

BMW Car Club of America



New York Chapter Inc.

# DRIVER SCHOOL

## R E P O R T

Spring 1994

Volume 1 Issue 1

A Newsletter created and published for Instructors of BMW CCA Speed Events

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# The Organizers



**BMW Car Club of America  
New York Chapter Inc.,  
Driver School Organizers,**  
P.O. Box 199 Islip, New York 11751.  
Tel: 516-797-2002 Fax: 212-564-9197

**Co-Chairmen** Juergen A. Klingenberg  
Stephen Musolino  
Mike Zarkowsky

**Tech Chief** Jeff Wallace

**Chief of Instructors** Gordon Healey

**Chief of Flagging** Mary-Faith Healey  
Steven Gaudreau

**Radio Coordinator** David Altfeld  
**Tech Assistant** Norman Orner

**Pit Control** Richard Sedlack  
Gary Pastore

#### Comments and Submissions

Send typed letters and photo prints to

Juergen A. Klingenberg,  
BMW CCA NY Chapter Inc.  
44 Leewater Avenue  
Massapequa, New York 11758  
or Fax to: 212-564-9197

#### Event Calendar Listings

Our Events Calendar listing is open for all Speed events, and related functions in the Northeast Region.

If you would like to have your organizations Event Listed, submit a typed sheet with the following information:

Club Name or Sponsor, Date of Event, Location of Event, Contact persons name and phone / fax numbers, Cost of Event and Participation Restrictions.

Send information to:

Juergen A. Klingenberg  
BMW CCA Driver School Report  
44 Leewater Avenue  
Massapequa, NY 11758  
or Fax to:  
212-564-9197

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# CALENDAR OF EVENTS

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## MAY

**Registration Closed**  
**Lime Rock Park**  
Patron Chapter BMW - Verne Frasier - 518-370-5227

## JUNE

June 18th & 19th- **Watkins Glen**  
Genesee Valley Chapter BMW - Jim Dresser - 716-442-5780

## AUGUST

August 15th-19th- **O-Fest**  
**Driver School at NHIS**  
Boston Chapter BMW - Bjorn Zetterlund - 508-481-2566

August 27th & 28th - **Bridgehampton Race Circuit**  
New York Chapter BMW Club - Club Hotline - 516-797-2002

## SEPTEMBER

September 16 - **Lime Rock Park**  
Patron Chapter BMW - Verne Frasier - 518-370-5227

## NOVEMBER

**Instructor Certification NOT YET!**  
**NOT GOING!**  
November 5th - **Bridgehampton Race Circuit**  
New York Chapter BMW Club - Club Hotline - 516-797-2002

November 5th - **Lime Rock Park**  
Patron Chapter BMW Club - Verne Frasier - 518-370-5227

November 5th & 6th - **Bridgehampton Race Circuit**  
New York Chapter BMW Club - Club Hotline - 516-797-2002  
- More Dates to be announced -

## BMW FACTS:

Did you know that BMW built nearly 400,000 BMW 2002 !  
Shown here is a 1972 Model.  
More and more of these beautiful machines are making it into the hands of people who really appreciate them for their technological advancement of their day.



BMW 2002

## April 9th & 10th 1994 Driver School Bridgehampton Race Circuit

### Q U E S T I O N S

Those Instructors who attended the April event saw the changes in rules of conduct and administration instituted to improve safety and discipline for all driving participants. For those of you who plan to be at the August and/or November schools we expect to keep evolving. Before talking about what new things are "just up the road" a few words in retrospect about the lessons learned in April.

