



PEEJAY POST

ROTARY CLUB OF PETALING JAYA

OCTOBER, 2020 | Issue 4 District 3300



Rotary Club of Petaling Jaya first joint project together with Rotary Club of Kota Kinabalu.

The PeeJay Post is published by the

PUBLIC IMAGE COMMITTEE

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Peejay Post is a monthly publication featuring event updates and current club news. If you wish to contribute articles, please email rotarypj@gmail.com



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Chartered on the
6th of January 1961

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Weekly Meetings

Every Tuesday of the week

(1st Tues (off)/

2nd Tues 12:30pm/

3rd Tues 12:30pm/

4th Tues 7pm)

Location of regular meeting:

Dorsett Grand Subang

Jalan SS 12/1, SS 12,

47500 Subang Jaya,

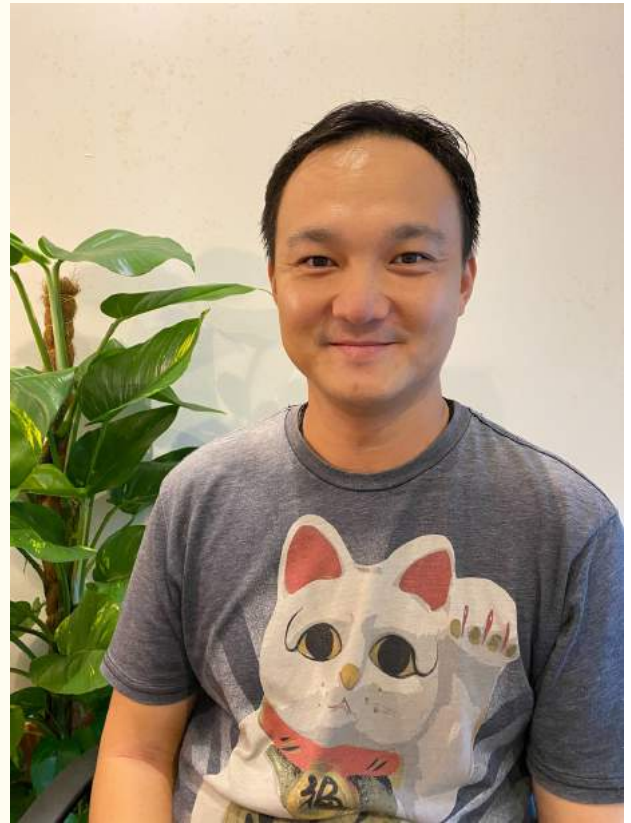
Selangor, Malaysia

District 3300
Rotary
Club of Petaling Jaya
chartered in 1961



Covid-19 has worsened in Selangor and we are back into CMCO. We have therefore been quiet in the month of October as we adjust back to semi-lockdown, staying home most times and cancelling scheduled meetings. For a month we have missed our precious face to face meetings and the fellowship that always accompanies our get-togethers. But starting November we will resume our meetings, but online. It looks like I am going to be creating history as the first RCPJ “YouTuber” president. Therefore, looking forward, the next club assembly and our annual general meeting will move online as well. This may have to be the norm for the next few months until the situation improves or a vaccine is available to Malaysians.

To be either depressed or hopeful is OUR CHOICE. With such a limited choice I always try to look at the bright side of things. It gives us a break from our work, and a welcome opportunity to calm down, think and reflect. Such an opportunity for reviewing our lives can be refreshing as it helps us prioritize what is really important for us. It lets us reflect on our current careers, the way we are leading our lives and our relationship with others and the world at large. If the going gets tough, we are assured that we can lean on our fellow Rotarians for help, advice and a drink to share the moment. Work on expanding our network and other business opportunities.



The Chinese word for change, wei chi (危机), is made up of two parts, danger and opportunity. This is appropriate in today's circumstance.

Because there is danger in the pandemic, there is also opportunity. Whether rich or poor, we are all forced into change. I wish all my fellow Rotarians will find the opportunity for a brighter future.

Value the time with your family. If you are thinking "yeah yeah, I know that" I am telling you again, please don't take it for granted. Spend quality time with your loved ones; if you don't have time now you never will. Those with kids, do things together, even those things that don't make sense. Just have fun! I have much hope to get all our families together to rebuild RCPJ back to when it was before where everyone knew everyone's whole family. Covid-19 has made this hope more difficult to implement... but we will still do it, this year or the next!

