

YourCarMatters

Tom Dwyer Automotive Services

July 2012 Newsletter

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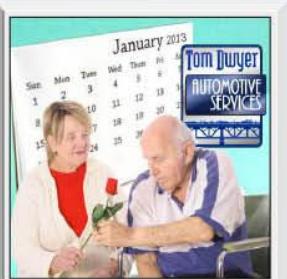
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Automotive Horror Stories

What happens if you don't change your oil... with gruesome PICTURES!



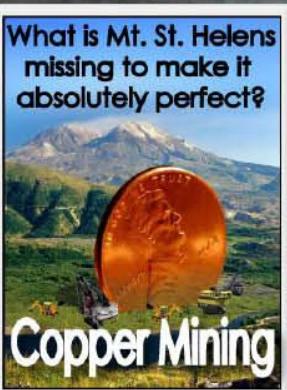
Catching Up With Naomi

What happened to the woman who fought with Les?



News To Make You FURIOUS

Drilling application could bring copper mining to St. Helens, but it's not too late to help!





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News To Make You Furious

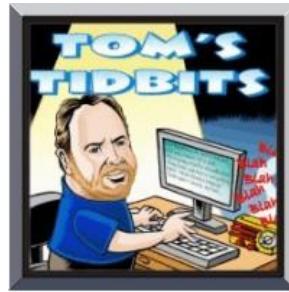
What is Mt. St. Helens missing to make it absolutely perfect?



Copper Mining

Tom's Tidbits

Repeal and replace... with SINGLE PAYER!



Greetings!

ObamaCare has been found constitutional, but the uproar for "Repeal and Replace" continues. How it would be repealed is a little hazy and there's stunned silence when it comes to what would replace it. [Joshua Holland had a great piece on AlterNet](#) explaining why people like ObamaCare once they know what's in it. Any incremental change toward a single payer system is good change in my book, but I'd be with the "Repeal and Replace" crowd if they would replace it with- SINGLE PAYER HEALTHCARE!

What would it mean for our country to join the rest of the world in providing healthcare for ALL our citizens? What would life be like if we didn't have to dread health-care-cost-caused bankruptcy in our lifetimes? What if we didn't have to spend our energy jumping insurance company hurdles at the weakest, most stressful times in our lives? What if we knew that we could take chances on taking new jobs or building new businesses because we knew the risks weren't the health of our families?

Aside from the quality-of-life benefits for all, think what that would mean for our economy... small businesses (and I certainly know what I'm talking about here) would be freed from the massive expense and paperwork of our current system. People could be free to change jobs based on the job and the pay, not based on whether their loved ones will be covered for their pre-existing conditions. Workers Comp complexities would be a thing of the past. Tort reform would be unnecessary as the incentive to sue would drop. Injured people would no longer have to sue for the medical care they need, and would only sue for actual compensatory or punitive damages. Imagine the amount of healthcare we could get for our country by dropping the overhead from about 15-20% (under private health plans) to about 3-5% (under non-profit or government-administered plans like Medicare). And the biggest economic bump... what would the economy look like if everyone now paying for family coverage had an additional \$14-28 thousand to spend every year? We would see the biggest jump start to our economy ever with the increased consumer ability to demand.

I'm glad ObamaCare is here because it's a large step in the right direction. It fixes many of the problems we had before, but it doesn't go nearly far enough. I'm not naïve enough to think that we should dump in now in the hopes we could get single payer, especially in today's political environment. Perhaps the greatest strength of ObamaCare is its flexibility, which would allow states (like Vermont is doing) to set up their own single payer systems within the overall governmental framework. ObamaCare isn't perfect, but it's here, it's already made things better, and we'll be able to work to improve it in the future. It's a pleasure to see the Supreme Court change course and do something that will actually help the American people!

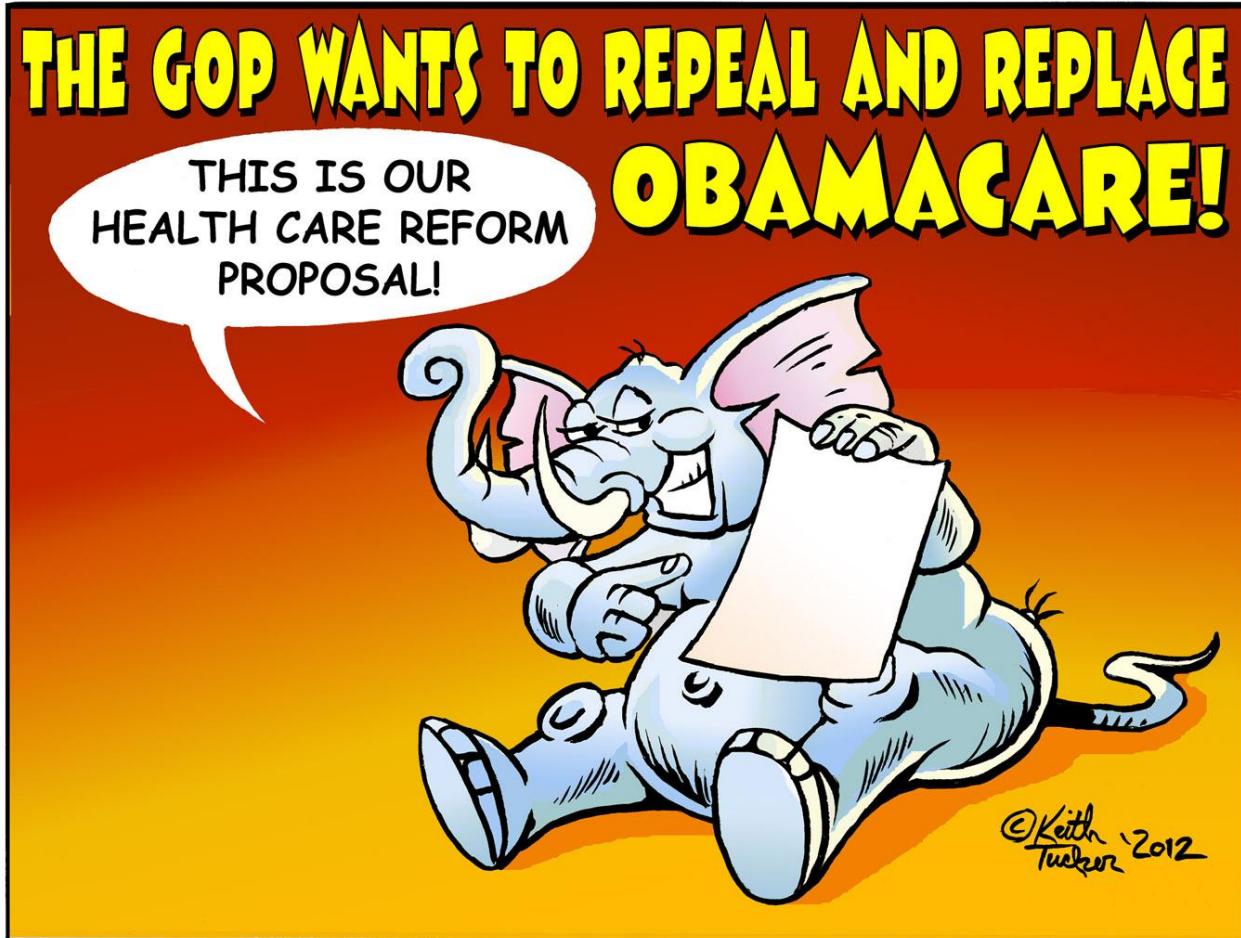
Make a great day,

A handwritten signature in blue ink that reads "Tom".

