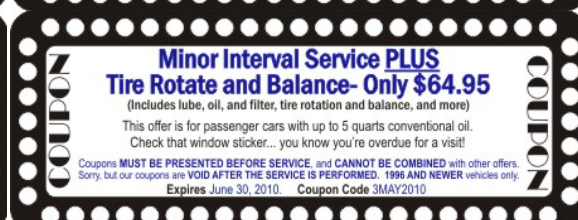




Coupons! Coupons! Coupons!  
May 2010 Coupons



## Tom's Tidbits

Howard Beal was an optimist.



Greetings,

I want to vent a few frustrations; frustrations I think you might share.

What happened to accountability? We've just seen the investment banking industry pillage our economy and then be rescued by the very taxpayers they plundered. Thieves in suits defrauded entire countries, only to reap billions in profits rather than jail time. Key players appeared before Congress and said there was "no way they could have anticipated the crash", "they bore no responsibility to act in their client's interest", and that they "had no regrets" for their actions. Heads nodded and then lauded these crimes as "the free market" in action.

I have no doubts that these soul-less financial traitors would "short sell" the US economy and then work to ensure its failure to reap the billions from their seditious bets. Corporations have no allegiance to the U.S. consumer or United States of America.

Corporations were once chartered to act in the public interest. They had to face review to make sure that they were serving societal good, not just siphoning money to their shareholders. Corporations were originally accountable for their actions. Now we're told that they're people, and that they're legally required to put profit before any other concerns. How can a society function when its human people abdicate ethics, and its corporate people are required to have none? If you have not seen the movie "The Corporation" I highly suggest you make a priority to view it.

I find horrible irony in groups like Dick Arme's FreedomWorks taking money from corporate giants like Phillip Morris, Verizon, and AT&T to spawn fake grassroots campaigns like the Tea Party. Corporate money used to dupe people into acting out, blaming government for their woes and the economic devastation the corporate criminals have caused!

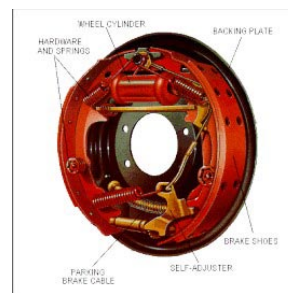
Society has always respected people who became rich through their hard work or ingenuity, but now it seems that financial power is all that matters. Fraudulent means or not, wealth is good. People don't talk about Bill Gates' ruthless behaviors OR his contributions to the field of computer science; people talk about his 56 billion dollars. I'm afraid there won't be any more Jonas Salks; placing community before self and donating cures to future diseases. When Salk was asked in a televised interview; who owned the patent to the polio vaccine, he replied: "There is no patent. Could you patent the sun?" Now he would be considered a fool and corporations patent everything possible.

When will we reach our collective "Howard Beal moment" and decide we "won't take it anymore"? When will accountability return?

Make a great day, in spite of it!

## Don't Roll The Dice With Your Brakes

### What to look for in a brake inspection you can trust



Typical Disc Brake Systems (left) and Drum Brake Systems (right)

Brakes might be THE most critical component of any vehicle. A vehicle that won't start is an inconvenience, but a vehicle that won't stop is a danger to you and the people around you. Getting your brakes properly inspected regularly is part of good maintenance, but don't settle for false peace of mind. There's a world of difference between our brake inspection processes and a free brake check; a brake performance road test with "wheels off" multipoint brake inspection and a quick peek at the brake linings are worlds apart. Many years ago one of our clients learned this lesson the hard way when we told him that he needed brake work and a chain store said that he did not. It happened like this...

Our client asked us to inspect his brakes. We road tested and fully inspected the brake system and found that a caliper slider was causing abnormal wear and the inboard brake pad on the driver's side front brake caliper was almost "metal-to-metal". ("Metal-to-metal" is industry jargon meaning that the metal backing of a brake lining is touching the metal surface of a brake drum or rotor causing damage). The vehicle needed new front brake linings with calipers and rotors, the rear brakes needed cleaning and adjustment, and the brake hydraulic fluid needed to be flushed.

