

February 8, 2008

To: Chief, Fuels Section, Oil Gas and Alternative Energy Division  
Energy and Transportation, Department of the Environment  
Ottawa, Ontario, K1A 0H3

Reference to: **Canada Gazette Part 1, Dec. 22, 2007**  
<http://canadagazette.gc.ca/partI/2007/20071222/html/regle1-e.html>

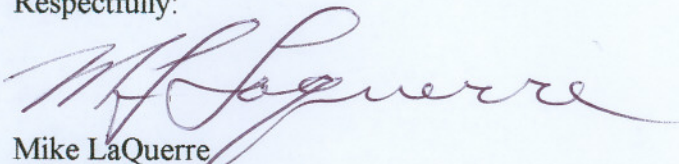
Dear Sir or Madam

This letter is to advise you of my objection to the removal of the exemptions that ban leaded fuel for racing purposes. Please refer to the attached emails between my MP Mike Wallace and myself. Why is it that one more time the Federal Government wishes to destroy professional Drag Racing in this country and damage the economy by destroying the livelihood of the people who supply these events.

I agree with the intent of the proposed changes, but give it more time. As noted in your own article, the Americans are starting to move in the right direction and eventually will find a way to adapt unleaded fuel into all of the sanctioning bodies. Just when Canada's economy is firing on all cylinders, why do you want to destroy part of it?

Please read the attached emails for further details and if you wish to you can contact me for more discussions. At this point I have even contacted the worlds best known Drag Racer John Force and requested that he look into this with the sanctioning bodies.

Thank you for your time,  
Respectfully:



Mike LaQuerre  
2378 Headon Rd  
Burlington On. L7M 4E2  
905 541 4417

**Mike LaQuerre**

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**From:** "Wallace, Mike - M.P." <Wallace.M@parl.gc.ca>  
**To:** <milaquerre@cogeco.ca>  
**Sent:** Friday, February 08, 2008 10:16 AM  
**Subject:** Re: Regulations Amending the Gasoline Regulations (Canada Gazette Vol.141, No. 51--December 22, 2007)

Hello Mike,

I have learned that Minister Baird is going to further examine the issue and determine if other action, such as an extension beyond 2008, may be required.

This will be based on information received during the mandatory 60 day comment period for the proposed amendments on leaded fuel, which ends on February 20, 2008. You need to make your comments in writing to:

Chief, Fuels Section, Oil Gas and Alternative Energy Division, Energy and Transportation Department of the Environment, Ottawa, Ontario K1A 0H3

All of the comments must cite the Canada Gazette, Part I and the date of the notice, Dec. 22, 2007.

I hope this information is helpful.

Sincerely,

Mike Wallace

From: Mike LaQuerre [mailto:milaquerre@cogeco.ca]  
Sent: Wednesday, February 06, 2008 7:13 PM  
To: Wallace, Mike - Personal  
Subject: Regulations Amending the Gasoline Regulations (Canada Gazette Vol.141, No. 51--December 22, 2007)

Hello Mr. Wallace,

Thank you for taking the time to call me earlier this evening. As you requested I am sending you this note to request your intervention into the issue we discussed. Attached below is the open letter from the manager of the Grand Bend Ontario racing facility I spoke of. It is very self explanatory. Also I would like to refer you too the Canada Gazette article noted above and in the letter below. It is also self explanatory. As a 56 year old retired automotive specialist and racer / engine builder as well, I am very concerned about what this legislation



will do to the racing business in Ontario. As noted in the Canada Gazette article, the last time the government tried this, the Province of Quebec and the community involved suffered huge economic loss. This time it will be two Ontario communities and one in Alberta. Also the ripple effect will come down to all the suppliers of parts, fuels and oils along with the suppliers of everything else that is sold at such an event (fuel to get there, food, beverages, clothing, lodging, etc. etc.). Plus on top of that we have the Americans who come up to race here and bring their moneys to spend here and help our tourist trade.

As I said to you, I agree with what the Department of the Environment is trying to do, but as noted in the Canada Gazette article, other USA sanctioning bodies have begun the switch to unleaded fuel and I believe that the others just need a push to get there. Why penalize Canadian businesses?? Why penalize Canadian Race Fans who waited so long to get another Professional Racing event in Canada after the fiasco in Quebec in the early 90's.

