Summer time is definitely here! Longer days and warmer weather means plenty of fun activities planned with family and friends. Ah! This is one of my favorite times of the year. And what else comes to mind when we think of summer? ADED’s Annual Conference, of course! After attending so many ADED conferences, it almost feels like I’m going to family reunion. I look forward to seeing each of you, catching up with old friends and making some new ones.

Jacksonville, Florida is the perfect location for this year’s conference, combining Florida summertime with the best conference a driver rehabilitation specialist could want. I can assure you that the conference team has planned and created yet another stellar conference with something for everyone.

When we are called to do more with less, and while the economy is still slow in its recovery, it is imperative that we use our continuing education funds wisely. The ADED annual conference is the only conference specifically designed for the driver rehabilitation specialist, providing current information for our respective businesses and practices. I’m told that the exhibit hall this year will be overflowing with exhibitors ready to share with you the latest information and technology within our industry.

As each of us pursues our educational and professional development, consider this: where else can you attend a conference and get as many continuing education contact hours as offered by this conference? Make sure that it is on your calendar and that you don’t miss out on a spectacular conference. Besides, Jacksonville Beach is a beautiful venue! If you haven’t already registered, you still have time. Registration is available on-line or on-site. http://www.driver-ed.org/i4a/pages/index.cfm?pageid=518 At last year’s conference, you asked for it, and we finally did it. ADED is now on Facebook. There’s no way to avoid social media these days and ADED recognizes the need to keep connected to our members and to the public in general. Facebook is one more tool we can use to accomplish this goal. So, if you haven’t already done so, become “a friend,” “like” our posts and get connected.

Speaking of technological methods of staying connected, I am quite excited about a project on which the ad-hoc marketing committee has been working. James Morrison, our corporate board member, has spearheaded an exciting new venture for our association with the assistance of Beth Rolland, Holly Alexander and Liz Green. Curious? Intrigued? For those of you attending the conference, you will have the opportunity to learn more about the project at the general membership meeting. Otherwise, stay tuned and look for information in the fall issue of the News Brake.

As I mentioned in the last News Brake issue, ADED completed an organization assessment in the springtime, in consultation with the Center for Non-Profit Management (CNM). Based on the results of this assessment, the CNM provided to the board guidelines and recommended best practices for non-profit organizations, such as ours, including a customized action plan for ADED.

The information from CNM is still being reviewed by the board, however initial feedback from the assessment has been encouraging and most of all, constructive. Comments indicated that one of our strengths is our financial stability. The fact that we have a steady revenue stream from sources such as our annual conference was cited as a strength and is quite desirable, as compared to most non-profits who typically rely upon grants, donations and less reliable sources of funding.

It was noted that for an organization of our size, we are very well documented, save a few recommended policies and plans. We are to be credited that we have a strategic plan and that the board reviews this regularly to keep us heading in the right direction. Yet, constructive criticism included the need for more frequent strategic planning. In fact, this was recommended to occur at a minimum (Continued on page 5)
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Editor’s Note—Transitions

In the Spring Issue, I talked about renewal. This summer I find myself thinking about transitions. Five years ago, when I remarried we told all those crazy people who asked if we planned on more children “NO! The ones we have will be gone in five years.” The oldest daughter is now in the Navy and the middle daughter just finished her first year at college. My daughter Corinne, the youngest just turned 18 and will leave for college in the fall (University of Georgia if you’re interested). We will be empty nesters. My husband and I are trying to figure out what our new normal will be. We have never had a kid free household. I am also transitioning to middle age (at least by AARP standards). The day we move Corinne into her dorm will be my 50th birthday. It is also the day before conference starts so I expect to hear a few Happy Birthday’s in Jacksonville.

In our industry, we are often part of major transitions in our client’s lives. With our younger clients, we may be part of a joyous transition, the one from non-driver to driver. It is exciting when I can tell an autistic teen and their parents that ‘Yes I do think you have the potential to be an independent driver’ or when a severely physically disabled young person realizes that their dream of driving can come true using high tech equipment. Previous drivers who are told they can resume driving have often told me ‘You gave me my life back’ and ‘I finally feel normal again’. Resumption of driving, with or without adaptive equipment can allow a person to transition back into their roles as an employee, to drive their kids to school or to just go to the store alone.

Not every transition is joyous. Sometimes I have to tell a family that driving cannot be recommended because their teen cannot process information quickly enough or cannot divide their visual attention. This can change their dreams for the future. One mother asked me what her daughter (who had CP and a severe startle reflex) was supposed to do if she could not drive. There is no public transportation where they live. I had to say that this had to be a part of their planning and to suggest to them that maybe she would have to look for work in an area that has transportation. When a client has a progressive disorder, we may meet with them several times over the years trying to keep ahead of their decline, offering transitions to more and more adaptive equipment. To some clients these changes are not seen as victories but as losses, gradual transitions to the time when they will no longer be able to drive.

(Continued on page 3)
Greetings ADED members! Our Annual ADED Conference & Exhibits is Navigating the Sea of Mobility!!! Are you ready to chart a course and sail the waters of accessible mobility? In Jacksonville, Florida we will celebrate 35 years of coming together to share, explore, learn and network. The conference team has been diligently building another quality program and offering as many continuing education hours as we can possibly squeeze in. You will definitely be getting your monies worth of education this year! The theme of conference this year is Navigating the Sea of Mobility and I can assure you that the tradition of quality conference programming continues. Katy Greene and Stacey Stevens are our tireless conference team and they are bringing to you a conference filled with meaningful educational sessions, excellent array of exhibitors and many opportunities to earn continuing education credits. We have a fine navy of volunteers that will be all hands on conference.

Some highlights of conference that you won’t want to miss:

**SATURDAY NIGHT PRODUCT DEMONSTRATIONS:** Whether you have signed up for the 2-day courses, pre-conference workshops or are coming just for conference, you are invited to join us in the Exhibit Hall for Saturday Night Product Demonstration. These product demos are provided by our Captain Level Vendors who are excited to share with you the new innovations in their product lines as well as help you problem solve any special cases you may be currently working on. 3 contact hours are offered for this event!

**SOAP BOX SESSIONS:** NEW this year, we are offering mini-seminars in the exhibit hall, conducted by driver rehabilitation specialists in partnership with exhibit hall vendors. These brief seminars will offer the attendee a closer look at the practical application of manufacturer products in every day driver rehabilitation service delivery. Up to 2 contact hours offered for this event!

**MENTOR PROGRAM:** In its third year, the Mentor Program will be offered to all first time attendees (aka: VIP’s) and those experienced driver rehabilitation specialists and mobility equipment dealers. If you are unfamiliar with the program, please refer to the article in this edition. We are encouraging all first and second time attendees to participate. Even if you aren’t a “newbie” to conference, but would like to take advantage of a mentorship with an experienced driver rehabilitation specialist and mobility equipment dealer team, we would love to have you in the program.

**SILENT AUCTION:** Another activity that occurs every year is the Silent Auction. Laura and Brian Iadarola have put together a great selection of items to bid on. Proceeds from the silent auction benefit ADED members by covering the cost of ADED Course registration fees through the ADED Memorial Fund. ADED now offers 5 scholarships per course offering, so we need your participation to ensure that funds are available for our membership! Through your generous contributions, our silent auction continues to be a popular, if slightly raucous event each year. Please consider donating to the silent auction, and be sure to plan on joining in on the fun!

