“Coming together is a beginning. Keeping together is progress. Working together is success.” - Henry Ford

It is with great pleasure that I send this quarter’s update. There have been many exciting accomplishments and goals that ADED has achieved this year and the 2007 31st Annual ADED conference and exhibits truly spoke to them. The response from the membership both at the conference and following the conference has been wonderful. I appreciate your kind words, support and acknowledgments. It is wonderful to know that the membership is pleased with the direction the organization is moving and with the changes and progress we have made.

I must re-emphasize, however, that I am not responsible for the current position of the organization. The most important thing a group can have is the right people on your team. ADED has the right people. Your board of directors and co-executive directors came together, addressed the difficult issues and found solutions. I can not give this group enough credit or thanks. I can assure you that this process is not over and we continue to move the organization in a positive direction. More exciting improvements will be seen in 2008.

CONFERENCE: This year’s conference was outstanding. I still am having a hard time walking without my cowboy boots! The conference team, as always, ran a great event and left us all feeling like it is a seamless, simple process to run. The hotel, food, educational sessions, exhibit hall and banquet were truly top notch. Thanks so much to Kathie Regan, Mike Shipp, Stacey Stevens, Katy Greene, Michele Coffey, Mary Frances Gross, and Suzanne Farnan-Maddux. Thanks also to Judy Sutton and Ric Cerna for running the registration booth and to Cathy Hoxie and Tommy Crumpton for being incredible hosts.

I hope the membership enjoys this edition where we share pictures of the event. Please take special note of the amazing presenters and exhibitors that were critical to this conference’s success. Also please congratulate our 2007 Award Winners and those that received Awards of Appreciation. These individuals have done wonderful things for the field of driver rehabilitation and for individuals with disabilities.

BOARD MEETING: A productive board of director’s meeting was held the day before the conference. Please refer to this edition for a summary of the meeting also.

EXECUTIVE DIRECTOR POSITION: ADED’s new executive director, Teresa Evans-Hunter was introduced at the conference. It was really exciting to have met this goal, but even more exciting was the way Teresa jumped in, got busy and joined the team. Her role in the board meeting and at the conference was really impressive. Information about Teresa’s background and experience is included in this newsletter. I am confident that you will be impressed by her credentials. I encourage all members to contact Teresa, introduce your self and let her know what you’d like to see from the organization.

Kathie Regan and Mike Shipp are still actively serving the organization during the transition. It is very important that all members know that they have been a critical part of this change and fully support the addition of Teresa. The three of them are working closely

(Continued on page 4)
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.

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+ not an obstruction when moving in and out of the vehicle
+ clothes are not damaged or soiled
+ no obtrusive parts, minimizing exposure in accident
+ transferable into future vehicle

www.menox.org
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“Outcome oriented”, “evidenced based”, “measurable results”, “research shows”...

In our world today, and more specifically the healthcare field, these words and phrases are tossed around so often that we have become accustomed to and desensitized to hearing them. But some of us may not be as comfortable as others with those concepts.

KEEPING INFORMED of the latest trends and developments related to our field can only help us in our practices, if not encourage and motivate us to get involved in research surrounding the field of driving rehabilitation. While at the ADED conference in July, it was enlightening to find that fellow driving rehabilitation specialists are being asked to become involved in a research projects and some with just a minimal amount of commitment. That is fantastic! Research studies are going on everywhere. Many of those in the academic world are eager to align with driving rehabilitation specialists, such as ourselves. We have the practical knowledge, resources, clinical expertise and know-how that lab rats (no offense) desire.

WHAT'S HOLDING US BACK? I know. The most common complaint: “I don’t have the time.” And, oh, how I can empathize with that! But let’s face it, if we keep our heads in the sand, we may miss out on some spectacular opportunities to learn something new. Even the most experienced driving specialist can learn a thing or two by getting involved in a new venture. Who doesn’t have questions related to our own work? What better way to learn but to ask ourselves, “What if...?” Why does...?” or “How is it that...?” Not to mention if we don’t get involved, the academic world will pass us up and collaborate with someone else. We should be a part of the foundation, not trailing behind or playing catch up. Teaming up with others to engage in projects is a relatively easy way to broaden our understanding of this great field in which we work. Remember, if this type of opportunity is presented to you, consider it. It typically results in a win-win situation for all parties involved.

ALONG THOSE LINES, I am pleased to announce a new feature in this edition of the News Brake. Please check out “Research Road.” Elizabeth Green graciously has agreed to compile a summary update of research news that is relevant to the driving rehabilitation field. If you know of any studies or come across any relevant research that can be shared with our membership, please forward it onto her: driver_rehab@yahoo.com I’m sure that you’ll find this news column helpful and resourceful. Perhaps you’ll use this new feature as a springboard to explore what is happening out there. It very well may directly affect us in our driving world. And maybe, it will inspire you and your own driving rehabilitation program and practices.

I look forward to hearing your thoughts and opinions,

Amy Lane, OTR/L, CDRS
laneak@upmc.edu

FUTURE ADED CONFERENCE SITES
2008 Kansas City, MO
2009 Lexington, KY
2010 Kansas City, MO
Presidential Address  (Continued from page 1)

together to ensure a smooth transition.

I was blessed with the opportunity to publicly thank Mike and Kathie
at the conference banquet. The board thanked them both for their love,
patience and leadership. I encourage the members to do the same. I
think we would be hard pressed to find others who are as dedicated to
this field and the organization.

OFFICE TRANSITION: The new office will be located in Raleigh,
North Carolina. The address, phone number and fax lines are all estab­
lished and active. They are posted in multiple locations throughout the
newsletter. The office officially is moved on October 1st. The website,
documents and phones are all currently being updated. There will be
a transition time for any correspondence or calls that are placed to
Louisiana. Teresa is available to answer any questions or respond to
any concerns regarding this.

CERTIFICATION: Regretfully, I need to announce that Jerry
Bouman had to resign from the certification committee due to health
issues. I know this was a difficult decision for Jerry. I have enjoyed
working with Jerry and his committee. He has done an outstanding job
this past year and I have valued his commitment. Jerry, my thoughts
and prayers will be with you.

Congratulations to Rick Shaffer, who has been appointed to the
certification chairperson position. Rick has been serving on the certifi­
cation committee since January and has been a valuable asset. I am
confident that Rick will do an excellent job. Rick’s contact information
is rshaffen@psu.edu or at (717) 531-7105.

For those of you that are renewing your CDRS this year, applica­
tions are due November 1st. A summary of the process is included
in this issue.

The certification committee has several opening for next year. They
are in need of 3 CDRSs, two from an allied health and one from a traffic
safety background. If you are interested please contact Rick.

BOARD ELECTIONS: The following positions are open on the
2008 Board of Directors: president-elect, treasurer, mobility equip­
ment dealer and board member at large. The nominations close on
September 30th and ballots will be mailed to the membership on
October 4th. So far we have a great group of individuals who have
accepted nominations.

SCHOLARSHIP: Special Thanks to Rex Bradbury and Christine
Jones. They have started another ADED scholarship and in 2008 will
be helping two individuals attend the ADED annual conference. As
always, Crescent Industries has gone above and beyond our wildest
imagination in their support of ADED. More information on scholar­
ships that are available to increase your knowledge in the driver
rehabilitation field is included in this edition.

SPECIAL THANKS: Often, in our busy lives, we fail to show ap­
preciation and thank those that are important to us. As the president,
one of the benefits is being able to give two presidential citations. I
was pleased to present these at the annual conference to Lori Benner
and Mark Lore. Both of these individuals have given my countless
hours of support, encouragement and understanding. Without them I
would not have been able to effectively balance all my responsibilities,
serve ADED and stay mentally intact. Mark and Lori thank you so
much- words can not express how much your support and friendship
have meant to me.

Have a great fall. Remember what you do is important and you
are making a huge difference in people’s lives. Be happy.

Staci

Mobility Products & Design Introduces...

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Push/Pull Hand Control

Designed specifically for people with limited use of
their lower extremities for driving, the 3400 Series
Push/Pull Hand Control is the perfect way to adapt
virtually any vehicle to hand control use.

The 3400 hand controls will fit almost all cars, trucks
and vans as well as off-road recreational vehicles
such as the Kawasaki Mule, John Deere Gator, and
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need hand controls for their vehicles and can be
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Simple additions to the basic 3400 Push/Pull Series
include a foam handle or a knob grip, horn and
dimmer switches and bent brake rods for specific
vehicles. The 3400 is easily adapted for use in
cars, trucks and vans along with some off-road
vehicles. Simply push down to brake and pull up
for acceleration.

