



May
June
2005

the Milepost

the Kansas City BMW Club newsletter

3 Across America



Inside:

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The new 3 series was unveiled in Kansas City on April 21st with an exclusive event for club members only in the morning and then to the general public in the evening. Over 30 club members attended the AM event and afternoon drive to various scenic and historic places around Kansas City. After poking and proding around in the latest creation out of Munich, smiles were on everyone's faces (except Meg's, she just drooled over the 2002). If you missed this fantastic car, head over to Baron as the new 3 will be hitting the showroom soon.

Welcome New Members!

Bob Jeppson	Lone Jack, MO 2000 Z3	Guido Vescovi	Kansas City, MO 2002 325i
Christian Reese	Shawnee Mission, KS 1997 740iL & 1994 740iL	Jason Walker	Lees Summit, MO 2004 X5
Suzanne Reese	Shawnee Mission, KS	Kurt Knapstein	Kansas City, MO 2004 530i
Tyler Kuehn	Lawrence, KS 1994 325is	Henri McCracken	Kansas City, MO 2000 328ci
Gary Judd	Kansas City, MO 2003 525	David Jaspan	Shawnee Mission, KS 1995 525i
Fred Weber	Kansas City, MO	John Overholt	Olathe, KS 1995 525i
Marc Mieske	Kansas City, MO 1995 M3	Joseph Desch	Topeka, KS 2004 645cic
David Murray	Blue Springs, MO 2001 Z3	Bob Zumbrunnen	Cleveland, MO 1976 530i
Tim Oberle	Overland Park, KS 1987 325i	Anita Britt	Platte City, MO 2005 330i
Harry Baldwin	Olathe, KS 1987 635csi	Cindy Thomas	Overlook Park, KS
Emmett Thompson	Lees Summit, MO	Larry Varner	Kansas City, MO 2001 M3
Jim Davis	Bolivar, MO 2003 Z4	Kyle Pearson	Kansas City, MO 2002 M3
Michael Grillot	Rogersville, MO 2001 740il	Wajdi Tabel	Olathe, KS 2001 740i
Adam Setterburg	Shawnee Mission, KS 1996 318ti	David Morris	Kansas City, MO 2002 M Roadster
Robert Setterburg	Shawnee Mission, KS	Brad Jackson	Lawrence, KS
Randy Michelson	Shawnee Mission, KS 1998 M3	Rano Papini	Kansas City, MO 1997 540i
Joseph Oliver	Shawnee Mission, KS 2003 330i	Mark McIntire	Kansas City, MO
Steven Douglass	Lawrence, KS		

Don't forget to check out our chapter website at <http://www.kcbmwclub.org/> and sign up for the email list to get the latest club information and announcements!!!

the Kansas City BMW Club

President
Chuck Vossler
913.620.8838 president@kcbmwclub.org

Vice President
Ned Smith
913.696.1648 vicepresident@kcbmwclub.org

Vice President, Wichita
Tom Stegman
tstegman@cox.net

Vice President, Springfield
Ron Rinke
2002ta@pcis.net

Secretary
Patrick Smith
secretary@kcbmwclub.org

Treasurer
Jennifer Blumenthal
816.746.5359 treasurer@kcbmwclub.org

Activities Director
Mike Staub
m3solution@aol.com

Milepost Co-Editors
Josh Ramsey & Meg Vanderliet
editors@kcbmwclub.org

Webmaster
Chris Smith
webmaster@kcbmwclub.org

Milepost Staff Photographer
Greg Gelatka
ggelatka@kc.rr.com

Milepost Advertising Manager
Brian Murphy
brianmurphy35@hotmail.com

Technical Adviser
Uli Lipinski
816.333.8880

Driving Event Coordinator
Kirk Kiloh
913.642.9796
drivingeventscoordinator@kcbmwclub.org

Chief Driving School Instructor
Joe Ennett
816.587.5875 chiefinstructor@kcbmwclub.org

The Board
Joe Ennett
913.897.2053 joe82@aol.com
Blake Henrich
blake@sstrailers.com
Scott Goodwin
913.727.1998 proeagles@kc.rr.com
Ryan Staub
913.381.9059 gotttagofast13@yahoo.com
Charles Clay
cclay@baronauto.com
Brian Paddock
913.963.1015 brian@paddock.com
Ray Spitzer
816.525.3166 Rayzer325@aol.com

the

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Milepost

Serving Kansas and Western Missouri

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Contact our chapter at:
Kansas City BMW Club
P.O. Box 4832
Overland Park, KS 66204
<http://www.kcbmwclub.org>

Questions for National BMW CCA?
864.250.0022 or <http://www.bmwcca.org>

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Upcoming Events

5th Annual Bay Area 02 Fest Swap and Show

May 14, 2005

Paol Alto, California.

For details check out www.bayarea02.com

KC Audi Club Driving School

May 13-15, 2005

Heartland Park, Topeka

For deatils and sign up go to www.audiclubna.org/chapters/kc/

CLUB MEETING!

Thursday, May 19, 2005, 6:00 PM

Kansas City BMW Club Board and Regular Meeting

Zarda's BBQ

11931 West 87th Street, Lenexa, KS; Tel. (913) 492-2330.

Join our discussion and get involved with the chapter! **Caution:** Watch out for traffic around I35 and 87th Street!