**SCHOLARSHIPS:** In addition to the scholarships awarded through the ADED Memorial Fund, two other scholarship opportunities are also available to members:

Through generous contributions from the Adaptive Driving Alliance, qualified driver rehabilitation specialists will earn scholarship assistance to financially support their trip to conference and sit for the CDRS examination. A heartfelt thank you goes to the ADA board, Victoria Krull and Paul Musso for their continued support of driver rehabilitation specialists and commitment to our common goal of increasing the numbers of CDRSs.

Spirit of Crescent Industries Scholarship (formerly known as Crescent Industries Scholarship) has been expanded! Our deepest gratitude goes to Rex Bradbury and Christine Jones of Crescent Industries for starting this scholarship program in 2008. Their spirit of giving has touched other donors and we are able to now offer additional scholarships in this category. Through generous donations from Crescent Industries, MPS Corporation and R&R Mobility, a total of 4 scholarships are now available for ADED members attending 2011 conference!

**REGISTRATION:** The Early Bird deadline for discounted conference rates was June 15, 2011 but if you haven’t sent in your registration yet, it is not too late! Membership discount for registration still makes attending conference the biggest bang for your buck. For example, the $500.00 conference-only registration fee allow you to earn up to 17 continuing education hours, complimentary continental breakfasts, sponsored nutrition breaks, exhibit hall reception meal and box lunches, not to mention an exciting awards banquet. We have negotiated reduced rates at the Hyatt Regency Crown Center and you are encouraged to ask for the ADED rate when booking your rooms. Add the “perks” with the educational opportunities, and you will see that your education dollars are going a long way. Membership allows you to bundle conference with 2-day courses or with 1-day pre-conference workshops, saving you even more money and earning even more continuing education hours. I sincerely hope you will make the investment in your continued growth and expertise in the field of driver rehabilitation. There is always something new to learn and there are always new professionals in the field with whom you can share your knowledge.

**VISIT THE EXHIBIT HALL!** Our corporate sponsors and exhibitors have been extremely supportive of ADED and conference and have demonstrated that support by reserving exhibit space and through generous sponsorship donations. They recognize the value of joining you at conference, exhibiting their products and financially sponsoring conference activity. We simply could not put on the type of program that you expect, with the quality that you deserve and have come to depend on without these companies. We cannot thank these generous leaders of the industry enough. Be sure to show your support and gratitude by visiting their booths in the exhibit hall and taking the time to learn about their products; your client’s will benefit by the information you gather in the exhibit hall.

By Navigating the Sea of Mobility, ADED is the leader in the driver rehabilitation industry charting a course for quality education, networking with experts in the adaptive driving technology world and learning from highly experienced colleagues in the field. This is quite simply an event that you cannot afford to miss.

I look forward to seeing YOU in Jacksonville!

Sincerely,
Liz Green, Executive Director
President’s Address

(continued from page 1)

every three years. It was suggested to scan the state of the industry, to complete both an internal and external organizational environmental analysis, to monitor current trends, to establish more precise goals and develop strategies on how those goals will be accomplished. Because of our current structure, changing leadership can have difficulties in knowing where or what the focus is of the organization. More frequent strategic planning is one method to provide the leadership with that focus.

The CNM acknowledged that ADED’s committee structure is quite large, but also commended this as a great way to keep members involved and committed to our organization. On a side note, I completely agree; our large volunteer base is to be credited for many of the organizations accomplishments. Without the determination and hard work of our dedicated volunteers and their commitment to the organization, much of the committee work would not be completed and many projects would remain unfinished.

As the board continued to review the CNM’s feedback, there was a realization that a few of their recommended best practices were not aligned with our organization’s current practices, including our bylaws. This became apparent as the board began an intense review of the proposed bylaw revisions and recommendations from the bylaws ad-hoc committee. The consensus was that, if approved, many of the proposed changes from the organizational assessment’s action plan need to occur prior to changes to our bylaws framework.

Some of the proposed changes include methods to improve the continuity and structure of the board, strategic and operational planning, improved marketing, branding and fund development. At first glance, some of these changes seem minor; however a snowball effect will occur, where one revision will impact many aspects of the organization. Take for example, the suggestion of revising board positions and term limits. This requires review of the role and division of duties and responsibilities of the board, staff and committees. In turn, this dictates the need for revised job descriptions, board development initiatives, revision of policies, procedures, and so on. What we have on our hands is an extensive project, which your board is dedicated to seeing through, all in an effort to make a solid organization stronger. As we continue to tackle these very important issues, I will continue to keep you informed. Feel free to contact me or any of your board members for more information about these pending changes.

I welcome your comments and feedback, and most importantly, I look forward to seeing you in warm and sunny Jacksonville, Florida!

Amy Lane

“Some people plant in the spring and leave in the summer. If you’re signed up for a season, see it through. You don’t have to stay forever, but at least stay until you see it through.” —Jim Rohr

Editor’s Note — Transitions (continued)

We are often given the task of telling a senior that driving cessation or retirement is in their best interest. Sometimes that recommendation is easy and well received. It may even be a relief to the family. Other times it is devastating news and will result in major changes in that person’s lifestyle or living situation. It can change their self-image, making them feel less of a person. They may have to leave their home if they can no longer drive. They can feel like they are a burden to their spouse, children and friends. I have had client’s say that they may as well move into nursing home or worse one man said he should go home and get his gun because life is no longer worth living. Unfortunately, few people believe that this transition will ever come and they fail to plan for that day.

Never forget what a critical role you play in these major life transitions. It is imperative that you become the best you can be at this job so that you feel confident when you say yes or no to a client. Participation in this, your professional organization is a great start. I don’t know what I would do if I did not have my ADED peers to bounce ideas off of. I have often been inspired by workshops and courses and have gone home from conference renewed and with greater confidence in my skills. Joining in the mentor program is a benefit to both parties. There are people around the country I can call or write and get advice I trust. Even finding out they don’t know any more than I do can be a relief. I hope to meet many of you at conference this year and I hope the knowledge you gain will help you with the transitions you will face and help you make your client’s transitions easier. Please remember that the newsletter is your ongoing tool for sharing information and gaining knowledge. Challenge yourself to learn more every year and transition into a more confident and knowledgeable driving professional.

Beth Anderson Gibson, OTR/L, CDRS bgibson@freedomandmobility.com

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GA/SC

GA/SC ADED Chapter met in May at ICAR facility of Clemson University. Stephanie Scharf gave a review of a course given by Abiodun Emmanuel Akinwuntan at Georgia Health Sciences called “Physical Therapy continuing Education Workshop: Evidence-based driving assessment and rehabilitation”. The group also began doing article reviews. The members were given a tour of CU I-CAR given by Evan Lowe a Ph.D candidate. The Chapter’s next meeting is planned for sunny Myrtle Beach, SC on August 26 where Rodney Wilson of R&R Mobility will be teaching a class on hand control installation and adjustments. We will be applying for CDRS credits.

NORTH EAST

The members of the Northeast Chapter of ADED have been quite busy in their individual areas, each acting as a CDRS, DRS, OT, COTA, CDI, VRC, Mobility Equipment Dealer, Mobility Equipment Manufacturer and many in multiple areas. In May, a workshop was held at the Central Mass Safety Council in West Boylston, Massachusetts on their heavily equipped evaluation van. The workshop had an excellent turnout. It was attended by chapter members from Massachusetts, Maine, New Hampshire, Rhode Island, and Vermont.

