

CALIFORNIA ASSOCIATION OF ACCIDENT RECONSTRUCTION SPECIALISTS

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IN THIS ISSUE

ACTAR Examinations	1
CAARS Contact Information	1
2004 Conference Report	2
2004 Vehicle Code Update	4
2005 Cruise Information	5
Crash!	5
Blurbs from the Board	6
2005 Training Calendar	7

Schedule of ACTAR Accreditation Examinations

There's no better way to demonstrate your qualifications as a reconstruction professional than by earning your ACTAR accreditation. The following is a list showing upcoming test dates and locations, so you too can earn your accreditation.

Date	Location
Jan. 11, 2005	E. Lansing, MI
Feb. 24, 2005	Cleveland, OH
Apr. 15, 2005	Natick, MA
Apr. 30, 2005	Jacksonville, FL

You may contact Al Baxter, ACTAR Administrator, at the address below or by phone at (800) 809-3818.

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CA²RS 2004 Conference Motorcycle Investigation & Reconstruction

The CA²RS 2004 conference was a resounding success. The Flamingo Resort Hotel was a beautiful location and we had an excellent location for testing at the airport there in Santa Rosa.

An ACTAR preparation class was available on Tuesday for participants who desired a refresher course, with the ACTAR examination being administered on Wednesday. The participants in the preparation class felt it was very helpful to have been able to attend this prior to taking the examination.

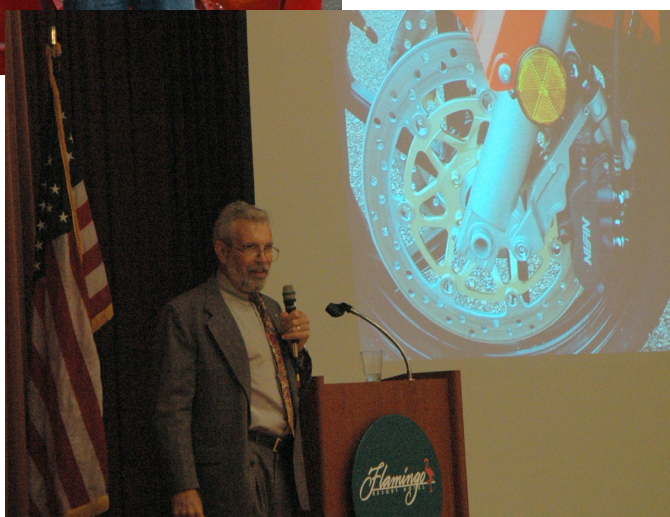
The conference began Thursday morning with a presentation by Steve Anderson of MacInnis Engineering on motorcycle design and rider habits. Lunch was available with an excellent buffet catered by the hotel. Albert Baxter of Suncoast Collision Analysis wrapped up the first day with an in-depth review of motorcycle braking systems and of the physical evidence left from motorcycle braking.

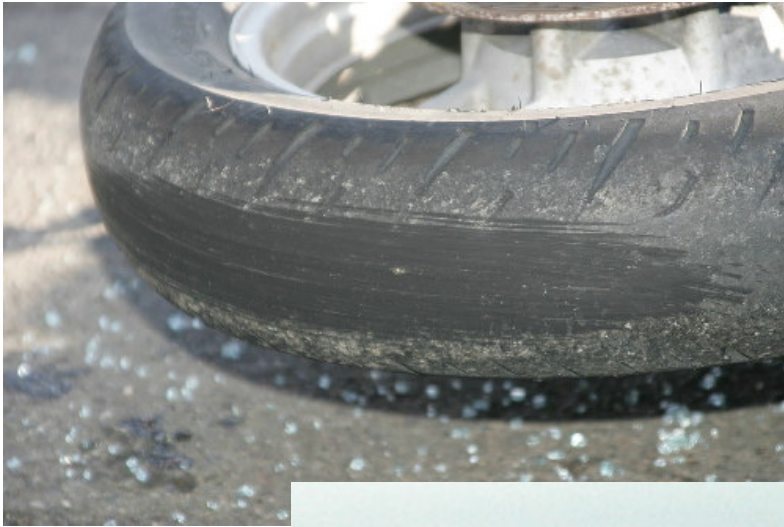
Friday morning started bright and early with motorcycle crash tests into stationary vehicles and several tests to examine the sliding characteristics of downed motorcycles. After lunch, David Thom of Collision and Injury Dynamics lent us his expertise in helmets, both the legal version and the “novelty” helmets often worn by some riders. Mr. Thom was also involved in the research for the Hurt Report,

