

# The Bulletin



*April, 2017*

*Volume 63, Issue 4*



## *IN THIS ISSUE...*

- *April Events & Events Calendar Update*
- *“Merci” from Phillipe*
- *Club Supports Ham Radio Extension*
- *Wimbush Review: Honda Civic*
- *Road Trip: Iceland –by Peter Watt*





## ***The Peterborough Motor Sports Club, Inc.***

***PO Box 131***

***Peterborough, ON K9J 6Y5***

**[www.pmsc.on.ca](http://www.pmsc.on.ca)**

***Also on Facebook and Twitter***

## **Meetings**

Club Executive meetings are held on the 2<sup>nd</sup> Wednesday of each month at the call of the President.

Social meetings are held on the 4<sup>th</sup> Wednesday of each month at The Souvlaki Pit, 75 George St. North, Peterborough. (Meetings in June, July & August are often highlighted by fun events and venues.)

## **Affiliations**

The Peterborough Motor Sports Club is a multi-discipline club, organizing ice races, solos, auto crosses and rallies. It is affiliated with the Canadian Automobile Sports Clubs-Ontario Region, Rally Sport Ontario and the Canadian Association of Rally Sport.



**Canadian Automobile Sport Clubs Ontario**  
CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.



## **2017 Executive**

|                   |                                                                                        |
|-------------------|----------------------------------------------------------------------------------------|
| President         | Mike van Rees<br><a href="mailto:president@pmsc.on.ca">president@pmsc.on.ca</a>        |
| Vice President    | Travis Grubb<br><a href="mailto:vicepresident@pmsc.on.ca">vicepresident@pmsc.on.ca</a> |
| Secretary         | Kevin DeVries<br><a href="mailto:secretary@pmsc.on.ca">secretary@pmsc.on.ca</a>        |
| Treasurer         | Matt Ballinger<br><a href="mailto:treasurer@pmsc.on.ca">treasurer@pmsc.on.ca</a>       |
| Competition Dir.  | Committee<br><a href="mailto:competition@pmsc.on.ca">competition@pmsc.on.ca</a>        |
| Director at Large | VACANT<br><a href="mailto:publicrelations@pmsc.on.ca">publicrelations@pmsc.on.ca</a>   |
| Communications    | Len Arminio<br><a href="mailto:bulletin@pmsc.on.ca">bulletin@pmsc.on.ca</a>            |





## *From the Editor's Keyboard*

*April, 2017*

## *NEXT CLUB MEMBERSHIP MEETING*

*Wednesday, April 26<sup>th</sup>, 2017*

*7:00pm*

*The Souvlaki Pit,  
75 George Street North at Rink*

*Well finally something resembling spring has arrived...flooded fields and roads, backyard full of mud, melting snowbanks revealing five months of garbage .....and....the clubs first warm weather events.*

Yes! The first autoslalom (solo) of the year and the first road rally.

The annual **Cob Web Solo** is this coming weekend...Sunday, April 23<sup>rd</sup> at Kawartha Speedway.

Our 37<sup>th</sup> annual **Spring Run Off Rally** is the following Saturday, April 29<sup>th</sup>

More info in the next column/pages.

Your club is supporting the Radio Amateurs of Canada efforts to extend the exemption for Ham radio in the Highway Traffic Act's "Distracted Driving" legislation. The current five-year exemption expires January 1<sup>st</sup>, 2018. Our supporting letter and an excerpt from the legislation is in this edition.

We have a great Lesley Wimbush review of the good old Honda Civic and a "Road Trip" report of Peter and Kim Watt's adventures in Iceland last fall.

And..A thank you note from PMSC member Phillipe Benoit on his receipt of the RSO award last month which bears the club's name.

Enjoy.

Your Humble Scribbler,  
Len Arminio

*Dinner at 6:00 pm*

*Business meeting followed by a video presentation from the Team O'Neil Rally School on finding the right apex at turns.*

*Everyone is welcome.*

*Cob Web Solo,  
April 23<sup>rd</sup>  
Kawartha*



The Peterborough Motor Sports Club (PMSC) gets rolling into spring on April 23<sup>rd</sup> with the club's annual **Cobweb Solo at Kawartha Speedway in Fraserville**. Drivers must negotiate a twisting pylon course while being electronically timed.

