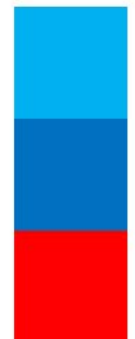


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BMW Car Club of America Smoky Mountain Chapter



The Smoky Bimmer

July
2019

Driftin' 'Round with the Sandlappers at Michelin Proving Grounds

By Sammy Cheek

Why did I go 'round and round' this January 19th at the Michelin Proving Grounds? 'I'll tell you why!' To improve my Ratt race skills! Sorry, couldn't resist a metal-head joke.

The Sandlapper Chapter of the BMW CCA hosts a car control/drift event a couple of times a year at the vast Laurens, South Carolina tire test facility. Laurens is about 45 miles southeast of Greenville. One component of that complex is the B2 skid pad, which is no ordinary skid pad. It has a diameter of 790 feet (120 m radius), giving it almost a half mile circumference. It is made of polished concrete and it is slicker than greased ice when wet.



The purpose of the event is to allow club members to drive on the skid pad. Simple enough. Participants can use the pad to practice several skills. One is to tease the limits of tire adhesion without losing control. A second is to purposely lose control and practice recovery. Remember CPR (Correct, Pause, Recover)? Perhaps its most enjoyable use is to drift a vehicle. Novices usually start out with the first skill, progressing on to the second, and ultimately on to the third. Those with strong skid control skills start out drifting right off the bat.

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So how does one go about participating? First, one has to be a BMW CCA Sandlapper Chapter member to be eligible for to sign up. (However, Mike Renner, of the BMW Performance Center, can arrange sessions for other chapters if they have the interest.) Registration is at Motorsportsreg.com. There is usually a morning and afternoon session of about four hours each but when I attended, a single session straddled lunch. The entry fee is \$285 per driver. There is a limit of 12 drivers per session. Drivers may share a car if they have each paid the entry fee. It is not uncommon for entrants to drive each other's cars. The atmosphere is laid back and collegial. Non-driving passengers are allowed free of charge but must sign the waivers. No helmet is required.

At the start, participants meet at the security office of the Laurens Proving Grounds to sign waivers for Michelin and BMW CCA. Mike Renner leads the course and he gives a short, focused orientation of what to expect. "Eyes up!" is the key instruction. If all hope for skid recovery is lost, "Both feet in!" That is, brakes on and clutch (if applicable) disengaged. "Stop means STOP – immediately -- right now!" Also, "Don't get into the wet grass. There is no one to pull you out." (The last point should not have been a problem since the pad is wide and there is ample high friction coefficient asphalt on the shoulders, but drivers and their cars are a diverse lot so, before the day was out, that safety margin would be tested). Factory tire pressures are recommended, and it is best if traction control is turned off. My top tips? Use the restroom at the security office before heading out and arrive with a full gas tank.



To the skid pad! All vehicles will slowly follow Mike's M5 in a convoy. Headlights must be on. Traffic signs must be obeyed. Again, stop means STOP! Completely. No rolling. The last time I was here, in July 2017, we were allowed to take pictures at the skid pad, but no longer. There is no photography or video recording allowed - not even dash cams - because many automakers test prototypes here. We learned that the new mid-engine C8 Corvette was a recent visitor to the Laurens Proving Grounds. The photos accompanying this article were taken during my 2017 visit.



Once at the skid pad, the drivers stage single file on an entry road. There is an observation shed there with plenty of wooden bench seating under a roof that was welcome for both rain and sun protection. Mike took everybody out in the M5 for orientation laps. From my position in the back seat, I could see his steely eyes in the rear-view mirror. Looking to his left, his eyes never blinked nor did his head move. Once into a drift, his hands barely moved the steering wheel -- he was controlling the steering angle with the throttle. We three passengers went two full laps in a full drift. Impressive!

