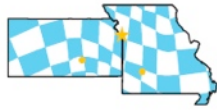


**BMW Car Club
of America
Kansas City**



MilePost

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Special Points of Interest:

- **President's Corner**
- **Michelin PSS Review**
- **No Excuses 6**
- **GRAND-AM at KS Speedway**
- **Staub's Return to Club Racing**
- **FOC 2 and Annual Picnic Pics**



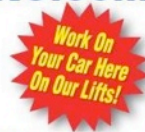


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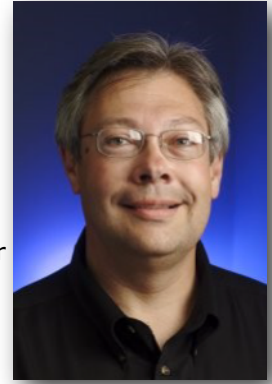
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The President's Corner

by Mike Staub



OUTSTANDING! I know no other word to use for our chapter year to date.

I'm extremely proud of everyone in our chapter leadership, and I mean that from the bottom of my heart. The new blood that is stepping up to organize events is, again, outstanding!

The last 5 plus months—specifically the time since my last column—has been the greatest in our chapter's history, or at least since I have been here. Everyone should take a well-deserved bow.

MAGICAL. That's the way to describe Flat Out Classic II. Big congrats to our chapter team of Ryan Staub, Greg Lippert, Angel Hall, Chris Conant and Keith Hui for their part in pulling off the second edition of what may well become a Central States equivalent to Bimmerfest Plus.

We couldn't have better partners than the St Louis, Great Plains (NE) and Sunbelt (OK) chapters. Multiply our leaders by 3 and that was the total staff used to pull off this event, and it was our Great Plains partner chapter that brought the Title Sponsorship of BMW of Lincoln back for the second year. Thank you!

What's most heartwarming for me is that we had as many people doing activities off the road course as on, with the Car and Bike Show, Autocross School, Autocross, Saturday BBQ Dinner, Straight line acceleration testing on the road course, Trolley Track Walk, Parade Laps, and I'm sure I'm missing more. Thanks to all who worked to pull this extravaganza off and to those who attended. A big added thank you to our brothers and sisters from the Iowa chapter who drove all the way to FOC to join us. Unfortunately, many of us were out of town and unable to reciprocate by supporting their Longest Day Driving School. We had the opportunity for what may be a once in a lifetime experience to drive Circuit of the Americas in Austin TX, but I certainly hope we can respond in kind next year by sending a good contingent to the Iowa chapter driving school.

CLASSY is the word I would use to describe our Annual Picnic. Big kudos to event co chairs Kevin Denault and Jonathan Lawson for picking a great venue. Thanks to Joe Myers for setting up the really cool rally. I hope we try this rally format again... Many times!

WOW! There is no other way to describe the experience for those of us lucky enough to go to Circuit of the Americas for the BMW CCA Club Race and Driving School. The venue is breathtaking if you're a car guy or gal. I need to rob my piggy bank and watch Formula One there this fall! After a two

year Club Racing hiatus, Chapter Driving Events Coordinator and Chief Instructor Ryan Staub dusted off his race suit to race at COTA in a 50-car field. Ryan finished 6th overall and 4th in class, which equated to a podium finish. Congrats Ryan! Look for details on page 8 of this issue.

But wait, there's more...

Yes, buckle up. The year has just begun.

INAUGURAL. The first Grand Am race on the new road course at Kansas Speedway August 16-17. Club supporter and friend James Clay, owner of Bimmerworld, will bring his race team to KS Speedway to hopefully take home a podium finish or two. Ryan Staub, the event chair, and his team will have multiple activities for us to participate in the week of that event. Look for more details on page 7 of this issue and on the Events Forum at <http://kcbmwclub.com>.

FUN is what you will have if you join us for the sixth annual "No Excuses" High Performance Driving School at Hallett Motor Racing Circuit in Tulsa, OK on September 6-8. Greg Lippert, our Event Master, Chief Instructor Ryan Staub, registrars Angel Hall and Keith Hui, and our Sunbelt Chapter partner leaders never fail to put on a great event at perhaps the most fun road course in this part of the country. DEC/Chief Instructor Ryan Staub is also hosting a regional Instructor Training School on September 5 to train new instructor-candidates-to-be. This is the first time our chapter has hosted an "ITS" and we are all looking forward to it. More info on page 6.

