

The introduction:

Driver Schools, as conducted by the Lone Star BMW CCA chapter, are organized instruction both on track and in classroom. The goals are to acquaint the driver with car dynamics, impart and hone good-driver skills and the importance of being alert to the traffic around him/her. Students are taught to understand and use car dynamics to be more able to anticipate everyday traffic, resulting in a greater opportunity to avoid problems and incidents that could lead to wrecks. The driver is given the opportunity to experience vehicle dynamics in exercises and in sessions on track, accompanied in the car by his/her instructor. The student-driver will be assigned a run-group with other drivers whose experience level is similar to his/hers, and to an instructor who will be in the car with the student in every on-track session. The exception to continuous in-car instruction may be offered to certain experienced students in white & yellow groups who have demonstrated their maturity and ability to practice the lessons learned with their instructor monitoring their progress from the trackside. In order to be *signed-off*, the in-car instructor, the student and the Chief Instructor must all agree that the student is ready. The instructor remains a coach for the student and follows his/her progress, returning to in-car instruction as needed or wanted. Sign offs are not the goal. Becoming a great driver is.

Each run group has a basic curriculum that outlines the skills set forth for the student to accomplish for that run group's goals. Students will progress, at their own rate, through the four run group levels. Be assured that students will not be pushed to go "faster" than they are comfortable with and may even be encouraged to slow down until you skills match the cars ability. This enables the students and instructors to insure that the lesson plan for each group is accomplished before the student is moved up to the next level. In every school the student is sorted into run groups based on the overall experience of the whole school group, to enable us to serve more members.

Teaching good-driver skills are the emphasis of our schools. Students are encouraged not to modify their cars until their skills exceed the car's potential in stock form. It is recommended that students use their daily-driver car on their normal tires. Being familiar and comfortable in the car is important and the goal is to drive your street car with confidence and safety. Students are usually assigned a different instructor at every school. Why? We try to vary the education of our students by exposing them to several instructors during their driver school experience. Each instructor will bring different teaching techniques and skills. Students may request a certain instructor, requests may be honored if the schedule permits, and the Chief Instructor feels it is in the best interest of the student.

Progress of both students and instructors is monitored through the use of written evaluations. Both the student and the instructor get forms to complete for each other and review together. These forms are then turned in to the driver school committee, and are used to pair students with instructors and set run groups for the next event. Students may do several schools in a season or just a few. The skills learned are sequential and are learned in a designated order to enable the student to build skills in a logical order.

Instructors and students together set session goals for the student. Some students want to be better street drivers and that is all. Some want to be able to drive safely at high speeds in a closed environment (track). Some have an eventual goal to race. The driver schools are geared to satisfy the basics for all of these goals. Racer want-to-bes will get good basic skills in driver schools and then go on to racing schools. Others will likely become

driver school addicts and do schools for years, for the pure fun and excitement of it. Instant friendships are made that last for years and draw us back to the track.

Speaking of tracks, why are we teaching on a race-track? Because, the track is the safest place to practice. There is no on-coming traffic and everyone is driving under the same rules. No one ever passes anyone else without the appropriate gesture (pass-me-now) from the person being passed, which indicates, "I see you and I will stay on the driving line while you execute a pass off line." There are also specific areas of the track where passing is permitted. This enables the student to focus on building his/her own skills and not on who is caught behind them. Remember this is a SCHOOL not a competition.

Diver Schools are organized and staffed by volunteers from our chapter and are based on BMW CCA Driver School Guidelines. Please be aware that you are responsible for your actions and your safety at the driver schools, just as you are on the street. The driver school committee is composed of experienced in-car and classroom instructors and others who bring needed skills to the job. NO ONE on the committee is paid for his/her time, their reward is a happy group of improved drivers. The amount of time they dedicate to this hobby is great. We all benefit from their dedication to the chapter and to the driver school in particular. Please let them know they are appreciated.

Much of what is covered below is written for the novice student. Although all BMW CCA schools follow the same basic format, each Chapter has a few variations. Even if you've attended lots of schools, you may still learn something by reading this. You don't have to read it, but if you wait until Saturday morning to ask us a question that has already been addressed here you run the risk of getting an exasperated or truncated reply from a frenzied overworked and underpaid volunteer.

A driving school is a safe and fun way to learn about your car's handling and abilities. The course is a protected closed environment so you don't have to worry about cross traffic, pedestrians or other road hazards. A driving school gives you a chance to develop and hone your own abilities in a secure setting. What you learn at a driving school will not only make you a safer driver but it will teach you how to see and avoid other drivers' mistakes before they can affect you. Driving schools are not race schools and they are not competitive events. You will never be pressured to go faster or do anything that you are not comfortable with. Safety is always our first concern.

