



Presidents Message

Time seems to slip away swiftly, doesn't it? With the holiday season behind us, we find ourselves nearly into the third month of 2024.

While our formal social activities have been quiet since the Christmas Levee, we're gearing up for our first meeting of the year later this spring. I'm pleased to extend a warm welcome to Bud Cramm and Pierre McConnell, who join the Division Executive. Bud will be taking over the role of Treasurer from Rupert Bullock, to whom we extend sincere appreciation for his years of hard work and dedication.

Following extensive discussions, the executive has made the decision to reduce the number of general meetings to four per year, in addition to our annual Levee. Several factors influenced this decision. Concerns about attendance have been rising, and we've noticed a decline in our numbers. Inflation has pushed the costs of hosting monthly meetings to a critical point, and we believe we've reached the upper limit of what individual members can bear. To mitigate these inflationary costs while still facilitating member interaction, we're exploring different venues and formats. Rest

assured; we'll keep you informed of our progress.

On February 19, we observed the 35th anniversary of Corporal Derek Flanagan's passing in Chiang Mai, Thailand. Derek lost his life during an undercover drug investigation in that city. To commemorate this solemn occasion, a memorial plaque was unveiled in Chiang Mai in Derek's honor. The ceremony was attended by a group of Canadian police officers, among whom was Derek's son, Chris, currently serving with the Medicine Hat Police Service. Vancouver Division is proud to have played a role in facilitating the arrangements that allowed Chris to participate in this meaningful ceremony.

This year holds special significance as we commemorate the 50th anniversary of the first female regular members of the Force. On September 16, 1974, 32 pioneering women were simultaneously sworn in across Canada and formed Troop 17 at Depot. Their resilience and determination paved the way for the many women who have followed in their footsteps. Across the country, numerous events will honor these remarkable women. On behalf of the Vancouver Division, we extend our heartfelt gratitude for their service.

Regarding our annual Levee, we noticed a decrease in attendance in 2023 compared to previous years. Various factors such as demographics, timing, venue selection, and busy holiday schedules likely contributed to this decline. As we plan for the 2024 Levee, we're carefully considering these factors. If you're

interested in lending a hand, please reach out to a member of the executive team.

Are you passionate about a particular activity and eager to organize an outing for fellow former employees of the Force? Whether it's a golf day, cycling trip, kayaking adventure, hiking excursion, or any other interest our group shares, we're enthusiastic about supporting such gatherings. Once again, feel free to contact a member of the executive if you have suggestions or would like to contribute to these initiatives.

Numerous ex-members of the Force often come together for casual coffee meetups and lunches held at different locations. If you participate in any of these informal gatherings and are open to having additional former members join, kindly inform us. This way, we can ensure the Division website reflects the most up-to-date information.

The National website is currently undergoing some updates, so please visit <https://rcmpva.org>. Explore the various sections in the drop-down menus for information of interest. For locally relevant information, visit our Division website at <http://www.rcmpveteransvancouver.com>.

Take care and we hope to see everyone later this spring. We will send out a message and post on the Division website the date and location of the next meeting. – Ron Morse.

LAST POST

Fred (Frode) Gert HANSEN, Staff Sergeant (retired) Reg # 23134
Years of Service 1963 to 1998
Postings: F, Depot and E Divisions
May 17th 1943 - November 16th 2023. Aged 80.

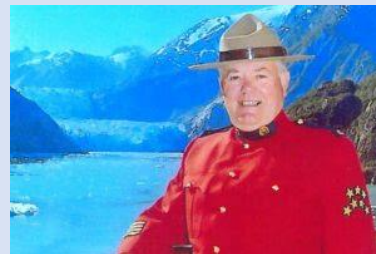


OBITUARY

In May 1952 his father and mother (Knud & Karla) along with his three siblings (Alf, Eric & Inga) and cousin (Palle) moved to Canada. The family settled in Edmonton for roughly 6 years. In 1958 the family moved to

Ladysmith BC on Vancouver Island where Fred's dad and family ran a Motel for a few years. The family then moved to Nanaimo, where Fred graduated high school.

