

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

STATE INSURANCE FUND SAFETY GROUP 536 MEMBERS

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Exxon/Mobil Overcharge Update

ExxonMobil had their hands slapped by the Judge hearing their appeal on the \$1.3 billion award to dealer for overcharging. U.S. District Judge Alan S. Gold ordered ExxonMobil to start paying as many as the 10,000 service station owners the \$500 million due them from the overcharge. With interest the award is now \$1.3 billion. The Judge also entered a final judgement against the Company.

When the case was decided in 2001, it was determined that ExxonMobil owed a half a billion dollars to its service station owners, as well as interest accumulating since 1983 when the overcharge first began. ExxonMobil's current obligation is \$1.3 billion. The case includes dealers in thirty-four states and the District of Columbia. The average payment to dealers will be about \$130,000.

ExxonMobil appealed the decision. In March of 2004, the 11th Circuit Court of Appeals in Atlanta refused to reconsider its earlier ruling supporting the original verdict in the class action lawsuit. Since this decision the Company has only paid the original nine dealers that were plaintiffs in the case.

In this most recent decision, Judge Gold scolded ExxonMobil for attempting to make a "judicial train wreck" of the claims and payment process. He said that the Company was making \$238 million a year in interest from the \$1.3 billion it has delayed paying to the dealers. The Judge said if ExxonMobil continues to procrastinate, he will award additional interest, based on the interest the company earns on the unpaid \$1.3 billion judgement.

Exxon, before the merger with Mobil, began charging dealers a 3% processing fee on gasoline sales paid on credit cards in 1982, but promised to off set the charge by

reducing the wholesale price of motor fuel, (DTW) by 1.7 cents per gallon. The Company stopped the lower pricing shortly after the program began but never told the dealers.

Hawaii Rent Control Law for Service Stations Survives Supreme Court Challenge

The U.S. Supreme Court has turned down Chevron's challenge to Hawaii's controversial rent cap law. The Oil Company had challenged the law on the basis that the rent cap was an "uncompensated taking of private property." The claim was that the Fifth Amendment does not "substantially advance" Hawaii's interest in controlling pump prices.

Chevron, at the time of the lawsuit controlled 60% of Hawaii's market. Hawaii has about 300 stations leased from oil companies by independent dealers. Chevron sells most of its product through 64 lessee dealers.

The rent control law was passed in 1997 limited the amount an oil company may charge a lessee dealer to 15% of the dealer's gross profits from gasoline, plus 15% of gross sales of products other than gasoline. This reduced the amount of rent Chevron could charge 11 of its lessee-dealers by about \$207,000 per year. However, the law permits Chevron to collect more rent from its remaining 53 lessee dealer stations. This would result in Chevron having the ability to increase its overall rental income from all 64 stations by about \$1.1 million per year.

According to some attorneys the Supreme Court decision should make it harder for oil companies to challenge other laws such as a below-cost selling law, rent or divorce statute, based on the argument of

“uncompensated taking” provisions of the Fifth Amendment. However, the law may be able to be challenged on other grounds.

Chevron said it is "disappointed" by the Court's decision and will look into other options.

Washington D.C. passes Jobber Divorcement

Washington, D.C. has passed legislation prohibiting jobbers from operating service stations. Distributors were notified that they have two years to turn their company-operated stations over to dealers. Also any new stations must be operated by dealers, and any station that are currently operated by a retailer must continue to be run by a dealer. The new law was added to D.C existing law that prohibits a refiner from making station conversions without a dealer's permission for at least three years.

D.C dealer are excited over the new law and say it's the most important dealer protection law to pass in the U.S. since divorcement, which became a reality in 1978. Refiners were turning stations in large numbers, making jobber divorcement a necessity. Dealers have little protection under current law against the assignment of a group of stations to a distributor. The Jobber Company operates the site, controls the rent and tank wagon prices, and can remove a dealer. An example was one distributor, Dag Enterprises, which bought Shell's locations in Washington, D.C., a few years ago. The company then rented dealers out of business, according to dealers.

In some cases the transfer of stations to a distributor is good for dealers but as we see in D.C. it was not. We applaud D.C. dealers on their success.

Federal Association Health Plan Legislation

Many small business owners in the automotive service industry are struggling to provide health insurance for their employees. With skyrocketing costs recent years small businesses typically pay approximately 18 percent more for health insurance than large businesses.