New Jersey Certified Driver Rehabilitation Specialists manned the ADED booth at the Abilities Expo on May 20, 21 and 22, 2011 in Edison New Jersey. It was a great turn out. In attendance were consumers interested in driver rehabilitation and also therapists who are now interested in becoming a CDRS.

The next Northeast Chapter meeting will be held at the upcoming national conference in Jacksonville. A chapter meeting will also be held during the annual NETSEA conference on October 28 and 29, 2011 in Nashua, New Hampshire. Topics will include Clinical Evaluations, Low Vision, and a repeat of the Evaluation Van Workshop. An application for CDRS contact hours will be submitted to the ADED Certification Committee for pre-approval.

MIDWEST

The Midwest Chapter held their annual conference on April 8th and 9th at Mary Free Bed Hospital in Grand Rapids. It was a very successful event, highlighted by two excellent presentations. The first, “Writing the Report for Vehicle Modification”, presented by Greg Brunette, CDRS, of Mary Free Bed and Ron Mohr of Clock Conversions, provided a wealth of information for those who need to write specifications for modified vehicles, from the perspective of the evaluator and the vendor. The second session, “Adaptive Equipment: Unplugged”, given by Kerry Jones, Rehab Designer/ATP (The Space Between), and Anne Hegberg, OTR/CDRS (Marianjoy Rehab Hospital), was a very informative hands-on presentation, providing many insights on how to get the most out of “low-tech” driving controls.

The next Midwest Chapter meeting will be held at the upcoming national conference in Jacksonville. We will move forward with plans for the chapter conference for 2012, tentatively to be hosted by Marianjoy Rehab Hospital in Wheaton, IL. Any input regarding potential presentations will be most welcome.

We are in need of nominees for chapter officers for 2012-2013, including President, Vice President, and Secretary. This is a great way to get involved with the chapter, does not require a large time commitment, mostly involving the planning of each year’s chapter conference, held in March or April (chapter officer duties are outlined on the ADED website). As discussed at the conference in April, the term for chapter officers has been extended to two years, to provide better continuity. Also discussed was the possibility of changing the election cycle from the current calendar year to a different schedule, to correspond better with the chapter conference schedule. Please consider getting involved with your chapter by serving as an officer- it can be a very rewarding experience! Anyone interested can contact Mike Flis, Chapter President (mflis@metrohealth.org) or Paul Schmidt, Chapter Secretary (pschmidt9@wi.rr.com). We hope to see many chapter members in Jacksonville!

ONTARIO

As always, our Ontario Chapter is a busy one! We have lots of new members and many members who are entering into their 20th+ year in the field of driver rehab. We continue to advance our own best practices for Ontario working with those who require equipment. We love to bring up hot topics such as anxiety training, risk management, liability insurance and our members actively engage. We will meet as a Canadian chapter in Jacksonville and then will hold our final meeting of 2011 in Toronto with a focus on risk management. The presenters will include a lawyer and a regulatory body speaker. Its always a good and informative time at our meetings. We are a fun and knowledgeable group.

GEORGIA/SOUTH CAROLINA

Chapter News
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<td>Members: Carrie Monagle Mike Taylor Miriam Monahan</td>
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<td>Education</td>
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<td>Members: Mary Beth Meyer Tim Jones Susanne Adamson Sue Henderson</td>
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<td>Ad-Hoc: Scholarship</td>
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<td>Members: Penny Anders Ana Verran Karen Smith</td>
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<td>Members: Gayle Berk-Agar Betsy Powers</td>
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<td>Members: Michele Luther Krug Carol Blackburn Matt Meltzer Rory Fluman</td>
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<td>Program: Stacey Stevens, OTR/L, CDRS (859) 351-6612 office (866) 733-0939 fax <a href="mailto:staceystevens@ymail.com">staceystevens@ymail.com</a></td>
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<td>Members: Lori Benner Larry Bowen Anne Hegberg Tom Kalina</td>
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**ADED 2011 COMMITTEES**

Updated 06.8.11

**EDUCATION**

Reports to Past President

**AD-HOC**: SCHOLARSHIP

Reports to Past President

**AD-HOC**: RESEARCH

Reports to President

**AD-HOC**: Joint Conference

Reports to President

**CONFERENCE TEAM**

Reports to Executive Director
CALL FOR PRESENTATIONS

NMEDA ANNUAL CONFERENCE-Phoenix, AZ
February 22-24, 2012

Presenter Name: ___________________________ e-mail: ___________________________

Presentation Title: __________________________

Abstract:

________________________________________________________________________
________________________________________________________________________
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Seminars offered: ADED offers two 3 hour seminars pre-conference and one 3 hour seminar during NMEDA conference as part of their Associate Member Series. Submissions for seminars must be for 3 hour program.

Please indicate preference for date of presentation:
☐ Pre-conference (2/21/12)
☐ Associate Member Series (2/22/12)
☐ No Preference

Presenter/Qualifications (please attach curriculum vitae for each presenter including contact information)

Level of course: Beginning_______ Intermediate___________ Advanced___________

Educational Objectives (list 5)
1. ________________________________________________________________
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3. ________________________________________________________________
4. ________________________________________________________________
5. ________________________________________________________________

Honorarium offered: $500.00 Honorariums are offered per seminar. The payment may be disbursed to more than one speaker according to instructions provided by lead speaker.

Handouts: All handouts are to be submitted in electronic format by deadline noted on speaker agreement.

Forward to: Stacey Stevens, OTR/L, CDRS
240 Hillsboro Ave.
Lexington KY 40511
Cell (859) 351-6612
Fax (828) 855-1672
staceystevens@ymail.com

DEADLINE HAS BEEN EXTENDED TO JULY 15TH.
**The Buzz**

by Mark Lore

ANOTHER CASE OF TRIAL LAWYER’S DREAM!

Last week, the U.S. Supreme Court ruled that federal regulations establishing vehicle safety standards do not stop lawsuits seeking damages from automakers for installing lap only seatbelts in the rear of vehicles.

The Supreme Court ruled unanimously that a California lawsuit against Mazda could proceed. This lawsuit stems from a fatal 2002 collision involving a 1993 Mazda minivan where a passenger in the rear seat was killed while wearing a lap belt only.

The lawsuit, which was filed by the passenger’s family, claimed the minivan was defectively designed because it did not include lap and shoulder belts for rear seat passengers. Mazda had argued that the vehicle was in compliance with FMVSS at the time the vehicle was manufactured.

Vehicle safety regulations requiring lap and shoulder seatbelts for rear seats in all positions took effect in 2007.

Automotive Fleet, February 2011

*********

YOUR CAR HAS PARASITES.

The constant evolution of the automobile continues to create challenges for the mobility industry, as well as competitive advantages for those dealers who remain ahead of the changes. Here are a few more automotive features that have come about primarily on electric vehicles, and are now being modified to work on everyday gasoline powered vehicles. Most of the features listed below will add quite a bit of work for the electrical systems, but in most cases these are less weight than the conventional products they are replacing, thereby increasing MPG. Some of these new design changes have already had a significant impact on the mobility industry.

Electric powered oil pumps

Regenerative Brakes—these convert kinetic energy to electricity in order to recharge the battery. Since more electric components create more battery draw, automakers are experimenting with ways to increase battery life.