Euro-fest 2005

May 21, 2005

Sequiota Park, Springfield, MO

Festivities start at 10am. If you interested in details, check out www.euro-fest.net/

5erFest 2005

May 27-29, 2005

BMW Zentrum, Spartanburg, SC

Events to include techincal sessions, autocross, group photos, awards and trophies, factory tours, banquets, parties and more! Details and information is available at www.5erfest2005.org.

CLUB MEETING!

Thursday, June 16, 2005, 6:00 PM

Kansas City BMW Club Board and Regular Meeting

Zarda's BBQ

11931 West 87th Street, Lenexa, KS; Tel. (913) 492-2330.

Join our discussion and get involved with the chapter! Guest speaker will be announced. **Caution:** Watch out for traffic around I35 and 87th Street!

DEADLINE

Friday, June 17, 2005

Deadline for the July/August 2005 Milepost
email submissions to editors@kcbmwclub.org.

MEETING!

Tuesday, June 21, 2005

Springfield Brewing Company

305 South Market Avenue, Springfield, MO; Tel. (417) 832-TAPS.

Join our Springfield subchapter for dinner and presentation on Vintage BMWs or the History of BMWs. For more details email Ron Rinke at 2002ta@pcis.net.

Susan G. Koman ULTIMATE DRIVE

Wednesday, August 10, 2005

Register online starting July 10, 2005 and help BMW of North America raise One Million Dollars to help find a cure for breast cancer. For each mile driven, BMW NA will donate \$1 to the Susan G. Koman Breast Cancer Foundation. Check out the website or the Yahoo Announcement Group for details!

KC BMW Club Driving School

August 19-21, 2005

Heartland Park, Topeka.

Watch out for more details and registration forms in upcoming issues of the Milepost.

BMW CCA Oktoberfest 2005

September 18-23, 2005

Greensboro, North Carolina

Registration information and forms will appear in future issues of the *Roundel* magazine but for event information check out www.tarheelbmwcca.org/oktoberfest.

Oktoberfest and German Car Show

Saturday, September 24, 2005

Springfield Brewing Company

305 South Market Avenue, Springfield, MO; Tel. (417) 832-TAPS.

Join our Springfield subchapter for a showing of German cars and tasting of beers. More details will be posted so keep an eye out in the next Milepost or on the Yahoo Announcement Group!

President's Page

This column I will tell a little bit about myself. I am 36, happily married to the love of my life for 7 years and have a wonderful 3 year old daughter. I have had the good fortune of driving BMW's for the last 10 1/2 years. It all started with a used 93 325is, red w/ black interior, a manual and heated seats. I loved that car. I felt like I was worth a million dollars when I first got it, though had barely scratched together a down payment when I picked it up from the BMW dealer in Atlanta. They had it parked right in front of the dealership at an angle and the sun was shining on it just right. I kept that wonderful car for 8 years and 150,000 miles and sold it, believe it or not, to a lawyer! I learned to do a few maintenance things on it and took it to "dance" out at Heartland Park a few times. I still get to see it regularly and it's doing well. I even used it once to "plant corn", to quote Satch Carlson, out between turns 8 and 9.

I kept the 93 and then bought next a used 01 X5 4.4 in December of 02. The intent was having 2 cars but had gotten so accustomed to the size of the e36, the X5 felt huge. Then, it happened one Saturday while drinking coffee and reading the auto section in the paper, I saw a low mileage 4 door M3 with a manual transmission in the paper in April 03. My dream of an e36 M3 was alive again! I called, feigned interest and said I wasn't in a hurry to buy. The owner and I played back and forth for a while, until I found a home for my red 325is. I got the M3. We then sold my wife's Jetta VR6—a "no cost car shuffle" I told my wife. Plus she got the X5! I have absolutely loved my M3 and hope to never part with it. Plus I still get to drive the X5 some on family outings. The X5 is the ultimate family traveler. I bought the M3 with the intent of never modifying it. At least until I got Ned and myself into our great adventure of One Lap of America. See article a few pages further a bout what we've done to the car to prepare it. Mod'ing is a disease, I know and I had hoped to avoid it.

Next brings me to my driving skills. They are okay and I feel like I am a safe driver out there. If I went to every driving school possible, I still would not become Ryan Staub or Evan Life who both have a great

gift of understanding the track and controlling the rotation of their cars at speed and chasing down and passing cars with lots more horsepower—vette's, porsches. I hope one of the best parts of me is that I can see my short comings. I am compensating for this in One Lap of America by having Ned Smith as my driving partner. Ned is an excellent driver as well as a driving instructor and has a lot more track time than I. I guess for me, I am a victim of too many interests and hobbies. I can run marathons, do triathlons, duathlons, play tennis at a high-ish level (4.0-4.5), ski almost any black I want but I am not going to be the best at any of it—though do have one second place in a 5k. I enjoy all of it too much. For me being club president and for that matter One Lap of America, is about enjoying the experience and the camaraderie of those who have the same interests as myself about cars (paraphrasing Blazey here). BMWs seem to be the unifying factor in all my hobbies. We take our X5 to the mountains with ours skis, I load my Cannondale in the back of the X5 to go to triathlons. I have even driven our X5 off road (well grass anyway to park for a triathlon.) My wife calls me addicted to BMW's and she's right! I love it and love the time I get to spend with such great local club members.