Registration: will be held on the 2nd floor of the clubhouse 15 minute after the gates open (gates usually open at 6:30am, so registration is open a 6:45). Please have all necessary paperwork (waivers, etc.) in your hand, **completed and signed**, before you get in line. While you are waiting for morning registration to open, you should pick out a nice parking place, check your tire pressures and oil, empty your car, etc.

A word about Insurance: This is a driving school, not a competitive or racing event. Most policies contain language that excludes coverage at competitive events. This is not a competitive event so that language does not affect you. Some policies exclude coverage for training and schools, or anything that takes happens "while driving on any surface used for racing".

You need to be familiar with your insurance policy and comfortable with your coverage. If you aren't sure about your coverage, **read your policy**, including those little riders you get with your invoice. **We suggest that you do not ask your agent or rely on an agent's or the insurance company's verbal response.** They may not be intentionally misleading you, but they may not give you the right information either. (Many people hear the word "track" and just assume you are doing something your policy doesn't cover.) Regardless of how someone may verbally interpret your policy; your actual coverage is what is stated in writing. The actual written policy is your legal contract, despite any verbal portrayal of your coverage. If you don't have your policy and all the riders, call your agent as ask for an updated policy but don't rely on your agent to tell you what your coverage is.

In the unlikely event that you need to file a claim with your insurance, the chief instructor and/or event chair will be available to help you with the red tape, but the ultimate responsibility is yours. The Chapter will not assist you in committing any type of insurance fraud.

Instructors: Instructors volunteer their time and knowledge to help, teach and encourage you. Treat them with respect. The only payment an instructor gets is watching you learn and earning your appreciation. Most instructors started their careers as a "green" student at a CCA Driving School so they know exactly how you feel.

Every student is assigned an instructor. In the green group, the first session of the day is a "no helmet" track familiarization session. An instructor will drive the first several easy laps in your car. This allows you time to scope out the course, find the corner workers, identify possible run-off areas, etc. It allows your instructor to get the feel of your vehicle so she/he knows the best way to help you learn. After a few laps he/she will pull into the pits and you will switch positions.

You may learn in a different way than your instructor teaches. For instance, you may learn best by demonstration and your instructor is using verbal directions. If you need something different from your instructor, discuss it with your instructor first. If you still are not getting what you want, talk with your team leader. Every instructor has something to offer and you should be able to increase your knowledge base regardless of who your instructor is, but sometimes (very rarely) there are irreconcilable differences that may require a change in instructors. It is almost impossible for us to handle requests for particular instructors.

Tech inspection: You must have your car inspected by a qualified mechanic within one month of the event. Classic BMW of Plano is our sponsor for this event and has a special that gets the tech inspection done and a brake flush (required within 6 months of the event) for \$99.95. Do not fear that taking your car to a dealership for this will jeopardize your new BMW's warranty. We strongly urge you to us Classic BMW for this service, but realize that that might not be possible. In the case you can't use Classic BMW, please patronize the other sponsors of the chapter.

Drivers' Meeting: Drivers' meetings are **mandatory** both days regardless of how many schools you have been to. Don't dawdle around unloading your car or going through registration. Come early if you think you might have registration problems. Missed drivers' meetings often result in missing part or all of your first driving session. Unloading your car, changing tires, making phone calls, etc., are not valid excuses for missing the meetings.

Parking: MSR is pretty wide open to where you can park. After you enter the front gate, make a left at the stop sign. Please do not park in front of the lock up garages or in a place where it is obvious that somebody has already staked a claim. When you first arrive at the event, stake out a spot, empty your car and trunk, and remove all loose items. If your car has a spare tire, its removal is up to you. Door pockets should be emptied, glove boxes emptied or locked, radar detectors removed, spare change pocketed, old soda cans recycled, etc. Anything left in the cabin of the car could potentially bean you if you stop suddenly. Unsecured items in the truck can result in a lovely dimpled rear quarter panel.

What to wear: long pants made out of cotton is mandatory. Long sleeve shirts are recommended but not required. Closed toed shoes are mandatory.

Classroom Sessions: Depending on skill levels each group will have two to four half hour classroom sessions a day. **Do not miss classes.** If you have an absolute emergency you need to attend to, go to class and explain it to the classroom instructor.

