



CHAPTER "99" NEWSLETTER ASC-CA-NORTH



Membership Meeting

When: Wednesday, October 26, 2011

Time: 6 PM—Dinner at 6:30 PM

Where: Sailing Boat Restaurant
2772 Churn Creek Rd.
Redding CA 96002

Program : Pacific Management Services

Speaker: L. Dean Lowe, Ph.D ..."The C.P.A. of Toxics"

[If you think complying is tough...Try explaining why you're not!](#) Mr. Lowe has always helped us avoid the pitfalls and to learn the remedies that apply to the Hazardous Materials issues... BE HERE!

Chapter 99 Update

On an interim basis, Ken Breshears (Keith's Auto Repair) will act as President. Glen McNeely (Perry's Auto Repair) will act as Vice-President. Roger Vines (Redding One-Stop) will remain Treasurer and conduct the General Meetings.

Steve Lustig will remain our Chapter Rep and serve as puppet master to Ken.

Tom Bryant (Bryant Automotive) our Founder will continue to keep us up-to-date and entertain us with his Newsletters. Please keep in mind if anyone sees an article that you find interesting please e-mail to Tom (saltracer.bryant@gmail.com) so he can put it in the Newsletter. Finding material is always hard. Let's try to help Tom from time to time.

Angelo Aristo (Classic Import Services, Inc.) and Steve Lustig will remain as a Board Member. New additions to the Board will be Rob Pitari (All Wheel Alignment) and Jerimy McNeely (Perry's Auto Repair).

I am excited for these new Board Members. They will be great assets to Chapter 99 and in the future. I would like to thank them for their support.

Sincerely,
Ken Breshears

Mitsubishi Shows New MIVEC Gasoline Engine

By Paul Lienert, Correspondent | Published Oct 21, 2011

Just the Facts:

- Japanese automaker Mitsubishi has improved the MIVEC valve timing system in its latest four-cylinder gasoline engine, resulting in a 12-percent improvement in fuel economy with no loss of performance.
- Mitsubishi introduced the new 4J10 engine, a 16-valve SOHC 1.8-liter four-cylinder unit, this week in the Japan-market RVR compact crossover.
- The 4J10 engine, which replaces the 4B10 twin-cam 1.8 engine, makes 137 horsepower and 127 pound-feet of torque.

TOKYO — Japanese automaker Mitsubishi has improved the MIVEC valve timing system in its latest four-cylinder gasoline engine, resulting in a 12-percent improvement in fuel economy with no loss of performance.

Mitsubishi introduced the new 4J10 engine, a 16-valve SOHC 1.8-liter four-cylinder unit, this week in the Japan-market RVR compact crossover (which is sold in some overseas markets as the ASX and the Outlander Sport). The engine also will be launched next week in the home-market Galant Fortis sport sedan (Lancer or Lancer EX in some markets) and Galant Fortis Sportback (Lancer Sportback in some markets).

The 4J10 engine, which replaces the 4B10 twin-cam 1.8 engine, makes 137 horsepower and 127 pound-feet of torque.

The next-generation MIVEC system that's been installed on the new 4J10 engine combines elements of the previous MIVEC systems, varying valve opening timing on a continuous basis while switching between different valve lifts and valve opening durations according to engine speed.

The result, according to Mitsubishi, is an improvement in fuel economy and a reduction in CO2 emissions without any loss in engine performance.

Feds Test Communicating Cars at Disney World

By Rene Wisely, Correspondent | Published Oct 20, 2011

Just the Facts:

- The U.S. Department of Transportation is hosting a research clinic at Walt Disney World Speedway to test cars that communicate with each other to improve driver safety and curtail crashes.
- The four-day clinic will record drivers' responses to such in-car collision warnings as "do not pass" alerts, warnings that a vehicle ahead has stopped suddenly, and other similar safety messages.
- The data collected through the clinic will be used by NHTSA to decide in 2013 if all vehicles will be required to have connected vehicle technology.

ORLANDO, Florida — "Talking" cars are the star ride at Walt Disney World Speedway for the four-day "Driver Acceptance Clinic" hosted by the U.S. Department of Transportation, which runs through Saturday.

The research clinic showcases cars equipped with "vehicle-to-vehicle" communications systems that talk to each other in hopes of improving safety by helping drivers avert crashes.

Drivers are invited to test cars equipped with these wireless communication systems in a controlled environment — Walt Disney's Speedway — where researchers observe the drivers' responses to such in-car collision warnings as "do not pass" alerts, warnings that a vehicle ahead has stopped suddenly, and other similar safety messages.

NHTSA will use the data collected through the clinics to make a decision in 2013 on the future of connected vehicle technology. NHTSA could insist on mandatory deployment of the technology, voluntary installation of wireless devices in new cars, or additional research and development.

In a second phase of the research, the U.S. Department of Transportation will deploy 3,000 vehicles in Ann Arbor, Michigan in mid-2012 for a year-long test of vehicle-to-vehicle communication systems.

What has not yet been addressed is how much connected vehicle technology will add to the price of a car and whether there will be significant backlash on the part of the buying public to such safety features.

NHTSA research shows these technologies could help prevent a majority of kinds of crashes that typically occur in the real world, at intersections for example, or while switching lanes.

