Presidential Address—Spring 2004

Chad Strowmatt

For many years I have been reading the presidential address of the various elected officials from our organization. I have always been impressed by their knowledge of the history of ADED and their insight into the direction the organization should go.

I still remember my supervisor asking me to attend a conference in Grand Rapids, Michigan. She directed me to “take lots of pictures”. At the time, I remember feeling “clueless” about the items that I was photographing. At the same time I was impressed with the inventiveness of the products. I had approximately 1 year of experience in comprehensive rehabilitation and was working at a hospital that had offered a driving program for many years. Unfortunately, I was too young to come to know the late Dorothy Beard. She was a COTA and had been one of the founding members of ADED. As I think back on that time, I remember the people that I looked up to for information about what was happening in the industry and what actually worked. I was dumbfounded by the methods that we were using to help decide who should drive and who should not. Evaluation tools such as the Porto Clinic, the DPT, the MVPT, Letter Cancellation, Draw a Clock, and simulators were the tools we used to decide if it was safe or not to climb into a vehicle with a client. The driver rehabilitation professionals in the industry that were blessed enough to actually have a car and a van were few and far between. Our shotgun approach to do as many different evaluation protocols as possible to help identify the components of an activity, as complex as driving, taught us many things.

To date, we have never identified all the essential components of the driving task and written these items down. How does a person that doesn’t remember the name of the current president, know to cover the brake when the adjacent car is weaving into his or her lane? Is orientation times 3 essential to safe driving? In addition, we have not formally written a curriculum for preparing a person to become a good driver rehabilitation specialist. The few small sampled studies that explain the benefit of what we do and the predictive nature of our assessments, have produced statistically insignificant results. It has always been difficult to explain to my client or me how a problem in visual closure on the MVPT-V affects lane position or visual scanning. Define it for me. If a person misses 3 out of 11 items, is that a big problem or a little problem? Will they hug the left pavement marking or the right? Why are manual hand controls generally push for brake whereas power controls are pull for brake? Someone out there learned this, developed an understanding, and shared that information.

Who is more qualified to perform an evaluation, a health care professional, a driver’s education teacher, a football coach, a rehabilitation engineer, or a mobility equipment salesperson? The beauty of what we do is that we come from different backgrounds and experiences. An occupational therapist with a few months of experience may not fully appreciate the complexity of teaching someone how to negotiate a lane change in heavy traffic with a horizontal steering system. Whereas, a driver education professional may not fully understand the impact of the asymmetrical tonic neck reflex on a teenager with cerebral palsy who is learning how to complete a turn with a powered hand control and zero effort steering resistance. Every discipline that is in (Continued on page 7)
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**SLIDE # 2** Distance Letter Acuity Monocular/Binocular (20/200-20/20)
**SLIDE # 3** Pseudoisochromatic Color Perception
**SLIDE # 4** Near Letter Acuity Monocular/Binocular (20/100-20/20)
**SLIDE # 5** Lateral Phoria (1 Dioptr Increment)
**SLIDE # 6** Vertical Phoria (1/2 Dioptr Increment)
**SLIDE # 7** Stereo Depth Perception (400-20 Seconds of Arc)
**SLIDE # 8** Fusion
**SLIDE # 9** Distance Tumbling “E” Acuity Monocular/Binocular (20/200-20/20)
**SLIDE #10** Distance Number Acuity Monocular/Binocular (20/200-20/20)
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CONGRATULATIONS

To Our New Certified Driver Rehabilitation Specialists!!

Amanda Plourde
Rey John Erickson
Timothy Jones
Susan Maroney
Sandra Okada
Frank Pilarski
Craig Rogers
Dale Wilhelm
Lisa Andersen
Kristin Geier
Mary Ellen Keith
Lynn Mello
Christopher Pagliarulo
Martin Presseau
Donald Sampson
Martin Douglas
John Holcomb
Kristina Lee
Sheryl Moriarty
Jennifer Palasits
Dean Robertson
Constance Shaffer

MEET YOUR BOARD MEMBER

Debbie Newsom- Membership

Debbie has a B.S. in Occupational Therapy from the University of Washington. She has worked at Banner Good Samaritan Medical Center since 1986 and started in the Adapted Driving Program in 1990. This is her first board position.

Deb enjoys working with a wide variety of patients in the fast paced acute care setting. She also works in the out-patient Driving Program with clients who have a wide range of diagnoses to help them return to driving (or learn to drive for the first time) in order to achieve their highest level of independence.

Deb recently celebrated her 16th anniversary with her husband, Kevin. She has two teenage daughters who manage to keep her quite busy.

One of her favorite quotes: "What we need is more people who specialize in the impossible." Theodore Roethke

Certification Committee News

The ADED Certification committee met in Kansas City on March 4-6, 2004. The certification test, to be administered at the ADED Conference in Buffalo, NY in August 2004, was reviewed. The Committee also addressed the many issues that have been brought to their attention over the past year. Some of the issues raised include: communication with the ADED board; the test booklets; changing CEU’s to contact hours; waiving CEU approval fees for ADED and NMEDA conferences; proposed changes for re-certification; and development of a new policy and procedure manual.

I would like to thank the committee on their outstanding work at the meeting and for the large volume of work they accomplished. The committee is made up of the following members: Jurgen Babiriad, Terri Hairston, Clinton Matney, Dianna Robertson, Beth Rolland, Warren Weed; James Kennedy (chair). In addition Board Members Linda McQuistion (board rep) and Kathie Regan (executive office).

Committee News:

An ongoing agenda item for your board has been to get more of the membership involved through active committee work. Working on ad hoc committees is a great way to have a say in your organization and the future of our profession. Current committees, their chair, and their membership are as follows:

Insurance Issues: Renee Tyree Gross, Mary Frances Gross, John Evans and Kathie Regan.
Publicity/Marketing Committee: Committee chair Miriam Watson. This committee is just forming. Please contact Miriam if you are interested in serving on this important committee. mtwatson@gmav.net or phone 800-860-2711.
Awards Committee: Sally Sullivan, Chair, Darlene Cox and Ann Havard.
Nominations Committee: Suzanne Farnan (Committee to be named). If interested contact Suzanne at (502) 451-6886. The function of the committee is to search for individuals willing to serve on the board.

Best Practices Committee: Betty McDonald (chair), Ann Havard, Dan Basore, Deena Garrison Jones, Linda McQuistion, Lori Benner, Kathie Regan, Vincent Paniak and Elin Schold Davis (AOTA representative).