Entry fee: \$20 for PMSC members/ \$30 for non-members.

Registration at 8:30 am with a walkthrough at 10:00 am. The first of five or six runs of the course will follow depending on weather.

Loaner helmets are available.

Travis Grubb: [vwdsltrukman@hotmail.com](mailto:vwdsltrukman@hotmail.com) or [vicepresident@pmsc.on.ca](mailto:vicepresident@pmsc.on.ca)



## ***The Peterborough Motor Sports Club Presents***

### ***The 37th Edition of the Spring Run Off Rally Saturday, April 29, 2017***

#### ***Round 4 of the 2017 Ontario Road Rally Championship***

***About 200 km***

**Start/Finish: Boston Pizza  
1111 Elgin St. West (CR 2)  
Hwy 401, Exit 472  
Cobourg, ON**

**Novice & Expert \$45  
"Touring" Class (Non-ORRC) \$25**

**Registration: 09:00 -10:30 am  
Car "Zero": 11:00 am**

**Note: Boston Pizza does not open until 11:00am.  
Registration will be outside.**

**Several restaurants are nearby for breakfast.**

**Awards (inside) will follow rally.**

**[l.cabardos@gmail.com](mailto:l.cabardos@gmail.com). or at 905-376-0591**



***"Merci  
Beaucoup"  
from Philippe  
Benoit***

PMSC member Philippe Benoit of Saint-placide, Quebec has sent a "Thank You" note to fellow club members for his RSO championship trophy.

Phillipe and his co-driver Maxime Fortin-Gagnon had a great 2016 finishing the season by taking their Mini-Cooper to 8th overall and 4th in 2w Open in the 2016 Tall Pines in Bancroft. With that finish, Phillipe claimed 2WD Eastern Canada Rally Championship And the 2WD Ontario Performance Rally Driver Championship!!

Here is Phillipe's note:



***I feel very honored and moved to be  
the keeper for this year of the  
Peterborough Motor Sport  
Club Passed Members Memorial  
Trophy. It is a central piece in the  
living room!***

***Although I will try to hold on to it as long as I  
could, I am planning to build a nice wooden  
transport box for the transit from champion to  
champion! Can't wait to have my name tag added  
to those of the past champion***

***Was it forgotten to add mine? Badly glued and  
fell off in transport? Anyway, I'll take care of this  
also.***

***Thanks to the club and hopefully we will see you  
soon!***

***Philippe Benoit  
Saint-placide, QC***

Bonne Chance en 2017, Phillipe!



To:

Allan Boyd  
Director, Ontario North/East  
27 Red Mill Road, Box 208  
Little Current, ON P0P1K0

Hi Allan,

Attached is a letter from the Peterborough Motor Sports Club supporting your initiative to extend or modify the distracted driving law as it applies to mobile HAM radio operations.

Thanks for your work in this.

Peter Watt (VE3 WRX)

---

Peterborough Motor Sports Club,  
Inc.  
PO Box 131  
Peterborough, ON K9J 6Y5  
WWW. pmsc. on. ca



To Whom It May Concern,

On Behalf of the Peterborough Motor Sports Club, I am writing this letter to support the initiatives of Radio Amateurs of Canada and local amateur radio club members who offer their communication services to the events the Peterborough Motor Sports Club conducts. In many of our competitive events, HAM radio provides communications which is critical to the safety of our operations. In many cases, cell phone communication is spotty and unreliable but amateur radio provides on the spot communication from both mobile and stationary users for the timely conduct of the competitions as well as safety information essential to both the participants and the general public.

The Peterborough Motor Sports Club is a Not for Profit Corporation that conducts multiple forms of motorsport. The club has been incorporated for over 60 years and conducts a variety of motorsport activities. It is affiliated with the Canadian regional and national motorsport authorities.

