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TODAY'S VERSE

Jeremiah 29:11 For I know the thoughts that I think toward you, saith the LORD, thoughts of peace, and not of evil, to give you an expected end.

FACES OF MONTGOMERY

People who call our community their own.



Sabrina Robinson 48 smiles happily for The Paper while enjoying the beautiful sunshine. Thank you for your smile!
Got a great photo of your loved one? E-mail it to news@thepaper24-7.com along with the pertinent info (and your contact information so we can reach you if we have questions).

THREE THINGS You Should Know:

1 America First Works (AFW) calls on President Biden and the U.S. Senate to quickly get behind the Limit, Save, Grow Act of 2023, passed by the House of Representatives last month. This legislation is the best path forward for the country in raising the debt ceiling. AFW Executive Director Ashley Hayek released the following statement: "It's time for President Biden and the Senate to get behind the House of Representatives. So far, the Limit, Save, Grow Act is the only solution on the table to raise the debt ceiling responsibly, as Democrats have offered nothing. Biden must come back to America and close the deal with Speaker McCarthy. The clock is ticking."

2 When Hoosiers dial 911 for an emergency, no matter the weather or time of day, they have confidence that trained and dedicated EMS personnel will come to their rescue. During EMS Week, the Indiana Department of Homeland Security (IDHS) honors these certified EMS professionals as they start their shifts to provide emergency care statewide. "EMS personnel are some of the first responders on the scene but they may not get the appreciation they've earned when they transition patients into a hospital setting," said IDHS Executive Director Joel Thacker. "These heroes deserve the recognition they receive this week." Gov. Eric J. Holcomb proclaimed May 21-27, 2023, as EMS Week (download proclamation). This is part of the national EMS Week campaign, now in its 49th year, led by NAEMT and ACEP.

3 Attention mayors and local officials: It's your time to tout all the great things happening in your areas. Right now, the Indiana Chamber of Commerce is accepting nominations for the 2023 NextEra Energy Resources Community of the Year Award. This annual honor goes to a deserving Hoosier community for significant contributions to its local business climate and overall image during the past year. "It will be exciting to once again honor a community that's taking charge in promoting prosperity and enhancing the quality of life of its residents," says Indiana Chamber President and CEO Kevin Brinegar. "I'm always amazed to see the different strategies used, many of which can be replicated by others."

BTN

By The Numbers, a look at what's in the news . . . by the numbers. These are just numbers, not suggestions that they mean more or less than what they are. We do not suggest that one number is connected to another. These are simply facts with no extraneous details, bias or slanted reporting. To borrow (and perhaps mangle a bit) a quote from legendary fictional detective Joe Friday, it's just the numbers, ma'am!

156 Million

The Indiana Department of Transportation will work toward net-zero carbon emissions by encouraging electric vehicle use and increasing fuel efficiency, thanks to an expected \$156 million in federal funds.

The state hired HNTB Indiana to develop the strategy in a contract worth

\$199K



Photo by Joe Raedle/Getty Images

In the draft plan, INDOT highlights several strategies to reduce carbon emissions, ranging from increased fuel efficiency, more electric vehicles investments in transit, bicycle and pedestrian facilities and technology to improve traffic flow

65%

Percent of federal funds allocated to urbanized areas throughout the state, many opportunities for transit will be in partnership with metropolitan planning organizations in Indianapolis, Bloomington and Northwest Indiana. For example, INDOT said it plans to continue to support commuter rail projects in Northwest Indiana with the Double Track and West Lake Corridor projects

INDOT is working on developing ways to track emissions, and would aim to meet the nation's net-zero emissions by...

2050

154 Million Metric Tons

In 2020, Indiana emitted 154 million metric tons of carbon dioxide — the eighth-highest in the country. From 2015 to 2020, transportation represented 22% of Indiana's emissions, which is less than the national average in part due to the state's high emissions in the electricity sector, according to the draft plan.

\$150 for EV \$50 for Hybrid

The plan's list of potential incentives for electric vehicles does not include getting rid of Indiana's current electric vehicle fees, which could discourage people from switching to electric. Since the legislature's road-funding package was passed in 2017, electric vehicle users have paid an extra \$150 to register their vehicle each year. For hybrid vehicles, the fee is \$50. State lawmakers included the increases in the next biennial budget, although new salaries won't take effect until Jan. 1, 2025.



Sunrise/Sunset
RISE: 6:24 a.m.
SET: 9:03 p.m.



High/Low Temperatures
High: 81 °F
Low: 54 °F



Today is...