We documented our findings, recommendations and estimates, and then gave them to the client. He declined our recommendations and took his vehicle to a tire and brake franchise for a free brake check. Imagine how surprised I was when we received a phone call stating the other business said the brakes were OK! Their cursory brake check had missed the problem that our more comprehensive inspection had uncovered!

Now the client had the mistaken idea that we had tried to sell him unnecessary work. He called explaining exactly, and in heated and colorful detail, why he was upset. When he calmed down a little he was told to have the other shop actually remove the front calipers and look again. Surprise! This deeper look showed the problem that the cursory inspection had missed. It was an embarrassing mistake, but we were ultimately exonerated.

Before you authorize brake work make sure any estimate includes complete information. There is nothing worse than that second phone call telling you that it is going to cost more than expected to finish the job because a detail was missed. A detailed brake inspection is the only way to produce an accurate estimate. A good brake inspection should include the following:

- A road test for brake function- pedal height, brake response, noise, vibration, pull, ABS actuation, warning lights and parking brake function
- All the pertinent road test details should be documented
- Noting the age of and testing for brake master cylinder bleeding down or pumping up
- Inspection and documentation of brake hydraulic fluid level and condition
- Removal of ALL the wheels. A brake inspection requires the removal of all wheels. Never rely on a peek at the visible linings thru the wheels or an inspection from just removing one front and/or one rear wheel
- Removal of the brake drums
- Removal of the brake calipers as needed for access, lining measurement or noise diagnosis
- Inspection, measurement and documentation of all brake linings including parking brake linings where applicable
- Brake linings are measured in fractions of inches, NOT percentages. You can get percentages as guidelines in conjunction with real measurements, but don't accept percentages only
- Inspection of power assist systems, ABS components; pumps, accumulator, valves, proportioning valves, flexible hydraulic lines and junctions
- Inspection, measurement and documentation of brake rotors and/or drums. Current measurements as well as discard or "machine-to" specifications should be listed
- Inspection and documentation of caliper mounts, sliders, caliper/drum hardware, calipers and/or wheel cylinders
- Inspection of the parking brake system components and operation

Some other brake issues you should be aware of are...

- There are lots of things to wear out in a brake system, and the lifetime of the parts varies wildly by vehicle type, location and driving habits. That's why it's so important to have regular, in-depth inspections of the actual condition of your braking system rather than relying on mileage guidelines or quick peek inspections.
- A quick peek at the brakes between comprehensive brake inspections is ok, but never act on information from a peek alone. Never accept a brake repair estimate from a peek.
- Some European vehicles (Audi, VW, Volvo, BMW) have very soft brake rotors and very hard brake pads and their rotors may need replacement with each brake lining replacement.
- Brake linings (pads for disk brakes and shoes for drum brakes) touch the rotors or drums to create the friction that slows the vehicle. New brake pads are between 10/32" and 16/32" thick and new brake shoes are between 7/32" and 12/32", depending on the vehicle type and manufacturer.
- Most quality disk brake pads have "warning tabs" that make a high frequency squealing sound when the pads get down to 2/32" (about 10%) remaining to warn they need replacement.
- You can reasonably expect brake linings to last about 20,000-50,000 miles. Someone with a heavy vehicle with an automatic transmission, that makes lots of stops, may wear brake linings out in as little as 15,000 miles, but someone who does a lot of interstate driving in a light vehicle with a stick, may get over 100,000 miles.
- Free brake "checks" are used to generate brake work. People may be told that they urgently need new brake linings even when they have significant brake lining remaining! Often, when we do re-inspection, in situations where clients were told elsewhere they needed brakes or were given percentages of remaining wear, the measurements seem to grow under more careful scrutiny. I've seen many brake lining figures grow from the subjective "under 10% and needs brakes now" to a measurements of 7/32 of an inch or more (approximately 25% remaining wear).
- Parts like brake master cylinders, parking brake components, caliper hangers, brake hardware, the need for cleaning and adjustments, and hydraulic fluid replacement can add expense to a brake job when needed, and should be checked as part of any brake inspection used to sell work.