Sincerely,  
Mike van Rees (President)

## *From the Ontario Legislation*

**“two-way radio” means a wireless communication device, consisting of a main receiver unit and a separate hand-held microphone, that is operated by a push-to-talk function on a set frequency and that allows for voice communication but not for the transmission and receipt of voice communication at the same time. (“radio bidirectionnelle”) O. Reg.**

**(4) This section is revoked on January 1, 2018. O. Reg. 366/09, s. 12 (4), O. Reg. 253/12, s. 2 (3).**

### *Time-limited exemption for amateur radio operators*

**13. (1) Drivers who hold a valid radio operator certificate issued under the Radiocommunication Act (Canada) may drive a motor vehicle on a highway while holding or using a two-way radio. O. Reg. 366/09, s. 13 (1), O. Reg. 253/12, s. 3 (1).**

### *Exemption for pressing buttons*

**14. (2) A person may drive a motor vehicle on a highway while pressing a button on a device that is worn on his or her head or hung over or placed inside his or her ear or is attached to his or her clothing and is linked to a hand-held wireless communication device to make, answer or end a cell phone call or to transmit or receive voice communication on a two-way radio or a hand microphone or portable radio. O. Reg. 366/09, s. 14 (2).**





Honda's Civic Coupe is the last of a rare breed – and finished in

bright green, you could probably see it from space.



by Lesley Wimbush | Originally published on March 9, 2017 [www.driving.ca](http://www.driving.ca)

## Overview

2017 Honda Civic  
CAR REVIEW 82%

- *Canada's reigning compact car for two decades*
- *Pros Lively driving character, great on fuel, plenty of features, edgy styling*
- *Cons: Frustrating infotainment, no manual gearbox with turbo engine, more expensive than competitors*
- *Value for money Fair*
- *What would I change? HondaLink interface needs simplification*
- *How I would spec it? Base LX with the six-speed manual*

You'd be hard pressed to find someone in this country without at least a passing association with the [Honda Civic](#). Many of us cut our nascent car ownership teeth on it, since they were plentiful and tended to stick around long enough to become automotive family-hand-me-downs. Not surprising when you consider that the Civic has been Canada's top-selling car for nearly two decades, with more than four million of the 35 million ever produced being built right here in Canada.

One of the first Japanese compacts to crack the North American market, the Civic was imported in response to the triple-pronged threat of rising insurance rates, tougher emissions standards and ongoing fuel shortages. Of course, if you were around when that first 1973 Civic arrived, you'll remember that it bore absolutely no resemblance to the current vehicle. A rudimentary little hatch with double-digit horsepower, the Civic was an

economical means of getting around – and not much more.

Since then, the Civic has been moulded and stretched to near-[Accord](#) proportions, leaving the entry-level slot open for the tiny [Fit](#) hatchback to step into. Compact cars in general have exploded not only in size, but in popularity – and with that comes a corresponding increase in consumer expectation. We're now seeing unprecedented levels of sophistication in vehicles that were once considered budget compromise.

Over the last decade, Honda had fallen into a rut of mainstream complacency, with plenty of criticism levelled at the “bar of soap” direction its design language had taken. Like it or loathe it, the 10th-generation



Civic's looks mark a daring leap forward from the previous model's bland banality. There are more creases and folds in the sheetmetal's busy surface than a piece of origami – with edges sharp as a cheese slicer.

The enormous LED taillights that bracket the carved rump are a set of Transformer hands in an overall design that could be best described as “futuristic Meccano.” The outrageousness of the Civic Coupe's appearance is amplified by its boy-racer faux brake vents, and “Energy Green Pearl” paint – a colour that could probably be seen from outer space. Beauty being entirely subjective, I have to admit that while the new Civic is a bit overwrought for me, I heartily approve of Honda's willingness to break out of the “safely inoffensive” mould.