There will be many other things to do within the chapter in the next few months. Watch our home page, Events Forum on our website, Facebook, Twitter and our email announcements list. If you haven't already, please sign up for that list on our home page for timely notifications of upcoming events.

WELCOME ABOARD to Rob Smith, the new General Manager of chapter sponsor Baron BMW. Rob is a car guy and "one of us". I look forward to a bright new era of joint activities with Rob and his staff. When you're at Baron, be sure to introduce yourself and tell him you're a club member.

See you in Bimmerdom Nirvana, the description I use for the next 6 months of chapter activities!

Keep the rubber side down!

Upcoming Events and Activities

**Friday & Saturday,
August 16-17**

GRAND-AM Debut at KS Speedway!



Join us for the first-ever GRAND-AM and CTSCC race at the new KS Speedway "Roval" Road Course.

We have big plans on tap for social activities and motorsport mayhem for most of the week leading up to the races.

Watch your email, the KC BMW website and social media as well as our forum for details:

<http://kcbmwclub.com/forum/>

Don't miss this opportunity to see some great racing action, as well as to hang out with the James Clay and the Bimmerworld crew.

September 6-8

No Excuses 6 at Hallett

Be sure to join us for our 6th annual "No Excuses" high-performance driving school at Hallett Motor Racing Circuit in Oklahoma

One of the greatest courses in the Midwest and the perfect place for you to put your BMW through the paces. Open to members of every experience level.

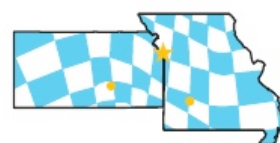
More info available at KCBMWClub.com, in the events section, and at: <http://www.noexcusesdrivingschool.com>

Calendar

NOTE: Many activities below are tentative. Please visit: <http://kcbmwclub.com/forum/> for the latest and most up-to-date information about all upcoming events.

Jul	6	First Saturdays, Panera
	18	Third Thursdays, Zarda
Aug	3	First Saturdays, Panera
	16-17	GRAND-AM, KS SPDWY
	15	Third Thursdays, Zarda
Sep	6-8	No Excuses 6, Hallett
	19	Third Thursdays, Zarda
	21	Street Survival, KS SPD
Oct	5	First Saturdays, Panera
	17	Third Thursdays, Zarda
Nov	2	First Saturdays, Panera
	21	Third Thursdays, Zarda
Dec	7	First Saturdays, Panera
	19	Third Thursdays, Zarda

**BMW Car Club
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Kansas City**



Review: Michelin PSS

by Jonathan Lawson

The line between extreme-performance and DOT-R competition tires seems to grow increasingly blurry and the Michelin Pilot Super Sports (PSS) are one of the biggest players in the summer tire game.

The PSS tires bridge the gap that no one knew existed... Between the PS2 and their race-tire sibling, the Pilot Sport Cups (PSC). Near-PSC levels of grip plus incredible abilities in the wet? Count me in!

The PSS have a Bi-compound tread design with outer shoulders inspired by Michelin's multiple LeMans victories. The inner portion of the tread utilizes the latest generation of their wet-weather elastomers, and as great as these are in the dry, their wet-weather stability deserves a category of it's own. They are truly incredible.

They also use Michelin's new Twaron belt technology to increase stability at high speeds and keep the wear even across the tires. They are extremely stable at speed, and even with a camber-challenged car, I didn't get the amount of wear on the outside shoulders that I was expecting at FOC 2 at Heartland Park of Topeka. Of course, a good chunk of that time was in wet conditions, so time will tell.

Speaking of HPT; The first day at FOC 2 provided as much wet-weather driving as one could ask for. After a warm-up session to get reacquainted with the track, it was all about getting a feel for the tires and where their limit was in the wet.