Elections were held at the NMEDA conference for a new Professional Representative to the NMEDA board. Steven Sundarro of the Rehab and Tech Program at the University of Southern Florida was elected to the board. If you have any questions for Steven or concerns you would like to bring to the NMEDA board, contact him at 813-974-5346 or Sundarro@eng.usf.edu

Spring 2004
It opens the door for you.
It kneels before you.
It even sacrifices itself for you.

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THE ARTICLES PUBLISHED in News Brake reflect the opinions of their authors, not the editor, the ADED organization at large, or its Board of Directors. As such, ADED neither takes a position on nor assumes responsibility for the accuracy of the information or statements contained in any articles published in News Brake.

ADDITIONAL ISSUES are available by contacting the editor at 717-531-7444. News Brake is published quarterly in March, June, September and December. Articles are accepted by members and non-members of the ADED association at the discretion of the editor and as space permits.

For advertising rates, please contact Lori Benner, MPA, OTR/L, CDRS at 717-531-7444 or e-mail lbenner@psu.edu.

NEW Newsletter Feature: Mobility RESOURCES

In an effort to bring our members as much information as possible the newsletter will feature a Mobility Resources feature. The column will list resources that readers may find useful in their practice. If you are aware of a website, book, newsletter, etc that you believe others will find helpful, please submit the name to lbenner@psu.edu

- Transportation Research Board: Safe Mobility of Older Persons e-newsletter: http://www.eyes.uab.edu/safe_mobility


Are your reading someone else’s copy of NewsBrake? Did you forget to renew your ADED membership? An application is available in this issue of NewsBrake.

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Driver Educator’s and Dealers
If you are still holding back it’s time to get on board and start introducing the SURE GRIP system to your clients. They will thank you for it.

GET A GRIP ON DRIVING

Spring 2004  News Brake
April 3, 1974. I will always remember that date for 2 reasons. The first is because on that afternoon and evening over 30 tornados touched down in my hometown. The second reason is that morning I conducted my first driver evaluation. The client was a lady with Cerebral Palsy. 30 years later I am not sure what made my heart beat faster. I do know that day I developed a passion for the field of driver rehabilitation. The passion for the field still gives me a rush today even though I sit at the administrative desk instead of out on the front line. The excitement to me today is seeing the field of driver rehabilitation growing. Not only growing, but being taken seriously by professionals. We are requiring the professionals that want to enter the field or maintain in the field to be accountable.

In 1977 the only organized group that was addressing the issues of driver evaluation, driver education, driver training and vehicle modification for persons with disabilities was ADED. In 1977 when the Association for Driver Educators for the Disabled (ADED) was incorporated there was not even thinking about the "Rules" to provide any of these services much less any regulation by the Federal Government. Now we have terms like CDRS, NMEDA, SAE, NHTSA, FMVSS, OT, DE and even one of the newest terms in our professional vocabulary "make inoperative". The ADED Board in the last 2 years has really "woke up" or maybe in some views is "catching up". Sometimes when you are the founder and leader in a field for a very long time, it’s easy to ease up for awhile. In the past 2 years ADED has completed a Code of Ethics document, streamlined the Certification Committee and their duties, hired Co-Executive Directors, and collaborated with other associations such as NMEDA. By the end of this year ADED will have awarded the RFP’s for course curriculum, have a Best Practices document, new By-Laws that will make the ADED Board smaller with more efficiency saving ADED operations revenue, a new look to the website with accurate updated information, an updated ADED Member Resource Manual with provision to keep the manual annually updated, new Chapter Guidelines, new guidelines for CDRS renewals and amiable collaboration with other Associations such as AOTA, ASA, NMEDA and others. In many ways my 30 years in the profession has seemed as fast moving as those tornados on April 3, 1974. Sometimes the pain and the disagreements between the professionals in our field felt as destructive as the aftermath of the tornados. However on April 4, 1974 the sun came out and the Lexington area rebuilt. The sun is shining on this profession. What our responsibility is as the professionals working in this field is to never forget whom we are here to serve.

Kathie

Co-Executive Director

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Presidential Address—Spring 2004

(Continued from page 1) volved in the field of driver rehabilitation must be willing to share their knowledge to strengthen our field and provide the best service to our clients. To the best of my knowledge, a person cannot sign up at Harvard, Rice, BYU, or Stanford to get a degree in driver rehabilitation.

Did my parents give me a clinical assessment to determine whether I could ride a bike? It took coordination, balance, perception, knowledge, many hours of experience, common sense, physical endurance, and just plain luck, to ride my bike to little league baseball practice. In driver rehabilitation, we have been forced to rely on our common sense and our self-preservation instincts to help us decide what to do and to help others achieve independence.

As technology changes, speed limits increase, and traffic densities increase, we are constantly striving to balance the safety and independence of our client with the safety of the general public. ADED is moving forward!!! In February of 2004, we sent out proposals for course development that will meet the challenges head on. We will develop a course curriculum that will add some consistency to the field and help us recruit more specialists. If you haven’t already done so, review the material, think about your experiences, put it in writing, and submit it for review. The deadline that was set is April 15, 2004.

The discussion portion of this process is over. Our membership’s education and experience needs to be tapped. As an organization, our mission is to disseminate this information. Individuals and groups that didn’t even know we existed 5 years ago are questioning our knowledge. Our charge is to teach and substantiate the knowledge we have gained and continue to advance the level of skills of each and every member of ADED.

The ADED certification process was designed to identify individuals with the basic entry-level knowledge of the driver rehabilitation field. This was based on the activity analysis that was done by many of us in our jobs. Prior to that, the certificate of professional recognition helped us identify persons with a variety of hands-on experience in 3 different areas. Understanding medical conditions and their impact on driving does not make a person qualified to write a complex van modification prescription. Whereas, knowing every adaptive equipment option does not make a person qualified to decide whether or not a cognitive impairment or visual perception impairment will interfere with a person’s ability to drive. As an organization, we are faced with helping new members learn the vast amount of knowledge needed to perform basic services. We must also continue to educate the experienced CDRS’s to advance their skills.

It is critical that our membership and the board work together to take this organization to the next level of professionalism. The integration of chapter activities and these hands on educational programs will be vital to the success of our organization.

