A VERY WARM and heartfelt greeting to all my ADED friends and colleagues. I am honored to be back in the President's seat of this great organization.

As I was preparing to write this first presidential address for News Brake I looked over my presidential address from 2005. For those of you who have been in the organization for a while you may remember that my passion and love of ADED comes from the professional diversity we share. While we may come from many different backgrounds we share a single commitment to enhancing the mobility of individuals with functional limitations. It is my professional and personal belief that it is the diversity of professionals who make up our membership that provides us global and outstanding knowledge to move the profession of driver rehabilitation forward.

WE ARE IN a unique position to look at the challenges of driving and safe transportation from many perspectives. Through my membership in ADED I am able to pick up the phone, go to a professional bulletin board, or attend a conference and get the perspectives of a diverse group of professionals. Being a member of ADED is a necessity for me. I hope you value your membership as much as I value mine. If you do not, please let me know how we can make your membership more valuable to you.

THE FIRST 3 MONTHS of my presidency have been very busy and full of change and challenges. Staci Frazier and I had become quite a team during the transition phase so the transition to a new board was very easy. Let me take this opportunity to introduce you to your board again and tell you about them from my perspective. This will also update you on the activity that has taken place.

Most of you know Staci Frazier your Past President. Staci has not slowed down the pace one bit since January 1 when she handed over the gavel. She has worked very hard at getting me up to speed, continuing and/or completing the projects she had initiated as President. These include appointing someone to look at malpractice and vehicle insurance for our members, reviewing the insurance policies of the organization and helping with the certification committee in its many deadlines that come this time of year. Additionally, she has quickly assigned the professional development committee the task of examining our best practices to assure they are current.

Our President Elect Susan Pierce is well known to many ADED members as she served as President twice before. Susan came back to the board with an unbridled enthusiasm to update policies and procedures and to provide our ADED chapters the support they need to be successful. She has been working to develop closer connections with the chapters and to help them understand the importance in consistency in following the proper policy and procedure. We know that consistency of policy and processes helps us be more efficient and guard our best interests for our membership. Susan has developed a communication tool that will be going out to the chapters to assure we are capturing all the information we need at the executive office.

Peggy Gannon has begun her second term as treasurer. Peggy does an excellent job in keeping our finances in order.

(Continued on page 4)
Driving the Future...

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Editor's Note—Keeping Up With The Internet

Last week I found out that my son's classmates had multiple video clips of their friends on YouTube. It doesn't seem like a big deal knowing that there are millions and millions of various videos on this Web site, and compared to many of the clips, these kids' videos are quite harmless and silly. But do you want to know what really shocks me? My son and his classmates are only 10 years old! As I think about it, I vacillate between being stunned and thinking "OK, this is the next generation of technology savvy kids, so I'd better be prepared".

THE INTERNET is both wonderful and daunting. It is educational and misleading. Not only do I worry about my kids' access to this, but also my clients. How often do you get a call where a client tells you about what they have found out on the Internet? Not only about vehicles and adaptive equipment, but also the fact that they have read stories about how people who got the equipment in their car and learned to drive on their own. For first-time clients, it seems that they are misinformed or just don't get all the facts. And it is understandable. What a matrix to navigate! In a world where you can get anything immediately at a good price with just a click of a button, you can see why the consumer might question the need to go here and there and then pay more than he or she thinks is necessary to drive again.

I'M SURE that you have seen the benefits and drawbacks of Internet purchases. I've had a client purchase a vehicle at an on-line auction, even after heavy warnings not to do so. Fortunately, this purchase turned out well for him, but I've also heard the horror stories when the vehicle did not have the required standard features necessary for a vehicle conversion. How terrible that the consumer purchases a $28,000 vehicle for $18K or less, and now is unable to use it, much less drive it. Many clients have contacted me after an on-line purchase of left foot accelerators and hand controls, and they now want to learn to drive with them. And the clincher is that they need to know who is willing to install them. Not any of the mobility equipment dealers in my area, thank goodness!

So I relent that there is no way to avoid the Internet. I use it on a daily basis, so why not my clients? It is definitely a part of our culture and our way of life. We have to accept that it is also another aspect of our job description not only to educate our consumers about vehicle options, adaptive equipment and training, but also to educate them on the pitfalls of the Internet. In the supplement to the February 2008 issue of Mobility Management's monthly publication, there was an article on the topic of mobility dealers and the information superhighway. If you haven't already checked it out, it is worth the read.

JUST AS I NEED to teach my kids how to navigate safely through the Web, I also need to teach my clients. The information is there for the taking. How we might use it is a whole other ballgame. Quality, reliability and safety are not features that should be sacrificed for a good deal or cheap price, especially when we are dealing with the safety of our customers and those around them.

I welcome your thoughts and opinions.

Amy Lane
Editor, News Brake
laneak@upmc.edu
Continued from page 1

job of holding the board accountable to the budgets we have projected. She also had done a fabulous job of making recommendations on how we can continue to capture the financial activity in reports that are more meaningful to the membership. Finally, Peggy is an objective, thoughtful board member who analyzes the issues, asks the right questions and assures we are thinking with our bank account as well as our heart.

OUR NEWEST board member at large Eva Richardville brings new ideas and new enthusiasm to the board. She is a willing volunteer to research things for us and to let us know her perceptions of what the members want. Our board member at large positions are essential in bringing the views of our membership to the board. Please call upon Eva and/or Kim White to let them know your ideas on how to make ADED grow. I assure you they will bring them to the board agenda.

Kim White our second board member at large is in her second year in the position. We fondly refer to Kim as our word master as she is an excellent orator and can often put things into words while the group is grappling with the idea. Kim has also been a willing recorder of minutes as our secretary Liz Green resigned to become our interim executive director. Both Kim and Eva have committed to going to our members only bulletin board on a routine basis to watch the trends and to answer questions as need be.

WE GIVE OUR THANKS to Curt Mason who helped us recruit Mark DiRosa to run for Mobility Equipment Dealer representative. Mark has brought wisdom to the board and knowledge of business practices that help us see things from a different viewpoint. We’re finding that Mark is not shy about getting the input of the mobility equipment dealers regarding what ADED means to them and of getting their support for us. We value our Mobility Equipment dealer members and seek to partner with them in meeting the needs of the consumer.

Barb Kerls is spending her second year as the corporate representative to the Board. Barb brings us a gentle but firm message from our corporate membership about the economy and the need for us to be meeting the needs of the corporate world in terms of our corporate members wanting continued visibility at our conference. One challenge the board has been tackling is the volume of traffic through our annual conference exhibit hall. We have had many discussions about how important it is for our members to develop relationships with our manufacturers and to understand the intricacies of the equipment the manufacturers display. When one looks around the exhibit hall it is readily noted that those with the most experience are the ones spending the most time with the manufacturers. That is not an accident. With experience comes the knowledge that to be an effective CDRS you must understand the changes in vehicles and equipment in order to write excellent prescriptions. Barb has helped the board develop ideas on how to get more of our newer attendees to the exhibit hall along with ideas on how to help them feel comfortable knowing the questions to ask.

FINALLY, I cannot say enough kind words about our Interim Executive Director Liz Green.

In January a mutual decision was made between Teresa Evans-Hunter and the Board of Directors of ADED to part ways. Your board knew we needed someone in place immediately to continue the day to day operations of the organization. Liz volunteered to step down from her position as secretary of the board and to set up an office in Hickory to continue the operations of ADED while we regrouped. The board knew the organizational skills, energy, and objectiveness Liz brought to the role of secretary. These were the perfect fit while we determined our future plan. Liz was appointed to a half time position as Interim Executive Director. She has spent many hours evaluating our processes and monitoring the activity of the office to determine the skill set we will look for in the permanent replacement. The board will be busy over the next several months developing a recruitment plan for the permanent administration of the organization.

The NMEDA conference in February was an opportune place to assure our members and the members of our sister organizations, NMEDA, ADA, AOTA, NHTSA, etc. that we are very much alive, well, and planning a bright future. We spoke to many people about the goals we had prioritized as a board at the transitional meeting in December. Even with the office changes, we continue to strive towards those goals. Our sister organizations voiced their support and offered their assistance in helping us move forward. During the NMEDA conference I was honored to have the opportunity to talk about ADED for an interview conducted by Exceptional Parent. You can view my interview on the following link: http://www.nmeda.org/conference/2008interviews.html.

Every year during the NMEDA conference, we are extended an opportunity to present pre conference workshops. The proceeds of those workshops are donated back to ADED. This year we received a check for $4000 which was deposited in our ADED course scholarship fund. That fund is used to provide scholarships to individuals who want to take ADED courses. We are trying to grow the field of qualified driver rehabilitation specialists and this is one of the ways we do that. I give a hearty thank you to Dana Roeling, the NMEDA board and its staff for continuing this wonderful tradition.

While at the NMEDA conference I also had the opportunity to thank Dana Roeling and wish her well from the members of ADED as she leaves her position of Executive Director of NMEDA. Dana is a loyal and enthusiastic supporter of ADED and our organization has benefited from her enthusiasm and energy over the last 5 years. Again on behalf of the Board of Directors and our members I thank Dana and wish her well in her new endeavors.

I LOOK FORWARD to an exciting year with lots of progress as the President of ADED. Please remember this is your organization and we are here to serve you. Don’t hesitate to contact me or any of your board members to make suggestions, chat, or ask questions. Most of all please consider becoming more active in the organization. We will soon be looking for people to run for office, as well as committee volunteers, and we are always looking for those with great ideas.

Please step up and get in the driver’s seat. We need you.