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www.mobilityproductsdesign.com

Stad
Moving Forward — ADED board meetings updates | July 27, 2007

July 27, 2007 Executive Board meeting: Your ADED board met in conjunction with ADED's annual conference in Dallas, Texas. We were very excited to have Teresa Evans-Hunter join us as our new Executive Director. She had officially started her duties on Monday, July 23rd, working a total of 4 days in her position, but it was clear to all the board that she was well prepared for this meeting. The board wishes to offer thanks and gratitude to Kathie Regan and Mike Shipp for their efforts in welcoming Teresa and playing a major role in her orientation and training. The transition could not have happened without their efforts. The ADED office will officially headquartered out of Raleigh, North Carolina October 1st, 2007. All contact information will be made available to the membership as soon as possible.

Education: ADED has been approached by Anne Arundel Community College to once again offer a Fundamentals Course. The board is finalizing contractual agreements.

Certification: AMP contract up for renewal September 2007. Teresa Evans-Hunter will be investigating all options and present to board for decision. A suggestion has been made to explore curriculum-based credentialing. The board will follow up on this suggestion.

Bylaws: Long term goals for bylaws review and updating are in process. The board will communicate updates to the membership as the process moves forward.

July 30, 2007 General membership meeting: The board was pleased to see a large attendance at this year’s general membership meeting. We are encouraged by your enthusiasm, participation and dedication to the organization. Staci Frazier, your ADED president, proudly introduced Teresa Evans-Hunter as ADED’s new Executive Director. Teresa comes to us with 10 years experience in association management, membership development, volunteer and chapter development and strategic development. She will be a tremendous asset to the organization.

Financial status: Peggy Gannon, Treasurer, reported that ADED is fiscally sound. Please remember that all financial information is available to the general membership. General membership is encouraged to feel free to contact the board. Financial status is publicized once a year in the NewsBrake as well. The items that have been implemented since last general membership meeting include:

• Accountant review and hiring of a bookkeeper
• Quick books on same system, eliminating discrepancies and improves reconciliation.
• Dual check signing
• Any check over $1000 or to ADED board member must be co-signed by executive director and treasurer.
• Accounts status as of July 2007: $298,956 checking, $11405 Memorial Scholarship Fund, $38,739 Chase CD.

• ADED financial Goals:
• Work with Teresa Evans-Hunter during transition and ongoing for smooth operations.
• Explore most cost effective plan in regards to bookkeeper.

Committee open positions: Please consider getting involved in the organization. We need you!

Certification Committee- Jerry Bouman, chair
• Three positions (allied health x2, traffic safety x1) open for next year.
• Introduction of 2008 Candidates- Staci Frazier (for John Hogan)

Member at Large (1 year term)
• Eva Richardville-presented
• Beth Rolland-presented
• Ann St. John-presented
• Floor open for nominations

Mobility Equipment Dealer-
• Floor open for nominations

Treasurer
• Peggy Gannon-presented
• Floor open for nominations

President Elect
• Floor open for nominations

2008 initiation of new scholarship: Crescent Industries has graciously offered to finance 2 members for ADED annual conference. Membership is reminded to apply for scholarships that are available. The scholarship committee will strive to streamline process and improve speed of notification communications as requested from the membership.

Respectfully submitted,
Liz Green, ADED secretary
Thanks to the 2007 Conference Exhibitors and Sponsors

Katy and I would like to extend a sincere thank you to all the 2007 exhibitors and sponsors. We appreciate your support and always look forward to seeing you each year. Congratulations to Louanne Gross, Amy Lively and Judy Sutton. They were the winners of the cowboy puzzle. We want to thank all the presenters and those who attended the product demonstrations held in the exhibit hall Sunday afternoon. We are already looking ahead to 2008. Please make plans to join us in Kansas City.

Michele Coffee and Katy Greene
ADED Conference Exhibit Co- coordinators

The following people completed the requirements to receive CDRS CEU’s in the Exhibit Hall. You will receive a certificate in the mail.

Pam Bartie
Brenda Bemett
Amy Brzuz
Michele Coffey
Cyndee Crompton
Christy Dathmar
Laura Eischrop
Beth Anderson Gibson
Natalie Goldman
Katy Greene
Anne Heuberg
John Holcomb
Nelle Marie Hyde
Sue Todd Knapp
Martha Lane
Valerie Lycklama
David Massler
Colin Matthews
Richard Neal
Tricia Coppola-Passarelli
Dean Robertson
Carol M. Spitzman
Kim Edmonds Woolie

2007 EXHIBITORS

ABILITY Magazine
Access Unlimited
Adapt-Solutions
Adaptive Driving Alliance
AhnafIELD Corporation
AOTA
Avenue Innovations Inc
B & D Independence Co, Inc
Brain Ability
Bruno Independent Living Aids
Creative Controls
Crescent Industries
Doron Precision Systems, Inc.
Drive Master
Driving Aids Development Corporation
Driving Systems Inc Menox
Electronic Mobility Controls, LLC
Eldorado National
EZ Lock, Inc.
Ford Mobility Motoring
General Motors
Howell Ventures, Ltd
IDS
KEMPF
Lift-Aids, Inc
MPS Corporation
Mobility Products and Design
NMEDA
Nor-Cal Vans
Permobil Inc.
Q’straint
Raydon Corporation
Redi Auto Sport
Simulator Systems International
Stereo Optical Company, Inc
Sure-Lok, Inc
3rd Perspective
United Safety Council
Viewpoint Mobility, LLC
Volvo Cars of North America
VMI
Wright Way, Inc.
2007 SPONSORS

Access Unlimited
Adaptive Driving Alliance
B & D Independence Co.
Braun Ability
Bruno Independent Living Aids
Crescent Industries
Drive Master Co, Inc
Driving Aids Development Corp
Driving Systems Inc.
ELDorado National
EZ Lock Inc.
General Motors
Handicapped Driver Services
Howell Ventures, Ltd.
Lift-Aids, Inc.
Mobility Products and Design
Mobility Works
MPS Corporation
NMEDA
Nor-Cal Vans
Q'Straint
Ride-Away Handicap Equipment Corporation
Superior Van and Mobility
Sure-Lok, Inc
Toyota Mobility
VMI
Wright-Way, Inc.

THANK YOU,
THANK YOU,
THANK YOU
from the ADED fundraising committee

The 2007 Memorial Fund successfully raised $4,600.00 from the Raffle / Live Auction at this year's annual conference! This would not have been possible without the giving generosity of the following sponsors:

SPONSORS OF LIVE AUCTION ITEMS
Ride Away – Mark Lore
Handicapped Driver Services – Michael Dresser
Braun Ability
Alnafeld – Bruce Alnafeld

RAFFLE SPONSORS
Ability Center – Darrel Heath
Adaptive Driving Alliance
Accessible Vans & Mobility – Jack Donovan
AOTA
Gary Collie Inc – Gary Collie
Crescent Industry – Rex & Christine
Lori Benner
Staci Frazier
Maryfrances Gross
Judi Hamelburg
Kathie Regan
Shadoway Expressions
In Wood
Mike Slipp
NMEDA
Q'Straint

In addition, we would like to THANK the people that open your wallets and purses towards the purchase of these donated gift items - without each of your contributions, our final total would not of been possible. Thank you for your continued commitment to ADDED!
"Driving Ms. Daisy" What do we do when she wants to drive?
—Rita Hamilton D.O. FAAPMR

Dr Hamilton gave an entertaining educational presentation on healthcare provider’s attitudes regarding elderly drivers.

The ADED 2-Day Courses held on Friday 7/27/07 and Saturday 7/28/07:

Dianna Robertson, BScOT, MScOT, CDRS and Remo Minichiello, CDRS presented "Fundamentals of Driver Rehabilitation" for those professionals interested in starting a driver rehabilitation program or for new staff members entering existing programs.

"Traffic Safety and Driver Education for the Driver Rehabilitation Specialist", was presented by Cathy Hoxie, CDRS and Sally Sullivan, CDRS, CDI. This session was ideal for those in search of greater knowledge and understanding of traffic safety education, laws, teaching techniques and assessment skills.

"Application of Vehicle Modification" was presented by Jerry Bouman, CDRS and C. Kerry Jones, ATP. Participants gained additional knowledge of adaptive driving equipment as well as the process for prescribing low tech and high-tech driving systems. During this session the presenters touched on all aspects of the entire vehicle modification process from the initial evaluation to the final inspection.
Three diverse Full Day Workshops were offered on Saturday July 28th 2007:

“Nuts and Bolts: A Van Evaluation and Modification Experience”
Chad Strowmatt, LOT, CDRS and Richard Nead, CDRS

These experienced presenters discussed the multi-faceted aspects of the van evaluation and training process. Participants of this workshop benefited from a comprehensive review of wheelchair considerations, vehicle selection, available technology, vehicle adaptation and modifications with consideration of best practices. Up to date information of adaptive equipment and vehicle modifications as well as their historical progression was shared with the audience. Chad and Rich’s personal experiences, vehicle demonstrations and case studies added to the course content and educational objectives.

