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Odds & Ends

- Our sales hours are Monday through Friday 9:00 - 9:00 and Saturday 9:00 -4:00. Our service hours are Monday through Friday 8:30 - 5:00 and Saturday 8:30 - 12:30.
- Giammalvo Quarterly is edited, designed and printed by our staff right here in our facility.
- Feel free to let us know what you think. Give us a call or send us an e-mail at: samgauto@samscars.com

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Tips For Savings At The Gas Pump

Our National Economy is on the fritz and it seems like everything is getting more and more expensive. That being said, what can you do to help reduce your vehicle's maintenance and fuel consumption costs? Here are some tips from the U.S. Government's web site: www.fueleconomy.gov that can help you keep more of your hard earned money in your pocket where it belongs:

Drive Sensibly

Aggressive driving (speeding, rapid acceleration and braking) wastes gas. It can lower your gas mileage by 33 percent at highway speeds and by 5 percent around town. Sensible driving is also safer for you and others, so you may save more than gas money.

Observe the Speed Limit

While each vehicle reaches its optimal fuel economy at a different speed (or range of speeds), gas mileage usually decreases rapidly at speeds above 60 mph. You can assume that each 5 mph you drive over 60 mph is like paying an additional \$0.26 per gallon for gas. Observing the speed limit is also safer.

Remove Excess Weight

Avoid keeping unnecessary items in your vehicle, especially heavy ones. An extra 100 pounds in your vehicle could reduce your MPG by up to 2%. The reduction is based on the percentage of extra weight relative to the vehicle's weight and affects smaller vehicles more than larger ones.

Avoid Excessive Idling

Idling gets 0 miles per gallon. Cars with larger engines typically waste more gas at idle than do cars with smaller engines.

Use Cruise Control

Using cruise control on the highway helps you maintain a constant speed and, in most cases, will save gas.

Use Overdrive Gears

When you use overdrive gearing, your car's engine speed goes down. This saves gas and reduces engine wear.

Massachusetts Right-To-Repair Legislation Moving Slowly Forward

*Source:
Fox Business*

Massachusetts is proving to be a very receptive state for landmark legislation that would protect consumers' right to choose where they have their cars repaired. The legislation, (H4892), would require car manufacturers to provide independent repair shops equal access to the same diagnostic repair information and tools they provide for their dealer mechanics.

Over the course of the session, the legislation advanced further in Massachusetts than it has in any other state or in Congress where it has been pending. Against a coordinated assault by major car manufacturers to kill the Right to Repair legislation outright, the pro-consumer rights bill was reported out favorably from the Consumer Protection and Professional Licensure Committee and made it to the House floor this week. While the formal session ended recently, the bill remains active on the House calendar. "When we began this process last year, even our own members thought taking on car manufacturers was daunting," said Stan Morin, a local repairer who is also chairman of the Massachusetts Right to Repair Committee. "But they came to understand this is an issue of survival for them and for their customers. When the manufacturers fail to provide us equal access to that information, the consumers are directly and negatively impacted." Independent repairers took their case directly to the Statehouse this past spring as they rallied in support of the legislation and then met with their individual legislators. Under Morin's leadership, many of those same mechanics and shop owners returned repeatedly to visit lawmakers personally. The repairers' grassroots effort has also produced more than 1,000 emails and over 600 letters to legislators directly asking for their support.

Independent repair shop owner Bill Cahill, owner of BC Auto in Randolph, said the momentum in favor of the bill has been gratifying for repairers. "There is tremendous support for this bill among legislators," said Cahill. "I was in dozens of meetings with representatives from all corners of the state and I can tell you that they understand that this is a consumer issue first, and then an economic issue about jobs in this economy." As the Legislature moves into its summer recess, Morin and Cahill said that the independent repairers will continue to build support for the legislation among legislators and consumers. Part of that effort will require debunking claims being made by manufacturers that the legislation amounts to an effort to obtain proprietary parts information from manufacturers. "The car manufacturers know better, but they don't have any other defense for their opposition because this is a pro-consumer bill," said Morin. "What else would they say? That they are anti-consumer?"

The independent auto repairers are seeking passage of this legislation to ensure that they will have fair and equal access to necessary repair information, which is increasingly difficult to obtain from car manufacturers. For the independents, this issue is not only about fairness and equity, but it is also about their customers' right to choose where to have their cars repaired. While being considered by the Legislature, the bill has enjoyed increasing legislative and public support and has garnered universally favorable media attention. As The Boston Herald wrote in its May 22 editorial endorsing the Right to Repair bill, "there is much credible evidence that auto-makers and importers are holding back data." When manufacturers hold back data, they not only deny independent repairers the necessary tools and information to fix your car, but they also deny you the right to have your car fixed where you want. The issue also got some unexpected support in the May issue of Consumer Reports. The consumer magazine reported its findings of a study among customers who were asked to give their opinion about where they prefer to have their cars repaired. By a wide margin, the magazine reported, consumers prefer independent repair shops where they feel they are more likely to get better service at a better price and with more reliability and convenience.

