

ing would be. Of course, you could still drive dangerously fast at high speeds, but those poor handling vehicles made you well aware of just how fast you were going.

Compare this to the modern cars of today, cars that are lighter and faster, cars so well engineered, that they insulate you from feeling the vibrations and hearing the noise of speed. Today's cars have so vastly so improved in design and technology that with the windows closed, it's hard to tell 80-mph from 40-mph. With modern tire designs of wide steel belts, corners can be taken at higher speeds and give no indication when they are reaching the point of no return, where they will slip and completely lose traction. See how improved our modern braking systems have become, you can start to skid on snow, or wet leaves, yet the anti-lock brake system keeps the car going straight. The driver might not even realize that anything happened at all or a dangerous situation was just avoided.

The truth is; modern automobiles do little to teach drivers about the dangers of speed or to respect for the laws of physics. It may just be that the good judgment us parents think we were born with, was taught to us a long time ago, by our first automobile.

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.

Hermenegildo "Wally" Martin, 86, of New Bedford died accidentally on Tuesday, November 11, 2008. He was the husband of the late Cedalia (Souza) Martin and the son of the late Bento and Augusta (Rodrigues) Martins. He was a lifelong New Bedford resident. He was a communicant of Our Lady of the Immaculate Conception Church. Mr. Martin was formerly employed by Whitton Garment Co., in Fall River as a cutter until his retirement. He was also a WW II U.S. Army Veteran serving in Europe. Mr. Martin was also a member of the 6th Bristol Club and UNITE which was formerly the International Ladies Garment Workers Union. Survivors include his son, Brian and his wife, Diane Martin of New Bedford; 2 grandsons Jeffery and Jason Martin.

Sandra S. Silverstein, a resident of New Bedford, Mass., died Nov. 16 at the New Bedford Jewish Convalescent Home. She was the wife of Bernard Silverstein to whom she had been married for 32 years. Born in Boston, Mass., she was the daughter of the late Harold and Miriam (Sloan) Shenker. A graduate of Lesley College, she had taught kindergarten. She was a member of Tifereth Israel Congregation, its Sisterhood, and Hadassah. In addition to her husband, she leaves her two children, Suzanne Wise of Newton, Mass., and Peter Wise of Grafton, Mass.; her two stepchildren, Robin Kellman and her husband Howard of Indianapolis, Ind., and Jay Silverstein of North Dartmouth; her brothers, Ronald Shenker of Boston, Mass. and Harris Shenker

of Mashpee, Mass. She was the grandmother of Breana and Michael Wise and Kate and David Silverstein.

Jack Pickup, 88, of New Bedford, died Tuesday, November 25, 2008, after a long illness in Brandon Woods of New Bedford. He was the husband of the late Sheila A. (Wing) Pickup and the late Edith A. (Kilcoyne) Pickup. Born in New Bedford, the son of the late John A. and the late Maggie "Margaret" (Rawcliffe) Pickup, he lived most of his life in the city. A graduate of New Bedford High School, Jack served in the U. S. Army during WWII and later worked as the director of safety for many years at Commonwealth Gas and Electric, until his retirement in 1982. Mr. Pickup was a former member of St. Paul's United Methodist Church and most recently a member of the Acushnet Wesley United Methodist Church, where he sang in the choir and taught Sunday School. A 32nd Degree Mason, Mr. Pickup was the Past Worthy Patron of Paskamansett Eastern Star. He was actively involved in Junior Achievement with his children, a charter member and original director of the Stetsonaires, a member of the Gogetter's Theater Production group, and an avid golfer and former member of the Country Club of New Bedford. He is survived by two daughters, Nancy J. Junier and her husband Kenneth of New Bedford, and Susan Buchholz of Bedford, NH; his twin brother, Frank Pickup of New Bedford; three grandchildren, Jennifer Boylen of Gorham, ME, Alison Wenhart of Kansas City, MO, and Robert Buchholz of Manchester, NH; five great-grandchildren, Krista, Lindsey, Will and Sean Boylen and Grant Wenhart; as well as several nieces and nephews. Mr. Pickup was the brother of the late Eric Pickup.

Joseph Albert "Al" Brunette, 73, of New Bedford died Saturday December 20, 2008 unexpectedly at St. Luke's Hospital. He was the husband of Barbara A. (Tardif) Brunette. Born in New Bedford, the son of the late Albert and Alice (Arsenault) Brunette, he lived in New Bedford for most of his life. Mr. Brunette was formerly employed as a shipper for J.C. Rhodes until his retirement. He also had been a clock repairer, and had done set-up work for Regal House. A dedicated parishioner of Holy Name of the Sacred Heart of Jesus Parish, he served as a church sexton and sacristan, member and secretary of the St. Vincent dePaul Society, and volunteer at the parish meat raffles. He was the recipient of the Marian Medal from the Diocese of Fall River for his service to his parish. He had been active in the Sacred Heart Scouting program. He was a member of the Holy Name-Sacred Heart Senior Citizens and the Romeo and Juliet Square Dance Club. During the Korean War, he served in the U.S. Navy. Survivors include his wife; three children, Karen Fichtenmayer and her husband Bob of Wareham, Ronald Brunette and his wife Susan of Dartmouth, and Paul Brunette and his wife JoAnn of Parker, CO; a brother, Arthur Brunette of Assonet; four sisters, Jeanne Fortin of New Bedford, Doris Fortin and Anita Brunette, both of Fairhaven, and Dianne Tisdelle of Acushnet.