As I wind down, I want to leave you with one final thought. Let us not forget about the shoulders of the geniuses that we stood on to get where we are today. They were men and women who had a vision, understood the challenge, and shared their knowledge. Dorothy Beard was one of these individuals, as was many other mentors that I look up to today. I pay homage to her, Bill Ramsey, Rodger Koppa, Charlie Scott, Carmello Strano, Ed Rickey, Hank Syrkin, Dave Kramer, Don Smith, Dron Henson, and countless others that are retired from this industry. They learned and taught from experience and education. These individuals all came from different backgrounds and guided us to where we are today. Without the collective knowledge and perspective that they brought to the table, we surely would have missed an important aspect of a very complicated and dangerous activity of daily living, driving. Their legacy should tell you that the initials after their name was only a starting point. The rest of their knowledge was gained through trial and error, dangerous close calls, and countless hours of experience, frustration, and success. Stay safe out there.

Chad Strowmatt
Newbie at NMEDA

— Carol Wheatley

I recently attended my first NMEDA Conference in Dallas, TX, and have been asked to write about my impressions. First, I should mention that this is not a conference where one goes hungry - the meals were wonderful, and provided great opportunities to sit down next to someone and develop another professional contact. The keynote speaker, Captain Gerald Coffee, was a living example of the resilience of the human spirit as he described his seven years as a POW during the Vietnam War. I also attended the lectures on the latest Federal Motor Vehicle Safety Standards and test results from the National Highway Traffic Safety Administration, Transport Canada, and the Veteran's Administration. Although I must confess that many of the technical details were beyond me, it helped me appreciate the complexity of factors that designers and manufacturers must consider when developing the adaptive equipment for our clients. The three-part series on Driving Evaluations and Training gave me a glimpse into the inner workings of another driver rehabilitation program, with some new ideas for assessment and remediation.

The highlight of the conference was the exhibit hall, and ample time was allowed to appreciate all of the displays. I now understand the reasons for the changes to the Ford E-150 van, and why it can no longer be modified for our client's use. In an ingenious display, a van was tipped up slightly on the two right side wheels. A mirrored surface was placed on the floor to show the modifications on the underside of the vehicle. I confessed to the representative that I didn't know what the underside of a van usually looked like, and he was very willing to point out the key changes.

(Continued on page 10)

Honoring Linda McQuistion

John Quandt, NMEDA past President

My friend and revered colleague retired as NMEDA's Professional Board Member after 9 years of service. Highlights of her tenure include:

- Creation of the Vocational Rehabilitation Advisory Committee in 1998
- Serving on the Vocational Rehabilitation Program By Laws, AD Hoc Structural Crash Test, 208 Exclusion Committee, AD Hoc ADA Committee, QAP Sub Committee in multiple shop locations, AD Hoc Testing, Executive Director Selection Committee,
- Board orientation.
- Drafting of NMEDA Code of Ethics
- Editing most of NMEDA's important documents including QAP Booklet, Brochures and Procedures manuals.

With a PHD in industrial Engineering and a lifetime of relevant service as a college professor and Rehab Engineer with the State of Ohio, she has helped guide NMEDA to its current status as an International Organization.

The qualities she displayed as a board member are those that she demonstrates as a friend. High integrity, courage of conviction, strength of character, wit and energy has afforded her the ultimate status – the clear and present conscience of our industry.

I am proud to be her colleague, prouder still to be her friend.
On February 6, 2004, President George W. Bush announced the appointment of Gary Talbot to the U.S. Access Board. Under the landmark Americans with Disabilities Act (ADA) and other laws, the Access Board develops and maintains design criteria for the built environment, transportation, telecommunication products, and information technology.

Gary is a friend and well known to ADED. He is a vehicle system engineer with General Motors (GM) who previously managed GM's Mobility Center. The GM Mobility Center engineers and develops vehicle features and options specially designed for customers with disabilities and seniors. Gary currently co-chairs the GM Affinity Group for Persons with Disabilities, which consists of employees and retirees with and without disabilities who provide suggestions for improving access to facilities, transportation, communications, and employment opportunities for people with disabilities. As part of this work, the GM Mobility Center with the GM Affinity Group conducts research on customer needs and preferences for vehicle adaptations. Previous to his career at GM, he worked as nationally certified automotive technician. Gary holds a degree in mechanical engineering from the University of Michigan.

Gary is chair of the Adaptive Devices Standards Committee for the Society of Automotive Engineers. The committee is largely composed of members of ADED as well as members of NMEDA.

Gary is also on the board of directors of the Ann Arbor Center for Independent Living and of Deaf and Hearing Impaired Services.

The new members of the ACCESS board were sworn in on March 10, 2004. The board is structured to function as a coordinating body among Federal agencies and to directly represent the public. Half its members are representatives from most of the Federal departments. The other half is comprised of members of the public appointed by the President to four-year terms, a majority of who must have a disability.

The ADED board and membership extends its heartiest congratulations to Gary.
(Continued from page 8)

I had several clients in mind as I toured the exhibit hall. I now have some additional options of equipment for them, such as trunk lifts and power hatches for sedans, as well as controls for secondary vehicle functions. And possibly the most amazing exhibit was the Viper, equipped with electronic hand controls for acceleration, brake and clutch. I was also lucky enough to see, and hear, the Viper as it was driven out of the showroom (est 2 mph speed) at the close of the exhibit hall.

I found that I enjoyed the NMEDA Conference for much the same reason that I like ADED Conferences. At many of the larger conventions I attend, an extra fee is required to participate in the dinners and other celebrations. As a result, the group tends to fragment. At NMEDA, and at ADED as well, all of the proceedings are included in the registration. The group therefore tends to stay together, which allows the development of a greater sense of community. Clever planning on the part of the conference organizers, in my opinion. So in conclusion, if you’ve never been to a NMEDA Conference - go!

Captain Coffee (right) inspired NMEDA attendees with his message of building on the hard times. Captain Coffee was the longest held POW of the Vietnam War.

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One of the highlights of each conference has been the presentation of awards at our annual award’s banquet. As the past-president, it is my duty to seek nominations from the membership for the Distinguished Service Award, the Achievement Award, the Exemplary Award, the Research and Applied Engineering Award, the Scholar Award, the Virginia Anderson Award, and the Commercial Service Award.

I urge you to take a few minutes now and think of someone who is deserving of one of these honors. There are many individuals and companies whose talents and efforts both improve and support driver rehabilitation and ADED, either in practice, design, literature, or research.

Please take the time to honor someone by completing the application on page 14 of this newsletter and providing the supporting documentation. Nominations should be received by Sally Sullivan, 907 West Avenue, Woodstock, Illinois 60098 by May 31, 2004. No applications will be accepted after this deadline.

