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CONTENTS

CAA
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72 500
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Editorial

- 2 ROAD SAFETY**
▶ When zero is better!

Travel

- 4 SHORT STAYS**
▶ Exploring the flavour trail on the St. Lawrence south shore
▶ Renting a car while travelling abroad
- 8 PHOTO CONTEST**
▶ Lisbon, Portugal
- 10 TO DISCOVER**
▶ Luxury cruises on *Le Lapérouse*
▶ Stay fit, keep travelling
- 12 INSURANCE**
▶ Travel healthy
- 14 PRACTICAL MATTERS**
▶ Packing tips from the pros
- 16 TAKING OFF**
▶ The gentle grandeur of Switzerland

Home

- 41 HOW TO**
▶ Five common questions about paint
- 42 INSURANCE**
▶ Creating a home gym
- 44 TRENDS**
▶ Interiors 2019: The era of refinement

Automotive

- 46 SAFETY**
▶ Test-drive before you buy
▶ Safer driving with a treated windshield
- 50 TECHNOLOGY**
▶ The road to autonomy
- 54 GOOD TO KNOW**
▶ Used auto parts make sense
▶ Driving on empty
- 58 ROAD TESTS**



4 EXPLORING THE FLAVOUR TRAIL ON THE ST. LAWRENCE SOUTH SHORE

CAA-Quebec and You

- 27 FRONT & CENTRE**
▶ CAA-Quebec Foundation study on the Candiac autonomous electric shuttle
- 28 NEWS**
▶ The CAA-Quebec *Party en paix* party kit
▶ CAA-Quebec Foundation hosts benefit lunch
▶ New release: The latest *explore* Signature brochure
▶ Traffic on Mount Royal: Improving road safety without banishing cars
▶ The CCAQ brochure *L'essentiel de l'électromobilité*
▶ 2018 Worst Roads
▶ Auto shows: Why not test-drive an electric car?
- 32 MY NO-STRESS CARD**
▶ Testimonial: "I want my CAA Plus!"
▶ You asked us
▶ The Assistant for legal advice and identity theft
▶ Heading south with *CAA Dollar Discounts*
- 39 HOW TO REACH US**



The entire magazine is available at CAAQUEBEC.COM. Follow us on social media to ask questions, consult our tips and advice pages, and interact with our community.

ROAD SAFETY

WHEN ZERO IS BETTER!



©CATH LANGLOIS PHOTOGRAPHE

ROADS, SIDEWALKS, SIGNAGE AND EVEN VEHICLES MUST BE DESIGNED AND BUILT SO THAT HUMAN ERROR WILL NOT PUT LIVES AT RISK.

A stylized signature in black ink, appearing to read 'Richard Lachance'.

Richard Lachance
President and CEO

In 2017 according to the SAAQ road safety record, 359 people were killed on our roads. Can you guess what the stats will be in 2019: 300? 200? Honestly, how many deaths would you tolerate in your own family? Zero, of course! So why resign ourselves to hundreds of people dying each year on our roads?

“Enough is enough,” say Vision Zero supporters. Serious traffic injuries and deaths are avoidable and we should aim for zero victims. It’s clearly a high and perhaps even utopian bar to set. On the other hand, should we encourage students to set their sights on a 60-percent exam score or, rather, a 100-percent score?

Nothing mysterious

I know you’re saying to yourself, “It’s a good thing that they’re going to lower the speed limit to 50 kilometres an hour on highways.” But that’s not what Vision Zero means. The approach is straightforward and concrete – there’s nothing mysterious about it. So kudos to Montreal – as well as to Toronto, Edmonton, Vancouver and Sweden, where the movement first took root – for adopting Vision Zero.

In fact, it was in this Scandinavian country in 1959 that Volvo introduced the three-point seat belt as we know it today. It wasn’t called Vision Zero back then, but the principle was the same: We needed to remove our rose-coloured spectacles and admit frankly that human beings are not infallible. Roads, sidewalks, signage and even vehicles must be designed and built so that human error will not put lives at risk.

In other words, humans can err, but not so our roads or the planning and management of our infrastructure. This implies taking the needs of all road users – pedestrians, cyclists, motorcyclists and motorists – into account in order to guarantee safety for everyone. That’s what Vision Zero demands: greater multidisciplinary collaboration and better planning for everyone’s benefit.

Road signs alone are not enough

Amid pedestrian traffic, motorists must obviously slow down. But too frequently a mere 30-kilometre-per-hour sign is all there is to compel them to do so. With Vision Zero, roads are planned so that they naturally reduce vehicle speed to minimize collisions. Add a good dose of awareness raising and police presence to the mix and you can guarantee the success of this approach.

CAA-Quebec subscribes to this vision with the daily efforts of the CAA-Quebec Foundation. True, we won’t be able to eliminate all fatal accidents anytime soon. But we will have taken a giant step forward by admitting to ourselves that the only ethically acceptable number – the goal to achieve – is zero.

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ON THE FLAVOUR TRAIL

FROM SAINT-VALLIER TO SAINTE-ANNE-DES-MONTS

The St. Lawrence River's south shore is home to gourmet artisans and producers. Here's a guide to a half-dozen fabulous ports of call.

BY ANNE PELOUAS

Located in **SAINT-ROCH-DES-AULNAIES**, the Seigneurie des Aulnaies is famous for its Victorian-style manor house, flour mill and magnificent gardens. The café-boutique is a showcase for local artisans and growers. But it's the smell of freshly baked bread that's most appealing. Using flour milled on the premises from locally sourced organic grain, on-site **bakery Du pain... c'est tout!** offers a multitude of breads and pastries without additives, artificial colouring or preservatives: sourdough loaves, seaweed or buckwheat buns, chocolate-orange croissants... The choice is yours!

LASEIGNEURIEDESAULNAIES.QC.CA

CHAUDIÈRE-APPALACHES

Route 132 (or Route des Navigateurs) might as well be renamed the "Gourmet Trail." Check out the charming village of Saint-Vallier and you'll see what I mean. Rue Principale is home to the **La Mauve Cooperative** headquarters, featuring a shop selling organic products from its member farms: produce and fruits, charcuterie, ready-made meals, vegan pâtés with hemp seeds, edible flowers... Its bistro with a river-view terrace serves regional fare including salads, cheeses and charcuterie platters, house brownies, Bellechasse beer, and so much more. LAMAUVE.COM

BAS-SAINT-LAURENT

In Saint-André-de-Kamouraska, certified-organic vegetable farm **Le Jardin des Pèlerins** is open to summer visitors by reservation. You can pick your own blueberries and apples, or buy them (and other fresh fruits and produce) from the on-site sales kiosk. The company also makes excellent specialty sea salts - Sel du Pèlerin (flavoured with organic herbs), Mégapicel (hot peppers) and Chante-sel (wild mushrooms).

JARDINDESPELERINS.COM





Further east, in **SAINT-SIMON**, a large sign points the way to the **Saint-Simon Bagel+** bakery. If it's closed, stop anyway. You can always buy the day's freshly baked bagels from the automatic dispenser - Miss Baguelette - located outside the shop. And get this: The bagels come in 10 flavours: plain, sesame, poppy seed, cinnamon-raisin, multi-grain, chocolate, tomato and herbs, pesto and black olives, maple (in the spring only) and blueberry (in the summer only). SAINTSIMONBAGEL.COM

GASPÉSIE
 Located on Rue du Quai in Sainte-Anne-des-Monts, **Exploramer** is a museum celebrating the life of the St. Lawrence River. From June to September, guided family activities include fish harvesting at low tide, hauling whelk and rock-crab traps, scientific tagging of common whelks, and the "Dare to taste Smarter Seafood species," an accreditation program, created by Exploramer in 2009, that encourages the diversification of fish and seafood consumption in order to reduce overfishing of certain at-risk species.
EXPLORAMER.QC.CA

A stone's throw from Exploramer is **L'Académie** where Chef Yannick Ouellet gives cooking workshops all year long. His shop sells kitchen utensils and local food products like sea relish, seaweed-flavoured green tea or seaweed pesto.
YANNICKOUELLET.COM



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RENTING

A CAR ABROAD

Several options are available – whether you travel for business or pleasure. / BY ALAIN MCKENNA

Carsharing

Carsharing apps like Turo are rapidly gaining popularity. It's a type of car rental that allows you to rent a private vehicle for a short period of time, often at lower rates than traditional rental services. "Renting is quick and easy with this telephone app," says Laurence Massara, customer-satisfaction manager for CAA-Quebec Travel. "On the other hand, it's peer-to-peer renting rather like Airbnb, which may limit your recourse in case of a dispute." And finding an available car nearby isn't always simple, either. In large cities, on-demand services like Daimler's Car2Go regularly offer

hourly car rentals, just long enough to travel from point A to point B.

Buy-back car contract

"For European trips lasting 17 days and more, this option offered by Peugeot and Renault is very appealing," says Massara, "provided, of course, that you can get yourself to the delivery-and-return centres." Rates are affordable and vehicles are brand-new with a complimentary full tank of gas. Unlike traditional short-term car rentals, insurance is included in the base price. What's more, once you're on the road, there's no extra fee for additional drivers; although, you must provide your own accessories like a child's car seat.

Car-rental agencies

"The advantage of dealing with traditional agencies is convenience," Massara explains.

All you need to worry about is getting insurance. There are four possible ways: through the rental agency, your credit card, Endorsement QEF-27 in your car insurance policy, or the material-damage coverage for rental vehicles offered by CAA-Quebec's travel insurance.

FOR THE U.S.A.

- ▶ If you travel in Canada or in the United States, contact your insurer before leaving to ensure your policy includes Endorsement QEF-27, which covers any rented or borrowed vehicles. The insurer must provide you with a bilingual document attesting to this endorsement.
 - ▶ CAA-Quebec recommends that border-crossing motorists have liability protection of up to \$2 million.
 - ▶ Thanks to agreements with companies like Enterprise, National and Alamo, CAA-Quebec also now offers discounts on the rental of some vehicles in Canada and in the United States.
-
- ▶ Be sure to contact your CAA travel counsellor who will be able to clarify and specify the details of your insurance coverage. For more information, consult us at VOYAGE.CAAQUEBEC.COM/EN/TRAVEL-INSURANCE.