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Giammalvo Quarterly

A Publication of Sam Giammalvo's Auto Sales & Service Inc.

Volume 15 Issue 1

Visit our website @ www.samscars.com

Winter 2009



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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Commonwealth Rolls Out New Vehicle Inspection Program

Source: Mass.Gov

Massachusetts will introduce its "next generation" vehicle emissions testing and safety inspection program on Wednesday, October 1, but officials from the Department of Environmental Protection (MassDEP) and Registry of Motor Vehicles (RMV) said today that except for a new name, Massachusetts Vehicle Check, most motorists shouldn't notice much of a difference. "People will still be able to take their vehicles to familiar neighborhood inspection stations and will pay the same \$29 fee for a sticker that they have since 1999," said Registrar of Motor Vehicles Rachel Kaprielian. "In designing a stronger program to keep our state's roads safe and air clean, we wanted to keep it convenient and affordable for the motoring public." To ensure that vehicles with faulty emissions control systems are identified and repaired more quickly than under the current program, RMV and MassDEP will require model year 1996 and newer passenger cars, trucks and SUVs, as well as 2008 and newer medium-duty vehicles, to undergo annual on-board diagnostic (OBD) emissions testing.

"This simple, plug-in test takes only minutes and has been a cornerstone of the Massachusetts vehicle inspection program for more than four years now," said MassDEP Commissioner Laurie Burt. "Now we can more easily check for emissions control problems each time vehicles are brought in for inspection, instead of every other year. This is good for engine efficiency and for the environment."

Commissioner Burt said OBD emissions testing will also be introduced for 1997 and newer light-duty diesel vehicles (weighing 8,500 pounds or less) and 2007 and newer medium-duty diesel vehicles (weighing 8,501 to 14,000 pounds). Beginning next April, diesel trucks, buses and other heavy-duty vehicles weighing 10,000 pounds or more but not subject to OBD testing will receive opacity tests that measure the density of the emissions they produce.

Cars, trucks and SUVs manufactured before 1996 - which, at less than 15 percent of the fleet, currently comprise a small and declining share of all vehicles registered in Massachusetts - are either not equipped with on-board computers or not uniformly compatible with the OBD test. These older vehicles will fail their safety tests if inspectors can see smoke coming from their tailpipes. **Dynamometer tailpipe testing is ending for these vehicles because their declining numbers do not justify an investment of up to \$80,000 per inspection station on required equipment and maintenance.**

As with the current inspection program, a motorist whose private passenger vehicle fails its

Massachusetts Vehicle Check OBD emissions test will have 60 days from the initial inspection to get the vehicle repaired and bring it to the same station for a free re-test. When a vehicle is fixed by a state-registered emissions repair technician but fails again, the motorist may qualify for a one-year emissions waiver if repair costs exceed \$750, \$650 or \$550, depending on the age of the vehicle. These financial thresholds will be adjusted annually based on changes in the Consumer Price Index. Under the new program, a motorist facing major repairs of a private passenger vehicle that fails its emissions test - such as a transmission replacement or an engine overhaul - will also have the option of applying for an economic hardship extension. This will give the motorist a one-time, one-year sticker to continue operating the car, truck or SUV while deciding whether to fix or replace the vehicle.

Registrar Kaprielian noted that Massachusetts Vehicle Check will offer added, "one-stop shopping" convenience for commercial vehicle owners. Beginning on October 1, state safety inspections will be expanded to satisfy federal Department of Transportation requirements, so commercial vehicles required to get the federal inspection will need to undergo only one check, instead of two at different times and locations. Fees for commercial vehicle inspections will be market-based, as they are across the country.

A new program contractor, Parsons Commercial Technology Group Inc., will manage the day-to-day operations of Massachusetts Vehicle Check for MassDEP and RMV, supporting a statewide network of more than 1,400 inspection stations and hundreds of registered emissions repair shops and technicians.

Parsons is opening a network of conveniently located Motorist Assistance Centers (MACs) across the state to provide advice to motorists, technical assistance to repair technicians, help with getting vehicles "ready" for testing after emissions repairs, vehicle evaluations for repair waivers and economic hardship extensions, and vehicle testing quality assurance. Parsons is also operating a toll-free Massachusetts Vehicle Check Motorist Hotline (866-941-6277) to provide motorists with inspection station and registered emissions repair shop locations, advice and referrals when vehicles fail, and other inspection-related information. Hours of operation are 7 a.m. to 5 p.m. Monday through Saturday, with extended hours (until 8 p.m.) on Tuesdays and Thursdays.