Stay healthy, physically and mentally. Being stuck at home can be a drag, but we are all familiar with Zoom. So, socialize online! Now is the time for personal communication. Think big and think far. Zoom around the world to friends you haven't contacted for a long time.

Here are some suggestions on what we can do with our family:

- YouTube activities to follow, such as Qigong, Yoga and Tai Chi
- "Just Dance" on YouTube. They have the latest music with dance steps your whole family can follow
- Online shopping for board games/activities. For my kids I bought science kits, microscope, you can even get plastered dinosaur bones so they have to "excavate" it

- Travel the world? YES, YOU CAN!!...via Google earth. Want to travel? Click on street view and go to Paris, Tokyo and Vancouver. It's more interesting that you think
- Bring some snacks, drinks and have a Zoom session
- Home renovation is possible now that you are home most of the time and can have parts delivered to you. I learnt how to replace my own door locks and service my air conditioner during MCO.
- Learn to cook! If we have a MasterChef activity next year, don't use the "I never had the time to cook" excuse with me.
- Online games with friends such as scrabble, Among Us, etc.

We must strive and hope that the pandemic will lift quickly so that our lives can go back to normal. Even our definition of normal will be different from what it was before.

Hopefully, this will be sooner than later. Either way, your wellbeing and friendship means the world to me. So, STAY HEALTHY!

OCTOBER BIRTHDAYS AND ANNIVERSARIES

OCTOBER BIRTHDAYS & ANNIVERSARIES

Rotarian's Birthday

Melisa	04
Usha Gopalan	14
David Ho	16
Elysia Teh	20

Spouses' Birthday

Elsie (David Ho)	05
Mary (Francis Ng)	24



Our President Elect Rotarian
Melisa Francis Birthday

OCTOBER '20 COMMITTEE & BOD MEETING



Club Admin Committee Meeting



Service Project & Public Image Joint Committee Meeting



BOD meeting on 21st October 2020, at Zoom Online

SERVICE PROJECT



Rotary Club of Petaling Jaya first joint project together with Rotary Club of Kota Kinabalu. We are collaborated to donate medical equipments (Bag Valve & Mask) to Queen Elizabeth Hospital 2.

Photo shows RCKK team hand over ceremony of medical equipment to Dr. Lily Ng of QE2 Hospital Kota Kinabalu Sabah



Demo on the life saving equipment

因为这是一个严重的资金分配问题。」
 「在沙巴，卫生和医疗体系仍然远远落后；不仅是医生不足，连医院及医疗设施，同样严重的匮乏。」
 「多天前，我与沙巴东海岸的前线医护人员交谈，发现一些药物的民众会意，已经暂时被改建为检疫隔离中心。」

「这就是为何我们需要了解国家预算的内容，例如缓解新冠和纾民解困等政策，什么类型的拨款和医疗（资金）方面如何，以及对人民的援助类型等。」
 「其次，财政预算案亦要阐明如何」

「选举法律框架由来已久，我们必须遵守宪法赋予的选举法律和权力。我们无法肯定的确认，沙巴选举是否是明智的。」

庇與八打靈再也扶輪社 捐女皇醫院抗疫物資

亞庇27日訊 | 亞庇扶輪社及八打靈再也扶輪社今日聯合捐助一批呼吸器給第二女皇醫院。

由于第一女皇醫院新冠病毒人爆滿，第二女皇醫院病房也急需呼吸器，沙巴醫藥協會获悉此事后，展开筹款活动，亞庇扶輪社及八打靈再也扶輪社，上周向会员及友人劝捐，结果反应热烈，八打靈再也扶輪社筹获1万7600令吉，而亞庇扶輪社成功筹获1万9300令吉。

由2020年3月第一次行管令以来，亞庇扶輪社共捐助了37万9000令吉的抗疫物资和口罩给医院，捐助食物包括3000个家庭及500份食品给第一女皇醫院的前线人员。

亞庇扶輪社主席Koshy及卸任主席拉維曼达兰及社区服务总监阿米鲁希



亞庇扶輪社及八打靈再也扶輪社移交呼吸器等抗疫物資予第二女皇醫院。

桑，负责领导上述筹款活动，沙巴医药协会方面是由前任主席Lily Ng医生（第二女皇醫院資深麻醉科顧問醫生），

共有10份可再使用的呼吸器配备及另外5盒一次性使用呼吸器今日移交給第二女皇醫院。

亞庇27日訊 | 州社會及人民和信部長沙普尔米表示，截至10月27

州政府迄今 22地區派9萬3793食物籃



Home

RCPJ and RCKK in news coverage, a very popular Sabah Chinese newspaper, See Hua Daily and Borneo Post.