“Driver Rehabilitation: Evaluation and Treatment of Adolescents with Cognitive and Social Skill Limitations”
Miriam Watson Monahan, OTR/L, CDRS, CDI

Miriam presented on addressing the needs of students with cognitive and social limitations when behind the wheel. The session focused on evaluation techniques to better assess student with clinical diagnosis of learning disabilities, Aspergers Syndrome, non-verbal learning disorders, ADD, ADHD and Down’s syndrome. Miriam offered methods not only to determine the potential to drive prior to committing to the lengthy evaluation process but also discussed training techniques for these types of students.

“Neuropsychological Perspectives on Driving”
Rosamond Gianutsos, Ph. D., FAAO, CDRS

This workshop reviewed how a variety of functions including sensory function (vision), attention, memory, cognition, language, abstract thinking, speed of processing, motor planning and executive control functions are measured and how they relate to driving.

The presenter encouraged other driver rehabilitation specialists to collaborate with neuropsychologists for their expertise in neuro-cognition, behavioral evaluations, as well as clinical and counseling skills.
ADED Conference 2007
Conference Comments...

Thanks to all that attended the 31st ADED Conference in Dallas Texas. With an attendance of 300, the conference was a success.

I want to thank the ADED Board, Conference Team, ADED Executive Office and the local contacts Tommy Crumpton and Cathy Hoxie. I especially want to thank the new ADED Executive Director Teresa Evans-Hunter for jumping right in and being my right hand.

Of course without the presenters, exhibitors and sponsors the ADED Conference would not be possible, thank you.

Each year the conference team and I review the conference evaluation forms. We really do take your comments into consideration and when possible make changes that can benefit the ADED Conference and membership. I appreciate each of you that took the time to complete an evaluation form.

This year I would like to respond to a few of the comments:

“Have more sessions for contact hours”

As of the 2007 conference there was opportunity to obtain 32 hours of CDRS approved contact hours. If all the opportunities had be taken, that would satisfy the 30 hour in 3 years CDRS renewal requirement.

“Too much time in the exhibits”

There is opportunity in the exhibit hall not only to be educated on products, but to also obtain CDRS approved contact hours. If you have a suggestion for an exhibitor you would like to exhibit at the 2008 conference, please let me know. The conference team is always looking for new exhibitors. Please also remember the food and beverage that is in the exhibit hall is partly sponsored by the exhibitors and sponsors.

“The room is too cold, the room is too hot”

Yes, we get both comments from the same group. Of course for the conference team to control room temperature (and they do try) is not always possible. For this reason is why in the conference registration information you are encouraged to bring a sweater or jacket.

“Why Hyatts?” “Why the repeats of locations?”

The short answer is break on costs to ADED. ADED is a unique group that requires a great deal of in-door exhibit space. The amount of exhibit space that ADED requires usually accommodates groups that have conference participants of 800 attendees or more. Hotels determine there price breaks on the amount of sleeping rooms that are sold. Attendance at an ADED Conference is around 300. In hotel terms we do not sell enough sleeping rooms to qualify for discounts. By making long term commitment with Hyatt’s ADED gets the discounts and a reduced cost on the exhibit space. By using the Hyatt to receive the discounts that limits the Hyatt properties that have exhibit space. As ADED grows and has venues of profit income other then conference, ADED can expand the possibility of other locations. Currently the ADED conference is contracted through 2010. 2008 Kansas City, MO 2009 Lexington, KY and 2010 Kansas City, MO

“What about giving us more food, especially at breakfast and breaks?”

Each year the cost of food is very different at the Hyatt properties. For example food and beverage in Dallas was very expensive. The cost of food and beverage in Dallas cost ADED over $100,000.00 (with less choice for breakfast and breaks) compared to the Lexington conference food and beverage was $60,000.00 where there was much more selection of food. Food and beverage will always be more expense in a larger city. ADED never pays for alcohol beverages.

Another concern I have heard about cost to ADED is about the sleeping rooms that the conference team have during the conference. In the Hyatt contract agreement the Hyatt provides sleeping accommodations for the staff (conference team) throughout the conference at no cost. Therefore, all the conference team rooms do not cost the ADED conference or membership.

At anytime you have a question about the conference and how decisions are made, please contact me kathie1951@aol.com

Hope to see everyone in 2008 at Kansas City.

Kathie Jane Regan, ADED Conference Team Leader

Look where we’ve been mentioned!

The Association for Driver Rehabilitation Specialists (ADED) and the ADED website was listed as a resource in an Exceptional Parent magazine article on “Teens in Transition to Community Transportation”. The article, which was in the September 2007 issue, recommended seeking the services of a CDRS when exploring transportation options, obtaining a driving assessment and training, and identifying equipment needs.

In depth coverage of ADED’s 31st Annual Conference in Dallas, Texas was reported in the September, 2007 issue of Mobility Management. The 2-page article included photos of the event, comments from Staci Frazier, ADED president as well as information tips on “Help for Older Drivers”.

Susan Henderson, CDRS, COTA and Linda Tritch, OTR CDRS were guests on a Fort Wayne, Indiana T.V station WFWA. The topic on the PBS station’s Healthline show was older drivers.

In September, Staci Frazier, ADED President, was interviewed about driver rehabilitation services by Avery Klauber from Disability Resources Org. on the Independent Radio Show.
The following awards were presented by President Staci Frazier in appreciation to Board members for their time and service while on the 2007 ADED Board.

Staci Frazier with Curt Mason, Mobility Equipment Dealer

Staci Frazier with Past President Chad Strowmatt

Staci Frazier with Peggy Gannon, Treasurer

Staci Frazier with Remo Minichiello, accepting for Shirley Rolin, Member At Large

Presidential Gavel presented by Staci Frazier to Lori Benner, who also received a Presidential Citation

Mark Lore accepting the Presidential Citation from Staci Frazier

Staci Frazier presented to Kathie Regan and Mike Shipp a special acknowledgement from the 2007 ADED board. The board thanked them for their love, patience and leadership.
Chad Strowmatt presenting the AWARD FOR RESEARCH AND APPLIED ENGINEERING to Mike Bruno of Bruno Independent Living Aids, Barb Kerls accepting on his behalf.

This award is given to an individual, group or organization that has demonstrated outstanding accomplishments in the areas of research and applied engineering or other automotive endeavors related to mobility of the disabled person.

"I want to thank ADED for awarding me and Bruno Independent Living Aids with the Award for Research and Applied Engineering. I am honored to be associated with ADED, an organization that shares Bruno’s passion for helping people live independently. Certainly, there are many in our industry who are worthy of this award, and I am proud to be recognized this year. Again, I want to thank ADED and with the organization the best for years to come."

Mike Bruno II
Bruno Independent Living Aids

Chad Strowmatt presenting THE COMMER-CIAL AWARD to Mark Lore of Ride-Away Handicap Equipment Corporation

The Commercial Award is presented to a Vendor or Corporate member or Organization who has demonstrated outstanding contributions in the field of driver rehabilitation/vehicle modifications.

"I want to take a moment to express my sincere thanks at being recognized by ADED for the Commercial Award for 2007. For more than 20 years, Ride-Away has as its mission to give back to the communities that we live and work in so although we don’t perform selfless acts for the recognition, it is a sweet feeling when we were called on by our peers. This is even more gratifying as we view ADED as a group of the most highly esteemed professionals in our industry. Again I thank you for the recognition and we will continue to strive for excellence in all that we do."

Mark S. Lore, President/CEO, Ride-Away Corp.
THE EXEMPLARY AWARD is 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.

Chad Strowmatt presenting THE EXEMPLARY AWARD to Peter Zarba, John Bussani accepting on his behalf (right).

John Bussani presenting THE EXEMPLARY AWARD to Peter Zarba (right, below).

"I would like to thank you and all the members of the ADED Board for the 2007 Exemplary Award. My understanding is that the award is given to a person who is both considerate and helpful to people with disabilities. It is a real boost for me to be singled out for such an award and I consider it a real honor. The award sits proudly on my desk. It is obvious that the members of ADED share the same dedication to the people they serve and that I am in good company. Thank you all. Keep up the good work."

Peter Zarba, Sales Manager, Accessible Vans and Mobility

ADED Board Elections

Be on the lookout for ballots for the upcoming ADED 2008 Board elections.

Ballot will be mailed out to all ADED members soon.

Please remember to vote!