Contacting the BMW CCA National Office

To submit a change of address for the Roundel, or if it's the middle of the month and you haven't received your Roundel, or if you have any other membership questions that need to go to the National Office, the address is:

BMW CCA, Inc.
640 South Main St. Suite 200
Greenville, SC 29601

You can also call at (864) 250-0022. The National Office can be contacted Monday thru Friday, 8:00 AM to 4:00 PM, Central Time.

Black & Blue

by Meg Vanderliet

“Weeeeeeeeeee!” squealed my friend Christina and I as we drove through the curves of the mountains near Eureka Springs. What a great time! This was not Christina’s first time out with the club. Earlier this year, I drug her along for my crazy dip in Longview Lake so she knew ahead of time it would be an adventure. After a few missed turns along the route after which I gladly handed the duties of road master back to Greg and a few leap frogs with Josh at speeds I normally cringe about, the smiles we sported driving into Eureka Springs were unmistakable. Those crooked roads were fun and what was even better was seeing all the 2002’s drive past us in the opposite direction on their road rally. I don’t think my grin could have gotten any bigger and Christina finally got bitten by the big BMW bug (I’ll ignore that she let it drop today in the office that she still might like one of those “A” cars)! You see, ever since I bought my car, I have been trying to convince her to buy one for herself. Doesn’t every gal need a shiny BMW to show off to her friends?

The rest of the weekend went by way too fast! Between sitting at the pool side with the rest of the club members for munchies and drinks, convincing a local soccer kid to keep an eye out on our double parked cars in his lot, dinner at the Bavarian Inn Restaurant, and the literal “horse” of a dog we saw on one of our drives, there were tons of laughs to go around. In fact, I don’t think I have laughed that much in a long time. It was really nice to hang out and get to know everyone on such a different level. Such diversity in our crowd yet when it comes down to it, we are all a little bit the same. So I will sign off on this journey...negative 4 and out!

by Joshua Ramsey

Who do I complain to? I want a 330d. Or a 130d. Or a 120d. A 535d would be fantastic. Why can’t we have these cars? Over the years Americans keep getting denied these great cars that the automotive press complement and honor every year... cars from other countries. I want a diesel.

My girlfriend’s Jetta TDI is a great car and gets over 40 miles per gallon. While it is a bit on the slow side, I expect that anyway from a VW. The reviews of the BMW diesels reveal anything but a slow car. The 330d outperforms the 328i and gets well over 40 mpg at the same time! The current and future clean air laws in America severely inhibit some diesel vehicles, and if you have ever been to London, Rome, or any large European city you can see the effects of smog very easily in the black film on everything. But technology is constantly changing and cleaner diesel fuel and new exhaust filtration techniques coupled with better engine management, has enabled the new diesel engines to pass the 2009 anticipated standards for clean air in California. In Europe, one in every three cars now sold uses a newer clean diesel technology. European Clean Diesels emit 30-60% less greenhouse gases than their gasoline counterparts. Diesel engines last longer, have better fuel efficiency, and outperform gasoline. Where is my diesel engine on the options list for a BMW in North America?

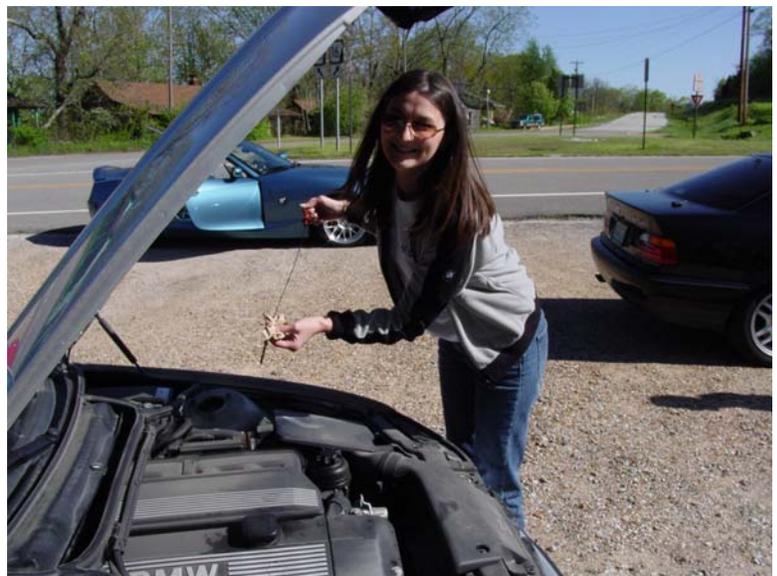
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ULRICH “ULI” LIPINSKI
Service Manager



Roadside tuneup, anyone?

BMW CCA Membership Reward Program

BMW of North America has extended the BMW CCA Membership Reward Program through 2004. BMW CCA members in good standing for at least one continuous year at the time of purchase may be eligible for a substantial allowance on the purchase or lease of a new or Certified Pre-Owned BMW through an authorized BMW center.