- Harvey Milk Day
- National Solitaire Day
- Sherlock Holmes Day



What Happened On This Day

- 2012 The world's tallest tower is opened to the public.
- 1980 The arcade game Pac-Man is released.
- 1906 The Wright brothers' flying machine is patented.



Births On This Day

- 1859 Sir Arthur Conan Doyle Scottish physician, author
- 1930 Harvey Milk American lieutenant, politician, activist

Deaths On This Day

- 337 Constantine the Great Roman Emperor
- 1885 Victor Hugo French author, poet, playwright

HONEST HOOSIER

It's race week!



INSIDE TODAY'S EDITION

- Casey Williams.....A3
- Classifieds.....A3
- John Roberts.....A4
- Carrie Classon.....A4
- Earth TalkA4

TODAY'S HEALTH TIP

It's a myth that older people need less sleep
Today's health tip was brought to you by Dr. John Roberts. Catch his column each week in The Paper and online at www.thepaper24-7.com.



THE MONTGOMERY MINUTE

Say Cheese!

Are you a proud parent or grandparent? Got a great photo of your loved one? E-mail it to news@thepaper24-7.com along with the pertinent info (and your contact information so we can reach you if we have questions). C'mon, let's show off as many bright and smiling faces as we can and make clear exactly why Montgomery County is such a great place to raise a family!

TODAY'S QUOTE

"It's paradoxical that the idea of living a long life appeals to everyone, but the idea of getting old doesn't appeal to anyone."
-Andy Rooney

TODAY'S JOKE

What'd the tie say to the hat.
"You go on 'a head', I'll hang around."

OBITUARIES
NONE

The Paper appreciates all our customers. Today, we'd like to personally thank Heather Barnette for subscribing!



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7 DAY FORECAST

78 COOL START, MILD LATER SUN	54/81 PARTLY SUNNY, WARMER MON	55/83 SUNNY TUE	58/85 HOT AFTERNOON, LATE DAY COOL FRONT WED	47/77 NOT AS HOT THU	49/75 PLEASANT FRI	52/78 PLEASANT SAT
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Update from Sen. Spencer Deery



SPENCER DEERY
Guest Column

Local Family Farms to be Featured During 2023 Indiana State Fair

I believe it's appropriate that we create opportunities from time to time to honor our state's farms, especially our family farms. After all, agriculture contributes \$35 billion to Indiana's economy each year and we are among the largest agricultural exporters in the world.

This week, the Indiana State Fair and Corteva Agriscience announced the Featured Farmers who will be recognized during this year's fair.

For the last eight years, the fair's Featured Farmers program has celebrat-

ed family farms throughout Indiana.

Just 18 are selected and this year two farms from Senate District 23 will be honored:

Morgan Brothers, LLC, from Vermillion County. The farm produces corn, soybeans and wheat, and will be the Featured Farmers on Sunday, July 30.

Able Acres Polled Herefords, from Montgomery County. The farm produces beef, corn and soybeans, and will be the Featured Farmers on Saturday, Aug. 5.

Founding fathers like Thomas Jefferson and George Washington believed that farming, with its culture of independence and connection to the land, was among the most important in our republic.

I agree, and I am happy

to see these great farm families get the recognition they deserve.

State fair visitors can attend a live chat with these farms at 2:30 p.m. each day in the Glass Barn.

The 2023 Indiana State Fair will run July 28 through Aug. 20 and will be closed on Mondays and Tuesdays.

Addressing Indiana's High Health Care Costs

The high cost of health care is a major issue for many Hoosier families. This session, I supported a new law designed to help lower health care costs for Hoosiers.

This new law has three key parts to help drive down costs:

- It institutes "truth in billing" for Indiana's largest hospital systems, which could save Hoosiers millions of dollars by

prohibiting hospitals from charging higher rates at doctor's offices.

- It requires insurers and health plan administrators to share health-care claims data with employers who sponsor employee health coverage so employers can negotiate better coverage for their employees.

- It requires a study of commercial health plans for services at the state's largest hospital systems in order to more precisely gauge how Indiana's prices compare to surrounding states.

By helping ensure Hoosiers can afford health care, Indiana can continue to foster healthy families and develop a strong workforce, which is key to our state's success.

--Spencer Deery is a State Senator that serves in Senate District 23.

