

AAA Reading-Berks Member Publication

on the go

**MOVE OVER
IT'S THE LAW**

**Honoring Culture
& Heritage**

**Sticker
Shock**



**November
December
2021**

Glidden Tour Returns

EVs: Going the Distance

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Glidden Tour Returns

This annual experience is one of the most prestigious touring events in American auto history



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Cover

Working on the side of a busy road or even being stranded is a very dangerous situation - especially when drivers are distracted or speeding. Every time you see someone - *anyone* - on the side of the road, it's simple - slow your pace and give them space! More on page 2.

NOTICE - SPECIAL OFFICE HOURS:

Our office will be closed for the following observances - *Thursday, Nov. 25th (Thanksgiving Day); Friday, Dec. 24th, Closing at 1pm; Friday, Dec. 31st, Closing at 1pm*

On The Go

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COVID-19 Green Phase Hours

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President's Note

Peter J. Armstrong
President/CEO

“...drivers who do not
comply...feel that they pose
little or no threat...”

Grim Reminder

This is the time of year that folks typically focus on being with family. Meals, parties, gift-giving, making memories. We all treasure opportunities to spend time with our loved ones near and far. But for some families who have ties to the roadside assistance industry, this holiday season holds no promise of joy.

The new year 2021 had barely begun when the toll started climbing. This year 50 families of emergency responders have lost loved ones, including 14 tow providers. That's up from the 46 lives lost in 2020 and 44 lost in 2019. And 2021 isn't over yet...

Among this year's victims were two AAA tow providers. Glenn Ewing, 32, was killed July 4 near Cincinnati, OH, while placing a disabled vehicle on the back of a flatbed on the side of the road. He leaves behind a fiancée and two children. Only three weeks later, 30-year-old David Meyer was assisting a driver on the left-hand shoulder in Castle Rock, CO, when he was also struck and killed.

Besides tow providers, other types of emergency responders who have lost members include law enforcement officers, DOT/Safety Service Patrol operators and fire police officers.


Incredible new data from the AAA Foundation for Traffic Safety found that 42% of the drivers who do not comply with the nation's Move Over laws feel that they pose little or no threat to roadside workers.

“Little or no threat?” The numbers show otherwise. An average of 24 emergency responders including tow providers are struck and killed by vehicles while working at the roadside each year. This translates to someone in this line of work being killed, on average, every other week. What do you do every other week? Treat yourself to a movie night? Visit with a friend or loved one? The next time you're doing that, think about the emergency responder who has just been struck and killed while they were trying to help another human being in distress.

While nothing can be done to bring them back, there is much that you and I can do to ensure the safety of other emergency roadside responders going forward. How about making it one of your New Year's resolutions to be more cognizant of the dangers passing vehicles pose to roadside workers? Here are 50 reasons to try:

Sgt. Daniel Mobley (1/2/21), Off. Melton Gore (1/12/21), Off. Christine Peters (struck 1/2/21, died 1/14/21), George Spratley, Jr. (2/12/21), Off. Mitchell Penton (2/13/21), Dep. Michael Magli (2/17/21), Austin Gayne (2/26/21), Off. Jose Anzora (struck 2/26/21, died 3/3/21), Ryan Billotte (3/9/21), Agent Alejandro Flores-Bañuelos (3/15/21), State Trooper Joseph Gallagher (struck 12/17/18, died 3/26/21), Gustav Danielson (3/27/21), Obinna Ugorju (3/27/21), Off. William Evans (4/2/21), Off. James Kouski (4/3/21), Ryan Brewer (struck 3/29/21, died 4/8/21), Laura Madara (4/9/21), Tyler Patrick Quave (4/23/21), Arthur E. Anderson (4/24/21), Off. Anastasios Tsakos (4/27/21), Off. Christopher Farrar (4/29/21), Zachary Starbuck (5/27/21), Trooper John Harris (5/28/21), Carlos Betancourt (5/30/21), Isaac Simmons (struck 5/28/21, died 5/30/21), Alexandra Brennehan Harris (6/13/21), Off. Joe Burson (6/16/21), David Pittaway (6/25/21), Off. Kevin Apple (6/26/21), Glenn Ewing (7/4/21), Donovan Knippenburg (7/17/21), Janet Tracy (7/20/21), Aux. Dep. Lonnie Thacker (7/23/21), FF Tom Royd (7/24/21), Scott Adkins (struck 6/25/21, died 7/25/21), David Meyer (7/29/21), Trooper Micah May (struck 7/27/21, died 7/29/21), Brian Pierce, Jr. (8/4/21), Anthony McCoy (8/20/21), Alex Hayes (8/21/21), Cecilia Escobar-Duplan (8/22/21), Judy Spencer (8/24/21), Kelvin Barr (8/27/21), Garry McGee (8/30/21), Dwain Naftal (8/31/21), Logan Wade (9/4/21), Raymond Mitchell (9/22/21), Dep. Luke Gross (9/23/21), Off. Darrell Adams (10/2/21), Sgt. Michael Rudd (10/12/21).

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Club Update

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Now more than ever it is important to shop smarter. Use your AAA membership at these local businesses - you save more on the products and services you want AND support our local economy.

- **Berks History Center**

940 Centre Avenue, Reading (610) 375-4375

One (1) admission free with one (1) paid admission to museum. Special events excluded.

- **Boyertown Museum of Historic Vehicles**

85 S. Walnut St, Boyertown (610) 367-2090

\$1 off adult admission to museum

- **Comfort Keepers**

2209 Quarry Drive, Suite A12, West Lawn

(610) 678-8000 - \$100 off one month of caregiving services. Restrictions apply.