These are the reward amounts:

7 Series all models	\$1,500
5 Series all models	\$1,000
X5 all models	\$1,000
3 Series all models	\$500
Z4 roadster	\$500
Certified Pre-Owned Autos	\$500

Z8 and MINI are excluded from this program.

Official terms and conditions, eligibility requirements, and check request forms can be obtained by contact-

ing BMW CCA by phone (1-864-250-0022), e-mail (bmwclub@aol.com), or online (www.bmwcca.org and click on BMW CCA Services., then "Membership Reward Check Request").

This is a BMW of North America program just for BMW CCA members who have been members for at least one continuous year without any lapses. Please don't request extensions or waivers because exceptions aren't allowed.

This is one of the best reasons to make sure you renew your membership on time. You should receive a renewal notice in plenty of time. When you do, send it in right away to avoid any potential problems. In any event, check your membership expiration date (on your BMW CCA member ID card) to make sure you're not too close to missing your renewal. If you have any questions, contact the National Office at (864) 250-0022.



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"Greg Green came highly recommend to me for his service, professionalism, and quality of work and I now recommend him to all my car club friends enthusiastically. My Estoril Blue 97 M3 looks better than new."

-Robert Mosley, BMWCCA Member

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Racer's Corner

by Scott Goodwin

As you may recall in my last edition of **Racer's Corner**, I wasn't having much luck building my race car in a timely fashion. Well, it didn't get any better.

I finally received the suspension on March 11 and quickly installed it just to get the car on the ground. I still didn't have the brake ducts but that didn't matter at this point. I did get some good news about my truck and trailer. They both came in at the same time. Unfortunately, the truck didn't have a receiver hitch because the salesman that ordered it for me thought that all F250 trucks came with a tow package. They do come with a tow package but the receiver isn't part of it! We got that fixed immediately and I set off for Meridian, MS to pick up the trailer from a fellow racer named Billy Jack Ethridge. It is a 22 foot enclosed trailer this time and it seems like it will be a winner.

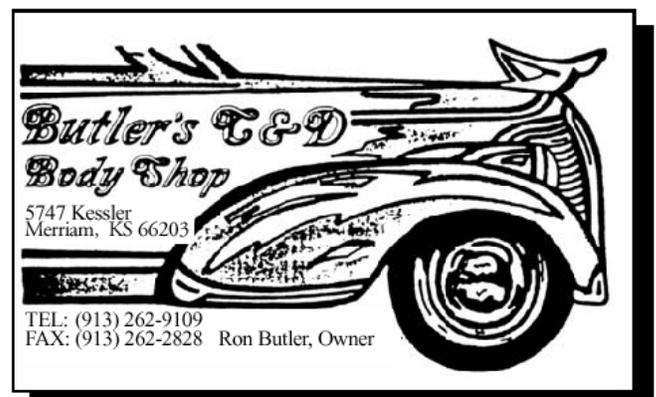
When I got back, I took the car over to the muffler shop and got the exhaust installed. From there, I weighed the car and discovered that it only weighed 2300 lbs. Normally I would be delighted except that it was 400 lbs under weight and I still planned to remove more. Now I have to figure out how and where to install the extra weight. Just to keep the losing streak alive, I loaded the car in the trailer and decided I didn't like the first attempt. While I was backing out, the car came to an abrupt halt as the muffler hung up on my beautiful aluminum tread plate ramp. Imagine my surprise and delight. I stopped off at Home Depot and picked up some 2X12 boards to use as runners to make the car sit a little higher. Problem solved.

The next day, I decided to get the alignment done. This involved a 6 mile drive which gave me a chance to get a feel for the suspension and brakes. I kept hearing a little banging noise up front and I thought "What else could possible go wrong". As it turns out, the Ireland camber plates had too much play in the bearings and the shocks were rattling up and down against the bearing. Another quick call to Ireland Engineering and I discovered another "oopsey daisy". It seems their "guy" didn't catch that before he shipped it off to me and they sent some shims for me to fix it myself.

Meanwhile, I took the car to Akron, OH to have the cage installed. I drove back to Akron 2 weeks later in my 2 wheel drive F250 to pick up the car and trailer. It was snowing in Mansfield and there were FWD cars and 4WD SUVs off the road every where. I saw people snap spin in a straight line and go off the road. Tell me that driving schools don't make you a better driver. I had no problems with my empty truck and especially no problems when towing a loaded trailer on the way back home. Mark McMahan did a wonderful job as usual and I highly recommend him to anyone wanting a roll cage. He is worth the drive.

Meanwhile back at home, I installed the rear sway bar, seat belts, brake ducts, and door panels I made from aluminum. All that is left now is to corner weight the car and finish the alignment. My first race will be at Putnam in June and needless to say I am both excited and anxious for fear of what will happen next.

*Sign up for the KC BMW
Announcement Yahoo Group
to receive the latest in club
info including upcoming
speaker, tech sessions, road
rallies, and other club outings.*



Mr. Excitement's AutoX

by Doug Hitchcock

BMW's rule! We all know that.

But this spring a cadre of local BMW CCA members has really been driving the point home.