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PHOTO CONTEST



WINNING PHOTO

LISBON, PORTUGAL ▶ One of the first things you notice in the Portuguese capital is its extensive tramway network. The city's 58 trams are not just an efficient way to get around but also one of its most popular tourist attractions - a great subject for photo shoots! 📷 **RICHARD LABELLE, MONTREAL**

Send your favourite travel photo (maximum 5 megabytes) to CAAQUEBEC.COM/CAAQUEBECMAGAZINE before March 1, 2019, along with a description of approximately 80 words. If your photo is published in the next issue of the magazine, you will win a Samsonite Winfield 3 luggage set consisting of a 24" suitcase and a carry-on - a \$289.99 value.



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LUXURY CRUISES on *Le Lapérouse*



Luxury cruise line Ponant, which specializes in adventure and cruising expeditions, has unveiled *Le Lapérouse*, the first of six new Explorer-class vessels – to be followed between now and 2020 by *Le Champlain*, *Le Bougainville*, *Le Dumont-d’Urville*, *Le Surville* and *Le Bellot* – all named for celebrated French explorers.

In service since July 2018, *Le Lapérouse* is designed on a human scale to feature just 92 ocean-view cabins and suites, all with a private balcony or terrace. Passenger comfort, state-of-the-art technology and respect for the environment are values that have guided the builders of this upscale vessel. Its warm, contemporary design was created by the world-renowned Jean-Philippe Nuel.

Among the ship’s main attractions is the innovative Blue Eye lounge that sits below the waterline. Lounge guests can enjoy live footage of the surrounding marine life captured and projected by three underwater cameras onto digital screens, complete with the sounds of marine mammals through integrated hydrophones. They can rest



©CHRISTOPHE DUGIED

on body-listening sofas that discreetly vibrate in sync with what Ponant describes as “the natural symphony of the sea.” **D.N.**

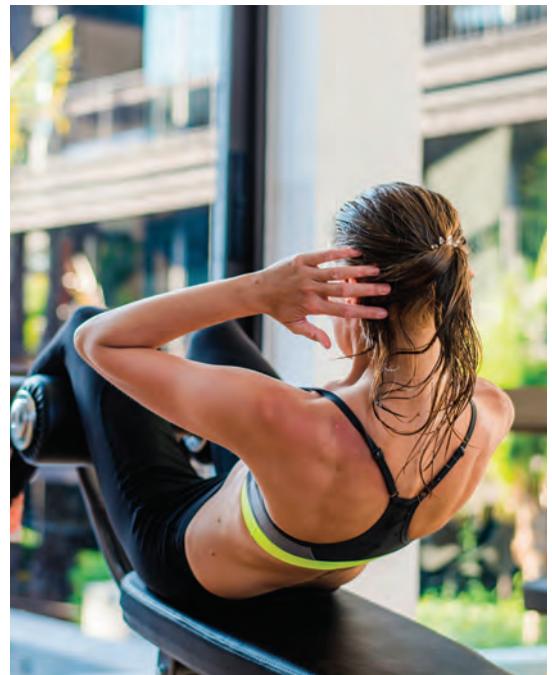
ponant.com ▶ To book a place on *Le Lapérouse* or any other Ponant ship, please contact your CAA-Quebec travel counsellor.

STAY FIT, KEEP TRAVELLING

Today’s travellers care a great deal about their health and wellness. “The trend is especially noticeable in hotels where gyms and fitness centres have become increasingly popular,” says Eve Paré, president and CEO of the Association des Hôtels du Grand Montréal.

Virtually every establishment now includes a workout facility. New hotels and those undergoing renovations have put even more emphasis on this activity, expanding their facilities, giving them more prominence as well as state-of-the-art equipment. Montreal’s Fairmont The Queen Elizabeth is a case in point. “We took advantage of recent renovations to completely redesign our wellness centre,” says public-relations officer Johanne Papineau. “The amenities go far beyond free weights and exercise balls to include the latest fitness equipment and multiple screens showing nearly 200 workout classes for adults and kids alike.” The hotel also features a jogging club and the Fairmont Fit program that offers on-site rental of workout apparel.

The gym trend has evolved by leaps and bounds. Spacious, bright and well-vented facilities with up-to-date equipment are now the norm in hotels and on cruise ships alike, as they gear up to welcome the next generation of travellers. **N. De G.**



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Travel healthy

Travelling far afield? No need to fret – just make sure you take the proper precautions before departure.

BY JACQUELINE SIMONEAU

Vaccinations

Make an appointment at a travellers' health clinic to make sure you're up-to-date with all necessary vaccinations (like diphtheria, whooping cough, tetanus, measles, rubella, mumps, influenza, pneumococcal infection). The vaccine choice depends on your age, state of health, planned travel activities and, of course, destination. "Ideally, consult a health-care provider as soon as your departure date is confirmed, as some vaccines require boosters," says Geneviève Forget, chief nurse at the CHUM Foundation travel clinic. "That being said, it's better to get vaccinated a little late than never."

Food and drink

One can get travellers' diarrhea, typhoid and hepatitis A by ingesting contaminated food or water. And staying at a swanky hotel doesn't necessarily protect you from infection. Besides vaccinations, precautions include drinking water from sealed bottles; avoiding ice in drinks; using bottled or treated water to brush teeth or wash fruit; peeling fruit yourself; cooking food thoroughly and eating it while it's still hot; avoiding unpasteurized dairy products, ice cream, raw vegetables, food and salads sold by street vendors; and washing hands before eating.



Animals

Watch out for rabies! The virus can be transmitted through a bite or scratch by an infected animal whether a dog, cat, bat or monkey. "We advise travellers to get pre-travel rabies shots and avoid feeding or touching animals," says Forget. "Although you can get vaccinated after being bitten, hygiene conditions in which the shots are administered are not always adequate. And shots must be administered quickly. If you get a bite, clean the wound with water and soap thoroughly for 15 minutes, apply a disinfectant and head straight for a clinic or hospital."

Mosquitoes

Mosquito-borne illnesses include malaria, dengue, yellow fever, Japanese encephalitis and Zika virus. In risk-prone countries, protect yourself with insect repellents containing 30-percent Deet or 20-percent

Picaridin. (With Deet, protection lasts 4 to 6 hours; with Picaridin, 9 to 10 hours.) "It's important to apply the repellent 20 minutes after a sunscreen and repeat according to manufacturer recommendations," specifies Forget. Also, wear light, brightly coloured clothing and long sleeves. If you choose open-air accommodations, make sure you sleep under a repellent-sprayed mosquito net tightly tucked under the mattress.

Bathing and swimming

In some parts of the world like South America, Africa and India, patches of freshwater can be infested with parasitic larvae that can, in turn, penetrate human skin, causing serious illnesses. Forget's recommendation: Avoid bathing or swimming in lakes, rivers or any stagnant body of water, even if the water seems clear and you see the locals bathe in it. On the other hand, swimming in the ocean or chlorinated pools is perfectly safe.

5-PERCENT DISCOUNT ▶ to CAA-Quebec members on all vaccines offered by the CHUM Foundation travel clinic.

TRAVEL DESPITE HAVING AN ILLNESS

"Never assume that you're uninsurable just because you've been diagnosed with an illness. Always check with your insurer," says Suzanne Michaud, CAA-Quebec Vice-President - Insurance. Incidentally, CAA-Quebec has recently introduced "Personal Medical Coverage," a new travel-insurance option intended for travellers suffering from a medical condition that was not covered previously. "Evaluation is done by telephone," says Michaud. "Depending on the applicant's answers to health-related questions, the pre-existing condition could be covered, subject to an additional premium. It's a fast and straightforward process."



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Pack like a pro

How to stow your stuff in a small space without wrinkling everything.

BY NATHALIE DE GRANDMONT

Packing's often a hassle, especially when you travel light and don't want to pay baggage fees. No wonder online advice and how-to videos on the subject proliferate! Here are some of my own frequent-flyer secrets.

- ▶ Favour wrinkle-free, versatile and stain-resistant clothing. Choose neutral tones for your basic pieces, which you can match with colourful tops.
- ▶ Women should bring a couple of scarves or shawls. They'll brighten up your outfits and keep you warm on the plane or in overly air-conditioned restaurants.
- ▶ Limit yourself to one or two pairs of comfortable shoes and one pair of dressy shoes.
- ▶ Roll up everything you can.
- ▶ Fold delicate clothes with a piece of tissue paper in the middle to minimize wrinkles.
- ▶ Use underwear and T-shirts to fill gaps and prevent shifting. Socks and other small items can go inside shoes. Wrap shoes in plastic bags and place them on the side of the suitcase.
- ▶ Place all gel or liquid items in Ziploc-style bags.

Tutorial videos

The internet teems with packing tutorials, ranging from rolling and folding techniques to the use of dry-cleaning plastic bags to avoid wrinkling. Here are a few that have caught our attention:

- ▶ On CAAQUEBEC.COM/BOUQTIQUE: Video "Faire sa valise sans se froisser" (in French only) under "How to Pack Your Bags"
- ▶ On YouTube:
 - "How to pack like a pro"
 - "Valise organisée/Alyssia"—designed for female travellers, this video also shows how to safely pack cosmetics and jewellery pieces.



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- ▶ Cosmetic organizer set
- ▶ Travel organizers (Austin House) to keep all your travel documents in one spot



- ▶ These accessories are available at CAA-Quebec Travel Boutique as well as CAA-Quebec Travel Centres BOUQTIQUE.CAAQUEBEC.COM/EN/.

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SWITZERLAND

THE STUFF OF DREAMS

Harder Kulm Observatory



A scenic view of a mountain range with a large lake in the foreground, seen from a balcony with a railing. The sky is blue with white clouds. The text is overlaid on the upper part of the image.

From the shores of Lake Geneva
to the summits of the Bernese
Oberland, we soak up the
culture and sparkling air of
the land once known as Helvetia.

BY NATALIE SICARD



Château de Chillon

Cultural discoveries on the Swiss Riviera

Having arrived in Montreux at night, I wake up early in the morning to a breathtaking view from my balcony at the Grand Hôtel Suisse-Majestic: an impossibly turquoise Lake Geneva is set against the French Alps on the opposite shore. A Belle Époque barge gracefully plies the waters on the Franco-Swiss border. Early risers are already strolling on the flowery quays. No wonder the region has attracted notables like Empress Sisi, poet Lord Byron and, in our own time, Charlie Chaplin and Freddie Mercury. I am on the Swiss Riviera, in the Vaud canton, which stretches from Lausanne to Montreux, the city of jazz.

