WELCOME TO MICHIGAN
the
WATER WONDERLAND
Looking forward to seeing YOU at the
13th ANNUAL CONFERENCE
NEW DIRECTIONS IN DRIVER REHABILITATION

IF YOU HAVE NOT RECEIVED YOUR CONFERENCE BROCHURE, CONTACT:
Mary Free Bed Hospital
Driver Rehabilitation Program  616-242-0343

FROM THE PRESIDENT
As current President of the Association of Driver Educators for the Disabled and form Certification Committee Chairperson, the question most often asked of me is "What background do you need to be a driver evaluator?"

"Well...(which is usually my initial reply, then I continue), you need to be able to read and interpret case medical information, understand diagnosis and medications. So, I guess being a physician would be acceptable. Although, I don't see any physicians willing to give a physician's salary to take on the role of a driver evaluator."

"Since all driving tasks begin with intake through the eyes, perhaps an ophthalmologist would be better. But again, I don't see any eye doctors trying to push any of us out of jobs."

"Wait, I know...a therapist. You know, an occupational therapist (OT) or a physical therapist (contd p3)
EDITORIAL STAFF

EDITOR
Carmella M. Strano, OTR/L
Moss Rehabilitation Hospital
9892 Bustleton Avenue
Philadelphia, Pa. 19115
215-673-6559

Review Board
Peggy Reed, OTR
Mary Free Bed Hospital
Grand Rapids, Michigan

Ileana McCaigue, OTR/L
Total OT Services
Tucker, Ga.

Articles to be considered for publication should be submitted to the Editor. Format: Typed double space on plain white paper. Principal author's address and daytime phone number must be included.

This Newsletter is the official publication of the Association of Driver Educators for the Disabled. It is published and distributed four times a year to all ADED members.

1989 DIRECTORY OF OFFICERS

President
Kathie J. Regan
Office of Vocational Rehabilitation
3080 Harrodsburg Rd.; Suite 101
Lexington, KY 40503
(606) 224-1272

President-Elect
Cynthia Claus
Phoenix Baptist Hospital
6025 N. 20th Avenue
Phoenix, AR 85015
(602) 246-5766

Secretary
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P.O. Box 16406
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(616) 242-0343

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The recognized world leaders in traffic safety training systems.
(PT)...definitely a therapist. You need to know about all that range of motion stuff, as well as that perceptual and cognitive jumbo."

"However, if you don't know anything about driving skills and you can't teach the individuals you're evaluating to make right and left turns, it's of no use to even start the evaluation. So, driver educator is the necessary background."

"But, you know a lot of the individuals we work with have to have adaptive driving equipment. So, you have to be able to design, build, and modify vehicles. Therefore, an engineer or mechanic is the field to come from to be a driver evaluator."

"Oh, I forgot. You know if you go to all the trouble of finding out if an individual can drive, write up the vehicle modification prescription, and then find out you can't get the modification paid for, what good have you accomplished. So, you should come from a vocational rehabilitation background so that you have influence over the purse strings."

"Gosh, what if you were wrong in your assessment or made an incorrect recommendation? Maybe the vehicle modification you prescribed didn't work and there was an accident? So, maybe to be a driver evaluator, we all should have an attorney's background. You know driver evaluators have to know all that liability junk."

"No, No, No, forget everything I said. The absolute best background is a fortune teller. After all, a fortune teller sees and knows all about the past, present, and future."

"How about the background of a PERSON, one that is dedicated, compassionate, creative, a believer, a listener, resourceful, and willing to put in long, hard hours?"

I'm not sure we SHOULD ever say a driver evaluator/educator MUST come from a particular BACKGROUND. The field of driver evaluation/education is still in its infant stages and has room for all.

This is the beauty of ADED. The opportunity for each of us, as members, to interchange our questions and ideas through a network of professionals worldwide. ADED allows each of us, by just a phone call to another member, to become a physician, therapist, driver educator, vocational rehabilitation resource, vendor, attorney, and yes, when necessary, even a fortune teller.

For all of us older ADED members that have attended annual conferences in the past, this is one of the most exciting times of the year. It's time to go to Grand Rapids, MI and get our shot of adrenalin...our energy boost for the year!

So, if you do not have your conference registration, call Dave Harden at (313) 425-8911 to have one sent to you. Don't miss the opportunity to attend one of three workshops, the symposium, the concurrent conference sessions, and the extensive vendor-exhibit area.

I'm excited and looking forward to meeting new members, as well as re-establishing contacts with the old members.

See "you all" in Grand Rapids!

Kathie J. Regan
1989 ADED President
NOTEWORTHY

The driver eval/training program at Tampa General Rehab Center has gone from a part-time to a full-time program in the capable hands of Donna Phillips.