Tom Walsh: UAW deals a test of whether Detroit Three revival has legs

Democracy can be messy and exasperating, as it was in the UAW's tense, come-from-behind ratification vote that sealed a new four-year contract with Ford this week.

In the end, common sense — aided by tactical savvy and hard work behind the scenes — prevailed.

Now if Chrysler workers deliver the final approval next week, Detroit's three automakers and their chief labor union will have forged a historic industrial overhaul — without a strike or binding arbitration — that was virtually inconceivable three short years ago.

With General Motors, Ford, Chrysler and their major suppliers losing billions of dollars, the domestic auto industry stood on the verge of collapse and possible liquidation in late 2008. The U.S. and Canadian governments propped up GM and Chrysler with massive cash injections and bankruptcies, while Ford tapped a huge credit line to survive without a direct bailout.

But can the Detroit Three ever fully recover, as government life support for the industry is withdrawn?

The 2011 labor contract is the first big test of whether Detroit's revival has legs, whether the automakers and the UAW can hammer out new deals that keep the companies competitive — peaceably and without terms dictated by Big Brother.

So far, so good, but it's been a nerve-wracking journey, especially at Ford, where workers rejected a 2009 contract modification that GM and Chrysler workers had swallowed during their bailouts.

The first big rank-and-file vote tally on the 2011 Ford contract, from the Michigan Assembly plant, came in thumbs-down by a 51%-49% margin.

Then came the big uh-oh moment. Workers at the Chicago assembly plant voted 77% against.

Jimmy Settles, the UAW Ford vice president, and President Bob King continued to express confidence that a majority would support the deal. Was that just bravado?

One thing they knew they had was a meticulously prepared game plan. They had to show faith in the plan and let it play out.

Prior to bargaining, the union had polled its members about priorities. Jobs — retention of existing jobs, insourcing jobs from abroad — was the big issue. So bargainers made sure all three companies promised thousands of new jobs.

UAW leaders knew there was widespread concern about entry-level wages being too low, so they pushed to move those up a few bucks, while erasing gaps between what new workers will be paid at Ford, GM and Chrysler. At Ford in particular, they sweetened buyout terms for retirement-eligible workers.

The union gambled on a new spirit of openness, disseminating details quickly on the UAW website and allowing freewheeling debate among members on its Facebook pages.

At first the UAW-Ford comment board was peppered with grumbling about everything from UAW leadership to Ford CEO Alan Mulally's pay. But after a few days, the tone began to shift, with more people defending and praising the contract terms.

Insiders also suggest that in plants further away from Detroit and the Great Lakes, workers hear more clearly how the UAW and Detroit carmakers are perceived across the nation — and they sensed that a Ford contract rejection, or worse yet a strike, would be a huge blow to their image.

Meanwhile, Settles barnstormed Ford plants around the country in support of the deal, while King focused on finalizing a tentative contract with Chrysler.

Steadily, their game plan worked. The tide turned.

High fives all around, and pass the Pepto-Bismol.

Health & Welfare

Keep thinking about Steve Lustig as he continues to adjust to his recovery.

Raleigh Ross has taken a leave from his Auto Instructor Position at Shasta College to deal with health issues.

Keep both Steve and Raleigh in your thoughts and prayers.

CODE of ETHICS

1. To promote good will between the motorist and the industry.
2. To have a sense of personal obligation to each individual customer.
3. To perform high quality repair service at a fair and just price.
4. To employ the best skilled personnel obtainable.
5. To use only proven merchandise of high quality distributed by reputable firms.
6. To itemize all parts and adjustments in the price charged for service rendered.
7. To retain all parts replaced for customer inspection, if so requested.
8. To uphold the high standards of our profession and always seek to correct any and all abuses within the automotive industry.
9. To uphold the integrity of all members.
10. To refrain from advertisement which is false or misleading or likely to confuse or deceive the customer.

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(Updated 9/2010)

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Mitch Early.....	223-1288
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Tom Bryant.....	222-3313
CA AUTO REPAIR & SMOG	
Barbara White.....	246-9277
CLASSIC IMPORT SERVICES, INC.	
Angelo & Faith Aristo.....	221-3653
DOUBLE "S" AUTOMOTIVE	
Jim & Susan Staggs.....	336-5905
DRINNIN'S AUTO REPAIR	
Dale Drinnin.....	221-1357
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Richard Finwall.....	842-3435
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Harvey Grant/Joel Gooch.....	245-0176
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Marton Smith.....	357-4189
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Roger Vines.....	221-2646
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UNDERHOOD AUTOMOTIVE	
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 Roger Vines —Treasurer
 Steve Lustig—Chapter Rep.
 Tom Bryant—Newsletter
 Angelo Aristo—Board
 Ken Breshears—Board
 Linda Jurisch—Board
 Glenn McNeely—Board

BRANCH MEMBERS

BATTERY SYSTEMS

Larry Lopez.....(530)244-4420
 NAPA AUTO CENTER

Jerry Ross(530)365-9141
 HEARTLAND PAYMENT SYSTEMS

Louise Cogan.....(530)515-2344
 PROSHOP WHOLESALE AUTO PARTS
 Charlie Holt(530)722-7855

ASSOCIATE MEMBERS

SHASTA HIGH SCHOOL

Jim Merkle (Honorary).....244-3593

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Raleigh Ross (Edu).....242-2211

SHASTA ROP

Ed Milazzo (Edu).....246-6069

Support the Following



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