How To Properly Adjust Side And Rearview Mirrors

*Source:
Castrol.com*

Learning to properly set your car mirrors is one of the most important steps you can take to ensure your safety on the road. While adjusting them might seem like a simple thing, it's slightly more complicated than many people think.

Rearview and Sideview Mirrors

The most common use of rearview and sideview mirrors is to ascertain whether another driver is close behind when you are attempting to change lanes or pass another vehicle. The rearview mirror is easy enough to adjust. Almost all drivers realize that it should logically allow them to see out of the rear window. It is the sideview mirrors, however, where many make a slight but crucial error.

Blind Spots

Most drivers adjust their sideview mirrors to an angle that allows them to see the side of their own car on each mirror's inside edge. What few people realize is that doing so creates a deadly tunnel vision to the rear of the car and overlaps a great deal of what the rearview mirror already shows. This position also leaves you with blind spots to the left and right of the side of your vehicle and may prevent you from seeing a car attempting to pass until it is too late.

Of course there is always the failsafe of "rubbernecking," or briefly turning your head to check that blind spot, but there is a far better solution. Position your sideview mirrors so that they are just slightly beyond the point at which you can see the side of the car on the mirror's inside edge. You will still have slight blind spots, but with your mirrors adjusted in this fashion you should be able to spot the position of cars behind you in your peripheral vision.

Once your mirrors are properly set, it will be much easier and safer to change lanes, pass other vehicles and merge with traffic on highways -- all instances where accidents can and do frequently occur. By taking the extra minute to adjust your mirrors correctly, you can avoid danger in these situations and drive with confidence.

Right To Repair Movement Gaining Speed

A refortified coalition representing more than 1,500 independent automotive repair shops and related industries says it will push for passage of landmark legislation in Massachusetts next year - the Massachusetts Motor Vehicle Owners' Right to Repair Act - that would guarantee equal access to automotive repair information for independent repairers and their customers.

The Massachusetts Right to Repair Coalition says the need for legislation is now growing as more consumers choose to repair - rather than replace - their cars amid an economy and an automobile industry in freefall. The expected increase in demand for repair service will likely highlight a longstanding practice by car manufactures to restrict access to some, or all, of the necessary repair codes being sought by independent repairers. The proposed Right to Repair legislation would put independent repairers on equal footing with dealer repair shops for access to repair information.

The Massachusetts Right to Repair Coalition includes the New England Service Station Automotive Repair Association, the Massachusetts Auto Body Association, the Massachusetts Independent Automobile Dealers Association and the New England Tire & Service Association. Also supporting the Right to Repair movement in Massachusetts is the National Federation of Independent Business, the Massachusetts Retailers Association, the Consumer Electronics Association, the Coalition for Auto Repair Equality and the Automotive Aftermarket Industry Association.

"Consumers want the right to decide where to have their car serviced," said Ernie Corrigan, spokesman for the Coalition, adding that there are more than five million cars registered in Massachusetts that need reliable and affordable service without manufacturers withholding repair information. "If car manufacturers can dictate where you have your car repaired then you have lost your right to choose. The Right to Repair legislation will free consumers who are now being held hostage to new car dealerships and their higher priced repairs. After all, who owns your car?" Corrigan said. Car manufacturers have argued against the legislation in the past claiming that it would expose their technology "trade secrets." In response, the independent repair industry has voluntarily inserted legislative language that excludes car manufacturers' trade secrets from being conveyed to repairers as part of the information stream.

"Every legislator has independent repair shops in their districts, so they understand that this is a consumer issue," Corrigan said. "The people who are hurt by this issue are car owners and the independent repairers who owners choose as their preferred mechanic."

After winning support from two key legislative committees this year, the Right to Repair bill remains alive until the end of the year at which point it will be re-filed in January. There are more than 5,000 independent repair shops and related automotive businesses in Massachusetts that generate more than \$6 billion in economic activity in the state. The industry is responsible for nearly one in ten jobs in the Massachusetts economy.

Our Kids Behind The Wheel

*By:
Glenn Giammalvo*

Statistics tell the sad story; thousands of teens die each year in automobile accidents and millions more are injured. Often these statistics are quoted in order to find a cause for these tragedies. Many teen accidents occur late at night, many involve excessive speed, and still others involve alcohol or drug use. All seem to conclude inexperience or poor judgment to be at the root of the problem. Perhaps there is another common denominator no statistic has yet considered.

If you are old enough to have "kids behind the wheel" you learned how to drive in cars from a different era: heavy cars with rear wheel drive, full steel frames, and bias-ply tires. These primitive autos taught you many valuable driving lessons that you never even realized. When you drove these cars, you learned to respect speed. At 60-mph, the ride was twice as noisy as the ride was at 30-mph. The brakes taught you more respect for speed; a 4000 lb. car does not stop on a dime, and practically doesn't stop at all in the rain when the brake drums fill with water. Bias-ply tires taught you how to take a corner, slowly. With no steel belts under the tire's tread area, these tires would roll or lift up in a corner causing a loud squealing sound. The faster you cornered, the louder the squeal-