

# CASE Newsletter

California Association for Safety Education Volume XIV, Number 4 - Oct. 2004

## CASE President ADTSEA Teacher of the Year

By Jerry Gaines, CASE Past President

Competing with candidates from various regions of the country, CASE President John Knippel was selected to be the 2004 American Driver and Traffic Safety Education Teacher of the Year. John was required to submit a detailed portfolio, letters of recommendation, and present a 30-minute teaching lesson on a driver education topic. Each candidate met with a selection committee (made up of mostly former teachers of the year winners) at the ADTSEA national conference held recently in Portland, Oregon. After John was selected, he was asked to present his 30-minute teaching lesson on driver education at the general session so that those attending the ADTSEA conference could view his teaching skills. In the photo above, he is shown receiving his award from AAA representative William VanTassel.



John has an extensive teaching background with the Colton Unified School District. He received his teacher training in driver education from the late Dr. Richard Kaywood at California State University, Long Beach, and worked for years with longtime traffic safety advocate the late Tom Phelps. He is currently serving as president of CASE and has made several presentations at both ADTSEA and CASE conferences. John is also active in efforts to rebuild teacher training opportunities for driver education and driver training, teaching credential classes at the University of California at Riverside (Extension Program). He is also working with others at the Fresno County Office of Education where classes are being taught for candidates in the northern portion of the state.

CASE is fortunate to have John as a leader and as an advocate for promoting quality driver education and driver training both in California and in the nation. His peers recognize his contributions and look forward to many more years working with him in traffic safety education.

## President's Message

by John Knippel

Welcome back! After an inspiring Spring Conference, a well deserved vacation, a new roster of students, and a few weeks to get back into the swing of things, it is time to plan for the rest of the year. This is an election year. Let's work at getting out the vote. After traveling to several countries this summer, I value our American ideals even more. We have a precious heritage. Let's protect it by being involved.

Once the election is over, stay involved. Driver education is the class that has it all. We touch all fields of knowledge. We have all ranges of students. We should be on various committees. We have the potential to be the premier, showcase class on our campuses and in our districts. We should be more than *required*. We should be *desired* because we can showcase every educational technique there is. We have gifted, special needs, average, athletes, academicians, and students-at-risk. Some teachers only deal with one of these groups at a time. Some A.P. teachers never see at-risk students. We have large classes and short sessions. Still we manage to reach, teach, and redirect our students while we also help them learn a life skill.

Get involved in CASE this year also. We need your advice and your time. We have projects for the politically minded, the educationally minded, and those interested in student-oriented activities such as the Mazda Rev-it-Up program. Keep the Spring Conference dates on your calendar, and we will see you in Tahoe the last weekend in April. Help us to "Raise the Value of Driver Education".



## H.R. 3550 Update

In the June issue we reported on the progress of H.R. 3550. Section 4171 of this congressional bill:

• *Establishes a National Office of Driver Licensing and Education in the NHTSA in order to provide States with services for coordinating their motor vehicle driver training and licensing programs, and to develop and make available to the States a recommended comprehensive model for motor vehicle driver education and graduated licensing that incorporates the best practices in driver education and graduated licensing. Requires the Director of the Office to report to Congress on any progress made with respect to this section.*

• *Directs the Secretary to provide grants to States to support the improvement of State motor vehicle driver education programs and graduated licensing systems. Sets forth grant eligibility requirements.*

• *Directs the Secretary to provide grants to eligible recipients to carry out campaigns to increase public awareness of, and training on, authority and procedures under State law to provide for the donation of organs through a declaration recorded on a motor vehicle driver license. Requires the Secretary to carry out a study, and publish a report of the results, on whether the establishment and imposition of nationwide minimum standards of motor vehicle driver education would improve national highway traffic safety or the performance and legal compliance of novice drivers.*

**Bill Status:** In House Conference Committee

Progress of this bill may be tracked online at the Library of Congress Legislative Information Website:

<http://thomas.loc.gov>



## CASE Calendar

**April 29-30, 2005** - 53rd Annual CASE Conference, Horizon Hotel & Resort, Stateline, Lake Tahoe. See registration form on page 7 of this issue or visit [www.casewebsite.org](http://www.casewebsite.org)

**July 31-Aug. 4, 2005** - 49th ADTSEA Conference, Renaissance Ilikai Waikiki Hotel, Honolulu, Hawaii. ADTSEA: <http://adtsea.iup.edu/adtsea>

## Crash-Prone Occupations

According to *CNN/Money*, an insurance survey rates teens, medical doctors, lawyers, architects, and real estate agents as the five most crash-prone occupations. The data comes from Quality Planning Corporation, a San Francisco-based company that helps insurance companies rate driver risk.

