

Recent Recalls

2009 Dodge Journey 3.5L engine - Engine wiring harness rubs against the left transaxle mount causing an electrical short and electrical fire.

2005-2006 Land Rover LR3, Range Rover Sport - Insufficient clearance between the steering column cowl and the air bag clockspring face causes the wiring connector to break resulting in loss of proper airbag function and SRS warning light illumination.

2004-2006 Toyota Sienna with power rear liftgate struts - Failure of the liftgate gas struts allow the liftgate to suddenly drop on someone's head.

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.

Roseanne A. (Lawrence) Mandeville, 55, of New Bedford died April 6, 2008 at home with her family. She was the wife of Robert G. Mandeville with whom she shared 34 years of marriage. Born in New Bedford, the daughter of Isabelle C. (Andrade) Lawrence and the late Frank Lawrence, Jr., she lived in New Bedford all her life. She was a communicant of St. Joseph-St. Therese Church. Mrs. Mandeville was formerly employed as the treasurer's assistant for Old Colony Regional Vocational Technical High School until her retirement. She was a graduate of New Bedford High School and Bristol Community College. Survivors include her husband; her mother; 8 brothers, Frank Lawrence of New Bedford; Stephen Lawrence of Fairhaven; Michael Lawrence of Acushnet; Peter Lawrence of New Bedford; Paul Lawrence of Acushnet; Patrick Lawrence of New Bedford; Matthew Lawrence of Wisconsin; and Christopher Lawrence (her godchild) of Maine; 4 sisters, Lynne Machado of Maine; Rosemary Machowski of Maine; Isabelle Boucher of Pennsylvania; and Marianne Morrissey of New Bedford; her godchildren, Bernadette and Leonard; and many nieces and nephews. Her family would like to thank Dr. William Hunt, Dr. Stephen Keith and Dr. William Caplan for their expertise and kindness shown to Roseanne.

Rose (Spinner) Gilmette, 81, of New Bedford died January 23, 2008 at Taber Street Nursing Home after a long illness. She was the beloved wife of Matheus "Puddie" Gilmette. Born in New Bedford, the daughter of the late Joao daGraca and Maria (Goncalves) Spinner daGraca, she lived in New Bedford most of her life. Mrs. Gilmette was a parishioner of Our Lady of the Assumption Church. Her greatest joy was being with her family. She loved sports and was an avid Boston Celtics fan. Survivors include her husband; a son, Wayne Ennes of Pacifica, CA; 4 daughters, Maureen Tavares, and her husband Gene, of Venice, FL, Susan Miranda, and her husband Philip, and Geraldine Bar-

rett, all of New Bedford and Donna Jackson of La Verne, CA; 2 step-children, Robert Gilmette and Beverly Britto, both of New Bedford; 11 grandchildren, 14 great-grandchildren, 3 great-great-grandchildren; many nieces, nephews and cousins. She was the mother of the late Carl Gilmette and the sister of the late Gilbert Spinner, Leonard Spinner, Guelhemina Barrows, Elsie Spinner and Celeste Spinner.

Walter A. Frost, Jr., 77, of South Dartmouth, died Monday, May 12, 2008 at the Sippican Healthcare Center in Marion. He was the husband of Gail (Gulbranson) Frost with whom he shared 47 years of marriage. Born in Dartmouth, the son of the late Walter A. Frost, Sr. and the late Thelma (Butts) Frost, he was a lifelong resident of the town, a graduate of Dartmouth High School and a member of the Smith Neck Friends Meeting. Walter served in the United States Air Force, stationed at Edwards Air Force Base in California. He owned and operated Frost Electronic Company in Padanaram for several years. Walter received a Bachelor's degree from Southeastern Massachusetts University and a Master's degree from Bridgewater State College. He later became the Director of Audio Visual Services at U-Mass Dartmouth where he remained until his retirement. Walt enjoyed many hobbies including gardening, photography, water color painting, furniture making, boating, and traveling. Surviving in addition to his wife is a son, Scott Frost and wife Cheryl of Dartmouth; a granddaughter, Jennifer Nunes of Dartmouth; a great-grandson, Avery Wedge of Dartmouth; a brother, Charles Frost and wife Kathryn of Fairhaven; three sisters, Faith Ogden of New Harbor, Maine, Carolyn Michaud of Dartmouth and Jo Nancy Inman and husband Earle of Round Pond, Maine; a brother-in-law, Gerald Enos of Dartmouth, several nieces, nephews and many dear friends. He was brother of the late Deborah Enos, brother-in-law of the late James Ogden and uncle of the late Peter Enos and Anne Rose.