- Whenever you have brake work done, make sure the estimate covers the entire job you'll need. A common occurrence, as the result of a quick-peek inspection and incomplete estimate, is the phone call when the brake work has started to add major expense for the job as is needed. Brake drums and rotors under legal "machine to" limits are often sold as "surprise" needs, along with brake hardware, hoses, calipers, wheel cylinders. These aren't acceptable surprises or mistakes!
- Some examples of legitimate issues that may evade inspection and pop up during repair are: hard spots that won't machine out of drums or rotors, cracks or heat damage to drums or rotors, sticky parking brake cables, failed or missing brake hardware, bad master cylinders, bad wheel bearings, hydraulic line problems and more.

Not all inspection procedures, measuring devices, or even eyes are created equal. "Peek through the wheel with a flashlight and mirror" brake inspections just can't accurately assess the real condition of your brakes. Brake work and brake estimates are too important to leave to a peek. It usually takes at least 30 to 45 minutes to do a thorough brake inspection, and few businesses are able to give away that kind of expertise and time for free. We do our best to always provide accurate estimates for work done right. You can look at our statistics at <http://www.tomdwyer.com/feedback/>. 98% "on-estimate" figures do not come by mistake! Even a thorough inspection can miss developing problems, and the most conscientious estimate can be off when the job is done, but without a proper inspection and documentation there is no hope!

## **Hey, It's 2010! Where's My Jet Pack?**

It's here. What color do you want?



We've all had the dream of flying through the sky like Superman. It's as old as Prometheus, and probably older. In modern society, this idea takes the form of Buck Rogers, the Rocketeer, or the Jetsons zipping around with complete freedom and no traffic tie-ups. We've all been promised that the future would bring our own personal jetpacks, but looking around we still see cars. WHERE'S MY JETPACK??!! Turns out that the promise has been fulfilled... there are lots of competing models right now. Some are a little more conceptual than others, but if you have money and lack self-preservation instincts there's a jetpack waiting for you. This month we bring you a look at six of the most realistic versions, along with their slightly unrealistic price tags.



The Martin Jetpack is powered by two turbo-fan engines

<http://www.martinjetpack.com>

<http://www.martinjetpack.com/video-gallery.aspx>

Price not available.



One of the less conventional packs, Water Jet's design pumps and pressurizes water to create thrust.

[http://www.youtube.com/watch?v=FvCZJrq\\_TpA&feature=channel](http://www.youtube.com/watch?v=FvCZJrq_TpA&feature=channel)

\$170,000





Yves Rossy built this wing powered by 4 kerosene-fueled rocket engines, which he flew over the English Channel  
[http://news.bbc.co.uk/2/hi/uk\\_news/7637327.stm](http://news.bbc.co.uk/2/hi/uk_news/7637327.stm)  
<http://www.youtube.com/watch?v=bEXxkWXncuo&feature=related>  
 \$190,000 development cost so far- not for sale yet



Jet-Pack's model is still in testing, but shows real promise.  
<http://www.jet-pack.co.uk/content.aspx?guid=9a0e16ca-86a2-480f-841e-ad107fdea709>  
<http://www.jet-pack.co.uk>  
 Price not available.



This design by the GoFast company (and its pilot) can be booked for your next event, bar mitzvah, or company Christmas party.  
<http://www.youtube.com/watch?v=74Ha-ttQS8g->  
 \$2,500 to \$25,000 per event



Trek Aerospace has both manned and unmanned versions of their jetpack, which has a maximum speed of 113mph and can cruise for over 2 hours  
<http://www.youtube.com/watch?v=UcdDvplWVf8>  
 Price not available.

## **Golfing for Music**

Symphony benefit article goes here after I talk to Mike Opton.