Besides 4 national languages and 26 cantons, Switzerland boasts more than a thousand museums, and some are rather unusual. One is Chaplin's World, a museum in Corsier-sur-Vevey some 30 kilometres from Montreux. Set on the estate of Manoir de Ban, where Charlie Chaplin lived with his family during the last 25 years of his life, the museum features wonderful replicas of Chaplin's film sets complete with light and sound effects as well as wax figures of iconic characters created by the Paris Grévin Museum. The tour continues with a visit to the family's private quarters – an immersive experience as entertaining as it is moving.

Another favourite destination in the Vaud canton is the Nestlé Museum called Le Nest, which includes a playful and interactive exhibit of the



Fronting the Alimentarium is a giant fork planted in the waters of Lake Geneva.

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Chaplin's World museum

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The Matterhorn, seen from the Findeln hamlet



The terraced vineyards of Lavaux

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The Schilthorn cable car

© NATALIE SICARD

multinational company's history. It all began in 1867 when Henri Nestlé created the first infant milk flour that he marketed as "Farine Lactée Henri Nestlé." Chocolate lovers will be interested to learn that it was here in Vevey that Henri Nestlé's neighbour Daniel Peter invented milk chocolate in 1875 by mixing milk flour with cocoa powder. Vevey is also home to the world's very first food-themed museum, the Alimentarium, which relates the story of nutrition and food production around the world. It's difficult to miss the building, fronted as it is by a giant fork rising 2.15 metres from the waters of Lake Geneva! While there, we hop on a paddle steamer en route for Château de Chillon, which rests on a rocky island at the other end of the lake. This medieval fortress was the summer residence of the counts of Savoy from the 12th to the 16th centuries. From frigid caves with gothic-vaulted ceilings to the hall of arms, medieval tapestries and castle dungeons, the visit is a powerful echo of ancient history.

This sporting life

Not *another* museum, you complain. But, why not? We're at the Olympic Museum in Lausanne. Sports fan or not, you can only be impressed by the rows of Olympic torches and opening-ceremony costumes, past to present. And as you proceed, you learn, among myriad other facts, the whole history of the Olympics dating back to Ancient Greece. The visit ends with the high-jump bar that, incidentally, is set at the current world-record height.

We exit the museum thoroughly reinvigorated, ready to climb the 177-step wooden staircase leading to Notre-Dame Cathedral. Then, feeling peckish, we walk back down the stairs for a bite to eat at Café du Grütli, just off Place de la Palud. It's one of the oldest

restaurants in the canton, established in 1849, and admired today for its divine Buddha Bowls.

Suitably restored, we're ready to head back to Montreux. But how do we get there? One of Switzerland's most impressive attractions is its public-transit network. There's always a train, bus, boat or cable car ready to take you wherever you need or want to go. Not owning a car is a genuine pleasure here. Hikers and cyclists are well served by the scenic 30-kilometre paved trail along the shoreline all the way to Chillon Castle.

Lying along our route are the UNESCO-listed Lavaux terraced vineyards. The 830-hectare wine region, with its emblematic Chasselas grape variety, offers spectacular landscapes. You can criss-cross it on foot or take a vineyard train – either the *Lavaux Express* or the *Lavaux Panoramic*. A number of growers offer tastings in their cellars, and local restaurants pair Lavaux wines with terroir specialties like *papet vaudois* (Vaud sausages on a bed of leek and potatoes), cabbage sausages or *truite du Léman* (Lake Geneva brown trout).



The call of the mountains

To better appreciate the spectacular panorama over the entire region, we take the cog-wheel train to the 2,042-metre-high Rochers-de-Naye summit. It takes only 50 minutes. We're more than happy to leave the hiking and biking trails to hardier souls!

If you have a few more days to spare, why not carry on to Interlaken in the German-speaking Bernese Oberland region? You can get there in less than three hours by train.

Nestled between the twin emerald lakes of Thun and Brienz, picture-perfect Interlaken is an immensely popular destination for adventure seekers

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The revolving restaurant
Piz Gloria



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as well as the departure point for numerous excursions. From Interlaken, a short cable-car ride will drop you off at the top of 1,322-metre-high Harder Kulm, a spectacular spot to watch paragliders below, floating between the treetops. And while there, amidst hordes of selfie-taking tourists, enjoy a time-out fondue at the Panorama Restaurant.

Speaking of a breathtaking vista, the 2,970-metre-high Schilthorn does that justice – you can reach the summit by cable car only. You don't even have to be a seasoned skier or mountaineer to enjoy the 360-degree view over Mont Blanc and the Eiger-Mönch-Jungfrau trio. Magnificent! It's no wonder that revolving restaurant Piz Gloria welcomes James Bond in the 1969 film *On Her Majesty's Secret Service*. Today, its interactive *Bond World 007* exhibit keeps fans in a cheerful mood.

Descending finally toward Interlaken, Switzerland's new converts will complain that they still haven't seen the 72 Trümmelbach subterranean waterfalls, or the Jungfraujoch, Europe's highest-altitude railway station, and so many other marvels. Well, they'll just have to come back.





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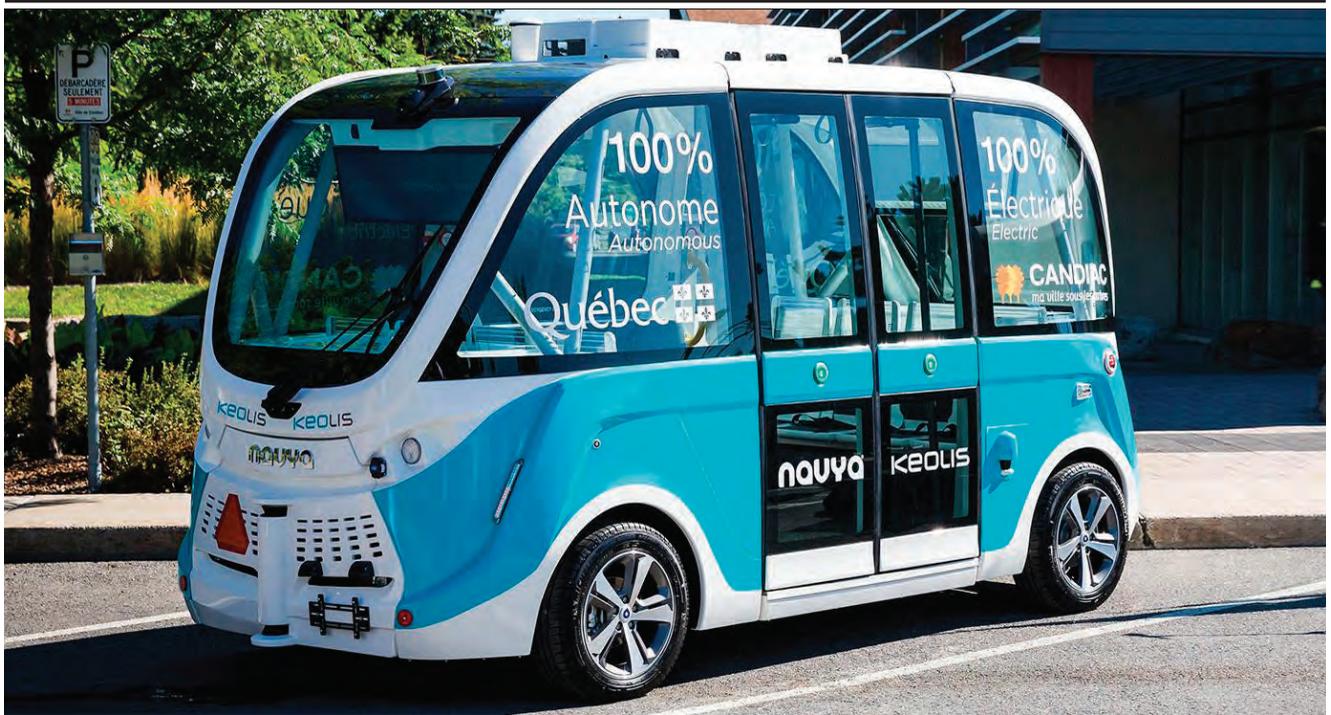
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See the *Member's Handbook* and *Discounts and Privileges Guide* for complete descriptions of services, discounts, products, benefits and rules related to CAA-Quebec membership, or visit caaquebec.com.



EXPERIENCE THE BENEFITS



AUTONOMOUS ELECTRIC SHUTTLE IN CANDIAC

CAA-Quebec Foundation studies the pilot project

Since last fall, an all-electric self-driving shuttle has been operating in the Montreal south shore town of Candiac. This pilot project has inevitably raised road-safety concerns – especially regarding road sharing. The CAA-Quebec Foundation decided to study it in partnership with Transports Québec and the Société de l'assurance automobile du Québec (SAAQ).

The objective is to evaluate both road safety and social acceptance of this novel mode of public transit. The Foundation has, therefore, commissioned experts from the Institut National de la Recherche Scientifique (INRS) and Montreal's École Polytechnique. The town of Candiac will give researchers access to online questions and comments it receives about the project. Incidentally, citizens can share their observations by contacting COMMUNICATIONS@VILLE.CANDIAC.QC.CA.

Both popular acceptance and safety are key

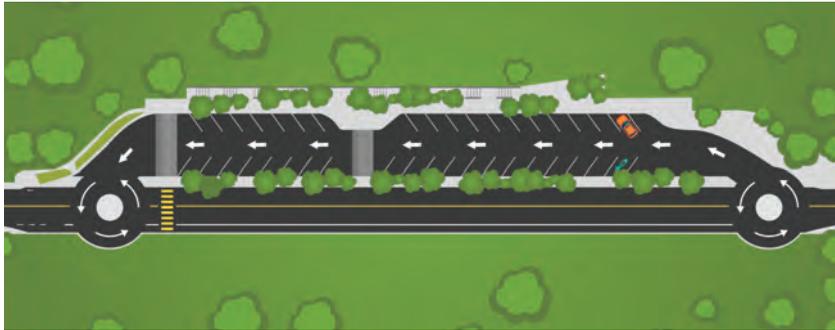
Using cameras installed on the shuttle and along the route, online and on-the-ground surveys, or observation sessions, researchers will delve deeper than local feelings about the project. They will also determine the criteria required for general public acceptance. The shuttle's interaction with other road users will be

THE CANDIAC AUTONOMOUS SHUTTLE PROJECT

Operated by Keolis, the Navya all-electric shuttle has been sharing a two-kilometre-long stretch of road with normal traffic since October 2018. The 15-passenger shuttle conducted a two-week dry run before accepting regular riders. This first phase of passenger service ended in late December. During the winter, the shuttle continues to operate – but without passengers – while it deals with harsher weather conditions. Passenger service will resume in the spring, lasting until summer's end. But an operator is always on board, ready to take control of the shuttle if need be. This project is the first long-term demonstration in Canada of a fully electric autonomous shuttle on public roads.

another important part of the observations at ground level. For example, will there be situations when the shuttle doesn't behave as expected? What frequent mistakes do other road users (drivers, cyclists, truckers and pedestrians) make when they cross its path? The basic aim is to improve interaction with this new technology while at the same time bolstering everyone's safety.

