



## **75 Years and Counting - Recollections from Past-Chairman of the Oregon Section of SAE**

*Presented at the Winter Social, December 11, 2004*

As part of the 2004 Winter Social, the Oregon Section Board decided to celebrate the 75<sup>th</sup> anniversary of SAE in Oregon. What better way to celebrate the past than to gather the past-chairman of the section for a social? In all, seventy different Past Chairs have served the mobility community in Oregon and SW Washington, with repeat Chairs early on and during our late 90's regrouping.

While many great stories of the rich Oregon Section history have been shared orally, the Board felt it important to capture some of this history in a written document. While gathering highlights from and written by each past-chairman, it was communicated that in depth historian work has been done previously. If you have a copy of previous work, please submit to the Board for compilation with this document. The intent is to have future outgoing Chairs make an entry into this document to create a documented legacy of Oregon Section, SAE. We would also like input from any past-chairs that have not sent us a recollection yet.

Please understand that this document is a work in progress, done on volunteer time. In most cases, the work was unchanged from the submitted text. The accuracy of the information enclosed is trusted to the memories of past-chairs; not all accounts have been verified. At sometime in the future, along with realization of past historian work, this document may be formalized to include awards, dates, etc. Until then, enjoy the candid nature of our recent past-chairs.

Special thanks goes to George Freund ('85 and '98) and Mike Eagan ('04) for the initial research into our past-chairman roster. Without this work, organizing a past-chair social would have been futile.

## Oregon Section of SAE Past Chairman

Past Chairs	Chair Term	Employer when Chairman
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A.R. Trombley	1929 - 1930	
H.W. Drake	1930 - 1931	
H.W. Drake #2	1931 - 1932	
H.W. Roberts	1932 - 1933	
R.W. Mann	1933 - 1934	
H.W. Drake #3	1934 - 1935	
J.V. Savage	1935 - 1936	
M.E. Van de Water	1936 - 1937	
J.P. Seghers	1937 - 1938	
J.V. Savage #2	1938 - 1939	
J.V. Savage #3	1939 - 1940	
Kenneth H. Mutch	1940 - 1941	
Earl A. Marks	1941 - 1942	
J.R. Kessler	1942 - 1943	
Zenon R. Hansen	1943 - 1944	
J.E. Bradley	1944 - 1945	
William Nunnenkamp	1945 - 1946	
Howard H. Morse	1946 - 1947	
E.B. Richardson	1947 - 1948	
J.S. Poulson	1948 - 1949	
F.D. Chapman	1949 - 1950	
C.H. Lewis	1950 - 1951	
E.A. Haas	1951 - 1952	
C. Arthur Dillinger	1952 - 1953	
Clarence Bear	1953 - 1954	
T.E. "Hap" Bokemeier	1954 - 1955	
Ray Preston	1955 - 1956	
Ed Werlein	1956 - 1957	
Chet Hancock	1957 - 1958	
Joe Lovretich	1958 - 1959	
Milt Winters	1959 - 1960	
Mel Gordon	1960 - 1961	
Fred Fulton	1961 - 1962	
Art Donaldson	1962 - 1963	Donaldson Auto Electric
Earl Kruger	1963 - 1964	
Don Mc Guire	1964 - 1965	McGuire Bearing
Harry Dozier	1965 - 1966	Williams Controls
Dick Garvin	1966 - 1967	

Past Chairs	Chair Term	Employer when Chairman
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Ron Householder	1967 - 1968	DEQ
Seth Marks	1968 - 1969	Earl Marks Co.
Rollin Fishwood	1969 - 1970	Williams Controls
Jack Manin	1970 - 1971	Silver Wheel Freightlines
Roy Goecks	1971 - 1972	Pacif. Util Equipment
Bill Reiersgaard	1972 - 1973	Freightliner
Robert Reichard	1973 - 1974	Freightliner
Ronald Larson	1974 - 1975	Texaco
Dennis Maze	1975 - 1976	Instrument Sales & Service
Doug Johnson	1976 - 1977	Freightliner
Bill Twyman	1977 - 1978	Freightliner
C. Lyle Cummins	1978 - 1979	Carnot Press
Terry Dovre	1979 - 1980	Brake Systems Inc.
Walt Mason	1980 - 1981	
Ross Lisle	1981 - 1982	NW Natural Gas Co.
Bill Jasper	1982 - 1983	DEQ
Richard Williams	1983 - 1984	Freightliner
George Freund	1984 - 1985	G.N. Freund Assoc., Inc
Bob Morrison	1985 - 1986	Freightliner
Bob Williams	1986 - 1987	MEI Charlton
Terry Day	1987 - 1988	Talbott Engineers
Norm Ritchie	1988 - 1989	Freightliner
Laurence Dunn	1989 - 1990	ISSPRO
Mike Fogarty	1990 - 1991	BPA
Doug Loutzenhiser	1991 - 1992	Freightliner
Dean Rose	1992 - 1993	Pacif. Util Equipment
Henry Lum	1993 - 1994	G.N. Freund Assoc., Inc
Matt Cummins	1994 - 1995	Freightliner
Keith Neubauer	1995 - 1996	Williams Controls
Evan Waymire	1996 - 1997	Freightliner
George Freund #2	1997 - 1998	G.N. Freund Assoc., Inc
Matt Cummins #2	1998 - 1999	Freightliner
Anthony Nigro	1999 - 2000	Freightliner
Ryan Jefferis	2000 - 2001	Freightliner
Gregg Woods	2001 - 2002	G.N. Freund Assoc., Inc
Jason Wilkening	2002 - 2003	Freightliner
Mike Eagan	2003 - 2004	G.N. Freund Assoc., Inc
Jim Turney	2004 - 2005	Freightliner