The medical equipment for Queen Elizabeth Hospital 2.

Rotarians donate medical equipment to hospital

KOTA KINABALU: The Rotary Club of Kota Kinabalu (RCKK) and Rotary Club of Petaling Jaya (RCPJ) collaborated to donate medical equipment to Queen Elizabeth Hospital 2 (QE2) yesterday.

The donation drive was initiated when Sabah Medical Association (SAMA) highlighted the critical need for respiratory equipment for the patients warded in QE2 due to the overwhelming number of Covid-19 patients in QE2.

In the donation drive, both

RCKK and RCPJ reached out to their members and friends for cash donations over the last week and the generosity was tremendous.

RCPJ members contributed RM17,600 while RCKK members raised RM19,300.

Since the first Movement Control Order (MCO) in March 2020, RCKK has contributed RM379,000 towards combating the Covid-19 pandemic through the supply of PPE and masks to the hospital, food packages for 3,000 families, and also 500

cooked meals for frontliners at QE2.

RCKK is represented by President Mr Koshy, Past President Dr Ravi Mandalam, and Community Service Director Ir Amirul Hisham Hj Ismail. SAMA is represented by Past President Dr Lily Ng, a senior consultant anaesthesiologist at QE2.

In the handing over ceremony, 10 units of usable respiratory equipment and five boxes of disposable respiratory equipment were donated to QE2.

ROTARY HISTORY

Rotary's two official mottoes

Service Above Self and *One Profits Most Who Serves Best*, Rotary's official mottoes, can be traced back to the early days of the organization.

In 1911, the second Rotary convention, in Portland, Oregon, USA, approved *He Profits Most Who Serves Best* as the Rotary motto. The wording was adapted from a speech that Rotarian Arthur Frederick Sheldon delivered to the first convention, held in Chicago the previous year. Sheldon declared that "only the science of right conduct toward others pays. Business is the science of human services. He profits most who serves his fellows best."

The Portland gathering also inspired the motto *Service Above Self*. During an outing on the Columbia River, Ben Collins, president of the Rotary Club of Minneapolis, Minnesota, USA, talked with Seattle Rotarian J.E. Pinkham about the proper way to organize a Rotary club, offering the principle his club had adopted: *Service, Not Self*. Pinkham invited Rotary founder Paul Harris, who also was on the trip, to join their conversation. Harris asked Collins to address the convention, and the phrase *Service, Not Self* was met with great enthusiasm.

At the 1950 Rotary International Convention in Detroit, Michigan, USA, two slogans were formally approved as the official mottoes of Rotary: *He Profits Most Who Serves Best* and *Service Above Self*. The 1989 Council on Legislation established *Service Above Self* as the principal motto of Rotary because it best conveys the philosophy of unselfish volunteer service. *He Profits Most Who Serves Best* was modified to *They Profit Most Who Serve Best* in 2004 and to its current wording, *One Profits Most Who Serves Best*, in 2010.



Arthur Frederick Sheldon, the Rotarian whose convention speech inspired Rotary's secondary motto, *One Profits Most Who Serves Best*".



A name badge from the 1928 Rotary International Convention features Rotary's mottoes.

WHY DID I JOIN ROTARY ?

----BY ROTARIAN PADMINI



I have been fortunate to have been living in Petaling Jaya with my parents and siblings for the better part of my life and had been employed with United Parcel Service for over 25 years in the Customer Service Department and this is where my own journey into volunteerism started.

The American based company was very big in social services and we, the employees were encouraged to take part in the projects that they devised and which I did at every opportunity and seeing the faces of the children, the elderly, the special needs group & single mums which we assisted made me realise the joy of giving and expecting nothing in return. Small things like painting the home, drawing murals on the walls to brighten homes, supplying special food as a treat made it all worthwhile.

Why I Become A Rotarian ? - By Padmini

My late father was my inspiration who exposed me to the world of volunteerism through his volunteer efforts. Growing up, I saw my father with a group of such minded persons volunteer their time and effort to help the less fortunate, the needy even though he was holding a full-time job at that time in the government sector. I suppose his motto had always been, 'Work for a cause, not for applause'.

From a young age I, become accustomed to seeing and meeting various people who came to seek my father's help and some just to thank him for his efforts to solve their issues being it dealing with government department bureaucracy or assisting with other forms of need.



