. In attendance were representatives from Pennsylvania, Minnesota, New Jersey, New York and Massachusetts. Other members not attending were Illinois and Kentucky.

The financial report indicates that the organization is sound. Most of its funds are generated through a program with Mitchell. The dues were \$1000 per year but has been reduced to \$500. There are very few

administrative expenses. The association is administrated through one of its affiliates for

a small fee. The group is seeking additional states to join.

The membership services committee introduced a new program with Waste Management. The association will receive a small percentage of any contracts that are the result of promotion by AASP.

A second program, which will generate funds, was approved with IDENTIFIX. This is a repair hot line service, which cost \$124.00 per month.

A representative of AAIA gave a report on the Right to Repair Act legislation. She announced that there will be hearings held on November 10, 2005 in Washington, DC. The coalition is continuing its efforts to get co-sponsors for the bill. There were negotiations between the manufacturers and the coalition. These have broken down. There is some hope they can be re-started.

AASP is a small but well organized group. It will probably get smaller before it grows. The information we received was valuable and dealt with subjects we have not addressed in the past. The information on the Right to Repair act was more than we ever received from SSDA. However, their issues are narrow in scope. By expanding their membership we may see a broader scope in the future since many states (like ours) bring more than just repair shop issues to the table. (IE. Gasoline, convenience stores, etc)

Being part of this group can be helpful but we will need to expend time and resources to help it continue and grow. I suggest we continue our affiliation for the time being.

AASP Review of the Right to Repair Act

The bill requires the manufacturers to provide information to the aftermarket to

enable it to repair newer vehicles and to provide equipment information, which is being withheld increasing their costs.

The negotiations between the parties Right to Repair Act (HR 2048) concluded without an agreement. If an agreement had been reached it could have eliminated the need for legislation. The Coalition for Auto Repair Equality (CARE), of which SSDA, our national association is a member, conducted the negotiations with the auto manufacturers.

It was reported that some progress was made during the negotiations, however, critical issues that will impact the future viability of the agreement and the ability of independent shops to repair late model highly sophisticated vehicle systems were not resolved.

The Right to Repair legislation now being considered by Congress and would mandate that car companies make the same information and tools available to the aftermarket that they make available to the new car dealers.

Issues that remain unresolved include who should govern a reconstituted and enhanced National Automotive Service Task Force (NASTF) that would have been equally managed by both the aftermarket and the vehicle manufacturers and would have assisted technicians to obtain necessary information and tools for vehicle repair. NASTF was created to respond to technicians but its existence and function is not common knowledge in the industry.

Whether independent technicians would be able to obtain full access to all diagnostic and repair capabilities that are available to the car company franchised dealer, and if the necessary tools and software would be provided to independent shops to repair vehicles equipped with anti-theft immobilize systems, also are issues which need to be

resolved..

While some reports indicate that both sides made an effort to resolve their differences the unresolved issues are the heart of the problem. Most observers say the both sides are too far a part to come to an agreement. It is our opinion that the only way to reach our goals is to pass the legislation.

House Subcommittee Examines Right to Repair Issue

The Subcommittee on Commerce, Trade and Consumer Protection of the House Energy and Commerce Committee held a hearing on Thursday, Nov. 10 on the Motor Vehicle Owners' Right to Repair Act of 2005 (H.R. 2048). The Automotive Aftermarket Industry Association (AAIA) supported legislation would require car companies to share all service information and tools with the independent aftermarket. A central focus of the hearing was the negotiations that were held in August and September between the aftermarket and the car companies. The talks attempted to determine whether a non-legislative solution could be developed which included third party enforcement for service information and tool issues. However, the negotiations ended on Sept. 30 when both parties determined that an agreement could not be reached.

AAIA's vice president for government affairs, Aaron Lowe, testified that a key reason that the talks broke down was that the car companies failed to make a commitment to make both their tools and the tool capabilities available. "The car companies would not commit to ensuring that the tools that they sell our industry would have the same capabilities as those provided to the dealer franchises," Lowe said. "The car companies also could not commit to any enforcement mechanism for providing the

tool information or for making it available at a reasonable cost."

Lowe further explained that car companies were unwilling to agree to equal representation by both the aftermarket and car companies on the governing board for a newly constituted enhanced National Automotive Service Task Force (NASTF) that would have been a central part of the agreement. The newly constituted organization was to have a staff of technicians that would serve as an advocate for shops to quickly and effectively resolve service information issues. Without assurance in the agreement that there would be balanced governance, the aftermarket would be in a "handicapped position regarding the quick and effective organization of NASTF and could derail the agreement before the first problem was solved," according to Lowe.

