

CASE Newsletter

California Association for Safety Education Volume XIII, Number 1 - April 2003

51st Annual CASE Conference Ramada Resort & Conference Center Palm Springs

Friday, April 25, 2003, Noon to 6 p.m.
Saturday, April 26, 2003, 9 a.m to 5 p.m.

Join us for a teacher-oriented conference focusing on materials and methods as well as credentialing. Speakers will include CTA President Wayne Johnson and ADTSEA's Dr. Terry L. Kline.

CASE has reserved a large block of rooms at the beautiful Ramada Resort & Conference Center, 1800 East Palm Canyon Drive at Sunrise Way, Palm Springs. The hotel has an excellent conference facility and a beautiful garden courtyard complete with a 100,000-gallon pool and hot therapy pools. It is within walking distance of shopping centers, restaurants and nightclubs. Your courses are nearby.



Discount Registration Extended to April 15!

Ramada Resort Conference room rate is \$89.95 per night single or double occupancy. Participants are responsible for their own hotel reservations (request the special CASE Conference Rate). **Phone the hotel to see if rooms are still available.** Call Toll-Free for reservations 1-800-245-6907.

Conference Registration Fee: \$95. Non-CASE members must add an additional \$40 which includes a one-year CASE membership. (See Registration Form on page 8). Fee includes banquet style luncheon on Saturday plus informal social hour Friday with hors d'oeuvres/refreshments and raffle awards. **Mail your conference registration ASAP to guarantee the Saturday banquet meal.**

See page 4 of this newsletter for the conference program.

Update: DMV Proposed Regulations

By Jerry Gaines

CASE Governmental Affairs

Recent statements apparently sent via email to school districts from an organization called the "California Driver Education Association" warned of "emergency regulations" to be implemented by the DMV that would "take-over driver education." The message highlighted a working draft of driver education/driver training regulations being prepared for review by Ms. Kathy Kelly of the Department of Motor Vehicles. The email indicated that these regulations were to be put into effect shortly and would allegedly impact public high school driver education programs next semester.

Ms. Kathy Kelly, responding to inquiries from CASE representatives clarifies the draft regulation process currently underway. She states that the DMV is working on new regulations related to driver education/training as these courses relate to teen licensing. However, they are currently in the early draft stage only and do not immediately impact public high schools. Any changes that eventually are made (in respect to public high schools) relate to the procedure for ordering DMV forms for the 2003-2004 school year. They will not have any impact on how high schools staff and teach driver education as outlined in the state Education Code. The focus is on how DMV forms are processed between public high schools and DMV offices.

Recent chaptered legislation (AB 885 – Internet Classroom, and SB 2079— Regulations for driving schools and driving instructors) needs to be reviewed for any

(continued on page 2, column 1)

Update: DMV Proposed Regulations

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issues related to proposed DMV revisions. Also, the California Teachers Association is on record with DMV to be notified of any formal regulations that may be submitted for review in the coming weeks. If and when a DMV draft is completed, there will be adequate public notice given for a review period. The contact number for Ms. Kathy Kelly is (916) 657-5566.

Recipients of the email from the "California Driver Education Association" should be aware that the organization's website (cal-driver-ed-assn.org) is registered to Pacific High School, 8391 Auburn Blvd. in Citrus Heights. Pacific High School is a "home study distance learning program".

A quote from the Pacific High School website (www.pachighschool.com): *"Do you really want to spend an extra 30 hours in a classroom on nights or weekends or have to wait until your school finally offers Driver Ed? With our course, you can study at home at your own pace. You can complete the course as quickly as you can read the class materials and fill out the worksheets. Your parent or guardian can supervise you while you take the final test."*

CASE Corporate Members

Our Corporate Members are a vital asset to our organization. These companies show their support for traffic safety education by participating at our state conferences and providing financial assistance. We appreciate our special relationship and thank them for their outstanding support.

- American Honda Motor Co., Inc.
- California Casualty
- Doron Precision Systems, Inc
- Propulsion International, Inc.