The nominations will be voted on by the ADED officers and the Board or Directors. Announcement and presentation of the awards will take place during the Award’s Banquet at our annual conference this year in Niagara Falls, NY.

**The Distinguished Service Award**

This competitive award is given to individuals or groups outside the scope of ADED who have demonstrated distinguished service and/or support to the overall area of mobility for persons with disabilities. This individual or group, while not members of ADED, will be selected for their discernible and unique contributions to this field. (Examples of such candidates could be representatives in the political/governmental arena; prominent medical or educational people; television, motion picture? or other media personalities; etc.) Only one award may be given, annually, in this category.

Included in the written? Supportive documentation should be evidence of the following:

- a. Leadership qualities of the candidate(s).
- b. National (or international) exposure or contribution to serving the mobility needs of the disabled person.
- c. Research and/or clinical involvement of the candidate(s) relating to mobility of the disabled.
- d. Personal philosophy and devotion to the field of mobility for the disabled.
- e. Other material, as appropriate.

Note: The Distinguished Service Award (DSA) is considered the most prestigious award presented by this Association, to a non-member.
A competitive award presented to an individual member of ADED who demonstrates outstanding contributions in the field of Driver Evaluation and/or Education. Material is not limited to the current year, but may be cumulative. This is presumed to be the most important award received by a member of this organization and the second most prestigious award presented by the Association.

Included in the written, supportive documentation should be evidence of the following:

- Advancement of driver evaluation and education through leadership, publications, association involvement, and attitudes of clientele, administrators, co-workers, toward the candidate, etc.
- Interpersonal relationships, professional bearing and prestige, personal sacrifice, public relations efforts, development of equipment or ideas, etc.
- Acknowledgment of the candidate’s efforts by awards or recognition from other, non-ADED sources.
- Other material, as appropriate.

A competitive award presented to a person with a disability that has demonstrated exemplary accomplishments in his or her own rehabilitation (with a focus on mobility) efforts and thus has given inspiration to others.

Included in the written, supportive documentation should be the following information:

- Nature, causes, and circumstances surrounding the incident of disability. (Is the disability long-term/congenital, etc., result of trauma/accident, military, etc., a recent disability, etc.)
- Obstacles overcome.
- Accomplishments since onset of disability.
- Inspirational value and possible effect on others.

A competitive award presented to an individual or group, or organization that have demonstrated outstanding accomplishments in the areas of research and applied engineering or other automotive endeavors related to mobility of the disabled person. This award may be presented to either a member or non-member of ADED.

Included in the written, supportive documentation should be the following information:

- A description of the research or engineering project(s), automotive or equipment design(s), etc., which distinguishes this individual or group from the ordinary.
- The effect of these contributions to the disabled community.
- Examples of the candidate’s contributions, if any, to the existence or advancement of ADED.
- Other material, as appropriate.
**Awards**

**The Scholar Award**

A **non-competitive award** presented to a **member(s)** of the Association who has made an outstanding scholarly achievement in the area of driver evaluation, education, research, and/or engineering.

Incorporated in the written, supportive documentation should be the following information:

a. Description of the contributions made by the candidate(s) authorship of articles, books, book chapters, special papers, newsletters, etc.; or teaching skills in the university, secondary school, etc.)
b. Effect of this scholarly contribution to the field of Driver Evaluation and Education.
c. Scope of the project(s) or work(s) to which the candidate has applied his/her scholarly efforts.
d. Other supporting comments, if appropriate.

**The Virginia Anderson Award**

A **non-competitive award** presented to an individual who has volunteered their time, effort and support to the efforts of the Association in meeting its cause. This award is presented to a **non-member of ADED**.

Incorporated in the written, supportive documentation should include the following information:

a. Description of the contributions made by the candidate towards the Association’s cause.
b. The amount of time (in either hours or length of years) that the individual has contributed to the Association.
c. Effect that these contributions have had for the Association.
d. Other supporting comments, if appropriate.

**Commercial Award**

A **competitive award** presented to a Vendor or Corporate member or Organization who has demonstrated outstanding contributions in the field of driver rehabilitation / vehicle modifications.

Incorporated in the written, supportive documentation should include the following information:

a. Description of the contributions made by the candidate towards the Association’s cause.
b. Effect that these contributions have had for the Association.
c. Other supporting comments, if appropriate.
Nomination for Annual Awards

Name of Nominee

Position/Title

Address

City State Postal Code

AWARD CATEGORY: (please check one)

_____ Distinguished Service Award

_____ Achievement Award

_____ Exemplary Award

_____ Scholar Award

_____ Virginia Anderson Award

_____ Commercial Award

____ Award for Research and Applied Engineering

NOMINATING PARTY:

Name

Position/Title

Address

City State Postal Code

Phone

NOTE: Please attach all required supporting information and documents and return by May 31, 2004 to:

Sally Sullivan
907 West Avenue
Woodstock, Illinois 60098

For further information, contact Susan at slillie@worldnet.att.net
The last two issues of NewsBrake offered a salary survey for our membership to respond to. Several members of the organization suggested we do this as they wanted data to share with their administrators on the salaries offered to those of us in the Driver Rehabilitation field. I promised to publish the results but warned that it would not be considered statistically valid.

I learned a great deal from the survey. The biggest lesson I learned was there could be ambiguity in how questions are asked. For example I asked if members were full time driving or part time driving/part time clinical. In reflecting on the answers it appears respondents answered based on their interpretation of the question so I was unsure if they meant they did clinical evaluations for driving or had other clinical responsibilities in the hospitals where they worked.

Attached is a summary sheet from the few responses we received. I’ve made no effort to generalize information because the other very clear conclusion is that it can’t be generalized. There is much variation in the field in terms of salary programs. I hope you find the small amount of data generated helpful.