In addition, small businesses have little buying power and few affordable options since five or fewer insurers control at least three quarters of small group markets in most states, according to a Government Accounting Office (GAO) report. This lack of competition is contributing to annual double-digit rate increases and resulting in a rise in the number of small business employees who are uninsured.

Many large corporations and unions that operate across state lines offer their employees health plans governed by the federal Employee Retirement Income Security Act of 1974 (ERISA) statute. ERISA-regulated plans are not subject to the onerous mandates that state-regulated plans face, which increase the cost of coverage and are therefore much less expensive. Since most small businesses operate in one state, the health insurance plans they are able to offer are subject to state laws and mandates which drive up the cost of coverage.

The Association is urging federal lawmakers to Co-Sponsor and support passage of the Small Business Health Fairness Act of 2005 (H.R.525 / S.406) for the following key reasons:

- H.R.525 / S.406 permits small companies to band together through trade and professional associations to purchase affordable health benefits through small business health plans, known as Association Health Plans (AHPs).
- By joining together, small employers

will enjoy greater bargaining power, economies of scale and administrative efficiencies.

- Uniform federal regulation of AHPs will help small businesses lower their administrative costs because, by operating under federal law, these plans can avoid the costs of complying with 50 different sets of state benefit mandates.
- H.R.525 will level the playing field and give participating small employers the same advantages as Fortune 500 companies and unions.
- This will make health insurance more affordable through reduced premiums.
- More than 170 nationwide trade association representing over 12 million employers and 80 million workers support this bill.

Ask your local Congressmen to co-sponsor H.R.525. They should contact the office of Rep. Sam Johnson. For additional information, contact the Association Office

Amendment Authorizes EPA Funding to Promote Hybrid Vehicle Usage

U.S. Rep. Harold E. Ford Jr., D-Tenn., has offered an amendment to the recently passed U.S. Energy Policy Act, H.R. 6, which will provide the U.S. Environmental Protection Agency (EPA) funding to promote hybrid vehicle usage. The amendment, which has been approved by voice vote, is in addition to House Energy and Commerce Committee hybrid vehicle provisions.

The amendment will allow for \$3 billion in funding over the next 10 years, beginning in 2006, to provide incentives to automakers to increase production of hybrids and other alternative fuel vehicles. The amendment also provides consumer incentives, including discounts and rebates, for the purchase of hybrid vehicles. The amendment only authorizes the program; it does not fund it. The funding will be subject

to the congressional appropriations approval process.

The U.S. House of Representatives passed the Energy Policy Act of 2005 by a vote of 249 to 183.

VIR Re-Inspection Barcode

If the vehicle is undergoing a re-inspection, the VIR barcode is scanned to retrieve data about the motorist's last inspection, identifying any parts of the test that the vehicle failed previously.

The inspector will be prompted to perform only those tests not previously passed, and to charge the motorist only for tests performed during the re-inspection.

Motorists who fail to notify the station of a previous inspection within the last 30 days could be charged for a full inspection. However, if a vehicle fails a safety and/or emissions inspection, and is not removed from the station for repair, there is no charge for re-inspection of the vehicle.

The Motor Vehicle Owners' Right to Repair Act of 2005 (HR.2048)

Modern cars and light trucks contain advanced technology that monitors or controls virtually every function of the vehicle including: brakes, steering, air bags, fuel delivery, ignition, lubrication, theft prevention, emission controls and soon, tire pressure. Car owners and independent shops need full access to the information, parts and tools necessary to accurately diagnose, repair or reprogram these systems.

Vehicle manufacturers are making access to such vital information increasingly difficult to obtain for the independent aftermarket

and its customers. Without access to critical information, parts and tools, motorists are forced to patronize new car dealerships, which may not be convenient or easily accessible to a car owner.

A survey conducted by the Terrance Group found that a majority (59 percent) of vehicle service facilities have experienced problems getting access to the repair information or needed tools necessary for repairs, with a large number admitting that they had to send the vehicles back to the franchised dealer for repairs they could not perform due to lack of information and tools from the manufacturer.

In May 2005, Representatives Joe Barton (R- TX) Darrellissa (R-CA), and Edolphus Towns (D-NY) introduced The Motor Vehicle Owners Right to Repair Act of 2005. The bill is critical to ensuring that the independent vehicle aftermarket has access to the service information and tools necessary to repair today's computer controlled vehicles.