If the exterior is a departure from the previous model, the cabin is a quantum leap forward. Gone the two-tier “Star Trek” instrument display – replaced with a full digital speedometer – and the overall design is a step up in



is

refinement. There's more soft-touch material in the cabin, along with standard Android Auto and Apple CarPlay smartphone integration. At this trim level, there's also automatic climate control, Bluetooth, heated front seats, a backup camera, a smart key fob, a TFT display in the instrument panel, a rear spoiler and automatic headlights.

Base models are powered by a 2.0-litre four-cylinder engine with 158 horsepower and 138 lb.-ft. of torque, mated to either a six-speed manual or a continuously variable transmission. Midrange EX-T and top-range Touring models receive an all-new turbo-four producing 174 horsepower and 162 lb.-ft. of torque; unfortunately for turbo fans, only the EX-T can be configured with the six-speed manual. Touring models come with CVT only.

The consolation is that CVT-equipped models are compatible with Honda Sensing – a package of advanced radar- and camera- based technology that's available as a \$2,000 option for base LX models, and comes standard on the top-spec Touring. It includes adaptive cruise control with low-speed follow, collision mitigation braking, road departure mitigation, lane keeping assist and Honda's Lane Watch camera, which uses a camera



embedded in the right side mirror to project that view on the console's display screen. It's impressive to think this sort of technology – once reserved for premium

sedans – is now available on mainstream compact cars; but it's also important to note most of these features come absolutely free on the \$17,000 [Toyota Corolla](#). Of course, it's been decades since the Corolla was available as a racy coupe.



While the Civic's front seats are comfortable and supportive, the rear seats are fairly accommodating as far as coupes go, although the lower

roof height sacrifices headroom. Since the two-door Civic is about five inches shorter than the sedan, rear passengers lose about two inches of legroom. Trunk space is 337 litres in the Touring, compared to 428 litres in the sedan.

Wind and road noise are far less noticeable than in Civics of the past, and there's an overall sense of good build quality and better sound insulation. While the CVT does tend to drone – particularly in “Econ” mode, when the transmission's working to keep the engine revs low in the name of fuel economy – this is one of the less offensive of its type and emulates a traditional automatic quite well if the driver opts to use the paddle shifters. Left to its own devices, the transmission helped deliver an overall average of 7.7 L/100 km over the course of a week.

I'm a big fan of Honda's Lane Watch blind-spot camera and find it comes in handy living in a town with a healthy cycling population and dedicated bike lanes. And the adaptive cruise control and lane-keeping are nice features for those whose commutes feature heavy traffic, but the collision warning system could be a little less sensitive; the flashing red “BRAKE” warning when behind other vehicles is more startling than confidence-inspiring.



Annoying, too, is the connectivity system's interface. It's needlessly labour-intensive – is there anything more aggravating than having to access a screen to change the cabin temperature, or change the volume on the sound system? Let's not even talk about the voice-activated controls for the navigation system – relying on which would have sent me across the border to Pittsburgh rather than to Peterborough, Ontario, as I'd requested.



When it comes to ride quality, the Civic is among the best in its class, smooth and sporty without being too firmly sprung nor harsh. Cornering is flat and predictable thanks to a multi-link rear suspension and there's very little flex or roll from the stiff chassis. Steering is precise and with better feedback than competitors such as the [Kia Forte Koup](#) or [Hyundai Veloster](#), and about on par with the [Toyota 86](#).

While I prefer the [Toyota 86](#)'s joyful handling and sleeker styling, there are many compelling reasons to choose the Honda Civic Coupe. One of the most reliable

cars that money can buy, the Civic has a reputation for longevity and hence excellent resale value. While more expensive than competitors, it comes with a long list of standard features, delivers excellent fuel economy and boasts the sort of modern styling sure to please fans of flashy imported sports coupes.