Moving to electric power steering and oil pumps improve fuel economy by reducing parasitic energy loss resulting from belt drives connected to the engine.

Automotive News, May 2011

*********

ANOTHER LIFE SAVING TIP!

Recently when I was reading Car and Driver Magazine, I came across a “how to” article that really caught my eye. I have always wondered about the right way to escape a car that is sinking in water and here is their take on it:

Step 1- Don’t panic—the best advice in any life or death situation! Unbuckle your seat belt and unlock your door. Your car will float for a minute or more before sinking.

Step 2- As the car begins to fill with water, lower the window. Even power windows should work for a while after hitting the water. Escape through the window opening and swim to safety.

If your window won’t or doesn’t open, go to Step 3.

Step 3- Calmly wait for the water to fill the car. If you can, try to kick out the window as opening any doors are next to impossible. This is because as long as there is air inside the car, it causes the pressures created to hold the doors closed.

Step 4- As the cabin fills with water, the car will begin a terrifying plunge. Stay calm. Once the car’s cabin fills with water, you should be able to open the door (although it will still be a little difficult). Once the door is open, escape through the opening and swim to the surface. Now you can panic.

Car and Driver Magazine, March 2011

*********

NIGHT VISION

The advice below is provided by The Hartford Insurance and seeks to make night driving safer.

Clean all lights and windows once a week. Have your headlights’ aim checked by a mechanic at least twice a year.

Avoid smoking while driving at night as night vision is reduced by nicotine and carbon monoxide.

Turn your headlights on at dusk so other drivers see you.

Do not over drive your headlights. You should be able to stop inside the illuminated area.

If there are any cars in front of you, do not use your high beams. If another driver neglects to turn his or her high beams off, avoid glare by watching the right edge of the road and use it as your guide.

Make more frequent stops to avoid fatigue.

If you have car trouble at night, pull off the road as far as possible and turn on your hazard and dome lights. Get yourself and your passengers as far away from the roadway as is possible.

Observe night driving safety starting at dusk since this is the toughest time for your eyes to adjust.

Automotive Fleet, May 2011

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NO DIPLOMA, NO DRIVER’S LICENSE

Lawmakers in some states are pushing to link driving privileges to high school attendance. These laws, referred to as “No-driver’s-licenses-for-dropouts”, are gaining public support in states such as Georgia, Texas, Massachusetts, New York, and Michigan. On the opposing side of the laws are people who think that license deprivation should be left up to the parents, not the state. In addition, they say “…a punishment rarely creates a desired behavior”.

(Continued on next page)
“The Buzz” (continued)

that these negative laws won’t intrinsically motivate kids to perform better at school.

Last year, there were about 3 million young people aged 16 to 24 who had not received their G.E.D. or high school diploma, and they were not currently enrolled in school. These under educated youths represent 8% of their age bracket and everyone agrees that it would benefit all to figure out how to lower those numbers.

Wards Auto, June 2011

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THE ROOF, THE ROOF, THE ROOF IS INFLATING?!

TRW Automotive Holding Corp., a major automotive supplier specializing in safety systems, recently showed its new “bag in roof” airbag system that replaces instrument panel mounted airbags. TRW says that this new airbag not only mitigates occupant injuries, but also allows improved interior design aesthetics, ergonomics, and functionality while saving space in the instrument panel.

By eliminating the need to package an airbag in the dash panels, TRW’s bag-in-roof can significantly reduce the development costs of the dashboard. This system also functions with greater compatibility over a wide range of vehicle architectures.

Automotive Fleet, June 2011

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LABEL SHOPPING

The U.S. Department of Transportation (D.O.T.) and the U.S. Environmental Protection Agency (E.P.A.) recently unveiled new fuel economy labels that will be required on all new vehicles, starting in 2013. Some of the key points on the labels are:

- Annual fuel cost based on 15,000 miles per year and an average price per gallon.
- Tailpipe emission rating in grams per mile of carbon dioxide emitted from the tailpipe.
- Smog check rating.
- MPG equivalents for non-gasoline or diesel powered vehicles.
- Current vehicle miles per gallon: city, highway, and combined.
- Fuel savings over a 5-year period based on some government fine print on the label.

If you own a smart phone, a QR code which allows you to get more information on that particular vehicle.

Finally, the amount of gallons used per 100 miles. This last unit of measurement is getting traction in many circles, as it is the start of creating a single measure to compare different vehicles. For example, a vehicle using CNG may get only half the mpg of a similar gas-powered vehicle, but if the cost of a gallon of CNG is 30% the cost of gasoline, the CNG powered vehicle may be a more efficient choice. Ultimately, this writer believes that we will move to a measure such as “cost per 100 miles”, since this measure would equalize all variables and create a comparative measure across different vehicles and fuel sources.

Automotive Fleet, June 2011

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THROW THE TEST OUT THE WINDOW...

In a recent study of 500 men and women, those with the most driving experience (over 20 years) scored almost 18% lower on
driving tests than younger drivers. In fact, in this study, the more driving experience resulted in inversely corresponding lower scores. When looking at gender, men scored an average of 59% correct answers, while women scored an average of 46% correct. The test consisted of 10 questions that are found on written driving tests across the U.S.

The most difficult question for men addressed the procedure for approaching a school bus stopped with its lights flashing, that was on the other side of a divided highway. Most men said that you should watch for children and be prepared to stop; the correct answer is stop until the flashing lights are turned off.

For women, the most difficult question addressed the appropriate speed limit on primary and secondary state and federal highways. Although most women answered the speed limit was 65 mph, the correct answer is 55 mph.

Dan Edmunds of Edmunds.com said, “It may be time to take a closer look at the way we test drivers.” He continued to say, “The United States has a far less rigorous training and testing process than many developed countries, and a much higher per capita rate of fatal accidents.”

Wild Horses Could Drag You Away...

Volvo is developing a safety system that alerts the driver and automatically applies the brake (if the driver doesn’t react) when animals are on the road and in a vehicle’s path. According to a Volvo technical expert, the system consists of two parts, a radar sensor and an infrared camera that can register the traffic situation. The camera monitors the road ahead and if an animal is within range, an audible alert is sounded. If the driver does not react, the brakes are automatically applied.

Statistics from the I.I.H.S. show that almost 2,500 people have lost their lives in accidents involving animals during the period from 1993-2007. This data shows that accidents of this nature go up almost 30% in November, the highest month for animal-vehicle fatalities. State Farm, the largest insurer in the U.S., reported an increase in crashes of almost 15% between vehicles and wild animals from 2003-2008.

Stabilizing Rollover

The once prevailing fear of SUV rollovers is no longer founded, say officials from the I.I.H.S. Due to anti-rollover technology, most SUVs are actually safer than cars of the same weight. At one point in time, the risk of rollover would outweigh the advantage of size and weight, thus making SUVs less safe than other cars. According to I.I.H.S. Senior V.P. for research, Anne McCartt, since model year 2006, pound for pound, SUVs have a lower death rate, thanks to electronic stability control (ESC). In the latest data, SUV driver deaths totaled 28 per million registered vehicle years, compared to 52 for trucks and 56 for cars (twice as much as SUVs). Among all vehicles, minivans had the lowest driver fatality rates-25 per million registered vehicle years.
**ADED MENTOR PROGRAM**

35th ADED Annual conference & Exhibits

Jacksonville FL  August 12-16, 2011

**Purpose:** To establish a network that will provide an opportunity for experienced members to meet newer members (1st or 2nd time ADED attendees) with a goal of welcoming, mentoring, and integrating them into the Association. It is expected that with mentoring, new members would have a positive first experience with ADED, therefore increasing the likelihood of greater participation and longevity. Additionally, the more experienced members would continue to develop their skills as they interact with those with less experience.