In the process, the so-called Bimmer Brothers Racing Team might just be establishing a local autocross dynasty.

The loosely knit team of Bimmer drivers, all members of our club, scored first-place finishes in four contested classes at the Crown Autocross April 3 at Truman Sports Complex. That's not even counting the MINI that won H Stock.

This show of Teutonic Beauty & Power prompted one Subaru driver to note: "The BMW guys have been coming out in force!"

In all, 10 BMW drivers — out of 114 total drivers — competed in the Crown autocross, driving everything from an E46 M3 with 5k on the odometer to an E30 325i with 205k. Mike VanAmburgh, Blake Henrich, Chris Conant and yours truly were the winners of their respective classes.

And in Street Modified, Henrich led Bimmer drivers to a 1-2-3 sweep, besting a melange of Detroit V8 Iron. As it happened, all three drivers piloted Blake's M3.

In just two events so far this season, the Bimmer Brothers have racked up eight (?) first-place finishes. And that's happened without the services of one of the group's top drivers, Christian Els, of Columbia, Mo. Els expected to resume competition in May.

For the April 2 event, the Crown Autocross Club got lucky with the weather — warm and sunny and in the mid-70s to lower 80s by early afternoon. This is important because it means the pavement will be hot and tires will be stickier, especially "R comp" racing rubber that many drivers use for superior grip. Oh, and it's also better than standing around in the rain and cold, although autocrossers have been known to do that as well.

The Bimmer paddocks resembled a lineup for 3s Across America. Led by Autocross National veterans Conant (E30 M3) and Henrich (E30 M3), the Bimmer Brothers team includes VanAmburgh (E36 M3), Christian Els, Josh Ramsey ('98 Z3), and yours truly, Mr. Excitement (E30 325i). They were joined for the tire-shredding festivities by Evan Life, esteemed M3 driver from Columbia (who was smokin' in Henrich's M3), Van Bedell in an '03 M3, Jonathan Taylor in an '04 M3, and Randy Mickelson in another '98 E36 M3.

Noted autocross bomber and (yikes) Subaru Guru Steve Sulatycki (a/k/a Super Steve) even took a spin behind the wheel of Henrich's M3 instead of his own monstrously modified Subaru Impreza, and he was flatout blazing.

"Amazingly well-balanced car," Super Steve said of the E30 chassis M3, following his best time in the 53s. That from a guy who is used to all-wheel drive ...

Autocross is a circus of squealing tires and barking exhaust pipes, all permeated with the peculiar perfume of hot brake pads.

Drivers compete one at a time against the clock on a twisty course laid out with orange cones on a large open parking lot. The sport demands the utmost driver precision and car control skills. Horsepower alone won't win. The courses are completely redesigned for each event, and the events are open to all licensed drivers for a nominal entry fee, usually \$25.

A previous event drew most of these same drivers and cars, plus a host of other club members and their cars, many to compete and several just to watch. It's pretty cool to see a platoon of M3s prepared for combat. But even the Bimmer Brothers had to stop and fawn over the zinnoberrot '87 M6 that showed up in the paddocks: Ooh, a leather headliner and a six-pack cooler in the back console?!? Great color, too!

No, the M6 was not autocrossed — no cone scars for that car!

Continued on next page...

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It can be a fairly impressive BMW Show, but all of the hoopla fades away when you are instructed to pull your car out of the grid and up to the starting line.

You strap on your helmet, tighten your seatbelt, check the shifter. The starter drops the green flag and you try to explode off the line — except there's a hard left turn, then a quick hard right and another left ...

You finally get to shift out of first gear and charge into an open double-apex righthander, like an oversized U-turn. Foot to the floor, racing up to the second apex cone just shy of redline, tapping the brakes, turning and again stomping on the throttle ...

You wiggle and squiggle and slide and glide your way through the track. Don't smack any cones — they're

each worth a 2-second penalty! At the end, you flat-foot it through the exit timer, then stand on the brakes to ease out of the cool-down lane and back into grid for another run. You get four shots, then you're done.

My Bavarian slot car carves the corners like a champ, thanks largely to the modifications of this past winter — M3 springs and Koni dampers, M3 control arm bushings and a strut tower brace.

For the second straight autocross, my prim little flying brick and I win our class, D Street Prepared.

Come to the next autocross and enjoy the smell of hot brake pads and the roar of the freeflows. Join the Bimmer Brothers May 1 anytime from 8 a.m. to sundown at tLot L on the east side of Truman Sports Complex.

In Memory of Ron Greene

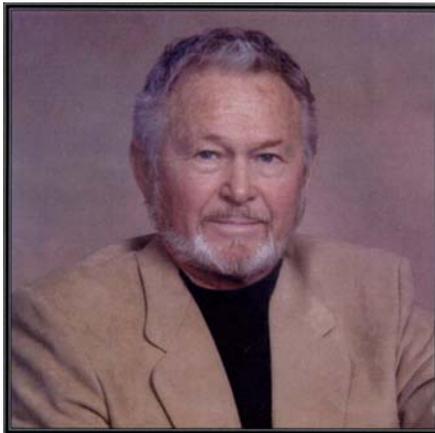
by Scott Blazey

March 26, 2005 was a sad day for the Kansas City BMW Club. We lost a very good friend and one of our earliest members—Ron Greene, who had waged a valiant fight against cancer for almost three years. He was a quiet man of strength and character who always let his actions speak for him. He was a successful businessman, world traveler, car enthusiast, craftsman, and sportsman and most importantly, a man who loved his family and friends.