which remains the most comprehensive review of actual motorcycle collision data conducted to date. Steve Haverkamp of Kerry A. Berg & Associates completed the day with a session on vehicle code sections relevant to motorcycles. This also included a very lively discussion on “lane sharing”, which showed a wide variety of opinions on the subject.



Photos from top: Motorcycle at full engagement during 66mph crash, Rudy Degger ready for more wet weather with his Barbie umbrella, Al Baxter during his presentation on motorcycle braking systems.





The opinions varied from those that felt it was legal assuming the speed was not excessive to those that believed the act of passing between two vehicles indicated an excessive speed and made it illegal in and of itself.

Saturday began with a review of the crash test data presented by Rudy Degger of Rudy Degger and Associates. Rudy was followed by Bruno Schmidt, PhD of Southwest Missouri State University. Bruno analyzed the crash test data and gave a review of error analysis. The goal of the crash testing was the

Photos from top: Scuff mark on tire of one of the motorcycles post-impact, one of the test collisions caught just after impact, an example of the fork deformation we saw as a result of the collisions.



derivation of a regression formula to indicate the speed of motorcycles involved in similar collisions. Bruno's analysis of the data indicated that more testing will be necessary before we can reach any firm conclusions on a formula.

A special thanks to everyone who donated their time, money, equipment and effort to organize and run the conference and crash testing. 🚗

2004 Vehicle Code Updates

By Kent E. Boots, Kent E. Boots & Associates

I recently attended the 2004 Vehicle Code Seminar presented jointly by the Automobile Club of Southern California, the CHP, and the Department of Motor Vehicles. I thought that I would highlight those changes in the law which could be factors in traffic collisions. All changes to the vehicle code are effective January 1st, 2005, unless otherwise indicated. There were no new laws regarding “pocket bikes” so enforcement hasn’t changed any since my last article.

VC 1810.3 was added to the vehicle code. This section authorizes the DMV to release specified accident information contained in police reports to private entities that meet specified criteria. This section was created to allow businesses such as “CarFax” to obtain information regarding traffic collisions. The law allows the DMV to develop internal policy regarding what information they will release. The DMV says they only intend to release the agency case number and the vehicle license plate number (Senate Bill 871).

There were several changes to the law regarding motorized scooters. VC 12500 was amended and now prohibits a person from operating a motorized scooter unless that person has a valid class C driver’s license or an instruction permit. VC 12509 was amended and authorizes a person with a valid driver’s permit who is 15 ½ years or over to operate a motorized scooter. VC 21235 was amended to include the license or permit requirement (Assembly Bill 1878).

VC 21461 was amended and makes it a crime to fail to obey a regulatory sign or signal that is erected or maintained to enhance traffic safety or to carry out the provisions of the Vehicle Code or a local traffic ordinance. There was a loophole in the existing law, in which previous regulatory signs such as daytime headlight use were determined to be unenforceable since there was no specific statute addressing the sign (Assembly Bill 1951).


There were several bills proposed regarding the use of cell phones while driving and inattention (eating, putting make-up on, etc.). None of the bills made it except Assembly Bill 2785. This adds VC 23125 which prohibits a person from driving a school bus or transit vehicle while using either a hands free or hand held wireless telephone. The bill provides exemptions for emergency or work related purposes.

