FROM THE PRESIDENT

The ADED Executive Board has been working hard on a number of issues to improve services to its members. These include:

- Improving cash flow.
- Improving the quality of future conferences.
- Instituting state/regional ADED chapters.
- Developing clearer policies and procedures.
- Establishing and defining an ADED awards system.
- Providing increased membership and corporate benefits.
- Establishing an editorial review board for the newsletter.
- Researching special publication projects.
- Increasing public relations with several other professionally related organizations.
- Continued development of professional recognition program with issuance of certificates upon appropriate qualifications.

Research on continuing education credits for workshop/conference attendance.

Reducing inventory and overhead.

Redefine Code of Ethics, Mission Statement, to name just a few.....whew!

Also, remember to mark your calendars now for the 1990 ADED Conference in Anaheim, California, October 8-11. There will be two workshops on the 8th, one for beginners on how to start a program for disabled drivers, and one on the "next step" for those who are progressing to van evaluations.

There will also be plenty of time to view exhibits and discuss your specific needs with a large variety of vendors, see new products, and try out the equipment.

The general sessions of the conference will focus on a variety of topics from case studies, liability issues, behind-the-wheel evaluation techniques, medications, neuro-ophthalmology, reporting unsafe drivers and high tech vans, to name a few.

Contd. P3.
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EDITOR: Carmella M. Strano, OTR/L-Moss Rehabilitation Hospital Driving School, 9880 Bustleton Avenue-Einstein Center One Bldg. Suite 203, Phila., Pa. 19115 (215) 673-6559 REVIEW BOARD: Peggy Reed, OTR- Mary Free Bed Hospital, Grand Rapids, Michigan. Ileana McCaigue, OTR/L - Total OT Services, Tucker, Ga. Articles to be considered for publication should be submitted to the Editor. FORMAT: Typed double space on plain white paper. Principal author’s address and daytime phone number must be included. The Editor reserves the right to return to the author, articles that do not meet this criteria. This Newsletter is the official publication of the Association of Driver Educators for the Disabled. It is published and distributed four times a year to all ADED members.

NEWSLETTER SCHEDULE

Articles are due by the 15th of the preceding month.

Winter Issue - January
Spring Issue - April
Summer Issue - July
Fall Issue - October

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SERVING THE ENTIRE MIDWEST
On the fun side, we'll have social mixers for all attendees and exhibitors, an awards banquet, and a "Beach Party." PLUS, great access to Disneyland and other California attractions. Fun for participants and family members!

So, stay tuned for future information and updates!

Cindy Claus
1990 ADED President

NOTEWORTHY

Tony Regan formerly with the British Government's MAVIS program in England recently joined the staff of Breakthrough Vehicles in Massachusetts. Tony will be working with Robert Kaufman in the Sales Dept. Welcome to the U.S. Tony!

The Maine Head Trauma Center which opened in April, 1989 is in the beginning stages of developing a driving program for head injured survivors. Good luck Judy Cushman, program administrator.

Susan Pierce, has left Humana Hospital Lucerne to strike out on her own. Adaptive Mobility Services, Inc as her new company is called will provide wheelchair and home modification evaluations in addition to Driver Evaluations/Education and a Rent-A-Van service.

NEW MEDICO of TN has begun daily driver simulation classes for Head Injured clients enrolled in their Community Re-Entry Program.

And Susan Lillie, OTR at Santa Clara Valley Medical Center in California has been appointed to the state's Medical Review Board. Their goals are to assist with policy/procedure revision for drivers with a physical condition and to update the process to reflect current medical treatment and driving system. (Something we would all like to be doing.) She also presented at the March 1990 National Head Injury Conference in San Jose, Ca.

Fred M. Merrill will be retiring from his current position in early June of this year. His position will be divided into two separate positions; the school system will hire a full time teacher and Rotary Rehab will have an O.T. doing evaluations.

Fred is a long time ADED member. He has been very active in the organization having served as President & President-Elect, two terms as Treasurer, Chairperson of the Membership Committee and most recently as a member of the Certification Committee.

To help defray the cost of printing the Newsletter, the Executive Board has approved charging a fee for the following:

EDITOR'S CORNER
-advertising of positions available
-publicizing workshops or conferences (other than ADED Conferences) for which a fee is charged. Workshops which are free to participants will continued to be listed free of charge in the Newsletter.

You may have noticed that the newsletter now lists the names of two members who are serving on an Editorial Review Board. This is also a new procedure. All articles submitted for possible publication in the Newsletter will be reviewed by the Editor and the two reviewers. This is similar to the system used by most recognized journals and newsletters for the acceptance of articles. You will find information on article format along with the names of the reviewers on second page of every newsletter.

FYI.....

The following notices were taken from the March 1990 issue of Automotive Engineering:

On January 9, 1990 the National Highway Traffic Safety Administration (NHTSA) proposed to require automatic seat belts or air bags at the front outboard seating position of all light-duty trucks beginning with 20% of 1994 models. This will include VANS and multipurpose passenger vehicles with a GVWR of 3855 kg or less. This automatic protection will be phased in over a 2 year period. It is estimated this will save 2000 lives a year.

And if you are planning to visit a National Park on your vacation you should be aware that the use of seat belts by all front seat occupants of motor vehicles is mandatory! This applies regardless of whether the park is located in a state with mandatory seat belt use laws.

THE MINI VAN DEBATE
BY: MICHAEL A. KOHAN
Saint Vincent Regional Rehab Ctr.

