

**November 19, 2012**

**Further Evidence From Site of Porsche Collisions of November 12, 2012**

As we continue to receive inquiries, and no official information is being provided, we are prepared to provide some further photos of evidence revolving around the incidents involving the Porsche on Highbury between Oxford and Dundas Streets.

Below is a general photo, looking south, along the east roadside of Highbury, south of Oxford, showing the tire marks caused by the Porsche as it sped southbound on the grass. The characteristics of the marks in the grass provide some information about the actions of the vehicle.



General view of tire marks of the Porsche just after it travelled onto the east roadside, just south of the intersection of Highbury and Oxford.

For example, throughout the distance shown in the above photo, there is no sign of tearing of the grass. However, near the beginning of these tire marks, just after the vehicle entered the grass, there is evidence of tearing as the vehicle made a sharp right

turn to head southbound. The photo below shows some evidence of the tearing of that grass.







View of tearing of the grass near the beginning of the Porsche's travel as it made a sharp left turn to travel southbound.

The photo below shows the point when the Porsche turned back toward the roadway and re-entered it to travel toward the overpass and eventually toward Dundas where the major impact occurred.



Southbound view showing tire marks of Porsche at point where it re-enters Highbury Ave at a point several hundred metres south of the intersection of Oxford.

No obvious evidence existed throughout the Porsche's travel toward Dundas until the actual impact at the intersection. This is not surprising as the wet roads would not allow

the creation of visible tire marks. An obvious, fresh gouge was located in the intersection of Dundas and Highbury where the impact occurred with the Chrysler 300.

Other evidence has also been documented however we will reserve presenting it until there is further explanation from the police investigation.

### **Lack of Reporting of Basic Information Regarding Recent Accidents Not Going Un-Noticed**

We have received a large number of inquiries on our website searching for further information regarding the recent major collisions that have occurred in the London, Ontario area in the last several days. It is not going un-noticed just how little information has been passed on by the local news media.

The near-fatal collisions of the Porsche along Highbury Avenue from November 12th, have neither identified the female driver of the Porsche nor have there been any recent up-dates on the status of her injuries. No information has ever been provided why the Porsche would leave the site of an earlier, minor collision and then be involved in a high-speed impact only a kilometre further south of the original impact. These are not common events and naturally the public requires some explanations. It is not a far stretch of the imagination that the public recognizes that a Porsche is not a typical car that would be driven by a typical driver. Justified or not, the understood cost of such a vehicle would imply that the driver could be related to persons of influence in the community or beyond. Thus naturally a sense is developed that the identity of the driver is being withheld for these reasons.

Even more mysterious are the circumstances where-by a London City Transit bus was involved in a collision with another "vehicle" at the same intersection as the original collision of the Porsche mentioned previously. The bus collision occurred yesterday and reportedly resulted in life-threatening injuries to the driver of the "vehicle". Again, no drivers were identified but more curiously, absolutely nothing was mentioned about the circumstances of the crash. For example, travel directions of the vehicles was not mentioned. Usually, either the London Free Press or the local CTV news television station will have some video or photographs showing the vehicles or the conditions around the site. But absolutely nothing has been posted. Why there continues to be a large quantity of sand lying in the middle of this large intersection, to the danger of motorists, is left unexplained. It is clearly an unacceptable condition that is placing the City in jeopardy of being held liable should a collision occur because drivers are unable to gain proper traction in the intersection.

**November 18, 2012**

### **London Transit Bus Involved in Serious Crash But Unexplainable Sand At Site Causes Dangerous Conditions**

While the circumstances regarding how and why a collision occurred between a "vehicle" and a London Transit bus have not been revealed, the present status of the site, after being re-opened following the police investigation, is dangerous. A large quantity of sand, whether deposited there on purpose or otherwise, is now causing difficulties for drivers as they try to pass or turn through the intersection.





Left-turning vehicle at the intersection of Oxford and Highbury, spins its tires on the loose sand deposited throughout the intersection.

It has been reported that a London Transit bus and another vehicle collided at the intersection at approximately 0040 hours this morning. But nothing further has been mentioned about the incident.



