



Blake Peterson/Index
Pastor Joe Belzer will be leaving Campus Christian Fellowship after 24 years to accept the position of head pastor of The Crossing, a new church in Kirksville.

CCF says goodbye to Pastor Belzer

BY ALEX BOLES
Features Editor

The Campus Christian Fellowship will say goodbye to Pastor Joe Belzer in July as he takes on the role of head pastor at a new Kirksville church called The Crossing.

The church also has a facility in Quincy, Ill. that will be in charge of the financial dealings with the new church, Belzer said. He said they are negotiating for the old shoe factory in the south part of town to be the location of the church.

"Actually, it's kind of exciting to think about for the community of Kirksville," he said. "As a campus ministry, you kind of focus on college students, so it's been kind of exciting to think about a church that could integrate students and people from the city."

Belzer said he had been in contact with the church in Quincy and decided that what it represented was exactly what he wanted to pursue. He said he was attracted to the contemporary style of The Crossing.

"I think a lot of people see the church as irrelevant to our culture, you know," Belzer said. "Some people see it as a little outdated. ... I'm excited to step into a church that is like, 'Hey, this is 2008.' The music represents 2008, even the artwork — everything represents, you know, that this is today."

Belzer said his departure will affect his family and the com-

munity and that he has received a variety of responses about his new job.

"I think in some ways it will be better for my family," he said. "They're really excited about it, about it integrating other families and the church environment. ... Some [people] are really excited for us, you know, that we have this opportunity. Some are really sad when they think about the changes it will have for CCF, so I guess it's probably a wide spectrum."

Belzer has worked with CCF for 24 years and said the organization is looking to hire someone to take his place. He said CCF most likely will replace him with a current staff member and hire another person to help out.

Women's minister Megan Hand said she does not think Belzer's leaving will necessarily hurt the ministry but that it will be a transition period for the church.

"I think it's more of kind of a loss of a father figure type thing," Hand said. "He's someone that has invested 24 years of time and work into this ministry, so I think it's more sad to see someone leave. As far as hurting the ministry — it'll just be different. I don't know if it will be better or worse."

She said she is excited for Belzer to take on the role of a community leader and that The Crossing seems as though it will appeal to a different group of people.

"I've been to [The Crossing]

and have met quite a few people here in Kirksville that go to the church in Quincy," she said. "I really like it. ... It's maybe more of a younger crowd church. It maybe pulls in more of a different crowd than country churches in Kirksville now."

Senior Michael Wieberg said he has been involved with CCF since he was a freshman and that Belzer has been beneficial to the fellowship and the community. He said it definitely was a shock to hear that Belzer was leaving.

"I think some of the reason why it's been an effective ministry is because he's been here," Wieberg said. "I also know that he's just an incredibly loving and honest man, and if he feels like this is where God is calling him, if this is where he needs to be in this new position in another church, I completely support his decision to do that. I don't feel in any way that he is abandoning us or anything."

Belzer said he is sad to be leaving CCF but excited to be able to reach out to the community in a new way. He said he thinks working with University students has been beneficial for him and his family.

"I would just like to say that it's been a joy working with the students here, and I think for my kids, having college students invest in them and their role models have been students who love them and who are academically pursuing dreams — I feel like it's been a dream job in a lot of ways," Belzer said.

Hybrid cars offer more than better mileage

BY BRIANNA KISER
for the Index

Although driving a hybrid car has its environmental benefits, John Ishiyama said he zooms around in his Toyota Prius for the sheer wonder of the technology it offers.

"It has good gas mileage, but the technology is absolutely amazing," the professor of political science said. "The synchronization between the electric motor and the gasoline engine is all monitored by computers, and the only way you can tell you're shifting power sources is by the screen in the car."

Whether it's the technology, environmental concerns or having a full wallet driving away from the gas pump, there is something about hybrid cars that keeps their popularity on the rise.

Power Information Network Data reported there is a correlation between hybrid sales and gasoline prices. When gas prices go up, hybrid sales increase, and when gas prices go back down, their sales decrease. With gas prices on a steady rise since April 2007, RNCOS E-services Pvt. Ltd. issued a report in 2007 stating that hybrid cars constitute just 1.9 percent of total vehicle sales, but they expect a net sale of 1.68 million by the year 2012.

Ishiyama purchased his silver Prius in 2006 and said he is convinced that he will never own another type of car.

"I know there are other hybrid models like the Honda Civic, and Ford has their Explorer, but they aren't new models," he said. "They're the old models with a hybrid power plant put into them. The Prius is a new model specifically designed around the hybrid engine, so it's a very cool-

looking car."

Getting 50 miles per gallon is no problem for Ishiyama, and he said he could possibly get 100 miles to a gallon if he didn't have to be anywhere in a hurry.