The Automotive Aftermarket Industry Association urges lawmakers to support The Motor Vehicle Owners' Right to Repair Act (H.R. 2048) for the following key reasons:

- Requires vehicle manufacturers to provide the same service information and tools capabilities to independent shops that they offer to their franchised dealer network to repair and maintain late model computer controlled vehicle systems;
- Restores the right of consumers to have their vehicle serviced and maintained at the repair facility of their choice; and,
- Authorizes the Federal Trade Commission (FTC) to enforce requirements in order to protect consumers and to promote competition in auto maintenance and repair.

H.R. 2048 would not:

- Affect the dealer's warranty agreement

with the vehicle manufacturers; and,

- Require manufacturers to disclose manufacturing processes or trade secrets unless that information is made available to the new car dealer.

Ask your representative to cosponsor H.R. 2048. They can contact Theresa Lavery (theresa.lavery@mail.house.gov), office of Representative Joe Barton, at 202/225-2002 or Alex Beckles (alex.beckles@mail.house.gov), office of Representative Ed Towns at 202/225-5936. For additional information, call the New York State Association of Service Stations and Repair Shops, Inc. at 518 452-4367

NYS Assembly Bill A7522 (Assemblymen Towns) "Right to Repair Act

Congress is once again addressing the Right to Repair issue. While we are actively supporting and promoting the federal legislation we have introduced a similar bill in Albany. Passing state legislation is, at time, easier than passing a bill in Washington. There are 211 legislators in Albany and over 600 in Washington.

The State bill is drafted similar to the Federal bill. The sponsor is Assemblymen Towns. The bill number is A.7522 and titled the "Right to Repair Act." It amends the New York State Vehicle and Traffic Law, and mandates automobile manufacturers to release vehicle repair information to vehicle owners. It identifies the problem that the ability to diagnose, service, and repair a motor vehicle in a timely, reliable, and affordable manner is essential to the safety and well being of automotive consumers in the State of New York. In many instances vehicle access codes are essential they allow the owners or his/her repair shop to make the necessary diagnosis, service, and repair of the vehicles in a timely, convenient, reliable and

affordable manner. This bill provides that the access codes or special equipment retained by the manufacturer be provided to the motor vehicle owners and the motor vehicle repair shops. This will permit consumers to have this availability. Consumers in New York and nationwide have always benefited from the accessibility of after market parts suppliers and parts and accessories used in the repair, maintenance or enhancement of a motor vehicle.

The bill requires that manufacturers of motor vehicles and trailers sold in New York, provide to the vehicle owner and/or the motor vehicle repair shop information that will permit the after market to supply parts and to repair late model vehicles. The information necessary to diagnose, service or repair must include information necessary to integrate replacement equipment. It also allows for the use of any brand of diagnostic equipment.

It goes on to allow for vehicle owners in New York to receive the information necessary to permit the diagnosis. It gives the vehicle owner the option to choose between original parts and after market parts when repairing their motor vehicles and to make repairs necessary to keep their vehicles in reasonably good and serviceable condition during expected vehicle life.

Manufacturer's repair facilities traditionally charge more than the independent repair shops and are not easily accessible. The independents repair facilities are numerous, accessible and competitive. The removal of this competition from the market place will limit the motorist choices, increase cost and led too more vehicle down time for the consumer.

It is for the above reasons the Association supports this bill and we thank Assemblymen Towns for his efforts on our behalf.

Comments on Proposed Amendment to the Used Oil Management Regulations

Below do the New York State Association of Service Stations and Repair Shops, Inc., its five affiliates and 3500 member's present comments.

The repair shop industry has been involved in legislation and regulations dealing with the management of used oil since it became an issue. We have had to accommodate regulations that at time are harsh and unfair.

The requirement that collectors must register their used oil tanks and identify the full capacity and useful capacity is unnecessary and to mandate additional requirements to assure no spills will occur will only make matters worse. Enforcement officials use this provision to intimidate repair shops.

There is no reminder in the proposed regulations that a location that sells over 1000 gallons of oil per year need only accept five gallons from a "do it yourselfer." The proposed regulations are also silent on the right of a location to refuse used oil if the tanks are temporarily full.

The industry has not challenged the requirement that we accept use oil from the public. We feel that such a challenge will be successful. However, that the State permits the burning of used oil, as heating fuel is an acceptable offset to the mandate.

The proposal before us should include a provision that locations that utilize used oil for heating should be permitted, without filing for a permit, to transfer up to fifty five gallons of used oil from one location to another. There are times during cold periods when some locations do not generate sufficient product to keep the heaters fueled.