Tom

What NOW?!! Toons

You Can Only See This Toon In Your Car Matters!



"WHAT NOW?!!"

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We're Already Thinking Christmas. Please don't kill us!

Our annual charitable calendar needs your vote

Our normal editorial position at *Your Car Matters* is that anyone talking about Christmas before Thanksgiving should be shot, but we think we have a good reason for breaking our own rule. We're starting work on our annual Charitable Giving Calendar in order to have it to the printer in time for the Holidays, and we need your nominations for groups you think we should include in it...

Every company has marketing materials to promote itself, and we like ours to be as useful to our clients as possible. We've been giving away magnetic calendars for many years, but three years ago we decided to make a wall calendar instead. (Don't worry, if you're a magnetic calendar die-hard we still produce a few just for you.) While there are many beautiful stock calendars available, getting an item like this off-the-shelf is not the Dwyer way. We set out to find our own idea that would be attractive and interesting, and would involve our clients as well.

Our first solution was a Sellwood Photography calendar in which we asked clients to send their best pictures of our Sellwood neighborhood. We got some spectacular photographs, especially the winning picture of the Christmas Train during a rare Sellwood snowstorm. It worked out well enough, but Tom still thought the theme needed work.



That's how we came up with the idea for our Charitable Giving Calendar. Our clientele is overwhelmingly socially active and involved with their communities and causes, but not all those causes are well known. We decided our calendar would feature a different worthy non-profit group each month, describing their mission and giving interested people a way to contact them. We asked for nominations, got swamped by responses, and soon had a successful calendar.

This is our third year for the project, and once again we need your help. Is there a non-profit group you support? It can be a group you personally work with or have benefitted from, a group you financially support, or just a group whose message you support. It may be a small group doing good work that you think isn't getting the attention it deserves. No matter, just tell us which group you think needs to be in our calendar to better change the world.

Either call the shop at 503-230-2300 and tell Charles who you're rooting for, or send your nominations to TomDwyer@TomDwyer.com. We'll use our best editorial judgment (biased and flawed though it might be) to determine twelve winners. How can you find out who won? Just stop by the shop in November or December and pick up your FREE copy of the Tom Dwyer Charitable Giving Calendar. And thanks in advance for your help!

Real Life Automotive Horror Stories

What happens without oil changes? Check out the pictures!

Ever wondered what would happen if you stopped changing your oil? Everyone knows that "every 3000 miles" stuff is just propaganda so your local repair shop can keep you coming back more often. Why not quit, and stop being used by The Man? This month we answer that question, using a real-life example from one of our clients, but be warned... there are pictures!

Here are two articles from the *Your Car Matters* archives. The first is an article titled "[Real Life Automotive Horror Stories](#)" that graphically demonstrates the effects of no oil changes on your engine. When your skin stops crawling, read on to "[When will YOU switch to synthetic oil?](#)", which explains why we are such heavy proponents of synthetic oil for your vehicle.

Real-Life Automotive Horror Stories- NO OIL CHANGES! (January, 2011)

Usually, when we do a story about some critical system in your vehicle we talk in generalities because we want you to get an overall understanding of whatever we're talking about, but sometimes a real-life example tells the story better than anything else can. This is one of those times, but beware... it's not for the faint of heart!

Recently, a client (we'll call him/her "Mr. X") brought their vehicle in with a check-engine light, power loss, rough idle, and a severe oil leak. The vehicle had been running fine until all of a sudden the problems hit. We put the car on the rack and quickly diagnosed a leak in the valve cover gasket

(the gasket that makes a complete seal between the engine block and the metal cover on top of it.) A little investigation showed that Mr. X was overdue for an oil change... 20,000 miles overdue!



Clean oil is essential to the operation of your vehicle. Oil works by building a slippery film around all the moving parts of your engine to reduce friction during operation. Dirty oil carries abrasive particulates through your motor, grinding against the parts like sandpaper and causing needless engine wear. Even dirty oil is better than no oil at all, because without oil

the parts themselves contact and can cause catastrophic engine failure in seconds. When engine oil remains in service beyond its recommended lifetime (about 3000-4000 miles for conventional oil, and about 6000-8000 miles for synthetic), it begins to burn off and leave hard sludgy deposits similar to the burnt mess found on the bottom of a neglected oven. The best solution to this problem is to change your engine oil regularly.

But back to our client... Luckily, Mr. X brought the car in immediately before more major damage was done. We were able to clean the sludge off of the internal components, but not before we took the horrific pictures below.

There are several take-away messages from Mr. X's experience, but perhaps the most important is the ABSOLUTELY CRITICAL IMPORTANCE OF OIL CHANGES. Another lesson is that Mr. X had been driving happily with no problems until the sudden gasket failure. This is a common occurrence in modern vehicles, where the computer systems can mask problems until you're left on the side of

the road. Don't assume that if your vehicle is showing no problems then there's nothing wrong! One final lesson is that this problem was Mr. X's first experience with Tom Dwyer Automotive. Had he been a regular client already, our proactive maintenance and inspection programs would have caught the fact that he was behind on his oil changes long before problems actually appeared. This is exactly the type of problem we work so hard to avoid, and now that Mr. X is planning to come back to us he

can drive confidently knowing that we'll be watching out for him.

And now, as we promised, graphic and horrifying pictures of what can happen to your engine if you don't stay up on oil changes. Again, beware... these pictures are **NOT FOR THE FAINT OF HEART!**

Before



Over the miles, the engine oil had broken down into its basic parts and formed a tar-like black sludge that coated the entire engine. The pictures below show the top of the engine with the valve cover removed. The sludge had packed the engine such that the engine parts and oil had to fight through the goo in order to move. The second picture shows just how thick that goo was... that screwdriver is stuck into the sludge about 1½ inches.