Senior Golf Results

The weather is nice and so are the courses and greens for our senior golfer's this week. We have three teams that played this past week with the team of Jim Long, Gary Equest, Gary Duncan and Pat Henry coming in at eight-under-par with the second place team of Steve Priest, Ed Bayless, Dan Welliever, Chuck Hatzburg and Joe Irvin shooting a tying score of

eight-under. Third place, and not by much is the team of Vance Pyle, Bill Boone, Steve Snyder, Mike Dozier and Larry Manlove.

Fred Phelps and Henry won proxys on No's. seven and seventeen respectively. And the Long Drive by an 80-year-old or older honor went to Welliever. Congratulations to the winners and we cannot wait to see the next set of results!

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Photo courtesy of BMW

2023 Bmw 760i Gets A Radical Makeover That Nods To The Past And Future

It seems about every twenty years, BMW gets radical with the 7-Series. Remember back a couple of decades to the 2003 model that debuted the iDrive infotainment system and “Bangle butt” raised trunklid, named for former BMW design chief, Chris Bangle. Eventually, though, BMW’s competitors copied the car’s controls and rump. As BMW configures the 7-Series for an electric future, it gives a radical makeover that nods to the past and future in the 2023 760i xDrive.

I suspect it won’t be this car’s butt, but rather its face, that causes consternation. I’m actually starting to like the large twin kidney grille that’s been ridiculed, but looks better proportionally on this large car. It’s especially menacing as part of the Shadowline package with dark trim. Squinty driving lamps over LED headlamps give the car a sinister vibe, something appropriate for Bruce Wayne’s chauffeur. I also like our car’s two-one

2023 BMW 760i xDrive

Five-passenger, AWD Sedan
Powertrain: 4.4-liter TTV84, 8-spd trans
Output: 536hp/553 lb.-ft. torque
Suspension f/r: Elect Ind/Ind
Wheels f/r: 20”/20” alloy
Brakes f/r: disc/disc
0-60 mph: 4.1s
Fuel economy: 18/26 mpg city/hwy
Assembly: Dingolfing, Germany
Base/As-tested price: \$113,600/\$162,045

black over burgundy paint – a nod to the classic era that breaks up the car’s large flanks. Little 20” wheels cower beneath the fenders.

The melding of past and future begins when you press a button near the door handle and the door opens itself. Press a separate button to close it. Cloth seats take us back, but are super comfy in all seasons plus they are heated, ventilated and massage occupants so thoroughly they should ask permission. Carbon fiber, stitched dash coverings, and intricate metallic grilles for the Bowers & Wilkins audio system add

visual candy.

Good luck finding buttons or knobs beyond the iDrive joywheel. It’s virtually a glass cockpit with twin screens for gauges and infotainment plus a strip of touchpads for climate and even the glove compartment latch below. I still think iDrive is confusing, but at least I can now use the swipescreen instead. There’s also a large head-up display for speed, navigation, and safety systems that include dynamic cruise, automatic emergency braking, lane-centering steering, and blind spot warning.

Nice, but wait until you see the back seats

LIKES

- Artful design
- Cossetting cabin
- Surging power

where smartphone-sized touchscreens in the doors control climate, sunshades, and infotainment. The right seat reclines, but both outboard passengers get pillows, massagers, heat, and ventilation. Press either door pad to conjure a full-width theater screen that drops from the ceiling as sunshades close for “movie night”, fueled by streaming Netflix and Youtube. Charge phones wirelessly in the armrest too.

I could snooze for hours in the back, but I’d rather throttle the 4.4-liter twin-turbo V8 delivering a spiteful 536 horsepower and 553 lb.-ft. of torque – all routed to the all-wheel-drive system through a paddle-shifted 8-speed transmission. It’s easy to usher the car through busy city traffic, but it

DISLIKES

- Complicated infotainment
- No hands-off cruising
- Stately price

comes alive as it surges towards triple digits. Look for 0-60 mph in just 4.1 seconds. This is a car engineered to cross continents toot sweet. And it can efficiently with its light hybrid system that enables 18/26-MPG city/highway.

The 760i is a big car that behaves more like a compact. Sure, the adaptive suspension provides a wafting ride, but it firms up when you greet corners. Four-wheel steering aids maneuvering in tight parking garages and through narrow streets, but also sharpens handling. You never quite forget it’s a big car, but driving it is no chore whether taking a client to her jet or enjoying a solo fun run.

While this car is gas-powered, you’re



CASEY WILLIAMS
Auto Reviews

really looking at BMW’s electric future where brash style, serene interiors, and seamless performance form one of the world’s great automobiles. Check the new all-electric i7, with which the 760i shares virtually everything but its powertrain, for confirmation. If you want the gas-powered version, it’s going to cost at least \$113,600 or \$162,045 as-tested.