Fred was accepted into the RCMP in 1963 and headed off to Regina – Depot for his training. Upon graduating at Depot, Constable Hansen began to serve in many towns in Saskatchewan early on. The first place he was stationed was Yorkton Sask., he met his future wife Lorraine Park there. Fred was a proud member of the RCMP for 35 years and served in many cities and towns in Saskatchewan and British Columbia.



Fred & Lorraine had three kids (all Saskatchewan born) In 1980 the family of five moved to

Abbotsford BC. Fred retired from the RCMP in 1998 where in that same year became a Grandpa for the first time. Fred drove school bus after the RCMP for 17 years for the city of Abbotsford. He loved taking care (driving) what he called "his kids" A longtime member of Kiwanis and headed the local Key Club as well. He was very proud to be a director of The Pacific Northwest Children's Cancer Society. Fred was a loving father, grandpa, son, husband, brother and friend.

Many people in all walks of life have expressed their thanks to Fred for helping them

get through something tough or giving them guidance to achieve something great in their lives.

Fred is survived by his son Todd (Lorraine)



granddaughter Natalie, his son Brett (Shakira) grandsons Jack & Javan, his daughter Krista (John) granddaughters Marissa, Makenna & Miranda and sister Inga. Celebration of Life occurred at Abbotsford Pentecostal Assembly 3145 Glasquin Road, Abbotsford, BC. On Saturday January 6th 2024. Murray Macham reports a very good turnout from Vancouver Division members for this as well as that of Ray Bennie held on the same day.

Robert Michael CONNOR, Staff Sergeant (retired) Reg # 32906, Years of Service 1974 to 2011. Divisions E. November 19th 1952 – December 14th 2023 aged 71.



OBITUARY

It is with broken hearts that we announce the unexpected passing of Mike. He is survived by his wife of 47 years, Cheryl, son James (Esther) daughter Erin (Clay) and 4 amazing grandchildren, Patrick, Edith, Aiden and Grayson. His mother Delia, brother Peter and sister Leslie and so many more that will truly miss him.

Mike was so proud of his children, and his grandchildren. He reveled in all their accomplishments and was there for them when they were wronged. Family was his happy place.

Mike was a very proud member of the RCMP for 36 years, and then 7 more as a civilian. He was always a Mountie. He believed in truth, making a difference. That dedication did take a toll on his health, but he believed strongly in what he was doing. He a mentor, a good listener, and our rock.

Mike also loved his guitars; he would crank the stereo and play along with his favourites. And riding his Harley was a happy place. He took several trips with his Langley group, making a bucket list trip to Sturgis. There will be no service by request. In lieu of flowers please consider supporting "Wounded Warriors of Canada"

In the previous issue we posted the following:
Raymond Gemmell BENNIE Corporal (Retired)
Reg #32265
Years of Service: 1975 – 2008
Postings: "E" Division

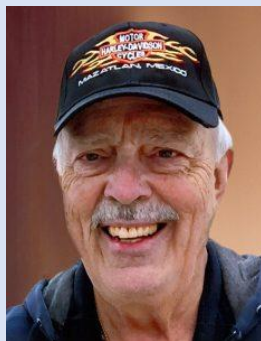
RCMP Veterans' Association Member Vancouver Division January 2, 1949 – November 16, 2023.



A celebration of life occurred for Ray on January 6th 2024 and Murray Macham sent in this touching image from Rays gathering.