The industry is concerned that the burdens of removing and destroying used oil, at one time classified as hazardous, will fall on the repair shops.

We will take responsibility for what we generate, but we should not be overburdened with laws and regulations where we become the responsible party for all used oil generated. Any new mandate on the repair industry is unfair and will be met with resistance.

Attention Staten Island Members

Wal-Mart is currently eyeing two sites in Staten Island. The first site is on the south shore in Richmond Valley and is an 18-acre parcel between Arthur Kill Road and Page Avenue. The other site on the north shore in Mariner's Harbor is 27 acres near Forest and South avenues. The Richmond Valley site is the former home of a Lucent plant and therefore requires extensive cleanup before anything can begin. The Mariner's Harbor location has some wetlands issues which may slow down that process. We believe that due to Republican political support, Wal-Mart will try to gain approval for the Richmond Valley site first.

Because both sites are located in manufacturing areas, they would need either a special permit or variance, which has to be granted by the City Council.

This process first requires that the developer submit a plan to the Department of City Planning. If and when the DCP certifies the application the ULURP clock starts which basically is the time that public input is submitted before the Council votes on whether to approve the special permit (the time between certification and voting isn't very long). We believe that this process won't begin until the 1st quarter of next year when the Mayor's race is over and a new

City Council speaker is chosen.

This doesn't mean, however, that we should wait until the application is certified to begin getting people involved. Although the threat of Wal-Mart isn't immediate (within the next couple of months) it is inevitable and the more we organize early the better chance it will be defeated. Therefore, we are reaching out to our members on the island and see if they feel it is important to oppose this project. As a Staten Island businessperson Wal-Mart may pose a problem to your business. This is especially true if you sell motor fuel. While there is no initiative at the moment to apply for a permit to sell gasoline and diesel fuel, it is imminent. If our members feel we should oppose this project we will need to pressure elected officials.

In general, what will help us the most is knowing the number of service stations on the island who oppose the opening of the supper store and the number of people who work at these stations who may have their jobs jeopardized. Also, though we can't know for sure, considering the size of the developments and Wal-Mart's general trend the stores will be super centers with Tire and Lube service stations and possibly gasoline. As you well know, once a Wal-Mart is built there is little that can be done to prevent them from adding additional components like pumps so it's best just to prevent the construction in the first place.

2005 Active Legislation

The Association constantly monitors legislation introduced on a state level to determine the implication to the service station repair shop industry. Below are several bills that we are tracking. We have taken a position in favor or opposed. After your review the summary of the bill we

would like to know if you agree with our assessment.

BILL NUMBER: A2517A

Association Position – Oppose

SPONSOR: DiNapoli (MS)

TITLE OF BILL: An act to amend the environmental conservation law, the economic development law and the state finance law, in relation to returnable beverage containers; and to repeal sections 27-1005, 27-1007 and subdivision 2 of section 27-1011 of the environmental conservation law.

PURPOSE: To expand the bottle bill, to cover all beverages with the exception of liquor, wine, infant formula and milk, and to provide for the return of unclaimed deposits on beverage containers to the State for deposit into the Environmental Protection Fund (EPF).

STATUS: The bill has passed out of its original committee and is now in the Assembly Codes Committee

BILL NUMBER: S3344 - A7381

Association Position - Neutral

SPONSORS: FUSCHILLO and PHIEFFER

TITLE OF BILL: An act to amend the general business law, in relation to proceedings arising out of lemon law arbitration's.

PURPOSE: This is one in a series of measures being introduced at the request of the Chief Administrative Judge on the recommendation of his Advisory Committee on Civil Practice. It was prepared in collaboration with the Attorney General. This measure would amend sections 198-a (k) and 198-b (f)(3) of the General Business Law to require that court proceedings arising out of new or used car Lemon Law arbitration's be brought either in the county where the consumer resides or where the arbitration was held or is pending.

Currently, sections 198-a (the new car lemon law) and 198-b (the used car lemon

law) provide that court proceedings affecting arbitration's, such as applications to vacate an arbitration award, shall be governed by Article 75 of the CPLR. Section 7502(a)(i) of that Article permits a proceeding to be "brought in the county where at least one of the parties resides or is doing business or where the arbitration was held or is pending."

STATUS: The S.3344 has passed the Senate and A.7381 is on the calendar in the Assembly

BILL NUMBER: S3227

Association Position - Neutral

SPONSOR: FLANAGAN

TITLE OF BILL: An act to amend the vehicle and traffic law, in relation to fees for inspections.

