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Welcome By John Lieberman, Editor jlieberman37@comcast.net

Can you believe another year is almost over? Holiday merchandise began appearing in many stores before Halloween! For many of you, colder weather has arrived -- some of you have even seen snow already. And, for a lot of us, our Solo season is over until next Spring. Of course, there are those of you in warmer climates who just keep on truckin' year-round! Consider yourselves fortunate.

With that as a backdrop, we invite you to settle back and peruse this latest issue of The Safety Belt. And, when you're done, share it with your SCCA friends.

Fueling Safety By John Lieberman, Editor ilieberman37@comcast.net

Recently, an issue was raised with -- and discussed by -- the SSC that I think should be reviewed by all of us. That issue is fueling safety. We were asked by a Region to look over its plans for setting up a "fueling station" -- apart from but adjacent to the grid. After looking over the proposal, we all agreed that it was a good idea. But, we also realized that doing something like this isn't always possible for every Region because of site constraints. So, some Regions -- like mine -- allow refueling in grid.

However, when this is done, we all need to remember a few simple safety considerations. First, smoking is already banned in grid. If we see somebody smoking in grid, we need to politely ask that person to leave the grid area. Second, whether refueling in grid or paddock, it's always a good idea to have somebody else (who knows how to use it!) standing nearby with a fire bottle -- just in case. Third, and perhaps most important, we need to take our time. Accidents happen when we get in a rush. In my book, I'm all for declaring a "mechanical" if I have to refuel during a heat. That way, I've got enough time to get it done safely without having to rush.

Now, we need your help here on another fueling safety issue. We're looking for guidance from any of you who might be fire-fighters or have training and experience in dealing with E-85 fires. With more and more cars coming from the factory set up to run on "flex-fuel" -- and with more and more gas stations selling E-85 for those cars -- we need to make sure that we're ahead of the curve when it comes to fighting a potential fire involving E-85 fuel. For those of you who don't know, E-85 is 85-percent Ethanol and 15-percent gasoline.

If you have thoughts in this issue, please share them with me and I'll share them with the rest of the SSC

Solo Safety and the 80/20 Rule By Janice Rick, SSC member and Chief of Safety for the 2010 Solo Nationals janice@soloperformance.com

What is the 80/20 rule? The 80/20 Rule means that, in anything, a few (20 percent) are vital and many (80 percent) are trivial.

How does this apply to Solo Safety? You need to be very realistic about safety. No Solo Safety Steward can prevent ALL incidents from occurring. But that doesn't mean we don't care about safety.

It means we realize we cannot control everyone or everything at an event.

So applying the 80/20 rule to Solo Safety means to look for the most important things that you can control. Using the 80/20 rule for Solo Safety also means we can be aware of past statistics from Solo incidents and use them to predict areas that are more important than others.

What can you control? For one thing, you can check the finish. Many Solo incidents occur at the finish. Using the 80/20 rule for Solo Safety that tells us to check EVERY finish before the event starts to see if we can make it safer. Did I say, "Check the finish?" Let me say it again, "Check the finish!"

You can control some things like speed in the paddock or worker safety by bringing up those subjects at the drivers meeting. A simple well stated, "Please slow down in the paddock and never turn you back on a car" is a good preventative measure using the 80/20 rule.

What is an example of not using the 80/20 rule in Solo Safety correctly?

If you have an extremely secure site, such as the 2010 National Solo site where it is totally fenced and there is only one way to enter. If the waiver people have shown that they have done their job, then it is likely that everyone entering the site was waivered correctly. Spending a lot of time checking for armbands on people in this instance means there is a large chance that you will not find anyone who did not sign it. So put your efforts into the 20% of safety things that could make a difference at that event.

(Continued on page 3)

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Schedule of Events

KYRSCCA 2010 Awards Banquet

Saturday, January 22nd, 2011

6:00 pm - Doors Open, 7:00 pm - Dinner

Kingfish Restaurant, on Zorn Ave.

Links of Interest

scca.com kyscca.com 502streetscene.net/ myautoevents.com ckrscca.org/

Our Advertising Rates

Our rates give you the best value for your advertising dollar. Reach an active, young demographic every month

Rates:

 1/4 Page
 \$100

 1/2 Page
 \$180

 Full Page
 \$300

Non Member

Business Card \$60

Member

Business Card

\$50



Chris Schork's term as RE is about to end for the 2010 season. From my perspective, Chris's enthusiasm, humor and love for our sport and club kept us going through a tough year for everyone. Poor economy, reduced participation, etc—through it all, we survived to race again.

Thanks Chris— see ya next year.
—Ron "rif" Riffle





Bruce Domeck

Classic Car

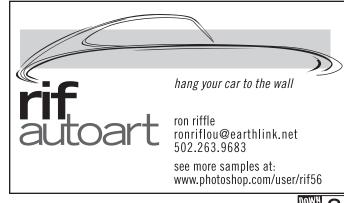
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Minutes of the KYR SCCA General Membership Meeting October 7, 2010

The meeting was called to order at 7:15 PM by RE Chris Schork.