Consumer Reports found that more Americans, (71 percent), reported they were "very satisfied" with independent repair shops for vehicle service. This is in comparison to new car dealer shops where a mere majority reported, (53 percent), satisfaction. As evidenced by this study, millions of car owners trust the independent repair shops to provide affordable and competitive automotive repair service. Morin called the practice of selectively releasing repair codes and information as "tantamount to a restriction of free trade" and said that legislators understand quickly how this hurts consumers. "The tide is turning on this issue nationally," said Morin. "But we think that tide will turn first here in Massachusetts."

About Right to Repair:

The Right to Repair Act would require car companies to make the same service information and tools capabilities available to independent repair shops that they provide their to their franchised dealer networks. The legislation further provides car companies with strong protections for their trade secrets unless that information is provided to the franchised new car dealers. For more information about the Right to Repair Act, visit www.RightToRepair.org.

Recent Recalls

2008 Jeep Liberty: Incorrect adhesive was used in installing the windshield and/or fixed rear quarter glass, allowing it to come loose and cause injury.

2008-2009 Dodge Challenger: The "keyless go" allows the engine to be turned off when the automatic transmission shift selector is on gear, allowing the vehicle to roll away. Dealers will reprogram the ignition node module.

2003 HUMMER H2: Water enters the windshield wiper motor module causing loss of windshield wiper function. Dealers will replace the windshield wiper module cover.

2006-2008 Chevrolet HHR: The door on the storage bin in the top center of the instrument panel opened up during crash testing. Owners will be mailed latch reinforcement.

2008-2009 Saturn Vue: Nut securing the power steering line to the pump comes loose causing a fluid leak and engine fire.

2007-2008 Hyundai Santa Fe, Veracruz: Circuit board in the trailer hitch wiring harness converter module (mounted to the top surface of the rear bumper reinforcement) become short circuited from water getting inside which causes an electrical fire. Note: This recall supersedes a previous recall (08E016) conducted for a short circuit caused by a faulty capacitor.

2008-2009 Kia Rondo LX, EX 2.4 Engine: Failure of the fuel pump causes engine hesitation, stalling, no start.

2005-2007 Mitsubishi Endeavor, Galant, Eclipse Coupe; 07 Eclipse Spyder: Left rear fuel tank strap mounting bracket breaks at the bolt hole allowing the tank to come loose in a crash.

2009 Nissan Altima: Lug nuts come loose from the 16-inch alloy wheels because of incorrect manufacture of the wheels.

In Passing

Obituaries Courtesy The Standard Times

Note: Due to recent requests, we will be adding family survivors to our customer's obituaries as space allows.

Kathleen T. (Regis) Tiernan, 51, of New Bedford died July 25, 2008 at St. Luke's Hospital after a 31 year battle with Lupus. She was the wife of Paul G. Tiernan. Born in New Bedford, the daughter of George Regis of New Bedford and the late Blanche (Souza) Regis, she lived in New Bedford all of her life. Kathleen was a communicant of St. Francis of Assisi Church. She was formerly employed as a substitute teacher at Greater New Bedford Regional Vocational-Technical High School. Kathleen will be remembered for her spirit for life, devotion to her family and her many special friendships. Survivors include her husband; her

father and his wife Elizabeth; two daughters, Erin Ptaszenski and her husband Steven and Karin Tiernan, all of New Bedford; a brother, George Regis, Jr. and his wife Nanette of Acushnet; three sisters, Ann Marshall and her husband Robert of Lakeville, Jane Zexter and her husband Alan of Dartmouth and Susan Gibson and her husband Dean of Ohio; her father-in-law and mother-in-law, Andrew and Irene (Burgess) Tiernan; three grandchildren, Andrew, Ryan and Leah; and several nieces and nephews. She was the mother of the late Colleen and Andrew Tiernan.

Robert A. Corbett, 84, of Fairhaven, died unexpectedly Thursday, June 26, 2008, at St. Luke's Hospital in New Bedford. He was the husband of Pearl J. (Lupo) Corbett, with whom he would have celebrated their fifty-ninth wedding anniversary in September. Born in Cambridge, MA, the son of the late Merton G. Corbett and the late Helen (Tilley) Corbett, he moved to Fairhaven in 1936 and was a 1942 graduate of Fairhaven High School. Mr. Corbett served in the U. S. Navy during WWII on the Mine Sweeper YMS-41. He later was the owner-operator of Corbett Aluminum, often working with his wife, for forty years until 1986, when he retired at age 62. Mr. Corbett was a member of Grace Episcopal Church in New Bedford, as well as The Cape Cod Corkers and the Fall River Rod and Gun Club, where he was a life member. In addition to his wife, Mr. Corbett leaves his daughters, Susan C. Corbett and Nancy E. Lavalette and her husband Gary, all of Fairhaven, triplets, James G. Corbett and his wife Andrea of Buxton, ME, Jane E. Corbett and her husband Clayton Covey of Springfield, VA, and June A. Sloper and her husband Edward of Purcellville, VA; a sister, Elizabeth L. Tarbox of Fairfax, VA; seven grandchildren; a niece and a nephew.