Survey results will be announced at the end of the fall.



TRAFFIC ON MOUNT ROYAL

IMPROVING ROAD SAFETY WITHOUT BANISHING CARS

There's plenty of space for everyone on Mount Royal – pedestrians, cyclists, motorists and public-transit users. In that sense, closing Camillien-Houde Way and Remembrance Road to vehicular traffic is hardly the best solution for improving road safety.

Last summer, the City of Montreal conducted a pilot project designed to reduce motorists' access to these arteries. But our traffic experts are unanimous: You can improve safety while still allowing cars and buses to circulate. In fact, a CAA-Quebec survey showed that very many CAA-Quebec members in the Montreal area did not favour eliminating all traffic there.

CAA-Quebec is convinced that better protection for Mount Royal park users can be obtained by modifying traffic signs and reorganizing the infrastructure: perhaps by creating two roundabouts – one at each end of the Lookout, for example. This, by itself, might well solve a big part of the problem since the new configuration would allow vehicles to turn right around, thereby eliminating any need for U-turns, which currently constitute very real collision risks, especially with cyclists.

CAA-Quebec will continue to closely follow the issue and will always be there to heed the voices of motorists if other initiatives should be proposed.

The ABCs of electro-mobility

CAA-Quebec is especially proud to support the Corporation des concessionnaires d'automobiles du Québec (CCAQ) as attested by its recently published brochure *L'essentiel de l'électromobilité* (electromobility basics). In addition to providing answers to key questions posed by electromobilists, the brochure will serve as a guide for new electric-vehicle owners on many topics including eco-registration procedures, maintenance and charging stations. For more information (available in French only), visit PUBLIC.CCAQ.COM.



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Diamond ratings stand for excellence

It's the ultimate hallmark of quality. Three new Montreal establishments have been added to the prestigious list of Four- and Five-Diamond restaurants and hotels in Quebec this year.

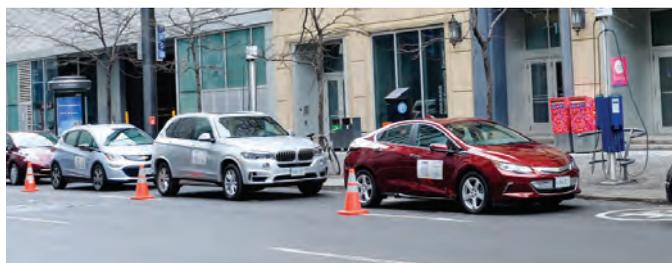
They are Restaurant Le Club Chasse et Pêche, Hôtel William Gray, and Fairmont The Queen Elizabeth hotel. Club Chasse et Pêche is renowned for its fish and game menu, the William Gray in Old Montreal boasts 127 rooms while the Queen Elizabeth offers 950. All of these are perfect illustrations why Diamond-rated establishments cater to their clientele's every taste and expectation. The choice is yours! Visit CAAQUEBEC.COM to consult the complete list of Four- and Five-Diamond establishments.

2018 WORST ROADS

HALF OF THE 10 WORST ARE NOW ON THE REPAIR LIST

Budgets have been confirmed and some work has already begun on Gatineau's Saint-Joseph Boulevard, Montérégie's Highway 30, Shawinigan's Chemin de la Réserve, Laval's Marcel-Villeneuve Avenue and Côte-Nord's Route 389. Others are works in progress: Lac-Beauport's Traverse de Laval, for example, is slated for repair in the fall of 2019. Sadly, the situation is very different for Ormstown's Rivière-Châteauguay Road. In order to repair it, the tiny municipality would need to invest twice its entire annual budget. But should town residents be asked to sacrifice two years' worth of snow removal and garbage collection for the sake of a single road? Of course not! Despite all the goodwill in the world, some municipalities simply can't make it without provincial help. While new financing has been earmarked for infrastructure maintenance, the need remains acute in many municipalities.

Visit CAAQUEBEC.COM to see the details of investments and announcements regarding work on 2018's Worst Roads. And be on the lookout for the upcoming 2019 campaign.



MONTREAL AND QUEBEC CITY AUTO SHOWS

An electric car... Why not?

You're planning to change cars this year and wonder whether you should go for an electric vehicle (EV) or a plug-in hybrid. If that's the case, a visit to Quebec City's International Auto Show (March 5 to 10) is a must, if only to test-drive EVs for free.

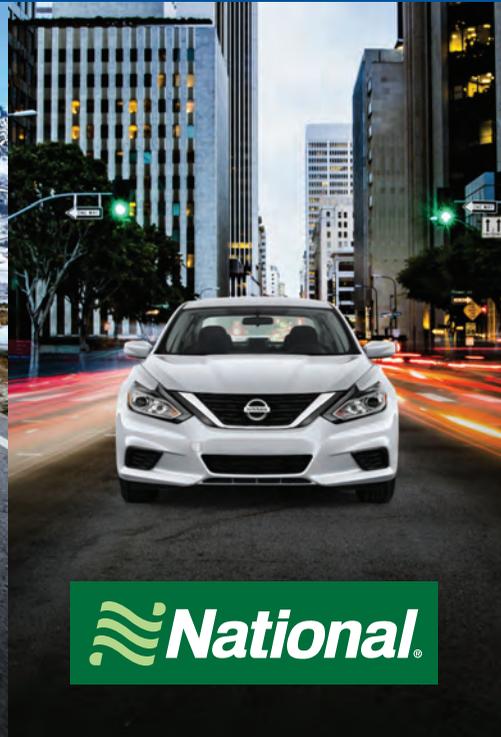
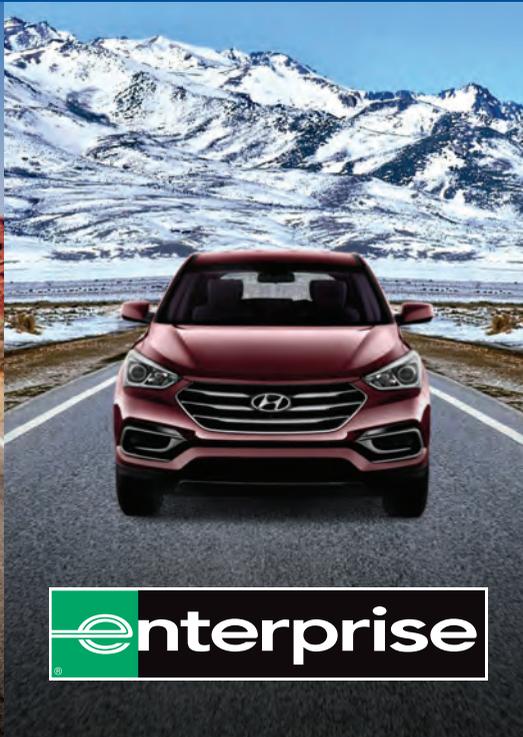
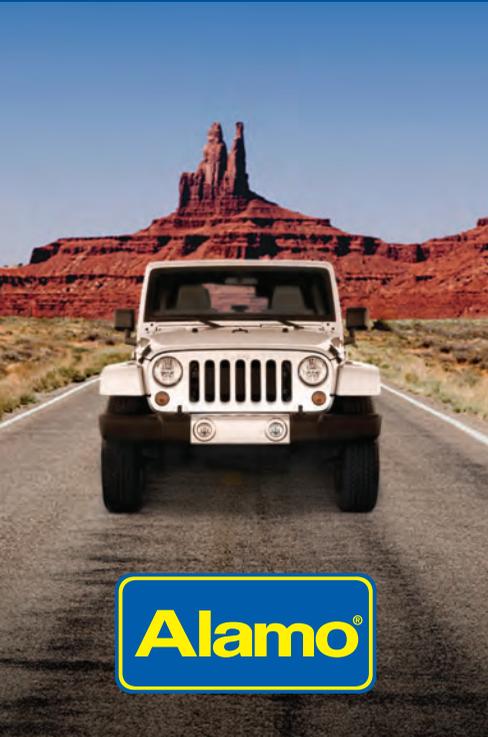
Some 12 models, including the BMW i3, Chevrolet Bolt EV, Mitsubishi Outlander PHEV and Volkswagen e-Golf, to name only a few, will be made available on a first-come, first-served basis. There are two prerequisites: You must be at least 21 years old and hold a valid driver's licence.

Our mobility partners

The CAA-Quebec Electric-Vehicle Test-Drive Program, which is in its sixth year, would not have been possible without the participation of the Government of Quebec, the EV charging network FLO, Équiterre, the Quebec City International Auto Show and, of course, the Montreal International Auto Show, which also provided EV test-drives in January. Naturally, the event was a huge success, as was the conference given by our automotive experts: *Electric Vehicles for All: Myth or Reality?*

If you missed the conference, you can catch it at the upcoming Electric & Hybrid Vehicle Show, to be held on May 3 to 5 in Montreal and May 24 to 26 in Quebec City.

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MEMBER TESTIMONIAL

“I want my CAA Plus!”

This keen motorcyclist from Upton, Montérégie, is no stranger to flat tires. But thanks to her CAA-Quebec card, her misadventures have always turned into happy memories.

“A flat means I’ll get to see a tow truck!” chuckles Louise Veillette, a CAA-Quebec member for 10 years, and counting. She clocks 25,000 kilometres annually on her motorbike, enjoying the freedom it affords and the scenic destinations to which it takes her – both in Canada and the United States. But what she treasures above all is the chance to meet interesting people, like roadside-assistance patrollers.

A few years ago, Veillette got a flat tire in Lancaster, PA. It was a holiday there but, undaunted, she dialed what she dubs the “magic number” on the back of her membership card – and an AAA patroller showed up. “He was very kind to me,” Veillette remembers. “Besides towing my bike to the nearest garage, he made sure I had a place to stay and even stopped briefly at a grocery store so I could pick up a couple of items. And CAA-Quebec reimbursed me for everything, thanks to the trip-interruption coverage that’s included in my CAA Plus membership.”