**Harry Dozier**

**1965 – 1966**

Yours truly graduated from OSC (OSU) spring of 1949 and went to work at Consolidated Freightways as an Apprentice Mechanic that fall. After two years I was fortunate to be upgraded to Journeyman Diesel Mechanic and then was able to rebuild engines, transmissions, air compressors, etc. In about 1952 a job change put me into staff work, at first a trouble shooter, then Assistant to Vice President of Maintenance, Equipment Engineer, Assistant to the Senior Vice President, etc.

Management required me to join the Oregon Section of SAE in about 1949 as an associate and then become a full member the next year (1950). This meant going to the SAE luncheons every Friday and the technical dinner meetings once a month (except summers). Luncheon meetings turned out 35 to 45 members that included most everyone interested in the automotive business in the area (OEM, Aftermarket, and Fleet Operations). Camaraderie was a key component. At the dinner dance in November, all those at the head table were required to wear a tuxedo. I rented one for two or three years and finally bought my own just before the rules were relaxed. Henceforth tuxedos weren't required.

At that time the SAE had a West Coast meeting and the host town was alternately north and then south; San Francisco and Los Angeles in the south, with Portland, Seattle, and Vancouver B.C. in the north. This alternate plan brought the meeting to Portland every six years. To pull this off there was a standing committee and a slush fund collected from local industries. This fund was kept outside of section finances and was known as the T.P. Fund. All of the above brought about some intimacy, networking and/or togetherness. If you had a technical or personal problem in any way connected to the profession, there was someone available to help you out.

Consolidated transferred me to California in 1958 and I came back to Portland in 1961 to be in sales at Williams Controls. By the late 60's I was Director of Marketing and in 1965/66 was chairman of the Oregon Section, SAE.

During the year there were several very successful monthly meetings with over 100 members and guests in attendance. My kids still remember the month we had the new Oldsmobile Toronado to test drive, a result of the monthly dinner meeting featuring the new Oldsmobile front wheel drive vehicle.

I miss many of the old timers and the feeling of being in a wonderful group of talented individuals. The new members are doing very well, the Oregon Section is in good hands and the future looks bright.

**Bill Reiersgaard****1972 – 1973**

I dug back into some pretty dusty places in the file cabinets and what I found seemed like it just happened yesterday! We looked at the committees served on, the offices held and the special projects. I don't remember any special happenings but I do remember the wonderful people we served with. It's the wonderful people that belong to SAE that made doing such things as the 1985 International West Coast Meeting and all the other activities so special.

**Doug Johnson****1976 - 1977**

The section won an 'Outstanding Section' award that year. The section was earning these awards with some regularity before and after I was chair - so although we didn't expect it, we were applying for the award on a regular basis.

Honestly, I can't remember a whole lot about that year - except I was giving talks to high school health/PE classes about car safety, the importance of seat belts, not following too close, etc. During about a 2 year span the presentation was made to around 6000 high school students. The section also had a presentation on how to buy a used car - but we didn't do that one many times.

I remember the first Oregon Section lunch meeting I went to. It was 1968. Art Dillinger threw a roll at Art Donaldson. Fines were levied. I was amazed! A lot of fun.

At Oregon State in 1960, the Oregon Section visited Corvallis. Must have been 25 or 30 members. I was impressed by their enthusiasm and interest.

**Lyle Cummins****1978 - 1979**

When I was Chairman in 1978-1979 there were still very active, longtime members who had guided it during the early years. These "can do" men, including Art Dillinger, Art Donaldson, Jack Manin, and Don McGuire to name a few, were among those responsible for starting the weekly Friday Noon lunch meetings unique in SAE. They and others generously contributed their time and resources to many section activities including the infamous "Toilet Paper Fund" which in later years has financed student activities.

While attendees of annual Christmas Parties no longer wore tuxes, our own affairs were still galas. Most importantly, the old timers mentored us younger folk coming along to maintain Section traditions. One of these was to go all out for the West Coast Meeting which met in Portland every five or six years when the meeting rotated between Vancouver, B.C., Seattle, Portland, San Francisco, Los Angeles and later San Diego. Attendance in Portland hit over 700 during this time. Technical session quality and social activities for national and international guests always impressed the attendees.