*Lesley is a former member of PMSC who lives in Peterborough. She is an award-winning member of the Automotive Journalists Association of Canada (AJAC) and we use her reviews with her permission.*



Check out Lesley's Video review and test drive at this link:

<http://driving.ca/honda/civic/reviews/road-test/car-review-2017-honda-civic-coupe>



## Competition Calendar 2017

~~Line thru~~ = Event concluded or cancelled

Red = Next events on calendar

| Event                      | Date                        | Location               | Organizer                |
|----------------------------|-----------------------------|------------------------|--------------------------|
| <del>Ice Race</del>        | <del>Feb. 18 &amp; 19</del> | <del>Minden</del>      | <del>Dan Demers</del>    |
| <del>Rally Cross</del>     | <del>CANCELLED</del>        | <del>Burnt River</del> | <del>Pete Gulliver</del> |
| <del>Snoecross</del>       | CANCELLED                   | Shannonville           | Al Pawling               |
| <del>Snoecross</del>       | CANCELLED                   | Shannonville           | Al Pawling               |
| <b>Cobweb Solo</b>         | <b>April 23</b>             | <b>Kawartha</b>        | <b>TBA</b>               |
| <b>Spring-Runoff Rally</b> | <b>April 29</b>             | <b>Cobourg</b>         | <b>Louis Cabarbos</b>    |
| Watchwinder Rally          | May 27                      | Peterborough           |                          |
| Watchwinder Solo           | May 28                      | Douro                  | Dan Demers               |
| Speed Weekend Solo         | June 18                     | Kawartha               |                          |
| Mid-Summer Solo            | July 23                     | Kawartha               |                          |
| Dog Days Solo              | Aug. 20                     | Kawartha               |                          |
| Fall Ball Solo             | Sept. 10                    | Kawartha               | Dan Demers               |
| Last Chance Solo           | Oct. 15                     | Kawartha               | Travis Grubb             |
| President's Prize          | Nov. 4                      | Peterborough           | Travis /Chris            |
| Fun Rallies:1              | June 28 (Poker)             | Note date change       | Alain Cabardos           |
| 2                          | July 26 (GPS)               | Note date change       | Len Arminio              |
| 3                          | August 23 (Golf)            |                        | Dan Demers               |

# Road Trip Iceland, 2016

By Peter Watt



This tale had its beginnings over 40 years ago. I had read a novel that centered around a crime adventure that took place in Iceland. While I don't remember any of the plot or outcome forever imprinted on my mind has been the description of the travels through the interior. A visit to witness this has had a place on my "bucket list" ever since. It all came to fruition this past summer when Kim and myself "bit the financial bullet" and made a 16

day visit to this Island Nation.

Just to put things into perspective, compared to Canada, Iceland is miniscule. By the numbers, it shapes out like this;

| Iceland |                  | Canada     |
|---------|------------------|------------|
| 101,000 | Size (square km) | 10,000,000 |
| 320,000 | Population       | 35,000,000 |



Despite the small population of 320,000, Iceland was expecting around 1,700,000 tourist visits in 2016. This put tremendous pressure on the infrastructure. Hotels are booked months in advance, car hire is strained, and prices reflect not only the scarcity, but the fact that most products are imported. Not wanting to "reinvent the wheel", research indicated that several companies offered self drive itineraries. Further research narrowed the choice to the company "Iceland Road Trips." Customer reviews rated them highly. They offered a

wide variety of itineraries ranging from three to 21 days. We were able to combine two prepared offerings and customize it further with extra days in the capital, Reykjavik. Shortly before leaving Canada, we received vouchers for transfers to and from the Airport, the vehicle rental, and all hotel accommodation. Along with this Iceland Road Trips provided a detailed day to day itinerary including points of interest and a large-scale map with the route outlined and hotels marked.

We spent three full days in Reykjavik. It is a small city of just over 100,000 people, roughly 1/3 of the country's people. It is the world's most northern capital. On day four, we were picked up by the rental vehicle shuttle and driven the five blocks to the depot. Since 4 wheel drive is mandatory for all interior (F) roads, we opted for the most economical available. A Suzuki Vitara was the chariot provided. Included was a GPS with all the tourist attractions and accommodations for our customized itinerary.

Road days 1 and 2 took place on roads typical of the Ring Road (A1) that circumnavigates the island. These roads are generally good but narrow from an Ontario perspective. Like many European roadways, there are no shoulders but rather some unforgiving road edges. This is especially

pronounced where the roads traverse lava fields.