After



It took a while, but we were finally able to clean everything out. Now you can see the moving parts that were covered by the burnt oil. The bottom picture shows that same chamber that had the screwdriver stuck into it, now clean as a whistle. Once again, this is an engine that's ready to run cleanly and efficiently.

How To Cut Your Oil Changes In Half- Synthetic Oil Protects Better and Lasts Longer (November,2010)

Synthetic oil is slowly beginning to replace nonsynthetic throughout the automotive industry. Many manufacturers are requiring synthetic oil only in new vehicles, and most new vehicles at least use a synthetic blend. However, the only thing most people know about synthetic oil is that it costs more than conventional. There's much more to the story, which is why we're recommending that all our clients consider the benefits of using synthetic oil when they do their Minor Interval Services with us. This month, we thought we'd give you the nitty gritty on the lifeblood of your vehicle...

What's the difference between "conventional" and "synthetic" oils?

Conventional motor oil is a combination of processed crude oil (base stock) with various chemical additives to increase performance. Because the base stock is simply a refined natural product, it has much of the variability of natural products- the hydrocarbon chains vary wildly in size, and it has many impurities that can't be removed by the distillation process.

Synthetic oils aren't synthetic or artificial in the sense that they're manufactured from scratch- they still have the same natural ingredients found in "real" oil. Typically, the best synthetic oils use a combination of up to three different synthetic base fluids- polyalphaolefin (PAO), synthetic esters, and alkylated aromatics. But in a synthetic lubricant these ingredients are recombined into hydrocarbon chains with very uniform molecule sizes and very few impurities. This uniformity gives a wide range of superior characteristics.

Synthetic Pros

- Synthetic motor increases the life of your engine
- You can go longer between oil changes; usually double the mileage or more

- Better for extreme driving conditions, especially extremes in temperature
- Better mileage from reduced engine friction and lower operating temperature
- Quicker coating of engine parts on startup
- Less oil consumption
- Lowered octane requirements
- Synthetics decrease dependence on natural oil
- Synthetics leave fewer deposits, and so cause less emissions

Synthetic Cons

- Synthetic motor can cost up two or three times more than conventional motor oil

Better lubrication

Both synthetic and conventional motor oils form a layer of molecules over your engine's inner surfaces. This film prevents the metal itself from touching, providing lubrication and ease of motion. "Film strength" is the amount of pressure needed to force out a film of oil from between two pieces of flat metal. The higher the film strength, the greater the lubrication. Synthetics normally have a film strength of over 3,000 psi, while petroleum oils average a little less than 500 psi. This greater lubrication leads to big advantages for engines, especially for modern engines with their tighter tolerances, higher operating temperatures, and smaller oil passages. The more easily an engine turns the more energy available for useful work and the longer the parts will last.

Under hood temperatures also factor into the life of any lubricant, especially with the use of power options like air conditioning, and with emissions devices and emissions-related design. Even though your dash gauge may show a water/coolant temperature of 200 degrees, the temperature internal engine components can be higher than 500 degrees. These high-temperature surfaces rapidly decompose petroleum oil and additives while the synthetic is mostly unaffected.

Temperature

Although it's not much of an issue here in Portland, synthetic oils function in wider range of temperatures than conventional oils. People in very cold climates normally use thinner conventional oil for the winters, which stays liquid in much colder temperatures. Although the oil continues to pour, because it's thinner it doesn't do as good a job of protecting the engine when it reaches normal operating temperatures.

Synthetics stay fluid in cold weather because they don't have the waxy contaminants of conventionals, but they still have the lubricating properties. Mobil produces a 5W-30 oil that will still pump at -58 degrees, while conventional 5W-30 oil freezes up around -35 degrees. Their 0W-30 oil has no conventional equivalent, and continues to flow at -62 degrees and below.

Emissions

The variable size of molecules in conventional oils mean that as the temperature of the oil increases, the smaller molecules are stripped away from the oil and are available to form sludge and gunk in your engine. Crude oil also has thousands of varieties of contaminants which no amount of refining can entirely remove. Corrosive acids, paraffins and other waxes, heavy metals, asphalt, naphthenes and benzenes, as well as countless compounds of sulfur, chlorine, and nitrogen are available to gum up the system. This soup can also migrate to your catalytic converter, where it can reduce the efficiency of the converter or be burned off as pollution itself.

Synthetic Oil testing

To give you an idea about how synthetics and conventionals perform in the real world, here's what happened in a demonstration project using a fleet of New York taxis.

The demonstration spanned 60,000 odometer miles of New York taxi service on each car, but with the amount of time the taxis spend idling the total number of "engine miles" was about twice the odometer miles.

A group of conventional-oil taxis whose oil and filter was changed every 3,000 miles was compared against three groups of synthetic-lubricated taxis. The first group had their oil and filter changes at 6,000 miles, the second group at 12,000 miles, and the third would not change the oil for the full 60,000 of the test. This third group also used a special oil filter, which would be changed at 12,500 mile intervals.

After the year-long demonstration, each of the engines was disassembled to determine the levels of sludge, varnish and rust inside the engine, and to carefully measure the amounts of wear on engine components. The surprising pictures are shown below.

The short story? The synthetic oil provided protection of the test engines far beyond the normal 3,000-mile oil change interval. In fact, the engines run with synthetic oil for the full 60,000 mile showed less wear than did the group that had oil changes every 3000 miles.

Another example of synthetic oil performance comes from the world of racing. Race-car driver Bobby Unser said "I've had tremendous success with synthetics; both grease and oil, in all my cars. In several instances where we have compared petroleum-lubricated engines with those which used synthetics, the latter were cleaner, with less carbon and sludge. And the engines produced more horsepower, which meant better mileage and longer life."

Conclusion

According to Amsoil (a synthetic oil manufacturer), "...synthetic lubricant technology is swiftly progressing to a point where it is possible that engine wear may no longer continue to be the major limiting factor in the expected life span of motor vehicles." So if synthetics are so good, why aren't even more people using them? One reason is that most people don't know about synthetics at all, a situation we're trying to remedy with this article. Others who do know about them (even many professional mechanics) haven't kept up with the new lubricant technology and still worry about

the problems with the early products. But perhaps the main reason is that many people are put off by the higher cost of the oil itself and don't weigh the cost against the advantages. Yes, the oil costs about twice as much, but that extra money pays for fewer oil changes, better vehicle

performance, longer vehicle life, better emissions, and (slightly) reduced dependence on foreign oil. We think it's well worth the extra cost, and we hope you consider using synthetic oil the next time you come in for our Minor Interval Service.