Be kind to one another.
Lori Benner

Lori Benner
"Everything flows, nothing stands still" Plato

This simple yet wise sentence seems to sum up the flurry of activity that has happened since the last edition of NewsBrake. As of January 31, 2008, Teresa Evans-Hunter, the executive director of ADED and the board made the decision to part ways. The ADED board, your board, has worked diligently and tirelessly in order to minimize the impact on the members. In order to maintain day to day operations and keep the organization running, the board elected to institute interim management. On February 1, 2008, I stepped down from office of Secretary and assumed, as requested and directed by the board, the position of interim executive director. Needless to say, the past couple of months have been very busy. The executive office's physical location and telephone numbers have changed (see pg. 3 We've Moved box) and much energy has been spent on organization, renewing memberships and working with the board to ensure that projects and activity continue without delay. As with any new position, there is a learning curve and I am deeply thankful to those that have helped and guide me along the way. I also appreciate the member's patience as we move forward.

The main purpose of the Moving Forward article is to keep membership aware of the activities that the board is involved in and the direction that the association is going. Without any further pre-amble, the following summarizes for you the current activities that the board is engaged in.

MEMBERSHIPS

Membership renewals are flowing in daily and are being processed just as quickly. Receipt for payment has been automatically generated and sent via e-mail. If you have not received a receipt, please contact me at: Elizabeth.green@driver-ed.org. In addition if you have not received a renewal form please use one in this NewsBrake to renew. Share with a friend if need be. Membership renewals went out at the time of the transition so we suspect some may have been missed. Membership certificates will be mailed in April.

CERTIFICATION EXAMINATION

Rick Shaffer and the certification committee are in process of planning for the 2008 certification examination testing. The 2008 examination brochure and application form have been finalized and posted on the ADED website. These will be made available on the ADED website when finalized and ready for publication.

CONFERENCE

Kathie Regan has accepted the position as Conference and Meetings Planner. She and her team are working on producing another excellent conference. We look forward to seeing YOU in Kansas City, Missouri August 1-5, 2008.

FUNDAMENTALS COURSE

Along with Anne Arundel Community College, ADED is offering the Fundamentals of Driver Rehabilitation for the second year in a row. The course is scheduled for April 17-18, 2008.

EDUCATION COMMITTEE

Mike Shipp has been appointed by the board as chair of the Education Committee. We are excited and grateful that he has chosen to serve the organization in this manner.

CHAPTERS

Susan Pierce, President-Elect, is working closely with the new chapter presidents and Kathie Regan to improve communications between the chapters and the board. They are working on streamlining the process for applying for chapter conferences and ensuring that the chapter board members have the information they need to have for elections and other chapter events.

If you have any questions, comments or concerns, please do not hesitate to contact any of your ADED board members or myself. I am thankful for the opportunity to serve the organization in this new capacity. ADED is an organization filled with kind, intelligent and passionate people that serve the public in a very unique way. I wouldn't want to spend my time with anyone else.

Respectfully submitted,
Elizabeth Green, ADED Interim Executive Director
### ADED: The Association for Driver Rehabilitation Specialists
#### Profit & Loss Cash Basis
**January through December 2007**

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### Operating

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### LIABILITIES & EQUITY

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<td><strong>TOTAL LIABILITIES &amp; EQUITY</strong></td>
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**ADED: The Association for Driver Rehabilitation Specialists**

**Profit & Loss Cash Basis**

**January through December 2007 (Continued)**

**Courses**

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**LIABILITIES & EQUITY**

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<td><strong>TOTAL LIABILITIES &amp; EQUITY</strong></td>
<td>179,594.54</td>
</tr>
</tbody>
</table>
“Keep your eyes on the road!”... “Seeing is believing”.... “As far as the eye can see”... “Keep your vision up when driving”... “Check your mirrors and speedometer every 6 to 8 seconds”... “Check your blind spot before making a lane change”.

There is no question that vision is an absolute necessity when operating a motor vehicle. Drivers are constantly bombarded with visual information that needs to be received, processed and acted upon. For instance, on a dark and rainy night (inserted for dramatic effect), the headlights pick up the red glare of the eyes of a deer standing on the side of the road and in an instant, the driver has to make a decision whether to stay the course, alter their speed, change their lane position or any combination of maneuvers that would avoid hitting the animal. Poor vision can result in terrible and deadly mistakes while driving, therefore it comes as no surprise that every licensing regulatory body in the United States and beyond has placed restrictions and guidelines, establishing minimal visual skills required for motor vehicle operation under their jurisdiction.

Drivers with limited vision often place self-restrictions for limited driving long before the license authority steps in. An article published in Survey of Ophthalmology [Surv Ophthalmol. 1999, 43(6):535-50 (ISSN: 0039-6257)] suggests that “drivers with certain eye conditions reduce their driving exposure and restrict their driving to the safest times”. The authors note, however, that there is “preliminary evidence to suggest that some eye conditions increase the risk of crashes.” The authors call for more research in the areas of low vision drivers using bioptic telescopes, impact of monocular vision on driving and effectiveness of vision re-screening policies after initial licensure. Research has begun in many of these areas and some examples of common eye conditions that Driver Rehabilitation Specialists work with every day are discussed in this article.

Vision and Driving Self-Regulation in Older Adults


Information gathered at: www.medscape.com

This cross-sectional study of 629 community-dwelling older adults was performed to assess driving self-restriction in relation to vision test performance. The methods used to gather data included self-reports of driving restrictions and performance on an extensive battery of visual tests. The subjects were ages 55 years or older and were studied between the years 1993 and 1995. The authors note that “demographic, health, and functional characteristics differed significantly between restrictors and non-restrictors but not between vision and nonvision-related reasons.” Participants that demonstrated poor performance on attentional visual field tests did not commonly self-restrict driving habits. The authors conclude that “older adults with early changes in spatial vision function and depth perception appear to recognize their limitations and restrict their driving even if they do not acknowledge the visual impairment
Research Road (continued)

as the cause for restriction." The results of the study suggest that poor visual attention may not be recognized by the driver and the authors report that additional studies of driver self-regulation may help towards reducing driving-related injury and death.

**Bioptic telescopes meet the needs of drivers with moderate visual acuity loss.**


Information gathered at: www.medscape.com

Many states in the United States allow visually impaired drivers to use bioptic telescopes for operating a motor vehicle. There is argument that the telescope only meets the visual acuity requirements for licensure. The authors of this study used a survey to establish the "extent to which bioptic telescopes are used by and meet the driving needs of people with moderately reduced visual acuity." A survey of 58 bioptic drivers participated in a telephone interview, using the Driving Habits Questionnaire. The majority of those surveyed (74%) rated the bioptic telescope as very helpful and almost all (96%) noted that they would continue to use it even if not required by the licensing authority. However, only 62% of those surveyed reported that they "always" use the telescope when driving. The authors conclude that the "bioptic telescope met the (self-reported) driving needs of the majority of visually impaired drivers in this survey and was found to be a useful aid for tasks requiring resolution of detail."

**Diabetic Retinopathy**

**The impact of diabetic retinopathy; perspectives from patient focus groups.**

*Fam Pract.* 2004; 21(4):447-53 (ISSN: 0263-2136)

Information gathered at: www.medscape.com

**Relationship of retinal structural and clinical vision parameters to driving performance of diabetic retinopathy patients.**


Information gathered at: www.medscape.com

People with diabetes are often affected by diabetic retinopathy which may result in visual impairment or blindness. The study published in Family Practice journal was conducted to evaluate the impact of diabetic retinopathy symptoms on daily activity and "health-related quality of life". The researchers noted that participants with proliferative diabetic retinopathy and decreased visual acuity have ceased participation in important aspects of daily living such as driving, work activity and sports activity. The study published in the Journal of Rehabilitation Research and Development took a closer look at the effects of diabetic retinopathy on driving behavior. Using an interactive driving simulator and driving history questionnaire, the authors note that retinal thickness and laser scarring correlated with driving...
simulator performance brake-response and longer response times.

**Macular Degeneration:**

**Driving strategies used by older adults with macular degeneration: assessing the risks.**  
*Appl Nurs Res. 2005; 18(2):110-6 (ISSN: 0897-1897)*  
Information gathered at: [www.medscape.com](http://www.medscape.com)

**Macular Degeneration Drug Aids Vision**  

24 driving strategies were identified in the study published in Applied Nursing Research, which were then categorized into 12 areas. Two themes emerged from the research which includes: strategies used while performing the task of driving by drivers with macular degeneration and strategies used by same to continue driving. The authors urge their readers to counsel and educate older adults regarding driving. An article published on WebMD in October 2006, reports that a new prescription drug may be helpful with the strategy of continuing to drive for persons suffering from macular degeneration. This drug, Lucentis, was approved in 2006, has been claimed to not only prevent blindness, but improve vision. Another drug, Avastin, although not tested at the time of the article, had been identified as also being beneficial in preventing blindness for clients with the disease.

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**Glaucoma**

**Driving Habits of patients with glaucoma**  
*Klin Monatsbl Augenheilkd. 2005; 222(12):1002-7 (ISSN: 0023-2165)*  
Information gathered at: [www.medscape.com](http://www.medscape.com)

**Driving performance of glaucoma patients correlates with peripheral visual field loss.**  
Information gathered at: [www.medscape.com](http://www.medscape.com)

The visual field deficits associated with glaucoma may play a role in causation of automobile collisions, leading to injury. The authors of the Austrian study enrolled 80 patients with overt glaucoma and 52 patients without. For each patient in the study best corrected visual acuity was recorded and an examination of central visual field was performed using automatic perimetry. The participants also filled out a detailed questionnaire about current driving habits. The authors found that 36% of the participants currently driving with glaucoma did not meet mandatory legal requirements. 15% of the participants with glaucoma had ceased driving despite maintaining current driver’s license. The European Community has set time limits for the validity of the driving license; however the authors recommend that the legal requirements for driving a motor vehicle should also be clearly defined. “especially the requirements regarding the visual field and the acceptable dimensions of central scotomata.” They suggest that a mandatory eye exam for older drivers is performed by ophthalmologists in order to detect “persons posing a safety risk in traffic.” Supporting the data gathered by the Austrian study, a study published in the Journal of Glaucoma stated that drivers are placed at a risk for motor vehicle collisions when visual fields are reduced to less than 100 degrees of horizontal extent. They found a higher incidence of real-world and simulator accidents in the study group of patients with glaucoma than the control.