<table>
<thead>
<tr>
<th>Professional Preparation</th>
<th>Years Experience</th>
<th>Salary range</th>
<th>Place of employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>OTR/CDRS/C DI</td>
<td>1 to 2 years</td>
<td>“$55,000 to 59,000”</td>
<td>Voc Rehab</td>
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<td>Rehab Center</td>
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<td>“$36,000 to 38,000”</td>
<td>Part time employee</td>
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<td>“$49,000 to 51,000”</td>
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<td>4 to 6 years</td>
<td>“$31,000 to 35,000”</td>
<td>Rehab Center</td>
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<td>4 to 6 years</td>
<td>“$39,000 to 42,000”</td>
<td>Independent living center</td>
</tr>
<tr>
<td></td>
<td>6 to 10 years</td>
<td>“$51,000 to 54,000”</td>
<td>20 hours per week</td>
</tr>
<tr>
<td></td>
<td>6 to 10 years</td>
<td>“$60,000 to 64,000”</td>
<td>Rehabilitation Center</td>
</tr>
<tr>
<td></td>
<td>10 to 15 years</td>
<td>“$49,000 to 51,000”</td>
<td>Hospital</td>
</tr>
<tr>
<td></td>
<td>10 to 15 years</td>
<td>“$51,000 to 54,000”</td>
<td>Private Driver Rehab Company</td>
</tr>
<tr>
<td></td>
<td>10 to 15 years</td>
<td>“$51,000 to 54,000”</td>
<td>Rehab Center</td>
</tr>
<tr>
<td></td>
<td>10 to 15 years</td>
<td>“$43,000 to 45,000”</td>
<td>Hospital (works with CDI)</td>
</tr>
<tr>
<td></td>
<td>15+ years</td>
<td>“$60,000 to 64,000”</td>
<td>Rehab Center</td>
</tr>
</tbody>
</table>

**Non OT’s who have CDRS**

<table>
<thead>
<tr>
<th>Professional Preparation</th>
<th>Years Experience</th>
<th>Salary range</th>
<th>Place of employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allied health/CDRS</td>
<td>4 to 6 years</td>
<td>“$43,000 to 45,000”</td>
<td>Rehab Center</td>
</tr>
<tr>
<td>BS Traffic Safety/CDRS</td>
<td>15+ years</td>
<td>“$31,000 to 35,000”</td>
<td>Driving School</td>
</tr>
<tr>
<td>MS Traffic Safety/CDRS/CDI</td>
<td>15+ years</td>
<td>“$70,000 to 74,000”</td>
<td>Rehab Center</td>
</tr>
<tr>
<td>BS Traffic Safety/CDRS/CDI</td>
<td>15+ years</td>
<td>“$80,000+”</td>
<td>Private driving School</td>
</tr>
</tbody>
</table>

**Non CDRS**

<table>
<thead>
<tr>
<th>Professional Preparation</th>
<th>Years Experience</th>
<th>Salary range</th>
<th>Place of employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>OTR</td>
<td>1 to 2 years</td>
<td>“$46,000 to 48,000”</td>
<td>Voc rehab</td>
</tr>
<tr>
<td>OTR (2)</td>
<td>1 to 2 years</td>
<td>“$46,000 to 48,000”</td>
<td>Rehab Center</td>
</tr>
<tr>
<td></td>
<td>1 to 2 years</td>
<td>“$49,000 to 51,000”</td>
<td>Rehab Center (1)</td>
</tr>
<tr>
<td>BS Education</td>
<td>1 to 2 years</td>
<td>“$49,000 to 51,000”</td>
<td>Private driving school (1)</td>
</tr>
<tr>
<td>BS Education/CDI (3)</td>
<td>15+ years</td>
<td>“$20,000 to 25,000”</td>
<td>Rehab Center (2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>“$39,000 to 42,000”</td>
<td>Rehab Center</td>
</tr>
</tbody>
</table>
Since 1974, John Bussani has assembled a qualified staff of physically challenged and able-bodied employees to assist you with your transportation needs:

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- Full Size Vans
- Scooter & Wheelchair Lifts
- Seating & Tiedowns
- New & Used Vehicles

member of:
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- ADED
- ADA

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Bethpage, NY 11714
(516) 938-5207
fax (516) 938-5263

www.jbussani.com
Members of the Adaptive Driving Alliance (ADA) have decided that as part of their ongoing and generous support of ADED, they will again offer the scholarship program designed to help defray the cost of attending the annual ADED conference. Beginning in 2001, scholarship monies were made available to the successful applicant(s) up to a maximum of $1,000 each.

The amount of each award will be determined by the selection committee based upon the expenses incurred by the recipient up to the maximum of $1,000. Successful applicants will have two consecutive years as an ADED member in good standing and the equivalent of two years full-time employment in the industry. When considering the applications, the committee will give special considerations to the need for the educational workshops offered at the conference, financial need, and level of involvement in the industry.

The recipients will be required to show proof of attendance at the educational workshops available at the conference, attend the Awards Banquet, and provide legitimate expense receipts to the committee chairperson or their representative when so requested.

As it is the desire of ADA that the award monies be presented prior to the conference, it is important that you complete and submit your application without delay. Please feel free to photocopy the enclosed application, download a copy from dragraff@dot.ca.gov, the ADED website or request additional forms by calling Dianne Rugraff at 714-894-6856.

---

**Application for Scholarship Award**

Name: __________________ Phone Contact: __________ E-Mail: __________

Employer: __________________

Professional Background: □ OTR, □ COTA, □ RPT, □ Driv. Instr., □ Other __________________

List contributions made in the driving profession or to ADED. __________________

Are you a Certified Driver Rehabilitation Specialist (CDRS)? □ Yes □ No; If not, do you plan on sitting for the exam this year? □ Yes □ No

Does your present or future employment depend on your maintaining your CDRS in good standing? □ Yes □ No

List the dates of previous ADED conferences attended __________________

Have you ever received outside funding/sponsorship? □ Yes □ No; If yes, who? __________________ when? __________________

What was the nature of the funding/sponsorship? __________________

I can contribute $___________ to my conference expenses. My employer can contribute $___________ to my conference expenses.

Will you be on salary while participating at the conference? □ Yes □ No

Are there other driving professionals at your facility? □ Yes □ No; If yes, how many? __________________

How many hours per week are you involved with a driving program? __________: Do you evaluate, train, or both? __________

How many other driving programs service your general area? __________________

What are your reasons for requesting this scholarship? __________________

________________________________________

Is there any additional information you wish the selection committee to consider? __________________

________________________________________
Please Come to **BUFFALO**

*Pam Gabryel*

The 2004 ADED Conference will be held in Buffalo, New York. There are so many places to visit and activities to do, if you know about them. So I’ve decided to act as travel agent and give you an idea of what Western New York and Niagara Frontier have to offer. You and your family can easily find a week of fun filled activities to experience.