The quantity of sand left behind is quite unusual and should have been swept up before traffic was allowed to enter the accident site. Drivers attempting left turns in the intersection are particularly vulnerable as they cannot gain enough traction to make their turns in safety.



View of the accumulations of sand on the intersection of Oxford and Highbury.



**November 16, 2012**

### **Pole Impact In Hagersville Results in Fatality**

The local Simcoe, Ontario newspaper has reported that Errol Vanevery, 45, of the Six Nations reserve sustained fatal injuries when his eastbound pick-up truck struck a utility pole in King Street in Hagersville, Ontario at approximately 1025 hours on November 14th, 2012. Unfortunately it is not possible for us to examine the site at this time to determine further details.

We reiterate that it is important that the public obtain further information about how/why this collision occurred, as well as any significant event involving injury or death on our roadways. If the public is to steer our resources in the proper direction it must be educated and informed about what preventative measures are needed.

**November 13, 2012**

### **Motorcyclist Killed In Intersection Collision Near Turkey Point, Ontario**

It is reported that a motorcyclist travelling eastbound on Highway 24 came into collision with a westbound passenger car that attempted to make a left turn onto Fisher's Glen Road shortly after 1000 hours yesterday morning.

UPDATE: NOVEMBER 15, 2012; 0750 HOURS

The Simcoe Reformer newspaper reports that police have released the identify of the man killed in this motorcycle collision. Dead is Malcolm Stewart Denford, 26, of Hamilton, Ontario. Jesse Randall Lauchlan, 30, of Norfolk County was the driver of the left-turning car. Lauchlan has been charged with "failing to afford reasonable opportunity to avoid a collision while making a left turn".

### **SIU Probe of Brantford Collision Shrouded in Secrecy**

A collision between two pick-up trucks at the intersection of West and Charing Cross Streets in Brantford on Sunday afternoon, November 11, 2012, is reportedly being investigated by the Province's Special Investigations Unit (SIU) but no further details are being released. A photograph of the two vehicles at their final rest positions was shown in the Brantford Expositor newspaper showing damage to the front ends of both vehicles. However, while most head-on impacts involve the left-front ends, this particular crash indicates that the vehicles were off-set slightly to the right when the front ends made contact and this is not typical. Given that both vehicles came to rest on the same side of the four lane roadway, and that a centre-median divided the two travel directions would suggest that one of the vehicles was well onto the wrong side of the

road when the impact occurred did not simply drift onto the wrong side as is often the case.

Whatever the circumstances of the investigation, the public has a right to be informed, particularly if there was implications of police wrong-doing. Failure to provide any details or reasons for the SIU investigation should not be an acceptable action.

**November 12, 2012**

### **High Speed Crash Of Southbound Porsche on Highbury and Dundas Streets**

It is too early, and speculation will not help, however, the reason why a southbound Porsche collided with vehicles at Highbury's intersection with Dundas Street will need to be looked at closely. The collision reportedly occurred at approximately 1300 hours this afternoon. We will be reporting further details shortly.

UPDATE: November 12, 2012; 1650 Hours

The following are some photos taken of the site earlier this afternoon.





View, looking north, from just south of the intersection of Highbury and Dundas showing the debris field from the Porsche collision