This was in my daily driver and I had a brain flop and forgot to sign up for Lockton Motorsport's track insurance in time for the event, so 10/10ths was definitely not on my to-do list. I wasn't exactly driving Miss Daisy around the track, though. Try as I did, I was never able to find the absolute limit in the rain.



A couple of other fellow racer/instructors who got rides also commented on the prodigious grip in the rain.

Even in heavy downpours, it got to a point where you could drive the car almost as if it were on dry asphalt. Yes, you had to avoid painted surfaces and be comfortable with the car moving around a bit

through the river running across turn 8, but the overall performance of the Super Sports in the wet was jaw-droppingly good.

They're no slouch in the dry either. I'd go so far as to say that they're the best street tire I've driven on track. Even with stock suspension, I was surprised at how little understeer there was on a car which is known to push. The only places where they give up an edge to DOT-R tires in the dry are under heavy braking and initial turn-in response.

Turn-in isn't bad at all, just not as crisp as an R-compound. On the street this is actually a good thing, as it means the front end isn't darting around on the road.

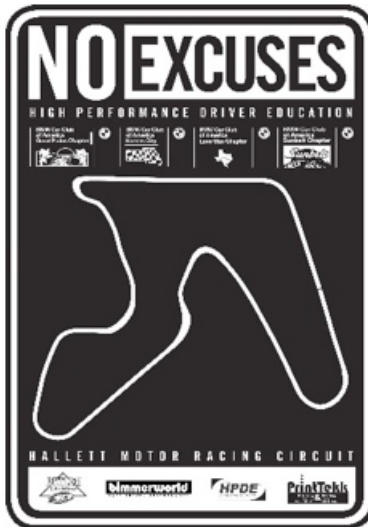
Another *huge* plus to these tires is the UTQG rating. The PS2s, which everyone loved so much, were great in the rain, very good in the dry and had a pretty decent life expectancy for a performance tire. They were rated at 220 and had a 20,000-mile warranty...

The Pilot Super Sports, which take after the PS2s, but do *everything* better, have a 30,000-mile warranty and a UTQG rating of 300! That's better than some of Michelin's luxury performance tires, yet you can spend weekends on the race track with these. Factor all that in with only needing one set of wheels and tires if you only go to the track a couple times a year and these become a no-brainer decision.

Got to www.MichelinMan.com for more info.

2013 No Excuses HPDE: 6th Edition

by Greg Lippert



September 6-8 at Hallett Motor Racing Circuit will mark yet another rendition of our now famous "No Excuses" high performance driving school, co-hosted by the Sunbelt and Kansas City BMW Club chapters. As with last year, both the Great Plains and the Lone Star chapters are joining in as well.

Few words can describe the experience of driving your own car on a track; particularly Hallett, which is a track with elevation change and many challenging corners.

All drivers will have multiple classroom sessions as well as qualified in-car instruction provided by trained instructors. The schedule includes two full days of track driving for everyone who wants to join us, but instructors and approved advanced students can join us on Friday as well, making for three full days of Hallett fun.

This event typically attracts drivers from all over the Midwest and both coasts. Hallett is located just west of Tulsa and is an easy drive from the KC metro area.

Have you ever wondered how your BMW would perform on a track in a



safe and controlled environment? This is the perfect opportunity to find out what makes your BMW so special. Please join us for this fantastic driving event and all the camaraderie. We'll make sure we have a spot for you!

For more information, go to:
<http://www.noexcusesdrivingschool.com>, or
to register, please visit:
<http://register.noexcusesdrivingschool.com>



GRAND-AM Road Racing at Kansas Speedway

by Ryan Staub

GRAND-AM, the premier professional road racing sanctioning body in the U.S., will be at the redesigned Kansas Speedway August 16-17. As the first major professional road race to occur within a 60-mile radius of Kansas City since the 1980s, KC BMW Club members are very excited to catch the action in our own backyard. BMWs will be competing in both the ST and GS classes of the Continental Tire Sports Car Challenge (CSTCC), and in the GT and DP classes of the Rolex Sports Car Series race as well.

The Driving Events Committee and our friends at the Kansas Speedway are hard at work creating special ticket packages for our members and we expect to release details soon. They will include access to the races, special BMW Car Club Corral parking above Turn 3, paddock passes and more. Once finalized, we'll be announcing these special ticket packages through our website and email, and they'll be available for purchase soon.