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- **Mid-Atlantic Air Museum**

11 Museum Drive, Reading (610) 372-7333

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- **Patriot Buick GMC**

933 E. Philadelphia Avenue, Boyertown

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Career Opportunities

Founded in 1900, AAA is a not-for-profit organization of clubs serving 62 million members in the United States and Canada. We provide our members with high quality, convenient automotive, travel, insurance, financial and other products and services that provide safety, security, value, peace of mind and trust.

AAA Reading-Berks provides a dynamic work environment that offers fair compensation, equal employment opportunities, benefit programs, education, training, and potential for advancement.

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honoring culture and heritage

For hundreds of years, south-central Pennsylvania was home to a series of Native American tribes, including the Shenks Ferry, Conoy, Lenape, Mohawk, Nanticoke, Seneca, Shawnee and Susquehannock peoples. Unfortunately, many residents today are unaware of the rich history of the state's Native People. In fact, Pennsylvania is one of few states with no officially recognized tribes and no tribal reserve. As part of its mission to represent the culture and context of Lancaster County's first European settlers, Lancaster Mennonite Historical Society and the 1719 Hans Herr House & Museum have worked in collaboration with the Circle Legacy Center in Lancaster and members of the local Native American community to construct a replica Native American longhouse to honor Pennsylvania's Native People.

Longhouses—large multi-family homes made of logs, saplings and tree bark—once dotted Pennsylvania's landscape. In some places, like present-day Washington Boro in Lancaster County, thousands of people lived together in towns filled with longhouses. The Longhouse provides space and resources to teach local Native American history to both adult visitors and school groups on the grounds of the 1719 Hans Herr House in Willow Street, Pennsylvania. The structure is based on historical and archeological research into Eastern Woodland construction of the late seventeenth century, with careful adjustments to improve its safety, durability and utility as an educational exhibit.

About The Longhouse

The Longhouse is 62 feet long, modeled on remnants of a longhouse excavated in Lancaster County in 1969. It is furnished by contemporary Native American artisans. It tells the history of south-central Pennsylvania from a time when only Native Americans lived here (c. 1570) to a time when its Native American population had virtually disappeared (c. 1770). Demonstrations, exhibits, curricula and tours accurately and respectfully present the story of Native Americans in Pennsylvania.

The Lancaster Longhouse is one of the only interactive outdoor exhibits of Native life in Pennsylvania and one of few similar buildings in the nation. It is a tangible expression of



one community's respect for another.

The Lancaster Longhouse harkens back to a time before white settlers came, when the Shenks Ferry, Conoy, Lenape, Mohawk, Nanticoke, Seneca, Shawnee, and Susquehannock had their homes in central Pennsylvania. Rather than being modeled after homes of specific tribes, the structure recreates features common to Eastern Woodland Indian construction between 1570 and 1770. The overall dimensions were based on a Susquehannock longhouse excavated in 1969 in Washington Boro, Lancaster County. The builders made slight concessions, such as using synthetic bark for the exterior, to improve its longevity, safety, and utility as an educational exhibit.

For more than fifty years, the Lancaster Mennonite Historical Society and the 1719 Hans Herr House and Museum have told the story of Lancaster County, its settlers, and the role of the Mennonite community in the history of the region. Recently, as part of their mission to represent the culture and context of Lancaster County's first European settlers, they began to collaborate with the First Nations People's Circle Legacy Center in Lancaster and members of the local Native American community. That relationship culminated with the installation of a replica Native American longhouse to honor Pennsylvania's native people and to tell a more complete Lancaster County story.

The longhouse is one of the few interactive outdoor exhibits of Native American life in Pennsylvania and one of only a few similar buildings in Pennsylvania. It helps to instill awareness of the history of Pennsylvania before European settlement and create awareness of Native influence on Lancaster County during the colonial period. It introduces

visitors to the contemporary Native American presence in Pennsylvania, and it also supports the appreciation of ancient crafts practiced by local artisans as well as education about their lives, customs, and cultures.

Constructing the Lancaster Longhouse

Longhouse construction started on May 1, 2012. Green saplings that had been stripped of their bark during a large community workday on April 28 were bent around a wooden frame on the ground. Logs were charred at one end to prevent decay, then lifted into post holes and tied together with log beams. The bent saplings were then lashed to this post-and-beam framework using saved strips of bark. Thin plywood was secured over the saplings to provide support for a final covering of synthetic bark sheets. Volunteers tied short saplings to long bunks on both sides of the longhouse during two additional community work days on May 19 and May 26. For construction photos, visit Lancaster Longhouse on Facebook. The longhouse grand opening took place on May 18, 2013.

Honor and Healing

On October 9, 2010, Presbyterian, Mennonite and Quaker leaders and local and state officials gathered at First Presbyterian Church, Lancaster, to recognize three hundred years of misunderstanding, neglect and abuse of Native Americans in Lancaster County.

"As Mennonites and the first European settlers of the land known as Lancaster County, ... we have failed in living out our convictions to live peacefully and express love for all people," Lancaster Mennonite Conference bishop Lloyd Hoover confessed to representatives of more than a dozen Native American groups.

Leaders recounted the infamous massacres of Conestoga Indians in Lancaster in 1763 and the establishment of the Carlisle Indian Industrial School nearby in 1879, as well as a series of more insidious offenses: Europeans encroaching on Native land, poaching game, failing to aid Indians in need and imposing their cultural standards on Native groups.

"We mourn for the acts done by our sisters and brothers in faith," Presbytery moderator Rev. Jane DeFord said. "We ask that our Native brothers and sisters forgive the wrongs done to them."

"The stories that we've heard this morning are very dis-

turbing," said Mitchell Bush of the Onondaga/Iroquois Confederacy, "but let me tell you something about the Onondagas—we're not raised to hate."