FUTURE ADED CONFERENCE SITES

2008 Kansas City, MO
2009 Lexington, KY
2010 Kansas City, MO
Transportation Safety for Wheelchair Seated Individuals
Linda van Roosmalen, Ph. D

Presenting About Older Driver Safety and Resources for Transportation/NHTSA Sponsored DriveWell Toolkit
Elin Schold Davis, OTR/L, CDRS

Can Motor and Process Skills be accurately assessed behind the wheel?
Dianna Robertson, BScOT, MSOT, CDRS

Is your driver in Sync?
Farrell Sheffield, OTR/L, HTC, CDRS

Low Vision Driving with Bioptics: Inclusion vs. Exclusion
Chuck Huss, DRS

Evaluating of Students with Aspergers and Non-verbal Learning Disability
Miriam Watson Monahan, MS OTR, CDRS, CDI

If You Don't See It, You Can't Control It...
Delvis Freeman, M.Ed., Driving Education Specialist

Understanding the Mobility Equipment Dealer Industry and Regulation
Dana Roeling, Executive Director-NMEDA
Bob Nunn, President-NMEDA
Public Relations Committee Update

I am John Anschutz, the newly appointed Public Relations Committee Chair for ADED. I am honored to have this opportunity to serve the members of ADED in this position. ADED is a unique organization made up of a group of very special people who all dedicate themselves to serving the needs of people with disabilities. As I approach the tasks of my new position, I look forward to opportunities to increase the visibility and credibility of the ‘ADED Brand’ for consumers, which will ultimately increase the value of ADED for all of its members.

To accomplish this goal, I have begun a new project to revise and update all of the ADED Fact Sheets on our website. These Fact Sheets will be modified with improved and consistent formats. Prior to these changes I am soliciting feedback from the membership—therapists, driver evaluators and manufacturers alike. I have created a website to assist with obtaining feedback. On it you will find the Fact Sheets being reviewed. Select the Fact Sheet you wish to review. Then you may edit it as is appropriate or email your feedback to aded-pr@comcast.net. Please visit http://aded.blogdns.org and take a moment to get involved with ADED public relations.

Beyond the initial work of revising the fact sheets, I will be working with Lori Benner and Teresa Evans-Hunter to survey your priorities in order to be as responsive as possible in advancing ADED. Of course you can begin at any time to voice your suggestions, comments or concerns about public relations and/or membership to me at the email address aded-pr@comcast.net.

Finally if any of you are interested in serving on the Public Relations/Membership Committee, please let me know at aded-pr@comcast.net.

Headroom and Visibility
With a 9" drop floor, the Nor-Cal MAX provides four more inches of headroom than the most popular minivan conversion.

Entryway Clearance
57" of entryway clearance and 42" of interior height, provide access without the use of a raised roof for even the tallest of users.

Interior Space
Ford full-size van, combined with a superior Nor-Cal Vans conversion, offer the ultimate cargo area and passenger comfort.

Load-Carrying Capacity
Durable proven-reliable wheelchair lifts, when used in the Nor-Cal MAX, can lift up to 800 pounds, accommodating the largest of wheelchair users.

Nor-Calvans.com
Nor-Cal MAX vehicles are distributed through NMEDA dealers.
Adaptive Driving Equipment: A Closer Look

Presenters were exhibit hall participants, who provided the conference participant with an intimate and up close look at the variety of adaptive equipment available.
Announcing our new Executive Director

Teresa Evans-Hunter has been named Executive Director of The Association for Driver Rehabilitation Specialists aka ADED, Incorporated (ADED). Her first official day was Monday, July 23, 2007, just a few days prior to ADED’s 31st annual conference in Dallas, TX.

A Certified Association Executive (CAE), Ms. Evans-Hunter has extensive experience in membership development, volunteer and chapter relations, financial management, marketing and communications plan development as well as strategic planning.

“This marks an exciting time for ADED,” said ADED President Staci Frazier. “Teresa is exactly what ADED needs; her knowledge and experience will help guide and solidify ADED’s position as we grow and expand to continue to support professionals working in the field of driver education, driver training and transportation equipment modification for persons with disabilities and persons experiencing the aging process.

“I am honored to be selected as ADED’s executive director. This position presents a unique opportunity to help the organization expand its membership, further develop its programs and services and create greater public awareness among industry, government and academia” said Evans-Hunter.

Most recently, Teresa was the Director of Administration for the American Institute of Applied Science (AIAS), a proprietary school which offered correspondence courses in forensic science. Prior to that Teresa served as the Assistant Director of Membership for the Water Environment Federation (WEF). She has also served as the Director of Membership for the Association for Conflict Resolution and the Society of Professionals in Dispute Resolution.

Teresa has consulted for a variety of small religious and charitable organizations and assisted with issues of governance, grants, training materials, budget preparation and strategic planning. She is on the Board of Directors for the Wake County Public Schools Superintendent’s Parental Advisory Council.

Teresa Evans-Hunter

Teresa is an active member of the American Society of Association Executives.

Teresa received her BS in Economics from Florida A&M University, a MS in non-profit management and a MBA from the University of Maryland University College. She earned the Certified Association Executive (CAE) designation in January 2005.

IT’S BEEN SIX WEEKS [at press time] since I formally became your Executive Director and—for all of you who’ve asked—no, I have not been scared off yet. In fact, I’m honored to have become a part of the Association of Driver Rehabilitation Specialists (aka ADED). It’s clear that you are committed to a noble cause and that this innovative industry cares about the organization created to represent your interests, support your work, and serve as a professional “home” for you and your colleagues. I am proud to help support your community.

AS I SAID AT THE ANNUAL CONFERENCE, now is an exciting time in ADED’s development. This stage is about focus and execution. My job is to ensure that the organization remains sound and is around for years to come. To do that, we must position ADED as a resource for those in the field as well as the public. We will succeed by strengthening ADED’s infrastructure, promoting the organization’s mission, and appropriately expanding its programs and services.

THIS EFFORT will require the support, energy, and enthusiasm of everyone who wants to see ADED thrive. Remember, as Theodore Roosevelt said:

“It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again; who knows the great enthusiasms, the great devotions; who spends himself in a worthy cause; who, at the best, knows in the end the triumph of high achievement, and who, at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those timid souls who know neither victory or defeat.”

THERE ARE MANY OPPORTUNITIES for you and your fellow members to help strengthen ADED. You can start by simply completing and returning the membership needs assessment survey, which will be distributed later this year. A trade association typically isn’t a field of dreams; just because someone built it doesn’t guarantee that anyone will come. Successful associations provide programs and services that enable their members to network with colleagues, keep abreast of industry trends, and develop and refine their professional skills. With that in mind, I need you to tell me how ADED can help you do your job better. What information and activities would benefit you and your peers?

I LOOK FORWARD to working with you to make ADED a “home” we can continue to be proud of.

Teresa Evans Hunter
ADED Executive Director
Chapter News

Chapters took the opportunity to have meetings while at the ADED conference in Dallas.

If you are interested in joining a chapter please contact Lori Bennner, President Elect at 717-531-7444. Lori can also be contacted by chapters for information on ADED policies regarding chapter formation, chapter meetings, and other issues regarding our ADED chapters.

ADED NORTHEAST CHAPTER

The Northeast chapter is planning a conference Saturday October 20 and Sunday, October 21 in Hudson, New York. Hudson has been named “one of the coolest small cities to live in” by Budget Travel magazine. It has undergone a renaissance in shopping, antiquing and restaurants. Need more temptation to get away? According to Gail Babirad this is a very nice leaf peeping area at that time of year. In addition to what sounds like a wonderful fall get away the conference boasts some excellent subjects. Roz Gianutsos, PHD, CDRS, FAAO will be presenting cognitive and Driver Rehab services, our president Staci Frazier will be doing a presentation with Robert Smith on the impact of 2008 vehicle models on the industry and Beth Rolland will do a session on older drivers and how New Jersey is addressing the issue. For more information contact Gail Babirad at 1-800-987-2753.

ADED MIDWEST CHAPTER

The Midwest Chapter met at conference and is planning a conference around March. Several topics were suggested. The turnout for their chapter meeting was the largest I saw at conference.

FUTURE ADED CONFERENCE SITES

2008 Kansas City, MO
2009 Lexington, KY
2010 Kansas City, MO
AMERICA as a whole is OEM power steering resistance becoming consumed with the need to "reduce". America needs to reduce our dependence on foreign oil. On the same note we need to reduce that very oil consumption which in turn will reduce the greenhouse gases responsible for global warning. Our diets need to see a reduction in the consumption of trans fats which in turn will hopefully result in a reduction in coronary disease as well as a reduction in our waistlines. Then there is the whole less for more syndrome, for example do you remember when that carton of ice cream held a real ½ gallon of product, not anymore, or that box of oaties was full to the top, well try again.

WELL REGARDLESS of our exposure to a "reduction" in our lives there is one arena where reduction has been prevalent for decades. The outcome of this "reduction" has provided countless numbers of folks the opening of the doors of “independence through mobility”. This arena is found in the world of driver rehabilitation specialists and mobility equipment vendors, the world of modified steering resistance.