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**Hot off the Press**

Just as I was putting this article together, a recent copy of The American Journal of Occupational Therapy (AJOT) arrived in my mailbox. AOTA has identified driving/community mobility as an emerging practice area and OT’s will find an increasing amount of press related to this subject in trade magazines and in the profession’s research journal. The current AJOT edition (March/ April 2008, volume 62, Number 2) contains a section entitled Driving and Community Mobility which includes literature review reports and studies using evidence-based methods assessing older adults and driving performance. A study is also published using the Visual Recognition Slide Test and ability to predict fitness to drive.

Call for submissions! Submissions of current research projects, review of favorite articles or research is welcomed! Please forward to Liz Green for inclusion in Research Road. Submissions may be e-mailed to: Elizabeth.green@driver-ed.org
Rosamond Gianutsos, Ph.D., CDRS, FAAO

Continuing from the last edition, these remarks help us appreciate the psychological and emotional meaning of driving in people's lives.

1. Have you been out with your Dad to see how he's driving? No I haven't been willing to ride with him for the last two years. – Should family members let family members drive impaired?

2. Have you been driving recently with your mother? Oh, no! When we go out I make some excuse why I should drive.

3. "Man runs over and kills wife in Queens driveway accident": "Mr. Y. said that as he waited to his wife to clear the front of the car, the car suddenly accelerated and ran her down. Mrs. Y. was dragged under the vehicle about 30 yards. He said, 'I can't believe it. I made a mistake and couldn't get the car to stop. I ran her over.' "It sounds like he mashed down on the gas pedal instead of the brake...I told him three weeks ago to stop driving," Dr. A. said. "How do they give a license to an 83 year old man with health problems without checking his driving?" (NY Times, Wed., May 28, 2003)

4. You're not at all like your (70 year old) husband, he drives like a cowboy. (Unsolicited remark from a customer's wife.)

5. (From the same husband, over a year after being given the ultimatum: you need to be tested – after recuperating sufficiently from painful back and knee injuries, with residual neuropathy in his feet, especially his right (driving) foot. He refused to be tested.) I will never forgive you for this... I'm not senile.

6. I don't know what they're all worried about; after all I've been driving for xx years.

7. I nearly backed up through my garage door the other day. I needed to move the car forward to open the trunk. So I got in and without thinking – after all, that's what I usually do – put it into reverse. Caught myself about an inch from the door!

8. I'm sorry about the incident. (A man plowed through three aisles of the Santa Monica farmer's market at 50 to 60 mph. There was no indication that the brakes had been applied. He may have stepped on the gas pedal instead of the brake. There was some indication that he maneuvered to avoid the parked cars, thereby multiplying the carnage. In the "incident," 10 people were killed, and over 60 injured.)

9. Of course I feel badly. Wasn't one of the students taken to the hospital? The car just wouldn't stop. There must be something wrong with it. Five students were knocked down. Two were admitted to the hospital. She drugged one, a college senior, 40 feet, pinning her head up against the curb. The student remained in coma (unresponsive) for eight months. There was nothing wrong with the car. This is yet another "slamming on the gas" incident, made worse by continuing to hold the gas down.

10. I can't give up my license. I'll need it when I move to Florida. (a priest who had backed up in a parking lot, killing a long-time parishioner.)

11. Don't worry about me. It's those kids you have to worry about.

12. I can't believe the way the young people drive. They're the ones that are the hazards.

13. My friend – she's younger than me – really frightens me. She thinks she's a great driver – and I'm sure she is – She drives in New York. But she just talks all the time and gets distracted. We were coming up a hill to a tricky intersection that we all know well. I saw a big tank truck lumbering through. I had to scream at her to get her to notice it. I did get her to stop in time. Would you speak to her about how you feel about her driving? Oh, no. She'd be mortified.

14. My dad would have been mortified to think that his driving had caused the death of another person. Statement by the son of an 84 year old retired truck driver and war hero who crashed head-on while driving north in the southbound lane of an interstate. Both drivers died. Both, literally, were mortified (from the French, made dead).

15. My son was drinking and drove into a tree near our neighbor's house. He wasn't hurt but the police were called. I quickly asked the neighbor to give him a shot of whisky. When the police came, we told them that he'd been so rattled we gave him a drink.

16. We would go to the concert on Friday night because the tickets are a little cheaper. After, there's a little reception. So it gets a little late. By the time you're coming home you have to contend with the lights of all the weekend people coming up from New York. Their lights are blinding, especially if it's rainy or foggy. So, why not splurge and go on Thursdays? We just stopped going.

17. I'd kill myself if I had to stop driving. If you live long enough, you will have to. It's not whether to stop driving, but when and how.

18. So we moved to Huntington into a nice townhouse a block from Main St. All the important stores are nearby, and the supermarket delivers for free. It's right near the express bus stop, so we can go into the city for shows and shopping. I'm relieved not to have worry about parking and getting the car serviced. I can always rent a car to go off for the weekend.

19. When I have to stop driving .... (Plan for it!)

ADVANCE DIRECTIVES FOR ADVANCING AGE

Rosamond Gianutsos

When I am slipping, let me know. After all When I slip on the ice, the pavement does! Tell me clearly. Tell me kindly. But, by all means, tell me. If my driving makes you nervous, Tell me and tell me first. If I repeat myself. Tell me and tell me soon.
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. The individual or group, while not members of ADED, will be selected for their discernable 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 contributions 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.

ACHIEVEMENT AWARD

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 this Association.

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

a. Advancement of driver evaluation and education, through leadership, publications, association involvement, and attitudes of clientele, administrators, co-workers, toward the candidate, etc.

b. Interpersonal relationships, professional bearing and prestige, personal sacrifice, public relations efforts, development of equipment or ideas, etc.

c. Acknowledgment of the candidate's efforts by awards or recognition from other, non-ADED sources.

d. Other material, as appropriate.

AWARD FOR RESEARCH AND APPLIED ENGINEERING

A competitive award presented to an individual or group, or organization that has demonstrated...
outstanding accomplishments in the areas of research and applied engineering or other automotive endeavors related to mobility or 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. A description of the research or engineering project(s), automotive or equipment design(s), etc., which distinguishes this individual or group from the ordinary.

b. The effect of these contributions to the disabled community.

c. Examples of the candidate's contributions, if any, to the existence or advancement of ADED.

d. Other material, as appropriate.

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.

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.

a. Description of the contributions made by the candidate toward the Association's cause.

b. Effect that these contributions have had for the Association.

c. Other supporting documentation, if appropriate.

HONORARY MEMBERSHIP
The honorary membership was created for long standing ADED members who are preparing for retirement. To reward their service to ADED, the person is given a free lifetime membership. Recipients of this membership are recognized with a presentation of their honorary membership. Consider this nomination for long standing ADED members that are readying for retirement. All nominations should be sent to the Executive office.

Easter Seals Crossroads is a community resource working in partnership with children and adults with disabilities or special needs and their families to promote growth, independence and dignity. We are a not-for-profit organization providing disability services. Our focus is on Ability. We are seeking an Occupational Therapist Practitioner (OTR/COTA) for our Driver Education & Training Program. This is an exciting opportunity to join Indiana's largest and most well-respected driving program for persons with disabilities. CDRS preferred, one to three years of progressive experience as an OT practitioner is preferred. Full & part-time positions available. Non-Occupational Therapy Practitioners with CDRS Credential will be considered.

Please submit resume and cover letter to Scott Fogo, Director Adult Medical Rehabilitation Services at sfogo@eastersealscrossroads.org or at 4740 Kingsway Drive, Indianapolis, Indiana 46205
Nominee:

Name ________________________________
Position /Title ________________________________
Address ________________________________________________
City __________________ State _______ Postal Code _____

Award Category (please check one)

☐ Distinguished Service Award
☐ Achievement Award
☐ Award for Research and Applied Engineering
☐ Scholar Award
☐ Commercial Award
☐ Honorary Membership Award

Nominating Party:

Name ________________________________________________
Position /Title ________________________________________________
Address ________________________________________________
City __________________ State _______ Postal Code _____

NOTE: Please attach all required supporting information and
documents and return by June 15, 2008.

Mail to:

ADED
The Association for Driver Rehabilitation Specialists
2425 North Center Street #369
Hickory, North Carolina 28601
One of the President-Elect's main duties is to be the ADED Board liaison to the ADED Chapters. Susan Pierce has created a new Chapter Progress Report that was sent out to each chapter President several weeks ago. The report is a visible way for Susan to communicate with each chapter president and learn about what their plans are for 2008. It is also a way to remind each President of the chapter’s yearly responsibilities to ADED and to make sure that all policies and procedures are being followed. Susan thanks the chapter presidents that have already returned their Progress Report and will be in contact to discuss their chapters required reports, future meeting planning, and of course, preparing for upcoming nominations for chapter elections that are held at the end of each year.

**Better Procedural Documents for Chapter Activity and Plans**

Susan has received approval from the ADED Board to create guideline documents for the chapters to follow for such activities as meeting planning, elections and required reports to the ADED board using the current ADED Chapter Policies and Procedures as the guide. Anne Hegberg, Eva Richardson and Kathie Jane Regan have offered to assist with this task. Any one else that would like to assist with this short term project, please contact Susan as she would love several other perspectives from different regions.