While members of the subcommittee pleaded with both parties to reopen the talks, the full committee chairman and chief sponsor of H.R. 2048, Rep. Joe Barton, R-Texas, expressed his frustration that four years of off and on negotiations had failed to yield an agreement between the two sides. He stated his intention to move the Motor Vehicle Owners' Right to Repair Act legislation to a committee vote as soon as possible.

Also testifying in support of the Right to Repair Act were John Nielsen, director of the AAA Auto Repair Network; Robert Everett, owner of Bayville Auto Care, Inc., representing the National Federation of Independent Business; and David Parde, president, Coalition for Auto Repair Equality.

Testifying in opposition to the legislation was Mike Stanton of the Alliance of Automobile Manufacturers; Robert Braziel for the National Automotive Dealers Association; and Steve Brotherton of

Continental Imports on behalf of the Automotive Service Association. Representatives from the Council of Better Business Bureaus, which mediated the negotiations, and the Federal Trade Commission, which would be tasked with implementing Right to Repair legislation, also testified.

We were represented at the hearing by Service Station Dealers of America (SSDA) and Alliance of Automotive Service Providers (AASP).

Inspection Fee

The association has been inundated with requests to force the State to increase the inspection fee. We have responded to our members by meeting with the Department of Motor Vehicles and the Governor's Office on numerous occasions. We were told that the fee is a political issue. What does this mean?

A fee increase would apparently benefit 10,000 inspection stations while costing ten million motorists more money. When politics is added to this equation who do you think wins? However, just because politics is an obstacle that does not mean we do not try.

Trying to get an increase in the inspection fee has been a life long battle for some of us in the association. In the 70's we sued the Department of Motor Vehicles and settled the case for a \$3.00 increase, which doubled the fee to \$6.00. That does not sound like much but it added thirty million dollars revenue to the industry. On two other occasions we either lobbied or sued DMV and the State to increase the fee and we managed to get the fee up to \$10.00.

Then came the emission inspection programs and the fee went in weird

directions. The downstate emission/safety fee is \$37.00 and the upstate emissions/safety fee is \$21.00. This makes no sense. The downstate fee includes a dynamometer test for 1995 and older vehicles. This test is worth more than \$37.00. Admittedly the dynamometer test is a lot more time consuming, dangerous, and the equipment maintenance is expensive. This test should cost \$50.00 and more, and have requested a fee increase for the dyno test. On the other hand downstate 1996 and newer vehicles require the same OBD II, NYVIP Test that the upstate stations perform for \$21.00 but still costs the motorist \$37.00. We have shown the State that the fair price for this test is \$37.00 and have asked for a raise in the upstate fee. The State has agreed that we are right but has told us there will be no fee increase. Do you want an explanation? Politics we are told! This is not fair.

We have tried in vain to convince the DMV and Governor's office to rectify these outrageous conditions. Our pleas have fallen on deaf political ears.

How can someone look in the mirror and know that they are holding their position by exploiting an industry? Is this political football so sensitive that it makes people do the wrong thing? The people with the authority to increase the fee know they are wrong but their jobs are more important than the people that provide the inspection service. The state has recently increased the cost of inspection sticker to stations from \$2.00 to \$6.00. We do the work and government reaps the benefits.

What can we do? Contact legislators and ask for their support. Perhaps, but they want to get elected so will they support 10,000 stations over 10 million people? The fair ones will, but are there enough? And even if they do pass a bill, will the Governor sign it?. Should we go back to the Governor one more time? His aides are masters at keeping

people and sensitive issues away for him? Wait for a new Governor? Could be an idea. Take the issue to court? Maybe, but we will need to show discrimination and raise a lot of money.

We are consulting with our attorney about a possible court case.

If you have any other ideas, please share them with us.

Arrests For Sales of Untaxed Cigarettes

On Thursday, September 1, 2005, the Bronx District Attorney and New York City police commissioner reported the arrest of 28 people, mainly Jordanians, for allegedly selling untaxed cigarettes and transferring the profits to the Middle East. The fact that 28 arrests were effected, and more are anticipated, will increase the volume of sales of legitimate products by you.

All cigarette tax agents were notified by Attorney General, Elliot Spitzer and by the New York City Department of Finance, that the sale and subsequent transfer of untaxed cigarettes could lead to charges of criminal facilitation. Possible charges are not limited to criminal facilitation but might include money laundering, tax evasion and conspiracy to aid terrorists.

