

2008

September  
October  
November

the

# Milepost

the Kansas City BMW Club newsletter



## Street Survival is November 8th



KC BMW Club Street Survival Chief Blake Henrich guides a student through the basics of car control and emergency situation reaction

The KC BMW Club will hold another Street Survival Car Control Clinic on Saturday, November 8th, 2008, in the parking lot of the Kansas Speedway. It's one of our most important chapter events. The skills taught in Street Survival could give drivers the tools they need to avoid accidents and save their lives. Last year, over 5000 teenagers died in motor vehicle crashes, the leading killer of American youths aged 16 to 19, accounting for more than 40 percent of fatalities in that age bracket. To reduce this number, Tire Rack Street Survival® has developed a non-profit, national driver education program aimed at teaching teens and adults the skills they need to stay alive behind the wheel. The school is open to all licensed drivers of any kind of car.

Street Survival is a program administrated nationally by the BMW CCA Foundation and sponsored by the Tire Rack. The program began as a way to help teenage drivers avoid accidents. It is now open to all ages and has become popular nationally with all kinds of drivers. Even law enforcement agencies send their officers to the school. The school doesn't teach the basic driver's ed type stuff. Its focus is on learning and practicing emergency car control in in the student's own vehicle.

If a child runs out in front of your car, are you prepared to make the correct emergency driving decision? If you accidentally go too fast around a wet corner do you know how to safely correct the slide and keep going? Normally these skills are only learned by wrecking. Street Survival teaches you how to handle your car in those situations, then practices with you until it is a habit. You will finish the day better prepared for an emergency.

The school is only \$60. Street Survival is a non-profit event run exclusively by volunteers—in this case, members of the Kansas City BMW Club along with additional instructors from other clubs.

You may enroll now. This is first come, first served. We will accept a maximum of 30 students. To sign up as a student, visit [www.streetsurvival.org](http://www.streetsurvival.org).

If you'd like to help the Kansas City BMW Club conduct this event as an instructor or other volunteer, please contact Blake Henrich at the number or e-mail address listed on page 3.

Street Survival: It's about more than driving—it's about living!

### Inside:

- Hallett DE Wrap-up
- Mid-America Window Tint Meeting
- Annual Financials
- Call for Nominations

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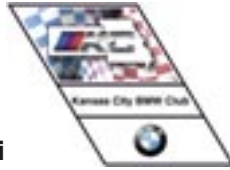
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America Window Tint

Contact our chapter at:  
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list to get the latest club  
announcements!!!

Cover: Both classroom and in-car  
instruction are Street Survival  
hallmarks. Any age driver with any  
street-legal car may enroll.

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# Upcoming Events

**Saturday, November 1, 2008, 8 AM**  
**First Saturday Get Together**  
Panera's on Shawnee Mission Parkway.

**Saturday, November 8th, 2008**  
**Street Survival Car Control Clinic at Kansas Speedway** sponsored by the BMW CCA Foundation and Tire Rack.  
Do you know how to recover from a skid? How about your driving-age kids? Act now to get you or your loved ones registered for this safe driving school. You do NOT have to own a BMW and there is no age limit. All licensed drivers are welcome to register. Each student has an in-car instructor and drives their own car through a series of situational exercises. Go to [www.kcbmwclub.com](http://www.kcbmwclub.com) or [www.streetsurvival.org](http://www.streetsurvival.org) for more information and links to registration. Tuition is only \$60. First come, first served. 30 student maximum. A fun day is guaranteed! Questions? Contact Blake Henrich at (913) 205-3050, e-mail: [blakehenrich@gmail.com](mailto:blakehenrich@gmail.com). Volunteers to instruct or help run the event may also contact Blake Henrich.

**Thursday, November 20, 2008, 6 PM**  
**Monthly club meeting**  
Lone Star Steakhouse, 1501 Village West Pkwy, KCK (near the Legends and Speedway) (913) 334-9995.