**Chapter Plans for Upcoming Meetings**

As a reminder, any chapter that is planning a meeting in 2008 should contact Susan immediately to inform her of the plans and dates. The next step for the chapter would be to make a formal request to Susan that she can take to the board for approval. The ADED Board meets every 4-6 weeks by telephone so timing is crucial depending upon the dates of the conference. A projected budget has to be included with a tentative agenda, including expected expenses versus revenue of the meeting. Susan will help anyone with questions regarding this procedure, the forms required and in what order to complete.

**Please Communicate with Your ADED Board Liaison:**

Susan is anxious to work with each chapter and keep in touch with their activities. She sees the local chapters as a way to keep networking and communication open between our members outside of the annual conference. Susan’s priority this year with chapters is to get all procedures and policies more understandable for all parties within the next several months and to in kind, lessen work and effort on each side. She appreciates the patience of chapter officers already with the work and communication that she has been involved in since January.

Please don’t hesitate to e-mail her if needed for any questions or guidance regarding chapters at spipec@aadaptivemobility.com. She looks forward to getting to know each of you in the coming months.

**Congratulations to the Newly Elected ADED Chapter Officers,**

**Northeast Chapter**

President: Matthew Meltzer  
Vice President: Don Sampson  
Secretary: Clare McLaughlin

**Ontario Chapter**

President: Wendy Neiwand

**Vice President: Helen Steenburg**  
**Secretary: Nelle Marie Hyde**

**South Carolina/Georgia Chapter**

President: Ian McClure  
Vice President: John Anschutz  
Secretary: Marino Peroni

**Mid-West Chapter**

President: Dale Wilhelm  
Vice President: Michael Flis  
Secretary: Pamela Bartle

The Midwest Chapter received approval for a Chapter Conference April 11-12, 2008. The Conference is being held at Marianjoy Rehabilitation Hospital in Wheaton, IL. For more information, contact their chapter president Dale Wilhelm at dddalewilhelm@aol.com or the chapter secretary, Pam Bartle at pbartle@marianjoy.org.

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**3400/3700 Series**

Push/Pull Hand Control

Designed specifically for people with limited use of their lower extremities for driving, the 3400/3700 Series Push/Pull Hand Control is perfect to adapt virtually any vehicle to hand control use. Mobility Products & Designs hand controls will fit most cars, trucks and vans as well as off-road recreational vehicles such as the John Deere Gator and golf carts. They are easy to use by people who need hand controls for their vehicles and can be driven by ambulatory drivers without interference.

**AMKAR Small City Commuter Car Concept**

The Adaptative Mobility Modification – AMKAR provides efficient transportation for scooter and wheelchairs. The electric vehicle is equipped with a remote controlled power lifting ramp and4-wheel lift, providing easy entry or exit while lifting a scooter or wheelchair. AMKAR's detachable front seat allows the operator to drive while seated on a scooter or wheelchair. They can also ride as a passenger while a companion drives.

**Command**

Command controls the secondary controls of the vehicle. It can be equipped with a variety of input devices and can be customized for each individual’s needs and abilities. The 24 large icons on a touch sensitive screen are easy to see, easy to use, and easy to rearrange to suit individual preferences and needs. Call today to see what vehicles may be modified and just how much more enjoyable your Command can make your driving experience.

**Mobility**

1.800.488.7688  
www.mobilityproductsdesign.com
Hedrick, cee, CDRS

Many of us teach students with learning disabilities who will buy a vehicle to drive and not require any adaptive equipment. So, the question is: Is there a perfect first car? Deciding on the best car for teenage drivers depends on who is doing the deciding — the teen or their parents. About 60 percent of teens are driving cars that are at least 7 years old, according to a national study of more than 900 teen drivers by a Boston-based research company.

Teenagers and their parents tend to have different objectives and priorities when it comes to cars, although it’s often not difficult for the two parties to come to a mutually agreeable decision, especially when each party is willing to compromise a little. In this article, we’ll try to look at the subject of first cars from both points of view.

What Teens Want

Most teenagers place considerable importance on a car’s style (sporty), appearance (cool), performance (fast), size (room for friends), and accessories (customization).

An automobile is a projection of a teen’s personality, sense of freedom, and desire for peer approval, as well as possibly serving a practical need for getting back and forth to school and job.

What Parents Want

Parents want safe cars for their teens. Parents also place importance on economy (low purchase cost, low operation cost, and low maintenance cost), reliability/dependability, and low insurance cost. Teens who are expected to pay their own way may also place importance on many of these factors.

In a recent article by Wall Street Journalist Joseph B White titled “Regulators Look to Raise Bar on Vehicles’ Roof Strength”, the fact that a VW Jetta had a stronger roof than a “big, tough Ram” might shock some parents. The best SUV was a Volvo XC90, and Best Detroit brand was a Ford 500 Taurus. Best pickup was a Toyota Tacoma. (Monday March 3rd 2008 issue and the full table information can be found in that article).

Another frequently asked question of parents is, “What is the best airbag rating of vehicles we are considering to buy?” That information can be gleaned on this website that gives airbag safety information for the driver and the passenger: http://www.safercar.gov/airbags/pages/SABFAQs.htm Surprisingly, the 2008 4-door PT Cruiser had excellent ratings. Although, teens tend to not like them, several minivans also have excellent air bag ratings.

Cost is a Factor

The first issue that most young drivers and their parents usually struggle with when deciding on a first car is that of cost, which typically leads to the issue of used-versus-new.

POSITION: Rehabilitation Specialist to manage and develop a unique Driving Rehabilitation/Therapeutic program in Colorado. (Denver and Colorado Springs)
An older car is certainly going to cost less than a brand new model. However, older used cars will generally be less reliable, may develop unexpected repair expenses, have fewer safety features, and not be as attractive as a newer model. On the other hand, insurance cost and taxes can be less.

Many teenagers prefer to buy an inexpensive older used car, such as the ever-popular Honda Civic, and spend money to repair it and customize it to meet their needs. However, these added costs can easily get out of hand and exceed the price of a new car.

Performance upgrades and engine modifications can often increase operating costs (lower gas mileage), maintenance costs (lower reliability), and insurance costs (higher risk and repair cost). Nevertheless, "tuners" and highly customized cars are very popular with teens.

**Cars for Teenagers - Top Recommendations**

Because of the wide variations in availability and characteristics of used cars, we'll stick to a discussion of new cars. However, used cars tend to have many of the same characteristics of new cars of the same make and model.

Just keep in mind that newer cars tend to have better safety equipment, better reliability, improved gas mileage, and, in some cases, lower insurance rates - because of better safety and reliability. Some older cars have high insurance rates because they are more often stolen (for parts) than newer models. Honda Accords from the early 1990s are a good example.

Although most of the following recommendations are for smaller, less expensive vehicles, many teenagers prefer to drive larger vehicles such as SUVs and trucks. We don’t recommend large SUVs for teens due to the higher skill required to control them in emergency situations, the high cost of operation, and expensive insurance. Even smaller SUVs such as the Ford Escape, Honda CR-V, Toyota RAV4, and the Nissan Xterra are much less stable than a conventional sedan or coupe.

Here is a list of some of our top first-car recommendations below, listed in no particular order. These are certainly not all the cars that might meet the needs of teenage drivers and their parents, but are some of the most popular.

**Honda Civic -** This is the most popular car among teens — and parents. This car has almost all of the qualities desired by both teens and parents: economy, style, safety, reliability, performance, low insurance rates, good size for passengers, and driving comfort. There are tons of accessories, custom appearance products, and performance options for the Honda Civic. Base price for a new Civic is about $14,500. The new re-styled model has won *Motor Trend* magazine’s “Car of the Year” award and is a *Consumer Reports Magazine* Top Pick award. Honda also produces a fuel-efficient hybrid version of this vehicle, at a slightly higher cost. Used models of the Honda Civic are readily available, reliable, and hold their value very well. For a car with similar qualities, but larger with more interior room, consider the Honda Accord.

**Scion -** Toyota has created a line of popular vehicles that specifically targets young drivers. The Scion is full of standard features, and optional features, that appeal to teens, is relatively inexpensive, and has a good-performing and fuel-efficient engine. It also has some great safety options such as side air bags. Although not outstanding performers, and ride comfort is lacking, these are typical Toyota high-quality vehicles at base prices that start at about $12,500 for the xA, $13,700 for the xB, and $16,000 for the iC. After the 2006 models, the xA disappears. A 2007 version of the iC and a 2008 xB is available.

**Toyota Corolla -** This Toyota vehicle shares many of the characteristics of the Honda Civic and is a favorite among teenagers as both a new and used vehicle. It’s reliable, with good performance, has plenty of room inside, and there are many options from after-market companies for styling and performance improvements. Buyers of this vehicle, and others in our list should consider getting the stability control option when available. It’s one of the most effective safety features being offered on cars today. The Corolla is priced at about $13,700 for base models. If the Corolla is not quite large enough, look at the *Toyota Camry*, the best-selling car in America for the last few years.

**Nissan Sentra -** This is a sensible car for teens, having many of the attributes of the Honda Civic and Toyota Corolla, but a little less style. It’s comfortable, but with a harsh ride and little room in the rear seat. However, it gets good gas mileage, is reliable, enjoys relatively low insurance rates, and is priced at about $12,700. Used models can be found at good prices.

**Mitsubishi Lancer -** This is a very popular vehicle with teens, especially the turbo-charged Evolution, although it might not be the first choice of parents. It’s stylish and looks cool, besides being a super performer. There are lots of add-ons and custom equipment for this vehicle. It even has its own magazine aimed at young drivers of this vehicle. Watch out for reliability problems and higher insurance costs. The Lancer starts at about $14,300 for the basic model.