These were also the years when the West Coast Meetings were the venue for the Chairmen of the Automobile Division of I.Mech.E. to give his annual SAE-I.Mech.E. Exchange Lecture. Who can forget the 1979 Banquet's New Oregon Singers arranged for by Walt Mason, and augmented for one number by the British I.Mech.E. contingent, with conducting by Siegfried Meurer, the head of MAN engineering in Germany who had come to deliver a paper. (Terry Dovre was the incoming Section Chairman then) They all went away with great memories of Oregon.

Another major Section event was our contribution at the SAE Congress in 1976 to commemorate the 100th anniversary of I-C engine production. Local members fabricated a huge exhibit in Harry Dozier and Bob Reichard's facility. Fred Fulton cut the many needed pieces in his woodworking shop, and Bill Reiersgaard arranged for Freightliner to ship the knocked down structure to Detroit where SAE had given us 1,800 square feet of space in Cobo Hall for the exhibit (the economy wasn't good that year!).

Ken Self, Freightliner's President and later Chairman, never turned down Section requests for whatever was needed. Our Friday Noon meetings averaged between 40 and 45 attendees, with some over 50, as did the evening Technical Meetings.

Finally, thanks to the tremendous support of my Vice-Chairman Terry Dovre, Secretary Bill Jasper, and Treasurer Ross Lisle, and the many who were ever called on for help. We received the Outstanding Section Award for the year I was honored to be Chairman.

P.S. Secretary Bill Jasper included in his minutes that our dog Lucky attended whenever the Board met at our house for it's for the monthly meetings. In due course, Dennis Siminaitis, who headed Section Relations for SAE and is the long time engineering editor at Road & Track, wrote a letter to Lucky complimenting her on the excellent example she set for her good attendance. Those were the days.

## **Terry Dovre**

**1979-1980**

We had a visit from William J. Toth, manager of member relations division. We received a warm thank you letter thanking the section for our great hospitality. The Oregon Section again was honored as The "Outstanding Section" for 1979-1980, winning this award several times in the past. We were presented a banner to display for this achievement.

Our Friday lunch meetings were held at Sir Winstons Ports O' Call on Swan Island. Notable Friday speakers were Art Hueber, Vice President product engineering at Hyster Co., Richard Ross, Executive News Director KATU Channel 2 , Loren K. Bunnell, Graphic Arts Center, and Don A. Wren, Vice President of Piper Jaffray Northwest.

The annual SAE dinner dance was held at the Portland Golf and Country Club, arranged by Past Chairman Don McGuire. There were over 100 in attendance. The Don Adamson Quintet provided enjoyable music for dancing and listening pleasure.

## **Ross Lisle**

**1981-1982**

The kickoff Friday noon luncheon was Rolla Vollstedt who gave details of the controversial 1980 Indy 500. The meeting room at Lloyd Center Village Inn Restaurant was packed and Rolla was great as usual. Meetings that month featured members Ken Austin and Lyle Cummins. Phil Mazziotti, the 1981 SAE President delivered the August 7<sup>th</sup> meeting talking about truck trends in the 80's. That year had 48 Friday Noon Luncheons with members and guests covering all kinds of generally technical subjects.

The September Evening Technical Meeting was held in the rooftop meeting room at the top of the Cosmo Hotel, near what is now the Oregon Convention Center. It featured speakers from Pacific Truck & Trailer of Vancouver, B.C. discussing the trials and tribulations of operating special purpose heavy duty trucks in Canada. Monthly technical meetings had the section tour Esco, learn about robotic painting for trucks, hear a local manufacturer talk about Stirling free piston engines they were developing for NASA, get the details on Evergreen Helicopters operations, have a demonstration of the new electronic fuel pump analyzer by Cummins Engine Co., and had Oregon college student project presentations in May. In January Section volunteers manned a SAE public outreach booth at the Portland Auto Show. Everyone had fun and we enrolled a few new members.

The Section held it's annual social event November 28 at the Portland Golf Club. In a departure from traditional small dance band, the evening's entertainment was the Mary Lee Singers. They were great and all went well until the end of the evening. In previous years one lucky winner at each table won the flower centerpiece. The social event's chairperson communicated this plan to the chairman, but was not present at the event for some reason and hadn't actually made the arrangements for this. The chairman held the drawing and away went the flowers. The shock was the \$400 bill from the golf club for that flub. Needless to say, we just barely broke even that year.

The following year, the Chairman was the late Bill Jasper. Bill was always ready to try new things, so the entertainment for the following year Annual Social was a belly dancer. The choice was the typical dance band routine, watching engineers dance with their spouse, or do something a bit daring. Dancing engineers was too hard to visualize that year so the belly dancer hired. Her tasteful show only raised a few eyebrows and everyone had a good time.

## **George Freund**

**1984-1985**

I succeeded Richard Williams as chairman. Richard was the guy that invented the Connecting Rod as a quarterly documentary that was separate from the monthly Newsletter. Today, the publications have merged.

In the "old" days, it was necessary to have held every office and vice chairmanship position in the section in order to qualify for Chairmanship. So it took me from 1974 to 1984 in order to be acceptable to the board for chairmanship.