Peter George NETHERWAY

Inspector (Retired)
Reg #22083 / O.1424
Years of Service: 1961 – 1996
Postings: “H”, “D” and “E” Divisions
1942 – 2024
RCMP Veterans' Association Member
Kamloops Division
April 17, 1942 – January 3, 2024



OBITUARY

It is with heavy hearts that we announce the passing of Peter George Netherway on Wednesday, January 3, 2024, at Royal Inland Hospital, Kamloops, British Columbia. Pete

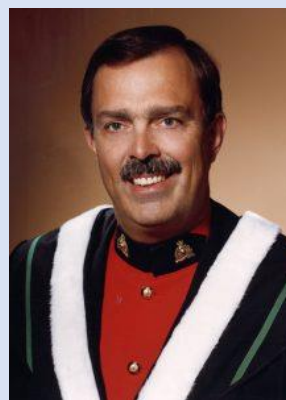
was born in Windsor, Ontario, the beloved son of the late George & Simone (Lacas) Netherway.

Pete is survived by his loving wife of 51 years, Gina (Dawn Higgins) Netherway, of Kamloops, BC. He is also survived by his daughter Tobi (Monty) and granddaughter Kodi, son Chad, son Paul and granddaughter Chloe from Shorts Lake, Nova Scotia. Additionally, Pete is survived by his beloved sister and brother-in-law, Suzanne and Bill Lancaster, along with nephews Ross (deceased), Brian (Lori Ann),

John (Patricia), Peter (Jodie), Garner (Lyndsay), Parker (Kim), nieces Rhonda (Bob), Donna (Michael), Laura (Steven), and many grandnieces and nephews. He is also survived by brother-in-law Jim Higgins, nephews Troy (Wendy), Drew (Heather), nieces Tracy and Courtney (Shaun), and grandnieces and nephews.

Pete graduated from RCMP Depot in Regina, Saskatchewan, at age 19 and was posted in Truro, Nova Scotia. He traveled extensively with transfers across Canada, finally settling in Kamloops, BC. He earned his Bachelor of Arts with Honors remotely through the University of Manitoba while running the Detachment in The Pas, Manitoba. Pete worked for Migratory Birds and, along with Bob Teather,* started the Manitoba RCMP Underwater Dive Team. After 35 years with the RCMP, he retired as an Inspector and served as the CEO of Kamloops Crimestoppers for 10 years.

He was an avid fisherman, hunter, d'ver, golfer, skier, snowmobiler, baseball enthusiast, motorcyclist, and swimmer. He was affiliated with the local Masonic Lodge, a Rotarian, drove the Cancer Car, worked as a logging truck driver, and loved singing with a beautiful voice. Pete was larger than life and enriched the lives of everyone he touched. He and Gina enjoyed weekly drives, dining out, admiring views, and sharing pictures until his mobility declined.



They spent winters in Palm Desert and part of summers at the family cottage in Nova Scotia until Covid restricted their activities. The family acknowledges all the doctors, nurses, and care aides at

Overlander, Ponderosa, and RIH who provided exceptional care and love.

A Celebration of Life will be held on April 17, 2024 (Pete's 82nd Birthday) from 2 – 4 pm at a location to be determined. The event will be streamed so those unable to attend can view the webcast and archive it for delayed viewing. There will also be an option to download the event to DVD for a permanent keepsake. Remembered with respect and gratitude for his service.

* <https://www.gg.ca/en/honours/recipients/121-57836>

NEW MEMBERS WELCOMED

PRESTON David ROD Sgt. April 23rd 2001 – May 15th 2024 Divisions D, E and V resides in Peachland, BC.

PETROVITCH James ROD Corporal – February 12th 1996 to September 20th 2023. Divisions E

ROE Don ROD Constable – June 7th 1987 to November 26th 1998 Division E resides in Mission BC

ANGELL Deborah ROD Civilian Member – June 29th 1981 – July 1st 2010, Resides in Chilliwack BC.

BASANTI Navtej ROD Corporal = Jan 22nd 1996 to Jan 24th 2024.

VROLYK Steven From Associate Member to Active member.

WEISS Robert ROD Corporal – September 4th 1973 to November 22nd 1995 Divisions E, F and O. Resides in Vancouver, BC.

