



Spring Classic  
Auto Exhibit & Gathering  
May 11, 2024

## JUNE 2024

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### Message From The Executive Director

*Hello Northwest Automotive Trades Association!*

My name is Janet Chaney. I'm the new Executive Director of the Northwest Automotive Trades Association. I realize I have some BIG shoes to fill. Margaret will never be replaced in your hearts and in your business; however, she is leaving NATA and all of us in a good place.

I love our automotive industry. We are honorable people with the motto: "We take care of people and then we take care of their cars." I am honored to work with all of you!

Working with our Board of Directors, we will carry on the NATA legacy of exceptional service to the automotive industry. I look forward to working with all of you, getting to meet you, and continuing to learn and promote NATA!

We wish Margaret safe travels and wonderful new adventures with her family in Vermont.

Onward and Upward!

*Janet Chaney*

**Janet Chaney** | Executive Director

*We wish you Good Luck getting new colleagues better than us! (Quite difficult, right!)* Best wishes to you!  
*We Love You, Margaret! From Everyone at NATA*

# When Chrome Was King: Celebrating 40 years of the Spring Classic | Auto Exhibit & Gathering | May 11, 2024

Photo on cover / photos below by Jason Locken

Full gallery here: [www.flickr.com/photos/jlocken/albums/72177720316871371/](http://www.flickr.com/photos/jlocken/albums/72177720316871371/)



# Margaret's Good Bye Party Was A HUGE Success! We thank Russ Jones and PCC Sylvania!



*The instructors at Portland Community College Rock Creek made Margaret this going away present.*

# The State Board of Towing

The State Board of Towing was created by the 2021 Legislature under Senate Bill 300 to implement the laws regulating the Towing Industry under ORS 98.853 to 98.862, and to administer additional statutes under the Board's jurisdiction.

The State Board of Towing board members are appointed by the Governor, with positions and terms defined under ORS 822.250 ([https://oregon.public.law/statutes/ors\\_822.250](https://oregon.public.law/statutes/ors_822.250))



**Position 1:** Bruce Anderson (*Tower representing a city in Oregon with a population of 100,000 or more*)

**Position 2:** Jason Shaner (*Tower representing a city in Oregon with a population of less than 100,000*)

**Position 3:** Kevin Baker (*Tower w/ specialized knowledge of tow vehicles/equipment w/GVWR of more than 44,000 lbs*)

**Position 4:** Gary McClellan (*Tower w/ specialized knowledge of tow vehicles w/ GVWR of 26,000 lbs or less*)

**Position 5:** Trent Hanson (*Representing the insurance industry*) - Board Vice Chair

**Position 6:** Lt. Jason Lindland (*From Oregon State Police Tow Program*)

**Position 7:** Chief Mike Iwai (*Chief of Police*)

**Position 8:** Chuck Riley (*Member of the Public*) - Board Chair

**Position 9:** Chris Coughlin (*Consumer Advocate*)

**Board Administrator:** Torey McCullough



[www.oregon.gov/sbot/pages/](http://www.oregon.gov/sbot/pages/)

## Mechanical shops and collision repairers can find good news in U.S. vehicle population

There was good news for both body shops and the mechanical repair industry in recent data points about the country's vehicle populations. First, the average age of vehicles in the U.S. rose for the seventh-straight year, according to S&P Global Mobility. The vehicle age hit a record high of 12.6 years as of January 1, 2024, a two-month increase from the prior year,. Total vehicles in use increased to 286 million, up 2 million from the year earlier. There were 110 million vehicles in the prime range for aftermarket service, ages 6 to 14 years.

An aging vehicle population isn't as welcome news for the collision repair industry, given that most vehicles that body shops repair are 10-years-old or newer (older vehicles tend to be declared total losses. But at the end of 2023, there also were more late-model light cars and trucks on U.S. roads than there were at any time in the past decade – approximately 176.8 million of them, or about 14.1 million more than there were 10 years ago.

It may still be a number of years before the record high of 186.5 million late-model vehicles that were on the road in 2007 is matched. Cox Automotive forecasts that new-car sales should total about 15.7 million this year. That's slightly better than in 2023 and would be the best sales year in the past five, but it is still about 1.5 million units below what was typical in the five years leading up to the pandemic (about 17.2 million per year).

Prior to the pandemic, if new-car sales had simply continued to grow at the 30-year historical average of 1.7% per year, a new record high in the number of late-model vehicles on the road would have been set at the end of last year.