Of course, Veillette also benefits from the sympathetic attentions of Quebec’s roadside-assistance patrollers, especially at the Acton Vale garage near her home. She’s on a first-name basis with everyone there, folks like Jean, the super-nice owner, and Fred, the patroller, “who readily gave me his cellphone number just in case,” she recalls. “Sure enough, he came to my daughter’s rescue after she left her keys in the car.”



©DOMINIC GOUJIN

CAA-Quebec is very much part of Veillette’s daily life. “I fill up at Couche-Tard whenever possible, flashing my card there more often than you think. And when I travel in the States, the card saves me 10 to 15 percent on expenses. Nice and easy. It’s the no-stress card par excellence.”

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"Advisory Services" section



QUESTION / I'd like to put up a fence. How do I go about it - in a friendly way - with my neighbour? And can I ask him or her to share the cost? - **SÉBASTIEN DUFOUR, LÉVIS**

ANSWER / If you follow the rules, then there's a good chance things will go smoothly. Be sure to check local bylaws regarding fence height (generally three feet in the front yard and six feet in back), clearances and materials (which ones are authorized and which are forbidden).

Next, check your certificate of location to make sure there's no easement or right of way, and ascertain the exact borders of your land.

If the fence is to be built on the dividing line, then both you and your neighbour will own it equally and must share the costs of construction, installation and maintenance or repair. To avoid potential conflict, you should ideally regard your neighbour as a partner in your project, and

bear in mind that you may be obliged to revise your plan to also satisfy him or her. In a nutshell, it's best to reach an amicable agreement before undertaking construction and, later, sending him or her an invoice.

Note that building a fence on your side of the dividing line doesn't mean that everything is neat and tidy. If you don't make it clear (for example, by registered letter) to your neighbour that you intend to retain ownership of that portion of your land located beyond your fence, he/she could, after 10 years, go to court and claim ownership of that portion.

Communication is what counts here. And don't hesitate to seek professional help from a land surveyor or notary.

THE ASSISTANT

AS MY MOTHER WAS PREPARING TO REVISE HER WILL, SHE ASKED IF I WOULD BE HER LIQUIDATOR. WHAT ARE THE MAIN TASKS AND RESPONSIBILITIES? CAN I REFUSE?



THE ASSISTANT FOR LEGAL ADVICE AND IDENTITY THEFT REPLIES

► Unless you are the sole heir, you have the right to refuse this request. And even if you accept it today, you could still decline the invitation when the time comes. You can also delegate some or all of the related tasks to a notary or lawyer. Ideally, the liquidator's role and responsibilities are described in the will. He or she must administer the estate until all assets are distributed to the heirs, acting

prudently and honestly, and using sound judgment. The process includes several necessary steps, like doing a will search, closing accounts, filing income-tax returns, creating an inventory of assets and liabilities, and distributing the assets to the heirs. Any fees incurred by the liquidator must be reimbursed by the estate. The liquidator's time, too, can be remunerated, if such a provision is included in the will. The process can last for several months or even a year. So, think carefully about it before you agree.

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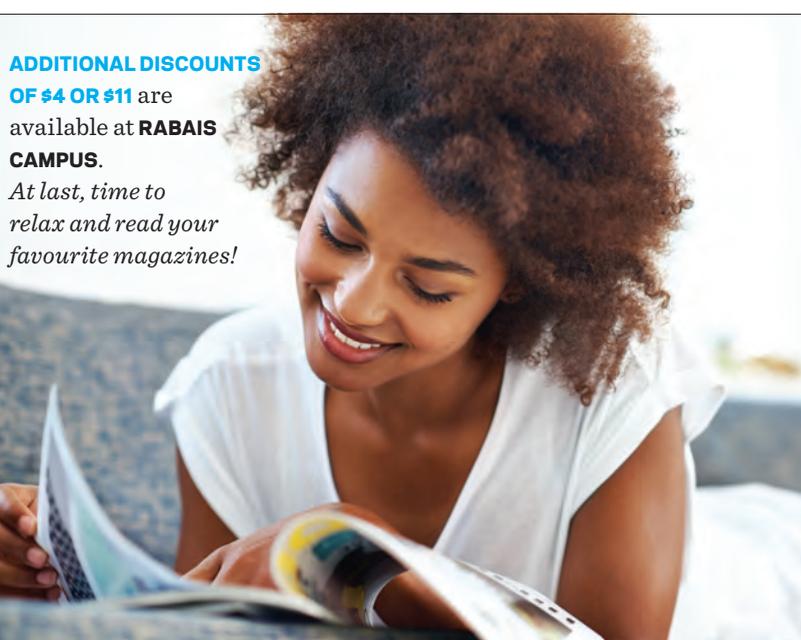
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AUTOMOBILE AND TOURING CLUB OF QUEBEC (A.T.C.Q.)

NOTICE OF ANNUAL GENERAL AND EXTRAORDINARY MEETING OF MEMBERS

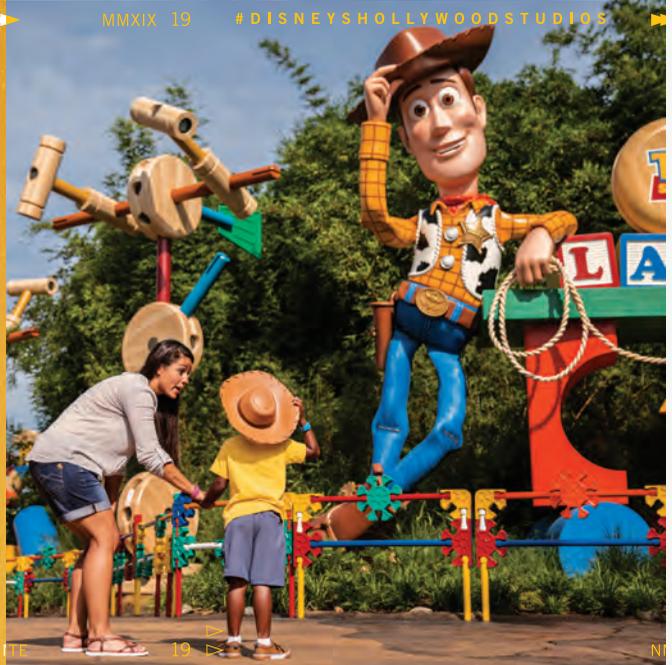
Notice is hereby given that an annual general and extraordinary meeting of members of the Automobile and Touring Club of Quebec (the "Association") will be held at Auberge Saint-Antoine, 8 Saint-Antoine Street, Quebec City, Quebec, on Thursday, April 25, 2019, at 11:30 a.m., for the following purposes:

1. To receive the Management's reports;
2. To receive the Association's financial statements for the fiscal year ending November 30, 2018, as well as the auditor's report thereon;
3. To adopt, by special resolution, Bylaw 2018-1 to amend the Administrative Bylaws by incorporating a limit of the number of terms and a maximum period of eligibility for the Directors;
4. To elect Directors;
5. To appoint the Association's auditor and authorize the Directors to establish his/her compensation;
6. To deliberate on any other item that may be duly submitted to the meeting or to any adjournment thereof.

Quebec City, December 4, 2018
Me Sophie Gagné, Corporate Secretary



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5 common questions about paint

BY JACQUELINE SIMONEAU

HOW MUCH PAINT DO I NEED? ▶ According to Christian Dion, manager of a Bétonel-Dulux store, a gallon (3.7 litres) of paint will cover a 10 x 12-foot room with one coat – and that includes all surfaces: frames, ceiling and walls. “For a more precise calculation, measure the area to be painted in square feet. A gallon is estimated to cover approximately 450 square feet. But keep in mind that calculating the required amount of paint can never be quite as reliable as that for wallpaper. It all depends on the thickness of the paint applied. Some applications are thicker than others. So always buy a little more than estimated, just in case.”

HOW CAN I TELL IF A WALL IS PAINTED WITH LATEX OR OIL-BASED PAINT? ▶ Dip a cotton swab in rubbing alcohol or acetone-free nail-polish remover and rub it over a small area of the wall. “If the paint comes off, it’s latex,” says Dion. “If it doesn’t come off, it’s oil-based.” To apply a latex product over oil-based paint, you must first prime the surface with a bonding primer.

WHY DOESN'T THE PAINT ADHERE PROPERLY? ▶ Most paints won’t stick to a surface that’s dirty, dusty or greasy. Also, latex paint won’t adhere to oil-based paint. So for the paint to adhere properly, the surface must be cleaned beforehand, even if it already looks clean. If you’ve plastered and sanded the surface, be sure to go over it with a wet sponge to remove the dust – a dry cloth will not work. Finally, glossy surfaces need to be sanded or primed to lose their shine.

WHY DOES THE PAINT BUBBLE? ▶ Bubbles or blisters are usually caused by too much moisture beneath the painted surface, ambient heat while painting, or insufficient drying time between layers. “Blisters form when evaporation is trapped,” says Dion. “Small bubbles will disappear by themselves, but the large ones must be scraped and touched up.”

HOW SHOULD I STORE LEFTOVER PAINT FOR REUSE? ▶ Ideally, leftover paint should be transferred into a smaller, clean can (on sale at paint stores). Never use glass jars or food containers, as they won’t be accepted by recycling centres. “Transferring leftover paint into a smaller can will minimize air exposure,” explains Dion. “The more air in the container, the quicker the paint dries up. And sealing it with plastic wrap or turning the can upside down won’t help.” Don’t forget to label the can, including the paint name, manufacturer, colour and the last date of use. Store it in a warm, dry place: Cold weather will damage the product while moisture will cause rust to occur inside the can, contaminating the paint.

NOTE ▶ CAA-Quebec members get a 25-percent discount on regularly priced paints at Bétonel-Dulux.



CREATING A HOME GYM

Imagine the convenience of working out in your own space and on your own time! First, though, let's be smart in setting it all up.