Peter Ruprecht owner of Drive-master Corp. in Fairfield, NJ and his team of highly skilled technicians have been plying the trade of providing drivers with special needs “reduced”, or in the terminology of today, modified effort steering systems for decades. Modified steering resistance is achieved when the steering box or steering rack is removed from a vehicle. They are then disassembled exposed to a series of “machining procedures”, (we could tell you but we’d have to…. well you know) allowing for less resistance to be encountered in a steering system. Your base vehicles arrive from the factory with OEM power steering resistance in the majority of today’s vehicles. Drive-master provides 2 distinct levels of reduction through their processes, low effort and no effort. A reduction to low effort is roughly 50% less of the resistance found in the OEM product. A reduction to no effort is normally 50% less of that found in low effort steering. Over the years it has been discovered there is a gray void between low effort and no effort where many peoples capacity fell. Peter states," If the evaluator wants the client to have any other effort they can request a percentage, for example; less than OEM but not low effort a 25% reduction could be a good fit for a person with a minor shoulder injury, or say 75% for a person that falls between low and no. For example most OEM power steering systems come in between 4 1/2 to 6 1/2
between 36-52 ounces, no effort 16-26 ounces or less. The Toyota Sienna comes in with the lowest resistance in no effort at 16 ounces.

**WHAT MIGHT BE** an individual's ideal steering resistance level you ask? On an average somewhere between 3-5 times less their minimum or lowest output. This "built in" resistance cushion is created to provide the ability to steer when conditions both internal and external are not optimal and place a higher demand on the operator. How do we determine one's maximum steering output you ask? An evaluator or mobility equipment specialist can determine a person's resistance level through a scientific but relatively simple process. A spring scale is attached to a steering device on a steering wheel and held at a point away from the wheel. The client is tested in a full range around the wheel registering the effort generated, initiating movement of the wheel. For example a client is able to generate 74 ounces at 10, 2, and 4 o'clock but at 8 o'clock can only muster 60 ounces. The ideal steering resistance for this person would be between 12-20 ounces of resistance or no effort steering.

Whenever there is a reduction in steering effort also included in the modification is a back-up steering system which can provide functional steering when the primary system experiences difficulty of failure. Word of caution for today's vehicles, if the vehicle is equipped with electronic steering this procedure of achieving a modified steering resistance cannot, at this time, be achieved. Also whenever a steering resistance modification is completed on a vehicle new or older you lose the "return to center" assist found in OEM steering resistance. This can create some interesting training moments ("I personally do not worry about my intake of trans fats as my arteries get scoured on a regular basis in driver rehab!) when first learning the nuances of these systems. Road condition, vehicle suspension condition, tire pressure, ambient movement in the wheelchair amongst other things, can adversely affect actual steering resistances the operator can encounter while driving.

**IT GOES** without saying that it is imperative that anyone seeking out the use of these systems needs to attend a comprehensive evaluation in a driver rehabilitation program provided by a CDRS experienced in advanced driving systems. This comprehensive program should also consist of extensive driver training in various traffic densities and roadway configurations.

There is the whole other world of hi-tech driving systems being provided by companies such as Drive-master, Scott, EMC, and IDS. In this world steering wheels are found in the oddest places and the most interesting shapes and diameters 4"-12", spokes and solids, half moons, on the horizontal plane offset to one's shoulder, in the lap off to the left and on and on. Intriguing, yes, but to find out more about these systems you will need to attend an ADED course or workshop covering these systems in depth.

Richard Noud, CDRS
Peter Ruprecht, President
Drive-Master Co. Inc.

**New NHTSA Brochure for Consumers**

A new brochure has been developed by NHTSA titled "Adapting Motor Vehicles for Older Drivers". This consumer brochure contains valuable information relative to the adaptive mobility industry, including cost-saving information, licensing requirements, training and maintenance. To receive free copies of the brochure contact the NMEDA office at (800) 833-0427.
Clear everyday obstacles by leaps and bounds with the Dock 'N' Lock Securement System from Sure-Lok. This innovative system maximizes ground clearance and reduces snagging on carpets, thresholds and uneven surfaces. Its low-profile wheelchair bracket adjusts to fit almost any wheelchair. The docking station’s dual-locking-arm mechanism minimizes side-to-side and front-to-back wheelchair movement for superior stability. Dock 'N' Lock increases maneuverability, is easy to install and maintain, and gives drivers the freedom to go further.

To find out more, call 800-866-0004 or visit www.sure-lok.com.
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"A life without left turns"

By Michael Gartner

My father never drove a car.

Well, that's not quite right.

I should say I never saw him drive a car. He quit driving in 1927, when he was 25 years old, and the last car he drove was a 1926 Whippet.

"In those days," he told me when he was in his 90s, "to drive a car you had to do things with your hands, and do things with your feet, and look every which way, and I decided you could walk through life and enjoy it or drive through life and miss it."

At which point my mother, a sometimes salty Irishwoman, chimed in:

"Oh, bull—!" she said. "He hit a horse."

"Well," my father said, "there was that, too."

So my brother and I grew up in a household without a car. The neighbors all had cars — the Kollingses next door had a green 1941 Dodge, the VanLaninges across the street a gray 1936 Plymouth, the Hopsons two doors down a black 1941 Ford — but we had none. My father, a newspaperman in Des Moines, would take the streetcar to work and, often as not, walk the 3 miles home. If he took the streetcar home, my mother and brother and I would walk the three blocks to the streetcar stop, meet him and walk home together.

Our 1950 Chevy

My brother, David, was born in 1935, and I was born in 1938, and sometimes, at dinner, we'd ask how come all the neighbors had cars but we had none. "No one in the family drives," my mother would explain, and that was that. But, sometimes, my father would say, "But as soon as one of you boys turns 16, we'll get one."

It was as if he wasn't sure which one of us would turn 16 first.

But, sure enough, my brother turned 16 before I did, so in 1951 my parents bought a used 1950 Chevrolet from a friend who ran the parts department at a Chevy dealership downtown. It was a four-door, white model, stick shift, fender skirts, loaded with everything, and, since my parents didn't drive, it more or less became my brother's car.

Having a car but not being able to drive didn't bother my father, but it didn't make sense to my mother. So in 1952, when she was 43 years old, she asked a friend to teach her to drive. She learned in a nearby cemetery, the place where I learned to drive the following year and where, a generation later, I took my two sons to practice driving. The cemetery probably was my father's idea. "Who can your mother hurt in the cemetery?" I remember him saying once.

For the next 45 years or so, until she was 90, my mother was the driver in the family. Neither she nor my father had any sense of direction, but he loaded up on maps — though they seldom left the city limits — and appointed himself navigator. It seemed to work.

The ritual walk to church

Still, they both continued to walk a lot. My mother was a devout Catholic, and my father an equally devout agnostic, an arrangement that didn't seem to bother either of them through their 75 years of marriage. (Yes, 75 years, and they were deeply in love the entire time.)

He retired when he was 70, and nearly every morning for the next 20 years or so, he would walk with her the mile to St. Augustine's Church. She would walk down and sit in the front pew, and he would wait in the back until he saw which of the parish's two priests was on duty that morning. If it was the pastor, my father would go out and take a 2-mile walk, meeting my mother at the end of the service and walking her home. If it was the assistant pastor, he'd take just a 1-mile walk and then head back to the church.

He called the priests "Father Fast" and "Father Slow."

After he retired, my father almost always accompanied my mother whenever she drove anywhere, even if he had no reason to go along. If she were going to the beauty parlor, he'd sit in the car and read, or go take a stroll or, if it was summer, have her keep the engine running so he could listen to the Cubs game on the radio. (In the evening, then, when I'd stop by, he'd explain: "The Cubs lost again. The millionaire on second base made a bad throw to the millionaire on first base, so the multimillionaire on third base scored.") If she were going to the grocery store, he would go along to carry the bags out — and to make sure she loaded up on ice cream.

As I said, he was always the navigator, and once, when he was 95 and she was 88 and still driving, he said to me, "Do you want to know the secret of a long life?" "I guess so," I said, knowing it probably would be something bizarre.

"No left turns," he said.

"What?" I asked.

"No left turns," he repeated. "Several years ago, your mother and I read an article that said most accidents that old people are in happen when they turn left in front of oncoming traffic. As you get older, your eyesight worsens, and you can lose your
depth perception, it said. So your mother and I decided never again to make a left turn."

"What?" I said again. "No left turns," he said. "Think about it. Three rights are the same as a left, and that's a lot safer. So we always make three rights."

"You're kidding!" I said, and I turned to my mother for support. "No," she said. "Your father is right. We make three rights. It works."

But then she added: "Except when your father loses count."

I was driving at the time, and I almost drove off the road as I started laughing. "Loses count?" I asked. "Yes," my father admitted, "that sometimes happens. But it's not a problem. You just make seven rights, and you're okay again."

I couldn't resist. "Do you ever go for 11?" I asked.

"No," he said. "If we miss it at seven, we just come home and call it a bad day. Besides, I can't resist. "You know, my father admitted. "One afternoon in 102 years old," I said, "he was 102 years old."

"You're right," I said, "why would you say that?" he countered, somewhat irritated. "Because, he said, "you're right."

