

**SIMCOE-YORK
PRINTING &
PUBLISHING
LIMITED**

**Publisher of the
King Township
Sentinel
Business Office**

25 Queen St. N.
Bolton ON L7E 1C1
(shared with
Caledon Citizen)
905-939-8934
905-857-6626
Fax: 905-857-6363
E-mail address
admin@kingsentinel.com
web site
www.kingsentinel.com

Head Office

34 Main St. W.
Beeton ON L0G 1A0
905-729-2287
Fax: 905-729-2541

Publishers:

BRUCE HAIRE
JOHN ARCHIBALD

Editorial

Managing Editor
Bruce Haire

News Editor
Bill Rea

E-mail address
editor@kingsentinel.com

Advertising

Director of Sales
John Archibald

Sales Reps

Nancy Stenhouse
Aileen Robbins
David Halwig
Annette Derraugh
Diann Gaston

Composing

Manager
Judi Burkitt

Ad Designers

Penny Gilbertson
Kristen Haire
Joanne Radyk-Carrick
Lisa Rosati
Brian Valdock

Business

Anne Archibald
Jacquie Archibald
Cheryl Phillips
Janice Coté
Sylvia DeShane

Subscription rates:

Within 65 km except towns with
letter carriers – \$37.50 + G.S.T.
Beyond 65 km and towns with
letter carriers – \$54.00 + G.S.T.
Single copies 94¢ + G.S.T.
or \$1.00 (includes G.S.T.)
Published every Wednesday
Copyright King Township
Sentinel 2007

The advertiser agrees that the
publisher shall not be liable for
damages arising out of errors in
advertisements beyond the
amount paid for the space actu-
ally occupied by that portion of
the advertisement in which the
error occurred, whether such
error is due to the negligence of
its servants or otherwise, and
there shall be no liability for
non insertion of any advertise-
ment beyond the amount paid
for such advertisement.

**Simcoe-York Printing
& Publishing Limited,
publisher of the**

The Times
King Township Sentinel
Innisfil Scope

**Caledon
Publishing Ltd.
publisher of
Caledon Citizen**



**Bill's
Bulletin
Board**

By Bill Rea

Last Wednesday's show-
ing of the film Who killed
the Electric Car at the
library in Nobleton didn't
go exactly as planned.

The panel discussion
that was to follow the
showing was hampered by
the fact the panelists didn't
show up, owing to schedul-
ing conflicts or being other-
wise engaged.

So the talk took on the
form of a verbal free-for-all
between about 20 people
who stayed for it, but in the
end, somewhat to my sur-
prise, there seemed to be
some general agreement.

The film, made in 2006,
has been referred to as a
documentary, although I
would question that a bit.
But while I question its
objectivity, I'll grant that it
raised issues that should be
discussed in the open.

Briefly, it looked into
General Motors' develop-
ment in the early 1990s of
the EV1, which was the
first car operating on elec-
tricity and batteries to have
been manufactured in
decades. It was a product of
GM's Saturn division (I
was once a happy Saturn
owner).

The idea behind the car

was to prevent gas emis-
sions and the serious
impacts they have on the
environment, and there was
a lot of interest in the prod-
uct in California.

The cars were leased for
between \$250 and \$500 per
month, but were never
offered for sale, which I
guess explains how GM
was able to pull them all
from the road eventually,
despite the film's assertion
of protests from the happy
EV1 drivers. One of them
was quoted as saying few
of them were inclined to
fight legal battles to keep
their cars because they had
too much to lose.

"I have never seen a
company so cannibalistic
about its own product
before," another said.

Despite substantial
offers to buy the cars, GM,
according to the film, never
responded, and had them
crushed in a desert area of
Arizona. There were also
charges GM made only
half-hearted efforts to mar-
ket the cars.

As is often the case with
projects like this, there was
little effort made to get
GM's side of the story. But
there was plenty of efforts

to point fingers of blame, at
such easy targets as car
companies, oil companies,
government (both George
W. Bush and California
Governor Arnold
Schwarzenegger were, in
my opinion, made to look
foolish).

The film was narrated by
Martin Sheen, who I don't
think will ever be a poster
boy for corporate America.

One of the problems I
had with the movie, and I
was relieved that I wasn't
the only one who picked up
on this, was the implication
that batteries was the only
way to go. It pooh-poohed
such proposed alternatives
as hydrogen fuel cells.

But those are the nega-
tive points I found in the
film. The premise was
interesting, and I think most
of us can agree that the
travelling public (even con-
fining ourselves to North
America for the moment) is
not going to be able to get
by on gasoline power for
ever. I was intrigued by the
idea of an electric car,

although I think it is clear
that GM made very little
effort to spread the word
about it. I was a member of
the car-buying public when
this work was going on,
and fuel efficiency has
always been on my list of
priorities when shopping.
Yet most of what was told
in the film was news to me.

Now it was clear from
where I was sitting that the
EV1 was not the be-all and
end-all in terms of cars. I
don't think I would have
been able to use it, simply
because the battery was

good for some 100 miles
per day, and that wouldn't
answer my needs in my line
of work. But there are a lot
of people who could be
well-served by such a car.
My wife springs readily to
mind. And we're talking
about the state of batteries a
couple of years ago. There
would likely have been
some progress, possibly to
the point where I could
have been accommodated.