Driving Sessions: Please follow the schedule that has been provided to you, but please pay attention to the PA announcements. PA announcements will be the only way you know exactly what is going on as the schedule can and does change due to incidents. Before each session, you will line up in the grid area in your assigned team area. If you are in the green run group, move to the passenger seat and wait for your instructor on Saturday morning. For all other groups (and for the green groups for the rest of the weekend), stay in the driver's seat until your instructor joins you. You may not drive on the course without an instructor unless he/she has signed you off to do so. Even when you are signed off, you are still welcome to ask your instructor (or any available instructor) to ride with you. Course entry, course exit and instructor drop off points will be discussed at the Drivers' Meeting every morning. Passing zones will be covered each morning. Listen to your body. If you feel too tired to drive, don't. Many people forgo their last session of the day in favor of heading back to the hotel and/or home earlier.

Parking / Emergency Brakes: Do not put your parking brake on after a driving session. Your brakes will be hot and you can warp your rotors.

Passing: Passing is the single most discussed item at any school. **There are two main rules for passing:** 1) You may only pass another car in pre-designated zones and 2) you may only pass when the other driver has given you a 'point by' (pass signal). Passing

zones obviously vary at each venue and will be discussed at the Drivers' Meetings for each event. You do not have to pass just because the driver in front gives you a signal. Passing is a highly cooperative activity and it will be the subject of many classroom sessions. Keep in mind that no system is perfect but CCA passing procedures have been worked on and perfected over 25 years. Getting caught behind a slower car can be frustrating but a good driver will use the slower speed to work on other skills.

Run Groups: Your run group assignment is based on your general driving school experience and input from your previous instructors. From most experienced to least experienced is: white, yellow, blue, and green. If we have no knowledge of your experience level, you may disagree with our assessment, however, please run in the group that you were assigned to until your instructor has a chance to assess your ability. If there is room in another group, you might be reassigned. Occasionally we have too many people in one group and have no choice but to move someone to another group. If you feel you don't have enough experience for the group you are assigned to, let your instructor know. We try to divide the students into even groups which occasionally results in your being in a higher or lower group than you think you should be in. Give it a chance before you complain. Remember, you will never be asked to perform beyond your level of comfort; this is a school, not a speed event.

Corner Workers: Corner workers are your eyes for the parts of the course you can't see. They are connected via radio to the control tower, the course steward and each other. They are there for your safety. They communicate with you via flags. Know where they are and pay attention to the flags. If a flag is waved at you, indicate that you saw it (nod your head, raise a hand, etc). At the beginning and end of each session, acknowledge each corner worker. They work all day in nasty conditions, let them know you appreciate them.

Windows and Sunroofs: Cars on course must have both driver and passenger windows rolled down. No car is allowed on the course with its sunroof open or ajar. These rules don't change regardless of weather conditions.

Helmets: Helmets must be Snell 2000 or newer. Helmets can be either M or SA rated. You must turn in a Helmet Waiver.

Waivers: ALL students, instructors, visitors, staff and workers must sign all waivers and releases. If you don't sign the waiver, you don't go on the course. Guests who want to ride with an instructor must sign all release waivers.

The Chapter waivers are available on the Chapter website for your review. You will be signing them at the venue. Minors require a Minor Waiver (also on the website). If both parents/legal guardians are not with the minor, the absent parent must have signed, and had notarized, the Minor Waiver. If a minor has only one parent/guardian, a Sole Parent or Guardian form must be turned in.

Emergency Info: We have an emergency info sheet that you can voluntarily give us (in a sealed envelope with your name and car number printed on the outside). We will give these envelopes to the EMTs for the duration of the event. At the end of the event you can request to have it returned to you, otherwise we will shred it at the end of the weekend.

Wristbands: the wristband you received when you signed the waiver at the gate is required to be worn for the duration of the weekend. If you are not wearing one, you will not be allowed out on track. If you take it off Saturday night, you will be required to sign the waiver again on Sunday morning.

Passengers and student rides: Students are not allowed to drive passengers on the course. If your spouse, friends, or significant other wants a ride, ask an instructor to drive your car (or theirs) with the passenger of your choice. When time and schedules permit, instructors are happy to provide an E-ticket ride. Riders must sign all waivers, wear approved helmets, wear appropriate shoes and clothing, and have all the appropriate wristbands. The best time to find a free instructor is in the afternoon. At a two-day school, there are more available instructors on the second day. Students may also ask instructors (any available instructor, not just the one assigned to you) to take them on the course when both of you have available time.

Food: Coffee, juices, and doughnuts will be outside the clubhouse each morning. When it is gone, it is gone. There will be a vendor set up east of the clubhouse serving lunch. Prices are normally \$7-10 depending on what you purchase.