In those days, the past chairs dominated the meetings, influencing the fledgling chairman with admonishments such as "we didn't used to do that." Or "that won't work because..." I kind of felt like a puppet at times. This explains my reticence in attending regular board meetings today, because I want the current board to run the show with new ideas and not simply repeat traditional events and procedures. Art Dillinger and Don McGuire were still active on the board and in the annual Crippled Children's Hospital Christmas auction that was mostly sponsored by Julius (Judy) Gaussoin, founder of Silver Eagle Freight Lines & Manufacturing Companies and cleverly auctioned by Dennis Maze and Art Donaldson.

Lunch meetings were at the Hollywood Bowl and nearly everyone smoked at the meeting.

Bob Morrison was my loyal Vice Chairman who succeeded me as Chairman.

At the 1984 Christmas party, Harry Dozier received his 35 year pin and I received my 25 year pin. (Proving that both of us were student SAE members and qualified for regular membership upon graduation, because Harry is still 10 years older than I am.) We were also the only service award recipients of 1984 that are still alive today.

## **Bob Morrison**

**1985 - 1986**

During my year as chair of the section I remember all the support received from the members. We had over 70 meetings during the year when you count the weekly luncheons, monthly technical and board meetings, winter social event, summer picnic and an occasional Saturday tour thrown in for good measure.

We also got great support from the spouses to pull it all off. Without the strong foundation of involvement that the section had built up over the years, and the continuing tradition of the Friday Noon Luncheon to sustain this involvement as new members joined, this would not have been possible. I don't believe any section in the world can equal the history the Oregon Section has written.

**Bob Williams****1986 - 1987**

I served as Chairman in the mid 1980's following Bob Morrison. I don't recall that I did anything unique during my term. I did try to conduct the business of the Oregon Section in a way that sustained its record of high achievement over what was then about 50 years of existence.

In particular, I worked to maintain the tradition of regular and dependable Friday Lunch Meetings. I believed that the Friday meetings gave many members continuing opportunities and encouragement to be actively involved in SAE, not just treating their membership as a magazine subscription. I'm disappointed that the leaders of the Section in recent years have chosen to reduce the Friday meeting to an irregularly scheduled occasional event.

**Terry Day****1987 - 1988**

First and foremost, I remember with great joy the "OFs", especially Art Dillinger and Fred Fulton. Those guys woke up every morning with a sparkle in their eye, love in their heart, and more than a bit of mischief on their minds.

I remember the wonderful support from Warrendale, from my boss, Jack Talbott, and from all the Past Chairmen. Everyone wanted me to succeed.

I remember the annual summer softball game, and the excitement (and competition) that Terry Dovre brought to the game.

I remember being nervous every time I started a meeting!

And I remember being proud to be the Chairman of the most active SAE section in the world.

**Norm Ritchie****1988 - 1989**

I started my SAE career as an Oregon State University student Member in 1970. Professor Mingle was the head of the Automotive Sequence of classes in the ME department at OSU and the SAE advisor. Getting to do performance testing of our own cars was what I remember most. It was a lot of fun.

I joined SAE in 1972 with an affiliate grade after graduating from OSU and went to work for Shell Oil at the Wilbridge Plant. After Shell oil plant closures I took a job at Zidell Valve Div. ( a supplier to Shell Oil) as an "Engineer in Training" with lots of strange job assignments.

In 1973 I took a job at Freightliner and SAE upgraded me to full member status. Freightliner was a strong supporter of the local section back then and we were

encouraged to be active. I started doing things like being responsible for AV equipment at meetings, and other small responsibilities that were easy and took very little time, yet were important to the smooth operation of the activities.

In 1984 I received the Section Younger Member Award. I don't recall any specific achievements that led to this but it was an honor.

In 1985 I assumed the Education Chairman for the Future Transportation Technology Conference, in which I set up the continuing education programs for this conference including establishing topics, instructors, CEU certification, and fee structures. We were able to provide these seminars at a much lower rate than SAE International. Bill Reiersgaard was Conference Chairman.

I was Secretary in 1986-1987 and Vice-Chairman in 1987-1988, skipping the Treasurer position because someone ahead of me in the rotation took an out of town job. As chair in 1988-1989 we hosted the International Fuels & Lubes Conference in Oct. 1988. The section received "Outstanding Student Activities Program" category award that year. I recall that much of our program was being handled by Matt Cummins at the time.

As usual I became the Connecting Rod Editor the following year, where we were still cutting and pasting with scissors and glue, not just pushing buttons on a keyboard and mouse. Getting pictures that would copy well on the copy machines back then was very difficult. Talking about it now is almost like telling grand kids how we walked to school in deep snow up hill both ways.

In 1990 I was Oregon's delegate to the SAE International Nominating Committee at the International Congress. Freightliner pulled its support for me in this position, breaking a long tradition of employers funding active involvement. I took vacation time and other companies such as ISSPRO, Brake Systems, Bgaard Automation, and others pooled together to fund my trip and active roll in this position.