**Saturday, December 6, 2008, 8 AM**  
**First Saturday Get Together**  
Panera's on Shawnee Mission Parkway.

**Thursday, December 18, 6:30pm**  
**Monthly meeting and Go-Kart Night at Sadlers Indoor Kart in Olathe**  
You must make reservations if you want to go karting. Check the home page and EVENTS Forum on the [www.kcbmwclub.com](http://www.kcbmwclub.com) web site for more information

**Saturday, 10 January, 2009**  
**KC BMW Club Annual Dinner at the Argosy Casino**  
Make your plans now for a night of friends and fun.



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# Call for Nominations for Chapter Office

Nominations for officers to serve on Board of the Kansas City BMW Club are now being accepted. Any current KC BMW Club member in good standing as of October 1, 2008 can be nominated for one of the open Board positions. All elected Board members serve a one-year term. Here are key dates you need to know:

**October 15 to November 21, 2008** - nominations for elected positions will be accepted. We need only the nominee's first and last name. To nominate yourself or another member, call or e-mail Election Committee Chair Dan Hagrman using the information provided on page 3.

**Week of December 1, 2008** - Ballots mailed to KC BMW Club members in good standing as of November 1, 2008. You may return your completed ballot to the Club by mail or deliver it in person at the Club's Annual Dinner.

**January 10, 2009** - All ballots received by the Election Committee will be counted and results announced at the

KC BMW Club's Annual Dinner (6 PM to 10 PM that evening at the Argosy Casino).

To nominate yourself or another member, call Dan Hagrman at 913.454.9985 or e-mail at [hagrdan@gmail.com](mailto:hagrdan@gmail.com). Nominees must be KC BMW Club members and will be contacted to verify that if elected they will serve.

All nominees must be current members of the Kansas City BMW Club and will be contacted to verify that if elected, they will serve. Candidates that submit campaign statements of 150 words or less will have their statement published on the KC BMW Club web site ([www.kcbmwclub.com](http://www.kcbmwclub.com)).

Elected positions are:

- |                        |                            |
|------------------------|----------------------------|
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| Board Member           |                            |

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**2007 Financial Statement of the Kansas City BMW Club**

Funds On Hand at 31 December, 2006 . . . \$17,340

Add: Receipts

Program Revenue . . . . . \$34,528  
Membership Dues . . . . . 12,930  
Other Revenue . . . . . 138

Total Revenue received in 2007 . . . . . \$47,596

Less: Expenses

Rents and utilities . . . . . \$14,387  
Printing, publication and postage . . . . . 12,091  
Other expenses . . . . . 25,137

Total Expenses paid in 2007 . . . . . \$51,615

Funds On Hand at 31 December 2007 . . . \$13,321

## It's All About You

Do your tremendous creative skills need a better playground? Have you toyed with the thought of becoming a key player in your beloved BMW Club? Is your idea of a good time harassing the Club President until he writes his column?

If you found yourself thinking, "yes... oh, YES!" now is the time and this is the opportunity for you. The KC BMW Club is on a quest for people with the wit, wisdom, and desire to take the nationally acclaimed and globally adored *Milepost* soaring to incredible new levels of Periodic Goodness.

Oh sure, there's no pay, it seems like everybody is a critic, and those unrelenting printing deadlines. But enough with the glamour, here's the 411: we are looking for three or more Club members to work together as the *Milepost* editorial staff. Every Club member is invited to apply, regardless of age or any of that other stuff [Helpful hint: if this sounds like fun but you're not a member, join the Club]. We prefer applicants who have at least some of the following: Experience with publishing software, own or have reliable access to a reasonably current personal computer, have decent PC skills, understand basic newsletter layout techniques, be comfortable with self-guided work, and have the time needed to help create and publish the *Milepost* newsletter six times each year. If this is definitely you, could be you, or might be you but only in the right light, please contact Alan Staples ([president@kcbmwclub.org](mailto:president@kcbmwclub.org)). What's the worst that could happen?

