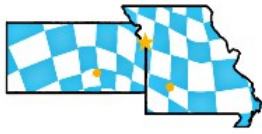


**BMW Car Club
of America
Kansas City**



MilePost

P.O. Box 4832 Overland Park, KS 66204

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Summer 2017



It's back and better than ever! Photo gallery inside

Kansas City BMW Club—Serving Kansas and Western Missouri

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Cover photo courtesy of Drew at Non-Fiction Image- www.nfimage.com

KC BMW Club

Announcement List

Want to stay up to date on the latest happenings in the BMW Club?

Sign up for the KC BMW Club Email list!
We'll notify you of upcoming events and other club news. Sign up at:
<http://www.kcbmwclub.com>

Email blasts are only sent about 2 times a month—so you don't have to worry about too many emails!



Join Today!

Let's Get SOCIAL!

You can find us at:

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&

BMW CCA—Kansas City
BMW CCA—Wichita

BMW CCA—Springfield Ozarks
on Facebook



The President's Corner

By: Angel Hall



I am really excited to tell everyone about FlatOut Classic! Actually, many new things occurred- that is just how magical FlatOut can be!

First, I conquered a minor phobia for 2-wheeled vehicles. I've been a passenger on a motorcycle before, and I know how to ride a bike, yes- but driving a motorized 2-wheeler scooter just was never my thing. I mean, they are one tick shy of a 'Donor-cycle', right? Nope! Turns out that they are pretty darn cool- and thanks to Mike Staub letting me borrow his scooter, da Prez has decided that 2-wheeler-ness is not bad at all! Who knows? I might someday go full BMW Motorrad! Or a Vespa. It could happen. Small steps...



But even the biggest thing by far, was learning that it's OK to let go of 'behind the desk'. This FlatOut, thanks to Tricia Nygren and Ryan Neis, and Greg Lippert for their help, I actually got to 'experience' FlatOut. I also learned that these events can still run beautifully even when I'm not anchored to the registration table. It was a stellar perfect weekend-couldn't ask for better weather, better fun, or a better team.

Huge thanks to Ryan Staub who absolutely blows my mind with his energy, professionalism & kindness to the events and the chapter. Mega Thanks to Mike Staub, for selflessly sharing his time and for hauling the club equipment! John Fickel, running black flag duty and keeping us all safe (and in check). Thanks to Bill Wade and Tim Beechuk from BMW CCA Foundation, who happened to be in town anyway and stepped in to do classroom. Very gracious of them to do that for us.

I have to give massive hugs and thanks to our Iowa Chapter team: Rik & Kathy Talbot, who worked Grid all weekend- and did a spectacular job! David & Becky Brighton, who made sure everyone had water and was keeping cool. Thanks to Great Plains chapter, for manning the Hospitality Garage and keys. Also thanks to ML Hillard, from St. Louis chapter, who made a fine lead car for parade laps in his M2!



It was a tremendous weekend, and one for the books. We lovingly call it the 'O-Fest of the Midwest' - and it feels great to be back at Heartland Park!

Celebrate the Drive!
Angel Hall
Chapter President



This was so inspiring, that I tried something else- Autocross! Thanks to Mike Kesting, Mike Moore, & Steve Jackson of Sunbelt chapter; and Chris Conant of Kansas City Chapter- the little blue Z made some fun runs around the cones! I learned about the equipment they use for timing & scoring, and how it's really a race to beat your own time with each lap.

There are sensors placed at the beginning and end of the course, and once the vehicle has passed through, the digital clock starts ticking! I learned to look ahead past the cone I was 'on' --to the next cone up ahead to pre-plan alignment and turns. Let me tell you spectators- if you haven't tried this, you SHOULD! It is exciting, challenging, and crazy fun! It's convertible friendly!!



Ozark Enthusiast

By Skip Motsenbocker, Springfield-Ozarks VP



As I reflect on this spring, I am torn between things new and fast compared to those that are old and last. Back in April, the Mid America Fest 2017 in Eureka Springs, Arkansas, was well represented. For the most part, this is a large collection of 2002 owners from all around the country coming together to celebrate and exchange knowledge and love for BMW's history and heritage. Despite the deluge that unloaded more than 10 inches of rain, we had drivers in from 14 states, with the furthest being California and Maine. Bo Black, the owner of a beautiful red 2002, and crew did an amazing job of coordinating activities, and it's clear that BMW enthusiasts are alive and well across the country.

I was pumped up on all things vintage BMW coming off this event, and I pulled out some of my 2002 factory brochures just to look through again. Marketing back then was simpler: photos of drivers enjoying the German countryside, lots of white space on the page layouts and very simple copy in small print. Here's an example of one:

"BMW cars have always been sporty. But we regard sportiness as just another word for acceleration, speed, road ability and agility. Another word for performance and safety. As traffic becomes denser other people are forced to realize how necessary these attributes are. And so, they are forced to realize how right the BMW concept is."