In 1991 I was Program Chairman for the Future Transportation Technology Conference. This Bi-annual conference was SAE's only west coast event. It was moved around between various west coast cities, hosted by the local section, with much of the content and exposition supported by SAE International. Laurence Dunn & I shared the Program Chairman position under Conference Chairman, Roy Goechs.

In 1992-1993 I was the Company Representative for Freightliner, a program where the section established liaisons between the Oregon Section and companies within the section. This was to foster corporate support for the section and to insure the section was living up to the company's needs and expectations.

In 1994 I received SAE's Ambassador Club Award for Membership Contribution thanks in part to my Company Representative position which allowed me to recruit and sponsor many new members at Freightliner.

**Laurence Dunn****1989 - 1990**

With the help of my successor, past chair Mike Fogarty, we created the first Oregon SAE members address list. Many long hours were spent in typing, editing, photocopying, and compiling a phone/address book that contained 400 members. Needless to say this was never repeated once the member list was available electronically.

While not necessarily a feature unique to my chairmanship, I did introduce the exploding gavel. This brought instant attention to the chair, especially to Terry Day who was the first lucky user.

During my chairmanship we ran one of the first past chairs reunions at the Monte Carlo. We also won the Outstanding Sections Award, doing this for many years as no other section could sustain the level of meetings that the Oregon Section had. I also ran a Continuing Ed course on Plastic Materials.

There are many nostalgic memories of past chairs that have past on including Bob Curley, Richard Williams, Bill Jasper, Dennis Maze, Walt Mason, etc.

**Mike Fogarty****1990 - 1991**

I was the chair during 1990/1991. Doug Loutzenhouser followed me as chair. Much of the preparation for a SAE International meeting took place during my year. I think it was a West Coast meeting -- now known as the Future Transportation Technology meeting.

During my term we did not have email. The use of personal computers at home and work was just evolving. We did not have nifty programs to produce the newsletter. Printers were dot matrix. We had a Friday Noon Meeting every Friday, often with 30 people in attendance.

**Matt Cummins****1994 - 1995**

Take one...

**Keith Neubauer****1995 - 1996**

The SAE president at the time was Claude Verbal (who was plant mgr of Service Parts operations at GMC). I believe he was the first (and maybe only) black SAE president. He visited Oregon and I hosted his visit. We spent time with him at the Oregon Department of Education in discussion w/ (I think) Betty Roberts, talking about AWIM, which was a major push for our section during this year. Largely due to Betty Kendal's efforts, we made a name for the section through AWIM.

My staff was Evan Waymire - Vice Chair, Greg Caster - Secretary, Richard Scherer - Treasurer, John Olson - Vice Chair Membership, Elizabeth Densal - VC Math & Science, K-12, and Michael Fogarty - VC Student Activities.

We had attendance problems (this was not the start of the down turn, but it was evident) which we dealt with in later years. Even during this time, we had very good programs. During this year, we began the push to get the TP fund made into a tool that would be useful (as you know it took many more years before it became reality).

**Evan Waymire****1996 - 1997**

I don't recall very much from my time as section chair, yet three things do stand out:

Connecting Rod publishing costs were out of control. Often the speaker arrangements weren't finalized until the last minute, delaying the newsletter and resulting in "rush" charges to the publisher. The monthly income from meetings often didn't cover the printing and mailing costs of the Connecting Rod. This put the financial viability of our meeting programs at risk. After considerable research we located a local printing company who handled monthly printing and mailing needs at an enormously reduced cost, despite the often last-minute receipt of the publication materials. The cost savings were enough to put the Section's finances back onto a solid footing. Interestingly, we considered e-mail distribution of the Connecting Rod to control costs but on investigation found that many Oregon Section members didn't have e-mail or Internet access in 1996-97. How far we've come in only eight years!

Matt Cummins arranged for Champ Car team owner Derrick Walker to speak at our April evening technical meeting. Walker's presentation was excellent, providing us a perspective on the sport rarely seen by those not intimately involved inside it. Due to Matt's excellent promotion, we had an enormous attendance, including many who hadn't attended an Oregon Section event before or were not even Section members.

The West Coast Meeting "TP" Fund was a new issue to me. The Section governing Board was hoping to use part of the fund's income to improve the support of SAE student activities at Oregon's universities. The fund's custodians were anxious to see the fund well managed for the perpetual benefit of the Section. All parties came together with fruitful discussions, which led to a management plan for the fund that everyone agreed upon as being in the best long-term interests of the Oregon Section.

## **George Freund**

**1997 - 1998**

By my second term as Chair, it was not possible to continue “training” or grooming people for succession, over a 10 year period, to qualify. Also a number of active members were either moving out of the area or were passing away. No group of active people was standing up to volunteer. So I reluctantly re-volunteered to act as section Chairman; although I really believed that it was going to be my job to turn out the lights on the Oregon Section.

Realizing that the section’s future was in the hands of the youngest members, I saw the bright light in Anthony Nigro and recruited him as Student Chair. This strategy resulted in his having recruited Ryan Jefferis and the new Oregon Section emerged.