BUGLE CALL

R.C.M.P. VETERANS' ASSOCIATION (Vancouver Division) SPRING GENERAL MEETING & BUFFET LUNCHEON

Thursday, March 21, 2024

HAZELMERE GOLF & TENNIS CLUB
18150 8th Avenue, Surrey, B.C.

DOORS OPEN 10:00 a.m. – 3:00 p.m.

GUEST SPEAKER T.B.A.

\$50.00 per person (E-Transfer or at the Door)

ATTENDANCE BY RESERVATION ONLY
Please contact Veterans' Social Convenor,
Dorothy Martinson
demartinson@shaw.ca or phone (604) 261-4630
by Monday, March 18th

RCMP VETERANS ASSOCIATION SPRING GENERAL MEETING and LUNCHEON.

Thursday March 28th 2024 11.30 am

Royal Canadian Legion Branch 6

17567 57 Ave. Surrey BC V3S1GB

Attractive Pricing and Menu to follow.

Ample Parking at rear of building.

**Please Mark Your Calendars and we will
see you there**

2024 EXECUTIVE



Art Hoivik- Director Fraser Vallet East, , Karen Frost- Secretary, John Sherstone, - Vice President -Health and Welfare Advocacy, Ric Hall – Director Force Liaison-Historian, Graham “Bud” Cramm- Incumbent Treasurer.

Your 2024 Executive met on February 15th 2024 First of the years meeting. Here are some of the members attending.



Pierre McConnell – Director, Murray Machem - Health and Welfare Advocacy



Murray Machem, Ray Power - Membership, Ron Morse - President.



Denise and Dorothy Martinson -Social Secretary. For Full List of Executive Members please refer to Vancouver Division Website <http://www.rcmpveteransvancouver.com/about/executive>

PIPE BAND



Good afternoon and Happy New Year; I am Michelle Merry, the current RCMP E Div pipe band executive president. I’m also the bass drummer for the band. I am new in this role and excited

about the band year upcoming. We are in the planning stages of our Scotch Tasting event

which has been a huge success in years gone by, raising funds for the Buffalo Celtic Music Society and promoting the pipe band. We have secured the E Division mess for Saturday May 04, 2024. We will welcome the RCMP veterans at our event. In the past the veterans group has been instrumental in running a silent auction and assisting at the mess. I would like to communicate with someone in your group to see how we could best work together to make the Scotch Tasting even more successful than it has been in the past.

In 2024 the theme of the event (other than having fun and tasting scotch) will be a wrap up of the 150th anniversary of the force and we will be auctioning off one of our 150th bass drumheads.

I look forward to our collaboration
Michelle Merry
604-841-2958

Veterans And Facebook
by Murray Macham

As we age and things change some veterans often get left behind, especially when it comes to technology. Most aged veterans can remember having very little communication tools other than pen and paper, an old beat up typewriter, and if you were lucky an office with a telephone, albeit, to make a call you had to crank the local operator to switch your call onward.

Today if we were to tour an operational communications center in any of these larger detachments, we most likely would not recognize anything but the basics. And then there is your home. I was going to say everyone has a smartphone until two days ago I met a veteran with only a landline. His daughter was beside herself, and he sat there and marvelled that right in front of him, in his house I was able to transfer a document "On Your Demise" to his

daughter so she could read it and get his affairs in order.