This was printed in September 1972—back when the sold-out 2002ti was putting down 140hp in a car weighing just 2200 pounds. It's a far departure from the now sold-out M2 generating close to 400hp at about 3400 pounds and 100-fold the technology. What's most interesting is driving these two cars back to back you can feel the lineage and connection that pulls the driver in and engages them to experience the car, the road and the drive. I don't think it's possible to just commute a BMW as a point A to B car, because the "concept" that saved the company is allowing it to thrive 45 years later. And whether you're cruising the back roads, making a run to the store or flogging around a track, a BMW will add something to the experience every time: smiles.

Speaking of flogging, this year's Flat Out HPDE at the newly repaved Heartland Park Topeka (HPT) had all drivers grinning ear to ear thanks to the racing surface. I heard comments including, "butter smooth" and "the next closest thing to COTA", and I agree with both. Jeff Lacina of HPT helped this multi-chapter event go off without a hitch, providing ample track time for all and some solid instruction for new drivers that have never been to a track before. Look for some videos that will be posted to provide a sense

of what this experience is and how you, too, can have a great time while learning about your car and yourself. Even if you're not rolling in an M car, you're welcome to come out and enjoy the experience. Heck, I was in the smallest "BMW" of all, a MINI Cooper.

The next track event will take place during October at Hallett in Tulsa, Oklahoma. This is a slightly smaller track with lots of elevation changes and always great fun. If you have never been to a track event, but have some interest, reach out to a club member for feedback, watch some videos and get ready—it's great fun using BMWs for what they were intended.

Also happening in October is Oktoberfest! Yes, as most know at this point the dates were changed and the event is now officially starting on October 31. For those interested in caravanning to New Orleans, since we are all driving anyhow, I'll be hosting the drive down through Memphis with some good stops, beautiful fall scenery and nice roads along the way. This should be an even "cooler" trip now that we are doing this in the fall.

For those who didn't make some of the spring meetings, we were enlightened to how Alloy Wheel repair can literally make your wheels look new. So, when you've rolled too close going through the drive-thru ATM, there's a mobile solution to keep your rims looking sharp. We were also amazed at how a 1989 Zinnerbot 635csi's factory red finish could look new again—dare I say even better and smoother than when new? Status Detailing showed us the real science and art of paint restoration, which I know a few were skeptical beforehand. Anyone can get some rubbing compound and carnauba and just knock it out in an afternoon, right? While this is true, you'll be hard pressed to come close to the professional results that decades of experience proved as Adam and Jeremy of Status in Springfield, Missouri, restored 28-year-old paint.

With all of these activities in spring, it's no wonder that BMW CCA continues to be the world's largest single marque car club. With their concept from 45 years ago, BMW seems to still be doing it right and proving their concept decades later.

Enjoy the drive!!!

Skip

P.S. If you haven't yet had the chance to participate and are not sure where to get the information, check out the club website or our Facebook site for more details and current events. Just type in BMW CCA and your region for updates.

New Friends of KC BMW Club!

Upcoming Events

We would like to extend a warm welcome to our newest members, as well as those who've come back in the family recently:

Nathaniel Abdul-Hameed

Jeff Arnold

Jeff Belt

Bob Cusick

Chris Doyle

Donald Edler

Mike Harrison

Jonathan Justus

Craig Kosinski

David Kosinski

Dale Kyle

Darrin Meyer

Paul Nemeth

Lisa Noble

Randy Penrod

Rick Root

Richard Seltzer

Brady Simmons

Scott Trettel

Richard Zellich

The KC BMW Club looks forward to spending time with you at future events!

KC Cars & Coffee

First Saturday, Every Month, 9am-?

Next up August 5th

Panera Bread

10606 Shawnee Mission Pkwy, Shawnee, KS

Springfield Cars & Coffee

First Saturday, Every Month, 8:30am-10

Next up August 5th

Reliable BMW

3500 E Sunshine St, Springfield, MO

Wichita Cars & Coffee

Second Saturday, Every Month, 9am-?

Next up August 12th

BMW of Wichita

11000 E 13th St N, Wichita, KS. 67206

Teen Street Survival

September 30th

Metropolitan Community College, Blue River

20301 MO-78, Independence, MO. 64057



"No Excuses" 10

High Performance Driving School

October 13th-15th

Hallett Motor Racing Circuit

Jennings, OK

How to save your teenager's life!

by: John P. Fickel

Each year, approximately **300,000** teens are injured in a car crash. In the United States alone, **5,000** teens die each year (2013 stats, CDC). Each year this number increases at an alarming rate. The absence of driver's education in the school system and the prolific use of cell phones, emailing and texting while driving have played a significant role in this increase. What is also startling is that during the summer months, there is an average of 14 teen deaths per day, or 98 funerals per week. History has shown that as teens trade homework for car keys in May and June, the number of fatal crashes skyrocket, marking the beginning of the 100 deadliest days of the year for teen drivers. Fortunately, the 100 deadliest days are coming to end; however, the problem of teens unnecessarily dying in automotive accidents does not end.