Catching up with Naomi

What happened to the woman who fought with Les?

Sellwood seems like a quiet, pleasant neighborhood, but in 2011 it was the scene of an epic battle. [In April 2011 we told you about Naomi and Neal Montacre](#), owners of [Naomi's Organic Farm Supply](#), who were facing off against Les Schwab Tires to keep their organic farm supply store in a location where Les wanted to build another tire shop. The little guys put up a valiant struggle, but it wasn't enough and Les is building a new shop there right now. The battle was lost but Naomi's survived to fight another day. This month we'll tell you what happened since Naomi and Neal moved, and how you can catch up with them now...

"There weren't really any hard feelings because of the move" said Naomi. "We were disappointed, but we never doubted we were going to relocate and rebuild." In fact, Naomi had very kind words about the people who did the demolition of the old store. "They were really great people, and really friendly. After the demolition they cut a heart from the center beam of the building and all signed it. It's hanging up now in our new location".

Friendly or not, the demolition marked the end of Naomi's in Sellwood. "For eight months we were a mobile store. Our staff dispersed and we were delivering supplies to eight different locations while we tried to find a new permanent home". They looked at several candidates, but their search eventually took them back to an area they had passed on before moving into their ill-

fated Sellwood location. Just south of Holgate Ave and west of Reed College is a uniquely Portland industrial area that is already home to a brewery, winery, recycling company, and more. "We didn't take it the first time because it seemed a little too industrial for a farm supply store. We took another look in February, and were moved in and open by March". Now that they're there, they're seeing the advantages. "We really like it here. The location is central to

so much of Portland. Our old location was convenient to Sellwood, but our new spot is surrounded by neighborhoods that are in easy walking and biking distance. It doesn't feel at all like a typical industrial zone... it has a real 'neighborhoody' feel to it".

If you liked the old Naomi's, you'll like the new one too. They've reassembled the team that made the old location such a success,



including a person who has a master's degree in teaching and was teaching kindergarten while Naomi's floated between homes. Even though they've only been open again for four months they've already hired another new member as well. "We're still concentrating on the [plants](#), [chickens](#), [goats](#), and [supplies](#) that we had in our last home. We're also doing a lot of [workshops](#) to help people get started in backyard gardening and farming.

It's really easy if you just get the boost you need".

So, the folks seem to have landed on their feet, and are once again the vibrant shop they started in our own backyard. Next time you look around your own yard and find yourself saying "Know what I need? A goat!", do yourself a favor... stop by and introduce yourself to Neal and Naomi!





Drew reached into his recipe box specifically for a picnic dish this month. This is quick and easy, and nothing really says summer like pesto. Why not whip up a batch and enjoy it at the [FREE Concerts in the Park all this month?](#)

Ingredients

3 whole chicken breasts (about 1 pound each)	1½ tbsp butter
1 cup lightly packed fresh basil leaves	1½ tbsp olive oil
1/4 cup freshly grated parmesan cheese	About 1/3 cup all-purpose flour
1/4 cup olive oil	Basil springs
1 small garlic clove	

Procedure

- Bone, skin, and split chicken breasts. Place each piece between plastic wrap and firmly pound with a flat mallet each portion is about 1/4 inch thick. Cover and chill while you make the pesto.
- In a blender or food processor, combine basil, cheese, oil and garlic; whirl until a thick paste.
- Spoon pesto equally on to each chicken piece. Roll up to enclose pesto; secure each roll with a toothpick.
- In a 12 – 14" frying pan, melt butter in oil over medium-high heat. Dip each chicken roll in flour, shake off excess and add to pan.
- Cook, turning as needed, until golden brown on all sides and meat is opaque in the center. Carefully cut to test, 6 – 8 minutes total.
- Transfer to a serving dish and garnish with basil sprigs. Makes 6 servings.

Shop Talk

Cleaning Dirty Fuel Injectors



(Originally posted Dec 2010; updated Jul 2012)

We've had many clients that have been sold fuel injection cleaning services by convenience oil change providers, in what seem to us to be a deceptive way. Fuel injectors pressurize fuel and pump it through either a fixed or electronically controlled aperture, delivering the fuel as a fine, cone-shaped spray to the engine. This fuel mist is easier to ignite than a solid stream, and burns more evenly and efficiently. Over time, deposits from the burning fuel build up in the aperture, decreasing the injector's performance and turning the fine mist into an inconsistent dribble.

Symptoms of dirty fuel injectors may include: hard starting, rough idle, tip in hesitation, pre-ignition (sometimes heard as that 'pinging sound'), poor overall performance, or decreased gas mileage. The business end of fuel injectors and their spray patterns can't be seen while the engine is running, and since it can take well over an hour to access a fuel injector for testing or replacement injector maintenance is done by time and mileage rather than as a result of direct inspection. We recommend cleaning the fuel injectors at least every 24 months or 30,000 miles. Consider it a tune up for your fuel system. It's really amazing the difference people experience after having a fuel injection and throttle body cleaning on a car that has gone more than 60,000 miles without those services!

The best possible reasons to recommend a fuel injection cleaning are appropriate mileage intervals or an attempt to resolve an existing vehicle symptom. If a quick lube kid tries to sell you a fuel injection cleaning because your air filter is dirty, or because he shows you a finger full of dirt he scraped from somewhere, don't be fooled, be angry! Unfortunately most convenience oil change providers try to up-sell services that are best not done in a hurry. ("Up-sell" means bringing in customers with a cheap deal and then try selling them more profitable goods or services that they may or may not need. Unfortunately, this is a very

common practice in the automotive convenience market.) They also are not equipped to deal with any real problems or related services. Why would you buy a fuel injection cleaning service from someone that could not test your fuel pressure, could not change your fuel filter, could not diagnose or replace a damaged fuel injector, or offer any of the other services you might need as well (or instead)?

Using a quality fuel will decrease but not eliminate the need for periodic injector cleaning. There are plenty of "cure in a can" fuel system products, but you shouldn't waste your money or risk damage from these potions. The only do-it-yourself fuel system cleaner that works and won't damage your car is Techron from Chevron. We're not talking about using the low level they put in their fuel at the pumps, we mean dumping a 20oz bottle into the gas tank. For real benefit, Techron must be used at least every 4,000 miles or so. Unfortunately, even when used properly, Techron doesn't work as well as professional-grade cleaning systems.

The best commercially available systems for cleaning fuel injectors use a self-contained fuel delivery system with a detergent-enhanced gasoline, pumped directly into the fuel injection system of the engine. Motorvac and Carbonvac are two such machines. The complete fuel rail (injectors, screens, hoses, and regulator) is scrubbed clean first, then the engine is run for about 30 minutes to clean the injector nozzles. These systems hold many advantages over the pressurized-can cleaning setups from years past, (which actually never worked very well at all in our opinion).