The April Board meeting held after the school was mainly devoted to assessing and understanding the successes and failures that occurred. First the good news. Assigning one Instructor to each Student for the entire event appears to have been exceedingly well received by everyone and most important contributed to improving our performance in safety. In addition, we took the advice of Dave Redczus from the Badger Bimmer Chapter and "gated" some of the more difficult apexes. On Saturday, we hardly touched a yellow flag all day. The most uneventful day we can remember in terms of cars getting into unstable situations. Implementation of written evaluations of Students by their Instructors provided excellent feedback to the Board to assist us in keeping Students properly assigned. It also gave some insight on how the Instructors were performing with the Students. The lessons learned session conducted as the Sunday Drivers meeting showed some signs of success. We will attempt to plan and organize it better next time. We also believe that the "two spins and you're done for the day rule" helped set a proper attitude in the drivers who tend to push the envelope too far. All these procedures have been made permanent and will be included in an upcoming revision of the Drivers Manual.

Not all the news was good and the Board has firm resolve to fix our weaknesses and keep improving. Unfortunately on Sunday, a rollover occurred. It was raining, but regardless the accident is a reminder there are significant risks no matter how an event is run and we all must take heed of what happened and look for ways to minimize risk as low as reasonably possible. To that end, two changes have been incorporated and a few more are coming. First, there will be no walk on Instructors and no Sunday only Instructors. The administrative burden is too great and there is too much activity on the day of an event to continue to do things as we have in the past. Therefore, you must preregister and attend on Saturday. There will be no exceptions. It was observed that some participants did not respond when attendance was taken at the Saturday and Sunday Drivers Meetings. Since these meetings are now devoted almost entirely to safety, expect to see penalties to those who are not present.

So what is planned for the rest of the season? More changes, we promise. First, safety must continue to improve. Even though the rollover involved a novice, the majority of all the other incidents happened with more experienced drivers. In general the novice drivers experience less problems on the track. So why is that?

We believe there are significant gains to be made in the training and preparation of our Instructors. Training should be a lifelong part of the culture in our schools. Just because you are an Instructor does not mean you should not be a "student" part time to work on your teaching and driving skills. We are into the fourth year of keeping very detailed records on the incidents at speed. The data shows that the accident rates are as bad and in some cases probably worse with the most experienced drivers. There are many reasons why and some are complex, but we must look hard at our current methods and change the ones that are broken. We haven't come up with all the right solutions yet, but a number of logs in the fire are heating up such that a formal Instructor training program is about to happen. We need your help in this endeavor, because there is a wealth of talent in our merry band. Please write or call in your suggestions so that we

## Instructors!!!

Register Early for all Events  
No Late Registrations and absolutely NO Walk-ons  
All Instructors must pay \*REFUNDABLE deposit for each day registering. NO Exceptions!!!  
All Instructors must have a Helmet Communicator!

\* You must turn in your Student Evaluation Form at the end of your last day to receive your refund.

all can work together to start a new generation of methodology. The days of teaching Students by rote to connect three dots are over, but the new course has not come into sharp focus. It will soon. Please make your ideas known.

Steve Musolino

### About Late Registrations!

Many of you have heard us talk about the difficulty involved with our Driver Schools, and all the work involved to get these events together. All of the Board Members have responsibilities, that are vital for the success of any of our events, and if any of the links are broken, it could mean the difference between the failure and success of that event. There are also many variables that we can not control, such as the Weather or our instructors, and that causes us to have too many sleepless nights. We are always looking to make it safer for everyone, and this will be an ongoing process as conditions change.

Just days prior to the April Driver School, we still had Students and Instructors calling to register for the event, this created an outrageous burden on those who have to register those individuals, send or fax confirmations, assign students/ instructors, make out flagging assignments, print run schedules, etc etc. This takes a tremendous toll on our business and personal life, which is not really fair to us. In the past we have given a break to all those individuals who's Registration forms were stuck between other mail, found behind the Fridge or the Wife hid it in her underwear drawer, etc. etc. Have mercy on us!

And for those individuals who are to selfish and disregard this plea, the following:

If we decide to take your registration and check;  
It is a NON-REFUNDABLE deposit (Students will be required to pay an additional \$25.00 Administrative fee per day)  
You may be asked to perform additional duties such as Flagging, Pit-Out or Tower during the day.  
You are certain to have a full schedule for the day with up to 3 assigned students.