Storm Forward!

-Send comments to Casey at AutoCasey@aol.com; follow him on YouTube @ AutoCasey.

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Staying Safe This Summer – Part 2



JOHN R. ROBERTS, M.D.
Montgomery
Medicine

Last week I went over some sun and water safety information. This week I want to examine wheeled things that appear in the spring and summer. It's great to see kids and adults out on their bicycles now that the weather has warmed up. The downside is we will see the inevitable bike accidents. Some of the most difficult experiences I had during my medical training were when I took care of kids who suffered brain injured from bike accidents.

There were 966 accidental deaths from bicycle injuries in the United States. In 2021. Despite cycling accounting for only one percent of travel, it accounts for two percent of all automobile-associated deaths. Cyclists being hit by cars accounts for about two-thirds of the deaths. Bike accidents accounted for 425,000 visits to emergency departments in 2020 and resulted in over \$10 billion in health care costs.

While most kids own bike helmets, they often don't wear them. Parents frequently bring up the fact that they never wore a helmet when they were kids and did just fine. This is usually because helmets did not exist when they were kids.

Helmets really do work. Wearing one decreases the chance of a serious head injury by over 60 percent, brain injury by 58 percent and serious face and neck injuries by 33 percent. Wearing a helmet reduces the chance of dying from a bicycle accident to about 17 percent – a marked improvement from pre-helmet days. Deaths in persons under age 20 have decreased almost 90 percent since 1975.

Children should be taught that they can't ride if they don't wear their helmets. Adults must also set good examples by purchasing and using helmets. Also teach your kids to ride with traffic (the same side of the road as the cars).

While any helmet is better than no helmet at all, take kids with you to try them on. It's also worth the slight increase in cost to go to a bike store for a proper fit. Make sure the helmet meets Consumer Product Safety Committee standards. Also remember that accidents can occur anywhere, not just on the street.

Kids should not only be fitted for a helmet, they should also be fitted for a bike. It's better to take children to the store to size them up for a bike than to surprise them with one that is too big. Bikes that are too large or are purchased for the child to "grow into" can be very unsteady and lead to accidents. Don't push your child to ride a two-wheeler until he or she is ready (usually 5

to 6 years old).

Scooter injuries are accounting for more visits in emergency departments and medical offices. Most involve either head injuries or broken arms that are almost universally the result of going too fast (i.e. down a hill). The tiny wheels on a scooter offer very little control at higher speeds. Motorized scooters are very dangerous. Often the speeds they produce far outpace the rider's common sense (especially in males). If your child rides a scooter, the same bike safety rule applies – wear a helmet. In addition, he or she should wear wrist guards as well as elbow and knee pads. The same goes for rollerblades.

All-terrain vehicles (ATVs) carry an extremely high risk of serious injury and death for children. While they are no doubt fun, it still amazes me why any parent would allow their young child to ride one based on the injuries I've seen. If you allow your child to ride one, make sure you supervise him or her closely. Purchase a good set of personal protective gear and a well-fitted, full-face helmet. Have them take a safety course and severely limit the power of the machine.

Remember, most young kids don't have the common sense, hand-eye coordination, or reflexes to manage the speeds or hazards they may encounter. The same advice goes for dirt bikes.

Lawnmower safety

is the last thing I'd like to address. Keep small children indoors when mowing since you may not see them approaching the mower. No matter how fun it seems, NEVER let small children ride on your lap when you're on the lawn tractor. I've seen more than one limb amputation from kids falling off of laps and under the mower deck.

Parents ask me when it's safe for their kids to mow the lawn. The American Academy of Pediatrics recommends age 12 before allowing them to operate a push mower and 16 for a riding mower. When teaching your child to mow, get out the owner's manual and go over all the safety equipment and make sure it's still functioning. The mower should have a bale with a kill switch on the engine and/or blades. Adjust the height of the handle to ensure the child to has good control of the mower.

If you feel uncomfortable mowing part of your yard, a hill for instance, certainly don't allow your child to do it. Also follow general lawn mowing safety rules: wear sturdy shoes, minimize mowing backward, clear the yard of debris, don't stick your hand in a grass chute with the engine is running, and wear hearing and eye protection.

- Dr. John Roberts is a retired member of the Franciscan Physician Network specializing in Family Medicine.