When it came to the BMW Club, Ron was never content just to belong. For him, being a Club member meant attending meetings and contributing his time and talent where he could.

Throughout the many years of his association with the Club, probably no other member attended as many meetings or events. For many, many years, until the time his illness was diagnosed, Ron and his gracious and charming wife, Zella, hosted the Club's annual picnic at "The Ranch," their expansive and beautiful estate outside of Olathe. These day-long picnics became legendary, with tables full of food, coolers full of drinks, and fireworks at night. The high-

lights for many were the pistol and skeet ranges that Ron set up for members to experience the skill, discipline, and fun of the shooting sports. Preparing for the picnic was no small feat, and the Greene's cheerfully spent hours and hours of work to make sure that Club members who attended had a great time.



In 2002, when Club leaders decided to create a Kansas City BMW Club Member of the Year Award, it was Ron's spirit of membership, volunteerism, enthusiasm, and contributions over time that convinced us to not only make him the first recipient, but also name the award after him. We had hoped that Ron would be with us for many years to see a long succession of Club members receive the trophy with his name on it.

Instead, each year when the award is presented, we will have the opportunity to remember our good friend and be reminded of the people—our members—who comprise our Club and make it such a worthwhile association for us to belong. We will miss him, but the sadness of Ron's passing will fade when we remember the example he set for us—how to enjoy family and life, including how to enjoy being a member of our Club.

Virginia International Raceway

by Ryan Staub

VIR is an amazing facility with a track that can accommodate multiple configurations: Patriot, South, North, Full, and Grand (the longest). Here is a not very brief run through of the track:

The front straight has a mild right bend and I was typically reaching my 7k redline in 4th gear before braking for the first turn. I would brake at the 4 marker, downshift to 3rd, and turn right much later than I initially expected for this decreasing radius turn...you have to be very patient to properly apex this one. I was at full throttle after the apex, quickly move back to the right and as soon as I got there I would turn left for a mild left turn that could be taken at full throttle. Close to redline again, I would quickly straighten the wheel to brake in a straight line and turn left for the next turn. After the exit and a short burst of acceleration, back on the brakes hard to really get the speed down. The next left hander required a late entry and a good bump on the gators to get the car to rotate and stick on the inside of the apex. This was necessary to have a good line for the right hander that followed immediately. That was taken at full throttle which was continued through the "Snake" which was a small chicane that included a right then left leading to the uphill esses.

The uphill esses are the most fun set of turns I have encountered at any track. On a map they look fairly mild but at speed they are very tough turns to properly negotiate. After the short straight leading to the esses, a downshift to 4th and positioning myself to the right edge of the track, I entered the first left at around 105-110. A late apex is required for each turn since it is a left, right, left, right combination. The late apex keeps you on the side you just turned so you have a broader arc for each consecutive turn. The gators help a little on the first ess, keep to the left after exit, immediately turn right and late apex while running the right tires completely over the gators and countersteering at the apex to keep from oversteering (120-125 by this point), stay right and turn left immediately barely clipping the left gators, and back right really hitting the gators and once again countersteering a little right at the gators to prevent oversteering when the right tires fly for a second. Quickly get back to the right, brake for a second and enter early to carry the speed into the next left hander. Then get back to the left, brake at the 3 marker, turn to the right and as soon as the turn is complete brake hard for a second before turning right at the Oak Tree. It's a tight little turn and your view of the exit is obstructed by the Oak

Tree...the exit is slightly off camber (so don't get to ambitious with your throttle upon exit).

A long downhill at first followed by a pretty aggressive upward climb leads to the "bitch". Right before the top of the hill braking must begin and you really need to wait for turn in on this one. Trail-braking at the beginning of the turn you stay outside for the right-hander, wait, wait, wait some more, and then release the brake and slowly come on the throttle after the sharp turn-in. At the entry of the turn you are going down hill to the right, and the apex to the exit is VERY off camber. After the exit if you're not in the grass, you gradually move to the right of the track it goes downhill for a second and then uphill for a very short distance. At the uphill begin braking (you can really slow down quick in this small uphill section). At the crest of the hill before you see anything you turn left and a left-right chicane is right there at a steep grade that probably results in a 30 foot drop (think corkscrew at Laguna). Immediately after completing the right of the chicane, back on the brakes for a slow left hander.