This is not really ment to be petty or a childish punishment, but rather a light work load is ment to be the reward for those who are able to register early, so that we may all have a more enjoyable and relaxing day at the track

### About Incomplete Registration Forms!

When sending in your registration form, please make sure that all the information that is asked for is provided. We must have completed forms to keep our records up-to-date. We will start sending incomplete forms back to you, which may cost you your spot in the event. Be sure to also clearly mark which day you are registering for. We thank you for your cooperation.

Juergen A. Klingenberg

# About Flagging

by Mary-Faith Healey

## FLAGGING LESSONS LEARNED

APRIL 9-10, 1994

On the whole, flagging went pretty well. This season we have added two additional stations for more complete track coverage and adopted the Track's numbering system to avoid confusion on the part of Track and ambulance personnel. New official size flags were purchased for two stations. They are larger and easier to see. Also, a "slippery" flag (red/yellow stripes) was purchased for each station. This flag will be used to warn of hazards such as oil or other fluids on track. The yellow flag will be used to signify no passing and to warn of other hazards off the track.

The first problem arose early - the actual station numbers for stations 9, 10, and 11 on the Track's official map were renumbered as 8, 9, and 10. This caused confusion for flaggers assigned to those stations and resulted in a slightly delayed start. A letter has been sent to the Track's management recommending that the old numbers, which match the turn numbers, be reassigned.

Most flaggers reported on time, but as usual, there were a few stragglers. Several students went out for rides with instructors during Black run groups sessions just prior to their flagging session. As a result, they didn't hear the announcements to report and were late. In the future they will be told not to go out with instructors when they are scheduled to flag in the next session, but you should also help by reminding students not to ride before their flagging change. Another student was requested to go get gas by an instructor and did not return in time to respond to the call for flaggers. We were unaware of his mission until he finally returned, but run group started late due to the delay in getting flaggers to their stations. Flaggers were instructed to notify Control of any improper passing or other dangerous behavior on the track. They did so, and this helped to identify problem drivers.

If possible, we will hire SCCA flaggers for the August event. This will eliminate flagger changes and increase track time and permit time for classroom instruction. However, flagging experience is useful for drivers to observe other drivers on the track at particular corners and to appreciate the meaning of flags. Instructors should point out flag stations and flags to students as they drive around the track so that students will develop this habit.

## Hot News you Should Know

\* The Metro New York Porsche Club has contacted us about possibilities of allowing our BMW Club Instructors and Students participate at their Bridgehampton Events.  
We will be announcing track dates and contact persons as soon as we receive them from PCA.

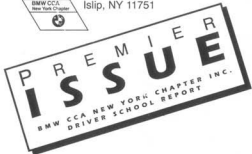
\* We are in the planning stages of a **Instructors Only day at Bridgehampton and Lime Rock** with the cooperation of Verne Frasier from the Pat' on Chapter. This will be day's at the track with classroom training by qualified individuals, and plenty of on track driving with possibly lead-follow or other instructors in cars with you, so that we can be certain that all instructors on the track are qualified to teach and perform safely. This may eventually be a required course for all instructors to attend in order to participate at New York Chapter and Patroon Chapter Events. Other chapter or tracks who are interested in implementing such programs into their events should contact Juergen A. Klingenberg or Steve Musolino with ideas and proposals.  
Instructors will be required to pay a fee for such events which will help offset the cost of track rental time and flagging personnel. If you have any comments or ideas that could help implement this program, please make your ideas known.

\* We will be using "Instructor Evaluation Forms" by students and Instructors to help weed out those instructors that make hazards of themselves on or off the track. The student evaluation forms used at our April event gave us great insight about how effective instructors are performing with the student. Please take these forms very serious, we really depend on the feedback we receive from

\* If you plan on participating at the August Driver School at Bridgehampton; Call the NY Chapter Hotline for your Registration Form and **Mail it Today!** We are accepting Registrations Now. With the new student assignments method, we will be limiting the number of instructors we will use. First come...!



BMW CCA NY Chapter Inc.  
P.O. Box 199  
Islip, NY 11751



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