So, most of us know Facebook fairly well and its advantages and disadvantages. Pro Tip: if you don't know what a strong password is, and secondary verification is, then you should not go there. In fact you should not go anywhere on the Internet not knowing about those two things. Facebook, however, can be a great way to connect. I moderate a page called MP Mates, which you have to join to get benefit. You will be asked about your affiliation to the RCMP as we allow civilian members, and friends who have helped us over the years onto the page. Yes we have many judges, and justice of the peace, and other professionals on the page. It's a great way to reach out and find lost troop mates, or members you worked with years ago. Ask a question you need answered and you will get many answers and one will be correct. Pass a story of interest on to the group, that deals with your own past experiences, or a current story that is affecting policing today. We do try to limit and keep political posts off the page but on occasion as an admin we miss it until it's reported to us. We welcome your old pictures of training and your early policing days. A photo from a current traffic member in northern British Columbia, proclaiming his office is the best in the world, which shows a mountain lake, sunny day, and not a vehicle on the road. It's a great place to browse, reminisce, and to say hello to another old buddy.

There are many RCMP related Facebook pages some of which are locked down to only those currently active, and some only for members and civilians both active and retired. There are other groups like "Never Alone - Esprit de Corps" which acts as a great place to be with others who experience an Operational Stress Injury. The National RCMP Veterans has just opened their own page as a means to get information out to

Veterans. Veterans Affairs Canada has its own page as do many government departments. In recent years Facebook seems to have become the place to go to for information. Personally, I still like the true search engines like Google where you can enter a phrase such as RCMP Attendance Allowance but be prepared to start reading before you say you can't apply. If you do search the first thing you will read is "An additional tax-free monthly allowance if you are totally disabled and need help with daily living tasks."

Well that's wrong, as by going forward in the related links you will find that totally disabled is the wrong term they use because later on you will read " If you have a disability pension (or POW compensation) of 1% or more, you could receive this support through the [Attendance allowance](#)."

Lastly, I do encourage you all to ask for assistance from the Advocacy and Support Group of your local Veterans Association. We can help and get a correct answer back to you.
Murray Macham
Cell: 604 329-1273



BEHIND THE YELLOW TAPE – A New Year by Pete Cross.

Some of our readers will be familiar with these columns which have appeared in the MP Mates Facebook pages. Your editor looks at them for items which may be of interest to our Vancouver Division members. This latest one has a few. Please be reminded that these are Mr. Cross's opinions and do not necessarily reflect the opinions of the author or the Executive of the Vancouver Division.

Escalating policing costs in Lower Mainland and singles out the Surrey City Council particularly for irresponsibly contributing towards these costs by blocking the introduction of the Surrey Police Service over the incumbent RCMP and in

contravention of the BC Governments lawful appointment of the SPS,

Reminds us of the unsatisfactory increase in gun violence which has resulted in 10 police officers killed on duty across the country in 2023. It states and quote "it would seem that the police are using deadly force to counter it, also at an ever-alarming rate" and further provides rationale for this supposition.

Argues against the recent foray by some police departments in BC towards body cameras and highlights these practices misgivings. It inaccurately says the Vancouver Police is committed to it when in point of fact just a small number of officers are using them on an experimental trial basis.

It speaks on Indigenous issues and the practice discovered by the author of falsely claiming Indigenous status to further the claimants ends.

There is discussion on the Palestine Israel issue which I will not summarize here. Our readers are welcome to have a look and make your own mind up.

I'll reproduce this paragraph in full as this is underscored - "The dirty money will continue to roll through Canada this year. It is now estimated to be between \$46.7 billion to \$54 billion, which is the equivalent of the Nova Scotia gross domestic product. According to a recent book entitled "[Dirty Money](#)" which has been authored by a group of financial investigators and academics in Canada, their conclusion is that little has changed, and Canada remains a haven for criminals. It has grown so large that it is "corroding" Canada. The FINTRAC (Financial Transactions and Reports Analysis Centre of Canada) president on the other hand, says all good in their office, and reveals that they handed over 2,085 financial disclosures to the police authorities, who apparently have done very little with it, and the information has remained "unused or

un-acted upon". The link above (Dirty Money) will take the reader to a detailed Global News article on this topic. Its highly recommended reading it and the book it refers to.

The case of Cameron Ortis the former RCMP civilian employee is commented upon and the RCMPs failure to spot his espionage activities - links included.