"A Happy Place"



CARRIE CLASSON
The Postscript

I have a sticker that says "My Happy Place," and I kept it for a while, wondering where to put it. In the end, I stuck it near my desk so I could see it while I write. I am usually happy when I'm writing.

On Monday, however, I was not happy. I had a major technology breakdown, and I had no idea what I had done wrong. As it turned out, I had done nothing wrong (which is rare, when it comes to technology). Microsoft had a failure that lasted for almost two hours. During the technology breakdown, I had an accompanying emotional breakdown. For two hours, I was not in my happy place.

Only after it was over did I look back on the experience and realize how easy all this annoying technology makes my life every day.

I've heard of writers who use old typewriters, or write entire novels by hand, and then type them up on their computers. They even have a device that only lets you see a couple of lines at a time and has no access to the internet. I guess this is because some writers consider the internet an obstacle to writing. This seems very silly to me. Without the internet, how would I know that avenues run perpendicular to streets and that lanes can run in either direction? How would I find funny cat videos?

I hear writers complain that they would get more done if they were in a cabin in the woods like Henry David Thoreau, but they forget Thoreau had somebody copying his manuscript for him and his sister bringing him lunch every day. All our imaginings of how the past might have been better for writing are romantic nonsense. Right now, at my little desk, I know I have it better than any previous

generation of writers ever has.

I had a chance once to see an original manuscript written by Charles Dickens. It was behind glass, and I no longer remember which novel it was. But it was thrilling to see, in his handwriting, how he had come up with his stories, just like anyone else.

And like anyone who writes, he had circled sentences and entire paragraphs and drawn an arrow to where he wanted them moved. Of course, this was all done with a goose-quill pen. It must have taken Dickens a long time to finish anything, even if he got some help. I wondered if he would have written more if he'd had a computer. My hunch is that we would have at least one more novel by Dickens if he'd had word processing.

Now, a lot of people are concerned about how artificial intelligence might replace writers. I am not terribly worried. I suspect AI will be another tool—like word processing. It's unimaginable to us now, but we'll learn it and then wonder how we ever got along without it.

I don't think we'll give computers the job of telling stories because we like telling stories too much. Telling stories to one another is about the most human thing there is. A story comes from one person and is told to another person. We've been figuring out ways to do this since we were gathered around a fire. I don't think anything will stop us—no matter how much that storytelling changes.

In the meantime, I'll keep writing. Microsoft sent me a nice note explaining that what happened on Monday was their fault. I'm thinking of having it framed—and hanging it in my happy place.

Till next time,
Carrie

- Carrie Classon is a freelance writer and author and lives in New Mexico. Her columns appear each week.

What Was Old Is New Again



Dear EarthTalk: Is it possible to retrofit an old car with an Electric Vehicle drivetrain?

It is definitely possible to retrofit an old internal combustion engine car with an electric vehicle (EV) drivetrain, but the process can be complicated and expensive. In fact, it may be cheaper when all is said and done—not to mention easier and quicker—to just buy an EV.

If you're undeterred and want to proceed with a conversion anyway, keep in mind that certain types of cars lend themselves to the process better than others. For starters, older cars that rely on mechanics more than computers are often easier to convert. Another consideration to keep in mind is that it's easier to convert a car with a manual transmission since they use less power and are a lot less complicated than automatic cars.

Likewise, lighter vehicles make better candidates for conversions given that less weight translates into greater range.

The first step in retrofitting an old car with an EV drivetrain is to remove the existing engine and transmission. This requires specialized knowledge and tools, so it's important to find a reputable mechanic or EV retrofitting company to do the job. Once the old engine and transmission are removed, the new EV drivetrain can be installed. This typically includes an electric motor, battery pack, charger, and other components needed to make the car run on electricity. The placement of these components will vary depending on the make and model of the car, and the specific EV drivetrain being used.

One of the biggest challenges in retrofitting an old car with an EV drivetrain is finding the right balance between performance and range. The battery pack needs

to be large enough to provide adequate range, but it also needs to be small enough to fit in the car without compromising performance or handling. This can be a delicate balance, and it often requires custom fabrication and design work.

Another challenge is integrating the new EV drivetrain with the car's existing systems. This includes things like the brakes, steering and suspension, as well as the dashboard and other controls. In some cases, it may be necessary to replace or modify these systems to ensure they work properly with the new EV drivetrain.