"The fact that all of you would come here, assemble here, to say these things is what I would consider a legitimate act of contrition," said Curtis Zunigha of the Delaware Nation. "I will take your words back to my people. ... I look forward to returning with the response of my people and joining you all in an effort to make great change so that we may never feel like this again."

The Lancaster Longhouse is part of this community's "effort to make great change."

Lancaster's Circle Legacy Center (www.circlelegacycenter.org) and members of the local Native American community are working in collaboration with the 1719 Hans Herr House & Museum to honor Pennsylvania's Native People and teach children and adults about a side of Pennsylvania history that is often overlooked.

"This longhouse at the 1719 Herr House & Museum—the site of three Herr family homes—enables our organizations to tell the Lancaster County story from the 16th century up to the turn of the 20th century."

The 1719 Herr House, built in that year by Christian and Anna Herr, is the oldest surviving house in Lancaster County, Pennsylvania. It is the oldest original Mennonite meeting house still standing in the Western Hemisphere. The 1719 Hans Herr Museum contains buildings and exhibits tracing the formation of Lancaster County and early America, including three Pennsylvania German farmhouses, several barns, a blacksmith shop, smokehouse and outdoor bake oven and an extensive collection of farm equipment spanning three centuries.

Take a walk back in time. See, hear, smell, touch and taste American history. The 1719 Herr House and Museum is located at 1849 Hans Herr Drive, Willow Street, PA 17584. The house, museum and Lancaster Longhouse are open April through October on Fridays and Saturdays from 10am to 4pm. To see the inside of Longhouse and Herr House, visitors go on a guided tour that explores these two buildings and looks at the stories, experiences, architecture and artifacts conveyed in them. Tours last an hour and 15 minutes and start at 10:00, 11:30, 1:00 and 2:30.



Car Crashes No. 1 Safety Issue for Kids

Car crashes are the leading safety issue facing children with approximately 183,000 children injured in car crashes in 2018, or more than 500 injuries per day, according to the National Highway Traffic Safety Administration (NHTSA). AAA and the National Safety Council (NSC) are sharing new research that sheds light on the extent to which parents and caregivers in the U.S. are informed about car seat installation and use.



According to the National Digital Car Seat Check Form (NDCF) database, more than half of all car seats brought in for inspection to child passenger safety technicians are improperly installed and used. Yet, the general consumer survey revealed only 1 in 5 parents and caregivers seek expert help installing a car seat or securing a child in a car seat.

Data from the NDCF database also revealed:

1. There are three common mistakes.

These include (a) having the car seat installation be too loose, (b) failing to use the tether when installing a forward-facing car seat with either the lower anchors or seat belt, and (c) leaving harness straps too loose when securing a child in a car seat.

2. Children are often transitioned out of the appropriate car seats before it is safe to do so. More than a quarter of children are moved

from forward-facing car seats to booster seats too soon, and more than 90 percent of children using lap-and-shoulder seat belts under the age of 10 should still be in a car seat or booster seat.

3. Parents and caregivers are less likely to seek car seat inspections as children grow into forward-facing and booster car seats.

Child passenger safety technicians inspect about four times the amount of rear-facing car seats than they do forward-facing car seats, and 73 percent of forward-facing seats are not correctly installed.

Boost Your Child Passenger Safety Knowledge and Skills

Car Seat Basics is a free online course that helps participants understand the four stages of child passenger safety, including rear-facing car seats, forward-facing car seats, booster seats, and seat belts. Participants can complete the full training or select a module on a specific stage of child passenger safety. The course was developed through NSC's work with NHTSA.

AAA urges parents to get a car seat inspection so they can have confidence knowing that their child passenger is protected.

For more information on resources, including free car seat inspections at AAA branch offices, visit AAA.com/SafeSeats4Kids. For information about car seat inspection events in Berks County, contact Cheryl at 484-987-7025 or cgouker@aaardgberks.com.



Never Fear, ADAS is Here - with Limits

Dear Ask Ed,

I have been driving for a long time and have gone through quite a few vehicles over the years. This last vehicle that we purchased features a few advanced safety features that we're not familiar with. It took me a long time to trust cruise control when that came out. I'm really nervous about this new technology like lane departure warnings and pedestrian detectors, etc. Any advice?

Mary A.

Thanks for writing in, Mary.

My wife's parents took awhile to get used to using cell phones and answering machines when they were first new. I remember when 8-tracks were replaced by cassettes, which were then replaced by CDs. Emerging tech is all around us - in our homes, at work, and certainly in our transportation. New vehicle technology can be challenging for some folks who have been using 'older' tech that has become familiar and comfortable. But that doesn't mean you can't grow to understand and confidently use your new car's technology and work with it to be a safe vehicle operator.

I suggest that you read your vehicle owner's manual. You might also look for online videos from the vehicle manufacturer that could enlighten you on your model's features and functions.

Don't expect more than your car can do to keep you safe. Check out the article on page 17 of this issue that talks about the effect of rain, bugs and dirt on vehicle safety system performance - it is eye-opening and important to know so you don't overestimate the abilities of advanced driver assistance systems (ADAS).

I've read research that has found that many advanced driver assistance systems don't always work as intended. This points to the importance of having standards in place that match the level of innovation being designed and



deployed on our roads. Advanced vehicle tech is not going away - to the contrary! When these features do not work the way the vehicle owner thinks that they should or if the driver has a bad experience, the driver might shy away from any future vehicle automation like self-driving cars.

You as the owner shouldn't have to shoulder all the responsibility of understanding your vehicle tech. It would be great if auto makers would do a better job in educating prospective buyers. But too many times, in my experience, the salesperson who interacts with the customer has just as limited an understanding of ADAS as the public.