"The maximum miles per gallon is 100, but that's only if you're running on all electric," Ishiyama said. "If I'm driving under 35 mph, I can run the car entirely on electric, but in normal situations I can get about 49 miles per gallon."

The small gas tank in the Prius was another attractive feature for Ishiyama, he said.

"The Prius only has a 10-gallon tank, so that means it costs me a little over \$30 to fill up, while most people are spending \$50 to \$60," Ishiyama said. "You can get about 480 miles per tank, so I can drive to Chicago on one trip to the gas station easily."

Hybrid cars get high gas mileage because of the combination of a gasoline engine with an electric motor.

"The beauty of the system is that as the gasoline engine is running, it's charging the battery, so it's completely self-contained," Ishiyama said.

He also said the car will charge the electric motor when the brakes are applied and even when the car is stopped.

"You lose fuel efficiency when your car is idling, so the neatest thing about the Prius is when you stop at a stop sign or stoplight, the computer turns off the whole engine," Ishiyama said. "So the car will go completely silent, and some people think it's stalling, but the engine starts right back up when I press on the gas pedal."

Ishiyama bought his Toyota in Columbia, Mo., but the sale of hybrid cars has risen in Kirksville as well. Ray Harvey, salesman at Jim Rob-

ertson Motors in Kirksville, said the dealership has been selling the hybrid Prius since it was first developed and ready for sale in 1999.

"Every year the sale of hybrid cars absolutely does rise," Harvey said. "And the most popular hybrid would most likely be the Toyota Prius, although we do have new models from Toyota like the Camry and the Highlander."

Like Ishiyama, Harvey said he was enthusiastic about the gas mileage a consumer can get out of hybrid vehicles.

"I'm staying in touch with present Prius owners, and they're bragging that they are getting 48 to 50 miles per gallon on average, so it's really quite good," Harvey said.

Harvey said he thinks the No. 1 reason hybrids are becoming so popular is because of the price of fuel. He said that in one day fuel went up six cents, making it \$3.36 per gallon. The average gas price in Missouri is \$3.09, and the national average gas price is \$3.30.

"There's the idea that the hybrid is a more environmentally friendly vehicle, and some folks will buy it entirely based on that assumption," Harvey said. "But the majority of the popularity lies in fuel efficiency."

Harvey said that after buying a hybrid vehicle and owning it for a while, the driver can learn how to make it operate for a longer period of time on the electric motor. He said

this is great for cleaner air because the hybrid has ultra-low emissions and no emissions when it's running electrically.

Although he does not own a hybrid car himself, Harvey said the faster everyone starts driving them, the better off they'll be.

"It's better for the pocketbook, and it's better for the environment," Harvey said.

Hybrids: not a cure-all for the environment

With car manufacturers and dealerships singing the praises of hybrid cars and how great they are for the environment, some question if car companies really are trying to help reduce air pollution.

Senior Brett Wiley, Student Senate environmental chair, said car companies need to be competitive, and with the recent social trend of protecting the environment, they are following suit.

"A car manufacturer's main goal is to sell a machine, not to help protect the atmosphere," Wiley said.

Environmentally concerned people should keep an eye out for "greenwashing," Wiley said. He explained that greenwashing is the advertising of environmental products as a way to make more money.

Wiley said hybrids are an acceptable option if you must drive a car, but he suggested alternate forms of transportation that would make even better choices if your main goal really was to reduce air pollution from automobiles.

"Not driving is the best solution," Wiley said. "Use a bike when you're trying to get around — bicycles are the most efficient machine man has ever built."

Wiley said regular gasoline engine cars are bad for the environment because they run on petroleum-based fuel, which is a non-renewable resource. He said this fuel releases carbon emissions, of which 50 percent remain in the atmosphere for many years.

"Carbon emissions in the air contribute to greenhouse gases, and rising amounts of greenhouse gases produces an increase in the Earth's average temperature," Wiley said. "These rising temperatures may lead to climate change."

Climate change can cause negative effects for all different life forms, and Wiley said it's important for people to remember that humans are only one of the many species inhabiting the Earth.

Carpooling is another way Wiley advocated fuel efficiency. He explained the concept of "people miles per gallon."

"Say you have one person driving in a hybrid car that gets 50 people miles per gallon," Wiley said. "Now compare that to a regular 20 m.p.g. car carrying four people — that's 80 people miles per gallon, which is much more efficient."

Wiley said that although hybrid cars might be better than others, the only way to significantly lower the chance of climate change is by reducing any type of driving to the bare minimum.

Wiley said he realizes it is not practical to expect everyone to stop driving cars and start riding bikes, but suggests that public transportation is another alternative to driving.

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