I believe that after you have read the letter below and verified it's content in The Canada Gazette article, you will understand why I am so passionate about this and why I am asking for your help. Being the Member of Parliament for Burlington you should stop by on a Wednesday night at The Mapleview Mall cruise night and see the number of cars that show up. It is one of the biggest in Canada.

Should you want to learn a little more about the sport, I invite you to drop by and visit me at home the next time you are in Burlington. I think you will be surprised at the investment in the Canadian and Ontario economy this sport has.

Thank You for your time and best regards

Mike LaQuerre  
2378 Headon Rd.  
Burlington On.  
905 335 6609

### The End of Canadian Drag Racing?

Racers, it seems the sky is truly falling. The Government of Canada is planning to implement a total and permanent ban on the use of leaded fuels for competition purposes, effective January 1st, 2009.

If this happens, Professional Drag Racing in Canada is over.

Immediately, completely and forever. This isn't the same as the challenges we've faced in the past. This time, they're dropping the 'Big One'.

No Pro Mod, No Pro Stock, No Top Fuel or Nitro Funny Car and no American competitors in any of our sportsman classes. Only Alcohol Funny Cars would remain unscathed.



Although many Canadian sportsman competitors run their cars effectively on unleaded racing fuel or methanol, any of our competitors using leaded fuel have two choices. Change or quit.

The legislation arrived in our office last week. We took the time to read the document from start to finish to make sure we weren't overreacting. Then we talked to fuel suppliers, the IHRA and local politicians, including London's Bud Polhill; a long-time drag racing advocate in the Canadian fuel wars.

What makes this bill viciously unfair is, they indicate that there may be increased health risks associated with leaded fuels than previously thought, and are advocating this change without any actual testing or proof. The US, Britain and Australia must not put much faith in this new information as they have no changes planned in their Leaded fuel for competition vehicles policies at volumes 10 to 100 times the annual Cdn volume. Also the passing of this bill does not eliminate leaded fuel, it only eliminates our portion, which is 1.5% of the leaded fuel consumed in Canada (these are the Govt's own numbers right in the report - see Industry profile) the remaining 98.5% is used as aviation fuel and they have been given a permanent exemption. (this includes private pleasure planes, etc.) Bottom line, it's as bad as it seems. The Canadian Government are legislating Canada's largest racing facilities out of business. The document can be found on the Government of Canada website, under Canada Gazette Part 1, Dec. 22, 2007.

The link to the document is:

<http://canadagazette.gc.ca/partI/2007/20071222/html/regle1-e.html>

<<http://canadagazette.gc.ca/partI/2007/20071222/html/regle1-e.html>>

If you're passionate about our sport, I can only beg you to call, write and email every politician you can think of, and let them know how you feel about your sport being forced out of existence. **YOU NEED TO DO THIS ASAP AS THE COMMENT PERIOD FOR THIS ACTION CLOSSES ON FEB 13th, 2008** and it will then be scheduled for a vote. Make sure the companies that tailor their businesses around the performance industry know as well. They've got a big stake in this too.

This is the link that takes you to the current Members of Parliament.

<http://webinfo.parl.gc.ca/MembersOfParliament/MainMPsCompleteList.aspx?TimePeriod=Current&Language=E>

<<http://webinfo.parl.gc.ca/MembersOfParliament/MainMPsCompleteList.aspx?TimePeriod=Current&Language=E>>

On the left side of the page, you will see a text box labeled; Quick Search. Type in the name of your City or County to go to your local representative.

Some of Canada's smaller tracks may in fact survive, as their facilities are geared toward handling smaller events, slower cars and fewer spectators. Canada's Super-Tracks, that have invested millions and continue to invest in their facilities on a yearly basis, like Castrol Raceway and Grand Bend Motorplex will, in all likelihood, cease to be.

Picture the Air Canada Center in Toronto, without the Maple Leafs and the Raptors.

You know, it's funny. No matter how many storms you weather, you never really believe that 'one big wave' is going to hit, until you're already upside down in the freezing water.

To all the Drag racing competitors, crew and fans; thank you for your support and let's have a great year of racing in 2008. It may very well be our last.

Take care and play safe.

Ron Biekx; General Manager, Grand Bend Motorplex