The industry sees the definite potential that ADAS, like automatic emergency braking, lane keeping assistance and others, have to reduce the chance of a crash and to improve the overall safety of driving. The more you know about your own vehicle's features, the better you will be able to recognize what they can and cannot do. The best

advice I can give to you is to never forget that vehicle tech is only intended to work with actively engaged drivers.

Happy motoring!

Ed

Contact Ask Ed with your automotive questions:

AskEd@aaardgberks.com
or write to Ask Ed, AAA, 920
Van Reed Road, Wyomissing,
PA 19610.



Pandemic Prompts Increase in Travel Insurance

The COVID-19 pandemic has had a profound impact on Americans' travel plans. How they plan—and protect—those trips has also changed.

According to a recent AAA Travel survey, more than half (55%) of American adults are planning a vacation of at least one overnight stay before the end of next year, and those travelers are increasingly turning to travel insurance to protect their vacation investments.

One-third (31%) of U.S. travelers say they are more likely to purchase travel insurance for their trips planned between now and the end of 2022, specifically due to the pandemic.

"Travel insurance is relatively inexpensive for the large amount of peace of mind it affords, and that's more valuable than ever in light of the pandemic," said Paula Twidale, senior vice president, AAA Travel. "Americans have seen how important travel insurance is to protect their vacation investment and are prioritizing this purchase at the start, now more than ever."

The ability to cancel a trip and get a refund is by far the most frequently cited benefit of travel insurance, with 69% of travelers saying this is most important to them when considering travel insurance for an upcoming trip. AAA advises

these travelers to look into travel insurance policies that include a "cancel for any reason" component, which could offer more flexibility and protection in the event a traveler needs to cancel their trip.

While travel insurance policies have historically not covered epidemics or pandemics, in response to shift-

ing consumer expectations, some providers have started to introduce plans that cover some losses due to COVID-19 or other epidemic diseases. AAA recommends travelers consult the expertise of a knowledgeable travel agent to help plan their trips and evaluate the various travel insurance options available on the market.

Recent AAA Travel bookings have increased 11% over 2019 levels, and interest in travel insurance has increased in turn. AAA's travel insurance sales have increased more than double digits year-over-year, as members return to travel and see the value of protecting that investment. Choosing the right policy is important, and increasingly travelers want policies that protect against common covered reasons for trip cancellations and interruptions, as well as other travel-related incidents including change fees, delays or lost/damaged luggage, to name a few.

Also, it's important to note that some international destinations may require visitors to carry travel insurance to help cover any unexpected medical costs that may be incurred while visiting. A knowledgeable travel agent can help travelers navigate

these and other evolving travel requirements.

The AAA Travel survey also found that six in 10 Americans (60%) see the benefit of working with a travel agent to plan their upcoming trips. Travelers' top benefits of working with a travel advisor reflect the important role they play in today's more complex travel environment, including:

- To save time when researching or planning a vacation (40%)
- For help with complicated new travel restrictions/requirements (34%)
- To find the best deals (33%)

"Travel insurance options vary greatly, but a knowledgeable travel agent can help you navigate through those complexities," continued Twidale. "A trusted travel advisor serves as your advocate before and during your trip. Partnering with a travel advisor to review your travel insurance options offers another level of protection, so you can focus on making lifelong vacation memories."

AAA Travel agents are available to help members evaluate travel insurance offerings and plan their vacations, when they are ready. For more information and to get started, visit AAA.com/Travel.



See Clearly, Drive Safely

Your eyesight is a precious gift. A regularly scheduled eye exam keeps you and your doctor up to date with changes in vision and general health as you age, and the eye exam results can identify solutions that will help keep your eyes healthy and vision clear.

How Often Should You Get an Eye Exam

It's never too early to schedule an eye exam. According to the American Optometric Association, eye exams are recommended at 6 months, 3 years, and before first grade. These initial steps taken at an early age, help ensure a child's vision is developing normally heading into their school years and imprints the importance of eye health and eye exams at a young age. After that, yearly eye exams are recommended.

The risk of eye diseases increases after the age of 40, making regular eye exams even more important for older patients. Early detection is key in preventing and detecting eye health problems.

What Happens During an Eye Exam?

A typical eye exam checks both your eyesight and your eye health. The Snellen eye chart is the first and most basic way to test how well you see. If your eyesight is not 20/20, your eye doctor will test for refractive errors like myopia and hyperopia, more commonly known as near- and far-sightedness.

Your eye doctor will also put you through a series of tests designed to catch eye conditions and diseases early. Most develop at a later stage in life, like glaucoma and cataracts. Others, like amblyopia, or lazy eye, may occur during infancy. Most can be treated with greater ease if detected early on which is just one of the reasons why eye exams are important. Plus, annual eye exams, and regular pediatric eye exams for children, offer a lifetime of comfort in knowing what needs to be done to keep your vision clear and your eyes healthy. Eye exams, and regular pediatric eye exams for children, offer a lifetime of comfort in knowing what needs to be done to keep your vision clear and your eyes healthy.

The importance of a yearly eye exam is about more than checking your vision, it's also about your general health. By observing changes in your vision and the eye itself, your eye doctor can catch early warning signs for a range of health issues including diabetes and high blood pressure before any serious symptoms occur.

In conjunction with your regular physical exam, an annual eye exam can help keep your body healthy and your vision clear.

Technology and Your Eye Health

Technology plays a bigger part in our lives than ever before. Whether you're at work on a computer, at lunch checking your smartphone, or relaxing with a good book on an e-reader, your digital devices are at the heart of everything you do, every day. They connect us to the world and to each other.