**Benefit:** The most immediate benefit would be establishing a sense of belonging. Longer term benefits would include building an informal network within the organization that would include members from the various professional backgrounds, increasing membership longevity, and offering a way for more experienced members to “give back” to ADED.

**Process:** The mentor will be a member from the field of driver rehabilitation. Certification as a CDRS is not a requirement. Every effort will be made to help the new member establish contact with a Mobility Equipment Dealer in their geographical area.

**Responsibilities:** The purpose of the Mentoring Program is not to require an intense, long term teaching/training period, but rather to be a resource person while the newer member becomes familiar with ADED as an organization.

**The mentors will be asked to:**
- Communicate with the new member prior to the Conference if possible and share their contact information for future reference.
- Make plans to meet them at breakfast on the first morning of the Conference to introduce themselves and other members, then attend the Opening General Session with them.
- Offer guidance in helping them select the workshops that might be beneficial to them and their program.
- Commit to going through the Exhibit Hall with them and helping them understand the various types of equipment applications.
- Be willing to field follow up calls during the following year. Refer them to other members as appropriate.

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**MENTOR PROGRAM REGISTRATION**

**Choose One:**

_____ New Member: I am a: ___ 1st time ____ 2nd time ADED Conference attendee and would like to take advantage of the ADED Mentor Program.

_____ Mentor: I would like to be on a mentoring team and be assigned a New Attendee at conference.

Name: _________________________________________ Phone: ________________
Company: _________________________________________ Fax: ________________
Address: _________________________________________ E-mail: ____________________
As the National ADED Conference rapidly approaches, it is amazing how quickly the last several months have passed. As with all of the committees, the Certification Committee has been very busy.

When the Certification Committee began to form in Nov/Dec of last year, the most common question was “What would I have to do?” The committee consists of six members, three from Allied Health and three from Traffic Safety. One of our primary duties is to review all items from both the previous and upcoming certification exam for content, results and changes. Each member is responsible for writing new items. These are also reviewed by the whole committee and if accepted, they are gradually implemented into future examinations. Items that “perform” poorly are either re-written or deleted. The next committee repeats the process the following year.

Another duty is addressing a steady flow of applications for contact education hours throughout the year. All requests are reviewed, including presentations for the National Conference. Response letters are sent to all applicants. This year has been an above average year for special situations and requests. The Committee reviews all of them and makes a decision based on policy. In some cases past policy must be also be reviewed. As new situations are encountered, the Committee addresses potential policy changes via conference calls and meetings. Recommendations are forwarded to the Executive Board for review and voting.

Some suggestions when submitting applications for CEU contact hours:

- Utilize presentations and seminars directly related to DRIVING. If the content listed for an attended course/presentation does not specifically state it is related to driving, please include a concise statement for EACH PRESENTATION and explain how it relates to the field of driver rehab.
- List appropriate learning objectives if they not already included in a conference/seminar brochure. These are often found in the course materials. Learning objectives are the purpose of the presentation (as related to driving) or what the presenter expects the attendees to learn.

Finally, the committee audits a random group of applicants for certification renewal. Applicants are then notified of their CDRS status. This includes either acceptance/re-certified, incomplete/additional information required or probation.

This year’s Committee has a good mix of hard working professionals that have blended into an effective and productive group. Any ADED member interested in applying for the Certification Committee may contact the ADED President, Executive Director or any member of the Committee (see page for the committee listing). Each year members rotate off and new members must be added. Applicants must have CDRS status.

The Certification Committee will host a brief open forum on Monday August 15 at the National ADED Conference. Your comments and questions are welcome then and throughout the year. We look forward to meeting you.

The 2011 Annual Conference in Jacksonville is fast approaching!! Please do not forget to register for the Mentor Program! We need you to help “Navigate the Mobility Sea”!

If you are interested in participating, either as a mentor or a first/second time conference attendee mentee, please complete the Mentor Program registration form included with the conference registration.

If you have questions about the ADED Mentor Program, please contact Beth Rolland, OTR, CDRS, Member-at-Large at: brolland@kessler-rehab.com, or Holly Alexander, OTR/L, CDRS, Member-at-Large at: holly.alexander@foxrehab.org

Call us at 888-939-1010 or email us at info@untiedaccess.com
Visit us at UnitedAccess.com
Every year that I attend conference, I take a few minutes to check out the Silent Auction items. Something always catches my eye. Last year I bid on a number of items, one of them was a hand made quilt. The quilt was in cheery sherbet rainbow colors, with butterfly appliqués scattered across it. The accompanying page stated, “This quilt honors ALL my ADED colleagues who gave me love, comfort and support during the past year, as my mother recovered from cancer.” The quilt was an original design by Ruth Sidler (Mom, age 90) and Marilyn Sidler (Daughter), CDRS at Sharp Rehabilitation Center, San Diego, California. They made the quilt together, as Ruth was recovering from cancer.

Naturally, I bid on the quilt. Sadly, my bid was not the highest. I went about my business, attending the various conference events. Later, Marilyn approached me and presented me with the quilt. She had seen me eying it and decided that it had to be mine!

Every year ADED hosts a silent auction with the proceeds going into the ADED Memorial Scholarship Fund. This fund supports ADED scholarship applicants in attending ADED two-day courses both at annual conference and at other locations, throughout the year. By donating items for the silent auction and by bidding on auction items, you are supporting your peers in obtaining necessary continuing education to remain current in driver rehabilitation knowledge and skills.

This year we had a record number of applicants for scholarships! The Scholarship Committee was honored to be able to participate in the process of granting scholarship awards.

We also had a record number of scholarships to offer! Through generous funding, the Adaptive Driving Alliance (ADA) was able to offer up to five $1,000 Scholarship awards to individuals who plan to sit for the CDRS exam.

Traditionally, Rex Bradbury and Christine Jones of Crescent Industries have offered two $1,250 awards per ADED conference but we have had a new development this year: The scholarship will now be known as the “Spirit of Crescent Industries Scholarship” and donations are open to any mobility equipment dealer or manufacturer. Rodney Wilson of R&R Mobility and Mike McGowen of MPS have both generously offered to donate $1,250.

This is in addition to the two scholarships offered directly by Crescent Industries. For the first time we will be able to offer up to four $1,250 “Spirit of Crescent Industries Scholarships” this year!

Finally, the ADED Memorial Scholarship Fund was able to offer up to five scholarships per two-day course. Earlier this year we were able to award four scholarships for the course The Effects of Disabilities, Vision and Aging and Their Impact on the Driving Task, held in Hanover MD in April. For conference in Jacksonville this year, we will be able to offer up to five $500 ADED Memorial Scholarships per ADED course!

In these difficult economic times, it is wonderful to see ADED and its various sponsors stepping up to the plate to support ADED members in maintaining their education and skills.

As we prepare for our next conference, I would like to say thank you to each of our sponsors for their wonderful support. I would also like to encourage our ADED membership to consider donating items for the silent auction this year and to engage in a little “retail therapy”, by bidding on auction items!