Many people help out in the community in one way or other. Whether it's time or money, making a difference, well, makes a difference. But how many people have started their own golf tournaments? One of our clients, Mike Opton, did just that. "It's kind of a family affair," said Mike. "My Dad was a music lover, and was on the Board of the Oregon Symphony for many years. When he died, they asked me to be on the Board. That was the start of a long relationship." The golf tournament grew from his association with the Board. "We heard that the Reserve (The Reserve Vineyards and Golf Club) would give a reduced rate for a minimum group of golfers, and we could give the difference in the green fees to the charity of our choice. Our first year we had 24 players, and managed to give a couple hundred dollars to the Symphony." Now, in our 11th year, we have over 100 players and give between \$10,000 to \$15,000. It's been amazing to see it grow from such humble beginnings."

Tickets to play are very reasonable, and most of the money to the Symphony comes from the presenting sponsors such as the Western Group and the Nelson and Nelson Law Firm. "We try to make this as fun as possible for the players. It's a little different from most tournaments in many ways," said Mike. "To make things smoother with all our players, we do a shotgun start. Instead of starting at the first hole and playing through to the 18th, our players start at the same time on all the holes, and play around the course until they return to their starting hole." What else makes this tournament unique? "The tournament is a scramble format. This means each foursome plays as a team, helping the weaker golfers be in the running for prize money. Each team tees off, and then plays from the spot of the best shot. If four golfers make a shot, at least one of them will have a winner!" That's not all, though. "Our distribution of prize money is a little different. We give prizes for the best, worst, and closest-to-average score, along with a raffle at the end. This makes things relaxed and enjoyable for everyone." Mike chuckled as he said "Much of the tournament is made up of players walking around the course and looking at their red tickets to see if their number is called."

Mikes Symphony tournament is a wonderful way to spend a Spring day and help a Portland cultural resource at the same time. The shotgun starts this year's play at 830am on May 19, and there are still some open slots. If you're interested in playing, it's not too late. If you'd like to take part, just give Mike Opton a call at 503-226-0368, and good luck!



## **Popcorn Shorts**

Little things mean a lot, so we keep you posted on them



## **Free Carwash Season- May 15 through September 15**



It's that time of year again- Free Carwash Season at Tom Dwyer! The season goes from May 15 to September 15, and you'll get a free carwash coupon for any purchase over \$100. We do this because our parking lot gets a little dustier than we'd like, and we don't want you leaving in a dirty ride!

This also brings up some questions that we frequently hear from our clients about the parking lot and some associated issues. Here's a quick FAQ to Free Car Wash Season...

### **Why don't you just pave the lot?**

One of the other most frequent suggestions from our Reply Cards is for us to pave the parking lot.

*We have abandoned the notion of paving our lot for now.*

There are several factors over time that have joined together to curtail the possibility of our parking lot being paved.

Our lot is actually the end of SE Tenino Street. Our original quest to pave our lot was crushed by the city. The city having no intention of doing anything to improve the street at their cost was intent on making sure that any improvement I would make be done just the way they want it; to the tune of about \$60,000.00 in drains, sumps, curbs, etc. We invested five thousand dollars for engineering the plans and researching the possibility of paving the lot. What a mistake!

I have a client that owns a local construction company and at that time he explained the golden rule when dealing with the city on matters like this; "it is better to beg forgiveness than ask permission". He explained the positives and negatives of just moving ahead and paving without permission. I don't operate that way but I now understand the value of the statement applied properly.

The Tenino Street property has since been purchased and divided between the adjacent property owners so that may negate some of the complexity and expense the city would bring to the project. With owner permission, we would control half the lot at this point, the 25 foot swath from 6<sup>th</sup> Ave. to the end of our lot nearest the building.

Recently another factor has risen to further complicate the matter; the Sellwood Bridge Project. The east end of the bridge traffic control decision could cost us the loss of the lot entirely. Depending on the decision made for the east end of the Sellwood Bridge we could see our lot turned to a busy thoroughfare. Until we receive more information about this we will not be paving the lot.