Now it was our turn. Three cars run on the skid pad at a time. Each car maintains radio contact with Mike who watches for trouble and safe intervals between vehicles. Most drivers tip-toed at first then became bolder, but there was one exception. One fellow, whose name tag just said "Andy" was driving a Dodge Challenger factory hot rod and had been seen intently reading the owner's manual in the parking lot of the security office before we started. He was a tall, quiet, focused, bespectacled, distinguished-looking individual. I guessed that he was a BMW executive or engineer on travel to the USA and that the Challenger was a rental. As soon as he got on the skid pad for the first time he immediately went into a perfectly controlled drift. The loud exhaust notes of the big Dodge reminded me of Richard Petty on the high banks.

It turns out I wasn't far off in my profiling of our Challenger driver. Later in the day, I learned that he was Andreas ("Andy") Bovensiepen, the CEO of Alpina. He was in town for the closing of "THE ICON: 50 Years of the 2002" exhibit later that evening at the BMW Foundation Museum. He comes by his driving talent honestly. He won the European Karting Championship in his first season, at the old-for-karting age of 20, and has competed in Formula 3, and DTM touring cars. He won a 24-hour touring car race at the famed Nordschleife Ring co-driving with the equally famed Hans Stuck. He worked at BMW for 7 years developing suspension components for cars such as the E46, Z3 coupe, and the Z8 before succeeding his father as the Alpina CEO. And, on top of all that, he is a genuinely nice guy, riding with other drivers, driving their cars, and sharing engineering advice.

Another BMW executive in attendance was Tom Plucinsky, who was also in town for the closing of the Icon exhibit. He is the Department Head, BMW Group Product and Technology Communications of

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BMW of North America, LLC. You may recognize him as a regular contributor and columnist of *The Roundel*. One of his responsibilities is overseeing the factory collection of vintage BMW racing cars. He is often seen at various race tracks giving rides in the iconic kidney grilled competition cars as he is the only person certified by BMW to drive all cars in the the corporate collection. He, too, went out on the skid pad and quickly put in impressive drifting performances.

But wait! There was another celebrity present – the instructor of one young participant who was driving a 2011 Porsche 911 track car. The instructor was Randy "The Rocket" Pobst. In case you are not familiar with Randy, he has won almost every class of American road racing including multiple SCCA solo (autocross) national championships, multiple SCCA Pro Sedan and GT national championships, and was twice winner of the 24 hours of Daytona. He has over 90 professional wins. In addition to his racing accolades, he is a frequent contributor to Motor Trend magazine and has written a monthly column for the SCCA publication, Sports Car, for many years. He brought his student to the skid pad because, in his opinion, there is no better venue for teaching car control. When he showed up at the guard shack, several jaws hit the floor. As it turns out, he is a regular Joe and his daily driver is a BMW 3 series.

The rest of us had varying degrees of success on the skid pad. As expected, the spin outs occurred with regular frequency. A few got the hang of drifting early on. It seems like the longer the wheelbase, the easier it is to drift. The M3 is probably the perfect drift car. A brand-spanking-new M5 Competition was there. Its driver elected to keep some degree of traction control on. I don't blame him. It looked like it was still getting a little drifty with the cyber-nanny on. After a couple of sessions, I noticed that his right front brake rotor was glowing blue. Andy quickly deduced that the traction control was applying a lot of brake to that corner in order to keep car control in check. Solution? Turn it off. The car did not go back out.



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The 911 spun out with ease if it got just the teeniest bit sideways. When the accomplished instructor, Randy, gets in, it still spins out alarmingly fast. Eventually, "The Rocket" is able to save it when it gets sideways and starts getting it to drift for short periods. He has methodically figured it out. That is why he is a champion. Mike gets in it, spins out a couple of times, then has the beast drifting under his masterful hands.



An older E30-something had the opposite problem. It would not spin! Mike took it out and could not get the car the least bit sideways. Somebody had the idea to add some air pressure to the rear tires. It still would not rotate. Then they were inflated to some ridiculous pressure like 50 psi and it still wouldn't do anything. I don't think anybody figured out why.

I drove my 135is with the 6-speed manual. I could never find the sweet spot gear/speed combination. Second gear was too slow and third gear uncomfortably fast. At first, I practiced staying at the limit of traction. Then I spent some time on skid recovery. Finally, I went for drifting. It was frustrating to say the least. I spun out a lot. I could see the spins developing in slow motion, but my hand seemed to be either too slow or too fast. One tiny accomplishment was that when I did spin, I rarely came to a complete stop but was able to continue in the right direction after one or two revolutions.