Iris Driver from Mesa Public Schools in Arizona has been busy furthering her education in England no less. She attended the University of Nottingham to participate in advanced course work in Comparative Education and a 3 day driving instructors course at Banstead Place Mobility Centre.

Isabelle Gelinas of Constance Lethbridge Rehab Center has presented two courses on Driving for the Disabled to employees of the Motor Vehicle Bureau in Montreal.

Belinda Morris, OTR/L has replaced Martha laub as Adapted Driving Program Coordinator at Woodrow Wilson Rehab Center in Fisherville, VA. Welcome Aboard!

Judi Hambelburg, Pt from Advanced Therapeutic Care developed a training video for the City of Miami Police Department entitled "Traffic Stops and the Disabled Driver."

Things are jumping at The Capital Rehab Hospital in Tallahassee Florida which recently began a Driver evaluation program. Mic Dottorelli of that program was also promoted to Senior O.T. Congratulations Mic!

And Dana Hutcherson MS, OTR was promoted in March of 1989 to Coordinator of the Driving Program at Johnstown-Willis Hospital. Congratulations to you too Dana!

POSITIONS AVAILABLE

A free standing rehab hospital in the Southeast is eager to hire an enthusiastic occupational therapist to develop a driving program for the disabled. Excellent salary and benefits. For more information on this position and others contact:

Professional Staffing, Inc.
P.O. Box 8775
Metairie, LA 70011
Kathy O'Connell
Health Care Consultant
504-837-8722 (collect)

CALL FOR PAPERS

California State University, Northridge (CSUN) Office of Disabled Student Services has issued a Call for Papers and Invitation to Exhibit for its Fifth Annual Conference entitled Technology and Persons with Disabilities. Conference to be held March 21-24, 1990 at the Los Angeles Airport Marriott Hotel.

Papers are invited from the educational, adaptive technology, rehabilitation engineering and research fields. Papers covering all ages and all disabilities and encouraged.

For Further information, please contact:

Dr. Harry J. Murphy
Office of Disabled Student Services
CSUN
18111 Nordhoff Street
Northridge, Ca. 91330
818-885-2578
AN EXPLORATORY STUDY TO DETERMINE THE AVAILABILITY OF AUTOMOBILE INSURANCE FOR THE PHYSICALLY DISABLED DRIVER

Purpose of the Study

The purpose of this study was to determine if automobile insurance was available to the physically disabled driver, and if it is, to what extent.

Significance of the Study

The results of this study may assist disabled drivers, driver education specialists, insurance companies, state driver licensing agencies and other state government officials in determining the restrictions and availability of automobile insurance to the disabled. Furthermore, the study may provide automobile insurance information to public and private organizations that work directly with the disabled on a regular basis. This would include such groups as the Veterans Administration, rehabilitation centers, hospitals, senior citizens organizations, and the American Automobile Association.

It must be kept in mind that the results of this study are quite general and apply only to the companies that participated. Broad conclusions regarding the automobile insurance industry cannot be made. However, the results may serve as guidelines for inquiring about and selecting an automobile insurance company.

Data Collection

A mailed questionnaire was sent to the top twenty automobile insurance companies in the nation. The questionnaire contained six questions that were directly related to the purpose of the study.

Useability of the instrument was attained by asking seven independent automobile insurance agents to review the instrument. These analyses were not from companies that were included in the research.

Sixteen of the original companies that were surveyed returned data. An additional four companies were also contacted and agreed to participate. Therefore, 80% of the original companies returned data and the remaining 20% was attained from alternate companies. A total of twenty companies was needed to complete the research. Sixty percent of the companies said they were nationwide, thirty percent were in the midwest, and the remaining ten percent were on the west coast.

A valid driver license was a major factor for insuring the disabled driver in thirty percent of the surveys. Medical approval/special controls was used by fifty percent of the companies. Approximately forty percent of the companies indicated that the disability was important, and twenty percent were in a miscellaneous category for insuring the physically disabled driver.

Assignment of a client to a specific insurance plan was included by twenty percent of the companies and seventy-five percent said which particular plan they would use. Finally, ninety percent of the companies indicated that insurance premiums were comparable between the physically disabled and the non-disabled drivers.
Conclusions

Based upon those companies that participated in the research, the majority provide automobile insurance to the physically disabled driver. These companies reported that premiums are usually consistent with the non-disabled driver's premium rate. A minimum of the companies assign their clients to a particular insurance plan due to a disability. There is, however, a lack of consistency and clarity concerning the criteria used when determining if a disabled driver is insurable. Finally, a majority of the companies are represented nationwide.

Recommendations

The following recommendations are based upon the research.

1. Automobile insurers should clarify their position with all potential clients. The underwriting guidelines should be explained and premium rates should be discussed and understood.