The survey ranked 40 different occupations. The company looked at data collected by insurance companies on one million drivers over an 18-month period.

Fifteen percent of students listed in the data were involved in an accident. The figure for doctors was 11 percent. Just four percent of farmers, on the other hand, were involved in an accident.

The American Medical Association said that the long hours put in by doctors in the training phase of their careers may be a contributing cause resulting in fatigue. Lots of cell phone use, a common factor among doctors, lawyers, and real estate agents, may also contribute.

The company also looked at which occupations are most prone to speeding tickets. Again, students top the list. Teachers, on the other hand, rank 36th out of the 40 occupations surveyed.

[http://money.cnn.com/2003/10/30/pf/autos/bad\\_drivers/index.htm](http://money.cnn.com/2003/10/30/pf/autos/bad_drivers/index.htm)

## CASE Newsletter

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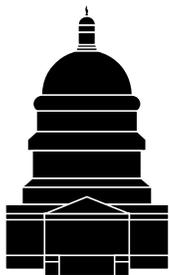
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## Governor Signs New Motor Vehicle Laws

**Bills related to motor vehicles that were signed by Gov. Schwarzenegger in September to take effect January 1, 2005:**

**Driving Under the Influence**—SB1694 (Torlakson)—Stiffer penalties for a person convicted of drunken driving within 10 years of a previous DUI conviction. Currently the cutoff is seven years.



**Hybrid/ULEV Vehicles May Use Diamond Lanes**—AB2628 (Pavley)—Allows single-occupant vehicles meeting the state's ultra-low emission vehicle (ULEV) standard and the federal inherently low emission vehicle (ILEV) standard to use HOV lanes if they were produced during the 2004 model year or earlier. Also allows single-occupant alternative fuel vehicles meeting the state's California's AT PZEV standard and achieving 45 miles per gallon (mpg) or greater fuel economy to use HOV lanes.



**Repeal of Smog Check "Rolling Exemption"**—AB2683 (Lieber)—All cars built after 1976 will have to pass a smog check and the "30-year rolling exemption" that applies to the Smog Check and Smog Check II programs is repealed. AB2683, by Assemblywoman Sally Lieber, D-Santa Clara.



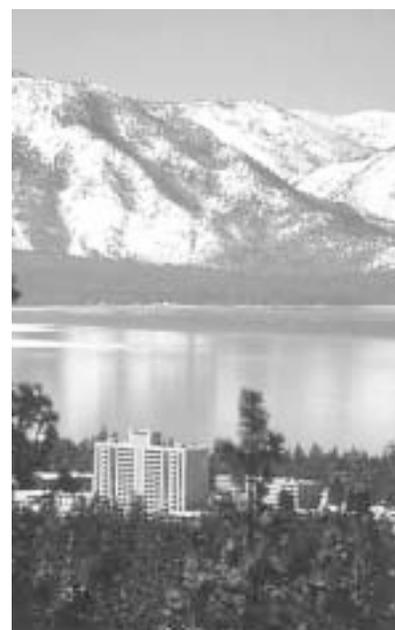
**Restrictions on Motorized Scooters**—AB1878 (Chan)—Cracks down on noise, pollution, and safety problems linked to gas and electric motorized scooters. Makes it illegal to modify the engine of a motorized scooter to increase noise and to ride them after dark or on freeways. Riders will be required to hold a California driver's license or



## Plan now to attend the 53rd Annual CASE Conference

April 29-30, 2005  
Horizon Hotel  
Lake Tahoe

Registration and hotel information may be found on page 7 of this newsletter.



instruction permit. Local governments will also have the ability to add additional limits on the scooters.

The full text of each of these bills may be viewed online at the California Legislative Information website:  
<http://www.leginfo.ca.gov/bilinfo.html>

### Jury Finds Driver Not Guilty in Alaska DVD Player Trial

In a closely-watched high-profile case that attracted a great deal of attention to the issue of DVD players in motor vehicles, an Alaska man accused of second-degree murder for watching a movie instead of the road has been found not guilty. Erwin J. Petterson Jr. was accused of causing the deaths of two occupants of a Jeep Grand Cherokee in October of 2002 when his pickup truck crossed the double yellow line along Alaska's Seward Highway.