From what we were told by others, if one wanted to stick to the A1, most examples of the varied terrain could be seen by normal 2WD rental. That would include the paved roads that led to the Golden Circle area with the popular Geysir and Gullfoss

attractions. Our first two days on the road covered the road comprised of a circumnavigation of the Snæfellsnes Peninsula and then a backtrack to the Þingvellir National Park, Geysir, and Gullfoss.

On the road early for tour day four, we headed inland onto one of the better of the Interior roads. This essentially was a 200 km of interesting but desolate scenery punctuated by a geothermal area with two glaciers looming in the distance.



The road would make an amazing stage. Kilometer after kilometer of smooth undulating gravel where opportunities for picnic spots abound.



This eventually led us back to the A1 Ring Road and in to Varmahlí for an overnight in a school dormitory. Next day took in some coastal scenery as well as a near 11km tunnel complex comprised of 3.7km and 6.9 km sections. That day ended in Iceland's second largest city, Akureyri, population about 20,000. Here Kim was lucky enough to share a beer with some locals. On to the Lake Mývatn area, Paradise on Earth, for the next two nights. This area had a multitude of natural phenomenon in a relatively compact area with much hiking and not much driving.



Finally, for my anticipated highlight, the visit to the volcanic highlands. Cautions in our itinerary for full fuel and food as we will not see services for 400 km on very rough roads. Our suggested route was to lead us along F88 to the Askja Crater. Because of recent rainfall, the river fords on this route were deemed to be too deep for smaller SUV's and it was recommended to take F905 to F902 where the river fords were slightly shallower. Discretion being the best alternative to valour, we chose the latter path.

[illegible]

The soil is formed in a series of stages with very heavy. When it is first formed, it is very sandy, heavy and on the surface that light the appearance of the surface (coloured area). When it is first, there will be a lot of rain, heavy and on the surface that light the appearance of the surface (coloured area). When it is first, there will be a lot of rain, heavy and on the surface that light the appearance of the surface (coloured area).

The specially designed interiors of both cars, with a vast interior. Every design element, to even unique features and trim, and vehicle fluids, are to match the appearance. Each off to off engineering that produces other users to follow this best example. All off road driving or power reduction is prohibited.

Spezialien in der kulinarischen Landschaft können nur sehr begrenzt vermarktet werden, sind liegt im Preisniveau. Am Wirtschaftswert der Pflanzen ist fast nichts zum Ansetzen da diese für landwirtschaftliche Vegetation zu wertvoll ist.

Die Wissenschaft im Neoplaton ist also ein Vermischtes aus welt- und geisteswissenschaftlichen Charakteren und Richtungen, deren Aufgabe es war, die verschiedensten Lehren der Philosophie, der Naturwissenschaften und der Religion zu einem Ganzen zu verknüpfen und zu vereinen. Die Richtung antiken Platonismus ist also eine Mischung aus verschiedenen Lehren, die in der Philosophie, der Naturwissenschaften und der Religion zu finden sind.

Severní část ústředí je tvořena dvěma podlažními pavilony, které jsou spojeny společnou střešní konstrukcí. Vnitřní prostory jsou rozděleny na několik místností, které jsou určeny pro různé účely. Všechny místnosti mají přístup k venkovnímu dvoráku, který je ohraničen zdí a má vstupy z každé strany. Vstupní dveře jsou umístěny v místnosti, která je přístupná z dvoráku. Vstupní dveře jsou umístěny v místnosti, která je přístupná z dvoráku.

...e di un sistema di gestione delle informazioni, che ha permesso di...



**NOT ALLOWED**

\*Passage rates that vary by day of week, not just by fare passenger type, are allowed to vary within highest grade market by 1 month or more.