To make things even more exciting, one of the teams racing in the ST class of the CSTCC race is a long-time friend and supporter of the KC BMW Club

—Bimmerworld! Details are still being arranged, but we hope to have a meet and greet with Bimmerworld owner James Clay at Butler's C&D Body Shop (another great KC BMW Club supporter) on either August 14th or 15th. Club members will have the opportunity to meet a professional race team owner and driver and get an up-close look at Bimmerworld's 328i race cars, plus the chance to tour Butler's shop. Drinks and snacks will be provided, so watch our website and forum for more details in the coming weeks

The week of this race will present some fantastic opportunities for our members to get together and socialize, as well as enjoy some great motorsport action while supporting our favorite marque.



Staub's Return to BMW Club Racing: Circuit of the Americas

by Mike Staub

Ryan Staub's two plus year hiatus from club racing ended in June when he made his return at the "BMW CCA Texas Trifecta at Circuit of the Americas".

Ryan's plan was simple enough. He was scheduled to co-drive the #1 E30 M3 C-Mod car of Bruce Heersink, who was also the Club Race Steward, BMW CCA South Central Region Driving Events Coordinator and Race Chair for the weekend. That list of jobs is important to the explanation of how the weekend developed.

The race car became the Lockton Motorsports Insurance #1 CM car for the weekend and Ryan's mission was clear as he flew to Austin. He would race in the Friday afternoon reverse-grid fun race and then co-drive in the Sunday enduro. In between that he would also instruct students in the weekend's driving school. Simple enough.



As all racers know, the only constant is change. Bruce qualified for the points race which was to proceed the fun race and, other than a little cooling issue, all was going well. The green flag dropped and the race

began, but there was a major incident resulting in an hour long delay. The race was rescheduled for the fun race time slot, so Bruce asked Ryan if he would run the Points Race for him. Ryan gladly accepted.

Ryan hadn't qualified for the points race, so he had to start in last place—P42! He ran a spectacular race, though, passing 27 cars in 10 laps to put himself in 15th position overall and 8th in class. Unfortunately, another incident had the race finishing under caution, but he had a very respectable race considering his starting position.

Bruce then asked if Ryan wanted to race in the feature and second points races on Saturday. Always wanting to be helpful to others, Ryan again accepted.

He managed to qualify 11th overall for the feature race and ran great finishing 6th overall and 4th in class, which in this race meant a podium finish. With his trophy and faux champagne in hand, Ryan got to stand on the same podium as F1 champions Lewis Hamilton, Sebastian Vettel and Fernando Alonso.

Ryan was having a spectacular time driving the car, but also felt that if it only had 70 minutes life left before the cooling





issues became worse, those 70 minutes were best spent with he *and* Bruce co-driving in the Sunday morning enduro. With that, he decided to sit out the Saturday afternoon race as that is what the camaraderie of racing is all about.

Unfortunately, the weather gods don't always reward well-meaning choices. The only rain of the weekend came in as Bruce was heading for the grid to qualify for the enduro. Other teams were switching to wet tires, but we had no choice but to run slicks, which are pretty worthless in rain. Bruce pulled into the garage until the rain finally stopped just before the enduro, leaving a very wet track. The other teams changed to intermediate tires, which we didn't have.

Since he hadn't qualified, Bruce could've taken position a position of 18-20, but waited until the last car gridded and pulled up in the 32nd position slot instead. He went on to drive the first half of the race despite being on the wrong tires, which just couldn't get hot enough to get proper grip. He still managed to advance double digits in positions.

Bruce pitted and they quickly made the driver change which wasn't easy since Bruce is about 6'7" and Ryan is about 6'1". It was like a 6 year old driving a car. Pillows were in order... Literally.

Ryan pulled out of the pits in 18th or 19th position but there was just too much ground to make up and he still couldn't get proper heat in the tires. He finished a respectable 13th position, and 13 just happens to be his lucky number.

Congratulations to Ryan Staub and Bruce Heersink for a very successful race weekend.



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