Digital eye fatigue refers to a wide range of physical symptoms you may feel when you're working on a computer or other digital device frequently, or, for prolonged time periods. Eye fatigue symptoms vary because everyone has different habits, but the most common are blurred vision, squinting, dry eyes, shoulder and neck stiffness, and headaches. Digital eye fatigue has also been cited to speed up age-related macular degeneration. If you're using a digital device for more than two hours at a time, you may be feeling the effects of digital eye fatigue. But don't worry; there is eye fatigue relief and its symptoms are both preventable and treatable.

Why Is It Harder to See at Night?

Aging causes our pupils to get progressively smaller so they don't dilate as quickly. Smaller pupils mean less light

reaches your retina and that makes it increasingly more difficult to see easily at night.

This is known as night blindness, a condition that makes it hard for your eyes to adjust

from bright to dim light. And that makes night driving in your 50's, 60's and beyond particularly stressful.

Make an eye exam appointment if you experience any of the following while driving at night: difficulty seeing road signs clearly, inability to judge distance and speed, struggling to read car instruments, GPS screens or map, difficulty adapting to glare from headlights, or experiencing a loss of side vision. Using comprehensive assessment tools, your eye doctor can uncover and address differences in your day and night vision which can mean fewer starbursts and halos around lights and more confident night driving for you.

Visit www.AAA.com/Lenscrafters to learn how AAA members save on prescription lenses.



sticker

shock

AAA advises car buyers to budget for more than the monthly payment as car prices increase



According to the latest research from AAA, the average annual cost of new vehicle ownership is \$9,666, or \$805.50 per month.

The biggest factor pushing the nearly \$10,000 annual price tag is depreciation. It accounts for 40% of all ownership expenses outpacing additional costs like fuel and maintenance. With low inventory at dealerships due to the semi-conductor chip shortage, AAA urges new car buyers to be aware of all the expenses associated with ownership so that they can negotiate the best deal for their budget.

“Consumers have to remember the expense of owning a car goes far beyond the monthly payment,” said Greg Brannon, AAA’s director of automotive engineering and industry relations. “Plus, we are seeing costs increase for a number of products recently, and cars are no exception. This trend will likely continue as new vehicles come equipped with the latest technology, which naturally drives up the sticker price.”

The 2021 AAA Your Driving Cost study reviewed nine categories of vehicles – consisting of 45 models – to determine the average annual operating and ownership costs of each. AAA selects top-selling, mid-priced models and compares them across six expense categories: fuel, maintenance/repair/tire costs, insurance, license/registration/taxes, depreciation and finance charges. Depreciation – a measure of how quickly a car loses value – remains the single biggest cost (40%) of new vehicle ownership. Other key findings of this year’s Your Driving Costs include:

- **Fuel Costs:** on average, fuel costs 10.72 cents per mile. This is based on data from May 2020 – May 2021, which does not include recent spikes in gas prices. Fuel costs vary widely by vehicle type, ranging from a low of 3.66 cents per mile for electric vehicles, to 15.81 cents per mile for pickup trucks.

- **Maintenance, repair and tire costs:** on average, maintenance and repair costs 9.55 cents per mile. Just like fuel, electric vehicles are on the lower end of the spectrum, costing 7.70 cents per mile, while medium sedans are the most expensive at 10.43 cents per mile.

- **Finance charges:** the cost of vehicle loans decreased due to a drop in the prime lending rate. The average interest rate in 2021 is 4.12%, which is 1.056 percentage points lower than last year.



As part of the Your Driving Costs study, AAA tracks changes in buying patterns and makes changes to the type of vehicle categories considered to match those trends. For several years now, buyers have moved away from previously popular categories like sedans to newer styles like compact SUVs. For 2021, AAA added two new categories: subcompact SUVs and midsize pickup trucks. These replaced large sedans and minivans, both of which no longer offer enough new models to be tracked.

The average price of a new vehicle for 2021 is \$32,903, which is \$1,502 (4.78%) higher than last year, but is mostly due to the addition of new models to the Your Driving Costs study. Models in the small sedan, medium sedan, medium SUV and hybrid categories averaged an increase in vehicle price of \$3,064, led by hybrids as consumers opt for larger (hence more expensive) models in this category. Pickup trucks saw an increase of \$4,684 (an average of 11%); however, this has not affected their popularity, as they remain the best-selling category of those included in the study.

Buying a car is the second biggest purchase behind a home that most people will make in their lifetime. The car buying process can be seen as difficult, time-consuming and stressful. With strains on inventory this year, it is critical for consumers to do as much research as possible before beginning the buying process. Understanding all of the options available as well as individual needs can ease some of the anxiety associated with purchasing a car. AAA offers the following guidance when it comes to shopping for your next vehicle:

- Before considering any specific makes or models, **consumers should determine what makes sense for their budget** including trade-in value and down payment amount.

- Another important consideration is whether to **finance or lease**. For someone who is an early adopter of new technology, likes to change cars often or doesn't put a lot of annual miles on a vehicle, leasing may make

more sense. Consumers should evaluate both options and pick the one that will best suit long-term needs.

- Manufacturers and dealerships sometimes offer **extended loan terms as an incentive** to buyers. In some cases, these loans can be as long as 84 months with interest as low as zero. Initially, a loan like this may be attractive to a buyer since it helps lower the monthly payment. However, consumers should know that with long-term loans comes a period of time when the vehicle will hold less value than what is owed due to depreciation.

- **Look at pricing options** for both new and slightly used vehicles. New vehicles typically come with longer warranties, buying incentives from the automaker, the latest features and are widely available. When it comes to used vehicles – there are two types to choose from – certified pre-owned and used. The advantage of a certified pre-owned vehicle is the original owner has absorbed the majority of the depreciation cost, while the vehicle still has quite a few of the latest features and a manufacturer's warranty.