BY JACQUELINE SIMONEAU



Floor, walls and ceiling

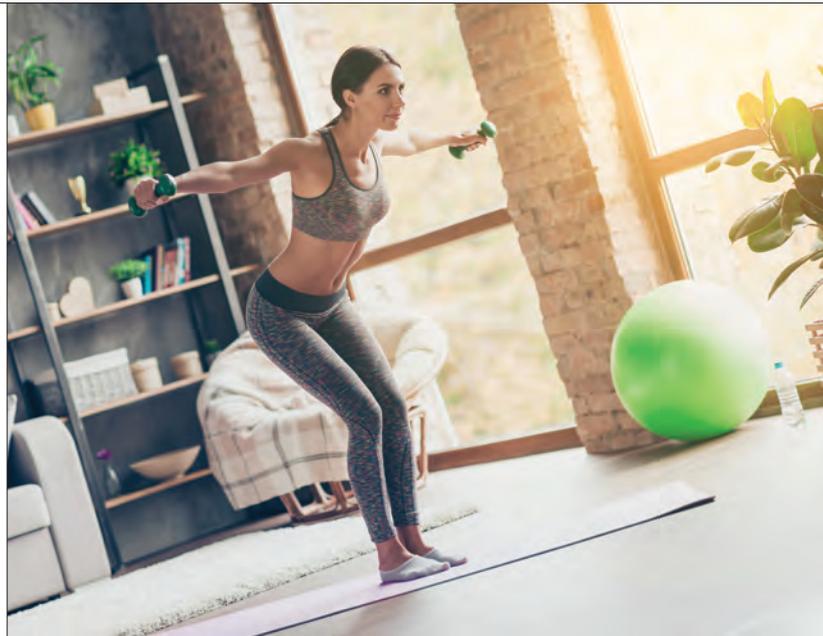
Unless your gym is set up in the basement or garage, you need to make sure that heavy equipment won't interfere with the structure of your house. Vibrations could be another possible concern. If so, consult an engineer to determine the load-bearing capacity of the existing floor as well as how much shock and vibration it can absorb. Interior designer Maxime Partouche, who teaches at the Université de Montréal school of urban planning, suggests using rubber gym mats (popular at fitness centres and available at sports-equipment stores), which emit no strong odours. And check the ceiling height, especially in a basement gym. Too low a ceiling will obstruct overhead movements. And be sure to mount a large mirror on a wall – it will both increase luminosity and allow you to observe and correct your movements.

Space

If you live in a house, the basement or garage is an ideal spot for a gym. If you live in an apartment or condominium, dedicate a spare room to workouts, or integrate your fitness equipment into the corner of an otherwise occupied room, setting it apart with a curtain, for example, to keep the equipment out of sight. "In both cases, make sure that you can easily move between the machines," says Partouche. "If you are working with a small space, opt for multi-functional dumbbells and barbells (to target different muscle groups), foldable models, and the like."

Aeration

Without adequate ventilation, your gym may turn into a sauna. An adapted ventilation system is ideal, but failing that, a ceiling or standing fan combined with a dehumidifier (if necessary) will do the trick, refreshing the air by removing moisture and unpleasant odours. A wall-mounted air conditioner is also a good option.



INSURANCE

A home gym will not increase your residential insurance premiums. According to Suzanne Michaud, CAA-Quebec Vice-President – Insurance, residential insurance covers both property and content, including sports equipment up to the insured amount. Michaud recommends keeping all invoices and receipts in case you need to make a claim.

Electrical installations

Install enough electrical outlets at convenient locations to serve all your devices like a television, an audio system and even a mini fridge.

Lighting

"Forget mood lighting because it's sleep-inducing," says Partouche. "Functional white lighting is preferable so you can keep an eye on your movements in the mirror. Ceiling-mounted track lighting is an excellent option."

Storage

Yoga mats, workout towels, bottles and other accessories should be stored for easy retrieval, using open shelving and organizers, for example. If possible, try to allow room for that indispensable water cooler.



INTERIORS 2019

THE ERA OF REFINEMENT

This year's home-decor trends reflect a thirst for sophistication and a desire for self-indulgence, with colours and hues as timeless as they are contemporary.

◀ The *Cinnamon Diamonds*, a dusty pink hue, adds just the right feminine touch to this otherwise masculine interior, with hues of *Elusion* and *Mountain Lake* (Dulux).



▲ Coffee table, "Jodie" (Structube)



▲ Corner sofa, "Grönlid" (Ikea)



▲ Lamp, "Elia" (Structube)



▲ Leather chair, "Arie Coachella"-made in Canada (EQ3)



Dulux Night Watch (DLX1145-7) is a versatile, deep green derived from intense black hues, "giving nature a nod with an underlying urban sophistication."

▶ Duvet cover and pillowcases, "Filodendron" (Ikea)



◀ Beechwood-and-fabric rocking armchair, "Quadrille" (Roche Bobois)

Our thanks go to Dulux Paints for providing this information.

Liven up a cool, monochrome decor with brightly hued elements – like these bedside tables the colour of *Spiced Squash* (O18ML) – with *Liquid Metal* finish from the Dulux 2019 Trends Colour Palette.



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TEST-DRIVE BEFORE YOU BUY

Shopping for a new car? Follow these essential steps so you can make the best possible choice.

ADAPTED BY ALAIN TITTLE FROM AN ARTICLE BY CRAIG MOY

After narrowing the field to a few makes and models, take each one for a test drive to assess how well they suit your driving style and automotive needs. “This is all the more pertinent when you see that many drivers choose SUVs over sedans following test drives,” says CAA-Quebec automotive expert Jesse Caron. Such a category change is bound to force the driver to be very careful during a test drive, because for the same price, a sedan

and an SUV can differ greatly in terms of comfort, handling, rolling noise and visibility. Here are some tips for getting the most out of your test-drive time.

Check the interior

Before you start the engine, spend a few minutes finding out how comfortable you are in the driver’s seat. How easy is it to reach the primary controls, like the steering wheel, brakes and gear stick, and can your seat position be adjusted for maximum comfort?

Then look around: Do the mirrors provide an ample view of what’s behind the car? Are there any built-in blind spots? Do you have to tilt your head awkwardly to see around the car’s metal “pillars” while performing a shoulder check? Similarly, look out the side and rear windows. Will you be comfortable reversing or backing up into a parking space? Backup cameras, now a standard feature in new vehicles, are certainly helpful, although they can’t exactly compensate for poor visibility all by themselves.

Put it to the test

“To get a real feel for a car’s performance, test-drive it for at least 30 minutes,” Caron says. “And it’s a good idea to bring along someone you trust and who understands cars. This way, you can compare notes.”

Evaluate the following:

STEERING ▶ Make a series of left- and right-hand turns. Is the steering easy? When you make a turn, can you see everything you need to through the windows? Does the car straighten out on its own? Is the turning radius tight enough? In other words, can the car turn on a “dime” when you’re trying to park?

ACCELERATION ▶ Does the car accelerate promptly – from a stop and when you need to merge onto a highway? Does the automatic transmission shake in between gears?

BRAKING ▶ When you brake, does the car stay straight and true? Does the anti-lock braking system (ABS) kick in too soon, or not soon enough? The latter is especially important. When driving in “normal” conditions, you’re unlikely to need your car’s ABS to engage. But you should be confident that it will work when called upon, especially in winter.

If you’re happy enough with a car to consider buying it, test out the features thoroughly. Among other things, that means performing a heavy acceleration and a heavy brake. If the salesperson won’t let you do that, go to a different dealer.

Drive your own route

“Some dealerships will take you on a specific route they use for test drives,” notes Caron. But what if how you drive and where you typically drive doesn’t conform to that pre-determined course? Before arriving for the test drive, plan a route that includes different types of roads and conditions. You’ll want to drive in urban traffic and suburban traffic, and you’ll want to merge onto a highway. And it would be interesting to see how the car fares on a rough road. Does the ride get too bouncy? Is it noisy? Is the suspension too rigid or too soft? Those are going to be important factors if you plan to spend a lot of time driving to and from a cottage, for example.”

And if you’ll be sharing the vehicle with a partner, make sure that person also gets time behind the wheel – while you check out the back seat. And if you have kids, Caron suggests bringing their car seats for



CONSIDER A RENTAL ▶ If you’re still uncertain after test-driving a few cars, why not rent your front-runner for a weekend? That way you can take an extended drive anywhere you like, drive at night and potentially in different weather conditions. You can also see whether the car fits in your garage, and if that’s the case, whether it can tow a trailer. If you spend a few hundred dollars up front and find some quirks that maybe you don’t like, maybe that will work out better for you in the long run.

the test drive. These seats usually fit most cars, but that’s not a given. Why not make sure that they do before settling on your choice.

Look at non-operational controls

Spend some time checking out the climate-control and driver-assistance systems (blind-spot alert, adaptive cruise control, lane-departure warning, parking assist, etc.) and the onboard computer. Also ask to demo some of the finer points of the in-vehicle infotainment system. Does it have all the features you expect, and how complicated are they to use? Are you able to pair your phone to the system via Bluetooth? Are the touch screen and other commands easy to operate without having to think about it? “The time that you spend test-driving the car and checking even the smallest details will help you make the right decision,” concludes Caron.

SAFER DRIVING WITH A TREATED WINDSHIELD

Windshield weatherproofing is something like all-wheel drive – you can live without it, but why would you want to in a climate like ours? / BY NADINE FILION

The product is known as a windshield sealant, rain repellent, or anti-adhesive coating. It may even be referred to by its trademark names: Aquapel or Rain-X. It can be made with synthetic-, ceramic- or nanotechnology-based materials (nanotechnology is known, among other attributes, for increasing the resistance and effectiveness of materials). You can buy the coating at big-box stores for about \$10 and apply it yourself or, for about \$30, have it applied by a professional.

Regardless of the product composition or user, the goal is the same: to treat the windshield with a layer of protection – rather like wax on the body of a car – from rain, snow, sleet, bugs, or road dirt and grime. Nothing sticks to the surface, thereby ensuring superior driver visibility.

Is the treatment effective?

“Absolutely – you’ll see the difference as soon as it starts raining,” says CAA-Quebec automotive industry analyst Sylvain Légaré. “The water beads up and slides off to the side. Despite poor conditions, you don’t have to strain your eyes as much. It works so well that, at cruising speed, you probably won’t need to turn on the wipers at all.”

Légaré drives many kilometres to and from work every day. “I use far less washer fluid in winter, and the windshield defrosts more easily. A quick scrape here and there is all it takes.” In the summer, the quasi-vertical windows of his Jeep Wrangler also benefit. “It’s so easy to remove the bugs. Call me crazy, but even my motorcycle fairing gets a coating!”

At your own risk

True enough, you can get by without the benefit of windshield coating. On the other hand, those who’ve tried it end up convinced by its merits.

However, for the treatment to be genuinely effective it must be renewed on a regular basis,

THE ROAD TO AUTONOMY



Cars that virtually drive themselves are already on our roads. Here's how to use them for maximum effect.