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## Who Ya Gonna Call?

by Mike Staub

Who....me: 'Event Master'? That was my response; how the question arose is a long story.

Maybe you have heard about or even participated in a High Performance Driver Education event (HPDE or just DE for short). If not, the quick description is it's a two-day school that's designed to teach you car control skills that begin to match the capabilities of your BMW.

From the student's point of view, a successful DE should provide a safe but fun learning environment, using a combination of structured classroom lessons and in-your-own-car driving experience. From the Club's perspective, we also want to see proof that those lessons and driving session produce measurable improvement in each student's driving skills. It's also good if we cover the cost of a DE, or even have money left over after the bills are paid. It is a source of pride that our KC BMW Club is well known for conducting well-organized and successful DEs.

**A Time of Reconciliation.** Sadly, the financial part of our success equation came up painfully short in 2007. We think we understand why we lost money in 2007, but the KC BMW Club Driving Events Committee (DEC) honestly wasn't accustomed to failure.

Our financial shortfall in 2007 was Topic One when the DEC began 2008 planning. We talked with leaders of other BMW CCA chapters and other car clubs. We talked with the managers at Heartland Park Topeka (HPT), the site for most of our driving schools. They told us that 2008 track rental fees would increase by 15% over the 2007 rates. So, how to plan for a no-loss 2008 DE? We had plenty to consider: Raise student fees to cover costs? With gas then headed for over \$4/gallon and a higher DE student fee, will we price ourselves out of the market? Are we competing with HPT's inexpensive open track night? What about the schools already announced by other clubs at HPT as well as nearby tracks in Nebraska and Iowa? Lots of questions but very few answers.



So it came down to a DEC Saturday morning town hall meeting. The only agenda item: How to do a 2008 DE at HPT without risking another financial loss? We looked at other venues but the emphasis remained with Heartland Park. After all, this is our 'home track' and we have been very loyal to them over the years. So it was only after much discussion that we reluctantly concluded that a 2008 DE at Heartland Park would be a fiscal gamble for the Club. After a solid 12-year run, no DE in 2008.

**Never Give Up.** But many were bothered by the notion that if we dropped out of the DE rotation for even one year, we would never resurface. So a group within the DEC formed. From here on I'll refer to the group of Greg Lippert, Patrick Smith, and Ryan Staub as The Mavericks. Ryan has a business relationship with the owners of Hallett Motor Racing Circuit in Oklahoma. The KC BMW Club held a mini-DE at Hallett in late 2005 after HPT had pushed the Club's 2005 DE off the calendar due to delayed construction. Hallett's management expressed to Ryan how much they'd like to have our Club back, so The Mavericks started communicating with Hallett as well as other BMW CCA chapters and other clubs throughout the region. Oklahoma's Sunbelt BMW Club wanted to do their first ever DE, but they didn't feel they had a large enough membership base to make it successful.

**Opportunity knocks!** After conversations with Sunbelt VP and Driving Events Chair Bob Ederer, a first-ever cross-regional partnership formed. KC and Sunbelt would join forces for a joint DE, sharing all profits and losses equally. Due to Hallett's lower track rental, and even assuming no sponsor money, our chances for an actual loss was minimal.

However, club members and sponsors came through. Long-time DE guru and Kirk Kiloh quickly went to work and a sponsor check from Ron Butler of Butler's C&D soon appeared. Ryan called BimmerWorld owner and racing driver James Clay, and soon had a check matching Butler's. More financial sponsorship came from Ryan's HPDE Insurance program at Lockton Affinity, and free tech inspections were provided by our friends at Baron BMW and also Eurosport Motors of Norman, OK. Baron BMW also provided 25 cases of bottled water.