- Consumers should **test drive the exact model of the car** they want to purchase. If possible, they should pick a route that mirrors their daily driving routine. It is a good idea to test the car's ride quality and handling on a number of different road surfaces: city streets, hills, freeways and winding roads.

- **The most important thing to remember** is that, in most cases, there are three separate negotiations that occur when purchasing a car: the price of the new vehicle, trade-in value and finance rate if applicable. Consumer should take their time and negotiate them individually.

Consumers can calculate their annual driving cost through AAA's digital brochure on [Newsroom.AAA.com](https://newsroom.aaa.com). AAA offers a number of resources consumers can use while car shopping including the AAA Car Guide and AAA's car buying program.



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U.S. Opens Air Bag Probe

Are you the owner of a vehicle that has been recalled due to possible problems with a Takata air bag? You may be interested in a recent Reuters® article by reporter David Shepardson (9/20/21). According to a government document made available to Reuters, there is a new federal investigation of automakers relative to potentially defective Takata air bag inflators.

The article posted by Shepardson revealed that the National Highway Traffic Safety Administration (NHTSA) - a federal agency that works to prevent motor vehicle crashes and crash-related injuries - has initiated an investigative analysis of about 30 million U.S.

cause the air bag to underinflate when triggered by a crash. A seal on the inflator, designed to keep moisture from affecting the air bag propellant, might not have sealed properly.

Shepardson noted that there have been at least 28 deaths worldwide, including 19 here in the U.S., and more than 400 injuries to vehicle occupants due to defective Takata inflators.

NHTSA reported that suspect NADI air bags were installed in vehicles manufactured by Toyota, BMW, Audi, Honda and Mitsubishi, plus the Isuzu Oasis. Vehicles under the microscope either had the inflators installed as they rolled off the assembly line or had



vehicles model year 2001-2019.

The article went on to say that more than 67 million Takata air bag inflators have been recalled in the U.S./more than 100 million worldwide over the past ten years.

Unrelated to the issue that prompted the earlier Takata air bag recall, NHTSA explained that the air bags subject to the new recall have defective NADI inflators that may "deploy aggressively", explode or

them replaced when the vehicle owner responded to a recall notification.

A complete list of recalled air bags is available on the NHTSA web site, nhtsa.gov/more-takata-air-bags-recalled. You can check your vehicle's VIN at NHTSA.gov/Recalls. You can sign up for email alerts about future safety recalls or download NHTSA's SaferCar app from the same site.

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Destinations & Diversions

Glidden Tour Returns for 75th Anniversary

If you catch a glimpse of a parade of antique cars rolling through the back roads of your town, you'll be lucky enough to have witnessed the Revival AAA Glidden Tour®. The tours are held annually by antique car hobbyists to celebrate automotive history.

In December 1902, AAA conceived of a tour of different parts of the country where a variety of road conditions

arranged for letters of greeting from local officials, offered listings of local hotels, assisted in securing reservations, arranged for meals, and, in most instances, provided some form of entertainment. They also arranged for cars to be lodged overnight in a centralized location so they could be viewed by the public, and if repairs were needed, arranged for suitable overnight garage space.

One of the original participants, Charles J. Glidden, a wealthy New England industrialist and avid automobile supporter, became the most notable sponsor for the next year's tour. Subsequently, as Glidden continued this offer over the years, AAA tours became known as the Glidden

Tours.

Today, AAA is involved with the re-creation of the original tours, working with the Vintage Motor Car Club of America (VMCCA) and the Antique Auto Club of America (AACA). Now known as the Revival

AAA Glidden Tour, this annual experience is one of the most prestigious touring events in American auto history.

The 75th annual Revival Glidden Tour returned this past September, attracting more than 150 vintage cars and over 350 enthusiasts who drove almost 400 miles in their classic automobiles during the five-day event. Roadside assistance was sponsored by AAA Northway and AAA Northern New England and addressed any breakdowns. Those that completed the tour without tow assistance were eligible for a trophy in three categories: the

Glidden Reliability Trophy, for vehicles produced between 1905 and 1913; the Reserve Glidden Trophy, for cars produced between 1914 and 1942 and the Anderson Trophy, for all vehicles regardless of production year.



would be encountered with the 1904 World's Fair at St. Louis as the final destination. Three major routes were selected, leaving from New York City, Philadelphia and Baltimore. Officially, 77 cars participated in the run, of which 66 made it to St. Louis. The 1,350-mile run from New York to St. Louis took 18 days and culminated August 12th with a grand parade through the city to the fair site, featuring the 66 finishers and 200 local cars.

AAA provided the participants with maps and descriptions of the routes through their areas, along with local driving laws and licensing requirements. They sent out pilot cars to mark confusing turns in the route with confetti and encouraged local motorists to drive out and meet the touring groups and to accompany the groups out of town. The clubs



Rained Out: Safety Systems Struggle to “See”

New research from AAA finds that moderate to heavy rain affects a vehicle safety system's ability to “see”, which may result in performance issues. During closed course testing, AAA simulated rainfall and found that test vehicles equipped with automatic emergency braking traveling at 35 mph collided with a stopped vehicle one third (33%) of the time. Lane keeping assistance didn't fare any better with test vehicles departing their lane 69% of the time. Vehicle safety systems, also known as advanced driver assistance systems or ADAS, are typically evaluated in ideal operating conditions. However, AAA believes testing standards must incorporate real-world conditions that drivers normally encounter.