Describes a serving RCMP Constable arrested by O Division for human labour trafficking and firearms violations; links to the published news item included.

BTYTs last message is accurate and endorsed and I suspect most of our readers will agree- "We need to remember in this new year, even though we are continually drawn into the realm of the disenchanting, that day in and day out, there are thousands of Mounties and coppers doing a good job, or at least trying to do a good job. The media and sometimes this blog spend very little time in exulting the good that is often done quietly and with little fanfare. It is usually less interesting, less salacious, and doesn't grab one's attention, which is the unfortunate truth of it all."

Pete Cross is a retired RCMP member.

The full article by Mr. Cross can be found at [A New Year... | Behind the Yellow Tape](#)

Parks Canada Offers Free Visits to Military and RCMP Veterans

Parks Canada administered places will waive daily admission fees when you present your CF One card with CF, CF-F, V or V-F designation at the entry gate, visitor centre, or reception desk upon arrival. Don't have your CF One Card? Sign up today – go to:-

https://cf1fc.cfmws.com/Join/Register?utm_source=CFMWS+Newsletter&utm_campaign=a112fc37f9-

For more information from Parks Canada, visit <https://parks.canada.ca/voyage-travel/reserve>

HISTORICAL CORNER

Our Association History

The Association has been in existence since 1886.

In early years a group of Northwest Mounted Police Veterans in the Calgary area decided to form a group of old comrades, and during 1901 a convention was organized which appeared to be successful, a Constitution was drawn up and Officers elected and an Emblem drafted. (Inset



Image of the early RNWMP Veterans Association crest)

The South African War disrupted to some extent this organization so that by 1910 the Association almost died away, but when Vancouver started up with a new Division, and a delegation visited Edmonton and Calgary urging those two cities to form associations, new life was breathed into the ex Mounted Police Veterans and other cities across the country were organized over the succeeding years.

The NWMP Veterans Association began in 1913 in Vancouver when some old timers decided to place an advertisement in the local newspaper to determine the degree of interest in forming such an organization. About 70 ex-members attended and a motion was passed unanimously that a committee be struck to study the procedures necessary to set up an association with the necessary Constitution, which was subsequently adopted as drafted.



(Inset Lawrence Herchmer – 4th Commissioner of the Force and 1st President of the Vancouver Division – RCMP Veterans’ Association)

From the beginning Vancouver was known as “A” Division right up to about 1969-1970 when

Dominion Headquarters directed that all divisions should be called by their geographic name. The Vancouver Division was recorded and registered under provisions of the Societies Act in Victoria, B.C. The Association spread over the next couple of years. Edmonton was at one time named Dominion Headquarters in about 1924 but, the Headquarters returned to Vancouver in 1935. Later, Calgary (which was known as “E” Division) held the distinction of being the Headquarters of the Association until 1950 when the Association opted for Ottawa to be the Headquarters, as it was also the seat of Government, for central and the Headquarters of the National office of the RCMP Veterans’ Association has remained there ever since. It was incorporated under the name Royal Northwest Mounted Police Veterans’ Association by Letters Patent under the Companies Act on January 14, 1924, and steps were taken on December 1, 1954 to change the Association’s name to reflect the present-day name of the Force.

First Division Meeting



CURRENT AFFAIRS

I LOVE ELECTRIC VEHICLES – AND WAS AN EARLY ADOPTER.

BUT INCREASINGLY I FEEL DUPED

BY ROWAN ATKINSON 2023



Sadly, keeping your old petrol car may be better than buying an EV. There are sound environmental reasons not to jump just yet.