Prosecutors accused the 29-year-old Petterson of watching a DVD player that was in his view while driving. Petterson denied using the player and contended that he was only listening to music from a compact disc. He testified he was not watching a movie and that his truck strayed into oncoming traffic when he reached for a soda.

In an August 10, 2004 jury verdict, Petterson was acquitted of all charges, including the lesser counts of manslaughter and criminally negligent homicide. The trial was believed to be the first of its kind involving a driver accused of being distracted by an in-dash DVD player.

Installed as recommended, DVD players and TV screens are either visible only from the backseats or will not work unless the vehicle is in park or the parking brake is on. Petterson bypassed the safety device when he installed the player in his truck.

### Deaths of Motorcyclists Go Up in Florida

The number of fatally injured cyclists went up almost 50 percent after Florida's mandatory helmet use law was weakened in 2000 (the law change exempts riders 21 and older with insurance coverage of \$10,000 or more). Using data from the federal Fatality Analysis Reporting System, researchers at the University of Arkansas examined fatality rates among motorcyclists before and after the change. The researchers estimated that 46 to 82 additional cyclists died in Florida the year after legislators changed the coverage.

*IHS Status Report, August 1, 2004*

# Historical Overview of Driver Education/Training in California Public Schools

by Cecil G. Zaun

*This article is Part 1 of a history of Driver Education/Training in California Public Schools compiled by the late Cecil G. Zaun, former Director of Safety and Driver Instruction, Los Angeles City Schools. Part 2 will be published in the next issue of the CASE Newsletter.*

*We first published this article in 1994. The CASE Board of Directors has requested that we reprint the Historical Overview to provide teachers new to traffic safety education with a perspective on how it evolved in California's public schools and how it came to be in its current state.*

For historical purposes the author has been asked to put into writing as much of the background of the Driver Education/Training program in California as he can recollect. There may be some discrepancies due to elapsed time. To do justice to the total program we must give credit to Dr. Herbert Stack of NYU Safety Center and Amos Neyhart of Pennsylvania State College for their efforts to start a "hands-on" Traffic Safety Education program in the 1930-1940 era.

General Motors Corporation, Pontiac Division, must be recognized for its willingness to provide free-loan cars to high schools for the Driver Training phase of the program. As of this date many dealers and manufacturers are still providing free-loan cars to high schools. Pontiacs were the first cars loaned to schools willing to offer a course consisting of 30 hours in the classroom and six hours behind-the-wheel.

Dr. Stack and Amos Neyhart were both on or near the East Coast, thus the program started in the east and gradually moved to the West Coast.

During the '30s and '40s, traffic accidents were on the increase in California as was true elsewhere. Mr. Cuba Morris, a California Highway Patrol Officer from Orange County, met with Earl W. Stanley, an Assemblyman from Newport Beach, and told him that something should be done to educate drivers before licensing. Cuba Morris cited statistics showing the high

number of teen drivers involved in injury and death-type accidents. At that time the National Safety Council was reporting that there were about 25 fatal vehicle accidents per 100 million miles driven. (As this is written the rate is under 3).

Assemblyman Stanley introduced a Bill, which became law in 1947, which permitted school districts to offer Driver Education to students prior to graduation.

This law immediately created a problem which many school districts overlooked! The law required schools to offer the



program to all if it offered it to any students. It was not a required program, thus very few schools became involved in 1947. Those that did offer the classroom phase and some in-car training soon dropped the entire program as they were in violation of the law. Districts just did not have the financial wherewithal to provide the program for all in the 10th grade where most of the 16 year old students were to be found.

During the 1947-48 period, Herbert Morey was the Supervisor of Health and Safety for the Los Angeles City Schools. Mr. Morey encouraged University High School (M. Crawshaw) and Van Nuys High School (Warren Epinette and Aloys Nicholson) to conduct experimental programs in 1948. Also, James Fox of Roosevelt High School in Compton ran a program.