Research Shows Rain has the Biggest Effect on ADAS

AAA, in collaboration with the Automobile Club of Southern California's Automotive Research Center (ARC), simulated rain and other environmental conditions (bugs and dirt) to measure impact on the performance of ADAS like automatic emergency braking and lane keeping assistance. Generally, both systems struggled with simulated moderate to heavy rain, with results showing:

Automatic emergency braking engaged while approaching a stopped vehicle in the lane ahead

- In aggregate, testing conducted at 25 mph resulted in a collision for 17% of test runs
- In aggregate, testing conducted at 35 mph resulted in a collision for 33% of test runs

Lane keeping assistance engaged to maintain the vehicle's lane position

- In aggregate, veered outside of the lane markers 69% of the time
- During testing with a simulated

dirty windshield (stamped with a concentration of bugs, dirt and water), minor differences were noted, however, performance was not negatively impacted. While AAA's testing found that overall system performance was not affected, ADAS cameras can still be influenced by a dirty windshield. It is important drivers keep their windshields clean for their own visibility and to ensure their ADAS system camera is not obstructed.

Also, some systems may provide an alert or deactivate in extreme situations, however the conditions AAA tested under provided no such alert or warning.

A Helpful Aid but Not a Replacement for an Alert Driver

Previous AAA testing of vehicle safety systems in both closed-course and real-world settings show that performance is greatly impacted by driving scenarios, road conditions and vehicle design, finding issues like the following:

- Struggling to stay within a marked lane in moderate traffic, on curved roadways and on streets with busy intersections
- Failing to stop for pedestrians in common scenarios like crossing in front of a vehicle, a child darting out between two parked vehicles, or walking at night
- Colliding with a simulated disabled vehicle and instances of coming too close to other vehicles or guardrails

AAA's research continues to show that vehicle safety system performance varies widely, reinforcing that they are not a replacement for a fully engaged driver.

Optimizing Use of Vehicle Safety Systems

It's essential for drivers to be familiar with how their system operates. AAA

urges drivers to take time to read the vehicle owner's manual to learn when, where and how to use them. The vehicle owner's manual or online materials provided by the automaker are the best resource for understanding the ins and outs of an individual vehicle's safety system. It will give clear guidance on when and where the system operates best, as well as how to use it properly.

Vehicles with ADAS cameras located behind the windshield, like those used in this research, “see” the same things a driver does. If the windshield wipers are worn and streak across the window, this could interfere with the system's performance. Drivers should regularly inspect their wipers and replace at the first sign of streaking, chattering or if the blades appear hard and brittle. A good rule of thumb is to replace each year, especially in hot, sunny climates or if a vehicle sits outside all day.

Wet conditions present challenges to drivers regardless of whether their vehicles are equipped with safety systems. AAA recommends using extra caution in slick conditions by doing the following:

- Keep windshield clean and ensure that wipers are not streaking the windshield.
- Slow down and avoid hard braking and sharp turning. If possible, follow in the tracks of other vehicles.
- Increase following distance to 5-6 seconds behind the vehicle ahead.
- Do not use cruise control in order to stay alert and to respond quickly if the car's tires lose traction with the road.
- If the car begins to hydroplane, ease off the accelerator to gradually decrease speed until the tires regain traction, and continue to look and steer where you want to go.

Discover the Essential Stories of Berks

The Berks History Center (BHC) leads the way in telling the 300-year story of Berks County and its people, with the aim of building an understanding of our unique history, strengthening our sense of community and inspiring our community's progress in the years to come.

Overview

The BHC was founded in 1869, and is composed of a museum and research library (named the Henry Janssen Library) dedicated to preserving and sharing Berks County, PA's unique cultural heritage. We showcase local history through a vast collection of artifacts and documents, educational programs, workshops, and community events. We also publish a quarterly publication called "The Historical Review of Berks County," a historical journal featuring articles from a variety of contributors and historians.

History

In July 1869, a call was made for interested citizens to gather "for the purpose of collecting and perpetuating the historical reminiscences of Berks County." Following the first meeting in August, the Historical Society of Berks County (now the Berks History Center) was incorporated on December 13, 1869. The first president was the Honorable William M. Hiester. After a period of stagnation, President Albert G. Green revived the Society in 1898. Meetings were held in the Exchange Building located on North 6th Street in Reading, PA. The first female member was Kate E. Hawley, wife of the Reading Eagle newspaper founder, Jesse G. Hawley, a charter member.

The Berks History Center first started collecting objects in June, 1898. The organization's first build-

ing, purchased in June 1904 from the Reading Gas Company, was located at 519 Court Street. At that time, membership was 150. Less than ten years later, the burgeoning Historical Society needed a larger building, and J. Bennett Nolan led the search for a new location. In the summer of 1928, the cornerstone was laid for The Historical Society of Berks County, and construction was completed the following year. Made of concrete and brick, the new building was designed to be a fireproof structure to house the county's precious collections and archives. The facility was dedicated on October 1, 1929 and is still home to the Berks History Center today. Needing more office, display, and storage space, the Historical Society embarked on a fundraising campaign in the 1980s. An addition was opened in 1988, providing the library with its own dedicated archival storage and research space. In 2005, again faced with the need for more storage, the Historical Society purchased the former M&T Bank building, located directly behind the Berks History Center at 160 Spring Street. In 2008, after undergoing major renovations, the Henry Janssen Library opened to the public, serving as the BHC's premier research facility.

The Henry Janssen Library is the center for genealogical and historical research at the BHC. Its archives include over 30,000 photographs, newspapers dating back to 1796, 582 maps, blueprints, census records, business records, school records, church and cemetery records, and much more.

The BHC museum has a vast and diverse historical object collection exceeding 20,000 items. Included are works of art by Ben Austrian, Jack Coggins, Ralph D. Dunkelberger, G.B.