More frustrating is that car accidents are the number one killer of teenagers but the most easily preventable killer of teens. While nothing takes the place of experience behind the wheel, parents and teens can dramatically reduce teen driving risks by enrolling in a Tire Rack Street Survival® class. Launched in April 2002, Tire Rack Street Survival® is built upon the premise that 'safe driving is learned by doing', and teaches students to avoid accidents by thinking and looking ahead. Tire Rack Street Survival® is unique in that it offers students instruction in their own cars so that they learn the limitations of themselves in their every day vehicle. Tire Rack Street Survival® is working to save lives by teaching

teens the skills they need to stay alive behind the wheel. The class teaches teens how their driving competence is improved by learning to better control their vehicle through hands-on experiences in real-world driving situations.

In the Tire Rack Street Survival® program, teens learn from experienced, knowledgeable driving coaches how to control a vehicle, rather than just operate one. They are taught how their actions govern a car's responses, what

the vehicle's limitations are and how to avoid accidents entirely. Unlike other advanced driving schools, students use the vehicle they will drive most (either their own or one from a parent), so new skills can be directly translated to their own daily driving experiences.

Driving is a daily activity that we take for granted. Few people realize that driving is one of the most dangerous things done on a daily basis. Fewer people realize that a car traveling at just four mph has more energy than a bullet. That is a lot of responsibility for adults, and even more so for teens. There are many readers out there who can testify that a little training can mean

the difference between getting into an accident and avoiding one.

What factors put teen drivers at risk?

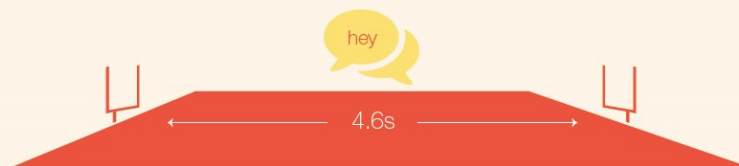
- Teens are more likely than older drivers to underestimate dangerous situations or not be able to recognize hazardous

situations. Teens are also more likely than adults to make critical decision errors that lead to serious crashes or death.

- Teens are more likely than older drivers to speed and allow shorter headways (the distance from the front of one vehicle to the front of the next). The



TIME TO ANSWER A TEXT: 4.6 SECONDS



... at 55 mph, it's equivalent to driving the length of a football field, blind.

How to save your teenager's life!

(Continued from page 6)

presence of male teenage passengers increases the likelihood of this risky driving behavior.

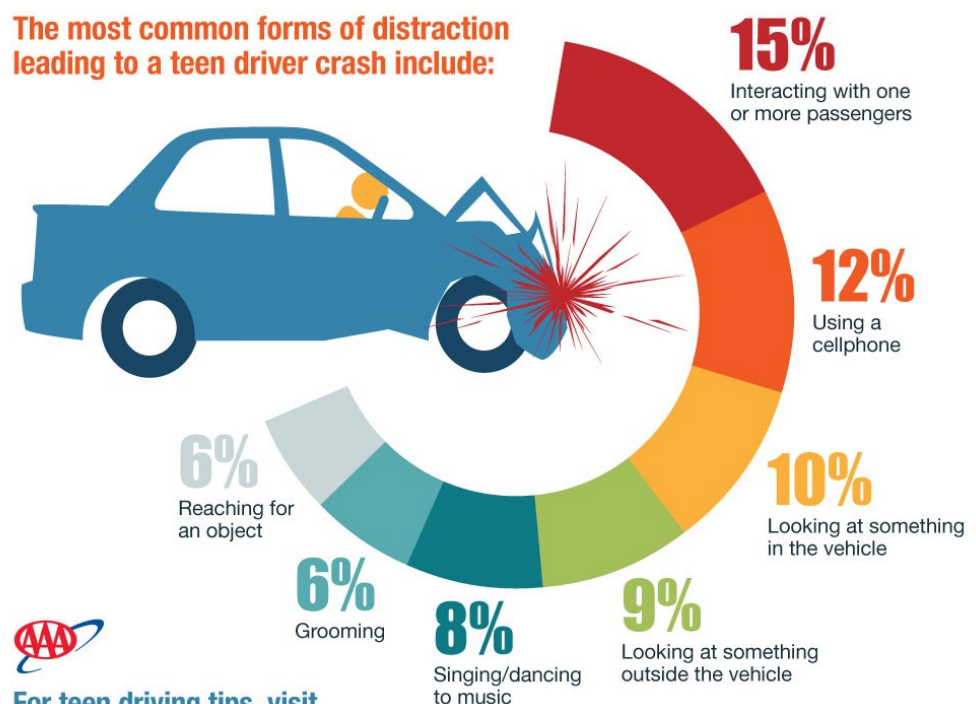
- Compared with other age groups, teens have among the lowest rates of seat belt use. In 2015, only 61% of high school students reported that they always wear seat belts when riding with someone else.
- The overwhelming majority (75%) of serious teen driver crashes are due to "critical errors", with the three common errors accounting for nearly half of these crashes:
 1. Lack of scanning that is needed to detect and respond to hazards.
 2. Going too fast for road conditions (e.g., driving too fast to respond to others or to successfully navigate a curve).
 3. Being distracted by something inside or outside of the vehicle.