We are no longer hampered by doing things the way that we used to do them but are willing to change as the membership’s needs change. As a result of converting the assets from Art Dillinger’s “TP Fund” to the “Student Project Fund” in 2001, we have increased our adult-to-student social interface immensely. This one-on-one activity has brought us a cadre of enthusiastic young and active members who rise to high levels of activity quickly.

I wonder how long it will take to hear these new kids start saying “that’s not the way we used to do it” to the next generation of board members?

## **Matt Cummins**

**1998 – 1999**

This was a very challenging year for the Oregon Section. Though we had several interesting meetings (including a 2nd visit by Derrick Walker - President of CART's Walker racing), the struggle continued for increasing the membership and providing sufficient individuals to staff the executive positions. It became very apparent that the 1999 - 2000 board would have several vacancies if immediate action wasn't taken.

Keith Neuabuer and myself decided a message to the membership was required. This carefully worded letter "shook the foundations" sufficiently to refocus the core efforts of the section - SAE headquarters was concerned enough to send out a section representative and provide guidance on our realignment. Through the collective efforts of the board, several past chairmen and 3 younger members (Anthony Nigro, Ryan Jefferis, and Jason Wilkening) that recently joined the section, the Oregon Section was soon to be reborn.

### *Addendum - 2000 International Truck and Bus Meeting; Secretary Oregon Section*

In December of 2000, the annual event formerly known as the SAE Truck and Bus meeting was held in Portland - hosted by Freightliner LLC. The Oregon Section initiated several activities to benefit both the attendees and the local area. We negotiated a large display section to exhibit several interesting vehicles and give an opportunity to see some of the local engineering industry associated with SAE.

In addition, we continued the meetings traditional collegiate Microbaja competition by hosting competitors from across the nation (though the eventual winner came from Oregon - Mark Neubauer) and set up plant tours at several local companies. Beyond the activities centered with the section's exhibits, Oregon SAE organized tours and discussion sessions for approximately 100 local high school kids to view and learn about automotive technology. It was a very successful event, and once again demonstrated the versatility, talent, and initiative of the Oregon Section's membership.

## **Anthony Nigro**

**1999 - 2000**

I came in during a tumultuous time in the Oregon Section. George Freund and Matt Cummins had recycled themselves as Chairs, and the future of the section was pretty dim. Through involvement of myself and other younger members, we set a new course that allowed Oregon Section to once again shine.

One of the highlights of my involvement in OSAE was moving the Connecting Rod from a high to lower cost publisher, reducing publishing costs by over 50%. We then began migration to an electronic version of the Connecting Rod, forcing all Freightliner members to take the electronic version, further reducing costs.

Another project I was involved with was moving the TP Funds from the Wells Fargo account into a Vanguard mutual fund. This drastically increased the amount of funding available for SAE collegiate projects in Oregon.

As Chair, we redefined Board roles to be more like a CEO and COO position; this clearer definition increased focus and strategic planning. We created a document, which more clearly defined roles, as well as the principles and goals of the section.

Overall, I would say that during my time we established a much stronger financial basis for the organization. The year before I was Chairman, I had to loan the section around \$1000 so that we could pay our bills. Needless to say we have improved substantially as a section since that low point financially.

During my time I never felt that we supported Betty Kendall (our strongest member and an unbelievable bundle of energy) and AWIM as well as we could. I strongly believe in AWIM as sustaining SAE in the US. Without a strong command of the sciences by our "future SAE members", the US risks losing its place as the world leader in technology.

I have to thank a past chairman, Evan Waymire, whom I met through SAE and who helped me get hired at FTL. Freightliner management deserves credit for allowing SAE Board members to spend time at work completing time critical SAE tasks. I also would like to thank Ryan Jefferis and George Freund, my "protégé" and my "mentor". Without them - their motivation, support, and guidance - we couldn't have done half of what's listed above. I also want to thank the entire section. The experience that I got really helped me grow and defined me as a person and an engineer. I am forever grateful for the opportunities and trust given me by the section.

## **Ryan Jefferis**

**2000 - 2001**

I started my SAE career as a student member at University of Portland where we re-invented the Mini Baja program, taking 7<sup>th</sup> overall at the 1998 Midwest event. Thanks to my involvement in SAE, Anthony Nigro helped me land my dream job at Freightliner. When he then asked me to attend an Oregon Section Board meeting, I was both nervous and excited. Little did I know what I was getting myself into...

After two short years as Evening Tech Coordinator and Vice-Chair, I assumed the role of Chair in 2000. A galvanizing event occurred leading up to this that is worth mentioning – George Freund and his wife Rita invited Anthony and I over to dinner one night. After a ridiculously large and tasty dinner, we settled into the lounge to discuss what to do with Oregon SAE. As George mentioned, he at one time was planning to turn out the lights, so he basically gave us the ‘now or never’ spiel. Rita’s rum balls must have been extra potent because the rest of the ritualistic swearing of the OSAE oath is somewhat of a blur. All kidding aside, I place 100% credit (blame) on George for personally getting me hooked on Oregon SAE.