In New York State rebating is an illegal act, whether receiving or giving.

Tightened Standards For Underground Tanks

The Federal Energy Bill recently signed into law by the President adopts significant changes aimed at increasing enforcement and tightening standards for underground storage tanks. The United States

Environmental Protection Agency, (EPA) will establish guidelines for compliance by the states. The New York State Department of Environmental Conservation (DEC) will begin addressing the issues shortly. The Association will be monitoring their activities.

The original intent for changing the tank regulations was to get more money out of the Federal Leaking Underground Storage Tank Trust Fund to the states to ensure better compliance with the law. However, more attention was focused on tightening of federal tank standards. The bill adds to state's requirements to meet new and more stringent federal standards.

The law amends the Solid Waste Disposal Act to direct the Administrator of the EPA to distribute to States at least 80 percent of the funds from the Underground Storage Tank Trust Fund to pay the States' reasonable costs for enforcement efforts dealing with underground storage tanks.

The new law requires that States, when seeking a cost recovery action, must consider the owner or operator's ability to pay. There is also consideration that allows for alternative payment methods if necessary. The State will determine if the owner or operator cannot pay all or a portion of the costs in a lump sum payment. Owners and operators are to be held fully accountable for misrepresentation or fraud. The State is authorized to seek full recovery in the case of fraud or misrepresentation of all the costs for the corrective action without consideration of the owner's ability to pay. The law addresses two other items.

First, it prohibits the EPA Administrator from providing LUST Trust Fund dollars to states that have permanently diverted their underground storage tank cleanup fund related items. There has been concern that some states were using their underground storage tank funds to cover the costs of other

state funding priorities. This provision is meant to apply prospectively and address the most flagrant examples of this practice.

Second, this section also allows the EPA to withdraw approval of a State underground storage tank program that has been chronically abusive in the way it has run its program. This provision are not meant to consider a withdrawal of approval for states that are making best efforts to comply with Federal standards. The language instructs the EPA Administrator to work with States and to give States leniency whenever needed. States will be given an opportunity to get their programs in line. The law is to be used to work with the State and not as a weapon against States making "good faith" efforts.

INSPECTION OF UNDERGROUND STORAGE TANKS

This section prescribes inspection requirements for underground storage tanks. These provisions require that every State conduct routine inspections of every underground storage tank (UST) every three years. The language in the law reflects two concerns. In an effort to give States time to pass the appropriate state laws and hire the necessary personnel, to meet this three-year guideline, the provisions in the bill allow the states no more than an initial 2-year "grace period" to start their inspection programs. During this 2-year period, the law requires that States eliminate their backlog of uninspected underground tank systems that have been out of compliance with federal regulations that became effective in 1998.

This language reflects Congress's clear intent that States eliminate any backlog in the inspection of and enforcement against non-compliant tanks. This provision is intended to apply to those LUST systems in operation on or before December 22, 1998. The legislation also recognizes that States may not be in the best position to implementation of the requirements in this

law immediately. In a 2000 Report to Congress on a Compliance Plan for the Underground Storage Tank Program, the EPA stated that a significant number of new inspectors would need to be hired and trained by EPA for the States to perform inspections. Also, the EPA estimated a total annual cost of hiring an inspector at \$70,000 and \$1,000 for one month of training.

The law goes on to establishes a mandatory requirement that States conduct on-site inspections of every underground storage tank located within their State that is regulated under the Solid Waste Disposal Act at least once every three (3) years. To aid the States in this effort, the legislation allows the States to contract with third-party inspectors to carry out these inspections.

According to Congress, 62 percent of the States either do not conduct regular inspections or inspect their USTs between every 4 to 10 years. The legislation allows a State to petition the EPA for a one-time grant of a one-year extension to the first mandatory three (3) year inspection cycle in order to meet the requirement of inspecting all tanks. The language contemplates giving States every opportunity to comply with the inspection requirements. However, the EPA will grant leniency if they have demonstrated to the EPA that it requires an additional year to comply. Nothing in the provisions prevents a State that wants to have a more frequent inspection of their underground storage tanks from doing so.

OPERATOR TRAINING...