WHY DID I JOIN ROTARY ?

----BY ROTARIAN PADMINI



I left my employment in early January 2020 and before that had been thinking on what I can do to carry on bringing cheer and helping out the less fortunate and at the same helping myself keep in touch with my surroundings, I read some about the works, the fellowship and the people that make up the Rotary Club and how people come together in efforts to make this a better place.

I reached out and it turned out to be an honour and privilege to be accepted by the Rotary Club of Petaling Jaya, these are exciting times for me to be able to contribute in a positive manner and I have made some good friends who were every willing to guide and support me at RCPJ.

Always excited to attend the meetings and get involved in the projects and seeing the happy faces of the people that we assist – Supermum is one project that has taught me about the tough life some people go through n how these strong-willed women are coming out to help themselves through RCPJ. We are making a difference.

Proud that I am a part of RCPJ and to be able to come together with my fellow Rotarians and be a positive force to myself and help change lives as the saying goes, 'The best way to find yourself is to lose yourself in the service of others'.

Lastly, I believe that there is no better way to honour my late father than to follow the path that he had shown me.

MEMBER'S CLASSIFICATION

---BY ROTARIAN DAVID ONG



Hybrid and electric car, are they really that eco-friendly? Will they replace petrol powered car in the near future?

---By Rotarian David Ong

This subject of electrifying cars seems to be in many pundits, analysts or journalists view that internal combustion engine doesn't have a future, and their days are numbered.

I often get questions from friends and relatives about hybrid or electric vehicle. I don't claim to be a car expert but I do have great interest on cars and would like to share my view. I will point out mostly all the flaws since I think electrifying cars are not as clean as what most of them claim.

So does the internal combustion engine have a future? Will electrifying cars eventually replace all internal combustion engines?

Climate change, driven by our carbon emissions, is one of the biggest threats to nature. Almost one third of carbon monoxide emission came from vehicles.

Law makers from around the world are imposing stricter emission rules on vehicles by adjusting the car taxes based on emission. Major car companies are scrambling to produce low emission vehicles such as hybrids and electric vehicles.

Before I discuss further about the impact of hybrids, EV or our traditional internal combustion engine, let us first look at what are all these vehicles and how they can change our perception on car industry.



MEMBER'S CLASSIFICATION

---BY ROTARIAN DAVID ONG

What is the difference between today's regular internal combustion engine (ICE), Hybrid (HEV), Plug in Hybrid (PHEV) and Electric vehicle (EV).

Internal Combustion Engine (ICE).

A tradition powered vehicle uses only petrol or Diesel engine.

Hybrid (HEV).

In a hybrid, a traditional engine is retained but an additional electric motor is added to assist in powering the car. The battery in an electric motor gets the charge from regenerative braking and from the engine.

Plug in Hybrid (PHEV) Wolf in a sheep's clothing. Read on.

The difference between a plug-in hybrid vehicle and a conventional hybrid is quite simple: The former can be connected to an outside electrical source for charging its battery, and the latter hybrid cannot.

Electric Vehicle (EV).

EV is fully powered by an electric motor.

Extender range electric vehicle (EREV).

Range extender is where a small engine is fitted not for the purpose of powering the car but solely to charge the battery of the electric vehicle.

Hybrid (HEV)



First let us talk about hybrid vehicle. Toyota Prius is a very popular car particularly in the US. They buy a Prius not for the looks (there isn't any), not for the handling but hoping to save some bucks or maybe selected few who thinks they can help to save some trees. An efficient hybrid emits less CO2, EV has zero emission. So do you think hybrid or EV is more environmental friendly than most ICE on the road today? Let's go deeper into this.

As we mentioned earlier, hybrid vehicle still runs on a regular fossil fuel burning engine. The car gets additional help from an electric motor and works with regular engine. It has a battery that needs to be charge constantly by the engine. Another source of smaller charge came from regenerative energy to charge the battery. Braking and forward motion kinetic energy charges the battery. Remember that will mean additional burden to the engine and therefore will increase fuel consumption. Study has suggested that hybrid cars still emitting high CO2 due to the fact that the engine is still the main source of powering the car.