I would also like to say a very heartfelt thank you to my friend Marilyn Sidler. The quilt is beautiful; I am putting it away for my future granddaughter. . . she’ll show up one of these decades!

I am also donating to the ADED Memorial Scholarship Fund in honor of my friend Marilyn and her mother Ruth.

To donate to this worthy cause or just get some additional information contact Laura Iadarola at laura.iadarola@yahoo.com or Liz Green at Elizabeth.green@driver-ed.org. Remember donations are tax deductible!

Laura Iadarola
Silent Auction Chair

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Card number________________________________ Exp. Date__________

Signature_______________________________________________________

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If paying by check please make your check payable to ADED (memo line: Memorial fund)

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Thank you for you generous donation and support!

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Please retain this form as your tax receipt. Contributions to ADED are deductible for income tax purposes to the extent allowed by law. **Establishing value is the privilege and responsibility of the donor. All contributions listed herein are irrevocably made to ADED. ADED hereby acknowledges that the donor did not receive any goods or services in exchange for this donation.
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Radock Systems’ mission is to make a positive difference in the lives of as many people as possible through its product offering. The highest level of integrity, commitment, and innovation is Radock’s pledge.

Future plans include developing a system to accommodate both front driver and passenger locations, with one system, as well as developing or adapting the system for use in the midsection of the vehicle and with manual chairs. For more information, please visit radocksystems.com or contact Rick Aucoin at 1-855-663-2424.

Manufacturers’ Corner – Radock Systems
No-Pin Docking System Available This Fall

With 40% of power wheelchairs not being able to dock automatically or independently by the user, Radock Systems of Baton Rouge, Louisiana, answers a need. Thanks to an innovative, patent pending technology, wheelchair drivers and passengers in the front are now afforded a greater degree of independence by using the Radock System to lock themselves into their vehicles. A breakthrough in the field of adaptive mobility, Radock Systems’ No-Pin Docking System will fit most power wheelchairs, many of which are Medicare-approved. With safety being a prime concern, Radock Systems enlisted the services of an independent lab to test the No-Pin Docking System. Radock Systems successfully passed both initial and subsequent crash tests. The No-Pin Docking System was proven safe, simple to operate, and designed to provide many years of reliable service.

One of the most common complaints of current docking systems is that they reduce ground clearance, thus snagging on uneven pavement, high thresholds, and other obstacles. Efficient in design, Radock Systems’ interface accomplishes its function without reducing ground clearance or adding length or width to the wheelchair. Ease of installation is another benefit. With all power and control components contained in a single module, the Radock docking system can be installed in less than half the time of other docking systems on the market.

The Radock system is aesthetically pleasing, adding a center console to the vehicle. A touchpad is incorporated into the console with an easily accessible manual release. The system also has an optional wireless remote. The No-Pin Docking System will be available for mobility equipment dealers to purchase this fall.

Richard Aucoin, Jr. has 15 years experience in the business of docking system manufacturing. His established relationships with NMEDA, mobility dealers, and wheelchair manufacturers as well as other organizations has allowed him to be responsive in the development of this docking system alternative. For the past several months, Rick has reached out to his contacts in the industry explaining the product and its benefits and inviting design input to ensure the product’s success.

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According to the National Insurance Crime Bureau (NICB), the number of staged or deliberate auto accidents in Florida rose 58% from 2008-2009.

Automotive Fleet, June 2011

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The first seat belts were worn by Barney Oldfield who raced the Indy 500 in 1922, wearing a harness that was developed by a parachute maker.

Automotive Fleet, June 2011

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Driving Safety Tips for Seniors

By Tonia Boterf

Driving for any senior means freedom and it is a freedom they hold onto tightly and do not want to let go. As a part of aging, our driving ability can change for a variety of reasons. I’ve known seniors who gave up driving at night on their own and totally gave up driving while in their 70s because they thought it was safer to do so. I’ve also seen 90+ yr old drivers that I prefer to have on the road than some 30 something’s!

So how can we keep more seniors safe on the roads while maintaining their freedom? Here is a checklist of ideas to explore:

- Install larger side view mirrors or add small round mirrors onto the side view mirrors for more viewing coverage
- Swivel seat pad which makes getting in and out of the car easier but also allows the driver to more easily turn to look behind them
- A lot of new cars can basically parallel part themselves, consider trading in for one
- Put a cut tennis ball on the trailer hitch, if applicable. It will save on damage done when car backs up and hits something
- Make sure wiper blades are the best you can afford for clear windshield viewing
- Invest in good quality tires to prevent accidents, dealing with weather conditions and for breaking safety
- Consider the blind spots every car has – is there a way to adapt to them or is a different vehicle with better visibility the best option
- Have a car who’s headlights go auto ‘on’ when driving and auto ‘off’ when car is turned off
- Digital or easy to read tire air pressure caps to replace standard ones. Easy for driver to check air pressure visually and thus keep tires inflated properly and stay safe
- Hang a tennis ball from a string in the garage so it hits the car windshield at the best place for the car to stop. Prevents oops from happening!
- Make sure your senior has some type of cell phone for emergency road needs
- They now have a strap you can easily put on your door that drivers and passengers can use to easily pull themselves up from the seat to a standing position. Not so much on improving driver safety but does help getting in and out of the car and may prevent falling
- Evaluate to see if your senior needs to have a their seat adjusted manually or equipment added, like a back cushion or sitting cushion, for proper driving position and visibility
- Get a handicap placard to help with using less energy while out and more energy for driving, plus the handicap parking spots are wider and thus allow more room for parking maneuvers. A placard can go from car to car the senior rides in too, vs. a disabled license plate
- Open communication on how driving is going and discussing when it might be time to stop but also know what options are available if the senior does agree or must stop driving
- Continue to go out and drive in traffic, as when you stop doing so, it is harder to return to driving in it with all of the road lanes, traffic, crazy drivers, auditory and visual stimulation. Keeping the skills up of driving in traffic is important
- For cold climates, an automatic car start for the heater is almost a must. Many medical conditions are made worse by the cold, so going from a warm building to a warm car really is a driving safety issue. Think about this in reverse too for those in high heat climates – be able to turn on the air conditioning in the car in advance
- Cars that have dropped noses – in the...
front seats you can’t see the front of car, are dangerous for seniors in that they cannot see the vehicle to know where it is in space and thus prevent hitting objects, parking in a spot in the middle and other situations.

- Smaller cars for seniors are great because it is easier to know where the car is in space. That means it is easier to drive in the center of the lane, parking straighter, not having as many fender benders, etc.

- For the guys with trailers – install neon orange flexible posts on the back of the trailer, boat trailer, truck, etc. so you know where the back end is more easily. Check your local auto supply place.

We all look at the privilege of driving as a must from being a child, getting our license and right through to the point when we stop driving. Driving is freedom and often a necessity but even though we may age and lose some of our physical and mental abilities, there are ways we can try to compensate for them.

If we focus more on how to make driving safely the focus, we can help more seniors maintain their freedom through driving longer but also increased safety while doing it. That is a Win-Win situation to strive for.

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Auto Pacific announced its 15th Annual Vehicle Satisfaction Awards after getting opinions from over 68,000 new car owners for 2011.