Driving passenger cars on the highway can be dangerous and is strictly prohibited. Passenger cars are never allowed to travel on the highway, and those who use them violate both state and federal laws and the terms and conditions of their Car Rental Agreement. Car rental companies are responsible for enforcing these laws and terms and conditions. Rental cars are not to be used for illegal purposes. Rental cars are not to be used for any purpose that would be considered a violation of the law or the terms and conditions of the rental agreement. Rental cars are not to be used for any purpose that would be considered a violation of the law or the terms and conditions of the rental agreement.

Three rules that insurance does not cover damage to the underside, 1 sheets of the car or damage resulting from their coverage.

Lieber Autoverleihkunde / Reisender

PKW: Im Incident zu sehen kein gefährlich sein und so streng verboten. PKW, die ins Hospital gefahren werden, haben keine Versicherungsschutz, und ihre Insassen können entsprechend dem Versicherungsvertrag mit DAB/DAB belegt werden. Ausnahmefälle: helfen für die Einsätze mit PKW, wenn es im Hospital keine oder in einem Gebäude, die im PKW nicht erlaubt sind.

Beachten Sie, dass keine Wertung gegeben ist für die Unterstrichung des Buchstaben **h** oder die Schließen der Klammer **h** oder die Verschiebung des **h** nach unten.

**Cher visiteur / client de location de voiture**

Para ver si se han cumplido por lo menos algunas de las condiciones, se les pidió a los estudiantes de la Facultad que evaluarán sus propios conocimientos y habilidades en las áreas de la competencia. Los estudiantes de la Facultad de Ingeniería de la Universidad de los Andes, en Bogotá, Colombia, fueron seleccionados para este estudio. Los estudiantes de la Facultad de Ingeniería de la Universidad de los Andes, en Bogotá, Colombia, fueron seleccionados para este estudio. Los estudiantes de la Facultad de Ingeniería de la Universidad de los Andes, en Bogotá, Colombia, fueron seleccionados para este estudio.

Important: Aucune information ne concerne les distributions salées par le bus de commodités de la région, en raison de la complexité d'un tel système.

Estimado cliente de alg

© 2004 The Authors  
Journal compilation © 2004 Blackwell Publishing Ltd



It was an experience. The road, or more properly track, ranged from some nice smooth silty surface to washboard to a boulder strewn maze. This could change in an instant. One moment you're motoring along at 85 kph on a smooth track to pop over a crest into baby-head sized sharp rocks. I found the washboard best at about 45 kph. Less than that the shaking was bone jarring – faster and it was too difficult to slow for the really rough bits.

This was all quite manageable and then we reached the first ford. It proved to be the deepest of the many that we crossed. Unnerving to say the least to see a significant bow wave preceding our passage and the Suzuki felt noticeably light in the deeper parts. You can see the depth that I indicated on the side of the car. Good door seals.



Further fords were not as deep. Even Kim added a water crossing to her resume.

The Askja Crater



destination was well worth the time, but so also was the trip. All too soon we partially retraced our past, cutting off on F907 to reach our destination in Egilsstaðir. That really concluded the more strikingly unconventional driving experiences but the adventures did not end there.

There were several vehicles that were modified for work in the interior. I captured a couple of pictures of interest.



The use of photo radar units, more commonly referred to as speed cameras were a common feature in towns and tunnels. They were usually preceded by a speed limit change sign but only by about 100 meters. They took two pictures aided by a double flash. One was of the front number plate, the other of the driver. That info was transmitted instantly to the authorities and, for rental vehicles, emailed to the rental company. The threshold was set below 6 kph over the posted limit. Now, how do I know that you ask. We met a couple from Toronto before we'd even picked up our vehicle and were warned. He had the photo evidence on his phone and it was quite a good likeness. When they returned their rental, they were provided with the photo evidence and shown all the relevant data. They were also presented with the bill. The fine was approximately \$145 CDN for 6 kph over and the rental company added a \$45 CDN service charge. \$190 for 6kph over! We were very careful, but one evening returning to our hotel near Höfn after dark, we saw almost continuous flashing from the camera at the town entrance.

That pretty much wraps up this missive so I'll just throw in the one last photo.

Safe Roads to All

PW