Alcohol/drugs: Are strictly NOT permitted. Please be aware of the effect that prescription medicines have on you. If they impair you in any way please do not sign up for the event. Any persons that are suspected of being under the influence of ANY drug (alcohol, illegal drugs, prescription drugs, OTC medicine, etc) will be asked to leave and will not be entitled to a refund.

Photos: Blair Hartsfield of Hart Photography will be on site to take pictures. You can see him in his office on the 2nd level of the clubhouse.

Shirts: Our sponsor, Classic BMW of Plano, has graciously provided up t-shirts for this event. Please make sure to pick your shirt up at the registration table.

Timing: Using a stopwatch or otherwise timing your laps will result in your immediate expulsion from this event, and probably prevent you from ever participating in another BMW CCA driving event. (All regional Chapters share information with each other.) If your friend, spouse, buddy, etc., times your laps, both of you will be expelled from the event (with no refund) and barred from future CCA Driving Schools. If your car has a built in timer, please turn it off if possible or ignore it if you can't turn it off. One inconsiderate, thoughtless or selfish person with a stopwatch can jeopardize this event for everyone. Your vehicle doesn't have to be the one being timed to have your insurance voided.

Vehicle Modifications: Our schools are intended to make you a better driver in your own car in regular traffic. Novice students are strongly encouraged to avoid the use of R compound tires or suspension and engine modifications. Learn to drive with your car as close to stock as possible then start adding modifications.

Repairs/Towing: There are limited or no repair facilities open at most venues. This is an automobile club event and someone probably has a spare hose clamp or brake pads to lend to you. However, if what you need is a rear axle or second gear, you may be out of luck. There are towing facilities nearby and we will do our best to help you get up and running, (or towed away), but ultimately repairs and towing are your responsibility. Classic BMW has a trailer at the event with frequently broken parts. If a part can easily be installed at the track, Classic will install parts for free that you purchased from them. They also frequently will do tire mounting for free as well.

Law Enforcement: These people aren't stupid. They know where you have been and what you have been doing. They realize you may think about speeding when you leave the event each evening. Remember that you aren't on a closed course anymore and there will be cross traffic, pedestrians, etc. Drive safely and within the limits of the law. We are always more than happy to have officers come to the event and check things out. If they want, we'll arrange rides for them. If you happen to holding a conversation with a State Trooper or local officer, extend an invitation to them to come to the school and see what we are doing and maybe get a ride with an instructor.

Gas: Fill up your tank before coming to the event. There is usually a line for gas in the morning so allow yourself a little extra time. Some venues have gas available on site. Some accept credit cards; some only take money. You will have enough time between driving and classroom sessions to leave and get gas if you plan carefully. Remember that your mileage on the course may not be as good as what you usually get.

Air: Air service is not guaranteed at the venue. Bring your own tire pressure gauge and an air pump if you own one. Or ask nicely to borrow one from the student next to you.

Tire Pressures: Check the recommendation on your car door or in your vehicle manual. A general rule of thumb is that warm/hot tire pressure should be 36-38 psi. Cold tire pressure of about 34-36 psi usually results in the correct warm/hot pressure. Summer months and desert venues can result in really high tire psi after a few driving sessions. Check your tire pressure throughout the day, not just in the morning. Ask your instructor for advice if you aren't sure you have the right psi.

Weather: We usually have weather. It will be either hot, cold, windy, wet, dry or some combination thereof. Pack accordingly. The event stewards have the final say on whether the weather is good enough to let us out on the course, so if it happens to be too wet, too windy, etc., the event could be delayed until the weather improves. No amount of arguing will convince the stewards to open the course if they think it isn't safe. Rain is not always a valid reason for postponing/canceling an event. Heatstroke, sunburn or dehydration and

frostbite are not conducive to safe driving. Drink lots of water, wear sunscreen and a hat, pay attention to what your body tells you. **THE EVENT DOES NOT SHUT DOWN IF IT IS RAINING.**

Stuff to Think About Packing: The list below is a general suggestion of items you might find handy to have. The more schools you attend, the better idea you'll have on what you need to bring. Many people have a check-list to help them get everything packed. Some people keep crates or totes packed all the time so they just load the trunk and go. Some ideas are: hat, sunglasses, sunscreen, bug spray, chair(s), paper towels, motor oil, portable air compressor, distilled water, tools for minor repairs, torque wrench, etc.

FLAGS

What we use and what they mean.