A small straight follows and your are about to enter a short new section of the track that connects the Full and South courses (to make the Grand Course). This was designed by a Rally racer and is very quick and technical (good for autocrossers). You crest a hill after the short straight and then quickly angle the car right while going down hill, then brake hard while your right tires are clipping gators, off the brakes and back on the gas full throttle, quick left and clip the gators, then right, then two left turns in the track that you take at one steering position (easy to double apex). Then you go uphill, a high speed but easy right hander that you late apex to stay right, a left hander that you enter early and it's pretty off camber and hard to control at 80+. Then there's a small left and right that you can take in a straight line if proper exit is taken on the previous left. Then get on the brakes quickly and you are about to go for a fun ride! Enter very late for the next right hander that is a huge drop and off camber; you need to late apex to setup for the left that comes right away...again down hill and off camber. Quickly brake, turn left earlier than you think you need to, apex and stay left, turn right and then a quick lift for weight over the front tires right before you apex the right hander that's once again...down hill and off camber. Full throttle and another mild right hander. You're finally done with a lap of the Grand East configuration at Virginia International Raceway!!!



Kansas City BMW Club

Driving School Student Registration

Heartland Park Topeka – August 19-21, 2005



Please read this entire form.

Fill in and return with the appropriate credit card information or a check payable to "Kansas City BMW Club"

Mail to:
Nanci Maloney
KC BMW Club
4629 Wyoming
Kansas City, MO 64112

All checks will be deposited and all credit card transactions will be processed on receipt. Do not send cash.

Upon acceptance, we will send you a detailed information pack. If you elect to download the materials instead from our web site at www.kcbmw.club.org, deduct \$3 from your total fees.

Cancellations received prior to August 1st will be allowed and refunded, minus a \$20 administration fee. Cancellations after August 1st, also subject to a \$20 administration fee, will be refunded if your space can be filled with another student.

Snell 95 or newer helmets are required. No loaners available.

Important: To meet Internal Revenue Service requirements, we must conduct activities primarily for our members, and not the general public. Therefore, paying participants must be members of BMW Car Club of America. If you do not belong to BMW CCA, call 1-800-878-9292 to join for \$35 (\$40 after June 1st),

Name		Date of Birth			
Street Address					
City		State	Zip Code	Driver's License State & No.	
Daytime Phone			Evening Phone		
E-mail Address (Please print clearly)					
Car You Will Bring To Drive:	Year	Make	Model	Color	
Vehicle Plate Number & State		Insurance Co.	Policy No.		
BMW CCA Member # (Required)		Member of the following BMW CCA Chapters:			
I have a medical condition requiring special consideration under the Americans With Disabilities Act Yes <input type="checkbox"/> No <input type="checkbox"/>					
I will be sharing a car or helmet with					
Number of Driving Schools Attended		BMW CCA	Audi	PCA	Other
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Locations of Driving Schools Attended					
Run Group at Last Driving School		Novice	Intermediate	Advanced	
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Run Group Preference for this School		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fees:					
Two-day Driving School @ \$275		_____			
Late Fee (after August 1st) @ \$20		_____			
Friday Fee (Instr/Adv Stu) @ \$95		_____			
<input type="checkbox"/> I will download the Info Pack Subtract \$3.00 _____					
Total Enclosed		_____			
Credit Card Type: <input type="checkbox"/> MasterCard		<input type="checkbox"/> VISA			
Credit Card Number: _____		Expiration: ____/____			
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Springfield BMW CCA News

by Ron Rinke

Our Mid-America '02 Fest in Eureka Springs was fantastic! We had 18 2002s from 9 different states (Arkansas, Missouri, Kansas, Oklahoma, Texas, Nebraska, Louisiana, Wisconsin and Minnesota). We started with a spirited drive early Saturday morning, a great gathering of cars for show in the afternoon and then a great presentation by Keith Kreeger on Saturday Evening along with some wonderful door prizes.

We would like to thank Bo Black for organizing the event. We would also like to thank the Kansas City chapter for taking some time out of their busy weekend outing and coming to visit us and our odd little cars (and thanks for providing some goodies).

The next event is an event that we are promoting for the BimmerForum folks. It is a BMW drive-in in Springfield. The event will be May 21st at Sequiota Park. Go to [www.bimmerforum.com](#) for more details.

Our plan for June has changed a bit. Reliable BMW will be starting some major construction so we thought we would hold off on an event there until later in the summer. We will be trying to have our first Sub-chapter meeting in June at the Springfield Brewery. Some of us will have traveled to some vintage BMW shows around the country by then so we may have a presentation on some of the old crusties that we encounter.

Again, we are looking to get some of you Springfield folks involved so please contact me if you have any ideas. Check back at the website for any updated information at www.pcis.net/2002ta/BMWCCASpringfieldMo.htm



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**Stay tuned for more Springfield
news and events!**

May / June 2005

Classified Ads

AUTOMOBILES - BMW

2004 325i Red with black leather, 2400 miles, sport package, cold weather package, Borla exhaust. Stock in box: 330i brakes and B&M short shifter. \$28500. Contact Scott at (913) 727-1998 or email at proeagles@kc.rr.com.