He stayed in bed all the next day. I was driving at the time, and I almost drove off the road as I started laughing. "Loses count?" I asked. "Yes," my father admitted, "that sometimes happens. But it's not a problem. You just make seven rights, and you're okay again."

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"You're right," I said, "why would you say that?" he countered, somewhat irritated. "Because, he said, "you're right."

He stayed in bed all the next day. That night, I suggested to my son and daughter that we sit up with him through the night. He appreciated it, he said, though at one point, apparently seeing us look gloomy, he said: "I would like to make an announcement. No one in this room is dead yet."

An hour or so later, he spoke his last words:

"I want you to know," he said, clearly and lucidly, "that I am in no pain. I am very comfortable. And I have had as happy a life as anyone on this earth could ever have."

A short time later, he died.

I miss him a lot, and I think about him a lot. I've wondered now and then how it was that my family and I were so lucky that he lived so long.

I can't figure out if it was because he walked through life. Or because he quit taking left turns.

* * * * * * * * *

Michael Gartner has been editor of newspapers large and small and president of NBC News. In 1997, he won the Pulitzer Prize for editorial writing.
“The Buzz”

THE VATICAN’S 10 COMMANDMENTS FOR DRIVERS

On June 19th, 2007 the Vatican in Rome issued a set of 10 commandments for drivers that basically tell motorists not to kill and encouraged drivers to help fellow travelers in the event of accidents. Of course, in making sure that they issued some rules guaranteed to create guilt, the Vatican also warned that cars can be “an occasion for sin”. They responded by saying that cars are most sinful when they are used for passing others in a dangerous manner or for prostitution.

Other ways that the Vatican said we could feel guilty while driving was exhibiting primitive behaviors including rude gestures, blasphemy and deliberate infringement of the Highway Code. It also urged drivers to pray when they are behind the wheel.

The complete list of the drivers 10 commandments are:

1. You shall not kill.
2. The road shall be for you a means of communication between people and not of moral harm.
3. Courtesy, uprightness and prudence will help you deal with unforeseen events.
4. Be charitable and help your neighbor in need, especially victims of accidents.
5. Cars shall not be for you an expression of power and domination, and an occasion of sin.
6. Charitably convince the young and not so young not to drive when they are not in a fitting condition to do so.
7. Support the families of accident victims.
8. Bring guilty motorists and their victims together at the appropriate time, so that they can undergo the liberating experience of forgiveness.
9. On the road, protect the more vulnerable party.
10. Feel responsible towards others.

8 out of 10 ain’t bad....
Source: Automotive Fleet, June 2007

MECHANICS OR TECHNICIANS

Currently the auto industry is struggling to find skilled technicians and mechanics. Because vehicles have become more complex, being a technician requires much greater specialized training. A lot of times this training requires skills and aptitudes similar to scientists and engineers, and many vocational schools are finding that students cannot work well with complex diagnostics. The labor department says that by the year 2012, the industry will need over 900,000 automotive technicians. That means based on the number of automotive mechanics and technicians that are in the field now, there will be a shortage of over 300,000 technicians.

Currently master mechanics earn almost $100,000 a year or more annually and that salary range is expected to go up as the shortage continues.

Right now the required training for a master technician is 7 years and many students drop out well before they get to that level.

Source: Automotive Digest, June 2007

WHO’S THE BIGGEST?

Recent data from the Automotive News Market Data book shows that Toyota Motor Corporation has become the largest global vehicle sales organization in the world as of 2006. They surpassed General Motors who, up until 2005, had held the crown for as long as anyone can remember. General Motors fell to second place being out sold by Toyota by over 100,000 vehicles.

Toyota Motor Corporation ended up in 2006 with 8,808,000 sales to General Motors 8,679,860 vehicle sales.

Ford Motor Company was a distant third with just over 6 million vehicle sales. Rounding off the top 10 in order of sales were Volkswagen AG (5.7mn), Daimler Chrysler (4.7mn), Hyundai Kia (3.7mn), Honda Motor Company (3.5mn), Nissan (3.4mn), Peugeot-Citroen (3.3mn), Renault (2.4mn).

Source: Automotive News, July 2007

BUSTED BY YOUR OWN CAR?

Nissan recently came out with a concept car designed to get tough on people who drive drunk. The car that is being developed by Nissan has multiple alcohol detection systems including sensors on the driver and passenger seats that check for alcohol odor. The gear shift sensor reads the driver’s palm perspiration while a camera in the vehicle monitor’s the driver’s alertness. This camera scans the driver’s eyes looking for signs of inebriation or a lack of alertness and then the car will ring bells, tighten the seat belt or issue a voice alert if it detects any drowsiness. In addition to those warnings the ignition on the vehicle will lock itself up and refuse to start if the car detects the driver is drunk prior to starting.

Source: Automotive Digest, August 2007

WHO NEEDS AN ALLOWANCE WHEN YOU CAN SUE YOUR PARENTS FOR MONEY?

For those parents living in Minnesota aside from fighting cold, decaying bridges, and a bad baseball team, it could also be very expensive to be a parent. Recently the Minnesota Supreme Court ruled 6 to 1 that a state law on seat belt use evidence allows a child to sue his parents for negligent installation and maintenance of a safety seat if they don’t properly secure the child’s safety seat while in the vehicle.

Source: Lance Tunick, Vehicle Service Consulting Inc., August 2007
MORE FROM LORE... on left foot accelerators

There have been many questions around the decision of some modifiers who have stopped installing left foot gas pedals. Since I was probably the first one to implement this decision, I was asked to write a justification on that decision. I was told that many people in the industry think that the decision is one of greed and shows an uncaring attitude on my part. I hope that after you read this, you will agree that this decision shows the opposite — and that it is based on sound logic and a deep caring for all people touched by our industry.

FIRST, THE PART THAT NO ONE KNOWS:

In 22 years of installing extensive driving equipment and serving tens of thousands of people, Ride-Away has experienced 2 situations in which a fatality occurred. Yes, you guessed it — both situations were with left foot gas pedals. To go a little further, both situations occurred with automobiles that had no other equipment installed in the vehicle. One was the case of an inexperienced older person making a fatal mistake, while in the second situation an able bodied person jumped in to the vehicle, tried to drive using the left foot gas pedal and made a horrific mistake.

Both of these situations had profound effects on me as I got in to this business to help people, not kill them. Over the years, Ride-Away has been dragged into several lawsuits, mostly as a result of driver error. There have been no cases where work that we did resulted in anyone getting killed, except that we installed equipment which was involved in these accidents. Through all of these lawsuits, I have never seen a CDRS or other evaluator called in even though in several cases accidents that got us called to task were more a case of someone who shouldn’t be driving than any kind of mechanical or installation failure.

ENOUGH OF THE PREAMBLE... I found out that the left foot gas pedal has twice the claims paid out amount than the next closest piece of equipment. Let me say that again more clearly. Even with the few left foot gas pedals installed nationally, there is twice as much money paid out by the insurance companies to settle those claims than any other product in our industry which means when a claim occurs on a left foot gas pedal, it’s generally a big one.

Now the way insurers work, at least in our industry. Let’s say Ride-Away has a claim who sues over an accident with a left foot gas pedal. Our insurance carrier reserves a certain amount of money to pay that claim. Our rates generally go up by 25% to 33% so they can recover that money. If we try to change insurance carriers, the first thing they do is ask for our history, so there is no hiding it.

If someone sues us for $1,000,000 there is a good chance that our premiums will go up by $250,000 or more. In our industry, there is virtually no choice of carriers if you have a bad record. If your company gets a few claims, forget it — you can’t buy coverage at any rate.

What would happen to your business if your rates went up $250,000 or more? If we couldn’t buy insurance we would lose the ability to be QAP and thus participate in many of the states vocational rehabilitation programs. Literally, a large lawsuit or two could put us out of business and that is a risk I can not take.

Our policy is not to simply tell clients that we do not install these products, but to give them the name and phone number of those companies that do. Selling a risky product that you have no control over is a bad decision, and the left foot gas pedal is a risky product in light of its history with us. With insurance rates so high and the ability to retain coverage fragile, we must consider reducing our risk in a highly litigious industry.

I welcome comments.

Mark Lore
President and CEO, Ride-Away

ADEd's Memorial Scholarship Program

ADEd has a Memorial Scholarship fund. This scholarship is intended to assist ADEd members to attend ADEd courses.

Monies are donated to this fund in memory of an ADEd member. Funds generated from the silent auction, raffles or any other fund raisers at the ADEd Annual Conference are contributed to this worthwhile fund.

For more information contact the ADEd Executive Office for an application or use the application included in this edition of the News Brake.

www.aded.net
877-529-1830 or 919-529-1830

Would you like to help with fund raising for the ADEd Memorial Scholarship Fund? You can send donations to the ADEd Executive Office. The donations can be in the memory of an ADEd member(s) or a donation to the ADEd Annual Conference's fund raiser (for example raffles or silent auction).