Within walking distance of the Hyatt there is the baseball stadium, home of the Buffalo Bisons: HSBC arena, home of the Buffalo Sabres and within a few hundred feet of that is the Buffalo Naval Park. Buffalo City Hall has an observation deck to take in the city, Buffalo harbor and part of Canada. Take a city bus and you can reach Albright Knox Art Gallery, Museum of History, Delaware Park, Buffalo Zoo, the restored Botanical Gardens, shrine to Father Baker and Our Lady of Victory Church. Locate Frank Lloyd Wright built houses. Many buildings in Buffalo are architecturally significant.

Within a radius of 75 miles from Buffalo, you’ll find something that appeals to everyone in your family. South of the city is Buffalo Bills Stadium and field house. About 15 miles from there you’ll be in East Aurora and the historic Roycroft Center where Stickley and others refined their styles and craftsmanship. Just off the interstate (aka thruway) exit for Fredonia is Lily Dale Spiritualist Center. A few more miles south in Chautauqua County you’ll find the Home of Lucille Ball in Jamestown, Midway amusement park (a step back in time), Chautauqua Institute and the Gerry Rodeo.

North of Buffalo is Niagara Falls and Lewistown. Art Park is an open-air theatre and arts center. And for serious shoppers you’ll find the Outlet Mall.

East of Buffalo and before you reach Rochester is Darien Lake, 6 flags Amusement Park. Continue driving east on the thruway and in less than an hour, you’ll reach Rochester, the Flower City in the Finger Lakes Region of NYS. Within the city limits is the George Eastman House and Museum and across the street is the Planetarium and Science Center. South of Rochester you’ll find about 100 small wineries that are open to the public. And close by is Corning Glass Museum.

If you need to travel to another country there are numerous bridges to Canada. You can visit Fort Erie racing track, find beautiful sandy beaches for swimming, go to Toronto, experience thunderous Niagara Falls from the bottom up with a walk through Cave of the Winds or eye to eye with crashing water from the Maid of Mist tour boat.

The area is rich in history. You’ll find Native American centers, old forts, Quaker and other religious groups’ influences throughout the region. You name it; it is in this area. If you’d like more

---

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- Steering Controls
- Extension Controls
- Foot Controls

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**“Shuffle Off To Buffalo!”**

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Are your reading someone else’s copy of News Brake?

Did you forget to renew your ADED membership?

An application is available in this issue of NewsBrake.
The RFP Committee

Transportation. Since 1991 Jurgen has been the President of Rehabilitation Technology Associates, Inc., in Kinderhook, New York. John Evans holds a bachelors degree in Business Administration from Ohio University. He was commissioned as a 2nd Lieutenant in the United States Air Force, entering active duty in 1977. He served all over the world until his separation at the rank of Captain in 1984. At that time he entered Civil Service, working for the military Department of the Army in various financial and contract management position in Wiesbaden and Heidelberg, "Germany. In 1987 John left Germany for the Washington, D.C., area to enter partnership in an insurance brokerage. In partnership, in 1991 he established the NMEDA (National Mobility Equipment Dealers Association) Insurance Program and, in 1982, a new Insurance Brokerage and Insurance Company all under the Campania name. He is the owner of the Alamo Mobility, Austin, LLC, a vehicle modification shop, which he founded in 1998 in Austin Texas. Currently John serves as the Vendor Member on the ADED board.

The purpose of this committee is to develop an RFP to solicit contractors who will develop a series of four basic courses, and corresponding train-the-trainer sessions to be used for the purpose of professional development of Driver Rehabilitation Specialists, ADED certified Driver Rehabilitation Specialists (CDRS's) in particular. In plain English we’re trying to grow more CDRS's provide more opportunities for CEU’s/ contact hours, and give Driver Rehab Specialists and others in the field another way to improve their knowledge base.

The committee is also involved in developing the rating criteria, rating the proposals, creating the contract documents, awarding the contracts, monitoring contract success and developing a detailed implementation strategy. Whew! I'm out of breath just writing about it. If you see one of my committee members be sure to thank them — this is definitely a lot of work.

Once the contracts have been awarded the Train-The-Trainer sessions will be scheduled for each course. At that point there will be opportunities for Driver Rehabilitation Specialists who hold current CDRS to become Certified ADED Instructors in particular courses. More on this in the NewsBrake at a future date...so stay in touch.

Mark Your Calendars

The calendar of upcoming events is provided as a service to ADED members. News Brake does not confirm the accuracy of the information provided. Please verify dates and locations with the organizations listed.

April 14-17, 2004 San Francisco, Ca: 2004 May 3-7 2004 Orlando Fla. Building Blocks for Becoming a Driver Rehabilitation Specialist. Adaptive Mobility Services Workshop. Phone 407-426-8020

May 9-12, 2004 Orlando Fla. Take the Wheel, A Driver Education course for the Therapist. Adaptive Mobility Services Workshop. Phone 407-426-8020


FAX 780-471-7924.


To have your event information included in Dates to Remember please provide the information to Editor News Brake... Lori Benner. (E-mail: lbenner@psu.edu. Phone: 717-531-7444 or mail to: Lori Benner, CDRS, The Milton S. Hershey Medical Center, P.O. Box 850 Mailcode H-125, Hershey, PA 17033.

Spring 2004 News Brake 19
What’s new at your place... Keynotes...

ROOSEVELT WARM SPRINGS INSTITUTE FOR REHABILITATION, a State of Georgia facility has recently taken delivery of a new “state of the art” evaluation vehicle. The vehicle, an Eldorado National “American” with a 12” lowered floor was purchased through and equipped by Handicapped Driver Services of Marietta, Georgia.

The vehicle will allow the Roosevelt Institute to offer driver evaluation and training services for it’s clients. Warm Springs, offers a unique rural healthcare and rehabilitation campus comprised of several hundred acres and several historic buildings. The facility dates back to the early 1920’s and was originally the site where President Franklin D. Roosevelt started a world famous polio treatment center.

The new evaluation van is equipped with a full compliment of manual hand controls as well as floor inserts allowing specific floor depths for precise fitting of wheelchair drivers. Also included are EMC products AEVIT L, Gold Series and Digitone. An added bonus is Drivemaster variable effort steering as well as a removable transfer seat. The van is designed to aid in the evaluation of low to mid-tech transfer and wheelchair drivers.

The Roosevelt Institute has been providing rehabilitation services for 77 years. The new van, supported by Kathy Corpus, OTR/L, CDRS and Jared White, CDI allows the facility to broaden the level of services available to it’s clients. With miles and miles of low traffic roads and a peaceful setting, this may be the ultimate place for driver training!

For information about Warm Springs and available services, contact Kathy at Kathleen.Corporus@dol.state.ga.us or (706) 655-5075.