2000 BMW 328i Yellow Metallic Pearl with black leather, 31K miles, automatic, nonsmoker, always garaged. BMW oil changed every 5000 miles. All stock except M68 wheels, clear corners and 30% tint. \$18500. Contact Duane at (314) 721-4540 or duaneandcindy2003@yahoo.com

1988 BMW M5 Black on tan, apx 157K miles, excellent mechanics, no dings or dents. Springs, bilsteins, chip, cam gear, Miglia 1000 5 star mags, Dunlop SP500. \$7000. Contact Keith at (620) 421-1950 or email at keith@maloneyins.com

1988 BMW M5 Black on tan, apx 131K miles, drivers seat bolster worn, excellent mechanics and cosmetics. New springs, shocks, BBS, Dunlop, chip, short shifter kit and strut bar. \$12000. Contact Keith at (620)421-1950 or email at keith@maloneyins.com

2003 Mini Cooper S Liquid yellow with black top, apx 16K miles, 6 speed, TSW 17" wheels, new Avon Tech M500 tires, Cross drill rotors,

AUTOMOBILES - BMW

AP racing brakes, H&R racing springs, Koni shocks, Magnaflow exhaust, BPM air intake, water injector intercooler, Nology racing plug wires, Sparco short shifter. Alpine 5.1 digital surround sound. \$25000. Call Keith at (620) 421-1950 or email at keith@maloneyins.com.

AUTOMOBILES - OTHER

2001 2500 GMC Yukon XL Metallic Blue with natural leather, apx 47K miles, supercharged 8.1 liter with intercooler, 500+ hp, 600lb ft torque. Upgraded engine, driveline, transmission, exhaust. Options include onstar, XM, Homelink. \$29500. Contact Keith at (620) 421-1950 or keith@maloneyins.com

2004 Ford Ranger Sport Side Metallic Red with black cloth, 3500 miles, bucket seats, console, AM/FM/CD, 3.0 liter, automatic, tonneau cover, lowered 3", stock in box, billet grill. \$16500. Contact Scott at (913) 727-1998 or email at proeagles@kc.rr.com.

WHEELS AND TIRES

Wheels
For 320i, 14X6 Weds wheels, black cross spoke, polished rims \$250.
14" Six spoke, MSW Motoring for E30, \$150.
Contact Jim at (913) 642-1380.

WHEELS AND TIRES

Wheels and Tires

4 OEM Chromadora 5 spokes with AO32 255/50ZR 16" Yokos. Have been through 3 driving schools and will fit any E36 and Z3. Make an offer! Contact Woody at (816) 523-8356 or wunderwood@kc.rr.com

PARTS AND ACCESSORIES

BMW Transmission: Stock 4-speed from a 1973 2002tii. 173K miles on the engine when removed. Works well. \$50.

Borbet Wheels: 4 Borbet 5 spoke 15x7 wheels. Fits older 5,6,7 series. Has a couple of scratches but overall in nice condition. \$150.

Tii Steel Wheels: 4 stock steel 13x5 wheels. Tires are still mounted but are old and worn. \$50.

BMW Doors: Left and Right doors from 1973 2002tii. California care but one has minor rust. Inka orange and includes stock drivers side mirror. \$10 for both.

Contact Chris at (913) 680-1977 or email at erinchris@sbcglobal.net.

Need to spring clean your gargage of cars or parts??? Let us know! Getting an ad in the Milepost is as easy as one click!

Classified Ad Policy: Non-commercial classified ads may be placed at no charge by Kansas City BMW Club members. Ads will run for two months unless the member who placed that ad notifies one or both of the newsletter editors (Meg or Josh) that it needs to be contines month to month. If notfication is not recieved by the issue deadline date, the ad will be dropped. Non-members may place classified ads, maximum 50 words per ad, to run for two issues for \$10. Please e-mail ads to either vanderliestm@umkc.edu or jramseyku@yahoo.com, or if paying for an ad, make check payable to "Kansas City BMW Club" and mail to 4555 Main Street, Apt 404, Kansas City, MO 64111.

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KC BMW CCA Calendar

March / April

05.19.2005 Thursday 6pm

Club Meeting and Cruise Night
Zarda BBQ - 87th St & I-35; Lenexa, KS

05.21.2005 Saturday Starts at 10:00 am

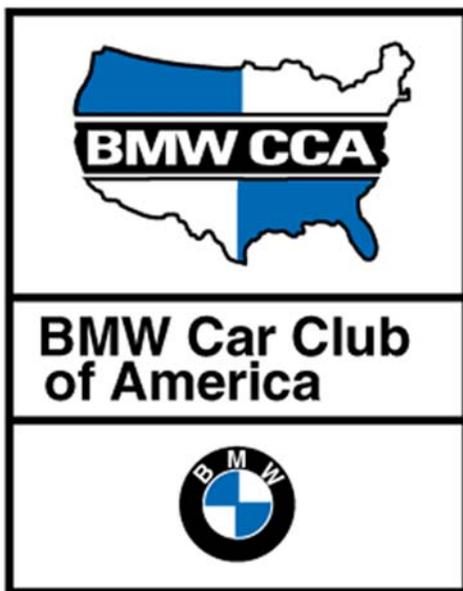
Euro-fest 2005
Sequiota Park; Springfield, MO

06.16.2005 Thursday 6pm

Club Meeting and Cruise Night
Zarda BBQ - 87th St & I-35; Lenexa, KS

08.19-21.2005 All Weekend

KC BMW Surface of the Sun Driving School
Heartland Park, Topeka



To catch the latest in club events, sign up for the announcement emails on our website at: www.kcbmwclub.org. If you have any questions please feel free to contact me at jramseyku@yahoo.com or 785.550.6342.