With the help of Joe Havenner and Robert Cheney of the Public Safety Department of the Automobile Club of Southern California,

Pontiac sedans (General Motors Program) were loaned to the schools where the classroom program was taught. Mr. Morey left the supervisor's position to become a Vice-principal in 1948.

Soon, several other districts provided similar programs until Mr. Stanley realized he had created a monster that districts could not handle financially. He was successful in negating his original law, and very little Driver Education/Training was conducted in California until 1949.

On February 1, 1949, Cecil G. Zaun took over the position vacated by Herbert Morey. At 10:00 A.M. on that date while he was learning the name of his secretary, his new boss, Mr. Lawrence E. Houston, came into his office and told him that Superintendent Alexander J. Stoddard had just called with the information that he was to head up the new program of Driver Education/Training which Governor Pat Brown had just signed into law as urgency legislation!

This new law by Stanley required that the classroom phase of Driver Education was to be taught to all students at a given grade level. The grade level was to be determined by each district. Zaun asked Mr. Houston, "What in blazes is Driver Education?!" Houston's reply was, "That is for you to find out."

Having been on the job for all of two hours and fresh out of John Marshall High School, where he had been Coordinator of Health and Safety and Physical Education Department Chairman, this new assignment was certainly an unexpected one for Zaun.

A copy of the new law was quickly acquired. This version of Stanley's effort to get Driver Education into the curriculum was *really* a monster! The law required that all students in the grade level selected were to receive this program starting with the new semester (which had started at 8:00 A.M. on February 1, 1949)! This was two hours before Zaun was assigned to get the program into the forty six or forty seven high schools in the District.

*Continued on next page*

## ***Historical Overview***

*(continued from page 4)*

Fortunately, the law provided for an exemption if districts could not meet the start-up date. A quick call to the State Department of Education put the author in touch with Eugene Muschlitz, who had been given the responsibility to oversee this new program. Mr. Muschlitz explained that the exemption was for one semester; however, a district had to double its classes in the fall of 1949 to make sure that all 10th graders had completed the course by the end of the fall semester 1949-50.

A report was prepared for Mr. Houston to submit to the Superintendent who then informed the Board of Education that the classroom phase would begin in all high schools in September 1949. The Board gave its approval.

Many districts in the State followed suit as described herein while some of the smaller districts started the second week in February 1949. There was no Driver Training requirement in this new law. It was, however, permitted.

Between February and September 1949 teachers had to be assigned by local Principals. Schedules were modified and students assigned to classes to start in September.

The Automobile Club of Southern California (ACSC) contracted with the American Automobile Association (AAA) in Washington D.C. to send Amos Neyhart out to teach the teachers in a class at UCLA during the summer of 1949. Other districts sent their teachers, also.

Enthusiastic teachers met their classes in September 1949 and the classroom phase was off to a good start up and down the State. The behind-the-wheel phase was permitted but not required; thus very, very few districts offered Driver Training at this time.

In early October of 1949 the first National Conference on Driver Education was called by the National Commission on Safety Education of the National Education Association (NEA). The Conference was held at Jackson's Mill West Virginia and was co-sponsored by the Casualty and Surety Insurance Industry and the AAA.

Sixty to eighty persons were invited. The three who attended from California were Eugene Muschlitz of the State Department of Education (DOE), Cecil Zaun and "Bud" Lyons a consultant from the Santa Clara County Schools. Many insurance industry people attended as did several from the AAA affiliated clubs around the Country.

The Insurance Industry had been working for several years, using their men in the field and Dr. Stack's graduates, with schools in the east and mid-West. Their efforts to get the program in the public schools was proving to be a long and expensive process. Among Dr. Stack's graduates were Dr. Thomas Seals, Dr. Marland K. Strasser and several others whose names escape the author at this time.

The air was alive with the revolutionary concept of putting Driver Education/ Training in all of the high schools of the Nation! It had to be done said the industry people who saw injury and death statistics growing at an alarming rate.

Who will pay for such an expensive program asked the school people. The schools can pay for it just like they do any other course was the answer from those whose enthusiasm far exceeded their knowledge of school finance laws in the several states.

This started some heated discussions covering the schools' obligation to help solve some of societies' urgent problems. It became obvious that a well laid plan had been worked out whereby a vote would be taken and the final report would state that the school personnel present showed a willingness for the schools to accept this new challenge.