The Mavericks presented their proposal for a cross-regional DE to the DEC, where it was reviewed and approved for recommendation to the Board, which quickly approved it. Sunbelt Chapter followed a similar path. We were now tasked with making this August 10 through 12 event a success for both clubs.

From initial discussion and every meeting thereafter, we enjoyed and appreciated the participation and support

of BMW CCA North Central Regional Vice President Len Mueller. He not only contributed sponsor dollars from his region, he got VP for Sunbelt's region to contribute an equal amount. We even had Len enrolled as a DE instructor. Sadly, with his bags, car, trailer, and truck packed, his plans were sidetracked by a family medical emergency. Len, if you read this, you were sorely missed at the DE but we're pleased knowing your Mom is healing nicely.

**Promotion.** We secured support from neighboring BMW chapters in Nebraska and Iowa. They have always been great supporters of our events. After 12 years, Joe Ennett stepped down as Chief Driving Instructor and recommended Ryan Staub as his replacement. Ryan immediately started recruiting instructors from neighboring chapters and other clubs, especially the KC Region, Great Plains Region, and Cimmaron Region Porsche Clubs. Patrick 'Darth Mini' Smith began aggressive efforts to get a contingent of Mini's to Hallett, while Greg Lippert, Ned Smith, and I began campaigns on BMW, car enthusiast, Audi, Porsche, Mitsubishi, and Subaru forums (about 20 in all)!

We had eight weeks from going online with registration until the event. We offered an early bird discount and promoted it feverishly. Enrollment started at a nice pace, then slowed, but picked-up again just prior to the early bird deadline. (It's the "slowed" part that gives me more gray hairs.) By August 1 we were at break even for the event, but The Mavericks stayed focused on their original goal: A sell-out event with 60 students. With a couple last minute students, we hit that goal, ensuring a financially successful DE.



Photo by Alan Staples

**Which Brings Us to the Beginning.** About ten days prior to the DE, a major business deal Ryan was working on was rescheduled for the same weekend. Without missing a beat, Kirk Kiloh took over for Ryan as Chief Instructor and asked if I would be the Event Master. Who...me? Event Master? Kirk assured me he would help me in any way I needed. In my opinion, Kirk is the best Event Master I've seen, so this made me feel pretty comfortable! Off to Hallett, with me in a new role.

It's time for me to mention what a great asset to the Club Greg Lippert is. There were few aspects of the DE that Greg didn't have a role in. We already knew him as

Webmaster and Registrar extraordinaire, but that just scratched the surface. He was there anytime anything needed to be done. His preparation made registering participants a dream, even with a skeleton crew. We arrived at the host hotel on Thursday evening and immediately started registering instructors and advanced Friday students. The Holiday Inn Express provided us with a conference room adjacent to the hotel entrance, and it worked great.

Now is also the time to put a plug in for Dave Stadtmueller, who single-handedly planned, ordered, and delivered our event t-shirts. The company he set up did a great job at a great price. We received many compliments.

I'd like to thank everyone who helped put together the event packets: John Fickel, Dave Stadtmueller, Kirk Kiloh, Ryan Staub, Jeff Taggert, and Debbie Staub, who volunteered her office, conference room, printer, and copier for our "stuffing and instructor assignment party."

**Official Event Master Report.** Friday was reserved for Instructors and pre-approved advanced students so they could become familiar with the Hallett track. The hills and turns of Hallett demand constant attention and provide little time for refocusing before starting the next lap. Keeping the car balanced and knowing the best line around those 11 turns is critical. We had a very good turnout and it was a beautiful day. We left the track at five, and grabbed a quick bite prior to going back to the host hotel to open registration. Registration went very smoothly, with many people pitching in. Actually, about everyone listed to this point in the article was there helping. We have such an awesome DEC group!