CASE Calendar

April 25-26, 2003 - 51st Annual CASE Conference, Ramada Resort Hotel, Palm Springs. Online information available: www.casewebsite.org

July 27-31, 2003 - 47th ADTSEA Conference, Hilton Charlotte University Place, Charlotte, North Carolina. Online information: <http://adtsea.iup.edu/adtsea>

Alert to Retiring Teachers

If you are planning to retire this year, please let us know so we may honor you at the annual conference in Palm Springs. Contact Bill Lee, Retired Members Representative, at 29417 Enrose Ave., Rancho Palos Verdes, CA 90275; phone: (310) 831-6471.

Bill would also like to remind all retired and retiring members that they are especially invited to join our activities at the April 25-26 conference.

A young boy had just gotten his driving permit. He asked his father, who was a minister, if they could discuss his use of the car. His father said, "I'll make you a deal. You bring up your grades, study the Bible and get your hair cut, then we'll talk about it."

A month later the boy came back and again asked his father if they could discuss his use of the car. His father said, "Son, I'm real proud of you. You have brought your grades up, you've studied the Bible diligently, but you didn't get your hair cut!"

The young man waited a moment and replied, "You know dad, I've been thinking about that. You know Samson had long hair, Moses had long hair, Noah had long hair, and even Jesus had long hair."

His father replied, "Yes son, and they walked everywhere they went!"

MTEA News

CASE Newsletter

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President's Message

by John Knippel, CASE President

The adventure continues. The challenges never end; neither do the solutions nor the energy derived from their creation and successful conclusions. We were energized by our founders, the response the public, and the legislature to begin this adventure called driver education and training.

We rode the crest of the California wave of economic success like a surfer "hanging ten" until the wave crashed in the late 1980's. Those on the shore believed we had "wiped out". Indeed a few programs did drown in the early years. Most struggled to maintain balance in the froth of economic instability. Many now surf on the dwindling impulse of the wave.

Behind us another large wall of water is threatening to again "wipe out" any remaining programs. It is the kind of wave the greatest surfers only dream about. They are excited to "shoot the curl" of the North Shore knowing full well the dangers. We face such a challenge now.

The economic conditions created during the current governor's term both threaten and thrill us. The wind from the "curl" can propel us to a brighter future while the wall of water is crashing above, below, behind and to both sides of us. Come to the annual conference in Palm Springs this April and learn how to handle the latest surfing conditions. Help us show the nation the way to quality high school driver education. The tide is up !

Is That a Functional Airbag in Your Repaired Car?

The high cost of factory replacement airbags creates an opportunity for an unscrupulous repair shop to replace an airbag with a cheaper black market one but still charge for a new one. The thief and the repair shop split the proceeds, while the customer gets an airbag that might or might not be designed for the repaired vehicle.

There are worse cases than a stolen airbag—cases of airbags being refolded and repacked without an inflator or the modules being stuffed with shop rags or even trash. The California Highway Patrol has reported at least one death in a crash involving a car with a fake airbag. A nonfunctional bag made up of parts from several salvaged bags has been blamed in the death of a driver in Canada.

For protection when having a car repaired or buying a used car, check the airbag indicator light that comes on when the ignition is turned on. It should blink for a few seconds and then go out as the car's electronics test the system. If the light fails to come on or if it stays on, the airbag may be nonfunctional or fake. Take the car to a dealer to find out for sure.

IIHS Status Report, February 2003

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Program for the 51st Annual CASE Conference

Please note that this program is subject to change.

Friday, April 25, 2003

12:15 p.m. - 1:00 p.m. **No Zones**
Demo truck in the parking lot
 California Trucking Association

1:00 p.m. - 2:15 p.m. **Reducing Liability**
 Del Freeman
 Doron Precision Systems

2:15 p.m. - 3:15 p.m. **Update: The Role of the DMV
 in Education**
 Kathy Kelly
 Department of Motor Vehicles

3:15 p.m. - 4:00 p.m. **The Elliott Method to Combat
 Fatigue While Driving**
 Paul Elliott

Student-Taught Lessons
 Students from Bloomington H.S.