**Ford Focus -** This is a fun and sporty car that teenagers like. It has a firm but comfortable ride and a number of engine options. Interior material quality appears cheap but functional. There are no less than 12 different variations of this model that should allow almost any teen to be satisfied. Prices start at around $13,300 for base models. It may not be as reliable as a comparably priced Honda or Toyota.

**Mazda3 -** This vehicle is an excellent small car with good interior space, good performance, and good quality. It comes in both a hatchback and sedan and starts at about $13,700. New models are very stylish and youth-oriented. Prices for used Mazdas are very reasonable.
ADED Is Steppin’ Out in 2008 with A Vision For Practice

“WHAT YOU NEED TO KNOW” from www.driver-ed.org

REFUND POLICY
All cancellations of registrations for workshops and conference must be made in writing to the ADED Executive Office on or prior to June 30, 2008. A $50.00 handling fee will be charged. There will be no refunds for the ADED Course.

CONFIRMATIONS
Confirmation receipts will be mailed for registrations received on or before June 20, 2008. After June 20 receipts will be available at the conference.

DRESS
Business casual is recommended for all sessions. Casual is recommended for the receptions. Business causal or favorite party attire for the banquet.

EXHIBIT AREA
Several hours of unopposed time has been scheduled to provide plenty of time for meeting with gathering information from the exhibitors. Again this year, CDRS contact hours will be offered for attending the exhibits with the completion of case studies (Sunday only 10:15 to 1:15). You MUST be present the entire time (Sunday 10:15-1:15) for CDRS contact hours.

CDRS CONTACT HOURS
The ADED courses, workshops, seminars and completion of case studies in the exhibit area on Sunday have been approved for CDRS contact hours.

CERTIFICATION EXAMINATION
ADED is the only professional organization to offer testing to become a Certified Driver Rehabilitation Specialist. The 2008 test will be given on Tuesday August 5, 2008 exact times and location will be sent to approved applicants by AMP, the ADED testing company for the CDRS test.

ADED MEMBERSHIP
ADED membership year is January 1-December 31. Membership fees are accepted at any time during the year and membership benefits are available for the remainder of the membership year. Membership renewals must be received by March 31, 2008 to maintain your current membership privileges.

• Individual New $120.00 Renewal $95.00
An individual directly involved in service delivery of driver evaluation or education for persons with functional limitation due to disability and/or the aging process.

• Mobility Equipment Dealer $250.00 ($50.00 for each additional site)
A business involved in the service of installation and/or sales of equipment used in vehicles and/or driver evaluation/education for persons with disabilities and/or the aging process.

• Corporate $500.00
A business that manufactures products for vehicles and/or driver evaluation/education for persons with disabilities and/or the aging process.

• Facility $250.00 (1-3 individuals) $$$ALL MEMBERS MUST BE AT THE SAME ADDRESS
$500.00 (4-6 individuals)
$750.00 (7-10 individuals)
A business or agency involved in the provision, implementation or administration of driver rehabilitation services. This category includes hospitals, rehabilitation centers, driving schools, driver licensing agencies, etc.

“CONTACT INFORMATION”
Registration, Refunds, General Information.
Debbie Dunn
ADED Conference Office
107 Morgan Drive
Nicholasville, KY 40356
(859) 223-5826 office
(859) 309-0698 fax
DebD1955@aol.com

Exhibitor Questions
Michele Coffey or Katy Greene
ADED Exhibits
1271 Short Shun Road
Nicholasville, KY 40356
(859) 608-4959 – Michele
(859) 797-6889 – Katy
(859) 246-2799 fax

Workshops or Seminar Questions
Stacey Stevens
ADED Conference Program
240 Hillsboro Avenue
Lexington, KY 40511
(859) 351-6612 office
(859) 246-2799 fax

Hotel Room Reservations
Hyatt Regency Crown Center
2345 McGee Street
Kansas City, MO 64108 USA
(816)421-1234
1-800-233-1234
Ask for ADED Conference room rate

There is a fee for parking personal vehicles

ADED RESERVATION RATE IS AVAILABLE ONLY UNTIL July 1, 2008

Ground Transportation: from airport

KCI SHUTTLE (Hours 5:50am-11:25pm)
$16.00 per person - $27.00 round trip per person. Leaves from Baggage Claim area at 5 minutes to the hour and 25 minutes after the hour. Reservations are not required. For additional info, please call KCI Shuttle service at 800-243-6383. SHUTTLE SERVICE IS WHEELCHAIR ACCESSIBLE

TAXI: Approx $35.00-$40.00 from MCI airport
2008 ADED Courses, Workshop and Conference Registration Form
Hyatt Regency Crown Center Kansas City, MO August 1-5, 2008
Complete the registration form for each individual. Photocopy additional forms if necessary

Last Name ___________________________________________ First ___________________________ MI ______
Organization ________________________________________________________________________________
Address ____________________________________________________________________________________
Telephone ___________________________ E-Mail ____________________________________________________

Is this your first ADED Conference? __ yes __ no Are you a CDRS? __ yes __ no How many years? ______
Do you have a special dietary need? __ yes __ no Please specify: ________________________________________

Please indicate if you request an accommodation for disability: ______________________________________

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ADED Two-Day Course
August 1 & 2 2008 (choice of one course. Courses are two full days; you may only attend one)

_____ ADED Member: $480.00  _____ Non-Member: $580.00

Select One Course (2 days) Only One Course May Be Attended

_____ 1. Fundamentals of Driver Rehabilitation
_____ 2. Driver Education and Traffic Safety

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ADED Workshops
August 2, 2008 (choice of one workshop, if attending a course a workshop may not be attended)

ADATA Member Non-Member
On or before July 1, 2008 $210.00 ______ $310.00 ______
After July 1, 2008 $250.00 ______ $350.00 ______

Select One Workshop (the workshops are full day presentations; you may only attend one)

Workshop A: _____ Demystifying the Liability of a Driving Program
Workshop B: _____ Evaluations for Van Modifications: Protocol Based Approach
Workshop C: _____ The History and Proliferation of Biopic Driving Practices
Workshop D: _____ Taking the Lead on Interactive Driving Simulation

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ADED Conference  |  August 3-5, 2008

ADATA Member Non-Member
On or before July 1, 2008 $420.00 ______ $520.00 ______
After July 1, 2008 $460.00 ______ $560.00 ______

* * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *

See Other Side for Combo Registrations
COMBO REGISTRATION

For ADED Members Only

ATTEND TWO-DAY ADED COURSE AND THE CONFERENCE FOR ONE REGISTRATION FEE

Course 1: ___ 2: ___ ADED Members Only $700.00 ___

ATTEND ONE WORKSHOP AND THE CONFERENCE FOR ONE REGISTRATION FEE

Workshop A: ___ B: ___ C: ___ D: ___ ADED Members Only $500.00 ___

(The combo fees are for aded members only and must be received by July 1, 2008)

2008 ADED MEMBERSHIP

Individual New $120.00 ___

Mobility Equipment Dealer $250.00 ___ (attach list of additional sites @ $50.00 each)

Facility $250.00 (1-3 individuals) ___

$500.00 (4-6 individuals) ___

$740.00 (7-10 individuals) ___

Corporate $500.00 ___

TOTAL FEES

ADED Two-Day Course: ___

ADED Workshops: ___

ADED Conference: ___

Combo Registration: ___

Membership: ___

TOTAL PAID: ___

Do you plan on attending the Monday Night Banquet? ___ yes ___ no

Will you be bringing a guest? ___ yes ___ no  # of guest ___

Would you like to make a donation of an item for ADED fund raiser or make a contribution to the ADED Memorial Scholarship Fund? ___ yes ___ no  If yes someone from ADED will contact you.

Contact Number: __________________

ADED Accepts Cash, Checks, Money Orders, Purchase Orders, Visa or MasterCard

Credit Card Information Visa or MasterCard Only

Credit Card Number: __________________

Cardholders Name: __________________

Address: ____________________________

Expiration Date: ____________________

Signature: __________________________

Return Registration Form To:
ADED, 107 Morgan Drive, Nicholasville, KY 40356 or FAX (859) 309-0698 | Office: (859) 223-5826
FOR MANY PEOPLE, driving means independence. Certified Occupational Therapy Assistants (COTAs), due to their education and training, have a broad understanding of the importance of that independence. I am one of the many noteworthy COTAs across the country who is involved in driving rehabilitation.

Personally, I have been involved in a Driving Rehabilitation program for 10 years at my facility, working in part time with another COTA in the driving program. Our program set up is unique: one of us performs the in vehicle portion of the driving evaluation and the other COTA primarily does the driver training. Also unique is that the Occupational Therapist (OTR) performs the clinical portion of the evaluation. This is done so that we can perform as many evaluations as possible in a short period of time. Our situation allows us to alter our schedules as needed to accommodate whatever the client's needs are. Regardless of the set-up or scenario, our ultimate role has been to assess client's ability to safely drive.

OUR CLIENTELE INCLUDES the typical of many driving rehab programs. These are clients who have had a stroke, brain injury, spinal cord injury, neuromuscular impairments such as multiple sclerosis, ALS, muscular dystrophy, cerebral palsy, spina bifida, as well as amputees and various other disabilities. A large part of our driving referrals are individuals who are older adults with or without accompanying disabilities. Their physician may be questioning their ability to continue to drive safely or they have to complete a medical form required by the Department of Transportation. Our evaluation will provide them the information necessary for them to complete the medical form. In our personal experiences, the most challenging clients to evaluate are those with a diagnosis of Alzheimer’s disease or dementia. Some of these individuals are able to continue driving safely in a limited area while others are clearly not safe to drive at all.

WORKING AS a COTA for many years in a physical rehabilitation setting has truly been an asset when transitioning to work in the driving rehabilitation arena. Having had exposure to clients with various diagnoses and treatment protocols in a hospital setting provides one with many opportunities to understand the need for adaptation. This carries over into the clients that we work with in driving; whereas an OTR has to work for 1 year full time in driving. Although the criteria are created with good intentions, sometimes it seems that years of experience working in a medical field should be taken into consideration as well.