I am in the opinion that hybrid claims of fuel efficiency are overhyped. The first mass produced hybrid was the Toyota Prius and followed by Honda Insight. Insight was discontinued due to poor sales figure. They just couldn't justify the price of the car and the amount of saving you get from buying this vehicle. This vehicle can recapture energy while braking (in exchange for the disadvantages of added complexity and somewhat higher price) and more juice from the engine itself (more fuel consumption). However, hybrids do not tend to get substantially improved mileage during steady highway cruising.

MEMBER'S CLASSIFICATION

---BY ROTARIAN DAVID ONG

With the combination of both the engine and electric motor hybrid managed to reduce fuel consumption because the engine now gets help from the electric motor. One point you need to note is that additional motor, battery and components mean more weight. Additional weight is the enemy of fuel consumption. The end results mean the fuel consumption save from the hybrid are not significant due to additional weight the engine have to push.

Worth noting as well is that car manufacturers that produce hybrid often neglected the ICE development. Most of the resources are concentrated in electrifying and as a result the car with the modern electric motor often paired with an old inefficient petrol guzzling engine.



Plug in Hybrid (PHEV)



PHEV to me is a wolf in a sheep's clothing. It has a larger battery and can be recharged externally. You can use your regular 3 pin plug or wall box that can be found at some shopping complexes and charge it from 2.5 to 6 hours for a full charge. PHEV also can run on full electric mode without burning any fuel. Depending on models, some can go as much as 50km.

Once the power is depleted, the engine will kick in and run like a normal ICE. All these come with higher cost and heavier weight. This is when they turn into a wolf.

PHEV can be a very efficient and eco-friendly vehicle if it meets this 2 important condition.

1.) You can't travel more than the electric only range before your next charge.

PHEV full electric mode means the car travel solely with the electric motor without burning any petrol as the engine is in sleeping mode. I travelled an average of 90km daily and surely that will not be enough for me unless I spend an hour or two at the charging station every day. Once the electric energy runs out, then the car will rely solely on the engine. This is where the PHEV turns into a wolf in a sheep's clothing. A BMW 5 series PHEV is 200kg heavier than a non PHEV 5 series. That is equivalent to carrying additional 3 average male adults. Just imagine how much more fuel it will need compare to a regular ICE vehicle.

MEMBER'S CLASSIFICATION

---BY ROTARIAN DAVID ONG

2.) You must charge the car

I have known a friend who owns a PHEV and shockingly he told me for the last 3 years of driving it, he has never charge his car. So you see how his PHEV now pollutes more than a normal ICE car. I believe there are also days where PHEV owners forget or didn't have the time to charge their car.

If you can't fulfil the above 2, then you are just driving a bad fuel efficiency car.

PHEV in Malaysia gets lower excise compare to other EEV (energy efficient vehicle). PHEV I see mostly on Malaysia roads today are of the premium brand such as Mercedes Benz, BMW, Volvo, Mini and etc. I can only see our government are helping those already rich to pay less tax for their luxury. While other EEV such as Myvi, Honda Jazz, Hyundai Ioniq, Mazda CX5, Toyota Vios get smaller tax rebate. So only the rich are getting more financial assistance from the government and let them enjoy those luxury vehicles.

Electric Vehicle (EV)



I will not go into explaining so much about EV since we all know by now EV is a pure full electric vehicle. The major disadvantage of driving an EV is range anxiety and you got to be full discipline to charge your car every day to avoid getting into a flat battery car (no such thing as jump start an EV).

Of course if your battery is low, you still can get into a charging station but how many charging station are there in Klang Valley let alone other part of Malaysia? If you have an ICE car your will find any petrol station wherever you go but not a charging station. If you ever find one how long you will have to wait to get your car charged?

Let's get into this ugly truth about the main component that gets into these 'eco friendly' vehicle, the BATTERY.



Behind the scene of what this 'eco friendly' car does to 'save' the earth.

MEMBER'S CLASSIFICATION

---BY ROTARIAN DAVID ONG

The production of hybrid batteries, in particular, requires much more energy than producing a standard car battery and results in higher emission levels of gases like sulfur oxide. Consider dust, fumes, wastewater and other environmental impacts from cobalt mining in the Democratic Republic of the Congo; water shortages and toxic spills from lithium mining in Latin America, which can alter ecosystems and hurt local communities; a heavily polluted river due to nickel mining in Russia; or air pollution in northeastern China, as mentioned above.