HANDICAPPED DRIVER SERVICES is pleased to announce the opening of their third location in Nashville, Tennessee. The latest HDS store will be modeled after “Accessibility Services Plaza” a rehab healthcare retail concept store in Marietta (Atlanta), Georgia which opened in early 2003. (www.rehab-plaza.com)

The Nashville location will house the HDS van store, a home modifier and a wheelchair/DME dealer. All will share a common fully accessible showroom. Multiple vendors allow clients to seek several services in one convenient location. The concept has worked well in Atlanta.

The new location is approximately 15 miles south of downtown Nashville directly on Interstate I-24 East.

Handicapped Driver Services (HDS) recently sold their driver evaluation and training business to a private firm, Mobility and Freedom. Michael Dresdner, owner of HDS told us that he was most interested in concentrating on refinement and expansion of his growing adaptive equipment business. He also wanted to find a quality operator for the evaluation business. “I found this in Marino Perdoni”. Perdoni, the new owner inherits the HDS employees and HDS’s late model Ford E-250 evaluation vehicle. Services will be strengthened and expanded by Perdoni. One customer service technique currently being perfected by Perdoni is a web based, on-line scheduling program. No need to await a return call, just go on-line! HDS has continually been a strong proponent of EMC equipment. Perdoni inherits a van equipped with EMC AEVIT L, AEVIT W, AEVIT J and AEVIT WJ as well as Gold Series, Digitone and Digivoice. The full sized van has a 97” powered floor pan, 6” lowered floor, raised roof and raised door. For lower tech applications, MPD 3700’s, standard hand controls and reduced effort steering and brakes are also available. With this wide range of equipment, almost any size/complexity of client can be properly evaluated. For more information about services provided by Mobility and Freedom contact Marino Perdoni at mpedroni@novoware.com or (770) 514-9957. Michael Dresdner Handicapped Driver Services, Inc., Accessibility Services Plaza, 1310 Kenneson Street (at US 41), Marietta, Georgia 30066 Voice: 770-422-9674, Fax: 678-290-5048 mdresdner@hdsvans.com, www.hdsvans.com

www.accessibilityservicesplaza.com
www.rehab-plaza.com

Member Open Saturday 9am - 2pm! Sales and Service

BENJAMIN J. GEHLMAN, OTR/L
from the Hiram G. Andrews Center in Johnstown, Pa. reports he has been busy assisting in continuing an existing program. Since August 2003 he has been involved in adapted driver training, completing van prescriptions and various other vehicle modification specifications. The program includes 2 full time Occupational Therapists, a full time Certified Driving Instructor, as well as a contract CDI to assist with training. Ben’s intends to “sit” for the CDRS exam in 2004. Good Luck Ben.

ADED Northeast:
Officers for this year are Peter Mackay, President, Gail Babirad, Vice President and Jerry Kenny, Secretary. Three members of the ADED Northeast chapter attended the board meeting of New England Traffic Safety Educators Association meeting in Putney, Vermont. The ADED Northeast chapter and the NETSEA continue to have a close relationship and will host their joint conference on November 5-6 2004. A central location for this meeting is being sought but a final decision has not been made.

ADED Ontario Chapter:
Officers selected for 204 include Wendy Niewuland, President, Chris Luscombe-Mills, Vice President and Sheila Garrett, secretary.

Lori Benner, President Elect is anxious to liaison with the chapters. Please contact her at 717-531-7444 or e-mail her at lbenner@psu.edu if you have suggestions or questions regarding chapter guidelines as a committee will be working on revising chapter guidelines this year. If you would like to help, let Lori know. Chapters are requested to submit minutes of their meetings to Lori so they can be kept with historical data. In addition please remember that budgets must also be submitted to Lori if you are seeking reimbursement for chapter meetings or conferences. Chapters are allowed up to 10% of their membership dues. Budgets can be used for mailings, copying or seed money for chapter conferences.

***** CHAPTER NEWS *****

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20 News Brake Spring 2004
Access Unlimited listens to driver evaluators. Your experiences and your requests powered the design of the latest configuration of the Mini-Touch Secondary Function Control Pad.

- **New ultraslim design** includes a 14-function touchpad for secondary controls but takes up no more space than the Access Unlimited spinner knob.

- Client can reach the control pad without taking a hand off the spinner knob!

- Fits in even the smallest steering wheel openings, including the **Dodge Caravan 4 o’clock position**

- **Touchpad technology** puts you in control: not all 14 function locations need to be activated! You decide which locations will work best for your client, apply raised dots to those locations, and then you and the client choose which function will go in which spot.

- Unique location of touchpad around the base of the knob allows the evaluator a wide choice of finger motions to activate functions.

- Get a **free evaluator’s unit** through our popular Equipment Loan Program. Email us for details at customercare@accessunlimited.com.

- Visit our new website for more information and images of the **growing family of Mini-Touch configurations** at www.accessunlimited.com.
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Did you forget to renew your ADED membership?

An application is available in this issue of NewsBrake.

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TULSA  ATLANTA  PHOENIX
Van Nuys, CA- dSi, the importer of the Menox Hand Controls, has successfully distributed Menox Hand Controls to the North American market last year. This success had encouraged them to introduce Menox pedal extensions for short people, which were displayed at the NMEDA conference in Dallas last month.

Menox Values
The Menox pedal extensions for short people provide extensions of 1-3 in. (Menox Mini-Stamp) and 4-8 in. (Menox Stamp) These high quality products have been designed and manufactured with Menox products standard values:

• Universal- Menox is compatible with many different makes of cars
• Adjustable according to customers wants and needs
• Smooth and easy to use
• Installation simple without damaging the interior

• Attractive style to match the vehicle’s interior
• A Menox equipped vehicle is a compatible family vehicle. Family members can comfortably drive the vehicle using their own controls
• Menox driving aids are designed for quick release

Menox Pedal Extensions
The Menox mini stamp provides a logical solution for individuals seeking a 1-3 inch extension. The ease of movement allows for the Menox Mini-Stamp to be lowered into place and likewise tucked up and away when not in use. This enables short people and others alike quick and easy access to the vehicle.

The Menox Mini-Stamp allows for many adjustments making compatible with many different size and shapes of pedals and the variety of customers needs and desires. The Menox Stamp is an ideal solution when an extension of 4-8 inches is relevant.