4:00 p.m. - 5:00 p.m. **What M.A.D.D. Can Do for You**
 Stephanie Trombello
 Mothers Against Drunk Driving

5:00 p.m. - 6:00 p.m. **Four Personality Types for
 Doing Group Work**
 Pat Hurley
 Cool Comedy

6:00 p.m. **Social Hour: BBQ by the Pool**
 Sponsored by General Motors

Saturday, April 26, 2003

7:00 a.m. - 8:00 a.m. **Breakfast**
 Sponsored by
 Glencoe-McGraw Hill

8:00 a.m. - 9:00 a.m. **Setting Up a S.L.A.M.
 Demonstration**
 San Bernardino County Fire
 Department

**Brain Research Findings that
 Help in the Classroom**
 David Googasian

9:00 a.m. - 10:00 a.m. **Bringing University Research
 into the High School**
 Terry Kline
 American Driver & Traffic
 Safety Education Association

10:00 a.m. - 11:00 a.m. **Organ Donor Program and the
 Driver's License**
 Gloria Bohrer
 One Legacy

Teacher Lesson Plan Swap

11:00 a.m. - 12:00 noon **Where is California Education
 Headed?**
 Wayne Johnson, President
 California Teachers Association

12:00 p.m. - 1:15 p.m. **Luncheon**
 Sponsored by State Farm
 Insurance

**The Ten Worst Intersections &
 Highways in the U.S.A.**

1:15 p.m. - 2:00 p.m. **Charles Butler**
 American Automobile
 Association

2:00 p.m. - 3:00 p.m. **Cecil Zaun Forum: What is the
 Future of Driver Education in
 California?**

3:00 p.m. - 4:00 p.m. **Changes in Technology that
 Change Your Teaching**
 Terry Kline
 American Driver & Traffic
 Safety Education Association

4:00 p.m. - 5:00 p.m. **Operation Lifesaver and Other
 Programs**
 Ron Garcia
 BNSF Railroad

6:00 p.m. **Dinner on Top of the Tram**
Optional: At least 25 people must
 sign-up at \$25 each

Driver Education & Training Credential Programs

Commission-approved courses are being offered for (1) teachers who are currently teaching Driver Education and Training on waivers, and (2) instructors or individuals applying for a credential to teach Driver Education and Training for the first time.

In order to be credentialed by the California Commission on Teacher Credentialing to teach Driver Education and Training, an instructor must take and pass a Commission-approved subject-related program (12 semester units) in Driver Education and Training.

Fresno County Office of Education/California State University Program

Courses are now being offered in Northern California as well as at the California State University Fresno campus. The Northern California site is at the Liberty Union High School District in Brentwood.

The program consists of five courses—*The Driving Privilege (2 units)*, *Sensory Input (3 units)*, *Risk Management & Traffic Strategies (3 units)*, *Driver Instruction Program Organization & Management (1 unit)*, and *Behind-the Wheel Laboratory (3 units)*.

For an application or for more information call Jackie Gunderson (559) 265-3031 or Diane Ladd (559) 265-3005 X3252 or Dr. Larry Wilder (559) 497-3796.

University of California, Riverside University Extension Program

The program consists of the following required courses (units listed are *quarter* units): Driver Choice and Responsibility (4 units), Safety and Risk Factors in Driver Education and Training (4 units), Driver Skills and Abilities (4 units), Pedagogical/Organizational Considerations in Driver Education and Training (2 units), and Behind-the-Wheel Competencies (4 units).

Courses are scheduled according to student need. A class must have six students for it to be offered.

For an application or for more information call Patricia Arebalo, (909) 787-4361, ext. 11654, or mail your request to Ms. Arebalo @ University Extension Center, Education, 1200 University Avenue, Riverside, CA 92507-4596.

Follow the Money

An indication of the low priority assigned to crash deaths and injuries is the way our U.S. tax dollars are doled out. In 2001 NHTSA got \$58 million for motor vehicle safety research, and the National Center for Injury Prevention and Control added another \$3.5 million. These are small sums compared with what's reserved for research to address other public health problems. The National Institute of Dental and Craniofacial Research, for example, netted \$289 million for research in 2001



SAFE DRIVERS ?

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If Only

(part one of a multi-part article)

by John Knippel
CASE President

If you only had one week (5 days, one hour each day) to teach, to influence, to help students become safe drivers, what would be your focus? This is the crucial question facing driver education today. Despite the flaws, despite the misinterpretation of the Dekalb Study, despite any financial crises or blessing in any state, the issue is always creating better drivers. Education is the crucible by which democracy is tried. Every area of education is under scrutiny for measurable results.