At this point the author, who was seated in the front row, got up and explained in determined words that such a program would never get off the ground unless there was special financing as an incentive to local boards of Education. It was at this point, too, that he realized that the East thought the West was far behind and still fought Indians with bows and arrows!

The vote was taken and, as was to be expected, it passed. The program was to be put in the public schools through the efforts of the NEA's National Commission on

Safety Education headed by Dr. Norman Key.

What do you tell your bosses and the Board of Education when you know there is no money for such a costly program and that the schools of the nation are being asked to pick up the tab?

Having the responsibility to report the outcome of this Conference to his superiors, and through them to the Los Angeles City Board of Education, Zaun used the 9 hour flight on a DC 4 four engine propeller driven airplane to prepare a draft of what ultimately became the Stanley Act of 1953.

Soon after his return to Los Angeles the author contacted the President of the California Secondary Schools Principals' Association with the information gathered at the Jackson's Mill Conference. The President asked him to accept the chairmanship of the Association's Health and Safety Committee and to select administrators, teachers and industry personnel who would volunteer to assist in the development of a legislative package to present to Assemblyman Earl W. Stanley for introduction during the 1951 Legislative session.

The old Fresno Hotel was chosen as a mid-State location agreeable to those from both the Northern and Southern parts of the State. During 1950 the Committee started with the original draft and debated the issues to be included in the final draft to be presented to Stanley. The wording and extent of needed law were presented to Stanley. However, the method of obtaining the necessary funds were left up to the Assemblyman.

Just prior to the introduction of the 1951 version Stanley called and asked that Zaun meet with him and other key Legislators in Sacramento. Politics became the order of the day as Mr. Stanley went around the table and collected "chips" from each Chairman of a committee that would handle the Bill. Assemblyman Stanley had done his home work and found that Colorado was using a Penalty Assessment on Moving Traffic violations to finance a program connected to highways.

*.....To be continued in our next issue*

## Record Safety Belt Usage Among Americans

A record 80 percent of Americans wear their safety belts while driving or riding in their vehicles, U.S. Secretary of Transportation Norman Y. Mineta announced in September. The Secretary said the number of Americans wearing their safety belts has increased dramatically over the past few years.



In the past four years, safety belt use has increased steadily from 71 percent in 2000 to 80 percent this year. The 80 percent safety belt usage will save 15,200 lives and \$50 billion in economic costs associated with traffic related crashes, injuries, and deaths every year, Mineta said.

The Secretary said the success was due in large part to states that have passed primary safety belt laws. Twenty-one states, the District of Columbia and Puerto Rico have primary safety belt laws that allow police officers to stop a motorist solely for not wearing a safety belt.

The Secretary chose to visit Washington for the announcement to tout its success, noting 94 percent of the state's citizens buckle up. Washington passed a primary seatbelt law in 2002 and experienced a 9 percent reduction in overall traffic fatalities since the law was passed, he said.

"It's no coincidence that because 8 out of 10 Americans are wearing their safety belts, we have also achieved the lowest traffic fatality rate on our Nation's highways since record-keeping began 29 years ago," Mineta said.

Today's traffic fatality rate is 1.48 fatalities per 100 million vehicle miles traveled, a dramatic reduction since 1975 when the rate was 3.35 fatalities per 100 million vehicle miles traveled.

*NHTSA Press Release, Sept. 16, 2004*

## Hawaiian Islands Cruise - 2005 ADTSEA Conference

A 7-day Hawaiian Islands cruise on the *Pride of Aloha* is being offered to ADTSEA members in conjunction with the 2005 ADTSEA Conference. Organized by members of the Illinois High School & College Driver Education Association, the cruise will depart Honolulu on July 24, 2005, visiting the islands of Kauai, Hilo, Kona, and Maui. It will return to Honolulu on July 31. Next year's ADTSEA Conference will be from July 31-August 3, 2005, in Honolulu.



For details, visit the IHSCDE website at <http://www.ihscodea.org> and click on the "Cruise Hawaii with us in 2005" link.

## Teacher Preparation Courses

Driver Education teacher preparation courses recently were completed in the San Jose and Riverside areas. Some class members obtained employment that included teaching Driver Education. Other class members taught the first Driver Education class to be offered at their school, and still others are planning traffic safety education programs for their communities. New classes are planned to begin in 2005.