Happy Customers
The user population of Menox pedal extensions appreciate the fact that: The product is quickly removed/replaced allowing for fast and easy access for all drivers, installation of Menox pedal extension prevents excessive damage to the interior of the vehicle, and the installation can be done “personally” to their specifications.

For more installation and general information, please visit www.menox.org.

---

**ADED - APPLICATION FOR MEMBERSHIP**

Benefits of Membership:
- Certification Program CDRS - Certified Driver Rehabilitation Specialists
- Quarterly Newsletter
- Reduced Annual Conference and Workshop Fees
- Professional Network:
  - Affiliations with others who have a common goal
  - Access to current information or research and development in the field
  - Assistance with program development and enhancement
  - Referral sources
  - Membership Resource Guide
  - Alliances with other professional organizations
    - Society of Automotive Engineers
    - National Mobility Equipment Dealers Association
    - American Occupational Therapy Association
    - American Driver and Traffic Safety Association
    - National Rehabilitation Association
    - RESNA - The Rehabilitation Engineering and Assistive Technology Society of North America
    - American Kinesitherapy Association
    - Driving School Association of the Americas
    - Web Page Links

Name __________________________
Organization ______________________
Address ___________________________
City/State/Prov/Zip _________________
Business Phone _____________________
Fax No. _____________________________
E-mail ______________________________

ADED Membership runs from January 1 through December 31.

Type of Membership (Please Check One):

Individual: An Individual directly involved in service delivery for driver evaluation or education for the disabled. Voting privileges.
- New Member $100 Renewal $75
- Student: Full-time student who is not eligible for individual membership. $25
- Vendor: Business involved in service, installation, and sales of equipment used in driving, and driver education for the disabled. $100
- Corporate: An organization or business that manufactures products used in driving and driver education for the disabled. $200

Checks must be in US. Funds made payable to ADED. Mail this application and dues to:

ADED
711 S. Vienna
Ruston, LA 71270
318 257-5055 • 800-290-2344

VISA □ MasterCard □
Exp. Date ______

Professional Background:
- Driver Education
- Occupational Therapy
- Vocational Rehabilitation
- Rehab Engineering
- Equipment Dealer
- Equipment Manufacturer
- Kinesitherapist
- Other (Specify ________ )

Facility:
- Hospital / Rehab Facility
- School System
- Private Driving School
- Equipment Installation
- Manufacturer
- State Agency (Specify ___________ )
- Other (Specify ________ )

Program Services:
- Clinic
- Training
- Driving Range
- Simulator
- Other
- Vehicle Modifications

Comments:

Spring 2004 News Brake 23
"If we ever need to buy a van again there is no other company for us but Ride-Away. You can't compete with quality vehicles and caring service." -E.I.

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STOP !! What’s New at Your Place?

In order to keep updated on what is going on with ADED members across the country, I need your help. Take a minute and fill out this form, fold it and mail it.

☐ Been Promoted?
☐ Started a new program or expanded an existing program?
☐ Presented at a workshop or conference?
☐ Doing a research project?
☐ Ideas for an article or “Shifting Gear” question?
☐ Other: ________________________________

Details: __________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

Look under “Key Notes” in the next newsletter for your item.

Name: __________________________________________

Institution: ______________________________________

Phone: _______________________________________

NEWSLETTER DEADLINE:

The next deadline is June 10, 2004. Please send any articles, pictures or news information to:

Lori Benner
Hershey Medical Center, MCH 125
P.O. Box 850
Hershey, PA 17033
email: lbenner@psu.edu

Spring 2004 News Brake 25
Lori Benner  
Manager Drivers Evaluation & Training  
P.O. Box 850  
The Milton S. Hershey Medical Center, H125  
Hershey, PA 17033-0850
ENDANGERED SPECIES!

Wouldn’t it be nice. With EMC’s new Auxiliary Vehicle Power Supply, Jumper Cables can be a gadget of the past. The AVPS™ is the first “Intelligent” Dual-Battery System. It provides real solutions for adapted vehicles requiring “Dual Battery Systems.” Today’s modern vehicles have charging systems capable of delivering in excess of 120 amps @ 12Vdc for ONE vehicle battery. Computers in these vehicles also monitor and control the alternator output based on temperature and duty cycles. Traditionally used dual Battery Systems simply can’t adequately address the needs of today’s adapted vehicles.

Critical power requirement items in today’s adapted vehicles might include: “Redundant Power Supply”, “Emergency Egress Power”, “Emergency Starting Power.” AVPS is the answer for today’s adapted vehicles. Utilizing Microprocessor technology, AVPS becomes a source of “make before break” intelligence ensuring battery power is always available to the vehicle regardless of driver input or system failure.

AVPS components include a small on-dash display providing the two batteries and alternator, and alerts them to any “Low Voltage” situations. The under-dash AVPS Module controls all power switching between the two batteries and the vehicle. The optional Power Kit from EMC allows vehicle modifiers to add an additional 100 amps of electrical equipment to the vehicle through a dedicated power distribution fuse box. This reduces the possible overload to original vehicles circuits not designed for “add-on” devices.

For more information log on to www.emc-digi.com
The Left foot accelerator and the original accelerator are equipped with a hinge allowing for the desired pedal to be gently pushed into place while the other can be neatly tucked away.

The force applied to the original accelerator is transferred through a high quality Teflon coated cable.

Hand Controls

Menox Stamp is an ideal pedal when an extension of 4-8 in. is relevant. The quick attach / release is conducted with a finger screw.

Steering Knobs

Quick-release is a standard.

Common reasons for choosing Menox Hand Controls
+ smooth, light and safe motion. Brake - push, gas - pull.
+ "brakelatch" enables use of right hand
+ multi-function option for secondary control
+ aesthetically designed to match vehicle style
+ not an obstruction when moving in and out of the vehicle
+ clothes are not damaged or soiled
+ no obstructive parts, minimizing exposure in accident
+ transferable into future vehicle

All Driving Aids Values

Universal - Menox is compatible with many different car brands
Adjustable according to customers wants and needs
Smooth and easy to use
Installation is simple without damaging the interior
Attractive style, grips and covers to match car interior
A Menox equipped car is a compatible family car. Family members can comfortably drive the car using their own controls
Menox driving aids are designed for quick release.

We Serve You
To Serve Your Client
ask DSI about our programs to assist evaluators in obtaining Menox hand control for

Distributor dSi
16139 Runnymede Street
Van Nuys, CA 91406
TEL 818-782-6793
FAX 818-782-6485
info@drivingsystems.com

www.menox.org
www.drivingsystems.com