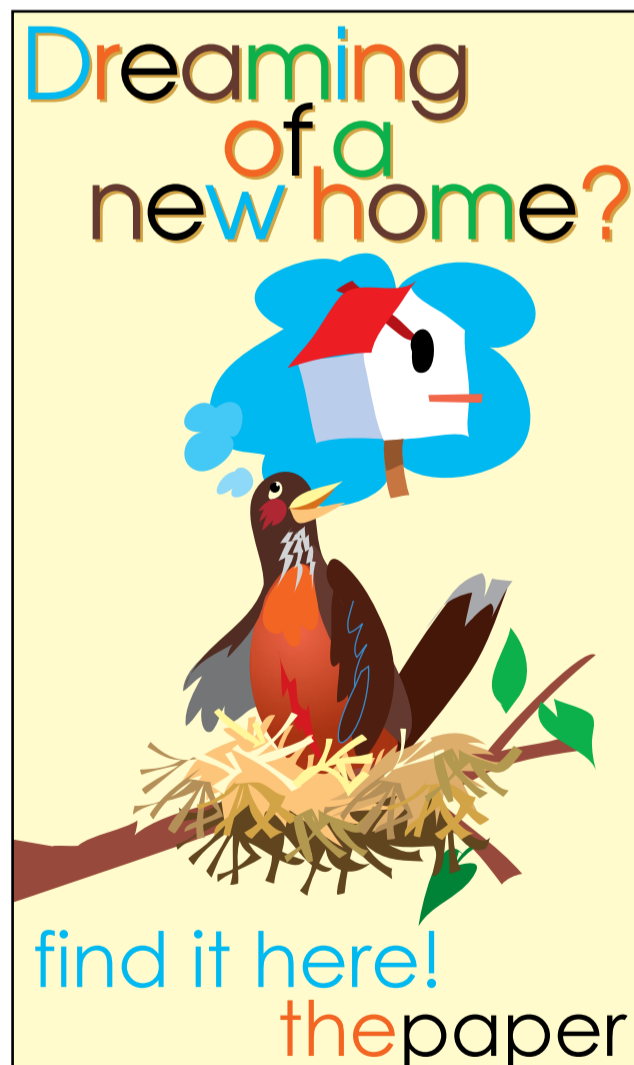
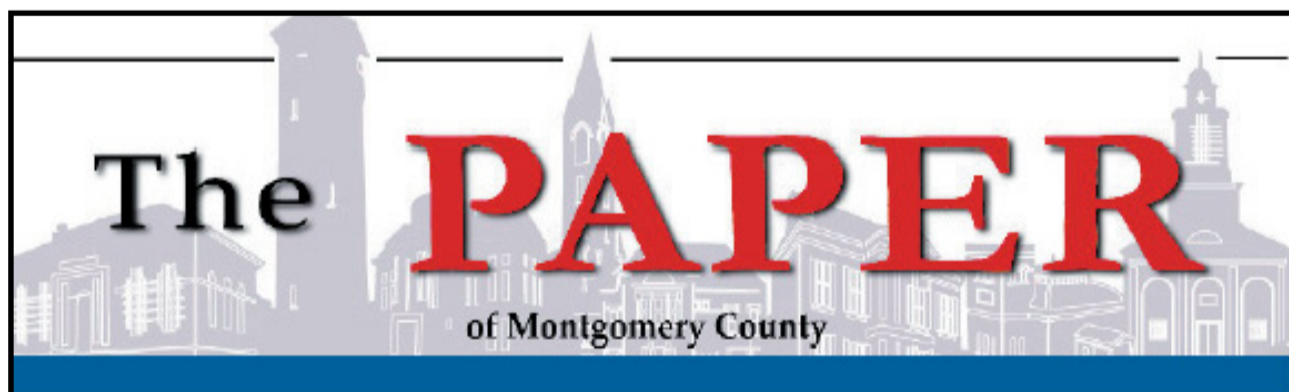
Despite the hassle and expense, converting an internal combustion engine car over to electric is a great way to breathe new life into your old ride and reduce its environmental impact. In addition to being more efficient and producing fewer emissions than gasoline-powered cars, EVs also require less maintenance and can save

drivers money on fuel costs over the long term. It's also a lot less wasteful to electrify an old clunker and give it years and years of additional use than buying a brand-new EV, which requires the extraction and use of precious resources and lots of new carbon emissions to build and ship out.

Several companies, including Electric GT, Legacy EV and EV West, now manufacture conversion kits. Even GM and Ford are getting in on the act with the recent release of so-called crate engines that car owners (or their mechanics) can easily swap into the engine bays of corresponding models.

CONTACTS: *Electric GT, electricgt.com; EV West, evwest.com. Legacy EV, legacyev.com.*

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