So, the next time someone tries to sell you a fuel injection cleaning you'll know how to tell if you actually need the service. If you do need it, make sure that the facility has the best equipment and the expertise and will take the time to do the job right... it's a waste of your time and money to do it wrong.



You've tried the Grapefruit Diet, the 1-day diet, and the South Beach Diet. The Cabbage Soup Diet has bad memories for you, and Atkins never worked at all. Now, you're considering the Gluten Free Diet. Does it work? Is it safe? Depends on what you're trying to get out of it. Lots of people are going Gluten Free these days for a variety of reasons, but weight loss shouldn't be one of them. This article from Shannon Lewis, MD, and Nikki Strealy, RD, LD, at Providence Nutrition Services will give you the main information you'll need to decide if bootin' the gluten is for you.

Three reasons to go gluten free and three reasons not to

By *Shannon Lewis, MD, and Nikki Strealy, RD, LD, Providence Nutrition Services*

Sitting on top of the "hot" list of today's diet fads is the gluten-free diet. People with certain medical conditions have very good reasons to avoid gluten, the gluey, chewy protein found in wheat, kamut, spelt, rye, barley, triticale and malt. But there are equally good reasons not to go gluten free if you don't have to. Here are the top three reasons on each side of the issue.

Three good reasons to go gluten free...

To manage celiac disease.

In people with this autoimmune disease, gluten triggers the immune system to attack the small intestine. Even trace amounts of gluten can cause significant damage. With repeated attacks, the small intestine loses its ability to absorb vital nutrients, such as calcium and iron. Over time, people with untreated celiac disease can develop severe nutritional deficiencies, such as osteoporosis and iron-deficiency anemia, as well as other autoimmune disorders, extreme fatigue, infertility, neurological problems and, in a very small percentage of cases, lymphoma of the small intestine. If you have been diagnosed with celiac disease, the treatment is to adopt a strict, gluten-free diet. This allows the small intestine to heal so it can absorb nutrients properly, and reduces the risk of associated problems.

To control dermatitis herpetiformis (DH).

DH is a form of celiac disease that triggers the immune system to attack the skin, rather than the small intestine. It causes a chronic itchy, bumpy rash that can be quite painful. A telltale

sign of DH, besides the fact that it shows up after eating gluten, is that the rash is usually symmetrical – if you develop a rash on your left elbow, you'll most likely have a similar rash on the right elbow. If people with DH continue to eat gluten, they also may run an increased risk of developing intestinal cancer. Once diagnosed, however, people with DH are usually highly motivated to stick with a gluten-free diet to steer clear of these painful rashes.

To reduce symptoms of gluten sensitivity.

Unlike celiac disease and DH, gluten sensitivity is not an autoimmune disease. It's more like lactose intolerance – the inability to process or metabolize lactose – except that it's gluten that can't be metabolized. People with gluten sensitivity experience gastrointestinal distress – ranging from diarrhea, gas and bloating to constipation and irritable bowel symptoms – when they eat gluten. (People with celiac disease, on the other hand, may experience these symptoms, or may have no symptoms at all.) With gluten sensitivity, it doesn't appear to be as critical to long-term health to avoid gluten – it's more a matter of choice to avoid symptoms. The occasional slice of pizza may cause some short-term digestive discomfort, but it isn't believed to

increase the risk of serious long-term consequences. Future studies may reveal more about this relatively new diagnosis and its potential risks.

Three reasons not to go gluten free...

To eat healthier.

Don't give up gluten because you think it's a healthier way to eat. Unless you have to go gluten free to manage a medical condition, it isn't. Carbohydrates should make up 55 to 60 percent of a healthy diet, and that's where gluten is found. Cutting out wheat, rye, barley and the other grains that provide gluten eliminates some of the key sources of complex carbohydrates needed in a balanced diet. Also lost are the fiber, B vitamins and folate found in carbohydrates, as well as the iron, calcium and vitamin D provided by fortified breads and cereals. Gluten-free breads, cereals and crackers may help you fill the void, but they tend to be lower in fiber, are generally not fortified, and often contain more sugar and fat to make up for the texture and flavor that are lost when gluten is left out. Yes, you can take supplements to replace some of the lost nutrients, but people tend to absorb nutrients best when they come from food.

To lose weight.

A desire to lose weight is the wrong reason to go gluten free. As we've seen with numerous fad diets, anyone can lose weight when cutting an entire food group from their diet – the trick is how to keep it off once the food restriction gets old. A gluten-free diet is not easy to stick with, it's expensive and, as mentioned above, it puts you at risk of missing out on important nutrients.

There are far healthier and easier ways to lose weight than going gluten free. Start by making fruits and vegetables half of every meal, using a smaller plate, and reducing the number of calories you sip in the form of sodas, coffee drinks, sports drinks and juices. These are healthy habits that you can adopt easily and maintain for life. (Find out more about [healthy weight management](#).)

To try to diagnose your own symptoms.

If you think you may have celiac disease, DH or gluten sensitivity, don't go gluten free on your own to try to find out. It's important to see a doctor for an accurate diagnosis while you are still eating a normal diet. The blood test used to help diagnose celiac disease and DH depends on finding an antibody to gluten in your blood. If you have been avoiding gluten, the antibodies may not show up in your blood test, which could yield a false negative.

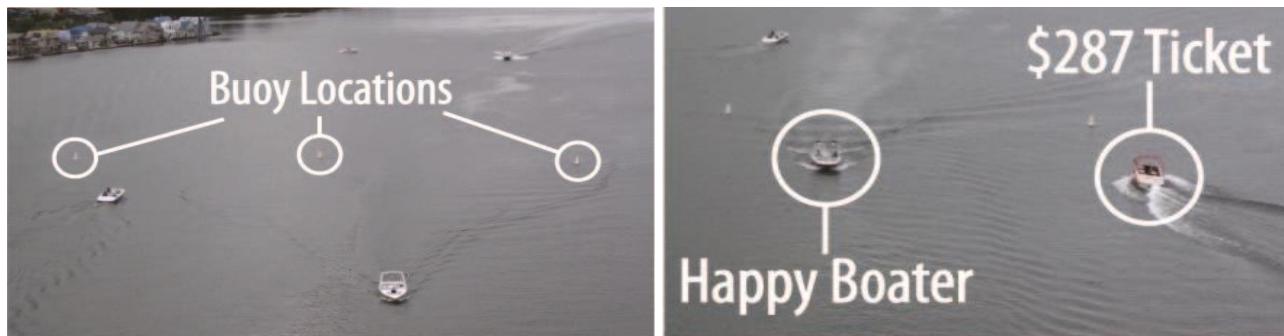
You might ask, if I go gluten free and I feel better, why does it matter what my specific diagnosis might be? It matters for a couple of reasons. One is that a strict gluten-free diet goes way beyond simply avoiding bread, pasta and pizza – gluten hides, in trace amounts, in some surprising products. The small slip-ups that won't do much harm if you have gluten sensitivity can damage your intestine if you have celiac disease. It's important to know how strict you need to be, and what the consequences are if you let the diet slide a little. The second reason is that people with celiac disease need to be followed by a physician to monitor for signs of long-term associated problems. So find out first – then make an informed decision.