Flavia E. (Canditelli) Constant, 84, of New Bedford, died Tuesday, April 22, 2008, at the New Bedford Health Care Center, after a long illness. She was the wife of William "Bill" E. Constant, married 63 years; and daughter of the late Paolo and Nina (Pezzardi) Canditelli. She was a lifelong resident of New Bedford and graduated from New Bedford High School. She was a communicant of St. Mary Church. She was formerly employed as a cafeteria worker at Greater New Bedford Regional Vocational High School until her retirement. She was a member of St. Mary's St. Vincent de Paul Society and one of the first members of St. Mary's Guild, and a life time member of DAV Auxiliary. She enjoyed doing crossword puzzles, card games, reading and knitting caps for newborn babies at Tobey Hospital, having made just over 1000 caps. She led a full life and was happiest with family and friends. Survivors include her husband; a son, William P. Constant and his wife, Kristine of New Bedford; two grandchildren, Kathrine Knowles and her husband, Ryan and Sarah Constant; two great-grandchildren, Jack and Madeline Knowles; her sister, Madeline Therrien of New Bedford; and many nieces and nephews; and great nieces and nephews.

We appreciate your business. Please drive safely.

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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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Latest Fuel Saving Tips From The U.S. Department of Energy

Source: www.fueleconomy.gov

Keep Your Engine Properly Tuned

Fixing a car that is noticeably out of tune or has failed an emissions test can improve its gas mileage by an average of 4 percent, though results vary based on the kind of repair and how well it is done. Fixing a serious maintenance problem, such as a faulty oxygen sensor, can improve your mileage by as much as 40 percent. Fuel Economy Benefit = 4%. Equivalent Gasoline Savings = \$0.16/gallon.

Check & Replace Air Filters Regularly

Replacing a clogged air filter can improve your car's gas mileage by as much as 10 percent. Your car's air filter keeps impurities from damaging the inside of your engine. Not only will replacing a dirty air filter save gas, it will protect your engine. Fuel Economy Benefit = up to 10%. Equivalent Gasoline Savings = up to \$0.41/gallon.

Keep Tires Properly Inflated

You can improve your gas mileage by around 3.3 percent by keeping your tires inflated to the proper pressure. Under-inflated tires can lower gas mileage by 0.4 percent for every 1 psi drop in pressure of all four tires. Properly inflated tires are safer and last longer. Fuel Economy Benefit = Up to 3%. Equivalent Gasoline Savings = up to \$0.12/gallon.

Use the Recommended Grade of Motor Oil

You can improve your gas mileage by 1-2 percent by using the manufacturer's recommended grade of motor oil. For example, using 10W-30 motor oil in an engine designed to use 5W-30 can lower your gas mileage by 1-2 percent. Using 5W-30 in an engine designed for 5W-20 can lower your gas mileage by 1-1.5 percent. Also, look for motor oil that says "Energy Conserving" on the API performance symbol to be sure it contains friction-reducing additives. Fuel Economy Benefit = 1-2%. Equivalent Gasoline Savings = \$0.04-\$0.08/gallon.

Note: Cost savings are based on an assumed fuel price of \$4.08/gallon.