Saturday morning came quickly, and after fumbling my way through my first drivers meeting as Event Master, we were off and running. I owe Kirk a debt of thanks for the great notes on what to cover. Soon after starting we had a short bout with the rain gods. Many think I'm crazy, but I like a little rain on Saturday. I feel it sets a tone of respect for the track early in the event, especially for Novice, Intermediate and Advanced groups. We lucked out and the storms quickly cleared, leaving us with slightly cooler temperatures for the rest of the weekend. Saturday went very smoothly. The homework we did ahead of time on instructor assignments really paid off.

The Sunday drivers' meeting was brief. Everyone played so nicely Friday and Saturday there wasn't much to say except a big thank you.

I made it a point most of the weekend to not be where Kirk was. Two of us in the same place didn't make much sense. Kirk worked "control," to be available for any on track happenings or to give a stern reprimand to anyone not playing nice. Incredibly, he didn't have to dispense his "look" much all weekend.

I spent a good amount of time watching what was happening on track from several of Hallett's great vantage points. I also spent a bunch of time thanking the instruc-



tors, who came from as far away as Georgia to instruct for us. Instructors are a DE's lifeblood. Our Iowa and Missouri Valley BMW CCA chapter instructors are always there, as are the KCR PCA instructors. We will never be able to say "thank you" enough. The best way to thank them is to support their DE's, so when you're planning your DE schedule, remember to support first those who support our events.

**Classroom Instruction.** Mr. Tim Gerrity, club racer and driving instructor, took Ryan's place as our classroom instructor. I had many compliments about the great job Tim did in classroom, including praise from leaders of the KCR PCA. The word is they asked Tim to do their classroom at their 2008 October HPT DE.

**Saturday night.** Larry Bellmard from the Sunbelt BMW Club set up a "buy your own food and drink" dinner at Caz's, a sports bar in downtown Tulsa about 5 minutes from the host hotel. Larry and Caz's set up a special menu and area of the restaurant just for us. Due to the financial success of the event, the joint chapter DE committee decided to provide the appetizers to the group. The food was great. We had about seventy people join us for food and drink. The social aspect of our chapter's driving events has become legendary. Everyone shows up for free food and drink. But seventy people who paid their own way? Awesome!



Photo by Alan Staples

**Hallett Rocks!** Thanks to students, instructors, supporting chapters and clubs, corner workers, and Connie Stephens, owner of Hallett. Yes, Connie was there for our meeting. She thanked us for our business and told us how impressed she was with our organization. These are words car clubs rarely hear south of Hastings Nebraska. Speaking of the Hallett ownership and staff, they are simply the best. The workers at the gate, the guys in the tire shop, the great breakfast and lunch servers in the Finish Line Café, and the corner workers all collaborated to provide a great experience for participants.

**Sammie Rocks!** About those corner workers—they were led by a five-foot six flag diva named Sammie. As hard as it is to believe, Sammie commands a greater presence than our very own Kirk. We changed our grid arrangement for this DE and gridded in the hot pits. Sammie "controlled" grid from the start stand. A Japanese Samurai would be less imposing than Sammie pointing at you to pit out/on track.



Photo by Alan Staples

Again, thanks to everyone who helped make this event a rip-roaring success. It takes enormous effort to put on a successful DE and we can always use more help. If you're interested in helping with future DE's, please contact us. You can find contact information at [www.kcbmuclub.org](http://www.kcbmuclub.org) and the inside cover of this very *Milepost*.

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# My Own “How I Learned to Work On Cars” Story

by Dan Hagman

My initial idea for this article was to document a routine maintenance task—changing front brakes. However, how-to articles—at least one from me—are dry, so in an attempt to appeal to a wider audience, I’m going to tell a story that many of you also have a version of—how I first learned to work on cars.

I bought my first car when I was 18, a red 1969 Mustang fastback, for \$800. I knew I really wanted this car, and (mostly because it wasn’t running) I knew I could afford it. I didn’t know how to work on cars yet. Sure, I helped Dad work on the family cars, but I was best at coffee refilling and flashlight holding since frankly, family car maintenance didn’t interest me. This particular day, though, I was so glad that Dad knew how to revive this old red beast sitting in the seller’s driveway, and for the first time, as someone who just traded the contents of his bank account for a rough, 20-year old car, I saw how valuable this skill really was, and what it could do for me.