PURPOSE: To establish allowable fees to be charged by a New York State official inspection station based on the findings of an independent entity specializing in the automotive industry.

STATUS: In the Senate Transportation Committee

BILL NUMBER: A914

Association Position - Support

SPONSOR: McEneny (MS)

TITLE OF BILL: An act to amend the alcoholic beverage control law, in relation to issuance of summons and to repeal section 105-a of such law, relating to prohibiting the sale of beer for off-premises consumption on Sunday during certain hours

PURPOSE: This bill would repeal the section of law that forbids retail establishments from selling beer for off-premises consumption on Sundays between 3 A.M. and 12 noon.

STATUS: Passed the Assembly, sent to the Senate Investigation and Government Operations Committee

BILL NUMBER: A1807

Association Position - Support

SPONSOR: Brodsky (MS)

TITLE OF BILL: An act to amend the environmental conservation law, in relation to prohibiting contracts requiring purchase of minimum amounts of motor fuel by a dealer.

PURPOSE: To render void and unenforceable agreements between service stations and fuel distributors which require the service station to purchase a minimum amount of fuel.

STATUS: In Assembly Environmental Committee

BILL NUMBER: A8170

Association Position - Support

SPONSOR: Tonko

TITLE OF BILL: An act to amend the general business law, in relation to the motor fuel marketing practices act, to amend chapter 691 of the laws of 2003 amending the general business law and the executive law relating to enacting the New York motor fuel marketing practices act, and chapter 74 of the laws of 2004 amending the general business law relating to the New York motor fuel marketing practices act, in relation to its effectiveness.

PURPOSE: This bill amends the Motor Fuel Marketing Practices Act (MFMPA) to provide that any sale below cost is illegal; provide for a private right of action for enforcement of provisions of the MFMPA; and make the MFMP A permanent.

STATUS: Referred to Assembly Committee on Economic Development

BILL NUMBER: A2881

Association Position - Oppose

SPONSOR: Pretlow (MS)

TITLE OF BILL: An act to amend the environmental conservation law, in relation to used oil filters

PURPOSE: To prohibit the disposal of used oil filters into the environment and encourage the recycling of the filters and the waste oil contained therein.

SUMMARY OF PROVISIONS:

Section 1. Legislative Intent. To amend the environmental conservation law, in relation to used oil filters.

Section 2. Adds four new subdivisions 12,13,14 and 15 to section 23-2301 of the environmental conservation law to define: used oil filter, used oil filter transporter, used oil filter processor, and source-separated.

Section 3. Amends Section 23-2305 of the environmental conservation law by allowing the commissioner to establish rules and regulations governing used oil filter generators, transporters, and processors.

Section 4. Amends section 23-2307 of the environmental conservation law, calling for service establishments or other on-premises oil-changing operations to maintain facilities for source-separated, used oil filters and also establishes requirements regarding fees and signs.

Section 5. Amends section 23-2308 of the environmental conservation law by prohibiting the knowing disposal of used oil filters in landfill.

Section 6. Amends section 23-2309 of the environmental conservation law by requiring used oil filter transporters to maintain complete records.

Section 7. Adds a new section 23-2312 to the environmental conservation law by requiring the registration of used oil filter processors.

Section 8. Amends subdivision 4 and adds a new subdivision 13 of section 27-0303 of the environmental conservation law to define: regulated waste and used oil filters.

Section 9. Amends Subdivision 7 of section 27-0305 of the environmental conservation law by requiring transporters and processors to submit an annual report to the Department.

Section 10. Amends Subdivision 4 of section 71-2201 of the environmental conservation law to include used oil filters within the existing recycling of used oil penalty section.

STATUS: In Assembly Environmental Conversation Committee

BILL NUMBER: A1684

Association Position - Support

SPONSOR: Gantt (MS)

TITLE OF BILL: An act to amend the vehicle and traffic law, in relation to requiring motor vehicle repair shops to provide written notice to customers; and to amend the insurance law, in relation to requiring insurers to disclose financial interests in motor vehicle repair shops.

PURPOSE: To strengthen the existing anti-steering provisions contained within the vehicle and traffic law and insurance law by providing customers of motor vehicle repair shops with written notice stating that they cannot be required by an insurer to use any particular repair shop and requiring insurers that have a financial interest in a repair shop to disclose that interest to their insured.

STATUS: Reported from the Assembly Transportation to the Codes Committee

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 \$10 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 provide you with information as the 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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