Those in attendance were: Chris Schork, Al Murrell, Julia Aebersold, Mike Spence, Jamey McDaniel, Brian Schork, Phil Wells, Chris Granger, Richard Sinnock, Bruce Domeck, Brad Richart, Jim Moore, and Ron Riffle.

The minutes of the September meeting were presented by Secretary Phil Wells. A motion was made by Jamey McDaniel and 2nd by Chris Schork to accept the minutes as presented. The motion passed.

Treasurer Mike Spence reported that we have money in our checking account but it's going fast as end of year bills come due.

From the Board Meeting:

The Board approved expenses up to \$1500 to send a representative to the SCCA National Convention in February. However, since this amount exceeds \$500, it must also have membership approval. Chris Schork then presented the same motion to the membership and it was 2nd by Jamey McDaniel. The motion passed.

Jamey McDaniel announced that we will have our 2010 banquet at KingFish on River Road. No date is set yet but we will try to schedule it for Jan. 22. Ticket prices have been set at \$20 for the 1st adult, \$15 for a second (significant other and additional adults), and \$10 for each additional ticket for any children under 18 years of age.

Jamey discussed year-end trophies and stated that gold, silver, and bronze will be used to denote place.

The Board approved business card ads in DownShift in exchange for merchandise door prizes for the year-end banquet.

New Business:

Julia made the motion to approve use of KyR's pylons by the U of L Formula SAE team. The motion was 2nd by Chris Schork. The motion passed.

Ron Riffle reported about future issues of DownShift as he intends to highlight classes or certain groups of cars. Ron also asked for additional ideas.

Al Murrell reported on the 2010 Solo Nationals. He was impressed by the quality of the event. The site in Lincoln, Nebraska is gigantic, the organization of the event was superb, paddock spaces were generous (20' x 50') and the event was a huge success for the Sports Car Club of America and the 1175 entrants.

The election ballots were counted and the results for Kentucky Region SCCA officers for 2011 are as follows:

RE—Julia Aebersold

Treasurer—Mike Spence

Secretary—Richard Sinnock

Activities Director—Jamey McDaniel

Board of Trustees—Al Murrell (3 year term), Jamey McDaniel (3 year term), Richard Sinnock (2 year term), Mike Spence (1 year term).

A motion to adjourn was made by Chris Schork and 2nd by Jamey McDaniel. The motion passed and the meeting was adjourned.

Respectfully submitted on this Thursday, October 7, 2010 by Secretary Phil Wells

Safety Belt (continued from page 1) If you are at a school parking lot for an event, there's a 20% likelihood that you'll see more minors. That becomes very important. If you are at a race track parking lot, minors are minimal and need only a small percentage of your time to assure their safety.

This does not ever mean that we are ignoring the safety rules. We never ignore the rules. We are always watching, but you can't watch everything at one time. So concentrate on the 20% of the most important safety concerns for that event on that day.

What the 80/20 rule means when applied to Solo Safety is that we, as SSS, have applied common sense to the safety of an event and are looking to control the most important safety concerns.

In other words, don't be worried about rotting food in someone's cooler when you have an unsafe finish.

Learning to prioritize and use the 80/20 rule and common sense at a Solo event is what makes a good Solo Safety Steward a great one! Be a great Solo Safety Steward!

NOTE**** The 2010 National Solo Event was an extremely safe event. There were no medical injuries reported. A big thanks to all of the SSSs who worked so hard to make it successful.

For 2011, we need many more SSSs to sign up and request Safety as their work assignment. Please do so. Farewell By John Lieberman, Editor

ilieberman37@comcast.net

So, that's a "wrap" for this issue of The Safety Belt. We hope that you've found something in this issue that will be of use to you in making your Solo program even safer than it already is. Please remember that your concern for safety should be a 24-hour-a-day, 7-day-a-week, 365-day-a-year concern.

Remember, too, that the Safety Belt is available on the SCCA website for any SCCA member to read. All you have to do is log-in using your member number and a password that you've chosen. Once you're logged-in, go to the "Resources" tab in the upper right-hand corner of the page and click on "Newsletters."

Until next we meet, go fast -- have fun -- but BE SAFE!





PARD STRUCTURED AND S

Come on out for some fun, door prizes, cash bar, talk about racing in the middle of winter and see who will take home the year end trophies and other awards. We will be at Kingfish again this year and tickets will need to be paid in advance. See details below.

Saturday, January 22nd, 2011

6:00 pm - Doors Open, 7:00 pm - Dinner Kingfish Restaurant, 3021 Upper River Road, Louisville, KY 40207, (502) 895-0544

\$20 - 1st Adult

\$15 - 2nd Adult

\$10 - Children (under 18 years of age)

Send payment to: Mike Spence, 4 Oak Tree Lane,

Louisville, KY 40245

Deadline To Reserve Tickets: January 10th, 2011

If you have questions please contact Julia Aebersold at jaebers@hotmail.com.