The other thing that has played into this decision all along is my contempt for pavement in general. There is too much pavement in the world as it is. Pavement keeps water from absorbing into the ground and reflects heat back to our already heat soaked atmosphere. Pavement keeps vegetation from acting as a carbon sink and adds no beauty.

The dust problem we suffer as the result of our dirt and gravel parking lot will continue for now and we will continue to offer environmentally sound car wash coupons as the solution.

**Could you just wash the cars there?**

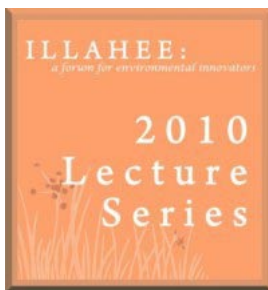
No, because we'd have environmental impact problems with the runoff. We're very close to the river, and we (and the city) closely monitor our discharges. If we washed all the cars we worked on, we'd have to install capture systems for every drop or risk damaging the environment. Our coupons are for WashMan, and they've already made the investment to do it right.

**What if you at least vacuumed my car?**

We used to, and we stopped out of respect for our clients. You wouldn't believe the things people leave in their cars, from fragile breakables to money to weapons to, umm... personal pleasure devices. We decided to stop vacuuming for privacy and liability reasons.

That about covers it, so come on down and enjoy the celebration of Free Carwash Season!

## **Illahee 2010 Lecture Series Wraps Up May 18**



Time is almost up to catch one of the speakers in the Illahee lecture series. I hope these events have given you a chance to consider the way power affects all our lives; from biology and the environment to society, history, and more. Most of the lectures involved questions about human power in various forms, but our final event focuses on the awesome power of nature itself.

Humans are pretty confident until nature shows us true power. One thunderstorm releases more energy than a nuclear blast, but volcanic eruptions dwarf both. Thirty years ago, Mount St. Helens barely exerted itself to erase 57 people, 250 homes, 47 bridges, and 185 miles of highway.

On May 18th, please join Gary Snyder, Jerry Franklin, and Ursula K. Le Guin as they discuss the history and looming power of our neighbor, Mount St. Helens. We hope to see you at the First Baptist Church (SW 12th & Taylor) for this, our last event of the season. For information about these final speakers, visit (Illahee dot org) or please follow the links from our web site.

## **Oregon town is a renewable energy hot spot**



Tiny Klamath Falls is leading the way in geothermal energy, using it to heat city sidewalks, downtown buildings, kettles at a brewery, greenhouses, and a college campus. If you're tired of hearing what can't happen with renewable energy, then read this story from The Oregonian about what can.

[http://blog.oregonlive.com/pdxgreen/2010/03/klamath\\_falls\\_serves\\_as\\_model.html](http://blog.oregonlive.com/pdxgreen/2010/03/klamath_falls_serves_as_model.html)

## What possible purpose can this serve?



Ever wonder what firefighters do when they're bored? They steal the car of the least popular fireman and do this to it. This is a 38 sec video, and it's in "Popcorn Shorts" solely because it's totally cool.

<http://www.maniacworld.com/Fire-Fighters-lift-car-with-water.html>

## The art of the local commercial



It's 230am, and you're surfing the channels when you come across one of the gems of late night TV... the local commercial. Those 30 second spots that you hate to love. Which one is your favorite? Is it the City Liquidators spot? The Mattress Warehouse ad? The local used car guy dressed as a chicken?

Two guys named Rhett and Link have a love for this obscure art form. Fortunately, they also have a company called ILoveLocalCommercials.com that makes FREE spots for small businesses across the country. (The editorial board here at "Your Car Matters" has picked the "Cullman Liquidation" spot as our personal favorite. The line "...my wife's boyfriend broke my jaw with a fence post" really stands out.) These things are HILARIOUS, and well worth your time to check out.