Only once did I stall my car. After I got it restarted, I finally got it into the perfect drift attitude! I pressed the go-go pedal to maintain the drift and...nothing. No response. It self-corrected and I tried again. Perfect angle--no throttle response. What is going on? Seems when I stalled and restarted, the traction control reverted to the on position. Doh! I did manage to drift for a few seconds at a time, but I could never get the car (or me) stable enough to sustain it.



One thing I did notice was that the rear suspension was "squirrely" (hillbilly-tech term). It just didn't seem consistently planted. Turns out that is a common complaint with 1-series BMWs. The root cause is overly compliant rear subframe bushings. The good news is that the firmer E90 M3 subframe bushings are a direct replacement that will cure this trait. In fact, all front and rear M3 suspension components will bolt right into an E82. I have acquired the parts and that is next on my "to do" list.

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It was mid-January and the temperatures were in the mid 50s with rain then mist. As the day wore on, fog rolled in. Visibility shrunk to the point that the far end of the skid pad was barely perceptible. Mike told us to be especially vigilant since he couldn't see us as clearly anymore, but he didn't stop the event. The four hours were almost up when the 911 spun violently off the track and terminally damaged its right front suspension. Remember what I said about no one to pull you out? Our day was over, but at least my squirrely ride was able to be driven home!



For more information on Michelin Laurens Proving Grounds, including a facility map and more photos, visit <https://www.michelinpg.com/>.

Our July Social at Wild Wings Cafe

*Please Join Us August 08 at
El Chico's, 116 Cedar Ln
Inskip, Knoxville*



Drive Better, Tennessee

“Hands Free Tennessee” Law Became Effective July 1, 2019

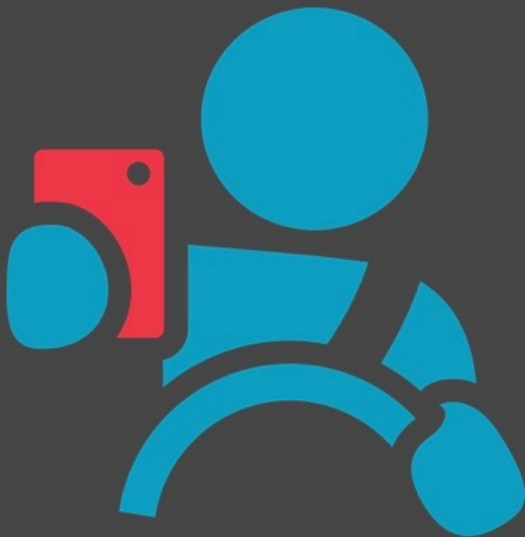
By now you have probably heard of this new law, but you may have missed some of the subtleties about what is and is not allowed like those highlighted on the following page.

Notwithstanding what the law still allows, scientific tests have proven that the human brain does not multitask. Just thinking deeply about something else or engaging in a conversation, even with both hands on the wheel, impairs our driving ability to a degree comparable to alcohol consumption over the legal limit. As a result, some companies have adopted HANG UP AND DRIVE policies prohibiting all phone calls including hands-free calls when employees are driving on company business or using company phones in their personal vehicles.

Conversation, audio-books, listening to talk radio, audio text play back, and hands-free phone calls ARE ALL DRIVING DISTRACTIONS that greatly impair our awareness and reaction time. So if you want your loved ones and yourself to be truly safe when driving, eliminate all distractions and just drive.

(Information & graphics below and on following page from HANDS FREE TN.COM)

Is Distracted Driving **A PROBLEM IN TENNESSEE?**



In 2018, there were over **24,600 crashes** involving a distracted driver in Tennessee. On average, that is sixty-seven crashes every single day. A recent study listed Tennessee as having the highest rate of distracted driving deaths in the nation – nearly five times the national average. Your phone can wait – your safety can't.

WHAT IS the Tennessee Hands Free Law?