# WELCOME TO OUR NEW MEMBERS!



**We specialize in Direct Mail marketing for automotive shops! Ask about our New Homeowner program targeting new neighbors around your shop.**

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## CANBY TRANSMISSION

24401 S. Hwy 99E  
Canby, Oregon 97013

*Please Welcome*

**Jeff Marsh, Owner**  
JeffMarsh750@yahoo.com

**Thank You Paul King for bringing Jeff Marsh into NATA!**

## CarSolve™

Digital Auto Brokers  
1499 S.E. Tech Center, PL#29  
Vancouver, WA 98683

*Please Welcome*

**Joe Cain, Owner**  
JCain@carsolve.com | carsolve.com

### ADP: DOL Releases Final Rule on Overtime Exemptions

The United States Wage and Hour Division of the Department of Labor (DOL) recently published a final rule that increases the minimum salary required to be paid to employees classified as exempt executive, administrative, professional (including the salaried computer professional) and highly compensated employees.

#### Final Rule Summary | Effective July 1, 2024

The minimum salary requirement increases from \$684 to \$844 per week (equivalent to \$43,888 per year for a full-year worker) for the administrative, professional (including the salaried computer professional) and executive exemptions.

Increases the total annual compensation requirement for the "highly compensated employee" exemption from \$107,432 to \$132,964, including at least \$844 per week paid on a salary or fee basis.

#### Final Rule Summary | Effective January 1, 2025

The salary requirement will increase to \$1,128 per week (equivalent to \$58,656 per year) for the administrative, professional (including the salaried computer professional) and executive exemptions.

Increases the total annual compensation requirement for the "highly compensated employee" exemption to \$151,164 per year, including at least \$1,128 per week paid on a salary or fee basis.

Beginning July 1, 2027, and every 3 years thereafter, the amounts above will be determined by DOL using earnings data published by the U.S. Bureau of Labor Statistics.

Employers continue to be permitted to use nondiscretionary bonuses, incentive payments and commissions that are paid at least annually, to satisfy up to 10 percent of the minimum salary requirements.

### Oregon DEQ releases 2022 Air Toxics Summary

The Oregon Department of Environmental Quality released its 2022 Air Toxics Summary, which provides data on ambient air monitored in 10 locations across the state, including Bend, Corvallis, Eugene, La Grande, Medford and the Portland-metro area. The report measures air toxics where people live, work and play so DEQ and local communities can make better informed decisions on how to track and reduce pollution and protect public health.

For the 2022 Summary, DEQ monitored up to 106 different air toxics at each the following 10 locations:

• 8th & Emerson (Bend) • Amazon Park (Eugene) • Cully Helensview School (Portland-metro) • Highway 99 (Eugene) • Hillsboro Hare Field (Portland-metro) • Portland NATTS site/Humboldt School (Portland-metro) • La Grande NATTS site/N. Hall St. & E. North Ave. (La Grande) • Park & Goodnight (Corvallis) • Welch & Jackson Streets (Medford) • Tualatin Bradbury Court (Portland-Metro)

Oregon sets targets to reduce air toxics in ambient air. The goal is to reduce levels of each pollutant down to be equal to one or less than the ambient benchmark concentration. Data and statistics from monitoring sites inform progress toward these targets.

The ambient benchmark concentrations are designed to protect the health of the most sensitive individuals in communities and serve as clean air targets. They are not regulatory standards. Industry regulation falls under EPA's National Emission Standards for Hazardous Air Pollutants Program and air quality permits.

To read the entire news release, please visit:  
[www.oreq.org/2022ATSummarypressrel](http://www.oreq.org/2022ATSummarypressrel)

# School Outreach & Job Openings

## May 15 - Aloha High School

May 15, NATA was represented at the Aloha Technical Education Advisory Board Meeting and Open House. This is a great program, recognizing and encouraging students in the Automotive field. NATA Executive Director, Margaret Regan, is the out going Advisory Board Chair and received an award and much appreciation from the school.



*The team at Aloha Technical Education congratulated Margaret at her last meeting. L-R: Ehan Woehl, Claudia Eppert, Louise Drow, Margaret Ragan*

## Portland Community College – Sylvania Campus May 18 - Margaret's Retirement Party

After a brief advisory committee meeting, the shop turned very festive for Margaret's party. Over 100 people attended, lots of laughter and lots of tears.

## May 21 - CTE – Open House and Awards at the Career Technical Institute in Salem

This was a 'listening' program. Each segment of training brought three students on stage to introduce the program and what it has meant to them. They were all very good!

## May 22 - Chemeketa Community College Portfolio Review

Over 20 prospective employers set tables up to 'interview' students. A very well done program that showcases students talents and abilities. The student develops a folder with their resume and projects they have completed in their automotive field of choice. The table discussions seemed to go very well, each discussion lasting about 15 minutes.