As the popularity of the mini van increases with the general public, we see more and more physically challenged individuals question whether they could use a mini van for their transportation needs. As educators, our role in this process should be to teach and inform our clients of the characteristics their vehicle must have to meet their unique transportation needs. Thus, with our guidance, they can make an independent decision on which vehicle they should purchase. Currently, there are three popular types of vehicle modifications that may meet our client's needs. They are: converting a full size van, converting a mini van, or purchasing a Chrysler mini van that has been modified by dropping the floor 10 inches and using a ramp. For this article, the latter choice will not be considered.

Four and one half years ago, when I began working with the physically challenged individuals, we recommended a van with a frame separate from the body for modification purposes. This vehicle was to be equipped with a heavy duty suspension system to safely
handle the added weight of a lift without body lean or excessive wear on the suspension components. The electrical system was to have a heavy duty alternator to adequately recharge the battery after operating the electric doors and lift without the engine running. The vehicle itself was to have a longer wheelbase to ensure adequate interior room for the client to maneuver their wheelchair and to make the ride a little smoother. These recommendations were made for the safety of the client and to enable the vendor to do a satisfactory job of installing the adaptive equipment.

How does the min van compare to a full size van? As we know, generally, sliding doors are not our first choice for electric openers and raised doors. Mini vans are only manufactured with sliding side doors. The opening of the mini van side door is less than that of a full size van. A fully automatic lift may be installed in a mini van, however, it has a maximum width of only 27 inches. Most clients say, "Great, my wheelchair base is only 26 inches." We should remind them that this leaves them very little room for error and often results in scraped knuckles. To install this lift, the interior must be cut and the front passenger seat moved forward leaving very little leg room for any passengers. Some individuals may consider rear entry as a possible solution to this problem. It should be noted that only General Motors products will allow for a raised rear door. Also, if the individual plans to drive, all seating would need to be removed except the front passenger seat.

Upon entering a mini van, the driver will find the available interior space limited, making wheelchair maneuvering difficult. Tie downs that are approved for independent unoccupied use are generally large and consume much of the available space. The transfer into the six-way power seat is easy but once the client begins to swivel, they find little or no leg room between the driver's seat and the passenger's seat. Once behind-the-wheel, the client is quick to note that the power seat with six-way adjustment sits approximately 3 inches higher than the original seat. This presents the individual that is of average height the challenge of developing unique strategies to maintain a 12 second visual lead time or to see a traffic light. Also, due to this increased seat height, some individuals have difficulty finding adequate room for their legs under the steering wheel and hand controls.

Once our clients have been informed of this information, they should be able to make a wise decision. For some, the choice of a mini van will be an excellent one. They will have the benefits of increased gas mileage, generally lower maintenance costs, and maneuverability while meeting their transportation needs. Other will find that only with flexibility and alterations will the mini van work for them. A third group of clients will find that the limiting size, suspension system,
will find that the limiting size, suspension system, electrical system, and doors do not make the mini van the best choice for their transportation needs. With our guidance we, as educators, can help ensure that our clients have the safety and most reliable transportation that is available.

POSITION AVAILABLE

Driving Specialist:

The Patricia Neal Rehabilitation Center is a 66-bed nationally acclaimed rehab center located within Fort Sanders Regional Medical Center. We currently have a position available for a Driving Specialist. The candidate should have disabled driving evaluation experience and be a member of ADED. Responsibilities include managing the disabled driver's program and some outpatient case load.

We are located in Knoxville, TN, which offers a large university, various cultural events, and a wide range of outdoor activities in the Smoky Mountains. We offer excellent benefits which include interview and relocation expenses, continuing education, tuition reimbursement, and on-site day care facilities. For immediate consideration, contact: Sheila Horner, Employment Manager, Fort Sanders Regional Medical Center, 1901 Laurel Ave., Knoxville, TN 37916; (615) 541-1247. Equal Opportunity Employer.

UNIT OF HANDICAP PARKING SYSTEM

P.L. 100-641 directed the secretary of transportation to issue regulations establishing a uniform system for handicap parking. The law was passed so that each state will recognize all other's plates and/or permits. Though the guidelines are not mandatory, each state is strongly urged to issue regulations in accordance with these rules.

The law provides that the parking system adopt the International Symbol of Access (ISA) as the only recognized symbol for the identification of vehicles permitted to use handicap parking spaces. Special license plates imprinted with the ISA will be issued at the option of the applicant. Those who prefer a removable card will be issued a placard that is to be hung from the front windshield's reaview mirrors, visible from both the front and read of the vehicle.

Abuse of parking permits was a major consideration throughout the negotiations. The final product reflectors concern with limiting that abuse without imposing greater inconvenience upon legitimate users.

FAMOUS OLD "ROADSIDE RHYMES"

FROM BURMA SHAVE

"When you drive, if caution ceases, you are apt, to rest in pieces."
What are YOU doing?

I would like to know so it can be publicized in the newsletter. This is a good way of letting other ADED members know what is going on in the organization. It also provides information on where and what kind of expertise is available within ADED.

Just check the appropriate block/s, detach this page, fold and mail.

1. ________ Been promoted?
2. ________ Started a new program or expanded an old one?
3. ________ Been asked to speak or present a paper at a convention, workshop or convention?
4. ________ Received funds for a research project?

Brief Explanation: ____________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

Look for your entry under "NOTEWORTHY" column

NAME: ____________________________________________________________

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