Sellwood Bridge Update

How to save \$287



Here's something to be aware of now that boating weather is upon us: There are construction projects on the river for the new light rail bridge (near OMSI), the east side of Ross Island, and of course at the Sellwood Bridge. Each area is a posted as "slow speed- no wake" zones, with white buoys directing traffic into the center of the river to bypass the construction. **Violating the no-wake restriction can cost you a hefty \$287 and operating unsafely goes up to \$472, so be careful!** The zone around the Portland-Milwaukee light-rail/public transportation bridge runs from about the Hawthorne Bridge to the Marquam Bridge, and the Ross Island zone covers the river on the east side of the island. The zone around the Sellwood Bridge is the newest, extending 500 feet above and below the construction site.



You may remember last month when we told you the Bridge construction had become personal for us with the demolition of our next-door-neighbor businesses. It wasn't quite as quick a process as the crews promised, but the job is done now. It made quite a change, as you can see from these before and after pictures. Study them closely... you'll want to be able to recognize us the next time you come by...



Here's a few pictures from this month's construction ...



An auto repair shop falls to progress. Don't worry, it's not us!



This roofing business was blocking your view of us. Goodbye!



Construction equipment staging at the old Staff Jennings

...and don't forget ...

Multnomah County is set to keep you updated on the bridge construction 24/7. Their website at SellwoodBridge.org has full project information, archives, and other resources. Probably the most interesting thing on the site is the cameras set up to cover the new bridge construction. The link at left takes you to the [live camera](#), and there's also a [time-lapse video](#) that will condense the each day's construction progress into just a few minutes.

SellwoodBridge.org A Project of Multnomah County, Oregon

Site: To view the camera output, you must have a current version of [Microsoft Internet Explorer](#).
Sellwood Bridge construction from the Riverpark Cam (looking southwest)

Construction Camera

Site: To view the camera output, you must have a current version of [Microsoft Internet Explorer](#).

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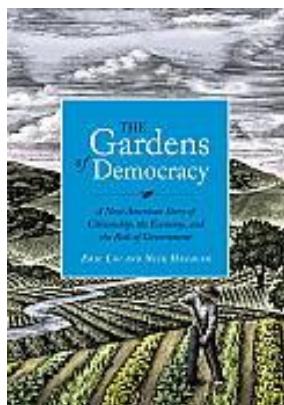
“Gardens of Democracy” by Eric Liu and Nick Hanauer



Since the Industrial Revolution, the dominant model for any complex system has been the machine. It's been applied to societies, governments, companies, even individual people. The problem with a model of any kind is that it's only accurate as far as it goes. A machine is a great model of something that takes consistent inputs, rationally manipulates them, and then spits out consistent products, but it doesn't take into account the inherent messiness of biological systems, the unpredictability of groups, or the irrationality of people. Perhaps a better metaphor for a biological system would be a biological metaphor, like a forest or a garden. Not coincidentally, that's the idea explored in this month's Book Spotlight, “The Gardens of Democracy”.

“The Gardens of Democracy”

Eric Liu and Nick Hanauer



American democracy is informed by the 18th century's most cutting edge thinking on society, economics, and government. We've learned some things in the intervening 230 years about self-interest, social behaviors, and how the world works. Now, authors Eric Liu and Nick Hanauer argue that some fundamental assumptions about citizenship, society, economics, and government need updating. For many years the dominant metaphor for understanding markets and government has been the machine. Liu and Hanauer view democracy not as a machine, but as a garden. A successful garden functions according to the inexorable tendencies of nature, but it also requires goals, regular tending, and an understanding of connected ecosystems. The latest ideas from science, social science, and economics—the cutting-edge ideas of today—generate these simple but revolutionary ideas:

- True self interest is mutual interest. (Society, it turns out, is an ecosystem that is healthiest when we take care of the whole.)
- Society becomes how we behave. (The model of citizenship depends on contagious behavior, hence positive behavior begets positive behavior.)
- We're all better off when we're all better off. (The economy is not an efficient machine. It's an effective garden that need tending. Adjust the definition of wealth to society creating solutions for all.)
- Government should be about the big what and the little how. (Government should establish the ideas and the goals, and then let the people find the solutions of how to make it happen.)
- Freedom is responsibility. (True freedom is not about living some variant of libertarianism but rather an active cooperation a part of a big whole society; freedom costs a little freedom.)

The Gardens of Democracy is an optimistic, provocative, and timely summons to improve our role as citizens in a democratic society.

Humorousness

Double Take- Editorial cartoons

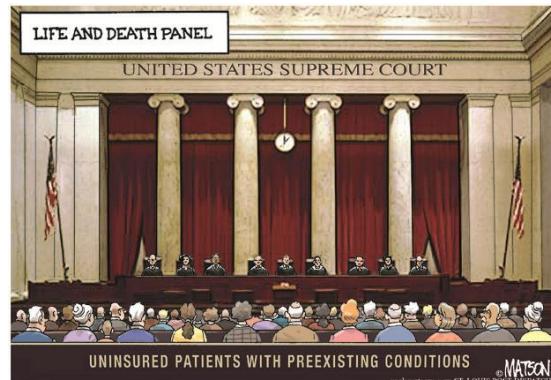
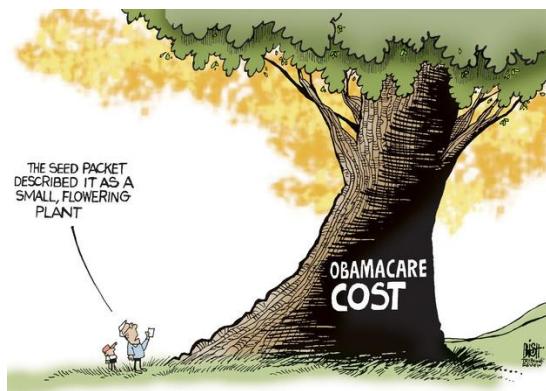


Politics is as old as human society, and political satire is just as old as politics. From Aristophanes to Will Rogers to Stephen Colbert, political satire is a constant source of laughs for more than just the policy wonks among us. One of the strongest forms of political satire is the political cartoon, which boils complex and controversial ideas down into a poorly drawn picture and a line or two of text. It's amazing how powerful this art form can be. Remember this one from your high school history classes? It was drawn by Benjamin Franklin and published in 1754 in his Pennsylvania Gazette. It was circulated widely among the colonies, and we all know where that little Colonial vs. Brit contretemps led.