ADAPTED BY ALAIN TITTLE FROM AN ARTICLE BY MATT BUBBERS

The shape of things to come: Fully autonomous vehicles that will be able to communicate with one another to avoid collisions. A vehicle linked to the traffic-light network could figure out the optimal speed for maximizing fuel economy. They'd have the potential to reduce traffic congestion and substantially improve safety for pedestrians, cyclists and drivers alike. The possibilities are immense, and we're just scratching the surface. What we have now are considered semi-autonomous cars.

Cars have had driver-assistance features since anti-lock brakes and power steering. Assistance is nothing new. What's new is the level of assistance. Cars are helping the driver more than ever.

Examples of semi-autonomous technology

Cruising along a highway in a Mercedes-Benz E-Class, you engage *Drive Pilot* – the vehicle's semi-autonomous system – with the simple push of a button behind the steering wheel. The car's dashboard will show you whether the various sensors see the lane markings and the vehicle just ahead.

As the road ahead turns to the left, you'll feel the steering wheel turn in your hands.

If the car in front comes to a complete stop, so will the Mercedes. Want to change lanes? Just hold down the turn signal and start steering, the Mercedes will do the rest.

If you get too comfortable and take your hands off the wheel for more than a few seconds, the Mercedes will flash warning lights and then beep to tell you to replace your grip.

"If you're able to sit in the car and comfortably watch the (semi-autonomous) system for half an hour

or longer and are never required to intervene, you'll come to trust that car very quickly," says Steven Waslander, associate professor and director of the University of Waterloo's Autonomous Vehicle Laboratory (WAVE Lab).

Beware a false sense of security

These cars can make driving so easy it becomes boring, and that's when you're most likely to stop paying attention, possibly missing a mistake the semi-autonomous system makes. This is where danger lies.

Christoph von Hugo is senior manager for active safety systems at Mercedes-Benz. "It would be wrong to say we don't see the danger," he says. "Because our job is precisely that: anticipating that danger and thinking about it very early."

The answer he and his team came up with is subtle. "If you drive our E-Class today, you will have the feeling of a cooperative steering approach. You are behind the wheel, and the car is helping you. It's not you or the car. That is a very important distinction."



WHAT THE LAW SAYS ▶ Across Canada, semi-autonomous technologies like *Autopilot* and *Drive Pilot* are legal — there's nothing to say they aren't — if used as driver assistance. Aside from research vehicles, which require special permits, fully autonomous cars are not yet allowed on Canadian roads.



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Tesla's *Autopilot* operates the same way as Mercedes' *Drive Pilot*. When Joshua Brown crashed his Tesla Model S in May 2016, *The New York Times* reported Brown's death as the "first fatality involving a self-driving car." His tragic death is important because it puts a spotlight on just how advanced modern vehicles have become, and highlights the danger of semi-autonomy. It sparked conversations and questions around the liability and ethics of semi- and fully autonomous cars. How do we want them to operate on our streets? What, for example, should a fully autonomous car be programmed to do if it's faced with a choice between two potentially life-threatening situations?*

"We're trying to make a system that never has to decide between two bad options," says von Hugo. "When a human driver makes those mistakes, it's almost always because he was going too quickly somewhere he couldn't see." Fully autonomous cars, he adds, would drive in a more conservative, low-risk way in order to avoid those situations.

Current semi-autonomous technology

You don't have to buy a \$70,000 Mercedes or \$100,000 Tesla to sample semi-autonomous technology. You can find it on all vehicles. The Toyota Corolla, for example, is equipped with automatic emergency braking and lane-departure warning with automatic steering assist. This technology is improving, becoming more widespread every year.

No matter how clever cars get, the driver is still in charge and, crucially, the one who is liable in case of accident. Driver responsibility doesn't change. In other words, we still need to keep our hands on the wheel.

Cold-weather challenges

Quebec's winter road conditions (extreme cold, snow and ice, road salt, etc.) can be wearing on current automated-driving systems (ADS). Most semi-autonomous vehicles tested last winter by CAA-Quebec proved to be unreliable and their ADS unusable in most situations. For now, it's clear that semi-autonomous vehicles have a great many challenges to overcome in Quebec.

***Reminder** ▶ See Richard Lachance's editorial in the Winter 2018 issue, which spells out CAA-Quebec's position on this issue.

LEVELS OF AUTOMATION

The Society of Automotive Engineers (SAE) has defined six levels of automation that apply to cars on the road today — and to those still in our imagination.

LEVEL 0 NO AUTOMATION

Cars in this category can't fend for themselves; humans are in control of everything. This includes pretty much every car made between 1880 and 2000.

LEVEL 1 DRIVER ASSISTANCE

The car has at least one safety system, like lane assist or automatic braking, that kicks in when needed. An example is the Toyota Prius, which will flash warning lights and, if necessary, turn the steering wheel when it senses you wandering out of your lane.

LEVEL 2 PARTIAL AUTOMATION

These cars have at least two safety systems that are designed to work together to keep the vehicle on the straight and narrow. The Tesla Model S falls under this category.

LEVEL 3 CONDITIONAL AUTOMATION

Now we're getting into some serious self-driving. Cars in this category — which don't yet exist outside of concepts — can pretty much handle themselves when the weather is clear and road conditions are good. Humans would intervene in an emergency, or in the event of a system failure.

LEVEL 4 HIGH AUTOMATION

These cars will be able to pilot themselves, even in emergency situations and bad weather. Drivers can still take control, but they're getting close to being superfluous.

LEVEL 5 FULL AUTOMATION

The (distant) future. These cars are completely automated and may not even have a steering wheel or brake and gas pedals. Google's bubble-shaped self-driving car, still a prototype, only needs humans to enter a destination; after that, they can kick back, relax and enjoy the ride.

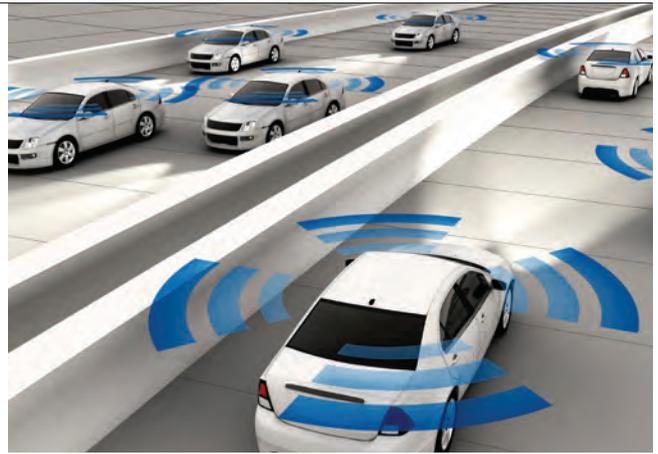
What is a semi-autonomous system?

Think of it as an advanced type of driver assistance. It includes technologies like adaptive cruise control, lane-departure warning with automatic steering assist, and lane-change assist. When buying a new car, it's important to understand exactly what it can and can't do.

LANE DEPARTURE WARNING WITH AUTOMATIC STEERING ASSIST ▶ This system uses a small camera to track the white and yellow lane markings on the road. If it notices you've strayed from your lane, it will alert you then turn your car's steering wheel, guiding you back into your lane.

PARKING-ASSIST SYSTEM ▶ This system kicks in when you come to an open spot and put the car into reverse. The vehicle will steer itself into the opening, usually while you control the brake and gas.

AUTOMATIC EMERGENCY BRAKING (AEB) ▶ Radar- or camera-based AEB uses light or chimes to alert the driver to the



presence of another vehicle, a pedestrian or an obstacle in his or her path. If the driver doesn't respond, the system will automatically apply the brakes to prevent, or reduce the severity of, the crash. By 2022, almost all new vehicles sold in North America will be equipped with AEB.

ADAPTIVE CRUISE CONTROL ▶ This system uses the same sensors as AEB to track the preceding vehicle and adjusting your speed to maintain a constant and safe distance between the two vehicles.



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Used auto parts make sense

Eco-minded drivers can trade their cars for more energy-efficient models. They also can help the planet - and their wallets - even more by buying used replacement parts for their car.

BY ALAIN MCKENNA

Unlikely as it may seem, damaged vehicles written off as scrap contain several components that can be reconditioned and reused. These parts have at least three key advantages over brand-new ones.

- ▶ They're fully compatible with vehicles of the same model as the one from which they were extracted.
- ▶ Their resale prices are substantially lower, representing savings of up to 50 percent, according to the Association of Auto Parts Recyclers (ARPAC).
- ▶ Recycling means fewer new parts being produced, which in turn reduces the automotive ecological footprint.

Recycle to help the planet

Using high-quality reconditioned parts for medium- to long-term use will potentially remove the equivalent of 255 to 1,050 kilograms of CO₂ from the atmosphere.

Ultimately, recycling auto parts helps eliminate the dumping of hazardous waste into the environment. "Each year, we recover industrial-scale amounts of oil, gasoline, antifreeze, windshield washer, batteries, refrigerants, tires, metals, lead, aluminum, steel and mercury. We do our utmost to protect the planet," says Pierre Brouard, industrial relations manager at LKQ Québec, a leading supplier of replacement auto parts.

Buy local

According to ARPAC, the reuse of North American auto parts represents a societal step forward for North Americans by not purchasing the generic equivalent from China. The strategy also has a macroeconomic advantage, contends ARPAC, which calculates that buying a refurbished compliant part has a positive impact on the national economy. For each dollar invested, \$0.43 is re-injected into Canada's automotive industry, a practical way to help support some 83 companies and 1,800 jobs.

CAA-QUEBEC MEMBERS ▶ get a 5-percent discount at checkout on the sale price of all inventory parts at all LKQ/Keystone points of sale.



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Driving on empty?

The dashboard low-fuel warning light has just appeared: Do you know how many more kilometres you can drive before the car starts sputtering? Check out the answer below, along with some tips for avoiding a breakdown.

BY NADINE FILION

According to the YourMechanic website, which has combed through owners' manuals of the 50 best-selling cars in North America, a tank still holds roughly 10 litres (2.6 U.S. gallons) of fuel after the low-fuel indicator comes on. In other words, most vehicles – except a number of Korean makes, for example – can still clock between 89 and 132 kilometres before the engine dies.

Different cars, different ranges

In fact, the range for how many kilometres you can drive varies widely from one vehicle to another. Some models are very generous. The Nissan Altima Sedan (2013 to 2018), for example, allows up to 184 kilometres and the Nissan Rogue SUV, 159 kilometres.