The highlight of my year without question was the 2000 SAE Truck and Bus Expo held at the Convention Center. The first female SAE President, Rodica Baranescu, gave a special presentation to our section. I was also honored to introduce then President and CEO of Freightliner Jim Hebe at the banquet. What an honor for a young engineer!

We had many successful Evening Technical and Friday Lunch meetings. Ones that come to mind are Nano Technology, Bluetooth, Sterling Pikes Peak Race Truck, Land Yachts, Linux, Corbin Sparrow, Engineering in Ethiopia, Team Powell Desert Racing, Penske/CART Racing @ PIR, and go carting at Hot Tracks.

Oregon SAE has allowed me to grow as an engineer and person. Involvement in Board activities has helped me improve my social, management, and people skills immensely. I also had the opportunity to work on the Oregon SAE website from day 1, an important part of our section communication. While never treasurer, I have learned about running a business financially through SAE experience. I always say I take more away from my SAE experience than I give; I look forward to staying active in the Oregon Section and hosting the Mini Baja West for many years to come!

## **Gregg Woods**

**2001 - 2002**

I was Chairman of the Oregon Section during 2001 and 2002, immediately following Ryan Jefferis leadership during the 2000 Truck and Bus Exposition held here in Portland in December of 2000.

The major accomplishment of my administration was to incorporate the former TP fund into the Sections’ regular treasury accounts and helping to establish oversight rules for that money that remain in effect today. The Section also retained its Gold Award of Excellence status as well.

We had some great Friday noon lunch meetings, about topics as vast as speed runs on Bonneville Salt flats, the history of Jaguar, to eliminating 2 stroke engines to help clean up lakes and rivers.

We also had some great technical meetings as well – three of these come to mind; the Penske team – CART Track Day out at PIR in June 2001, the Lego Robotics meeting in October 2001, and the Boeing F22 Raptor meeting in February 2002.

## **Jason Wilkening**

**2002 – 2003**

As a fellow graduate from UP with Ryan Jefferis, I was one of those younger members who became involved just as a mini-revolution was beginning inside the Oregon SAE Board. A year after joining the professional section, Anthony Nigro became chair to a section struggling with its identity and processes. In hindsight we can see the whole world was changing in 1998-99. Computers were truly powerful and widespread. The Internet was finally a commodity item, and a person's time was becoming more and more valued. We as a section were able recognize that the changes going on around us required a shift in the boards thinking and ways of doing "business."

The section is lucky to have had senior members able to recognize when to turn over the reins while applying the appropriate amount of mentoring as we attempted the overhaul. By the time I was chair, the overhaul was complete and the culture had changed in just two short years. We went from a section losing money to a section that made a small profit each year, which we then could use to promote different programs. And we went from a section with a culture of traditions to a section with a culture of customer focus. The mini-revolution seemed to work. The energy trend was going up rather than down.

Specifically, in that two year span, we as a board:

- Cut our major yearly cost, the Connecting Rod, from \$3000+ down to \$50.
- Moved section investments from a low interest account to a managed securities portfolio, which was immediately rewarded by record gains in the stock market.
- Recognized and acted upon the changing needs of the members, for example, we cut Friday luncheon time commitments from 1.5-2 hours down to 1 hour.
- Championed the push for more student project funding. We created the Student Project Account Fund (SPAF) Committee to form a comprehensive approach to fairly distribute "grant" monies to SAE Collegiate Design Competition participants. As part of that committee I authored the process by which students request grant money and also edited the evaluation method for each student team applying.
- Received a national boost and a local shot in the arm when we played host to the SAE Truck and Bus Event. Membership spiked that year and the Oregon Section was back on the map!
- Recognized the need for a separate AWIM committee, which allowed us to focus more concerted efforts toward that program.

With the revolution behind us, the theme of my year as chairman was decidedly “continuous improvement.” The aspect I am most proud of was my strategy session meetings with different members from our active board. We identified and documented a number of different ways to improve our “customer’s” experience, many of which subsequent boards have or are now implementing with success. One way that came through loud and clear was the idea of hosting a Mini Baja competition. After getting the ball rolling that year, the membership carried it through to completion. It was truly a group effort and a success for our section. It just goes to show how much value Mini Baja and the rest of the Collegiate Design Series deliver to the membership and to students. Next to standards creation, it is possibly the most valued SAE asset.

By way of the creation of the SPAF Committee and its grant process in previous years, we accomplished what we set out to do as evidenced by a record number of teams competing in the series during my tenure. I think we had 5 different requests for funding with at least a couple of schools fielding at least two vehicles per school, and they were attending multiple regional competitions on top of that.

Highlights of meetings this year include the Brooklyn Round House Tour, Denali Electric Bikes, the numerous student presentations, a couple of meetings with Joseph Brady on his independently created and tested SI engine design (for which he was awarded a patent), Joe Freitas’ experience with Junk Yard Wars, and the Juggerbot Battling Robot demonstration/Silver Eagle Mfg tour.

It was a busy and fun year and I am grateful for the experience and to have served on such a fine section board!