PC0412 makes it illegal for a driver to:

- (a) hold a cellphone or mobile device with any part of their body,
- (b) write, send, or read any text-based communication,
- (c) reach for a cellphone or mobile device in a manner that requires the driver to no longer be in a seated driving position or properly restrained by a seat belt,
- (d) watch a video or movie on a cellphone or mobile device, and
- (e) record or broadcast video on a cellphone or mobile device.



? Can I talk on my cellphone while driving?

A driver is permitted to use an earpiece, headphone device, or device worn on a wrist to conduct voice-based communication. The driver may use one (1) button on a cell phone or mobile device to initiate or terminate voice communication. Voice-based communication may also be used to send a text message.

? Can I use a hands-free device to record video on my cellphone while driving?

It is illegal for a driver to record or broadcast video on a cellphone or mobile device. However, this does not apply to mobile devices used for the sole purpose of continuously recording or broadcasting video within or outside of the motor vehicle.

? Can I use my cellphone while driving in the case of an emergency?

A driver is permitted to use a cellphone or other wireless telecommunications device to communicate with law enforcement agencies, medical providers, fire departments, or other emergency service agencies while driving a motor vehicle, if the use is necessitated by a bona fide emergency, including a natural or human occurrence that threatens human health, life, or property.

? Would I get points on my driving record for violating the Hands Free TN law?

Yes, you would get 3 points on your driving record for each violation.

? What are the penalties?

Violation of this law is a Class C misdemeanor. A traffic citation based on this violation is considered a moving traffic violation. Fines for violations of the law include:

- \$50 = First-time offense
- \$100 = Third-time offense or higher; violation results in a car crash
- \$200 = Violation occurs in a work zone while workers are present; violation occurs in a marked school zone while flashers are in operation



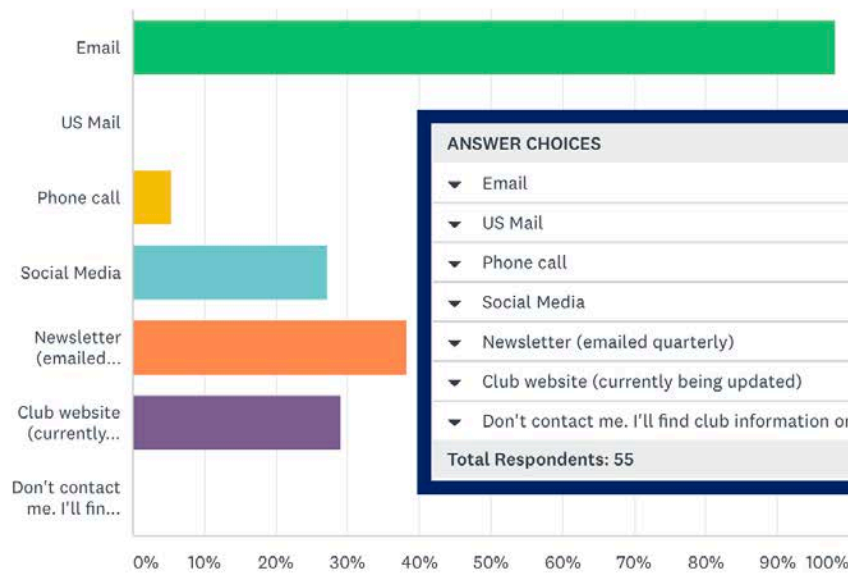
Results of Club Membership Survey

By Laura Allison

Approximately 20% of you responded to our recent survey and we appreciate the time you took to do so. Your responses provide important insight to the Chapter Board on the interests and communication preferences of our members so we can better plan and organize events to meet those interests and communicate most effectively with all of you. Here are the results of survey.

How do you prefer to receive news or announcements from the Smoky Mountain Chapter BMW CCA? (You may check more than one.)