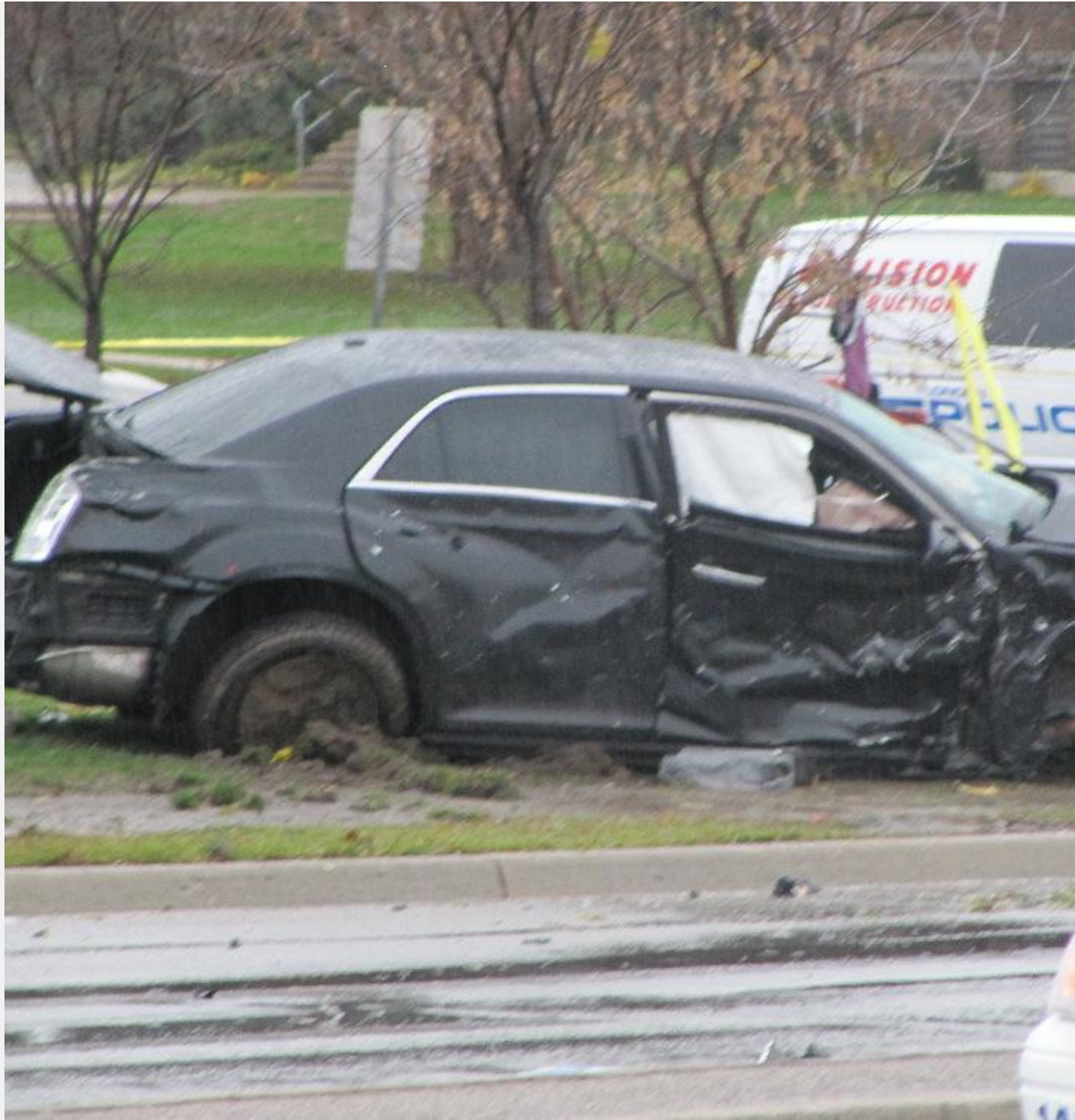
The photo below shows a view looking west from the east side of Highbury Avenue and you can see several vehicles on the PartSource parking lot that were involved in the

crash.



The photo below shows significant damage to a black Chrysler 300 that plowed deeply into the grass and lost its right front wheel.





View showing significant damage to a black Chrysler 300

The view below shows the vehicles from the PartSource parking lot, looking northeast.



View from PartSource parking lot showing the damaged vehicles at their final rest positions.





View, looking north, showing some of the damaged vehicles in the PartSource parking lot





View of the Porsche at its final rest position in the PartSource parking lot





View of the Chrysler 300 with its right front wheel ripped off.

Overall, police will have some difficulty resolving the speed of the Porsche using the available physical evidence. This is so because the rain will have removed any tire mark evidence. Also the numerous impacts between the various involved vehicles will make it difficult to determine precisely how much energy was dissipated in each impact. Some



help may be found if the post-impact travel angles are well known. Unfortunately the event data ("Black Box") information from a Porsche is not as easily obtained as from other (North American) vehicles, so that will also prove some difficulty.

Although some media are reporting that there was a fatality in this crash, because of the early moments, it is best to await further information before concluding that this is true.