Compare how long your
cell phone battery will hold
a charge today to how long
it would have 10 years ago.

The list of "suspects" in
the film did get a couple of
words in, and one point that
was made was these cars
would represent an increase
in demand for electricity,
meaning more ways would
be needed to generate it,
such as through coal.

That issue came up
briefly in the discussion
that followed, with some
agreement that if millions
of people started driving
cars like the EV1, it would
have an impact on the
power grid. And that could
lead to some environmental
problems.

But the reality is we are
people, and people are
always going to have an
impact on the environment;
usually negative. True,
there are a lot of ways we
can try to minimize those
impacts, and a lot of us do
try. Alas there are a lot who
do not. I was impressed
with the number of people I
saw picking up litter
Saturday in various places
around King. But I later
realized that I saw dozens

of people cleaning up the
mess made by hundreds, if
not thousands.

So yeah, increased
demand for electricity
might cause us some trou-
bles, but as I stated before,
that's not the only alterna-
tive, nor is there any reason
for things to be mutually
exclusive. Why can't cars
running on batteries be part
of the solution, along with
cars that utilize hydrogen
cells and vehicles that con-
tinue to run on good old-
fashion gas?

One of the villains iden-
tified in the movie was cor-
porate America. That's
always a convenient target,
and sometimes the criticism
is deserved.

I am essentially a capi-
talist (apologies are neither
owing or offered), and I
know the capitalist system
has done a lot of good over
the years, but it has also
done a hell of a lot of harm,
which has resulted in such
outfits as labour unions,
and they have done a lot of
good, as well as a hell of a
lot of harm.

Corporations like GM
and oil companies are in
business to make a profit,
and the money they take are
spread throughout the mon-
etary system, contributing
to the income of each and
every one of us. Let's keep
that in mind before we all
go jumping on the band
wagon the movie was try-
ing to launch.

But if anyone can come
up with a reasonably
priced, battery operated car
that can travel, say 200
miles per day, let me know.

Editorial

**Do we really realize how much
we depend on volunteers**

It was a fitting occasion
last Tuesday night as King
Township held its annual
evening to thank the many
volunteers in the communi-
ty.

The event saw a worthy
recipient, Nancy Bodi, being
named King Township's
Citizen of the Year, while
more than 20 others were
singled out for special
recognition.

Not to take anything
away from the people who
were recognized, but the
point was made a couple of
times over the course of the
evening that there were a lot
more people deserving of
acknowledgement who
weren't even in the room.

Do the ordinary people,
who live in King and who
might even read this news-
paper, realize that?

There was mention of the
volunteer firefighters who
operate out of the three sta-

tions in King. How many of
you realize that if your
house ever catches fire, it
could well be a volunteer
who saves your life, or the
lives of your children?

There were many volun-
teers out along the sides of
roads in King Saturday
picking up litter, but a lot of
you weren't there. How
many of you stop and occa-
sionally pick up litter you
find in your travels? How
many of you contribute to
the problem?

Hospice King-Aurora
will be holding its annual
general meeting later this
month. This organization,
basically a volunteer effort,
helps people and their fami-
lies cope with the realities
of death and dying. How
many of us are likely to
need the services of such
volunteers some day?

Do you have kids? Do
they take part in some kind

of organized sport? Who but
a volunteer takes on the
coaching duties?

Are your kids part of the
Scouting or Guiding move-
ments? Who but volunteers
lead them?

How many volunteers is
it going to take to run the
upcoming Victoria Day cel-
ebrations in Nobleton, or
Schomberg Fair later this
month?

Letter to the Editor

WALK initiative 'only made a dent'

This past Saturday, 23
people worked very hard to
clean the car park area and
surrounding ramps at
Highways 9 and 400 inter-
change in the War Against
Litter in King (WALK) ini-
tiative.

I would like to acknowl-
edge the following for their
efforts and contributions:
The Miller Group (the com-
pany with the contract for

Don't tell your kids this,
but it was volunteers and
not the Easter Bunny who
scattered some 20,000
Easter eggs in Pottageville
Park one chilly Saturday
morning last month.

True, these people who
volunteer their time get a lot
of satisfaction and enjoy-
ment from it. You can bet
the people who scattered
those eggs were grinning as

they envisioned a couple of
hundred skids stampeding
into the park to pick them
all up.

A lot of them have a
good time doing what they
do. But a little recognition
never hurts. And a little
more volunteer help certain-
ly wouldn't be out of line
either.

Er . . . Folks, we believe
the ball is in your court.

the 400) for vests, bags and
financial donation for
refreshments; Mr. F. Zander
for his generous financial
donation (once again); the
students, councillors and
mayor, as well as the citi-
zens and families for their
hard work; and those
unknown citizens (from the
Carrying Place area?) who
cleaned much of the
Lloydtown — Aurora Road

and Highway 400 inter-
change.

We only made a dent in
the Highways 9 and 400
interchange area. If any of
you are willing to work for
an hour on either of the next
two Saturdays (May 5 or
12), please contact me for
details.

Mel VanSickle,
WALK organizer
(905) 727-8551