VC 375 Lighting Equipment was amended to allow a vehicle to be equipped with a supplemental nighttime visibility system to improve a driver’s visibility of the roadway to the front and rear of the vehicle during darkness, and establishes standards and requirements for the operation and use of such equipment. This added VC 24255 which describes that the device must emit radiation predominantly in the infrared region of the electromagnetic spectrum, and can include a monitor visible to the driver (Senate Bill 1236).

VC 24400 was amended regarding headlamp usage. It adds that vehicles be operated with illuminated headlamps when driving in conditions that require windshield wipers to be in continuous use. VC 280 was also amended to include the same language (Assembly Bill 1854).

VC 27315 was amended and now requires the operator of a limousine for hire, the operator of an authorized emergency vehicle, and the operator of a taxi cab to properly restrain any passengers six years of age or over or 60 pounds or more if in the front seat of a vehicle with a proper safety belt.

VC 27801 was amended regarding motorcycle handlebars. It requires that the handlebars be positioned so the handlebars are no more than six inches above the rider’s shoulder height when sitting on the seat. This was a consolation prize for lobbyists who were trying to get the helmet law repealed (Assembly Bill 2844).

Additional bill information, including a complete analysis of each bill can be found on the Internet at: www.assembly.ca.gov or www.senate.ca.gov. 

2005 CA2RS Cruise

There are still a few staterooms available, but hurry or they will be gone and you will have missed the 2nd annual CA²RS cruise.



We will be boarding on Friday, April 29th and returning on Monday May 2, 2005.

During the cruise we will have 8 hours of training, which will be broken into two segments. The 1st segment will be after boarding and will last about two hours. The 2nd segment will be on Sunday and last about six hours. There will be plenty of time during the cruise for relaxation as well. Saturday will be spent in port in Ensenada giving everyone the chance to either go ashore or just kick back on board the ship.

The training topic will be on DUI issues. Retired Sergeant **Ken Whitley** a Drug Recognition Expert Instructor and long-time instructor in 11550 issues will be teaching us how alcohol affects the body and the senses. We will also be conducting an alcohol wet-lab that will allow attendees to watch test subjects perform Standardized Field Sobriety Tests and take tests aimed at examining the differences in their ability to perceive and react at different levels of intoxication. We will be videotaping the subjects at the different levels of intoxication during the Standardized Field Sobriety Tests and during the perception and reaction testing.

This training will benefit you in court testimony in that you will have participated in controlled testing of people under the influence of alcohol. This can be very beneficial whether you are an officer testifying during criminal proceedings or a private reconstructionist testifying to how alcohol affects the reactions of a driver.

The cost is \$400 for an inside stateroom or \$420 for an outside stateroom, per person, double occupancy.



The training itself is free to CA²RS members; non-members will be charged an additional \$25.00 per person, which can be applied towards membership. Karen Haverkamp will be our cruise director again. Sign-up paperwork is available on the CA²RS website.

And, NO, if you're participating in the training, you cannot volunteer as a test subject. We can always meet at the bar for less-controlled testing after the formal training. 🚗

CRASH!



If anyone has an interesting collision reconstruction related photograph that could be published in a future issue of Skidmarks, please forward it to Jim Holder at jamesh@ci.garden-grove.ca.us

Blurbs from the Board



Gordon Gray
Chair



Kent Boots
Vice Chair



Bill Focha
Director



Karen Haverkamp
Director



Jim Holder
Director



Chris Kauderer
Director



Richard Shin
Director



Rudy Degger
ACTAR Rep.



Kevin Cassidy
Membership Chair

Dear CAARS Members,
The holiday season offers me a special opportunity to extend my personal thanks to our members, and my very best wishes for the future. Everyone at CA2RS would like to wish you a Happy and Safe Holiday Season. We consider our members good friends and extend our wishes for good health and good cheer.