The one thing everyone says to us is “you must have nerves of steel and a lot of patience”. Being in driver rehabilitation has been very challenging but is also very rewarding. I have enjoyed my 10 years and have no desire to give it up anytime soon. I have brought joy to many individuals that wanted to drive and couldn’t do it without the use of hours of training. Either way, helping people maintain their independence and well being is the best job!
The innovative Dock 'N' Lock® Securement System from Sure-Lok gives individuals with special needs the freedom to drive. The low-profile wheelchair bracket is designed for increased ground clearance, as it reduces snagging on carpets, thresholds and uneven surfaces. Its compact, 6-by-9 inch base has two locking arms that minimize side-to-side and front-to-back wheelchair movement for superior stability. Dock 'N' Lock is easy to install and maintain, and gives drivers the independence to enjoy life on their terms.

To find out more, call 800-866-0004 or visit www.sure-lok.com.
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(Ok, ok, we’re raising the platform to the bar)

The New ASL-250HTP Out-Sider® Meridian™ for powerchairs with exclusive “Hold-Tite Arm” and Adjustable Platform.

Another Innovation from the Leader.
A large number of the membership enjoyed an exciting conference in Phoenix, Arizona this past February. The NMEDA Board of Directors and staff would like to thank all those who attended the conference, the speakers who provided informative seminars for attendees and also the many sponsors of the event. The conference certainly would not have been as successful without the generous contributions of our sponsors.

An extra special thank you goes out to Braun, whose contribution of a Companion Van conversion to the live auction raised approximately HALF of the funds generated from both the live and silent auctions combined! THANK YOU, Braun!

The conference kicked off in full southwest spirit on Wednesday morning as an inspirational Native American dance was followed by this year’s keynote speaker, best selling author and TV personality, Larry Winget. Larry provided an eye-opening speech (as well as loads of laughs) for the audience and even took the time to sign autographs for fans of his books. The membership then sat in on the General Business Meeting, where the new board was introduced and other business was attended to.

Later in the day Lance Tunick and Dave Goch presented a seminar on Mobility Dealer Liability and then Chris Woods, along with John Kazanchy, presented a seminar titled How to Present Yourself to Your Insurance Company. Their presentations can be found on the NMEDA web site at http://www.nmeda.org/conference/2008presentations.html.

Attendees patiently awaited the opening of the exhibit hall, which occurred later on Wednesday evening. There were a large number of exhibitors at the conference this year and their displays did not disappoint! Some exhibitors volunteered to be interviewed Matt Valenzano from Exceptional Parent (http://www.eparent.com/). Their interviews can be found at http://www.nmeda.org/conference/2008interviews.html.

Thursday began with presentations by Chrysler, Ford, GM, Toyota and Volvo. The manufacturers discussed design changes, the impact of new electrical systems, dealership training programs and other issues affecting the mobility industry. Their presentations are also available on the NMEDA web site.

The afternoon continued with another packed day in the exhibit hall, the Dealers Only Open Forum and the regional and Canadian meetings. To finish out the day, Braun hosted a fun-filled event for conference attendees, plus VMI hosted a live music event at Alice Cooper’s Town in downtown Phoenix (yes, Alice Cooper was in attendance).
The final day of the conference started early with the Wheelchair Safety Seminar, presented by Dr. Larry Schneider. Exhibitors showed off their displays for the final time and the silent auction ended, from which over $2,600 was raised. In the afternoon the seminars continued, first with a presentation by Sam Cook of Superior Van & Mobility on The Mobility Dealer in the 21st Century. This seminar was directly followed by the Veteran's Administration and SAE, who provided information on how the two administrations are impacting the mobility industry. The last presentation of the conference was the Education and Training / Electrical Components Seminar, presented by Mike Murphy.

The final hurrah of the conference was to be had on Friday evening during the live auction and awards banquet. Accompanied by the soothing music of the Native flute, attendees of the banquet witnessed the final goodbyes for resigning NMEDA Executive Director, Dana Roeling, and enjoyed plenty of delicious food! It was an appropriate way to end an amazing conference in the beautiful southwest.

If you could not attend the conference in Arizona this year, we do hope that you consider making an appearance at the 2009 Annual NMEDA Conference in Daytona Beach, Florida. From February 4 – 6, 2009, NMEDA will be hosting the event at the Hilton Hotel Ocean Walk and Ocean Center. This is an ideal location, with beautiful February weather and the ocean right at your back door! Information is already popping up on the NMEDA web site with regard to the upcoming conference. We will also be keeping you posted through our weekly Short Circuits.

Again, thank you all who attended the 2008 Annual NMEDA Conference!
The 2008 Annual NMEDA Conference
WORKING TOGETHER: The Interaction between the Mobility Equipment Dealer and the Driver Rehabilitation Specialist

Michael K. Shipp, M.Ed., CDRS
This course was designed for mobility equipment dealers and driver rehabilitation specialists to provide improved services to their customers. The course provided information regarding reports and documentation that driver rehabilitation specialists provide to dealers. It also assisted the mobility equipment dealers in interpreting this documentation. The roles of the mobility equipment dealer and driver rehabilitation specialist were reviewed.

Wheelchair & Scooter Transportation
Michael K. Shipp, M.Ed., CDRS
This course was for professionals interested in the factors related to the evaluation and appropriate documentation for transporting wheelchairs and scooters in personal vehicles. The discussion included information related to both occupied and unoccupied wheelchairs, and covered factors involved in conducting a transportation assessment for non-drivers.

Professional Members Series: Case Study Discussion of High-Tech Van Modifications
Catherine Greene OTR/L, CDRS
Clinton S. Matney, CDRS
James Kennedy, CDRS
This seminar provided information on the various types of high-tech driving systems that are available to modify vans for individuals with disabilities. Case studies were presented along with examples of vehicle modification proposals and discussion of manufacture guidelines. Qualifications for evaluators and installers were also discussed.
A First Timer’s View on NMEDA

Amy Brutz, OTR/L, CDRS, CDI

I am a CDRS in Pennsylvania and have been working in driving rehabilitation for almost 4 years. I have been to 3 ADED conferences but have never attended a NMEDA conference. So I was very excited when my boss said that she would send me to Phoenix in 2008 to NMEDA. As a fairly new CDRS, I often feel that I could better serve my customers if I just knew MORE about the vehicles, or MORE about the adaptive equipment that is available. We are somewhat limited by what products and services our local vendors are comfortable with, so the idea of going to NMEDA to see ALL of the vehicles and products out there for my customers was exciting!

Here are some events at NMEDA that I found helpful:

PRE-CONFERENCE SEMINAR:
The ADED pre-conference seminar was held the day before the official start of the NMEDA conference. I attended the afternoon session. It focused on the various aspects of wheelchair seating systems, van specifications, lifts and other points to consider when doing a van evaluation. I was able to earn continuing education units and learned a lot in the process. Since driving rehabilitation for me has been a learn-as-you-go process, it’s nice to attend comprehensive seminars to fill in any of the “holes” that I have missed over the years. This seminar helped me to solidify the elements of a comprehensive van evaluation.

PROFESSIONAL MEMBER SERIES:
The first day of the conference (after the dynamic Keynote Speaker!), I attended the professional member series. This series focused on high tech van modifications. While I do not work with high tech equipment for primary control, it was amazing to see what some CDRSs are able to do at their facilities. It gave me some ideas of things I would like to be able to do for my customers. As an Occupational Therapist, it was great to see creative minds at work to help individuals achieve independence.

EXHIBITS:
The exhibits were the real reason I wanted to attend NMEDA! There was ample untouched exhibit time to visit all booths and vendors. There were a lot of vendors that were at ADED but there were a lot more vehicles to crawl around in at NMEDA. I was able to see new products and reinforce my knowledge of the “oldie but goodie” products.

OEM PRESENTATION:
The OEM presentation was somewhat informative as well. During this time, individuals from each car company: Ford, GM, Toyota, Daimler Chrysler and Volvo discussed what was “new”. This included relevant information about their new models and updates on their rebate programs. Some of the information at this presentation was a bit “over my head” (like new electrical systems, etc.) but it was neat to see the new models and have the OEMs talk to us that would most likely affect our consumers.

NETWORKING:
I would have to say that the most beneficial aspect of NMEDA (aside from the exhibits) was networking. It was nice to finally put faces and names to voices I’ve spoken to on the phone. I met and re-met more CDRSs and got to improve relationships with dealers that will ultimately benefit my customers in the end. NMEDA sponsors seemed to be able to provide a lot of structured networking time for their members. This was a nice change of pace.

