

**CALIFORNIA ASSOCIATION OF ACCIDENT
RECONSTRUCTION SPECIALISTS**
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SKIDEMARKS

No. 9 Spring 2000

Hands-On Acceleration Testing

Are you over-estimating speed from skidmarks? Should you add 20% to skid length for impending skidmarks? How does your department's equipment, the Stalker, g-analyst, VC-2000, or bumper gun stack up against the traditional methods for determining drag factors? To find out this and more, come to the April 19 CA2RS training day.



Bring your calculators and participate in more than half a day of skid and acceleration testing. We'll test motorcycles, heavy-duty commercial vehicles, ABS vehicles, and conventional braking vehicles, and maybe some of your own! At the end of the day, we'll have a short review of the motion equations and then compare the various computerized methods with our calculated results.

Don't miss this training — come out and lock the wheels and compare the drag factors!

Date: April 19, 2000

Time: 8:30 a.m.—5:00 p.m.

Location: Naval Base in Stockton, California ([directions](#))

RSVP: (209) 937-7292

Emergencies only on 4/19/00: (209) 479-3145

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WREX2000



The largest combined conference of non-profit AI/AR organizations ever held!
September 24-29,2000 College Station, Texas USA

CA2RS is co-sponsoring the WREX2000 Conference, along with several other non-profit organizations. To support and promote WREX2000, CA2RS will not be hosting its own fall conference this year.

NOW is the time to register for WREX2000 and book your travel and room accommodations! Rooms are going fast! Registration prices will increase the longer you wait!

For all information regarding the WREX2000 conference, please see the website www.wrex2000.org

CA2RS is presenting a contest to its members. The prize will be a WREX2000 registration paid by CA2RS. For details, please see insert on the back of the Dues Notice.

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BLURBS FROM THE BOARD

Well, CA2RS has successfully made it past the Y2K bug and is moving forward into the new century. For those of you who were able to attend our latest quarterly training meeting in Riverside, it was a resounding success. In fact, it was almost too successful. Due to the small number of CA2RS members in Southern California, and the request by Michelin to fill 160 class spaces, we heavily advertised the class to the surrounding agencies. The response was so phenomenal and so quick that several of the members who didn't respond right away were almost locked out of the class. In the end, we managed to find spots for almost all of those members who wished to attend. However, we still had a waiting list of over 80 other people. Due to the tremendous response, Michelin has agreed to return to California early next year to repeat the class.

As for the situation in which loyal Southern California members were almost kept from attending the first quarterly meeting held in their area, we are taking steps to remedy this for the future. First of all, meetings will be announced to the membership via the website and "Skidmarks" newsletter well in advance of a general announcement. Second, depending on the circumstances of the quarterly meeting, a limited number of positions in the class may be reserved for members only until a specified period of time prior to the date of the class.

Another issue was allowing the great number of non-members to attend the course for free. (The incredible price stunned even those calling to reserve positions in the class, who assumed that there must be some cost for such training.) The Board debated whether or not to charge a nominal fee for their attendance in order to cover some of the costs associated with the course. However, in reviewing the by-laws of the organization, there was no

provision for doing so. Therefore, we are now proposing a by-law change that can be periodically applied to quarterly meetings on a case-by-case basis. (This change will be voted on by the membership in July and the full text of the change will be published in the Skidmark prior to the vote.) The purpose of this change is not to prevent non-members from attending, but simply to recover some of the costs incurred by the organization. The training offered will still be the best deal in town.

On another subject, most of you know by now that CA2RS is a co-sponsoring organization of the World Reconstruction Exposition 2000 (www.WREX2000.org) being held in Texas this fall. Due to the fact that our organization is relatively young, we came on to the scene after the initial discussions regarding the event were already conducted by the other co-sponsors. We have recently learned that one of the provisions agreed upon by the twenty other organizations was that they would forgo their own year 2000 annual conferences in lieu of WREX2000. This would allow their membership to dedicate their limited training resources to only one conference, thus helping to ensure the success of WREX2000. As a co-sponsoring organization, the CA2RS Board has agreed to not challenge this decision by the WREX2000 organizers. Therefore, the CA2RS Fall Conference will not be held this year.

While the organizers of WREX2000 have been working very hard to guarantee a first-rate, week-long conference, the Board recognizes that not everyone will be able to afford the time and/or costs of attending it. Therefore, we are discussing the possibility of holding a regular quarterly training meeting in California to still allow our membership the opportunity to attend some type of training in the fall. We'll keep you posted.