{source: WorldEconomicForum}

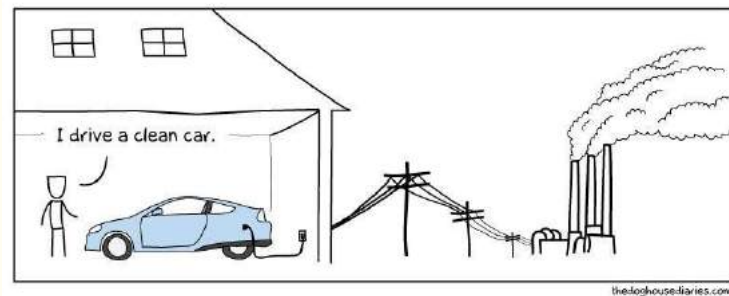
But do the environmental impacts of hybrid vehicle production outweigh the long-term benefits of driving a cleaner running automobile? Toyota admits that the production of its lightweight Prius requires more energy and emits more carbon dioxide than the production of its petrol-only models [source: Williams]. The major reason is because hybrids like the Prius include more advanced components than a conventional car, including a second electric motor and heavy battery packs.

Batteries are an essential component of hybrids. Regenerative braking lets hybrids generate and store their own energy to power the vehicle at low speeds and while idling. Unfortunately, both nickel-hydrate batteries and the newer lithium-ion batteries rely on the mining of nickel, copper and so-called rare earth metals. The production of lithium-ion batteries account for 2 to 5 percent of total lifetime hybrid emissions and nickel-hydrate batteries are responsible for higher sulfur oxide emissions, roughly 10kg per hybrid compared with about 1kg for a conventional vehicle.

[sources: Samaras and Burnham et al].

I have not even got into the end of EV/PHEV battery life. How many will be recycled and don't forget it's costly to recycle. Imagine in decades to come, more EV will be produced and more will be discarded. Where will all these batteries be sitting? Green vehicles won't truly be realized unless there's green recycling as well.

Electric vehicles need electric



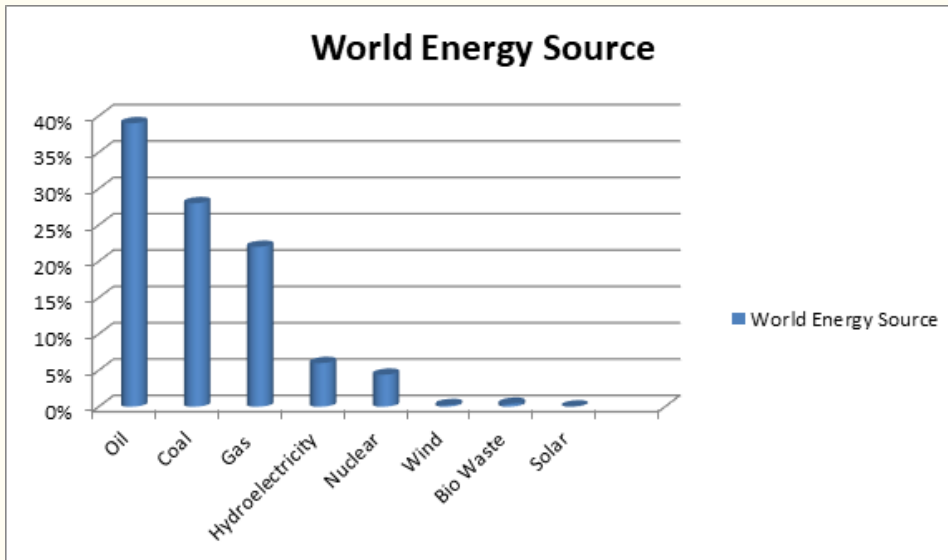
The trouble with plug-in hybrid and electric cars is that electricity isn't always cleaner than petrol. In Malaysia 53% of the electricity generation is met by natural gas, 40% is met by coal, 5% by hydro and 2% by coal. All these are mostly fossil fuel. If a plug-in hybrid charges from coal-generated electricity, it could be responsible for emitting up to 10 percent more greenhouse gasses than a conventional vehicle and up to 60 percent more than a standard hybrid. [source: Elgowainy]

MEMBER'S CLASSIFICATION

---BY ROTARIAN DAVID ONG

Electric vehicle will only make up for all the initial pollution after around 250000km. My question is can an EV batteries last that long? Not now and maybe not in foreseeable future. What about the cost of replacing a Mercedes battery? RM100,000!

Where does the world source their energy?



Tire



I believe many of us didn't realize how tire play a part in this comparison of EV and ICE. Did you know tire pollution is 1000 times higher than from the exhaust? [source:airqualitynews].