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# In Loving Memory



## *William Charles Blanchard*

**August 25, 1978 – April 23, 2024**

William Charles “Bill” Blanchard, the man who could unlock not just every door but also every heart, made his final exit at the age of 45 on April 22, 2024, in Beaverton, Oregon. Born in Portland, Oregon, on August 25, 1978, Bill’s life was an open book of jokes, love, and sarcasm.

He leaves behind a legion of laughter in his beloved wife, Ali; his children Ben, Abi, Eli, and Emily; and his guiding star, his mother, Mary. Bill’s dad, Ken, preceded him in death.

As the keymaster of A-MAX Security Solutions, Inc., since 2013, Bill was a combination of talent and wit, picking his way through challenges and always turning the right dials in life’s safe. His scout’s honor as an Eagle Scout was matched only by his pride in being one of few locksmiths to

be certified as CML, CPS, CMS and CAL. He was avidly involved as the announcer and scorekeeper of the Beaverton High School softball team and was always willing to help out wherever needed. As for Cards Against Humanity, let’s just say he played a hand no one could beat.

Bill’s hobbies were the nuts and bolts that held his joyous life together. Whether he was fiddling with electronics alongside his son, cheering from the sidelines of his kids’ sports games, or tuning into the highs and lows of the Cubs, Eagles, and Oregon Ducks Football, he was all in. He thoroughly enjoyed camping under the stars and game nights with family. And when he wasn’t fixing the world’s problems with duct tape and a smile, Bill was firing up the grill or experimenting in the kitchen.



## *Elizabeth Kendall*

On April 18, 2024, Betty Meece Kendall, wife and mother of three children, passed away at age 95. Betty was born in 1929 in Seattle, WA., to Loren and Louise (Brown) Meece and was raised in Seattle. In 1954, she married John W. Kendall, Jr. She attended and graduated from Garfield High School in Seattle. In 1951, she received her nursing associate degree at Seattle’s Swedish Hospital. In 1954, Betty and John were married in Seattle. In 1962, the family settled in Portland, OR. In 1974, she pursued a career in auto mechanics. In 1978, she joined Portland Community College’s faculty of the Automotive Repair Service Department where she taught for 17 years. While at PCC, Betty established the Automotive Scholarship Fund. She was a member of organizations that advance automotive education including the Association of Women in Automotive and the Society of Automotive Engineers. She was among the first women to be

a nationally certified mechanic. Betty is survived by three children and their spouses, six grandchildren, and two great-grandchildren.

She will be interred at Willamette National Cemetery with her husband. In lieu of flowers, please contribute to the “Betty Kendall Endowed Scholarship” at the Portland Community College foundation, a 501(c)(3) organization. Checks should be written to and mailed to PCC Foundation, PO Box 19000, Portland, OR 97280. Direct donations may also be made at [www.pcc.edu/foundation/ways-to-give/](http://www.pcc.edu/foundation/ways-to-give/). Please be sure to note on the check memo line or in the payment that the donation is for the “Betty Kendall Endowed Scholarship.” For more information, please contact (971) 722-4382 or [pccfoundation@pcc.edu](mailto:pccfoundation@pcc.edu).



## **NW Automotive Trades Association**

**benefits + networking + outreach**

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### **JOIN The Northwest Automotive Trades Association TODAY!**

**Regular Member Benefits** | When you join NATA you gain a reliable partner that is committed to providing every member the assistance they need to be successful. Whether it's insurance services, regulatory assistance or answers to your employee issues – NATA is there for you!

NATA promotes the professionalism of the automotive industry through public relation campaigns that educate consumers about the skills necessary to repair cars. NATA also works with government agencies and legislators to correct complicated and expensive regulations and sponsors management and technical training classes that improve the industry's competitiveness.

Businesses also belong because of the referrals from other members and the knowledge that they can refer their customers to different members when customers are out of their geographical area.

**Associate Member Benefits** | When you join NATA as an Associate Member you earn the opportunity to reach over 600 automotive repair, collision, tow, supplier, parts, auto recycler, car dealer and transmission businesses around the state that are members of NATA. Your partnership with us is one we appreciate and reward by offering you opportunities to work with the decision-makers of our industry.

**Education Member Benefits** | NATA recognizes there is a large shortage of skilled labor throughout our industry and membership. The best way for NATA to support those needs is to insure our existing automotive programs and instructors have support and resources from industry. We participate on many school advisory boards and events – as well as maintaining a current list of all educators so we can reach out to them with information regarding job availability for their students.

**To learn more and for applications, please visit: [www.aboutnata.org/join-now/](http://www.aboutnata.org/join-now/)**