- Highest satisfaction:
  - Premium Brand-Lincoln
  - Popular Brand-Chrysler
  - Minivan-Chrysler Town and Country

Automotive Fleet, June 2011

Mazda is recalling about 50,000 2009/2010 Mazda 6 models because yellow sac spiders seem to view the car’s fuel line as prime real estate for nest building. That may be grosser.

Autoweek, March 2011

**********
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(not pictured: Rodney Wilson)
We are seeking individuals interested in being part of the ADED leadership:

- President–Elect
- Treasurer
- Board Member at Large
- Mobility Equipment Dealer

With exception of President-Elect, all positions are a 2 year term. President-Elect term runs 3 years through the President-Elect, President and Past President terms.

Service on the board of directors earns you contact hours toward CDRS renewal. Your service on the ADED board of directors is a worthy and worthwhile service to our community.

New at the ADED Conference this year, there will be a **Board Development Informational Meeting** to answer these questions.

For more information:
Judi Hamelburg, Board Development Chair
E-mail: judisue@bellsouth.net
Position descriptions and consent to run forms are available online: www.aded.net
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www.qstraint.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.

* * * * J U L Y  2 0 1 1  * * * *
July 5, 2011—Application deadline for CDRS Exam
July 8-10, 2011 Chicago Abilities Expo info: www.abilitiesexpo.com

* * * * A U G U S T  2 0 1 1  * * * *
August 12-16, 2011 Jacksonville FL ADED Annual Conference info: ADED.net
August 16, 2011 Jacksonville FL CDRS examination will be administered at the conclusion of the ADED conference. info: ADED.net

* * * * S E P T E M B E R  2 0 1 1  * * * *

* * * * N O V E M B E R  2 0 1 1  * * * *
November 18-20, 2011 San Jose, CA Abilities Expo info: www.abilitiesexpo.com

November 18-22, 2011 Boston, MA Annual Scientific Meeting The Gerontological Society of America. The conference includes a Transportation Special Interest Group info: www.geron.org/annual-meeting

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* * * * J U L Y  2 0 1 2  * * * *

To have your event information included in the Mark Your Calendar section, please provide the information to:
Beth Anderson Gibson, OTR/L, CDRS bgibson@freedomandmobility.com 678-428-3137

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sales@crescentindustries.com

State-of-the-Art Adaptive Vehicle Control Products

VoiceScan—Activate a switch and a voice announces your functions such as wipers, horn, lights, etc. When you hear the desired function, activate again to select.

Command 16—A 16 switch lighted Electronic Console to control the secondary functions of your vehicle such as lights, ignition, windows, heater fan, wipers, and other accessory controls.

Remote Controls—Remote controls for all wheelchair lifts including Ricon, Crow River, Braun, Mobil-Tech, I,M,S, and others. They can be purchased with magnetic entry and dash controls

Magnetic Entries—available for all lifts.

Crescent Industries has been manufacturing reliable vehicle control products for many years from complete systems to an individual relay pack to help with the small jobs.

At Crescent, we never lose sight of our mission . . . to help others.

We believe in handing a person the key to unlock the door of dependency and to enter the world of independence.

We have a Can Do attitude!
ADAPTIVE DRIVING PROGRAM CELEBRATES SILVER ANNIVERSARY

TWENTY-FIVE YEARS OF SPECIALIZED SERVICE

Adaptive Driving Program is celebrating twenty-five years of serving the driving needs of people with disabilities and special needs. During the company’s history, it has come to include individuals who have any type of situation, which may affect their ability to drive.

Mark Whitehouse, CDRS, CDI, started the program with one 1986 Crown Victoria. A short time later, Tricia Whitehouse, CDRS, CDI, joined Mark as a driving instructor and then as his wife. We now have a fleet of three Crown Victorias, three Mercury Grand Marquis and one lonely Honda Civic. The program has had three highly adapted vans during its history. The majority of our staff are Certified Driver Rehabilitation Specialists and all are Certified Driving Instructors. We are uniquely qualified to help people with physical or learning differences to learn to drive, continue to drive, or decide if it is time for them to retire from driving.

Mark was recently selected to be on the NMEDA Hall of Fame committee. He was honored to be asked to join by John Quandt, the committee chair, former NMEDA President and long time friend. Mark entered the field of Driver Rehabilitation in the mid-1970’s and worked for two driving schools before striking out on his own. His former employers could not understand Mark’s vision for what the mission could become.

Adapting our teaching to each individual’s learning style is a key factor in our success. Being involved with and belonging to ADED is a great benefit to Adaptive Driving Program. Mark and Tricia have both held board positions in the past. We have enjoyed many long-term friendships with both ADED and NMEDA members. We have attended every ADED annual conference but one since 1987 and hosted the 1992 annual conference in Cambridge, MA.

Adaptive Driving Program, Inc.
250 Milton Street, #LL002
Dedham, MA 02026-2928
Phone: 781-329-6656

ALLISON LEADING STATEWIDE ORGANIZATION

Dan Allison OTR, CDRS of Mississippi State’s T.K. Martin Center for Technology and Disability was elected by members of the Mississippi Occupational Therapy Association to serve a two-year term as president. His term began April 1.

Among his goals as president of MSOTA, Allison will work to increase the organization’s membership, raise awareness among policymakers of the importance of occupational therapy, and advocate for people with occupational therapy needs.

The Indiana native has worked as an occupational therapist at the T.K. Martin Center since 2007. Allison specializes in driver rehabilitation, vehicle modification and wheelchair assessment. He has certifications as an ergonomic skilled practitioner, assistive technology professional and certified driver rehabilitation specialist. Congratulations Dan.

BRUNO SELLS ITS POWER TILT CAP (A.K.A. POW’R TOPPER™)

TO CLOCK CONVERSIONS OF GRAND RAPIDS, MI

OCONOMOWOC, WI – Bruno Independent Livings Aids—announced that it has sold its power tilt cap product line to Clock Conversions of Grand Rapids, MI. Bruno’s trademarked name for the product – Pow’r Topper™ – was not part of the transaction. This name is being retired.

Under terms of the agreement, Clock acquired all existing inventory, names of key suppliers, Bruno demo equipment stands, manufacturing and assembly fixtures, and engineering and application drawings. In announcing the sale, Bruno Automotive Product Manager, Andrew Bayer stated, “We are happy that this product could continue to be available, as a solution to protect the mobility device in pickup truck applications.” He further said, “Bruno is continuing to streamline our product mix to focus on our core product offerings. We decided to work with Clock as they are a respected ‘van converter’ in the mobility industry and have the ability to provide power tilt cap dealers installations.

Did you know that the rearview mirror was born as an automotive feature in the first Indy 500 race? 100 years ago, all racecars had two people in the cockpit; the driver and a “spotter” to watch other cars close to the racer. All racecars that is, except the Marmon Wasp driven by Ray Harroun. Harroun decided to install a 3”x8” mirror on his car’s hood and forego the extra weight of a spotter. Good thinking because Harroun won the race and thus the rearview mirror was born (and the spotter killed).

Automotive News, May 2011

According to a source at Clock, they anticipate to be up and running by mid-June. Any dealers interested in marketing the Clock device are encouraged to contact Brandon Cavagnaro at 800-732-5625 Ext. 309. His e-mail address is bsc@clockconversions.com. Bruno will continue to handle all warranty support for Pow’r Toppers it sold. Clock will offer full factory installations for any dealers who wish to avail themselves of this service.