For information contact Jackie Gunderson at the Fresno County Office of Education (559) 265-3031 or Michelle Sang at UC Riverside School of Extended Education (909) 787-4361 x11661. Even if you have a credential, this is good for salary scale advancement as the units are all graduate credit. You will also learn much in the way of valuable information and techniques.

## Study Finds Electronic Stability Control Benefits

Electronic Stability Control (ESC) systems appear to be effective in reducing the number of single-vehicle crashes, including rollovers, according to a preliminary study by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The technology has proved particularly effective for sport utility vehicles (SUVs), the study found.

In 2003, 7.4 percent of the light vehicle fleet was sold with some form of ESC. The systems can improve a vehicle's stability by electronically assisting drivers in dangerous situations. In most vehicles, the ESC system improves the vehicle's lateral stability and, at the same time, electronically combines the attributes of anti-lock brakes and traction control systems to help a driver avoid a potentially dangerous situation.

Among vehicles in the NHTSA study, ESC reduced single vehicle crashes in passenger cars by 35 percent when compared to the same models sold in prior years without the technology. The preliminary results were even more dramatic for the much smaller sample of SUVs in the study: Single vehicle crashes were reduced by 67 percent in models with ESC. Evaluating fatal crashes only, ESC was associated with a 30 percent reduction for passenger cars, 63 percent for SUVs.

"This technology appears to provide safety benefits by reducing the number of crashes due to driver error and loss of control because it has the potential to anticipate situations leading up to some crashes before they occur and automatically intervene to assist the driver..." according to the study.

NHTSA evaluated the technology by studying fatal and non-fatal crashes from 1997-2003. The study examined crash statistics only for vehicles equipped with ESC as standard equipment. Summaries of the study are available on the NHTSA web site at: <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/809790.html>

*NHTSA Press Release, Sept. 23, 2004*

# California Association for Safety Education

# 53rd Annual CASE Conference

## Horizon Hotel, Stateline, Lake Tahoe

Friday, April 29, 2005, Noon to 5 p.m.  
Saturday, April 30, 2005, 8 a.m to 4 p.m.

Join us in an environment that ranks among the most beautiful locations in the world to attend a conference—Lake Tahoe! Our conference theme this year is “*Elevating the Value of Driver Education.*” We are planning a stimulating and interesting program with presentations from top educators and experienced professionals in traffic safety education.

- The Horizon Hotel conference room rate is \$92 plus 10% room tax (single or double occupancy). Extra persons are \$10 additional. Participants are responsible for their own hotel reservations (request the special CASE Conference Rate). **Reservations must be made by April 1, 2005.** Call Toll-Free for reservations 1-800-322-7723.
- Conference Registration Fee: \$100 for CASE members or \$140 for non-CASE members. The \$140 fee includes a one-year CASE membership. Make checks payable to **CASE Conference** (Registration Form below). Fee includes banquet style luncheon on Saturday plus informal social hour Friday with hors d'oeuvres/refreshments and raffle awards. **Conference registration fee must be received by April 1 to receive the \$100 rate and to guarantee Saturday luncheon.** Registrations received after April 1 are \$140 for members and \$180 for non-members.

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

**Registration must be received no later than April 1, 2005**

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

Name: \_\_\_\_\_ School District/Business \_\_\_\_\_

Address: \_\_\_\_\_ Work Phone (     ) \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**Registration Fee Enclosed:** \$ \_\_\_\_\_ (\$100 CASE members, \$140 non-members\*)

School District Purchase Orders not accepted. Registrations received after April 1: (\$140 members/\$180 non-members).

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

\* \$140 fee for non-members includes one-year CASE membership

**Please help us increase our membership!**

Our Membership Committee is requesting that each member do his/her part to bring in new members. Please check with the driver education professionals at your school or district to see if they are members of CASE. If not, provide them with the membership application below and discuss the importance of belonging to their professional association.



*Make check payable to:*  
CASE  
25 Shelbourne Place  
San Mateo, CA 94402

**Membership Application** (please type or print)

Professional Memberships are **\$40.00**. New memberships are valid for one year from date of receipt.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

School: \_\_\_\_\_ District \_\_\_\_\_

County: \_\_\_\_\_

Phone: School or office ( ) \_\_\_\_\_ - \_\_\_\_\_ Evenings: ( ) \_\_\_\_\_ - \_\_\_\_\_

Referred by (optional): \_\_\_\_\_