Electric motoring is, in theory, a subject about which I should know something. My first university degree was in electrical and electronic engineering, with a subsequent master’s in control systems. Combine this, perhaps surprising, academic pathway with a lifelong passion for the motorcar, and you can see why I was drawn into an early adoption of electric vehicles. I bought my first electric hybrid 18 years ago and my first pure electric car nine years ago and (notwithstanding our poor electric charging infrastructure) have enjoyed my time with both very much. Electric vehicles may be a bit soulless, but they’re wonderful mechanisms: fast, quiet and, until recently, very cheap to run. But increasingly, I feel a little duped. When you start to drill into the facts, electric motoring doesn’t seem to be quite the environmental panacea it is claimed to be.

As you may know, the government has proposed a ban on the sale of new petrol and diesel cars from 2030. The problem with the initiative is that it seems to be largely based on conclusions drawn from only one part of a car’s operating life: what comes out of the exhaust pipe. Electric cars, of course, have zero exhaust emissions, which is a welcome development, particularly in respect of the air quality in city centres. But if you zoom out a bit and look at a

bigger picture that includes the car's manufacture, the situation is very different. In advance of the Cop26 climate conference in Glasgow in 2021, Volvo released figures claiming that greenhouse gas emissions during production of an electric car are nearly 70% higher than when manufacturing a petrol one. How so? The problem lies with the lithium-ion batteries fitted currently to nearly all electric vehicles: they're absurdly heavy, huge amounts of energy are required to make them, and they are estimated to last only upwards of 10 years. It seems a perverse choice of hardware with which to lead the automobile's fight against the climate crisis.

Unsurprisingly, a lot of effort is going into finding something better. New, so-called [solid-state](#) batteries are being developed that should charge more quickly and could be about a third of the weight of the current ones – but they are years away from being on sale, by which time, of course, we will have made millions of overweight electric cars with rapidly obsolescing batteries. Hydrogen is emerging as an interesting alternative fuel, even though we are slow in developing a truly “green” way of manufacturing it. It can be used in one of two ways. It can power a hydrogen fuel cell (essentially, a kind of battery); the car manufacturer Toyota has poured a lot of money into the development of these. Such a system weighs half of an equivalent lithium-ion battery and a car can be refuelled with hydrogen at a filling station as fast as with petrol.

If the lithium-ion battery is an imperfect device for electric cars, concerns have been raised over their use in heavy trucks for long distance haulage because of the weight; an alternative is to inject hydrogen into a new kind of piston engine. JCB, the company that makes yellow diggers, has made huge strides with hydrogen engines and hopes to put them into production in the next couple of years. If

hydrogen wins the race to power trucks – and as a result every filling station stocks it – it could be a popular and accessible choice for cars.

A Volvo hybrid car undergoes emissions tests for the campaign group Transport & Environment in 2021. Photograph: Emissions Analytics/Reuters

But let's zoom out even further and consider the whole life cycle of an automobile. The biggest problem we need to address in society's relationship with the car is the “fast fashion” sales culture that has been the commercial template of the car industry for decades. Currently, on average we keep our new cars for only three years before selling them on, driven mainly by the ubiquitous three-year leasing model. This seems an outrageously profligate use of the world's natural resources when you consider what great condition a three-year-old car is in. When I was a child, any car that was five years old was a bucket of rust and halfway through the gate of the scrapyards. Not any longer. You can now make a car for £15,000 that, with tender loving care, will last for 30 years. It's sobering to think that if the first owners of new cars just kept them for five years, on average, instead of the current three, then car production and the CO2 emissions associated with it, would be vastly reduced. Yet we'd be enjoying the same mobility, just driving slightly older cars.

We need also to acknowledge what a great asset we have in the cars that currently exist (there are [nearly 1.5bn](#) of them worldwide). In terms of manufacture, these cars have paid their environmental dues and, although it is sensible to reduce our reliance on them, it would seem right to look carefully at ways of retaining them while lowering their polluting effect. Fairly obviously, we could use them less. As an environmentalist once said to me, if you really need a car, buy an old one and use it as little as possible. A sensible thing to do would be to

speed up the development of synthetic fuel, which is already being used in motor racing; it's a product based on two simple notions: one, the environmental problem with a petrol engine is the petrol, not the engine and, two, there's nothing in a barrel of oil that can't be replicated by other means. Formula One is going to use [synthetic fuel from 2026](#). There are many interpretations of the idea but the German car company Porsche is [developing a fuel](#) in Chile using wind to power a process whose main ingredients are water and carbon dioxide. With more development, it should be usable in all petrol-engine cars, rendering their use virtually CO2-neutral.