Answered: 55 Skipped: 0

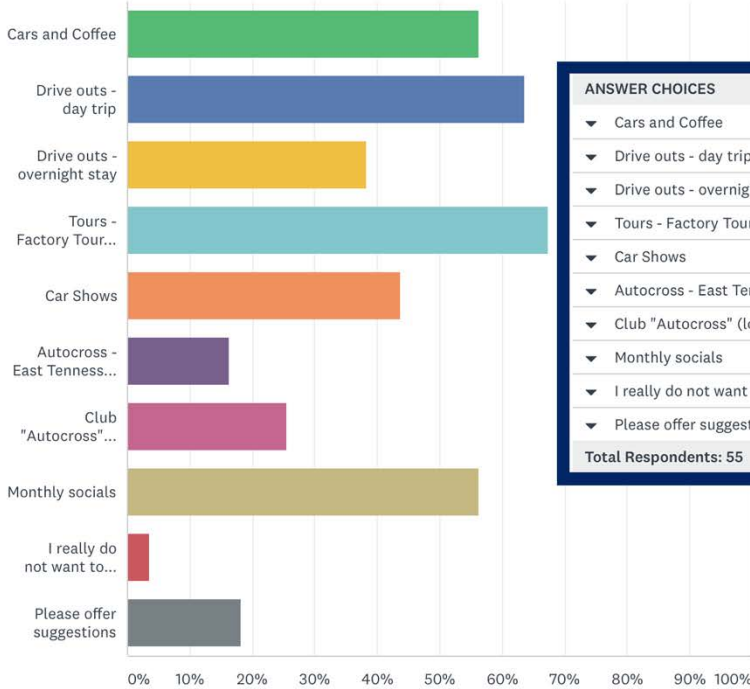


ANSWER CHOICES	RESPONSES
▼ Email	98.18% 54
▼ US Mail	0.00% 0
▼ Phone call	5.45% 3
▼ Social Media	27.27% 15
▼ Newsletter (emailed quarterly)	38.18% 21
▼ Club website (currently being updated)	29.09% 16
▼ Don't contact me. I'll find club information on my own.	0.00% 0
Total Respondents: 55	

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What types of events would you like to see us host in the future? (Check all that you are interested in or make a suggestion.)

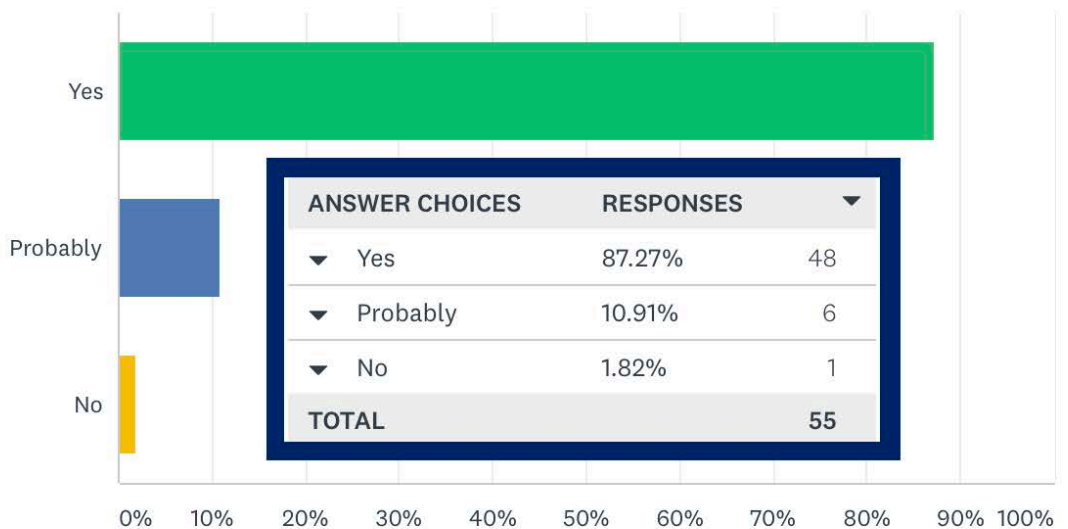
Answered: 55 Skipped: 0



ANSWER CHOICES	RESPONSES	
▼ Cars and Coffee	56.36%	31
▼ Drive outs - day trip	63.64%	35
▼ Drive outs - overnight stay	38.18%	21
▼ Tours - Factory Tours, Shop Tours, Museums, etc.	67.27%	37
▼ Car Shows	43.64%	24
▼ Autocross - East Tennessee Regional SCCA - Helmet required	16.36%	9
▼ Club "Autocross" (local) - Helmet not required	25.45%	14
▼ Monthly socials	56.36%	31
▼ I really do not want to participate in club events	3.64%	2
▼ Please offer suggestions	18.18%	10
Total Respondents: 55		

Do you plan to renew your membership when it expires?

