

Glenard A. Munson

In 1980, working as an ASE-Certified Technician, began a series of clinics, for women, regarding the then-new concept of smaller, lighter, front-wheel drive vehicles. Clinics covered basic terms, how front-wheel drive differed from the “older” cars, and general understanding of auto repair facilities and how to choose one.

An article about these clinics, appearing in the National Tire Dealer’s magazine, in 1981, caught the eye of the automotive team of engineers at Cleveland, Ohio’s TRW, one of the largest manufacturers of original equipment auto parts for the auto industry. They were in the process of putting together a training team, to teach auto technicians around the country on proper auto repair on the new vehicles, using their auto parts. He was soon Senior trainer for the chassis division, instructing technicians in the US and Canada at major repair shops, like Pep Boys, Les Schwab, and Canadian Tire.

In 1986, the FMC Company, a large manufacturer of automotive equipment in Conway, Arkansas, such as brake lathes, wheel alignment, tire changers and wheel balancing, hired him to become their corporate trainer. In this capacity, he was again traveling the continent, teaching proper equipment usage to these same technicians.

He received several awards for his seminars at National trade shows, such as the National Auto Dealers, National Tire Dealers, and others

Moving to Rochester, New York, he took a similar position with the Monro / Speedy Muffler Company, which was entering the chassis repair business, in 1991.

In 1993, he returned to Ohio, now retired from the auto-industry, and began a new career in the driving industry, first working as an instructor/manager for a driving school in Akron, where his talent for taking technical issues and converting them to everyday language, was soon put to good use.

It was the dawning of the high concern for teenage drivers, which eventually lead to today’s Graduated Driver Licensing, and the rapid changes in law, coupled with the newer sophistication of electronics and safety features in cars, demanded someone who could explain these changes to parents and teens alike, as well as teach them to use them properly.

He moved to California, in 2000, to marry his current wife, Elsie. Graduated Licensing had become the law in California, and he was eagerly hired by one of California’s largest driving schools. In 2002, he was named “Instructor of the Year,” by the Driving School Association of California, a peer-voted honor.

But he wasn’t happy with the training he saw going on in many driving schools, and so he began his own school, Statewide Driving School, in Sacramento, and founded the California Driver Education Association, where he continues to do DMV-authorized Continuing Education seminars for instructors throughout the state.

In recognition of his work in the driving industry, in 2007, he was honored by the California government, by being the only driving school in the state to be invited to sit in committee, on the State Highway Safety Implementation Plan, and ambitious project of traffic safety professionals, geared towards reducing the fatality rate of auto collisions, and traffic safety in general.