Overall, I am very glad that I had the opportunity to attend the NMEDA conference. As a CDRS, I had to pick and choose what was appropriate to me, but the events I did attend were beneficial to my area of practice. I feel a bit more confident when choosing equipment for my customers and know I have more people now to call upon when questions arise. I felt that NMEDA welcomed the CDRS population and made sure I walked away with a lot more knowledge than when I arrived! The only drawback of going to NMEDA in Phoenix is that now I have to wait until 2010 to go back!
EXECUTIVE COMMITTEE:

PRESIDENT
Lori Benner, CDRS
(717) 531-7444 (Work)
lbenner@psu.edu

PAST PRESIDENT
Staci Frazier
(603) 494-8001 (work)
sfrazier@ride-away.com

PRESIDENT ELECT
Susan Pierce
Phone: (407) 426-8020
spierce@adapтивemobility.com

TREASURER
Peggy Gannon
(904) 858-7242 (work)
peggy.gannon@brookshealth.org

SECRETARY
Position open

EXECUTIVE DIRECTOR-
INTERIM
Elizabeth Green
(828) 855-1623 (Work)
elizabeth.green@driver-ed.org

DIRECTORS:

AT LARGE
Eva Richardville
Phone: (260) 417-8399
emrichardville@yahoo.com

AT LARGE
Kimberly Harwood White
kwotc@comcast.net

MOBILITY EQUIPMENT
DEALER
Mark DiRosa
Phone: (440) 951-4335 x716
Fax: (440) 942-8028
mdiroso@mcmobilitysystems.com

CORPORATE
- Position Open -

ADED 2008 COMMITTEES

CONFERENCE TEAM
Kathie Regan,
Conference/Meeting Planner
kathie1951@aol.com
Michele Coffey, Exhibit Coordinator
(859) 246-2117 (work)
(859) 246-2191 (fax)
Katy Greene, Exhibit Coordinator
(859) 257-8001 (work)
(859) 246-2191 (fax)
cigreeO@email.uky.edu
Stacey Stevens, Program Coordinator
(859) 246-2117 (work)
(859) 246-2191 (fax)
staceystevens1@excite.com

PROFESSIONAL DEVELOPMENT COMMITTEE- REPORTS TO PRESIDENT
Chairperson- Beth Rolland
Kim White- board member at large
Carle Monagle
Michael Taylor

SCHOLARSHIP COMMITTEE- FALLS UNDER EDUCATION
Chairperson- Anne Hegberg (Illinois)
Susan Lillie (California)
Peter Zarda (New York)

EDUCATION COMMITTEE- REPORTS TO PAST PRESIDENT
Chairperson- Michael Shipp

PUBLIC RELATIONS/ MEMBERSHIP COMMITTEE- REPORTS TO PRESIDENT ELECT
Chairperson- John Anschutz
Jim Kennedy
Michele Luther-Krug

AD HOC COMMITTEES

CALL FOR NOMINATIONS for the 2009 ADED BOARD

Take note of next year’s open positions for the 2009 ADED Board of Directors.

Now is the time to consider running for a position.
The current slate of 2009 open board positions includes:

President Elect
Secretary
Corporate Member
Board member at large

If you are interested, contact the board development chair: Mary Schwartz.
Please note all nominees must complete a “consent to run” form, which is available from the chairperson.
If you are just contemplating and need more information, contact any of the current board members.
Providing Mobility for the Physically Challenged Since 1952

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Manufacturers Corner

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(207) 777-3500
www.crescentindustries.com

Sure-Lok names Dock 'N' Lock Kickoff Challenge winner

Bethlehem, Pa., February 2008 — Handi-Equip, LLC, Lafayette, La., outsold 34 other participating distributors of Sure-Lok’s innovative, new wheelchair docking system to win the company’s recent Kickoff Challenge. Called Dock ‘N’ Lock, the new system gives individuals with special needs the freedom to get behind the wheel and drive without assistance.

Running from June 15 through December 15, 2007, the contest offered a grand prize of a 52-in. flat-panel HDTV, just in time for the Super Bowl®. Presenting the gift cards to Handi-Equip’s Steven Courville (center) and commemorative plaque to Lee Carrigut is Sure-Lok’s South Central Region Product Specialist, Craig Gerard.

For further information, contact Robert Joseph, President, Sure-Lok, Inc., 2501 Bagleyos Circle, Bethlehem, PA 18020-8027. Phone: 800-866-0004; Fax: 866-843-3696; E-mail: info@sure-lok.com; Web site: www.sure-lok.com.

Super Bowl® is a registered trademark of the NFL.

Mobility Products & Design Announces AMKAR E-6 - Six Passenger ADA Compliant Wheelchair

Winamac, IN (PRWEB) February 14, 2008 — Mobility Products Design (MPD) announced today that AMKAR E-6, a six passenger, wheelchair accessible, battery powered vehicle is available for sale through dealerships worldwide. AMKAR E-6 joins its sibling, the four passenger AMKAR E-4, in MPD’s successful green transportation and drive ability product lines for the physically challenged.

“We received a lot of positive feedback for AMKAR E-4. The E-6 can comfortably transport one wheelchair passenger and three ambulatory passengers. However some commercial customers told us that there was a need for an AMKAR that could transport more passengers.” said Tom Bonnell, General Manager, MPD. “Based on Global Electric Motors (GEM) G-6 133” wheelbase, we designed the AMKAR E-6 specifically to meet that need. Depending on the sizes of the wheelchairs and passengers, E-6 is capable of transporting 6 passengers, two in wheelchairs and four ambulatory. We developed E-6’s modular flip and roll front and second row seats to be removable. This allows for making space adjustments in the vehicle based on the size of wheelchair, scooter or other special needs of passengers being driven. At this time, we are proud to say that MPD is the only manufacturer of low speed, electric vehicles that can comfortably transport passengers in wheelchairs that are also ADA (American Disability Act) compliant.”

The AMKAR E-6 and E-4 wheelchair accessible ramps are designed so that they can be opened or closed with the push of a button. This allows for safe and easy entry or exit of the vehicle for a wheelchair occupant. Inside AMKAR, the occupant can either drive or remain in their wheelchair while being driven. Either way, the wheelchair is easily locked into place with the simple push of a button and the occupant secured with AMKAR’s safety belt system. A driver can use the standard gas and brake foot pedals or a physically challenged driver can operate AMKAR with an optional MPD Push/Pull 3400 Series Hand Control.

Laws regarding low-speed vehicle use vary from state to state. To meet NHTSA’s safety requirements, the AMKAR E-6 and E-4 are equipped with safety glass windshield, headlamps, taillights, turn signals, high mounted stoplights, mirrors, and three-point safety belts. Both AMKARs use GEM’s 72 volt battery-electric powered chassis. Their six 12-volt maintenance-free gel batteries can be charged or topped-off anytime by plugging into a standard 110-volt outlet. Under proper conditions, E-6 and E-4 will get up to 30 miles on fully charged batteries. They are electronically limited to a top speed of 25 mph in order to meet Federal Low-Speed Vehicle requirements. They can be driven on public roads that are posted 35 mph or less in the United States. E-6 comes with an optional “S” package that provides extra cargo-carrying capabilities.

Mr. Bonnell added, “Think of how many people you see at airports, universities, resorts and other venues all around the world using wheelchairs and scooters to get around. Now think of all the golf-cart type vehicles we see at these venues that can only carry folks without wheelchairs or scooters. Replacing every one of these vehicles with an AMKAR will make low speed, electric transportation accessible for all. At MPD, our mission is to develop new products to change the world of the physically challenged to that of the physically able. Whether they’re products that make your vehicle easier to drive, or transportation products such as AMKAR that make it easier for you to get around, we will continually strive to break the physical barrier between no or limited independence and the independence to go where you want to do, when you want to.”

About Mobility Products Design (MPD)

MPD is a division of Braun Motor Works and has been proudly serving the driving needs of the physically challenged for over 25 years. Additional information about MPD and AMKAR can be found at MobilityProductsDesign.com. Member National Mobility Equipment Dealers Association (NEMDA).

Contact Information
Tom Bonnell
General Manager
Mobility Products Design
144 South 100 West
Winamac, IN 46996
Tel: 800-488-7688
What's New From Bruno Independent Living Aids

Custom Bases Are Not Just For Curb-Siders Anymore!
These lifts bolt onto the 300+ Curb-Sider or Adjustable Sub Bases.

ATTENTION
The following products will be discontinued soon:
• AWL-100, ASL-125, VSL-175 is now AWL-150 (150 lb/68 kg lifting capacity)
• VSL-550 is now ASL-400 (200 lb/90 kg lifting capacity)

The New VSL-570 Got A Face “Lift”!
Big Lifter™ VSL-570

Highlights:
• New lower price!
• Upgradable to power rotate function
• No charge – hundreds of vehicle specific mounting bases provide clean and precise installation into minivans, SUVs, CUVs and full-size vans (uses Curb-Sider bases)
• Fold-Down Lift Head provides greater visibility and storage space. Optional quick release pins make this a snap.
• Lift design allows flexibility to raise and lower the mobility device behind, at the corner, or at the side of the vehicle

The Curb-Sider VSL-6900 lift has been redesigned to join the Curb-Sider “family” look and provides fantastic features.

Look What’s NEW For Bruno’s Out-Sider Meridian!

Automatic Hold-Tite for Powerchairs Version (ASL-250HTP)
• Secures power chairs automatically as platform is raised
• No need to bolt anything to power chair
• Easy to adjust Hold-Tite Arm can be operated from either side
• One-handed operation
• Easy to adjust modular platform

Standard Angle Adjustable Swing-Away™
• Easy angle adjustment with 10° range (5° in each direction)
• Improved Swing-Away release lever mechanism – redesigned to improve operation and increase strength
• Platform and hitch module mounting plates – redesigned to increase strength
• Maintains same hitch height range as previous version

For more information, contact Bruno Independent Living Aids, Inc at www.bruno.com or (262) 567-4990

STEREO OPTICAL COMPANY, INC., is pleased to announce several charges at Stereo Optical to its customers. The company is committed to growing into a truly great company. Leading technology, strong relationships with customers, and a phenomenal team are helping this company grow rapidly.

New Location, New Office
To ensure the focus remains on building a dynamic company and providing the best products, Stereo Optical moved to a new, modern location. The new facility will allow for the growth of its business and efficiency of its work. The new office is located in Northwest Chicago.

• New Sales Office Address: 8623 W. Bryn Mawr Ave. Suite 502, Chicago, IL 60631-3501
• New Remittance Address: PO Box 1547, Charlottesville, VA 22902
• New Local Phone Number: 1.773.867.0580
• New Fax Number: 1.773.867.0388

New Customer Service Force
Stereo Optical treasures the relationship with customers. To provide the best customer service, consistently exceed customers’ expectations, and to build long-term relationships with each customer, Carlos Torres has joined Stereo Optical as new Customer Service Representative. With years of customer service experience, you will find the highest quality support from Carlos who can be contacted by phone: 1.800.344.9500 x 113 or sales@ stereooptical.com
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.