Elizabeth J. "Liz" (Minincleri) St. Pierre, 62, of South Dartmouth, passed away peacefully Monday at Charlton Memorial Hospital following a long illness. Born in Medford, daughter of the late Philip and Emily (Sica) Minincleri, she had resided in Fairhaven for several years before moving to Dartmouth 4 years ago. Ms. St. Pierre was employed as a customer service analyst in the corporate office of Ocean Spray Cranberries in Middleboro. She was the owner of Ceramic Duo in Fairhaven for many years and enjoyed gardening, bowling and traveling. Her joy in life was spending time with her family especially weekend breakfasts with her grandchildren. Survivors include a son, Robert White of New Bedford; a daughter, Marilyn Shea and her husband David of North Dartmouth; sisters, Gina Nolan of New Bedford and Kathy Walecka and her husband Jeffrey of North Dartmouth; grandchildren, Angela and Dylan Shea; and several nieces and nephews. She was the sister of the late Lydia Minincleri.

We appreciate your business. Please drive safely.

Diagnosis: Medical vs. Automotive

Medical diagnosis and automotive diagnostics. What do these two sciences have in common? More than you think, especially lately.

At Giammalvo's, we believe that "knowledge is power" when it comes to repairing a modern day vehicle correctly and economically for our customers. As such, we subscribe to various on-line Internet diagnostic service providers, including: Alldata.com, IATN.com, Identifix.com and other informative hotline information sites. On these sites, we can enter your specific vehicle make, model, and engine information as well as the specific problem you are reporting. Often, one of these sites will already have the answer to the problem because a technician has already seen and resolved this same problem on another similar vehicle in another part of the country.

Identifix has a repair hotline that is a "pay per call" service used by over 10,000 automotive shops annually. Calls from automotive repair technicians from shops throughout the country like ours, are routed to Identifix's 39 ASE Certified Master Technicians producing a first call resolution rate of 72%. The repair hotline also provides telephone diagnostic services to major parts distributor car care programs as well as franchise groups.

Identifix founders Jeff Sweet and Bill Sauer write a bimonthly newsletter that we receive regularly via mail. In the most recent newsletter, Jeff and Bill wrote an interesting article with the heading: *"Hopefully you won't need to see a specialist to diagnose a medical condition any time soon."* The article mentioned that the most important question to ask your physician is: "What did you base your diagnosis on? If the doctor states that the diagnosis is based on "my years of experience" its time to consider a second opinion. Jeff and Bill stated that today, an important medical breakthrough is a new approach to diagnosis called "Evidence Based Medicine" According to the British Medical Journal, Evidence Based Medicine, (EBM), was nominated as the most important innovation in medicine in the last 166 years. EBM refers to integrating individual clinical expertise with the best available external clinical evidence from systematic research. In the article, Jeff and Bill said it best with: *"In this interconnected world, do you want your doctor to have his head in the sand or do you want him gathering information from other reputable sources to help diagnose and determine the best treatment?"*

Jeff went on to state that one of his sons has a rare disease in which a specialist recommended a treatment with severe side effects. The diagnosing physician himself recommended that they seek a second opinion. As a result, a second specialist was sought out and a different underlying cause for the problem was diagnosed. They then found themselves at the Mayo Clinic in Rochester, Minnesota. At the clinic, Jeff learned that way back in 1910, Dr. William Mayo made a statement that now rings even more soundly today:

"As we grow in learning, we more justly appreciate our dependence upon each other. The sum-total of medical knowledge is now so great and wide-spreading that it would be futile for one man to attempt to acquire, or for any one man to assume he has, even a good working knowledge of any large part of the whole. The very necessities of the case are driving practitioners into cooperation. The best interest of the patient is the only interest to be considered, and in order that the sick may have the benefit of advancing knowledge, union of forces is necessary."

Jeff noted that: *"If the total medical knowledge available in 1910 was so great it was ["futile for one man to attempt to acquire"] imagine what it is like nearly 100 years later!"*

This analogy between medical and automotive diagnosis is very interesting in that, as technicians, we are frequently presented with many different symptoms and are called upon to diagnose the exact underlying cause. Do you want a technician working on your car that has his "head in the sand," working on his own, without any outside input, or would you rather have a technician that has the ability to use the Internet, resulting in the added input of thousands of other technicians around the globe?