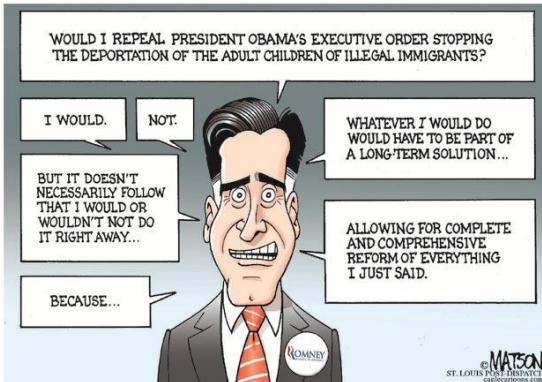


The cartoons we have to share with you probably aren't as world-shaking as "Join, or die", but we hope you'll enjoy them anyway. [NPR has an ongoing feature called "Double Take"](#), in which they show two cartoons each day from "both sides" on some issue of the day. Here's a few to get you started, and we hope you'll make this a regular part of your websurfing day.

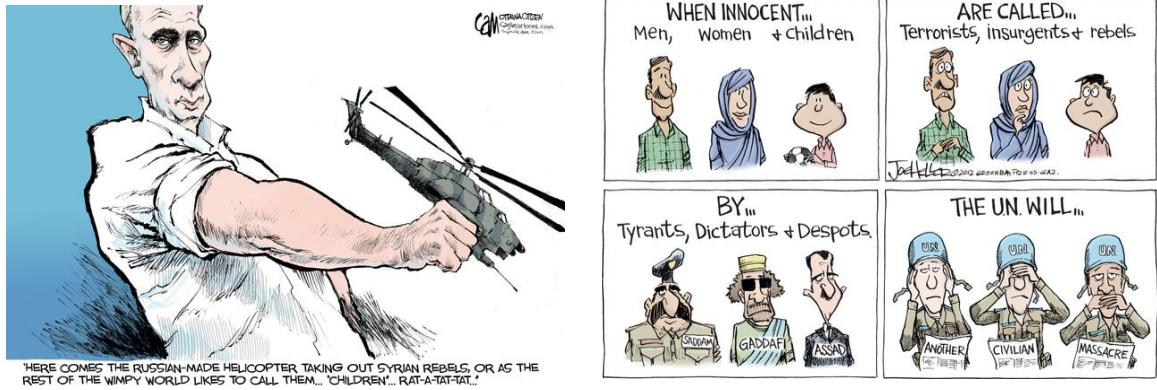
Waiting for the Supremes...



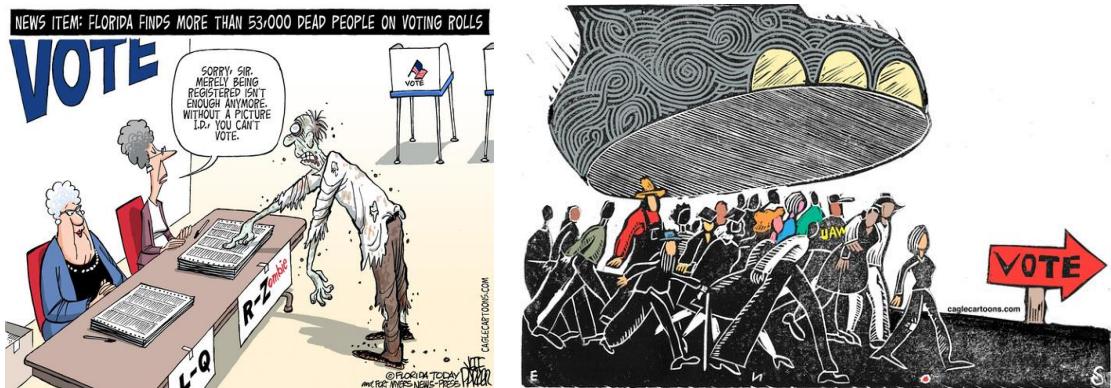
Meet the Deciders...



World reaction to the Syrian agony...



Voter suppression aggression...



Who watches the watchers...

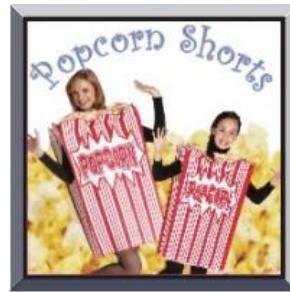


The Supreme's immigration decision...



Popcorn Shorts

Cool stuff that's too small for a big article



Just like it says, Popcorn Shorts is about the kind of things we think are really interesting, but don't really need a large article to explain them. From the sublime to the ridiculous, check in here for crunchy bits of info you'll love to munch. Bet you can't eat just one!

[How to ditch Big Brother on the net](#)

How to ditch Big Brother when you're surfing the net



Nothing's sacred on the InterTubes. Whenever you go cyber you're exposing information not only to hackers, but to email providers, search engines, and web administrators. It's not IF people can see you online, but

HOW MUCH they can see. Online privacy is largely a matter of cost- the more you spend the safer you are, but there's no way to be completely safe. If you'd like to surf anonymously and as cheaply as possible, [this article from the NY Times can tell you how.](#)

[The best health care graph ever](#)

The last Health Care graph you'll ever need



The Supreme Court made some news towards the end of June having to do with Health Care. While the battle develops surrounding the decision, we thought it might be nice to remember why we're fighting it. [This graph](#)

[from National Geographic](#) shows the relationship between health spending and outcomes for 21 different countries, plotting spending, life expectancy, and number of doctor visits. Quick question before you look- can you guess which country is the outlier from all the others?

[Following in Frankenstein's footsteps](#)

7 inventors killed by their own inventions



What was Dr. Victor Frankenstein famous for? Yeah, there's the castle and the weird assistant and the graveyard fixation, but any English major will tell you that he's most famous for being killed by his own creation. He's not alone, and this gallery will show you 7 other scientists who didn't fare well in their encounters with the frontiers of science. Or the frontiers of irony.