Increasingly, I'm feeling that our honeymoon with electric cars is coming to an end, and that's no bad thing: we're realising that a wider range of options need to be explored if we're going to properly address the very serious environmental problems that our use of the motor car has created. We should keep developing [hydrogen](#), as well as synthetic fuels to save the scrapping of older cars which still have so much to give, while simultaneously promoting a quite different business model for the car industry, in which we keep our new vehicles for longer, acknowledging their amazing but overlooked longevity.

Friends with an environmental conscience often ask me, as a car person, whether they should buy an electric car. I tend to say that if their car is an old diesel and they do a lot of city centre motoring, they should consider a change. But otherwise, hold fire for now. Electric propulsion will be of real, global environmental benefit one day, but that day has yet to dawn.

This article was amended on 5 June 2023 to describe lithium-ion batteries as lasting "upwards of 10 years", rather than "about 10 years"; and to clarify that the figures released by Volvo claimed that greenhouse gas emissions during production of an electric car are

"nearly 70% higher", not "70% higher". It was further amended on 7 June 2023 to remove an incorrect reference to the production of lithium-ion batteries needing "many rare earth metals"; to clarify that a reference to "trucks" should instead have been to "heavy trucks for long distance haulage"; and to more accurately refer to the use of such batteries in these trucks as being a "concern", due to weight issues, rather than a "non-starter".

(Reprinted From The Guardian Newspaper)

Editors Note Rowan Atkinson is a Graduate of Cambridge University in England, and obtained a bachelors and master's degree in electrical engineering. He is a car enthusiast and owns many. He is an actor (Mr Bean notably) comedian and writer. This article caused quite an upset in the EV Journalistic community. This is included as our facebook pages (MP Mates) are currently very active with the rights and wrongs of EVs. While it is appreciated something must be done about climate change, Atkinson shows a way forward without EV exclusivity. The debate rages on but what is most notable is the capacity of our BC generating authorities to supply the power necessary to run EVs should the EVs amount to say 25% of the driving public. Currently we are at about 1%. Barry Penner, a former BC government minister has highlighted this and predicts the province will be subject to rotating power cuts. The BC Hydro site C Project is often quoted as our power generating savior and it is not. Site C, experts say it was designed 50 yrs ago for power needs of 20 years ago and will fall way short of power requirements of many power demands as well as EVs today, Solar and wind generating comes nowhere near addressing this power requirements. It is recommended that any of our members contemplating purchasing an EV and have reservations, they consult a reputable Automotive Engineer before first doing so. DAR

Further Reading

[Meeting tomorrow's energy needs in B.C. demands action now - Prince George Citizen](#)

[Deadly cargo ship fire still burning on vessel carrying 500 electric vehicles in North Sea - CBS News](#)

[Vancouver EV owner shocked by \\$60,000 battery replacement bill | Vancouver Sun](#)

[The die is cast: petrol and diesel engines are dying. The electric age is inevitable | Ben Lane | The Guardian](#)

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Editors Note

Dear Readers. If you have articles or items of interest, please don't be shy in sending on to us. The only criteria we apply is that we want material of interest to Vancouver Division members and subject to rules of decency and professionalism in publication. Controversial issues are welcome but please remain civil and we may have to caveat that the writers' opinions and submissions are not policy of the Vancouver Division executive or membership. We know there is a host of writing and other talent among all our 360 or so members and as this is your newsletter, we all want to hear from you. Best regards and enjoy the newsletter! - Dave Reece Editor