Hybrid and EV average weight is 200 to 300kg more than ICE of the same segment. As a result, heavier EV or PHEV vehicles will have far higher air pollution than ICE.

MEMBER'S CLASSIFICATION

---BY ROTARIAN DAVID ONG

Internal Combustion Engine (ICE)



ICE has come from a long way since Henry Ford first use it on his invention. Today's modern ICE is getting more efficient and some can rival even the PHEV. Don't forget once the battery runs out in a PHEV, the car will turns into a petrol guzzler due to the additional weights from the batteries. New developments such as Mazda's Spark Controlled Compression Ignition, Nissan's work on a Variable Compression Engine, Mercedes' project to create maximally efficient mild hybrid engines, and Volvo's kinetic energy recovery system (to name just a few) all suggest that there's plenty of life left in the internal combustion engine yet.

It may seem bias of me talking about Mazda but a company that defy convention has this to say.

What's the well-to-wheel approach?

The well-to-wheel concept – encompassing everything from fuel extraction (well) through to driving (wheel) – is the key to understanding Mazda's approach. If we really want to achieve substantive reductions in CO2 emissions, it is essential to consider emissions associated with energy extraction, refinement and transportation, not just those that occur after the tank has been filled (or the battery charged) and the vehicle is travelling on the road.

MEMBER'S CLASSIFICATION

---BY ROTARIAN DAVID ONG

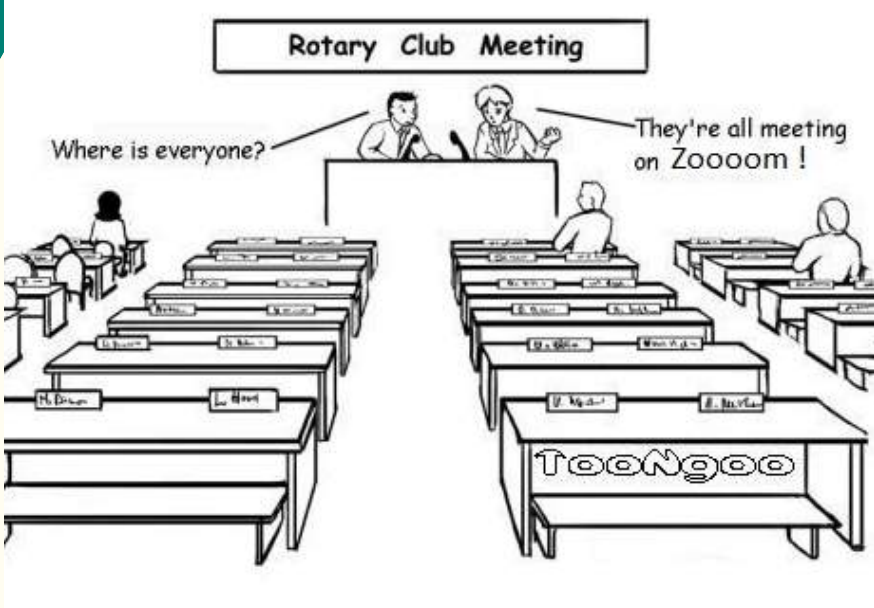
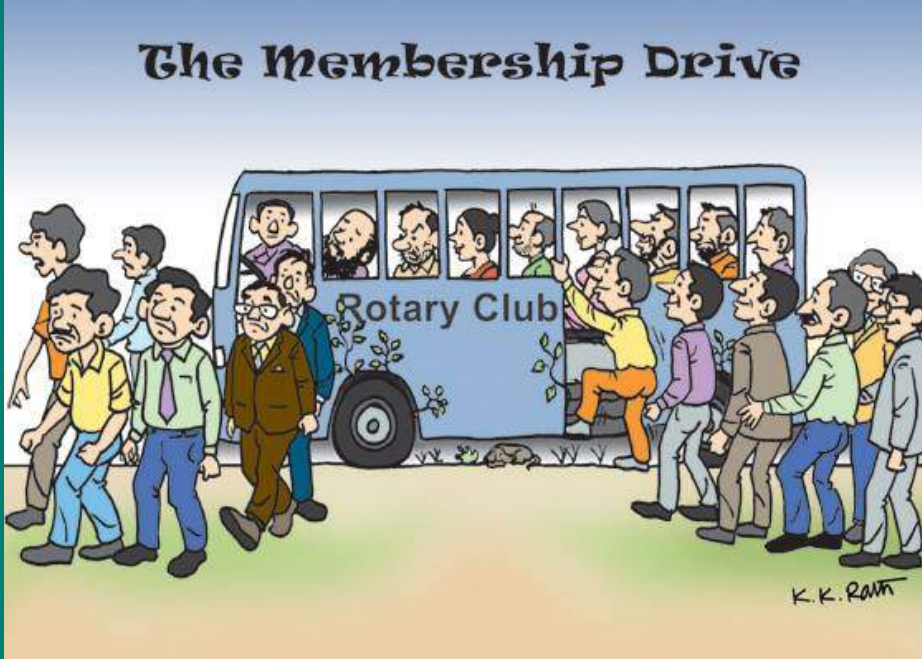
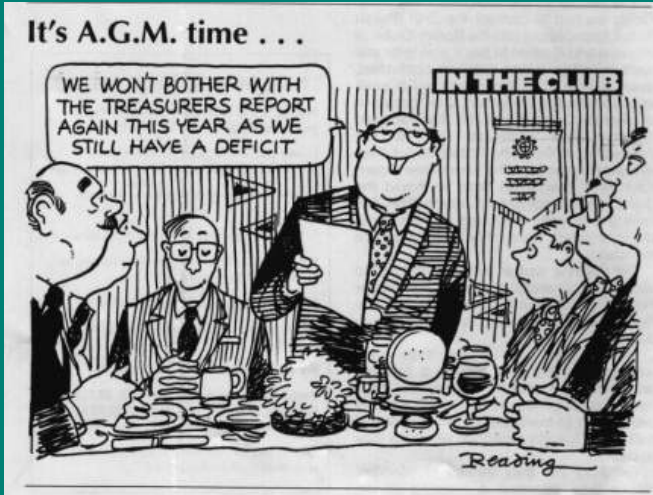
So should you get a hybrid or EV or ICE?