Of the 50 models analyzed, however, the tiny Toyota Prius hybrid has one of the best averages: 131 kilometres with just 6.06 litres remaining in the tank when the warning light is triggered.

The Chevrolet Silverado van (2014 to 2018) brings up the rear allowing barely 40 kilometres. And don't take a chance if you drive a Hyundai or a Kia. Their distance-to-empty range is a scant 48 to 64 kilometres depending on the model.

Watch out for variables

It certainly helps to know how much fuel you have left when the light comes on, but you had better not feel too confident – just as you can't always trust the approximate distance-to-empty range shown on the instrument panel.

That is because fuel consumption is hardly an exact science. One major factor is your driving habits: An aggressive right foot increases the level of fuel guzzled, and city driving is more demanding than highway. Road conditions are yet another factor: Driving through snow consumes up to one-third more fuel than on smooth, dry asphalt.

The solution: Prevent the warning light from coming on in the first place

Simply keep the tank no lower than a quarter full and you'll avoid the stress of running on empty, compromising road safety, and incurring costly repairs, says Sylvain Légaré, automotive industry analyst at CAA-Quebec.

Driving on empty will damage a car's mechanics, starting with the fuel pump. "To function efficiently, this pump needs to be lubricated with fuel," says Légaré.

Moreover, as the pump grabs the last of the fuel, it will also vacuum up any sediment or dirt that has



naturally settled at the bottom of the tank. If you persist, an improperly balanced air/fuel mixture will aggravate the catalytic converter (a key part of the exhaust system) and that, in turn, can lead to costly repairs or replacement.

"With our yo-yo weather patterns and temperatures that fall dramatically for longer than six months a year in Quebec, there's a risk that the gasoline will freeze once condensation forms inside a tank that's insufficiently full," concludes Légaré. If you drive an electric car, don't wait until the battery gets too low, which may make it trickier to recharge.



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2019 DODGE DURANGO SRT

PRICE: \$76,240 to \$85,705

PROS: Spectacular engine power and braking; stable, dynamic handling; lively steering; vast interior; ideal sport seats; towing capacity.

CONS: High fuel consumption, noisy engine at cruising speed, stiff ride, unimpressive finish for the price, expensive options.

► An SRT badge on a Dodge or Jeep is decidedly an emblem of extravagance, even more so if the Dodge in question is a three-row SUV weighing more than 2.5 tonnes. Housing a thunderous V8, Brembo brakes on all four wheels, adaptive suspension, launch-control mode, sport seats, this minivan behaves like a beast as formidable as it is unexpected... and utterly anachronistic in this era of environmental correctness.

You don't need a Durango SRT to transport a family of four and a 1,000-kilogram trailer to New England. But we did just that late last summer. The experience was beyond enjoyable – thanks to the Dodge's muscular structure, stable handling and super-precise steering. And for all its available power, fuel consumption was lower than that of our own V6 crossover when towing. Yes, the base price is steep, but not much more than what you'd expect to shell out for an all-equipped pickup truck or a less sporty German SUV. Now that's food for thought for anyone with deep pockets and on the opposing side of the transport-electrification debate.

TESTED MODEL

ENGINE: 6.5-litre V8 (475 hp)

TRANSMISSION: 8-speed automatic with manual mode

DRIVETRAIN: All-wheel drive

TEST TEMPERATURE: 15°C to 35°C

TESTED FUEL ECONOMY: 17.3 L/100 km (about 50% for towing)

2019 GMC SIERRA

PRICE: \$37,995 to \$82,800

PROS: Very spacious cabin (crew cab), balanced ride (adaptive suspension), refined performance of 6.2-litre V8, excellent 10-speed transmission, numerous and unique convenience features, improved driving position.

CONS: Automatic emergency braking an option, 6-speed transmission only for base models, occasional rear-end bounce (standard suspension), unimpressive finish for the price (Denali), control placement a bit scattered.

► A few months after RAM, it's GMC's turn to present a redesigned pickup. The Sierra takes on 2019 with rejuvenated styling and unique amenities for the segment, both inside and out. Changes are also to be found under the hood and under the vehicle though the basic architecture remains the same. More than ever, GMC wants to differentiate the Sierra from its twin, the Chevrolet Silverado, notably with drivetrain and trim level combinations not offered by the bowtie-logoed brand.

The GMC Sierra Denali is not as impressively luxurious as the RAM 1500, nor does it revolutionize the segment as did the Ford F-150 with its all-aluminum body. But make no mistake. Its many innovations in terms of amenities, the impeccable performance of its big V8 and its well-balanced adaptive suspension make it every bit as capable and attractive as its rivals. For the Sierra as for the others, success will to a large extent be determined by price incentives, reliability, customer loyalty – and the price of gasoline.

TESTED MODEL

ENGINE: 6.2-litre direct-injection V8 (420 hp)

TRANSMISSION: 10-speed automatic with manual mode

DRIVETRAIN: All-wheel drive

FUEL ECONOMY, CITY/HIGHWAY COMBINED (NATURAL RESOURCES CANADA): 13.9 L/100 km





2019 KIA FORTE

PRICE: \$18,180 to \$29,950

PROS: Stable handling, relatively quiet ride, intuitive controls, enormous trunk, advantageous equipment/price ratio, accessibility of advanced safety features.

CONS: Engine sometimes overwhelmed, stiff ride (17-inch wheels), poor rear foot room, sometimes too quick to upshift.

► Kia is launching a redesigned Forte sedan for 2019. It adopts the latest-generation Hyundai Elantra platform presented in 2017. The base engine of the 2018 Forte carries over to the new model; the optional direct-injection engine that caused so many problems these past few years is no more. A manual transmission is still listed, but most 2019 Fortes will use Kia's very first continuously variable transmission. The fate of the Forte5 hatchback is not yet decided, but as it has been part of the series since the beginning, it should follow the sedan within a few months.

The Forte adds "refinement" to its glossary of terms for 2019. It is solid, quiet and relatively nimble, and it makes the best of the low engine power without sacrificing fuel economy. The new "intelligent variable transmission," efficient without being spectacular, certainly plays a part. Warning: The 17-inch wheels do not adapt well to pockmarked roads. Keep this in mind before opting for an overly luxurious model, which in any event would negate a substantial part of the financial advantage of acquiring a Forte.

TESTED MODEL

ENGINE: 2.0-litre 4-cylinder (147 hp)

TRANSMISSION: Continuously variable automatic with manual mode

DRIVETRAIN: Front-wheel drive

FUEL ECONOMY, CITY/HIGHWAY COMBINED (NATURAL RESOURCES CANADA): 6.9 L/100 km

2019 SUBARU FORESTER

PRICE: \$29,720 to \$41,220

PROS: Excellent visibility, efficient transmission, solid handling, roomy interior, generally simple controls, accessibility of advanced safety features.

CONS: Poor trunk height, absence of a more powerful engine, front seat cushions too short, unproven engine reliability.

► Subaru is launching a new generation of the Forester, the fifth since its introduction in 1998. The 2019 model moves onto the Subaru Global Platform already underpinning the Crosstrek, Impreza and the new Ascent. Subtle evolutionary styling changes accompany a modernized engine, redesigned cabin and upgraded technologies. Several mechanical improvements are also on the menu, but enthusiasts must say goodbye to the manual transmission and, for now at least, the optional turbocharged engine.

Subaru is a past master in the art of improving its products without changing their intrinsic qualities. The 2019 Forester is further proof; it brings improvements in practicality (versatility, safety, robustness) while opening the door to greater refinement in technology, comfort and driving dynamics. No matter that it's more conventional and less fun than before; its target customers will love it as much as ever.

TESTED MODEL

ENGINE: 2.5-litre direct-injection flat 4-cylinder (182 hp)

TRANSMISSION: Continuously variable automatic with manual mode

DRIVETRAIN: All-wheel drive

FUEL ECONOMY, CITY/HIGHWAY COMBINED (MANUFACTURER DATA): 8.2 L/100 km





2019 VOLVO XC40

PRICE: \$42,315 to \$58,055

PROS: Roomy cabin, careful finish, very comfortable seats, dynamic handling, smooth and strong engine.

CONS: Suspension harsh in city traffic, obstructed visibility, centre console too wide, complex controls, options numerous and expensive.

TESTED MODEL

ENGINE: 2.0-litre turbo direct-injection 4 cylinder (248 hp)

TRANSMISSION: 8-speed automatic with manual mode

DRIVETRAIN: All-wheel drive

TEST TEMPERATURE: -8°C to 6°C

TESTED FUEL ECONOMY: 9.1 L/100 km

► The XC40 is the latest of Volvo's SUV trio. It fits squarely in the red-hot luxury subcompact crossover segment, which notably includes the Audi Q3, BMW X1 and Mercedes-Benz GLA. Just like these rivals, the XC40 comes to Canada exclusively with a 2.0-litre turbo 4-cylinder and all-wheel drive. It is the first vehicle to be built on the new compact modular architecture that Volvo developed jointly with Geely, its parent company since 2010.

The XC40 makes for a very appealing proposition among small utility vehicles. Its squared-off styling conceals the roomiest cabin in the category, cargo space included. The lively engine leads a pleasant driving experience, although it is sometimes firmer than expected. Unfortunately, the options scattered in costly packages can quickly blow the invoice out of proportion. And in typical European fashion, the controls are overly complex, which clashes with Volvo's historic passion for safety.

CAA
QUEBEC

PUBLISHER
CAA-Quebec
caaquebec.com

COORDINATOR
Stéphanie Fortier Allaire

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CAA-Quebec Magazine is published
four times per year.
ISSN 0838-6846

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TVA Publications inc. Vice-President & Group Publisher Lyne Robitaille / **Head Manager** Robert Renaud / **Editor** Juliette Ruer / **Manager, Design Studio and Print** Diane Gignac / **Art Director** Louis-Philippe Verrier / **Graphic Artist** Jocelyn Dauphinais / **Project Managers** Andrée-Anne Gauthier, Élodie De Smet / **Writers** Karine Bilodeau, Jesse Caron, Julie St-Hilaire, Pierre-Olivier Fortin / **Translator** My-Trang Nguyen / **Copy Editor** Donna Jensen

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Head of Copywriting Negotiations Mélanie Turcotte / **Researcher, Visual Content** Emmanuelle Neault / **Team Manager, IT Department** Serge Mercier / **Printing** to Imprimeries Transcontinental / **Division de Imprimeries Transcontinental S.E.N.C.** 1603, boul. de Montarville, Boucherville (Québec) J4B 5Y2

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