**Mike Eagan**

**2003 - 2004**

As the Chairman for 2003-04, I have the distinct advantage of having been the most recent Past-Chairman of the Oregon Section. There is also the disadvantage of trying to detail too many of the events rather than a recollection. But I’ll launch into this nonetheless.

Looking at the big picture, 2003-04 was a busy year and there were a lot of meetings. Just ask my wife how many nights I was gone. The BIG event for the year was Mini Baja West in April, just before my term expired. Good thing it was at the end or I think a lot of people would have been burnt out. It took all summer to recuperate.

Oregon SAE also had some meetings with students for the first time. We had the first Annual Student Night evening meeting in October ‘03 for the Student Design Competition teams. This brought together the Formula and Mini Baja teams from OSU, UP, and PSU that would compete the following spring. This meeting served in lieu of past requirements for student teams to make a presentation at the Friday Lunch Meetings in order to request Oregon SAE funding for their projects. While we had success in getting the students to the meetings, we were still working on getting more of the members to attend. This is a work in progress, but one that is worth continuing.

In December and January we participated / sponsored in two student resume workshop and review meetings at Portland State University. PSU students Andre Susanto and Heather Landis organized these events. Both were well attended and the students and SAE members benefited from the exchange. Many students expressed their appreciation for the time spent by members and the benefit they got from hearing from 'working' engineers.

During the course of the year we usually had two Lunch Meetings and an Evening Technical or Social Meeting each month. Dr. Darrell Socie gave a great presentation in August on Fatigue Analysis. As interesting as his presentation was, I learned many of us were somewhat mesmerized by his 'afro' haircut swaying back and forth. Dr. Socie was able to fill Seminars on two days following our meeting with the help of the monthly newsletter "The Connecting Rod". It was a 'you help us and we'll help you' arrangement that worked out well.

The Technical Meetings "Stretching 12 Volt Electrical Power" Webcast, Evacuated Tube Transport Technology, Unimoog, and the tour of FLIR were all well attended.

One of my favorite lunches was a presentation of the rebuilding of a World War II PT boat on Swan Island. Following the presentation we took a tour during the summer weather and hope to see the PT Boat under it's own power down the Willamette one day soon.

Of course, there were the monthly Section Board meetings where reports were given and discussions were at times long, but worthwhile having. Attendance at these meetings is a good indication that we've got younger members stepping in to take a leadership role in the Section going forward.

#### *Addendum – 2004 Mini Baja West*

The big event of the year was Oregon SAE hosting the 2004 Mini Baja West in Portland for the first time. This had been kicked around as an idea for several years and it looked like the time was right. With 25+ people attending from at least 10 different companies it looked like support was there, so a bid with SAE International was given and accepted. Wow! Relief was followed by buyer's remorse. What had we gotten ourselves into?

Adding to all the other meetings going on, Mini Baja started with once a month planning meeting, twice a month in January, weekly for the last two months, and daily at Freightliner for the 'core' organizing group. Fortunately we had a dedicated group of volunteers for the Organizing Committee. Pete Strause stepped up to take on the role of Chairman and Ryan Jefferis was the right-hand man that a big event calls for. Jason Wilkening, was a key member in making this event successful.

Well, the 2004 Mini Baja West turned out to be a tremendous success! With a budget running over 10X our normal annual budget, it was a BIG event for OSAE. We made a

small profit from this event that is growing in an account to act as seed money for the 2007 Mini Baja West to be held again in Portland. Duane Tiede, President of SAE International, came to the event as did Brian Taylor, Sections Relations Manager. They were both impressed with the event and Oregon SAE.

88 teams registered and 80 showed up at Mini Baja West 2004. Over 600 were at the Banquet on the final night. I think we had 1500 at Washougal during the Saturday 4-hour Endurance Race. As a testament of the Oregon Section, we had over a 100 volunteers, including Past-Chair Bob Morrison from PACCAR Technical Center.

Most gratifying though was the comments from the various student teams that this event, led by a group of self-proclaimed major event 'rookies', was run as good or better than Mini Baja's in the past. I personally had four days of fun from setting up the course before the first day's events, judging team presentations on the second day of static events, and then two (long) days of dynamic events at Washougal follow by a Banquet the last night. Everyone who worked the full four days came away looking dazed, yet also like his or her dream came true.

It was a great year to Chair this Section and it couldn't have been done without a strong Board. Jim Turney (2004-05' Chairman) was Treasurer, Matt Freitag (Technical Meeting Chair), George Gvakharia (Company Rep Chair and Mini Baja), Steve Pierce (his 6<sup>th</sup> and last year as Lunch Meeting Coordinator), Jason Wilkening (Connecting Rod Editor) and Andre Susanto (Webmaster, Mini Baja, and general all around organizer and go-to person) made the month-to-month meetings go smoothly through their participation and hard work.

Thanks to all who supported Oregon SAE with their time, effort, and participation.

Stay in touch with Oregon SAE! Visit us online @ [www.oregonsae.org](http://www.oregonsae.org)! We need the continued support of all members to keep this section running for the next 75 years.