Flags will be covered at the drivers' meeting as well as in the classroom sessions. As a student driver and potential corner worker, you are responsible for the safety of yourself and everyone else attending or working this driving school. Knowing what each flag means is imperative. Review the information listed below and be prepared to ask questions at the drivers' meeting if you don't understand something. The only stupid question is the one you don't ask. Not all flags are used at every school. Each flag has a specific meaning and must be followed by all drivers, without question, **IMMEDIATELY!** Flags are the primary way you know what is happening on the rest of the course. The corner workers who wield the flags are your eyes for what is ahead of you and waving a flag is the only way they have to communicate with you.

Green Flag (or no flag): When first shown at the start-finish line it indicates a clear course or start of a driving session. Once you see the green flag (or no flag), you may pass another car as long as you are in a passing zone and the overtaken driver has given you the passing signal.

Yellow Flag-Standing: Proceed with caution, **NO PASSING!** A standing (motionless) yellow flag is held during the first lap of each session, the last lap (cool down lap) of each session and at other times when ordered by Course Control.

Yellow Flag-Waving: Slow down and be prepared to STOP. There is a serious or hazardous condition on the road in front of you. The vigor with which the corner worker is waving the flag is directly related to the seriousness of the situation. A waving yellow flag does not mean stop; it means to proceed with caution. The **NO PASSING** rule is always in effect when any yellow flag is shown.

Blue Flag with Yellow Stripe: The **Passing Flag** is shown when the corner worker notices a faster car behind you. You may already know that car is there, but the corner worker doesn't know you know; so don't be upset about it. If this flag is displayed to you, wait until you reach the next designated passing zone and give the passing signal. If you continually ignore the passing flag, the next flag you might see is the black flag. If possible, nod your head or otherwise indicate to the corner worker that you see the flag.

Red Flag: Check your mirrors for traffic behind you then stop as safely and quickly as you can. Do not slam your brakes on or leave the pavement. The ideal stopping place is off the driving line and near a corner worker station, but you won't always be able to achieve that goal. Do not park beside other cars; the course needs to be kept clear. Be

prepared for the possibility that emergency vehicles may be on the course. **Do not get out of your car. Do not finish the lap. Do not keep driving until you get to the problem.** The red flag is used only when it is not safe to continued driving. Stop safely and wait for instructions from the corner workers.

Debris Flag (red and yellow vertical stripes): There is something (oil, dirt, etc.) on the road that doesn't belong there. Be on the lookout for it and be prepared to go avoid it.

Black Flag with Red Circle: (Meatball Flag): You may have a mechanical problem. It may not be safe to continue driving. Slow down, finish your lap and come into the pits.

Furled Black Flag: (pointed at you) This flag says, "We saw what you did and we don't want you to do it again." It means you've done something you shouldn't have done, but as long as you know you did it and don't do it again, you may stay on the course. If you are clueless as to why you got the furled black flag, come in to the pits and find out. Otherwise, acknowledge the corner worker and don't do whatever you just did again.

Open Black Flag: (waved while the corner worker points their finger at you (or pointed just at your at your car)): "There is something wrong with your car or your driving and we need to talk to you **now.**" Complete the lap you are on, come into pit lane, proceed to the black flag station and talk to the instructor who will be there to discuss the problem with you. Do not just acknowledge a waving black flag and continue on the course. Do not ignore a waving black flag; it won't be nice for you later.

Black Flag: (Open or Waving at all drivers): **All drivers** proceed with caution with no passing. Complete your current lap and exit the course at the pit exit lane. Do not stop on the track. Do not take a cool-down lap.

Checkered Flag: The session is over. Slow your car safely, complete the lap you are on and exit the course. Your last lap gives you a chance to cool your brakes and engine down, as well as a chance to drive the line exactly. You may not pass after the checkered flag has been displayed.

White Flag: Be aware of a slow moving vehicle ahead.

Sample Liability Waiver

You will also be asked to acknowledge a liability waiver when you register online for the school. Upon entering the track, whether student or spectator, you will be asked to sign a liability waiver at the front entrance gate for the track's records. You will then be required to sign the BMW CCA waiver when you register in-person.

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT or being permitted to enter for any purpose any RESTRICTED AREA (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS and will continuously thereafter, inspect RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT.

2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises of EVENT and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT ARE VERY DANGEROUS and involve risk of serious injury and/or death and/or property damage. Each of the UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the province or state in which the Event is conducted and that if any portion thereof is held invalid, it is agreed that the balance shall notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

NOTE: A special thank you is given to the Boston chapter of the BMW CCA, the Golden Chapter of the BMW CCA, the Los Angeles Chapter of the BMW CCA, and the Tarheel Chapter of the BMW CCA, all of whose information was used in creating this document.