For those of you who are considering attending WREX2000, it isn't too early to begin planning. Hotels are filling up fast. While I wouldn't recommend making your flight reservations too early, it doesn't cost anything to book a hotel right now. Consult the WREX2000 website for information about hosting hotels.

Lastly, with the advent of the CA2RS website, some other changes and modernizations are taking place. We are discussing moving the Membership Directory from a hard-copy publication to being on-line in the members-only section. Additionally, by the end of this year, the primary distribution method for Skidmarks will also be via the same section of the website. These moves will help to streamline our operation and also rid us of the major drain on our financial resources; printing and mailing costs. This will free up more money to enhance and expand our training classes. The hard-copy versions of the Membership Directory and Skidmarks will still be available upon request. However, if you currently have an e-mail address, be sure that the CA2RS administrative staff has it and you will automatically be notified of upcoming events and Skidmarks releases.

As always, the Board welcomes any suggestions for future meetings or ways to improve the organization.

Kevin Cassidy
CA2RS Chair

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POINT OF REST



Point of Rest

The following are a sampling of REAL answers received on exams given by the California Department of Transportation's driving school.....of course, these were taken from the infamous e-mail forwards...

Q: Do you yield when a blind pedestrian is crossing the road?

A: What for? He can't see my license plate.

Q: Who has the right of way when four cars approach a four-way stop at the same time?

A: The pickup truck with the gun rack and the bumper sticker saying, "Guns don't kill people. I do."

Q: What changes would occur in your lifestyle if you could no longer drive lawfully?

A: I would be forced to drive unlawfully.

Q: What can you do to help ease a heavy traffic problem?

A: Carry loaded weapons.

From the internet: The best car safety device is a rear-view mirror with a cop in it.

— Dudley Moore

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ACTAR COMMENTS



Greetings:

ACTAR continues to grow. With the final examination results in for 1999, we now have 657 accredited reconstructionists and 85 more waiting to test. We should reach 1,100 before the end of this year. I have noted an increase in requests for information and also applications from those with an engineering background.

The ACTAR Governing Board of Directors will be meeting in April of this year in Sacramento California. Now is the time to submit any items for consideration by the Board. You do not have to be an accredited reconstructionist to submit comments or recommendations. I encourage all readers to make suggestions that will help ACTAR continue to grow. Even if your submission is constructive criticism about the program, we need to hear about that too. You can either contact your organization's representative or send me an e-mail or snail-mail with your thoughts.

The Current ACTAR Examination Schedule is:

- Sunday April 2, 2000—Concord, California / Registration deadline March 15, 2000
- Sunday April 30, 2000—Jacksonville, Florida—held before IPTM Special Problems

Workshop / Reg. deadline April 20, 2000

- Tuesday May 9, 2000—Seattle, Washington—held before WATAI meeting /
Registration deadline April 18, 2000
- Friday May 19, 2000—Danvers (Boston), Massachusetts / Registration deadline May 5,
2000
- Sunday May 21, 2000—Eau Clair, Wisconsin—held before MwATAI Low Speed
Collision Course / Reg. deadline May 1, 2000
- Thursday July 13, 2000—Phoenix, Arizona—held before SATAI Annual Conference /
Registration deadline June 28, 2000
- Sunday September 24, 2000—Riverside, Texas—held before WREX2000 /
Registration deadline September 1, 2000

As always, if you have any questions, please contact me.

PO Box 5436 Hudson, FL 34674-5436

Phone: 1-800-809-3818 E-mail: atbaxter@akos.net

WWW.ACTAR.ORG

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SCHEDULE OF EVENTS

April 2000						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19 - CAARS Meeting	20	21	22
23	24	25	26	27	28	29
30						

- 4/3—4/7—Intermediate Accident Investigation by Los Medanos College. Information: 925-439-2185 ext. 242
- 5/1—5/5—Speed Determination from Crush Analysis by University of California, Riverside. Information: 909-787-4105
- 5/29—6/2—Intermediate Accident Investigation by Los Medanos College. Information: 925-439-2185 ext. 242
- 6/5—6/16—Advanced Accident Investigation by Los Medanos College. Information: 925-439-2185 ext. 242
- 9/24—9/29—WREX2000 in College Station, Texas. Information: www.wrex2000.org

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TEST YOUR SKILL QUESTIONS

1. You are interested in determining the maximum acceleration of a 1999 Ford Crown Victoria. To do this, you use a stopwatch and record the time necessary for the Ford to accelerate from a stop to the 100-foot mark. If it took the Ford 3.44 seconds to do so, what was the average acceleration of the Ford during this test?
2. Using the acceleration rate determined in problem 1, what was the speed of the Ford when it crossed the 100-foot mark?
3. In an attempt to determine a drag factor, you perform a skid test using the involved vehicle. At the accident site, you lock the wheels at 25 mph and record 25 ft. of visible skid marks. What is the accident specific effective drag factor?
4. Using a bumper-gun, you perform the same test described in problem 3. This time, you measure an actual braking distance of 31 ft. What is the accident specific effective drag factor for this test?