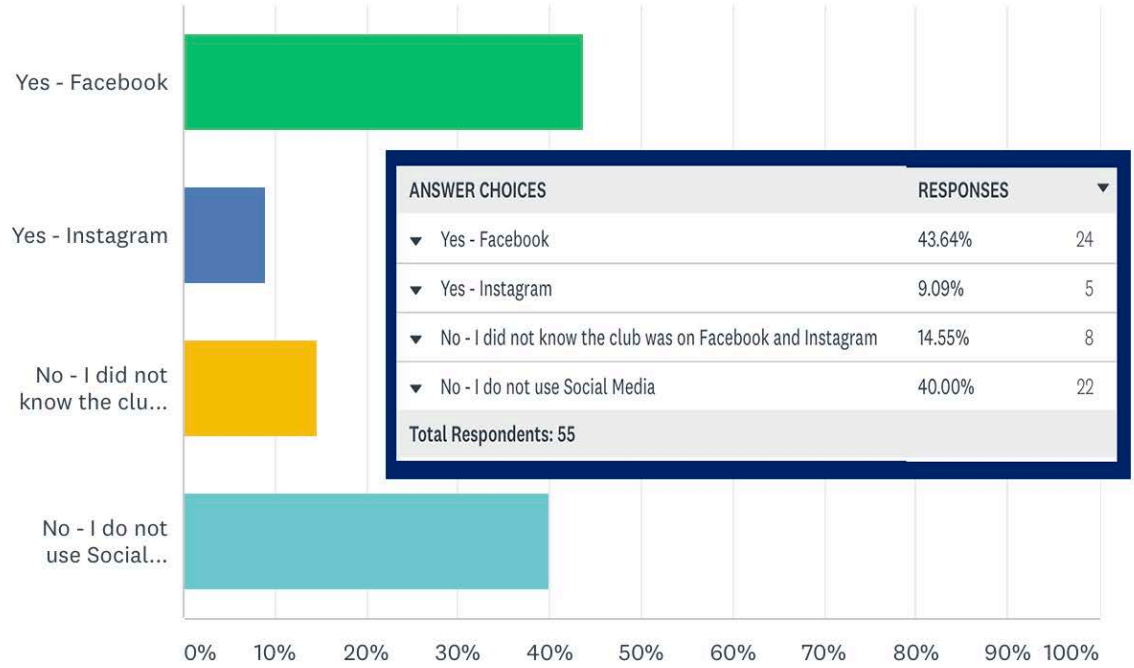
Answered: 55 Skipped: 0



ANSWER CHOICES	RESPONSES	
▼ Yes	87.27%	48
▼ Probably	10.91%	6
▼ No	1.82%	1
TOTAL		55

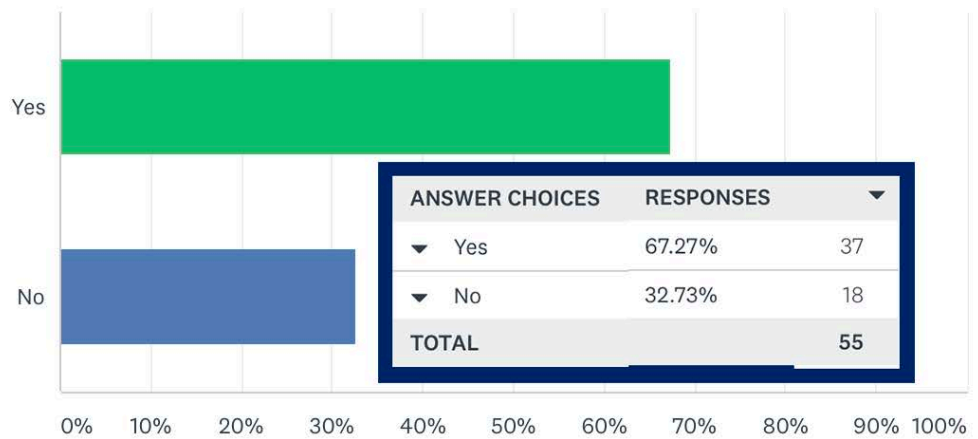
Do you follow us on Social Media?