When it finally started up, Dad drove the Mustang home, with me following in the station wagon. That car moving down the road in front of me, and the freedom it represented, was beautiful. I remember thinking that the first thing I would buy for it was a nice set of wheels to replace the rusty chrome aftermarket mags it had. Of course I never did. All my money went to insurance, parts, and gas.

It got maybe ten miles to the gallon, but it was a perfect introduction to car maintenance and repair.

My new car suffered almost daily failures, but Dad hardly touched it again. He made it clear that while he wasn’t interested in standing out in the cold or sun to help, he was happy to answer all my questions from the comfort of his La-Z-Boy. Looking back, it was a really good way to learn, since it gave me the confidence to troubleshoot and tackle things on my own, but I always had an “expert backup” when I got stuck.

My wife and I have been thinking about starting a family. I often wonder if I will continue working on my cars once I have children to care for, and as they get older, I spend my time supporting their hobbies instead of my own. We will see. At the very least, I hope one day I can sit in my La-Z-Boy and be my kid’s “expert backup” as he or she runs in to report how the last troubleshooting test or reassembly attempt went. Yeah, that would be nice.

Interested in getting dirty? Several members of the KC BMW Club regularly host tech sessions. Here you’ll meet great people willing and eager to help you learn about your BMW, how it works, and how to maintain it. You are also welcome to come watch, ask questions, and even lend a hand on someone else’s car. These fun events are usually announced at the [www.kcbmwclub.org](http://www.kcbmwclub.org) website.

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# August Chill at Mid-America Window Tint

by Hugo Becker

The August edition of the Kansas City BMW Club monthly meeting found members, family, and friends gathering in South Johnson County, at Mid-America Window Tint. What powerful force could cause this migration from the usual Lone Star Steakhouse in Village West? Most likely it was the deep-seated desire to learn more about the latest in window tint technology, but it is possible that free BBQ and a chance to win a complete, full-car tint job may have been a factor.

Window tinting suffers from somewhat of a bum rap: tints that have faded to purple, film that has shrunk to the point of cracking and checking, and the outrageously dark window coverings seen on limousines all quickly come to mind. From a practical point of view, dark tint films dangerously reduce driver visibility, seldom work as expected, and cause endless nervous headaches for law enforcement.

Our host and Mid-America Window Tint co-owner, Tri Nguyen, put on an interesting demonstration of a nanoceramic window film from the German firm of Hüper Optik. We quickly learned that Hüper Optik's tinting materials are used extensively in office buildings and a growing number of residential installations because it is incredibly effective at thermal rejection as well as protecting building occupants and furnishings from the destructive forces of ultra-violet and infrared radiation.

In a demonstration of thermal rejection, Tri used a simple heat lamp and hand-held BTU meter to demonstrate how clear glass passed 170 BTUs of heat, while glass covered with a basic dye-tinted film passed 120 BTUs of heat. The Hüper Optik film allowed only 20 BTUs of heat. Better living through science.



Although the Hüper Optik window tint material used in this demonstration was nearly transparent, they do offer a variety of tint shades.

Hüper Optik tint materials use only small amounts of dye and no metal particles. Traditional dye-based tints tend to fade in a relatively short time, while metal particle-based tints may restrict or block radio, radar, and mobile phone signals. Hüper Optik tint material is created through the deposition of oxy-nitrite particles using a reactive plasma process. Well, of course it is. Many nodded their heads and grunted their knowing approval of this complex process. Or was it the BBQ? In any case, the manufacturing process is complex, and it's German. So while it is impressively effective, it is going to be more expensive than your typical black-out tint job. Then again, cars are expensive and burns aren't much of a bargain.