It is the members who make running this organization such a pleasure all year long. Our organization is a source of pride to us, and with members like you, I find running it from day to day a rewarding experience.

CONFERENCE WRAP-UP: Our fall conference "Motorcycle Investigation and Reconstruction" was an astonishing achievement. This year we had a total of 104 attending our 6th annual conference. The conference was held in Santa Rosa at the Flamingo Resort Hotel and Conference Center. I personally wish to express my gratitude to all of the Board Members and countless members who dedicated their time and effort in putting this conference together, for without their extra effort, the conference would not have been as successful as it was.

Over the course of the conference, those that attended had the opportunity to learn from some of

the principal players within the collision investigation industry.

ELECTION RESULTS: The election results are in. During the course of the conference we held our annual elections for Chair and two of the five Director positions. It is my pleasure to announce all of the current board members running were re-elected. I will continue to be your Chairperson for the next two years. In addition, Karen Haverkamp (Riverside PD) and James Holder (Garden Grove PD) will continue as Board Members. I look forward to working with each and every one of our Board Members to improve CA2RS and provide enhanced service to all of you, our members.

APRIL TRAINING CRUISE April 29-May 2, 2005: This years training cruise topic "DUI Human Factors and DUI Lab" will only be presented once. This is an extra training in addition to the regularly scheduled quarterly trainings. Join your fellow CA2RS members and their guests for a welcome cocktail party on Friday night. Spend Saturday in Ensenada, Mexico and Sunday floating and relaxing at sea. The special DUI training will be held on Friday afternoon and Sunday morning. Learn how alcohol affects the body and how it relates to the collisions we investigate. In the DUI Lab we'll use volunteers to show the differences in alcohol absorption rates and physical reactions. Gain first hand experience to make you a better witness in court!

Contact Karen Haverkamp, our Cruise Director for further details. This is a great opportunity to network, learn, and relax. Hope to see you all on the Seven Seas!

THE FUTURE 2005 & BEYOND: We have a full training calendar already lined up for next year. All of our training topics have been chosen and we are working out the dates and locations. Check the Training Section for topics. If you would like to host one of our quarterly trainings please contact me.

CONFERENCE 2005: We are in the planning stages of our 2005 Conference. We'll be back in Southern California most likely in Anaheim. Our focus will be on Pedestrians. If you have some thoughts or have any extraordinary talents or know of anyone who would like to present, now is the time to come forward with your ideas.

Hope to see everyone at the quarterly trainings, in 2005.

Gordon Gray
CA²RS Chair

Training for 2005

Dates	Locations	Topic	RSVP
January 21, 2005	Northern California, TBA	Vehicle inspections for repair and Insurance Fraud	Bill Focha Wfocha@sonoma-County.org (707) 547-0428
February 16, 2005	Garden Grove, CA	Vehicle inspections for repair and Insurance Fraud	Jim Holder jamesh@ci.garden-grove.ca.us (714)518-4982
April 26, 2005	Northern California, TBA	Forensic Mapping	Gordon Gray trfswatcop@aol.com (209) 937-7292
April 29 - May 2, 2005	Carnival Fun Ship Paradise departing from Long Beach, CA	DUI Human Factors & DUI Lab: Learn how alcohol affects the body and how it relates to the collisions we investigate	Karen Haverkamp Registration forms available on the CA2RS website
May 11th, 2005	Southern California, TBA	Forensic Mapping	Richard Shin rshin@ci.santa-ana.ca.us (714) 245-8214
July 27th, 2005	Northern California, TBA	Commercial vehicle brake inspections & determining braking efficiency	Chris Kauderer Chris@rudyldegger.com (925) 938-7739
August 17th, 2005	Southern California, TBA	Commercial vehicle brake inspections & determining braking efficiency	Karen Haverkamp khaver@riversideca.gov (909) 358-2701

Check the website at www.ca2rs.com for updates on the training. Please remember to RSVP so that we can make sure to have enough handouts and refreshments. 