<http://ilovelocalcommercials.com>

## Sellwood Bridge update



Nothing much has happened since our last update as far as actually repairing the bridge. However, there is an interesting development that highlights the need for that repair. Fishing season is here, and each morning there are about thirty boats gathered under the bridge looking to land the big one. You'd think that would be a great way to spend a day, but you probably didn't consider CONCRETE FALLING FROM THE SKY! As the Sellwood Bridge slowly decays, little chunks of falling concrete pose a hazard to the fishermen below. Since construction on the bridge should be starting any day now, there would be no point in actually fixing the problem- instead, it's been patched with plastic wrap and plastic netting. It won't keep the concrete from crumbling, but it will keep it from hitting the water. The picture above shows the finished patch, but it was even scarier for the day or so that it was just plastic wrap without the net. Enjoy your next shuttle ride across the bridge!

## Drew's Kitchen

### Grilled Thai Leg Of Lamb



Drew's been gentle on you so far, but no more. This month's recipe requires a two-day commitment to prepare properly, but we guarantee it will be worth the time. Are you ready? Are you sure? Then let's get started...

13 ½ oz. can unsweetened coconut milk  
½ cup snipped fresh basil  
½ cup snipped fresh mint  
½ cup sliced green onions (about 4)  
1 Tbsp. finely shredded lime peel  
¼ cup lime juice  
2 Tbsp fish sauce

2 tsp ground black pepper  
1 Tbsp packed brown sugar  
1 tsp red curry paste  
1 Tbsp minced garlic  
1 Tbsp grated fresh ginger  
1 ½ tsp coarse salt or 1 tsp salt  
3 to 3 ½ pound boneless lamb leg, rolled and tied

#### First day...

- For sauce, in a bowl combine coconut milk, basil, mint, onions, lime peel and juice, fish sauce, brown sugar, curry paste, salt, and half the pepper. Set aside.
- For rub, in a bowl combine ginger, garlic, salt, and the other half of the pepper.
- Untie and unroll lamb. Trim fat. Using flat side of meat mallet, pound the lamb to an even thickness (1 ½ to 2 inches thick). Rub ginger mixture over lamb. Place in large sealable plastic bag set in shallow dish. Add ½ cup of the sauce. Seal bag; turn to coat. Refrigerate overnight. Cover and refrigerate remaining sauce.

#### Second day...

- Remove meat from marinade. To keep meat from curling insert 2 long metal skewers through the meat to form an X.
  - To grill, arrange medium coals around drip pan. Test for medium-low heat above pan. Place meat on rack over pan. Cover, grill 50 to 60 minutes or until instant-read thermometer registers 135 degrees for medium-rare.
  - Let chilled sauce stand at room temperature 30 minutes. Remove meat. Cover with foil; let stand 15 minutes. (Temperature will rise 10 degrees).
  - Thinly slice the meat against the grain; serve with sauce.
-

## **News To Make You Furious**

Nothing sweet about AminoSweet



Like the man says, "If you're not furious you're not paying attention," so this month we direct your attention to the Ajinomoto company. Let's imagine for a moment that you're a guy working in a lab on an anti-ulcer drug, and you create a methyl ester of a phenylalanine/aspartic acid dipeptide. You accidentally spill some of it on your finger, and when you inexplicably lick your finger you notice the substance tastes sweet.

If you're the scientist, you wash your finger and move on. If you're Ajinomoto, you fight the FDA for years for approval to market it as an artificial sweetener under the names Aspartame, Equal, NutraSweet, and Canderel, and you make it into an ingredient of approximately 6,000 consumer foods and beverages.

But here's the "furious" part... when the evidence mounts showing that Aspartame causes neurological brain damage, cancerous tumors, and endocrine disruption, (among other things), and when the marketability of your trademark is damaged, do you pull it from the market? Do you present the evidence proving that the allegations are unfounded? Of course not! You CHANGE THE NAME to "AminoSweet" so people who aren't paying attention will keep using it!

Mmmm, mmm! Better living through chemistry... and deceptive marketing.

### **What can you do...**

Tell everyone you know that AMINOSWEET IS ASPARTAME, so they can make an actual informed decision!