My answer is to buy any car that you like or within your budget and not what experts or your neighbors or David ask you what to buy. For many of us, car is our biggest or second biggest asset. So don't let anyone tell you what to buy and only to regret it later. Also don't be fooled by car manufacturers' claim on their fuel consumption figure in brochures.

You will never get that kind of claimed figure in real world driving. Forget about the environment impact because ALL cars pollute. Forget about the resale value thing because ALL cars depreciate. If you are still concern about environment and depreciation, don't buy a car, take public transport.



Written By Rotarian David Ong



CONTACT US



The Rotary Club of Petaling Jaya



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RCPJ is part of an international movement founded by Paul P. Harris in 1905.

The purpose of the organization is to bring together business and professional leaders to provide humanitarian service, encourage high ethical standards in all vocations, and help build goodwill and peace in the world.

There are 33,976 clubs and over 1.22 million members worldwide at present.

Rotary's best-known motto is "Service above Self", and its secondary motto is "They profit most who serve best".

The Rotary Club of Petaling Jaya

RCPJ was chartered on 6 January 1961 with over 40 members at present. Rotary is an international movement founded on international friendship and service to the community in which it is located. Perhaps the most prominent of its projects has been and still is, Polio Plus, the eradication of polio from the face of the earth. It is a non-political, non-religious, non-racial, non-sectarian, non-governmental voluntary organization comprising men and women of many varied professions.

Over the last years, RCPJ was responsible for providing Petaling Jaya's urban community with its first public library, for equipping children's playground, and starting a kindergarten, while at the national level, it succeeded in launching the National Kidney Foundation, the precursor of the country's first centre for urology and neurology, to mention some of its more spectacular achievements.

By 1990, RCPJ expanded its service activities to establish regular community support in the form of schools nutrition, vocation guidance, youth development through Rotaract and Interact Clubs and bus shelters and pedestrian bridges.

Besides that, RCPJ has also addressed contemporary local issues for the aged, the handicapped, the poor, the environment, health and International relationships. More recently, RCPJ carried out the Golden Child Project for the terminally ill, Ten-Pin Bowling for the physically and mentally challenged children, children's cheer project for the less privileged, vaccination for hawkers in SS2, Petaling Jaya, organising SuperCamps to reach out to the youths and conducting the Lighthouse Project to train teachers to teach English. In 2005, the Club put into action the Super Mums project to empower single mothers to start and sustain their home based business and to be financially independent.

DYMM Sultan Sharafuddin Idris Shah Sultan of Selangor, is Patron of the Rotary Club of Petaling Jaya.