Mazda Makes Decision To Destroy 100 Million Dollars Worth of New Cars

*Source:
Autoweek*

"Fire in the hole!" shouts Ron Hoodenpyle, covering his ears and stepping away from a brand-new Mazda 3 he just wired with special detonators. Suddenly, all six of the car's airbags explode at once. Within hours the metallic blue sedan will be drained, gutted, squished and shredded--one of thousands to meet the same fate here. The cars are so new, most don't even have 10 miles on the odometer. Automakers usually try to find the best way to build new vehicles. These days, Mazda Motor Corp. is busy figuring out how to most efficiently destroy them. It all started about two years ago, when a ship carrying 4703 shiny new Mazdas nearly sank in the Pacific. The freighter, the Cougar Ace, spent weeks bobbing on the high seas, listing at a severe 60-degree angle, before finally being righted. The mishap created a dilemma: What to do with the cars? They had remained safely strapped down throughout the ordeal--but no one knew for sure what damage, if any, might be caused by dangling cars at such a steep angle for so long. Might corrosive fluids seep into chambers where they don't belong? Was the Cougar Ace now full of lemons? The Japanese carmaker, controlled by Ford Motor Corp., easily could have found takers for the vehicles. Hundreds of people called about buying cheap Mazdas. Schools wanted them for auto-shop courses. Hollywood asked about using them for stunts. Mazda turned everyone away. It worried about getting sued someday if, say, an air-bag failed to fire properly due to overexposure to salty sea air. It also worried that scammers might find a way to spirit the cars abroad to sell as new. That happened to thousands of so-called "Katrina cars" salvaged from New Orleans' flooding three years ago. Those cars--their electronics gone haywire and sand in the engines--were given a paint job and unloaded in Latin America on unsuspecting buyers, damaging automakers' reputations.

Mazda saw no easy way to guard against these outcomes. So it decided to destroy approximately \$100 million worth of factory-new automobiles. "We couldn't run the risk of damaging the brand name that Mazda worked so hard over the years to develop," says Jeremy Barnes, the company's corporate-affairs director for North America. It turns out that wrecking cars isn't a simple matter. "We had to create a disassembly line, basically," says Bob Turbett, the Mazda executive overseeing the destruction process. It took more than a year to devise a plan that satisfied everyone. The city of Portland wanted assurance that nearly 5,000 cars' worth of antifreeze, brake fluid and other hazardous goop wasn't mishandled. Insurers covering Mazda's losses wanted to be sure the company wouldn't resell any cars or parts--thereby profiting on the side. So every steel-alloy wheel has to be sliced, every battery rendered inoperable, and every tire damaged beyond repair. All CD players must get smashed. Little things make a big difference. For instance, most of the cars have six airbags, and discharging them individually (forcing them to inflate so they can't be resold) takes about five minutes apiece--or a total of a half-hour per car. So engineers back at Mazda's headquarters, in Hiroshima, fashioned a device that can discharge all six at once. Multiplied by 4703 cars, that trick alone saved months of work. Mazda declined to put a price tag on the demolition, which was covered by insurance. The company says all its insurance claims have been settled.

The process runs with startling efficiency. It begins when longshoremen take the cars from the freighter and drive them to a nearby lot where the airbags get destroyed by men like Hoodenpyle. On a recent day, dressed in a white jumpsuit and wearing goggles, he twiddled a few knobs on his special airbag detonator, and pushed a button. The staccato pop-pop-pop of exploding bags sounded like the muffled gunshots of a wise-guy assassination in a gangster film. A forklift next piles the cars onto trailers for a brief ride to Pacific Car Crushing. There it takes about 45 minutes to prepare each Mazda for flattening. Steel-alloy wheels are sliced with high-power saws to make sure they won't be resold. Holes are drilled into every tire. Mazda insists that armed guards patrol the site to deter pilferage. One guard keeps watch as catalytic converters, rich with precious metals like platinum, are removed. Parts like these have a street value of hundreds of dollars apiece. The cars get placed into a crusher that applies 25,000 pounds per square inch of pressure, flattening them into colorful slabs.

Next stop: Schnitzer Steel, a salvage yard down on the waterfront that's home to an immense metal grinder. "You turn 7,000-horsepower hammers loose on them, and they're eaten in 10 seconds," says Jamie Wilson, Schnitzer's manager. A bemused smile spreads across his face as another load of Mazdas disappears into its maw. Moments later, metal shards--most no bigger than an ash-tray--sprinkle onto a mountain of scrap near Schnitzer's dock. There, a freighter prepares to take the scrap back to Asia where it will get recycled. Wilson looks on and concludes: "It'll all probably end up coming back as cars."