The law instructs the Administrator, in cooperation with the States to publish guidelines for use by the States that outline training requirements. The training is aimed at persons having primary responsibility for on-site operation and maintenance of underground storage tanks. The focus is on the daily on-site employees having primary responsibility for addressing emergencies presented by a spill or release from an

underground storage tank system. The training outlines that responsible persons are not only in a position to prevent leaks, but also to respond quickly once they occur. The language in the law that if creating training requirements, Legislators have recommended that EPA to make every effort to differentiate between types of training need. For example, different types of training will be need for employees, tanks owners and regional managers. These people will need a different type of training than those persons, working in or operating a convenience store or gasoline station. Clerks whose job turnover is high and responsibilities low would receive training that is more basic and minimally intensive.

REMEDICATION FROM OXYGENATED FUEL ADDITIVES..

There is nothing in law preventing the EPA from using existing Leaking Underground Storage Tank Trust Funds to remediate fuel that contains oxygenated additives. However, the law recognizes the there is growing concern about groundwater and drinking water contamination from oxygenated fuel additives from leaking underground storage tanks. Specifically, the law creates a new dedicated authorization of Federal LUST Trust fund dollars to be used to carry out corrective actions with respect to releases of a fuel containing an oxygenated fuel additive. It has been reported this additive presents a threat to human health or welfare or the environment. Oxygenated fuel additives include, but are not limited to, MTBE, ethanol, ethyl tertiary butyl ether, TAME, and DIPE.

The new law will now be interpreted by each state. New state laws will be generated to comply with the provisions of the federal mandate. From the state law will develop regulations that will than be enforced against tank owners. It is essential that the states do not exceed the mandate of the federal law. We will be monitoring New York's progress

in complying with the federal law so it does not exceed what the Congress intended.

Exxon's Profits Approach \$10 Billion

Exxon Mobil Corp. posted a quarterly profit of \$9.92 billion, one of the largest profits ever, due in part to record oil and gas prices in the wake of recent hurricanes. Exxon's net income -- \$1.58 a share -- was up from \$5.68 billion or 88 cents a share a year earlier. Excluding a gain of \$1.62 billion from restructuring its stake in a Dutch gas company, earnings were \$8.3 billion or \$1.32 a share. Revenue rose 32 percent to more than \$100 billion.

Irving-based Exxon said oil and gas production dropped 4.7 percent in the third quarter from the same period a year ago in part because of outages caused by hurricanes Katrina and Rita and also because of maintenance activities. However, record crude oil prices caused earnings in Exxon's exploration and production unit to rocket to \$5.73 billion, up from \$1.8 billion a year ago.

Oil Company Executives Defend Huge Profits Before Congress

The chiefs of five major oil companies defended the industry's huge profits at a Senate hearing where lawmakers said they should explain prices and assure people they're not being gouged. There is a "growing suspicion that oil companies are taking unfair advantage," Sen. Pete Domenici, R-N.M., said. "The oil companies owe the country an explanation."

Lee Raymond, chairman of Exxon Mobil Corp., said he recognizes that high gasoline prices "have put a strain on Americans' household budgets" but he defended his companies huge profits, saying petroleum

earnings "go up and down" from year to year. ExxonMobil, the worlds' largest privately owned oil company, earned nearly \$10 billion in the third quarter. Raymond was joined at the witness table by the chief executives of Chevron, ConocoPhillips, BP America and Shell Oil USA.

Together the companies earned more than \$25 billion in profits in the July-September quarter as the price of crude oil hit \$70 a barrel and gasoline surged to record levels after the disruptions of Hurricanes Katrina and Rita. Raymond said the profits are in line with other industries when profits are compared to the industry's enormous revenues.

Changes to Prepaid Taxes on Motor Fuel

As of December 1, 2005 the state has recalculated the prepaid sales tax for gasoline. In the downstate region 1 the prepaid sales tax jumped 4 cents/gallon from 13.0 cents to 17.0 cents. In the upstate region 2 the prepaid sales tax increased 3 cents/gallon from 10.8 cents to 13.8 cents. There is no change in the prepaid sales tax on diesel fuel

Pre-paid taxes in cents per gallon of gasoline are as follows:

- Federal Excise 18.40
- State Excise 8.00
- Petroleum Business 15.20
- Pre-Paid Sales (Reg 1) 17.00
- (Reg 2) 13.80
- Test Tax 0.05
- NYS Spill Comp Fund 0.002917

The total prepaid tax on gasoline is 58.652917 cents/gallon in the downstate Region 1 and 55.452917 in the upstate Region 2.