2. Automobile insurers should work together and develop a more consistent set of insurability criteria for the physically disabled driver.

3. When buying automobile insurance the physically disabled driver should be honest and straightforward concerning physical limitations.

4. The physically disabled driver should "shop around" when seeking insurance so they will get the best coverage for their money.

5. If a person thinks they have been discriminated against, they should consult with the State Insurance Commission or other authority to present their case.

6. All states should formally pass legislation that strictly forbid discrimination for persons wanting to buy automobile insurance or publish laws that would include prohibition of discrimination of this type.

7. State Insurance Commission should make sure that potential clients of insurers are treated fairly and honestly.

Frederick M. Randolph, Ph.D
Western Illinois University

"Does this mean you're not going to pass me?"
SIDE CRASH PROTECTION

The National Highway Traffic Safety Administration is considering new requirements to reduce the risk of head and neck injuries in side crashes, to reduce the risk of ejection, and to address side impacts with fixed objects such as poles and trees.

A new dynamic test has been designed to include use of a full size two door vehicle and new instrumented test dummy. In part, the new test may require that the car door remain closed during impact to reduce the number of fatalities which occur in this manner.

The newly proposed test is still the subject of much controversy.

(Taken from Washington Report, Vol 96, No 11.)

EVENTS CALENDAR

Building Blocks for Developing a Driving Program
Date: Nov. 10-12, 1989

Date: Jan. 12-14, 1989
Location: Orlando, Fl.
Faculty: Susan Pierce, OTR
        Carol Blackburn, OTR
Contact: Adaptive Mobility Seminars
(407) 648-5263

CERTIFICATION COMMITTEE SEEKING NEW MEMBER

The Certification Committee is looking for someone to replace Leroy Rothschafer whose term will end January, 1990.

In order to be considered, you must have been an ADED member for three (3) years, have ADED Certification and have attended three (3) ADED conferences. Persons currently serving as an officer or as a member of the Board are not eligible.

This is an excellent opportunity for YOU to get involved in YOUR organization by serving on this important committee. The Executive Board will be voting on the acceptance of the new member in November, 1989.

Interested members may apply by calling:
Sue Pierce
407-649-6173
Pick Your Antihistamine Before You Drive

It is generally assumed that antihistamine $H_1$ receptor antagonists impair driving performance, although to their knowledge this "has never been formally evaluated with actual car driving tests", write Tim Betts, Diana Markham, Susan Debenham, Deborah Mortiboy and Theresa McKavitt (British Medical Journal 1984-288 281-282).

$H_1$ receptor antagonists have been introduced "which do not appear to be centrally active", and they compared the effects of one such agent, Terfenadine, with a centrally-active antihistamine (triprodilide) on driving performance. To allow comparison with a previous study, 12 experienced women drivers were selected. The trial was double blind on three consecutive Sundays, and they took both drugs and a matched placebo. The tasks involved a weaving test in and out of bollards and a gap acceptance test, in which they had to decide if the distance between bollards was wide enough for the car.

In the weaving tests the women drivers were significantly slower, struck more bollards, and made significantly more mistakes when on the centrally-acting triprodilide, and were "significantly more likely to strike the bollards in the gap acceptance test".

In addition, on the subjective visual analogue scale, triprodilide significantly impaired the subjective feeling of arousal and also the appreciation of mood. A second visual analogue scale showed that drivers on terfenadine felt significantly more fit to drive, and objective assessments of the driver confirmed the subjective appreciations. Drivers on triprodilide were not only significantly more depressed and sleepy, but also significantly more irritable than when taking terfenadine.

Prescribing doctors must realize that the driver's awareness of impairment "does not prevent a deterioration in driving skills", so advice to take care when drowsy "is not appropriate". Patients on antihistamines should either be advised to stop driving, or the doctor should consider a non-centrally acting antihistamine.

(Correspondence: Tim Betts, University Department of Psychiatry, Clinical Research Block, Queen Elizabeth Hospital, Birmingham B15 2TH, England.)

Buckle Up in Parks

The National Park Service has proposed establishment of a mandatory seat belt regulation for the National Park System. The regulation would require all front seat occupants of motor vehicles in a National Park to be belted.

AAA has been a strong supporter of mandatory seat belt use.
Ms. Carmella M. Strano
Moss Rehabilitation Hospital
Moss Plaza
9892 Bustleton Avenue
Philadelphia, Pa. 19115
What are YOU doing?

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

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

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

Brief Explanation: _______________________________________________________

_______________________________________________________________

Look for your entry under "NOTEWORTHY" column

NAME: ____________________________________________________________

ORGANIZATION: __________________________________________________

TELEPHONE #: ____________________________________________________