With their audience still alert and attentive, Mid-America Tint then provided a demonstration of their installation capabilities. It quickly became clear Mid-America Tint has invested some serious money into the creation of a dedicated automotive tinting facility. The exceptionally clean and wide car bay was obvious, but all were impressed when our hosts explained the "clean room" air filtration system that was installed to reduce contaminants during the install of film. Then there was the very cool, computer-driven plotter. Rather than take a razor blade to the material after it has been installed, the plotter prints the window profile onto the tint material using the exact window dimensions of the subject car. Mid-America's database has the dimensions of every window found on almost any car imaginable. We say "almost" as attendees sadly learned there was nothing on file for a 1907 Maxwell touring car.



As important as the facility and tools are, a well-trained and experienced staff is at the heart of a high-quality operation. Again, Mid-America has invested in hiring and training top-notch talent. Their full-time installer made the install look easy. Those who've owned a pillar-less BMW coupe—the kind that move the driver and passenger window by a half inch as you open or close the car door – know better. After thoroughly cleaning the window surface, the



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pre-printed tint film was placed on a wetted vertical sheet of plate glass. This glass is used for film prep, and is mounted on a frame that gets rolled along the working side of the car. After cutting the tinting film according to the printed window outline, the film was moved from the prep glass to the outside of the car window, where it was heat-treated to conform to the shape of the glass. The tint film was then transferred back to the plate glass for final detailed cutting. The interior of the window was sprayed with a soap and water mixture, and the tint film was transferred onto the car window. Tint film has an adhesive layer that is temporarily weakened by the water and soap wetting agent. After tucking the tint film down below the window gasket, all the bubbles trapped between the tint film and window glass were carefully smoothed out. The film then needs to 'cure' in-place (without window operation) until completely dry in approximately three days.

Tri is a gracious host, a savvy Milepost advertiser and first-class provider of BBQ. He's brave, too. He entertained questions during the installation process, and then endured a dedicated Q&A session. After every question had been addressed and with last-minute submissions for the drawing safely tossed into the Spinning Drum O'Dreams, the SDD was vigorously spun. As it wheezed to a halt, the winning entry was plucked for the free, full-car tint job.

The winning entrant? John "What, I Won Again?" Gribble took the prize. Congratulations John! We wait with limited patience and great interest to learn which of John's M3s will get the nano-ceramic treatment.

In summary we all had a great time, were fed well, and even learned a great deal about window tinting and Hüper Optik's nano-ceramic film. A big KC BMW Club THANK YOU to Tri Ngyen and his wonderful staff at Mid-America Window Tint for their generous hospitality and their support of our Club.

We hope to see you at the next monthly meeting.







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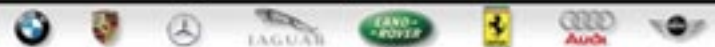
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## Kansas City BMW Club Calendar



**Saturday, November 1, 2008, 8 AM**

First Saturday Get Together at Panera's on Shawnee Mission Pkwy

**Saturday, November 8th, 2008**

Street Survival Car Control Clinic at Kansas Speedway

**Thursday, November 20, 2008, 6 PM**

Monthly club meeting at Lone Star Steakhouse, Village West Pkwy

**Saturday, December 6, 2008, 8 AM**

First Saturday Get Together at Panera's on Shawnee Mission Pkwy

**Thursday, December 18 at 6:30 PM**

Monthly meeting at Sadlers Go-Kart (see Club web site for details.)

**Saturday, 10 January, 2009**

KC BMW Club Annual Dinner at Argosy Casino

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To catch the latest in club events, sign up for the announcement e-mails on our website at:  
[www.kcbmwclub.org](http://www.kcbmwclub.org).

If you have any questions please feel free to contact our webmaster at [webmaster@kcbmwclub.org](mailto:webmaster@kcbmwclub.org).