Traffic safety or driver education has been in the fire for decades. Our students are in every field of knowledge or skill. When we fail to make them better drivers, society loses doctors, singers, athletes, clerks, sales people, mothers, fathers, children, pastors, law enforcements officers, mechanics, and the list goes on.

This is a serious question. What would you teach if you only had the students for one school week? This is what actually happens to some students who check in to your class then check out one week later. How did you change their driving behavior that week? The driver education teacher is the one teacher everybody remembers. What will they take with them for the next 60 years?

Each student will literally hold the power over life and death in their hands and feet every day. You have but only five hours to help them. Some will become model citizens. Some will steal cars and evade the police in high speed pursuit chases. Some will fall asleep behind the wheel. Some will choose to drink and drive. What is it that you can teach to both criminal and law abiding citizen that will make all of us safer, less prone to collisions?

The answer will change the way you teach classroom driver education, the way you teach behind the wheel, the way you conduct parent night programs, the way you sell your program to the school board. The answer will save lives.

The answer encompasses the number one and number two causes of all crashes. The causes are vision and being in a hurry. We must teach beyond what to look for and we must teach the enormous influence that being in a hurry has on how we think. These two topics must be foremost. These two topics must pervade all other subtopics we are required to or we desire to teach. If we fail here, we are guaranteed to fail overall.

If a doctor told you to stay healthy but did not cure your disease, you would not only refuse to pay him, but you would also seek ways to get him removed from the list of certified doctors. You would call him a quack. If we fail to “teach” visual skills not

merely “preach” visual skills, we don’t deserve to be paid as a specialist, to have a “credential”.

In the beginning days of our field, the physical skills of shifting, steering and otherwise manipulating the vehicle were important. The traffic was less congested and life moved more slowly overall. Today the physical handling of the vehicle is less demanding in many ways. This also leads to wrong control techniques due to major changes in vehicle platforms. Today our life style is much faster. When was the last time you said your computer was too fast?

Changing driver behavior is where the traffic safety bullet train is headed and everyone needs to get on board. We all need more information and more ways to make sure our students receive and keep that training. Going to the annual state conferences and attending the new credentialing classes is where the journey starts. If you only had one week, it had better have been a life changing week. Sign up this week. Driver education is no longer business as usual. Don’t be left behind saying, “If only I had known..” Find out.

Visit the CASE Website:
www.casewebsite.org



- Updates on the 2003 CASE Palm Springs Conference, including registration forms that can be printed
- An archive of *CASE Newsletter* past issues downloadable in Adobe Acrobat pdf format
- *CASE Forum* message board. Ask or respond to questions about driver education/training and related safety topics—or exchange ideas with other traffic safety educators.
- Links to other traffic safety sites on the Internet
- Questions and answers about Driver Education in California

New Chrysler Group Program Helps Parents Safely Ease Their Teens Into Driving

Six out of ten parents say driving safety is a top concern when it comes to their teens—far outranking fears such as pregnancy, suicide, and drug and alcohol abuse according to a new survey commissioned by the Chrysler Group. Overwhelmingly, parents say they know their teen drivers engage in unsafe driving behavior. To help parents protect new teen drivers, Chrysler Group and leading national safety organizations are developing a research-based teen driving safety initiative called *Road Ready Teens*.

“The research behind the Road Ready Teens guidelines has been shown to reduce crash risk by nearly one-third,” said Dr. Dieter Zetsche, President and CEO, Chrysler Group. “Nine out of ten parents say they would put a home-based teen driving safety program into practice. Road Ready Teens will make parents aware of the nature of the risks and give them the knowledge and tools to better protect their families.”

Joining Chrysler Group in *Road Ready Teens* are the National Safety Council (NSC) and Mothers Against Drunk Driving (MADD). The National Highway Traffic Safety Administration (NHTSA) is providing technical support and lending its expertise for research and material development. The National Transportation Safety Board (NTSB) also is providing technical support.

The cornerstone of *Road Ready Teens* is research-based guidelines recommended by the Insurance Institute for Highway Safety. Data from states such as North Carolina, Michigan and Kentucky show that after implementing many of the guidelines embodied in *Road Ready Teens*, teen crash rates for 16-year-old drivers can be reduced by nearly one-third, thereby protecting kids from injuries, saving lives, and holding down insurance costs.