Pre-paid taxes in cents per gallon of gasohol will be as follows:

- Federal Excise 13.30

- State Excise 8.00
- Petroleum Business 15.20
- Pre-Paid Sales (Reg 1) 17.00
- (Reg 2) 13.80
- Test Tax 0.05
- NYS Spill Comp Fund 0.002917

The total prepaid tax on gasohol is 53.552917 cents/gallon in the downstate Region 1 and 50.352917 in the upstate Region 2.

As of January 1, 2006 the state has recalculated the Petroleum Business Tax, formerly known as the Gross Receipts Tax, on gasoline and diesel fuel. This portion of the prepaid taxes on motor fuel will increase 0.7 cents per gallon across the board. The Petroleum Business Tax on gasoline and gasohol will rise from 15.20 to 15.9. The tax will go from 13.45 to 14.15 on diesel motor fuel.

Pre-paid taxes in cents per gallon of gasoline will be as follows:

- Federal Excise 18.40
- State Excise 8.00
- Petroleum Business 15.90
- Pre-Paid Sales (Reg 1) 17.00
- (Reg 2) 13.80
- Test Tax 0.05
- NYS Spill Comp Fund 0.002917

The total prepaid tax on gasoline will be 59.352917 cents/gallon in the downstate Region 1 and 56.152917 in the upstate Region 2.

Pre-paid taxes in cents per gallon of gasohol will be as follows:

- Federal Excise 13.30
- State Excise 8.00
- Petroleum Business 15.90
- Pre-Paid Sales (Reg 1) 17.00
- (Reg 2) 13.80
- Test Tax 0.05
- NYS Spill Comp Fund 0.002917

The total prepaid tax on gasohol will be 54.252917 cents/gallon in the downstate

Region 1 and 51.052917 in the upstate Region 2.

Pre-paid taxes in cents per gallon of diesel fuel will be as follows:

- Federal Excise 24.40
- State Excise 8.00
- Petroleum Business 14.15
- Pre-Paid Sales (Reg 1) 14.60
- (Reg 2) 12.10
- NYS Spill Comp Fund 0.002917

The total prepaid tax on diesel is 61.152917 cents/gallon in the downstate Region 1 and 58.652917 in the upstate Region 2.

Actual taxes due will fluctuate with the retail price as a result of the sales tax component. Inserted you will find tables showing sales tax for a variety of retail prices at different tax rates. Should you require a chart for a tax rate not on the chart, please contact the Association.

P2 Program Equals Cost Savings and Environmental Protection

The New York State Association of Service and Repair Stations has had successful results with its P2, or Pollution Prevention Program.

The P2 program is an easy and effective program encouraging service stations and repair shops to make operating or equipment changes that protect the environment but also save money.

The program began this past summer with approximately 100 stations signing up for the initial round of assessments. Most have received their professional assessments with the remainder to be completed by the end of summer.

“We saw a way for our members to operate in the most environmentally friendly manner possible, as well as save money by

identifying possible changes in equipment and everyday practices,” said Ralph Bombardiere, Executive Director of NYSASSRS.

Assessments are non-intrusive. After a brief meeting and interview with the owner, the assessors appraise certain aspects of the service station using a checklist. Business owners then receive a list of recommendations made by environmental professionals experienced in the service station industry.

Assessors have been able to make many simple recommendations that could save a service station an average of \$6,000 per year.

Examples of recommendations made include:

- switching to a less costly, environmentally friendly ice melt product
- upgrading existing lighting and adding occupancy sensors and/or mechanical timers to save energy costs
- adding cooler door condensate controls to check humidity and temperature
- replacing electric heating with clean, natural heating
- adding a secondary containment for storing chemicals
- using oil absorbent pads instead of bagged oil absorbent material
- using a tarp for outside tire storage to reduce contaminated water runoff
- installing insulated overhead doors to save energy costs
- installing door weather stripping
- using a laundry service to wash rags

Mr. Peter Rosenfeld, part-owner of seven facilities in the Albany Capital District region, was one of the first program participants. “Both the process and the summary were very simple; the assessors

did all of the work. In the end we were given a report, relevant to each of our stations, that listed opportunities and related cost savings. We can use this information to decide what is best for us and our facilities,” said Mr. Rosenfeld.

Following the assessment, trade association field representatives will contact the participating members with suggestions in obtaining State grants or private sector funding to assist station owners in implementing the suggested changes.

There is no obligation to act on these suggestions. But we encourage participating station owners to review their P2 assessment report with their field representative.

With the Pollution Prevention Program we can all help the environment — and save money.

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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