**UPDATE: NOVEMBER 13, 2012; 1220 HOURS**

The site of the original events likely existed at the intersection of Highbury and Oxford Streets which is located a kilometre or so north of the intersection of Highbury and Dundas. Below is a view of the Oxford intersection where damaged parts from a German-made vehicle could be found on the roadside.



View, Looking west along Oxford Street from the intersection with Highbury. Parts from a German made vehicle were found at the south east quadrant of this intersection.

No obvious evidence such as tire marks could be found within the intersection however there were obvious tire marks exiting the paved surface and onto the south-east grass roadside as shown in the photo below.





View, looking south from the south-east quadrant of the intersection of Oxford and Highbury, showing tire marks on the east grass roadside of Highbury possibly caused by the Porsche.

**November 9, 2012**

**London Bridge May Be Falling Down, But Not By Accident - We Think ?**



A confusing set of reports coming from the London Free Press yesterday evening indicated that an accident occurred on the Guy Lombardo bridge on Wonderland Road in London, Ontario. The London Free Press indicated that the source of this information was London City Police. Well, now the London Free Press is indicating the bridge shut down is due to reports that the bridge was "moving" and therefore the bridge has been shut down so inspectors can get a good look at it this morning in daylight conditions.

It still appears unusual that the police "source" reportedly indicated that there was an accident which prompted the bridge closure. If there was no accident how did this get reported as such?

Wonderland Road is a major artery that runs north/south on the west side of London with an Average Daily Traffic Volume (ADTV) of about 37,000 vehicles. Closure of the bridge over the Thames River will result in large traffic problems throughout the day.

NOVEMBER 16, 2012; 1010 Hours

Further to this story, it had been reported that the bridge was inspected, no faults were found, and the bridge was reopened the next day.

Subsequently, a visitor to our website reported that there was repair work taking place on the bridge. It appeared to this person that it looked like there was damage to the railing of the bridge, possibly from an accident, and this was where the repair work was taking place. This caught our curiosity and so we visited the bridge yesterday afternoon and took the following photos.

The photo below was taken using our iPhone from a position east of the bridge, looking in a westerly direction. Certainly there appeared to be work being conducted near the east railing.



View, looking west from the east side of the Guy Lombardo bridge showing workers conducting repairs.





Closer view of workers and equipment on Guy Lombardo bridge.

The photo above shows a closer view of the workers and equipment. The photo below shows a view looking north-east toward the work being done in the vicinity of the east railing of the bridge. The workers truck would normally identify the name of the firm conducting the work but, as can be seen, there does not appear to be any identification on the truck. It would appear that portions of the the bridge railing are lying diagonally supported on the truck bed, perhaps suggesting some replacement of the railing.



View looking north-east, toward the work being done on the east railing of the Guy Lombardo bridge.

The photo below shows an easterly view taken from the west side of the bridge and focusing on the specific area of work.





View, looking east, from the west side of the Guy Lombardo bridge showing the specific area of work near the east railing.

Altogether it is unclear what is taking place and why. Initial reports from the London Free Press Newspaper indicated that the bridge was closed due to an accident but then later it was reported that the public indicated that the bridge was making unusual motions. The bridge was supposedly inspected and no problems were detected. Yet, a day or so later, repair work appears to be taking place.

One possibility is that there was an accident on the bridge as originally reported and this may have caused drivers to stop on the bridge. While stopped on the bridge these drivers may have sensed that the bridge was moving and so this could have led to the

subsequent events. Obviously, these are just speculations, but the observations are informative never-the-less.

**November 8, 2012**

**Complete Closure of Four-Lane Guy Lombardo Bridge For Accident Investigation This Evening of November 8, 2012**

It seems unusual to have to close all four lanes of the Guy Lombardo bridge on Wonderland Road in London, Ontario, so that an accident reconstruction can be completed. But that is what is being reported by the London Free Press this evening as a result of a collision that reportedly occurred at 1745 hours. Such an investment of time and effort would likely occur if there was a fatality or likelihood that injuries might result in a fatality. No other details have been provided at this time. We will likely provide further details once they become available.