PERMobil’S NEW FACILITY WINS INDUSTRIAL DEVELOPMENT AWARD

Permobil’s newly built North American headquarters in Lebanon, Tenn., has another admirer: the Commercial Real Estate Development Association (NAIOP). The NAIOP’s Nashville chapter honored Permobil’s facility as its Industrial Development of the Year award winner. Manous Design, based in Lebanon, provided the planning, architecture, interior design and engineering on the headquarters, which comprises 80,000 square feet of manufacturing space and nearly 40,000 square feet of office space. Permobil employees moved into the new facility late last year.

Darin Lowery, VP of operations for Permobil, said in a news announcement, “We are excited to receive the Industrial Development of the Year award from NAIOP. Much thought and planning went into the development of our new building with Mike Manous and Frierson construction to create an efficient building with green features that create a functional, yet very comfortable work environment.”

In addition to enabling Permobil to adopt a flow-line production process due to the much larger space, the facility was created to be environmentally friendly, with dozens of skylights, bamboo flooring, a rain garden and a solar array that can offset the manufacturer’s power consumption by up to 30 percent.

Laurie Watanabe
B&D reliability has never looked this good!

Seat bases and covers are available in both gray and tan

www.bdindependence.com
vmi northstar combining functionality and style.

With over 18 years in production, the VMI Northstar Ramp offers wheelchair users and their families these unique features:

- There is no ramp to take up space in the minivan, allowing for more interior wheelchair maneuverability
- Full use of the front passenger seat
- Less wear on the ramp system – only use when needed
- In-floor ramp design reduces debris intake into the van
- Easy to use one-touch remote
- Start and stop the ramp at anytime
- Ability to deploy the ramp onto any curb less than 10"
- SURE DEPLOY™ allows for easy exit in case of power failure

Out Of Sight, Out Of Mind
The VMI Northstar ramp retracts completely under the floor of the van. This allows unobstructed access to the passenger compartment.

Durable Interior
To help keep your minivan floors looking clean and new, the Durafloor is available on all VMI wheelchair vans. It has the attractive look of carpet, but is durable, washable and easy to clean.

For a demonstration of the Northstar system, contact your authorized VMI dealer today!

800-348-VANS  •  vantagemobility.com
2011 ADED MEMBERSHIP APPLICATION
Membership period runs January 1 – December 31, 2011

Please provide contact information in the space provided:

Name: __________________________ Telephone Number: __________________________
Company: __________________________ Fax Number: __________________________
Mailing Address: __________________________ Website Address: __________________________
E-Mail Address: __________________________

Please indicate your membership level below:

<table>
<thead>
<tr>
<th>Membership Level</th>
<th>Rate to be paid</th>
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</thead>
<tbody>
<tr>
<td>Individual Member</td>
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</tr>
<tr>
<td>Individual RENEWING Member</td>
<td>Rate=$120.00</td>
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<tr>
<td>Individual NEW Member</td>
<td>Rate=$145.00</td>
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<tr>
<td>Facility Member</td>
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<tr>
<td>Facility Member - LEVEL 1* (1-3 Individuals)</td>
<td>Rate=$240.00</td>
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<td>Facility Member - LEVEL 2* (4-6 Individuals)</td>
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<td>Facility Member -LEVEL 3* (7-10 Individuals)</td>
<td>Rate=$960.00</td>
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<tr>
<td>New membership</td>
<td>Renewing membership</td>
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Facility* $ ______

Mobility Equipment Dealer*

*PLEASE COMPLETE MEMBERSHIP INFORMATION SHEET ATTACHED

Initial Location $ 275, PLUS Additional Location(s)* # ________ x $50 = $_____

*PLEASE COMPLETE ADDITIONAL LOCATION SHEET ATTACHED

Corporate $ ______

*ATTN: Facility and Mobility Equipment Dealer Members: PLEASE COMPLETE ATTACHED

PLEASE RETURN THIS APPLICATION WITH PAYMENT IN US CURRENCY FOR PROPER PROCESSING.
REMIT TO: ADED 2425 N. Center St. #369 Hickory N.C. 28601

If you would like to pay by credit card, complete the following information and fax to 828-855-1672 or mail to address above.

VISA Account #: __________________________

MASTERCARD Expiration Date: month: ________ /year: __________

DISCOVER Card Holder’s Name: __________________________

Zip Code of Billing Address: __________________________

Card Holder’s Signature: __________________________
### ADED, Inc.
#### Profit & Loss
January through December 2010

#### Ordinary Income/Expense

<table>
<thead>
<tr>
<th>Income</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Certification</td>
<td>27,934.90</td>
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<tr>
<td>Chapter Meetings</td>
<td>6,242.72</td>
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<tr>
<td>Conference</td>
<td>176,558.41</td>
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<td>Contributions/Donations</td>
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<td>Courses</td>
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<td>Interest</td>
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<td>Membership Dues</td>
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<td>Newsletter Advertising</td>
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<td>Other Income</td>
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<table>
<thead>
<tr>
<th>Expense</th>
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<tr>
<td>ADED Educational Courses</td>
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<td>Annual Conference</td>
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<td>Awards &amp; Gifts</td>
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<td>Bad Debts</td>
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<td>Certification Expense</td>
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<td>Chapters</td>
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<td>NMEDA Conference workshops</td>
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<td>Operating ( )</td>
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<td>Taxes</td>
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<td>Travel and Meetings</td>
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<td>Wages</td>
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<td><strong>Total Expense</strong></td>
<td><strong>328,485.90</strong></td>
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**Net Ordinary Income** 89,368.22

**Other Income/Expense**

<table>
<thead>
<tr>
<th>Other Income</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Gain or Loss of Assets</td>
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<tr>
<td><strong>Total Other Income</strong></td>
<td><strong>-312.00</strong></td>
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**Net Other Income** -312.00

**Net Income** 89,056.22

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Full profit and loss statement is available upon written request to Treasurer, Carol Blackburn.
The Carospeed Menox Hand Control is specifically designed to give physically limited drivers the benefit of control and ease when driving a vehicle. Driving becomes an easy and enjoyable experience with Carospeed Menox.

Common reasons for choosing Autoadapt Menox Hand Controls
- Floor mounted push pull with more adjustability.
- "brakelatch" enables use of right hand.
- aesthetically designed to match vehicle style.
- not an obstruction when moving in and out of vehicle.
- transferable into future vehicle.
- multi-function option for secondary controls

Scott System Driving Controls

The CP05 Palm Control steering knob is equipped with 3 rocker switches to provide six switches in total. Each switch is designed and programmed to operate specific secondary controls. The switches provide primary and residual operations. The primary operation is achieved by a smooth touch of the button. The residual operation is achieved by holding the button ON for about one second.

We Serve You To Serve Your Client

The Scott Driving System has been developed over the last 40 years and is a complete system which permits the physically challenged to safely perform all driving tasks without assistance, including entering and leaving the vehicle. The system provides for safe extended mobility for the driver who must remain in his or her wheelchair while driving. The system has been successful in a variety of disabilities. Patients with post polio, multiple sclerosis, muscular dystrophy, spinal muscular atrophy and spinal cord injury up to C4/C5 are successfully driving on a daily basis.
ADAPTIVE MOBILITY IS ABOUT TO CHANGE FOREVER.

AVAILABLE SOON.

www.radocksystems.com
toll free 1.866.4RADOCK