[FREE concerts are back for summer](#)

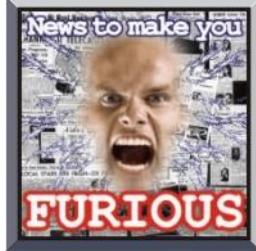
Portland Parks Summer Concert Series



WOW! Did you see all those people partying in Sellwood Park this Monday night? Rumor is that it'll happen next week too... [The Portland Parks Summer series](#) has started once again! Every Monday in July, Sellwood Riverfront Park (and other parks around the city) will present a different band playing for FREE on a perfect Portland summer evening. You missed Patrick Lamb, but make your plans for a picnic and music with Rob Stroup and the Blame, Z'Bumba, and Rich Layton and the Troublemakers. And don't forget to drop by and say "Hi" to us at the Tom Dwyer concert pavilion

News To Make You Furious

What does Mt. St. Helens need to be perfect?
Copper Mining.

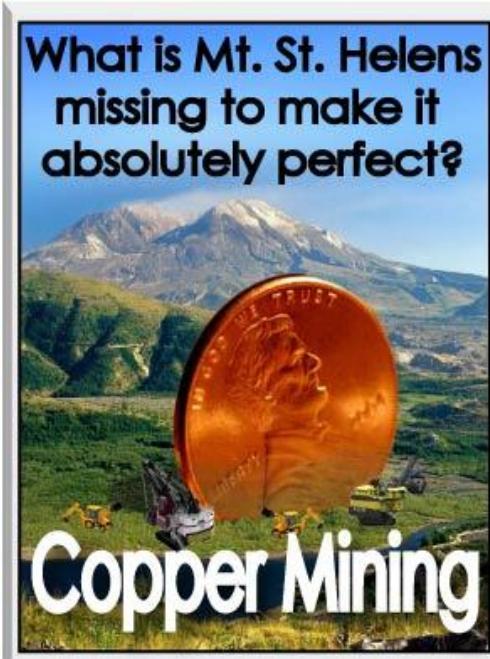


Some things that make us Furious are loud and obvious, but others evolve quietly behind the scenes until it's too late to do anything about them. This is a story about a quiet thing happening right now... an exploratory drilling request that could lead to an open pit leach mine near Goat Mountain, 11 miles from the crater of Mount St. Helens. Unlike so many Furious stories, though, this isn't a "done deal" yet so the story is also about what you can do to help stop it...

At 8:32 on May 18, 1980, Mount St. Helens exploded in an eruption that lasted 9 hours and decimated the surrounding landscape. In 1982 the President and Congress created a 110,000-acre National Volcanic Monument around Mt. St. Helens and within the Gifford Pinchot National Forest, preserving the area for research, recreation, and education. Inside the Monument, the environment was left to respond naturally to the disturbance. However, when the Monument was created there was some question about the mineral rights of a small section of land near Goat



protecting the rest of the area, but left out this controversial little bit. After all, what could possibly go wrong?



In 2005, Idaho General Mines (now called General Moly, Inc.) stepped in to answer that question. They owned a 50% interest in the mineral rights, and wanted to start digging. After 3 years and 33,000 public comments (the majority of which were against the mining) the Bureau of Land Management (BLM) issued a "no decision", stopping Idaho General but leaving the door open to other companies in the future.

It seems the future is now. [Ascot Resources is a Canadian company that now owns the mineral rights to that odd bit of land, and they want to start exploratory drilling for copper, molybdenum, and gold.](#) If they do decide there's enough "gold in them thar hills" to make it worthwhile to mine, they aren't large enough to do the work themselves. They would most likely sell (or sublet) their interest to one of the large global mining companies to develop the claim, and that's when the trouble really starts...

- The mine would be approximately 3000 acres, directly bordering the legendary Mount St. Helens monument area.
- No matter what company takes over the claim, they would not be bound by any agreements Ascot made in their exploratory claim.
- Under the [Mining Act of 1872](#) they can take the minerals while paying very little (if any) royalties to the US.
- Because the mine would be located in an active volcano, deep-shaft mining is out of the question. The only viable technology would be open-pit leach

mining, which uses cyanide to separate the ore from the waste.

- The mine would threaten the watershed that supplies Kelso, Longview, and other smaller communities with clean drinking water.
- Since the penalties for not remediating the area are dwarfed by the profits from the royalty-free ore, there is little incentive to actually stay and restore the area's environment after the mine is closed.
- Not surprisingly, one of the benefits used to sell the potential of the project is the number of jobs it would create. While glossy brochures distributed to area residents promised thousands of jobs for the life of the mine, other sources have estimated that 200 is a more likely number. In fact, company employees are quoted in the Longview Daily News saying only 18 jobs would be created for the actual drilling, one third of which have been promised to Canadian citizens. Also, the typical lifetime of a mine isn't what it used to be. Mines used to be 20-30 year endeavors but now they're used up after just 3-5 years.
- The mine would affect ancient forests, recreation areas, the Tumwater Inventory Roadless Area, and the entire Green River valley.

If Ascot completes the exploratory drilling they'll have to apply for a permit for actual mine development, which would trigger an environmental review at that point. However, by investing time, money, and resources into this mining proposal now, the federal government is creating momentum that will be difficult to stop when it comes time to decide whether or not to permit actual mine development.

But like we said, this is different than our usual Furious stories because it's not too late, and you can still do something about this beyond grumbling.

The [Gifford Pinchot Task Force](#) was formed in 1985 to monitor timber sales and advocate for the Gifford Pinchot National Forest. Since then they've expanded their mission to support

biological diversity and sustainable forest policy throughout the Northwest. The Task Force was instrumental in defeating the 2005 attempt to mine the area, resulting in BLM's "no decision" in 2008. They're taking the lead once again in this fight, and if mining at Mt. St. Helens matters to you then they need your help. Please consider helping financially, by donating your time, or by writing a letter opposing the exploratory drilling. If you're interested, Bob Dingethal is the guy to call. Here's how you can reach him:

Bob Dingethal
 Executive Director, Gifford Pinchot Task Force
 9106 NE Highway 99
 Vancouver, WA 98665
 (360) 608-5485
bob@gptaskforce.org
www.gptaskforce.org

We've talked about a lot of stuff in "Furious"... slavery, tax policy, nuclear energy, business and governmental abuses, and much more. The most infuriating thing about most of these stories is that the issues are too big or it's too late to do anything about them, but this one's different. Yes, it's a big issue, and yes, it's an uphill battle against moneyed interests. But IT CAN BE STOPPED, and most importantly, YOU CAN HELP! Please, call Bob at the GP Task Force and get involved... don't let this treasure of our Northwest paradise be scarred forever for a short term gain!

View of Mt. St. Helens from Goat Mountain... for now