You decide to use the drag factors calculated in problems 3 and 4 to establish a range of speeds for the involved vehicle. The visible skid marks at the scene measured 38 ft. What is the range of speeds using the two different drag factors?

ANSWERS:

1. 16.9 fps^2
2. 39.6 mph
3. 0.83
4. 0.67
5. 27 to 30 mph

Bring the formulas you've used here to the April CA2RS meeting. You'll need them!

For a detailed solution, contact Toby L. Gloekler at Rudy Degger & Associates, Inc. E-mail: tobyg@mindspring.com

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NEW MEMBER SPOTLIGHT

ATTENTION Southern California Members!

Our Southern California membership continues to grow! Now all we need is your help to organize and host our meetings.

With your help we can continue to include our southern California members and help make

training as convenient for them as it is for our members in northern California.

Please contact CA2RS Headquarters at your earliest convenience to let us know if you or your agency can aid in our training. If your agency can host a meeting, please provide a phone number and a contact name.

Also, please provide us with names of individuals who will help organize the training and/or training site.

Thanks again for helping CA2RS remain a quality organization.

It's the members that make it great!

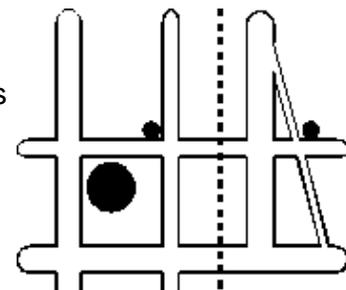
Please welcome our newest members to CA2RS

- Philip O'Sullivan
- Sigifredo Miramontes—The Ayres Group
- Esteban Pauli—Pauli Engineering
- Cyn-D Moranville—Westminster Police Department
- Charles Barton—Los Angeles County S.O.
- Matthew Brady—Carson-Brooks, Inc.
- Bruce Olson—Contra Costa County S.O.
- Michael Briggs—Danville Police Department
- Kirk Barry—Barry Investigations, Inc.
- Tamra Tavarez—Los Angeles Police Department
- Paul Wade—Orange County S.O.
- Michael Clare—California Highway Patrol
- Zachary Parker—Fazax Enterprises
- Tommy Harris—Clovis Police Department
- William Kramer—Morro Bay Police Department
- Lawrence Nordhoff—Automotive Injury Research Institute
- Robert Wilson—Documented Vehicle Driver Systems, Inc.
- Tom Martin—Stockton Police Department
- Morris Hahn—San Diego Police Department



**Directions to Naval Reserve Training Center
Rough and Ready Island**

FROM I-5: Take the Fresno Ave. Exit (at the Hwy. 4 Crosstown merger). North (right) on Fresno to Washington St. West (left) on Washington to Navy Dr. Follow the curve to the north (right) across the San Joaquin River (past the Stockton PD Pistol Range). Slow for the Guard Shack at the entrance to the Navy Base (be prepared to stop). The Reserve Center is 1/4 mile west of the Base entrance on the north side of Fyffe Ave.



FROM HWY 99: Take Hwy 4 west, stay to the left, follow signs to Fresno Ave. Same as above once you reach Fresno Ave.

Note: Parking is restricted to the large lot behind the Training Center. Please do not park next to the building or on Fyffe Ave. There are no dining facilities on the Base, attendees should be prepared to either bring a sack lunch or travel off base for dining.

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CAARS MEMBER DISCOUNTS

The **Accident Reconstruction Network** (ARC Network) offers all CA2RS members a \$5 discount on basic memberships and FREE set-up on Gold and Platinum memberships!



Check out the website to find out more.

www.accidentreconstruction.com



ACTAR (Accreditation Commission for Traffic Accident Reconstruction offers CA2RS members a discount on Application and Examination fees.

Members receive a \$25 discount on Application fee and a \$25 discount on Examination fee, a total savings of \$50!

For more information contact Al Baxter, Administrator 1-800-809-3818

www.actar.org

Lawyers & Judges Publishing offers CA2RS members a 5% discount on merchandise purchased from their web site.

Please see their web site for more information.

www.lawyersandjudges.com



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