As a key component of *Road Ready Teens*, Chrysler Group is sponsoring MADD's new multi-media show on underage drinking prevention and driving safety that will visit more than 2,000 high schools and reach more than two million teenagers in the first year alone. *Road Ready Teens* also will include national distribution of a comprehensive *Parent's Guide to Road Ready Teens*. MADD will disseminate the *Parent's Guide* through its 600 local affiliates nationwide as well as through MADD's partnerships with schools and various traffic safety groups. The *Parent's Guide* also will be distributed through Chrysler, Jeep®, and Dodge dealers.

Road Ready Teens also will include a Web-based video game called the *Road Ready Teens Road Test* that will challenge teens' driving skills and provide online competition with other teens via www.roadreadyteens.org. The game will be available later this year. In the first year alone, Road Ready Teens' direct outreach is expected to reach more than 1.5 million parents and teens.

The Chrysler Group survey found that more than two-thirds of parents know their inexperienced teenage driver drives with multiple teen passengers, and drives late at night. NHTSA data show that 63 percent of the teen deaths in 2001 happened with multiple teen passengers in the vehicle, and more than half of teen crashes occur at night, even though the vast majority of teen driving occurs during

daylight hours. Also, the data show that teenagers ages 16 to 19 are four times more likely than older drivers to be involved in a crash and many of these crashes occur on weekends. Nearly 5,000 teenagers ages 16 to 19 are killed and another 300,000 are injured each year in traffic crashes — far eclipsing any other cause of death.

Many of the recommendations that underpin *Road Ready Teens* have been applied to graduated driver's licensing (GDL) laws enacted in most states. However, no state law includes the entire slate of guidelines. Last November, the NTSB issued a recommendation asking all states to enact strict GDL provisions.

Last month, the National Safety Council issued the most authoritative review of graduated driving research ever done. “Many states have enacted graduated driver's licensing laws to help teens gain experience and maturity behind the wheel,” said Chuck Hurley, Vice President, Transportation Safety Group, NSC. “By themselves, however, laws are not enough. To work, the laws need the involvement and support of parents. *Road Ready Teens* will help parents voluntarily adopt the elements of graduated driving in their families.”

There are three basic levels in the *Road Ready Teens* recommendations: the Learner's Permit level, the New Driver level and the Full Driver level. During the Learner's Permit level, parents are encouraged to make sure a teen driver completes a certified driver's education course and an additional 30 to 50 hours of supervised driving over those required by a driver's education course before getting a license.

During the New Driver level, which begins after the Learner's Permit level and lasts at least six months but is encouraged to last until the new driver is 18, it is recommended that parents do the following: limit unsupervised driving after 9 or 10 p.m. (exempt activities such as traveling to and from work) and limit the number of teenage passengers a teen can drive with to no more than one. Parents also should implement a zero tolerance policy for alcohol and drug use and insist that teens and their passengers always wear seat belts.

If any of the *Road Ready Teens* guidelines are broken, *Road Ready Teens* recommends that parents extend the New Driver level before teens get unrestricted driving privileges in the Full Driver level.

Public Opinion Strategies of Alexandria, Va., conducted the research commissioned by Chrysler Group. The study included a national survey of 400 parents of teenagers and direct discussions with parents and teens.

Chrysler Group also will work with the National Safety Council to develop a public service campaign targeting parents and teens and support the NSC's development of a comprehensive family guide on graduated driving guidelines.

National Safety Council, March 6, 2003
<http://www.nsc.org/news/nr030603.htm>

CASE Conference Registration

----- REGISTRATION FORM -----

51st Annual CASE Conference

Mail check to: CASE Conference - Richard Mikulik, 25 Shelbourne Place, San Mateo, CA 94402

Name: _____ School District/Business _____

Address: _____ Work Phone () _____

City _____ State _____ Zip _____

Registration Fee Enclosed: \$ _____ (\$95 CASE members, \$135 non-members*)

School District Purchase Orders not accepted.

1 unit of university Professional Advancement Credit will be available for a fee payable at the Conference Registration Desk.

* \$135 fee includes one-year CASE membership