ADEd is a non-profit 501 ©(3) organization. Your contributions are tax deductible. On receipt of your donation you will be sent a tax form for your donation.

Mail your donation to:
ADEd
8601 Six Forks Road
Suite 400
Raleigh, NC 27615

ADEd Board Elections

Be on the lookout for ballots for the upcoming ADEd 2008 Board elections.

Ballot will be mailed out to all ADEd members soon.

Please remember to vote!
Scholarship Update

Anne Hegberg

We are fortunate as an organization to have scholarships available for its members. Many, if not all, of us have limited funding for continuing education. Yet in the field of driver rehabilitation, it is imperative to keep informed of changes that affect our profession. Additionally, the networking and support available at each event can not be replaced. I strongly encourage you to consider applying for these scholarships to assist in maintaining your professional education.

The ADA (Adaptive Driving Alliance) “is a nationwide group of vehicle modification dealers who provide van conversions, hand controls, wheelchair lifts, scooter lifts, tie downs, conversion van rentals, paratransit and other adaptive equipment for disabled drivers and passengers” (from www.adamobility.com). The ADA is supportive of evaluation and training of clients by a Certified Driver Rehabilitation Specialist (CDRS). Toward that end the ADA has committed funds for the past seven years to support members’ attendance at the ADED annual conference with the goal of increasing the number of CDRS’ across the country. Since 2001 the ADA has supported 37 members attendance, the vast majority of whom have become a CDRS. Two of this year recipients sat for the exam following the Dallas conference and hopefully will join the ranks of CDRS.

RECIPIENTS OF THE ADA SCHOLARSHIP FOR 2007:

Brenda Bennett:
Transportation Solutions in Erie, PA

Carin Borkholder:
Memorial Hospital in South Bend, IN

Kenneth Byers:
Fanny Allen Rehabilitation Hospital in Colchester, VT

Cliff Dedeaux:
Adaptive Mobility Solutions in Hattiesburg, MS

Valerie Lycklama:
Mary Free Bed Rehabilitation Hospital in Grand Rapids, MI

AMED 31st Annual Conference Memorial Scholarship and ADA Scholarship recipients with ADA board members.

The second available means of funding is the ADED Memorial Scholarship. This memorial scholarship was established to provide financial assistance to ADED members to attend the ADED two-day educational courses. These courses are offered at the conference as well as throughout the year. Applications are accepted throughout the year. The scholarship award is equal to the member registration course fee. Recipients for the courses held at conference were Diana Partain of Mesa, AZ and Jennifer Milsovic of Frederick, MD. The scholarship is funded through memorial donations as well as this year’s raffle, auction and sale of tee-shirts.

We are happy to announce a new scholarship fund set up by Crescent Industries Scholarship (Rex Bradbury and Christine Jones). Details will follow regarding eligibility and application process. Crescent Industries is a great supporter of ADED and we thank them profusely for their generosity.

Lastly, I would like to thank the scholarship committee of Holly Dominque, Gayle San Marco and Peter Zarba. I sure would not like to make these decisions on my own.

Call for papers 2008

AMED Conference 2008

Kansas City, MO - Hyatt Crown Center

August 1-5, 2008

Deadline November 15, 2007
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Valerie Lycklama:
Mary Free Bed Rehabilitation Hospital in Grand Rapids, MI

The second available means of funding is the ADED Memorial Scholarship. This memorial scholarship was established to provide financial assistance to ADED members to attend the ADED two-day educational courses. These courses are offered at the conference as well as throughout the year. Applications are accepted throughout the year. The scholarship award is equal to the member registration course fee. Recipients for the courses held at conference were Diana Partain of Mesa, AZ and Jennifer Milsovic of Frederick, MD. The scholarship is funded through memorial donations as well as this year’s raffle, auction and sale of tee-shirts.

We are happy to announce a new scholarship fund set up by Crescent Industries Scholarship (Rex Bradbury and Christine Jones). Details will follow regarding eligibility and application process. Crescent Industries is a great supporter of ADED and we thank them profusely for their generosity.

Lastly, I would like to thank the scholarship committee of Holly Domineque, Gayle San Marco and Peter Zarba. I sure would not like to make these decisions on my own.
Congratulations on the Dallas Conference!

The Adaptive Driving Alliance expresses a hearty "Welcome" to ADED’s new Executive Director. Clearly, Theresa’s background and expertise are impressive! We discussed with Theresa ways the ADA can help increase the number of CDRS in areas that are lacking. We look forward to working with ADED toward this important goal and getting the local ADA dealers involved in the process as well.

ADA IS DEDICATED to the CDRS. From our dealers’ standpoint, input from the CDRS is critical in the process of delivering the appropriate equipment safely to the customer. Equally critical is the installation of that equipment by a local dealer who can ensure the equipment works properly and is correctly fitted to the customer. The Adaptive Driving Alliance theme is "Together...We are Stronger!"

This theme is very evident in the relationship between the local CDRS and the local ADA dealer.

A CDRS IS an individual that has taken the extra time, energy and money to invest in training which allows them to more knowledgeably meet the needs of the customer. That training sets them apart from the rest of the crowd. We applaud your commitment to excellence! The Adaptive Driving Alliance dealer relies on the trained CDRS to effectively evaluate and prescribe the equipment that is best for the customer. The ADA dealer has also taken the extra time, energy and money to invest in training, QAP, 24 hour emergency service, certified technicians, reciprocal service agreements, availability of demo equipment and much more which allows them to more knowledgeably meet the needs of your customer. Again, another commitment to excellence. Working with an ADA dealer, you have the confidence in knowing the work will be done right. Together...the CDRS and the ADA Dealer...you are stronger!

MANY TIMES, the CDRS is the first contact with the customer. It is critical to have a significant rapport with your local dealer. Obviously, working together produces the best possible outcome for the consumer...and that is what this industry is all about. Your recommendation of a local quality ADA dealer will go a long way in helping the customer avoid the consequences of poor installation of equipment or improper fitting of internet based purchases.

AT THE CONFERENCE, we were very fortunate to have an impromptu roundtable meeting with a large group of CDRS. We reviewed the dynamics of our website www.adamobility.com and how it can help identify ADA dealers in the local area. We spoke of the benefits of CDRS’s working with ADA dealers and how ADA dealers properly meet the needs of the customer. The entire group agreed as to the necessity of educating the consumers of pitfalls when buying on the internet. We will continue to investigate ways to support ADED. The Adaptive Driving Alliance and its 181 nationwide dealer locations are here for you. To find a local dealer, please visit our website at www.adamobility.com and select “Find a Dealer” or call toll free 877-853-1402.

Victoria Krull
Executive Director
Paul Musso
Managing Director
The Adaptive Driving Alliance

What’s New At Your Place?

Pete Galetta, owner and general manager of Mobility Independent Transportation Systems Inc. (MITS) now offers 24/7 road club towing and transportation. MITS offers a special pricing package for the wheelchair van roadside service club. The club offers 100 mile roadside assistance for both the vehicle and wheelchair. Unlike other car clubs, this one picks up both the wheelchair van and up to six passengers including a wheelchair user. Then, the van is delivered to the person post repairs. MITS is located in Largo, Florida. For more information, call 1-800-868-6641 or go to www.wheelchair-van.com
This scholarship award has been established to assist ADED members attend ADED two-day educational courses. The purpose of this scholarship is to provide financial assistance to those seeking to enter the driver rehabilitation field or for those already in the field to expand their knowledge. ADED membership is required for applicants. A maximum scholarship award will be equal to the amount of the current member registration course fee. The funds may be used for course registration and/or other costs associated with the course. The money is reimbursed after expense receipts are submitted. There will be a maximum of two scholarships per course event, based on fund availability.

Application Deadline: 10 working days prior to the class you wish to attend

Name ____________________________________________

Address ____________________________________________

City ____________________________________________ State _______ ZIP _______

What Course are you applying for? ________________________________

Date and Location of the Course? ________________________________

What is your professional background? ________________________________

Are you a member of ADED? _____YES _____NO

How long have you been a member? ________________________________

Are you currently in the Driver Rehabilitation business? _____YES _____NO

If Yes, describe your experience in the field ________________________________

No, describe your future goals for entering the field ________________________________

What type of support will your employer provide for attending this course? ________________________________

Mail this application to: 8601 Six Forks Road, Suite 400, Raleigh, NC 27615

or fax this application to: (919) 529-1832

For more information: Contact Anne Hegberg at 630-909-6082 or ahegberg@marianjoy.org.
Abstract:

Workshop (7hrs)  Seminar (3hrs)  Seminar (1-1/2hrs, given twice during conference)

Presenter/Qualifications (Please attach Vita for each presenter including address, telephone, and e-mail)

Level of course: Beginning  Intermediate  Advanced

List 5 Educational Objectives:

1.
2.
3.
4.
5.