The majority of newly licensed teen drivers exit the learner's period with significant skill deficits, leading to a much higher risk of crashing compared with more experienced drivers. The most common types of crashes involve left turns, rear-end events and running off the road.

Distraction was a key factor in 60% of crashes involving drivers ages 16 to 19, according to an analysis of video footage of 1,691 moderate-to-severe crashes 6 seconds before they occurred.

6 OUT OF 10 teen crashes involve driver distraction.

The most common forms of distraction leading to a teen driver crash include:



For teen driving tips, visit
TeenDriving.AAA.com

Who is most at risk?

- The risk of motor vehicle crashes is higher among 16-19-year-olds than among any other age group. In fact, per mile driven, teen drivers ages 16 to 19 are nearly three times more likely than drivers aged 20 and older to be in a fatal crash.
- Among teen drivers, those at especially high risk for motor vehicle crashes are males. In 2014, the motor vehicle death rate for male drivers and passengers ages 16 to 19 was more than two times that of their female counterparts.

How to save your teenager's life!

(Continued from page 7)

- Teens driving with teen passengers: The presence of teen passengers increases the crash risk of unsupervised teen drivers. This risk increases with the number of teen passengers.
- Newly licensed teens: Crash risk is particularly high during the first months of licensure. The crash rate per mile driven is 3 times higher for 16-17 year olds as compared to 18-19 year olds.
- In 2014, 50% of teen deaths from motor vehicle crashes occurred between 3 p.m. and midnight and 53% occurred on Friday, Saturday, or Sunday.

will be held at the Metropolitan Community College, Blue River Campus, and Precision Driving Campus on September 30th. This event is open to permitted and licensed drivers ages 15.5 to 21. The cost is \$75 per student. Please note some insurance companies offer premium discounts to graduates.

The club also needs all types of volunteers to run the event. If you can't volunteer, please email the Street Survival website link to your friends, relatives and coworkers with teenage drivers, post the article on your Facebook page or work website, add it to your church bulletin, or talk to your local schools. Due to privacy laws, we cannot post or advertise the event through the school districts. So, we need your help in spreading the word to the local schools.



One of the founding principles of our driving schools, whether it is Tire Rack Street Survival® or our High Performance Driving Event, is teaching people how to drive safely. These schools are not about learning to become a race car driver or driving faster. The goal is to learn how your car will respond in an emergency situation and safely avoid an accident. Our ultimate goal is to put an end to teens dying unnecessarily in automotive accidents.

So how can you to help save the life of teenager? Sign up your teenage driver to attend Street Survival class. Every year the Kansas City BMW Club runs a Street Survival school in the fall. This year the event

Last but not least, registration is now open. To sign up your teenager, please go to the Street Survival website: <http://www.streetsurvival.org/school-schedule.php>.

Thank you.

-John



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Flat Out Classic 2017

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Some old...



Flat Out Classic 2017

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Some new...



Flat Out Classic 2017

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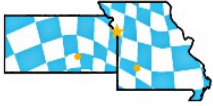


And some non BMW!



Thanks to the hard-working volunteers that made the return of Flat Out Classic a success!

**BMW Car Club
of America
Kansas City**



PO Box 4832 Overland Park, KS
66204

We're on the Web!
kcbmwclub.com



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Friday - Saturday

Sunday

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9:00 AM - 6:00 PM

Closed

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Monday - Friday

Saturday

Sunday

7:00 AM - 6:00 PM

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10% Over Cost on Parts purchased at Parts Counter

20% off Any Service over \$250.00

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\$15.00 Over Cost on Tires

Must present current BMW CCA membership card to receive any specials or discounts.

* Offer excludes already discounted parts and labor menu items. Coupon must be presented at the time of write up. One coupon per customer. Coupon cannot be used with another specials, promotions, or offer. No cash value and is not retroactive.