Kostenbader, Earle Poole, E.S. Reeser, Christopher Shearer, Victor Shearer, and Frederick Spang. In addition, the museum houses a large transportation collection, including bicycles, a very rare horse drawn streetcar, a Conestoga Wagon, a Duryea automobile, and other wagons, some of which are on display at the Boyertown Museum of Historic Vehicles located in Boyertown, PA. [Editor's note: AAA members receive \$1 off adult admission at the Boyertown Museum]

AAA members receive one free admission with one paid admission to the BHC museum (special events excluded). Please present your valid AAA membership card at the time of admission purchase to receive this special AAA Discounts & Rewards® program offer.

The Berks History Center Museum is located at 940 Centre Avenue, Reading. Off-street parking is available across the street at 160 Spring Street next to the research library. The BHC is open from Wednesdays to Saturdays, 9 a.m. to 3 p.m. For non-members, the admission fee is \$7 for ages 18-64, \$5 for ages 65+, and \$4 for children 4-17.

You can learn more about the BHC by visiting their website at www.berkshistory.org. Make sure to follow them on social media at @berkshistory!

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EVs: Going the Distance on a Road Trip

Stopping at a gas station to fill up takes almost no time at all.

Especially when you compare it to electric vehicle charging. Depending on how depleted the battery is, public charging could take several hours. Is the thought of waiting a long time to charge an electric vehicle holding you back from making the switch?

AAA finds that people's expectation for charging does not match up with reality. On average, people feel 48 minutes would be a reasonable amount of time to wait for an EV to charge out in public. But instead of focusing on long charging times, we should ask, "how often will I really need to charge while out?" If you have home charging, the answer may be almost never. But, does that hold true for longer distance travel like road trips? The reality is if you want to take a road trip in your electric vehicle (and you definitely can), you will need to factor in periodic stops for charging. That includes the time it takes to charge, which will vary depending on how low you've let the battery go.

So, should you worry about electric vehicle range?

When electric vehicles first came on the scene, there were very limited options as well as fewer public charging stations. As a result, they developed a stigma of not offering the same level of performance as their gas-powered counterparts, especially when it comes to range. Automakers have worked hard to increase range capabilities. The EPA estimates the median range of 2020 models exceeds 250 miles on a single charge, a first for electric vehi-

cles. Improvements like these are important, but it's only one piece of the puzzle.

The other pieces? Knowledge and experience. If you are interested in buying an electric vehicle, it's good to have a solid understanding of what they can do.

For example, you may not know that an electric vehicle's battery has the ability to "recharge" itself in stop-and-go traffic. Electric vehicles have the ability to recapture energy when slowing down and using that when speeding up instead of depleting the battery. That is just one little known fact about electric vehicles. The point is that the more you learn about how their batteries and charging work, the less nervous you will feel about range.

Experience also plays a big role. Electric vehicle owners told AAA they had many of the same anxieties that other people have before buying their vehicle. Most, if not all, of those evaporated once they spent some time with their electric vehicle. They learned that it's all about planning for the type of trip you're taking—whether that's the commute to work, a quick errand or a road trip. The AAA Mobile App or TripTik Travel Planner are great tools you can use to map the location of charging stations along any given route.

Electric vehicles will likely be a big part of the future of transportation and it's worth seeing if they are good option for you. AAA recommends visiting a dealership, taking one for a

test drive and asking a lot of questions. This way you can make an informed decision if you are ready to make the switch to electric.

The difference with planning a route for an electric vehicle is to pick stops for charging that include other activities to help pass the time. Road trips are unique from other types of travel because the journey itself is as important as the destination.

Stopping to charge up your electric vehicle is just part of the adventure. It's up to you to make the most of it. Some things to consider when planning your electric vehicle road trip:

- Pick stops in quaint towns or areas known for their local fare. While your electric vehicle charges up, you can fill up on the best in regional cuisine, shopping or other attractions.

- Many charging stations are located near beautiful areas where you can take a scenic stroll or a much needed break from driving.

- While it's important to find charging stations along the way, don't forget to consider your destination. Many hotels offer electric vehicle charging; make sure to inquire when making your reservation so you can charge up each night. Also, note where the charging stations are located so you have a plan when you are out each day.



Exquisite Portrayal

Have you seen *The Safety Patrol* quilt by artist Bisa Butler? This exquisite and colorful artwork, which was inspired by a photo of a Pittsburgh school safety patroller and students, accurately portrays the leadership role AAA Safety Patrollers play in ensuring the safety of their classmates.

Bisa Butler creates quilts that are so detailed and vibrant that they look more like paintings than textiles. *The Safety Patrol* was on exhibit along

with over 20 more near-photographic fabric creations at Butler's first solo exhibit at the Art Institute of Chicago this past September. During an NPR interview regarding her exhibit, Butler explained about the young boy in the foreground of *The Safety Patrol*:

"He's looking down his eyes at us...he's a safety patrol officer. So this was the quilt that I made in a way to reinforce to myself that the kids will be fine."

See the full color quilt at artic.edu.



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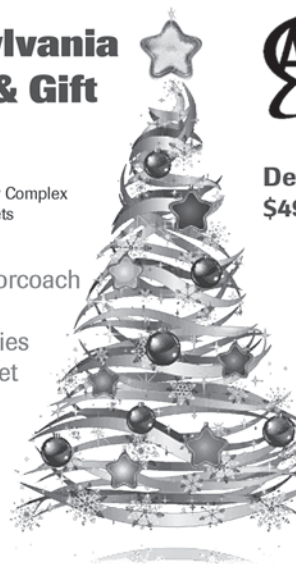


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