Giammalvo's Service Department Interviewed by The Standard Times Regarding Pending Right-To-Repair Legislation

*Source:
Standard Times*

The clerk at the parts counter was a friend, so he whispered a warning to Stan Morin. "You'll be back." He was right. Mr. Morin quickly learned that, even though he already had paid hundreds of dollars to get repair information and parts for a Volkswagen with a bad speedometer, he still had to shell out \$150 to learn how to reprogram the vehicle's computer to get the car running again. Car companies might regret that sale: Mr. Morin has become a leader in the national movement to force them to share repair information. He says he learned most of what he knows about the effort right here in New Bedford. Mr. Morin, the general manager of New England Tire in Attleboro is the national treasurer of the Alliance of Automotive Service Providers, (AASP), and president of its Massachusetts chapter. The AASP is a national consumer group based in Boston that is pushing the Right to Repair Act, now in the U.S. Congress and also the state Legislature. The bill, if passed, will require car companies to provide independent repair shops access to all the diagnostic codes and repair information that it supplies to its dealers.

"We are trying to protect the neighborhood repair shop," Mr. Morin said. "Local pharmacies have all gone out of business. Hardware stores have disappeared from neighborhoods. The local repair shop could be next. "That could happen if we don't get a fair shake." When he became aware of the problem, Mr. Morin said, he started to ask others in the car business what was going on. They referred him to Mark Giammalvo.

"I've spent 20 years battling this issue, and the problem wasn't as bad when I started as it is now," Mr. Giammalvo said. "The problem is that manufacturers are holding back information from the after-market companies. "If we don't have access to that information, the independent operations have lost their competitive edge." The issue is critical now because almost everything in a modern car is controlled by a computer. Even the tires have modules that monitor tire pressure and send messages to the central computer. "On vehicles 1995 and newer, all our cars are performing all sorts of tests all the time, as you drive down the road," Mr. Giammalvo said. "The law mandates that we be able to diagnose all emissions related problems on a car and there is a universal connector for that. "But that doesn't include the airbags or the transmissions or the brakes or almost everything else. We get access to about 25 percent of the systems on the cars." Car companies offer repair and diagnostic information, but for a price. A number of after-market companies sell software programs that run diagnostic programs, but car manufacturers withhold some information. When mechanics need that, they have to buy access to it, for \$30 to \$150 a day.

"The biggest problem is that we get into a job and, when we are halfway through, discover we don't have the information we need to complete it," said Glenn Giammalvo, Service Manager of Sam Giammalvo's Auto Sales. "Then you have to decide if you will pay the manufacturer for the information. You still might not get enough information to solve the problem, but you've dug yourself deeper in debt on the job. "People don't understand if you've spent their money and you can't fix their car. My job is to nip that in the bud and tell the customer to try the dealer. "That happens all the time. It must happen once a week for us.

" An independent mechanic could order the repair software from every car manufacturer. That would cost \$40,704 for 2008 alone, Mark Giammalvo said. And that is still no guarantee of having all the information you need to complete a job, he said. The repair information provided to the dealerships often contains twice as much information as the programs offered to the public. "In general, all the European manufacturers are bad, but Volvo is the worst of the Europeans," Glenn Giammalvo said. Many independent garages have stopped working on Volvos and Mercedes, he added. Lawmakers are beginning to notice.

City Councilor Brian Gomes sponsored a resolution that passed the council in March, calling on the state Legislature to adopt the Right to Repair bill. That bill, if passed, will require car manufacturers to share repair information. "I've heard from a lot of mechanics talking about a lack of access to the codes," Mr. Gomes said. "This bill is about looking after the small guy. The small guy is getting squeezed out everywhere." The laws under consideration in Boston and Washington would just level the playing field and let independent mechanics compete with the car dealers' garages, Mr. Gomes said. It made sense for the city to add its support to that, he added. "We don't want to see more local businesses closed down and more buildings boarded over," he said. "We want to support local businesses over corporate America."