**MAY**

May 7-8, 2008 Long Beach, California: Medtrade Spring 2008
Contact: www.medtrade.com

May 30-June 1, 2008 Anaheim Convention Center: Abilities Expo
Contact: www.abilitiesexpo.com

**JUNE**

Contact: www.resna.org or (703) 524-6686

**AUGUST**

Contact: www.aded.net

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

**OCTOBER**

October 28-30, 2008 Atlanta, GA: Medtrade
Contact: www.medtrade.com

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 Vision Tester for Driver Rehabilitation

Used By 48 State's Drivers Licensing Facilities

**Optec® 5000P Vision Tester**

with Special **Driver Rehabilitation** Test Slides

- New unsurpassed homogeneous illumination
- No light bulbs, uses L.E.D. lighting system
- Distance/Near lens systems
- Instrument can be operated from both side

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Back in the early days selecting the right guy for the job was critical to the success of testing Q'Straint products. Almost 25 years later and with well over a hundred successful tests, Q' Strait continues to find solutions to improve wheelchair & occupant securement systems.

Your safety is not just left to any old dummy.
The Rain Tracker™ senses rain, snow, or road spray hitting your windshield, and automatically runs your wipers at just the right speed. It is usually less expensive to install a Rain Tracker than it is to relocate a wiper switch, and the result is much better.

Sensors alert you to obstacles behind your vehicle, so you back up with confidence. A great help, and extra measure of safety, for drivers with special difficulty turning to look backwards.

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Eden Prairie, MN 55344
www.OEDES.com

It's time to apply for a scholarship for the 2008 ADED conference. Many members work for nonprofit institutions or are self-employed; here is your opportunity for financial assistance for the annual conference or workshops. Applications must be postmarked or received by June 6, 2008. Following is an overview of the three types of scholarships available. Recipients of scholarships are requested to attend the ADED banquet as well as be available for pictures for the News Brake.

ADA (Adaptive Driving Alliance) 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. Multiple scholarships are offered up to $1000 of expenses (travel, registration, hotel…). The goal is to increase the number of CDRSs in areas serviced by ADA members.

New for 2008, Crescent Industries has established a new scholarship fund to support two members attendance at the ADED annual conference. This scholarship is open to both experienced and new members who would otherwise not be able to afford attendance at the ADED conference. Each scholarship is $1200.

Our organization has an ADED Memorial Scholarship fund. This scholarship was established to support member’s registration fee for the ADED two-day educational courses. These courses are held throughout the year as well as prior to the annual conference. Money for this scholarship comes from (1) donations in the memory of an ADED member (2) proceeds from the yearly silent auction (3) various fund raisers throughout the year. Monetary donations as well as silent auction items are always appreciated.

Applications are available online or contact the ADED Executive Office:
www.aded.net
ADED
2425 n. Center St. #369
Hickory, NC 28601

Questions should be addressed to Anne Hegberg of the scholarship committee ahegberg@marianjoy.org 630-909-6082
2008 ADED Scholarship Application

☐ Adaptive Driving Alliance (ADA) Scholarship
☐ Crescent Industries Scholarship
☐ ADED Memorial Scholarship

_____ Application of Vehicle Modifications
_____ Disabilities, Vision, Aging and their Relationship to Driving
_____ Driver Education and Traffic Safety (offered at ADED 2008 conference)
_____ Fundamentals of Driver Rehabilitation (offered at ADED 2008 conference)

Name: ___________________________ Phone Contact: ___________________________
E-Mail: ___________________________ Employer: ________________________________

Professional Background: ________________________________________________________

Are you an ADED member? ☐ yes ☐ no Number of years ________

Are you a Certified Driver Rehab Specialist (CDRS)? ☐ yes ☐ no

If no, do you plan to take exam this year? _____________________________ 

Does your present or future employment depend on maintaining your CDRS? 

Have you ever received outside funding/sponsorship? ☐ yes ☐ no

If yes who? ___________________ and when? ________________________________

Are there other driver rehab professionals at your facility? ☐ yes ☐ no

If yes, how many? _____________________________

How many hours per week are you involved with driving program? ___________________

Do you evaluate __ train__ or both __? _____________________________

How many other driving programs service your general area? __________________________

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

Will you be on salary while attending course / conference? ☐ yes ☐ no

How much can you contribute to your conference expenses? $ _______________________

List contributions made in the driving profession or to ADED: ____________________________

What are your reasons for requesting funding assistance? ____________________________

Any additional information you wish the committee to consider ______________________________________

APPLICATIONS DUE: JUNE 6, 2008

Mail completed application to: ADED Scholarship committee
2425 N. Center St. #369
Hickory, NC 28601
FAX: (828) 855-1672

Questions? Contact Anne Hegberg at: (630) 909-6082 or ahegberg@marianjoy.org
2008 - ADED MEMBERSHIP RENEWAL INFORMATION FORM

ADED membership runs from January 1 through December 31.

Membership Categories are as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individual (new member)</td>
<td>$120</td>
</tr>
<tr>
<td>Individual (renewal)</td>
<td>$95</td>
</tr>
<tr>
<td>Mobility Equipment Dealer</td>
<td>$250</td>
</tr>
<tr>
<td>Facility</td>
<td></td>
</tr>
<tr>
<td>1-3 individuals</td>
<td>$250</td>
</tr>
<tr>
<td>4-6 individuals</td>
<td>$500</td>
</tr>
<tr>
<td>7-10 individuals</td>
<td>$750</td>
</tr>
</tbody>
</table>

Business or agency involved in the provision, implementation or administration of driver rehabilitation services (driver evaluation, behind the wheel training and/or transportation evaluations). Business involved in providing installation, services, and/or retail sale of equipment, vehicles or rental vehicles for individuals with disabilities.

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 __________________________
City/State/Prov./Zip ______________________ Fax No. __________________________
E-mail ___________________________ ☐ Check Enclosed ☐ VISA ☐ MasterCard # __________ Exp. Date ________

NOTE: Please completely fill in this form.

Facility (check primary)
☐ Hospital
☐ School System
☐ Private Driving School
☐ Equipment Installation
☐ Manufacturer
☐ State Agency
☐ Other Specify: _______________

Professional Background (check primary)
☐ Driver Education
☐ Occupational Therapy
☐ Vocational Rehabilitation
☐ Rehab Engineering
☐ Equipment Dealer
☐ Equipment Manufacturer
☐ Kinesiotherapy
☐ 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
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1-800-843-5438

www.BraunAbility.com

Please visit our website for an animated tour of BraunAbility products
The NEW BL-7317 docking base from EZ Lock is the culmination of more than two decades of research and experience in producing quality wheelchair docking systems. In designing the latest version of our EZ Lock, we’ve drawn on that experience to develop the absolute best wheelchair docking system available.

The unparalleled quality and real-life successes of our docking system have long established EZ Lock as America’s #1 choice for wheelchair security solutions. At EZ Lock, docking systems are not a sideline business, they are our exclusive focus.

The new BL-7317 couples the proven reliability of the "Original" EZ Lock system with an added level of functionality and durability.

- **DURABILITY** - The BL-7317’s rugged component based design is unsurpassed in strength and holding power. **Hardened steel reinforcements** ensure a long service life.

- **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.

  For EZ Lock driver applications, the BL-7317 may also be equipped with the optional **Remote Manual Release** for emergency use in the event of vehicle power loss.

- **NEW LOOK** - The new BL-7317 docking base has a sleek exterior design that easily compliments today’s popular vehicle interior colors. In addition to the great new look, the “hammered” **powder-coat finish** is extremely durable and is further protected by tough nylon labeling.

- **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.

- **REAL LIFE SUCCESS** - More impressive than the scientific testing conducted in the laboratory, is the extensive archive of positive customer testimonials maintained by EZ Lock. On our website at [www.ezlock.net](http://www.ezlock.net), you can read the accounts of numerous EZ Lock users attesting to the effectiveness of our system in real-life emergencies.
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?
☐ Other: _______________________________________

Details: ________________________________________________________________


Look in the next newsletter for your item.

Name: ____________________________________________
Institution: _______________________________________
Phone: ___________________________________________

NEWSLETTER DEADLINE:

The next deadline is May 30, 2008. 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
The Left foot accelerator and the original accelerator are equipped with a hinges 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.

The Menox Mini Stamp provides a logical solution for individuals needing 1-3 in extension. The ease of movement allows for the pedal to be lowered into place and tucked away when not in use.

The 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.

Menox Hand Controls

Choose features and colors

All Menox 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, grip, and covers to match car interior
Menox equipment is a compatible family car. Family members can comfortably drive the car using their own controls
Menox driving aids are designed for quick release

Common reasons for choosing Menox Hand Controls
+ smooth, light and safe motion. Brake - push, gas - pull
+ "brake latch" 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 obtrusive parts, minimizing exposure in accident
+ transferable into future vehicle

www.menox.org
www.drivingsystems.com

Menox Steerimg Knobs

Quick-release is a standard.
Mobility Needs, Like People, are Individual and Personal...

Unlimited Access
With Access Unlimited

At Access Unlimited we believe that mobility needs, like people, are individual and personal. We celebrate the rich diversity of our customers' needs by creating products that allow easy access to ANY vehicle, from cars and vans to trucks and SUVs. We believe that adaptive equipment should be unobtrusive and should meet the needs of its user with a minimum of modification to vehicle or lifestyle. We believe every person should be able to choose the vehicle they like best, regardless of their disability. Access Unlimited products empower people with disabilities to regain control of their mobility.

See our Website for Coupe & Sedan products!
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www.accessunlimited.com