Honorarium Offered: $1000 per workshop; $500 per 3 hr seminar or two 1-1/2 hr. seminars

Forward To: Stacey Stevens, OTR/L, CDRS
240 Hillsboro Avenue
Lexington, KY  40511
Fax (859) 246-2799

Deadline: November 15, 2007
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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.

* * * * * OCTOBER * * * * *
October 2-4, 2007 Orlando, Florida: Medtrade.
Contact: www.medtrade.com

October 20-21, 2007 Hudson, New York: ADED Northeast Chapter meeting
Contact: Gail Babirad 800-987-2753

* * * * * FEBRUARY * * * * *
Contact: www.nmeda.org or 800-833-0427

February 20-23, 2008 St. Petersburg, Florida: International Conference on Aging, Disability and Independence
Contact: www.icadi.php.edu

* * * * * AUGUST * * * * *
August 2-5, 2008 Kansas City, Missouri: ADED 32nd Annual Conference
Contact: www.aded.net

Mark Your Calendars

To have your event information included in the Mark Your Calendar section, please provide the information to:

Amy Lane, Editor, News Brake laneak@upmc.edu
(412) 586-6915
Dept. of Rehab Science and Technology
2310 Jane Street, Suite 1300
Pittsburgh, PA 15203
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The Washington Post
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– Alysa O'Brien, Phoenix, Arizona Business Owner, Suffering from MS
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- **Individual (new member):** $120
  
  Individuals involved in provision, implementation, research or administration of driver rehabilitation services (driver evaluation, behind the wheel training and/or transportation evaluations).

- **Individual (renewal):** $95
  
  Individuals who have been members for the current year.

- **Mobility Equipment Dealer:** $250
  
  Business involved in providing installation, services, and/or retail sale of equipment, vehicles or rental vehicles for individuals with disabilities.

- **Facility:** $250 (1-3 individuals)  
  $500 (4-6 individuals)  
  $750 (7-10 individuals)
  
  Business or agency involved in the provision, implementation or administration of driver rehabilitation services (driver screening, evaluation, behind the wheel training and/or transportation evaluations). This category includes hospitals, rehabilitation centers, driving schools, driver licensing agencies, etc. Individuals must be listed on facility’s membership so their status is maintained for eligibility to run for office.

- **Corporate:** $500
  
  Business involved in manufacturing and distributing products used by driver rehabilitation specialists or individuals with disabilities. You will also receive with your membership: (1) ADED’s extensive Resource Manual, (2) NEWSBRAKE newsletter, (3) your personal website access, (4) Discounted conference rates, and (5) Discounted Professional ADED course costs.

---

**Name**

**Organization**

**Address**

**Business Phone**

**Fax No.**

**E-mail**

**Check Enclosed** □ VISA □ MasterCard □

**Exp. Date**

**NOTE:** Please completely fill in this form.

### Professional Background

**Facility**

- (check primary)
  - □ Hospital
  - □ School System
  - □ Private Driving School
  - □ Equipment Installation
  - □ Manufacturer
  - □ State Agency
  - **Specify:**
    - □ Other

**Program Services**

- (check all that apply)
  - □ Clinical
  - □ Classroom
  - □ Driving Range
  - □ Simulator
  - □ Car
  - □ Van
  - □ Van Modifications
  - □ Other

**COMMENTS?** Please use the back of this form to pass on ideas, suggestions or comments to the ADED board.

**THANK YOU FOR YOUR RENEWAL!!!**

Checks must be in U.S. Funds made payable to ADED.

Return membership renewal and this data update to:

ADED | 8601 Six Forks Road, Suite 400 | Raleigh, NC 27615
919.529.1830 | 877.529.1830 | Fax 919.529.1832
Introducing a new feature in NewsBrake! In an effort to help membership stay connected with medical research and studies that can affect how we look at driving, this article is designed to give you a snap shot of available data and findings.

Are YOU involved in any research studies or clinical trials? Do YOU have any articles you would like to share with the membership? Feel free to submit your contributions to Research Road to Liz Green at: driver_rehab@yahoo.com or Amy Lane at: laneak@upmc.edu

** ** ** ** ** ** ** ** ** **
PARKINSON’S DISEASE PATIENTS MAKE MORE DRIVING ERRORS
NEUROLOGY, 2006:67:1774-1780
Information gathered at: www.medscape.com

A longitudinal project conducted in 2006 has identified that individuals with Parkinson’s disease (PD) made more safety mistakes while driving. Mistakes noted include poorer ability to control speed and steering. “They also did worse on memory, vision and balance tests, were less able to switch attention between competing tasks and were more likely to have excessive daytime sleepiness.” Methods used in the study used road driving simulation and state crash records. The study subjects included 71 individuals with mild to moderate Parkinson’s disease and 147 age-matched controls.

The Paced Auditory Serial Addition Task (PASAT). The PASAT is designed to give “participants a verbal addition task that simulates the amount of distraction similar to having a conversation with a passenger or using a cell phone while driving.” For more information on line: http://www.pasat.us/. The study subjects were required to drive a vehicle equipped to measure speed, steering and driving errors on two occasions. Findings of the study noted that the PD group committed more errors compared to the control group.

** ** ** ** ** ** ** ** ** **
ANTIDEPRESSANTS MAY AFFECT DRIVING ABILITY
J CLIN PSYCHIATRY 2006:67:1776-1781
Information gathered at: www.medscape.com

This study was concerned with the psychomotor disturbances that can be found in individuals with depression and effects on motor vehicle operation. The researchers “examined the effects of antidepressant monotherapy on psychomotor functions related to driving skills in depressed patients.” Findings noted that out of a total of 100 study subjects, 60% demonstrated mild to moderate impairments, approximately 16% had severe impairments related to motor vehicle operation. German guidelines for road and traffic safety (visual perception, reaction time, selective attention, vigilance and stress tolerance) were used. The researcher’s stress that depressed patients should be counseled regarding driving safely and possible effects antidepressants seem to have on motor vehicle operation.

** ** ** ** ** ** ** ** ** **
FATIGUE, SLEEPINESS, AND PERFORMANCE IN SIMULATED VERSUS REAL DRIVING CONDITIONS.
SLEEP. 2005; 28(12):1511-6
ISSN: 0161-8105
Information gathered at: www.medscape.com

This study was designed to determine “whether real-life driving would produce different effects from those obtained in a driving simulator on fatigue, performances and sleepiness.” This cross-over study involved real driving or simulated driving after controlled habitual sleep or restricted sleep. Taking place in a sleep laboratory and an open French highway, participants included 12 healthy men free of sleep disorders. Errors noted in the sleep deprived subjects line crossing errors occurred more in the driving simulation than real driving situations. The investigators concluded that fatigue “can be equally studied in real and simulated environments but reaction time and self-evaluation of sleepiness are more affected in a simulated environment.” The conclusions reached suggest that results obtained in a driving simulator may need to be calibrated against real driving in various situations.

** ** ** ** ** ** ** ** ** **
FUNCTIONAL BRAIN MAPPING OF ACTUAL CAR-DRIVING USING (18F)FDG-PET
ANN NUCL MED. 2006; 20(9):623-8
ISSN:0914-7187
Information gathered at: www.medscape.com

Study investigators were interested in identifying brain activation during actual car-driving in vivo versus results of previous studies conducted in driving simulators. Thirty two healthy subjects participated in three groups which included active driving (30 minutes driving on roads with light traffic and minimal traffic signals), passive driving (passengers in the front seat) and control (seated in a lit room with eyes open). Brain activation in the active driving group was detected in the primary and secondary visual cortices, primary sensorimotor area, premotor area, parietal association area, cingulate gyrus, the parahippocampal gyrus as well as in the thalamus and cerebellum. Results suggest that visual perception and visual motor coordination are the main brain functions while driving. The researchers indicate that there was a “significant difference between simulated and actual driving possibly due to accidents” and that autonomic and emotional aspects of driving should be studied in an actual driving environment.
Future
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2009 Lexington, KY
2010 Kansas City, MO

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- **RELIABLE CONTROLS** - Our reliable and accurate electronics constantly monitor the security status of your wheelchair in the docking base, and our exclusive ADP (Accidental Disconnect Protection) feature ensures a reliable and accurate status display; even if the wiring harness should become detached.

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- **TESTING** - No other docking system has been tested as extensively as the EZ Lock. Not only has the EZ Lock been repeatedly "system tested" by the top University Safety Labs, we take the further precaution of testing specific wheelchair models for compatibility and structural integrity. Nothing is left to chance when the safety of our customers is at stake.

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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 **November 30, 2007**. Please send any articles, pictures or news information to:

Amy Lane, OTR/L CDRS
Department of Rehab Science and Technology
University of Pittsburgh
2310 Jane Street, Suite 1300
Pittsburgh, PA 15203

or email to laneak@upmc.edu
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