Answered: 55 Skipped: 0



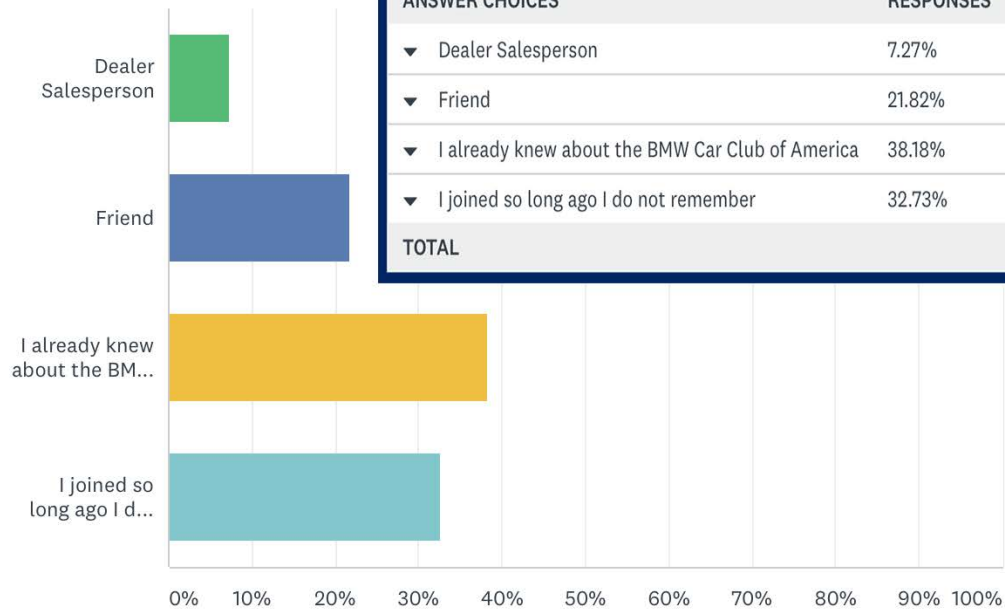
Have you attended any of our events in the past year?

Answered: 55 Skipped: 0



Not everyone joins the National BMW CCA, What prompted you to join?

Answered: 55 Skipped: 0

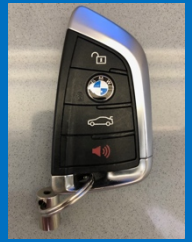


Conclusions Reached by Chapter Board from Survey

- About half of you have been members for so long you forgot why you joined, but almost 90% of you plan to renew your membership. That is wonderful; we hope you will encourage others to join us and participate.
- Email and other digital media, but not exclusively social media, are the preferred means of communication; there is no interest in receiving material through the US Postal Service.
- The chapter website is of interest to almost a third of the members; we are now upgrading the website.
- There is significant interest in a variety of activities other than monthly socials, especially drive-outs and other, “let’s go somewhere and do something” events; we are working to make it as easy as possible for members to plan simple group activities with minimal notice, subject to our national club requirements for insurance of club sanctioned events.
- Two thirds of you have participated in activities with us in the past year. We hope you will continue to do so and encourage others to join in. If you have not participated, we welcome you to do so and hope that you will suggest something that will be of particular interest to you – we are sure there are many others who will want to join in.
- Your feedback is enlightening and helpful; we hope to have an improved response to future surveys.

Know Your BMW: Smart Keys & Central Locking

By Chris Tighe



We've come a long way since the simple "Power Door Locks" that were first introduced on the 1914 Scripps-Booth and then reintroduced as a popular luxury car option by Packard in 1956. They would simply lock and unlock all the car doors using a control switch located inside the vehicle. Now, nearly every car model offers power door locks, but the smart-key linked system of today's BMW does so much more:

- Selectively unlock a single door or all doors with a button on the remote.

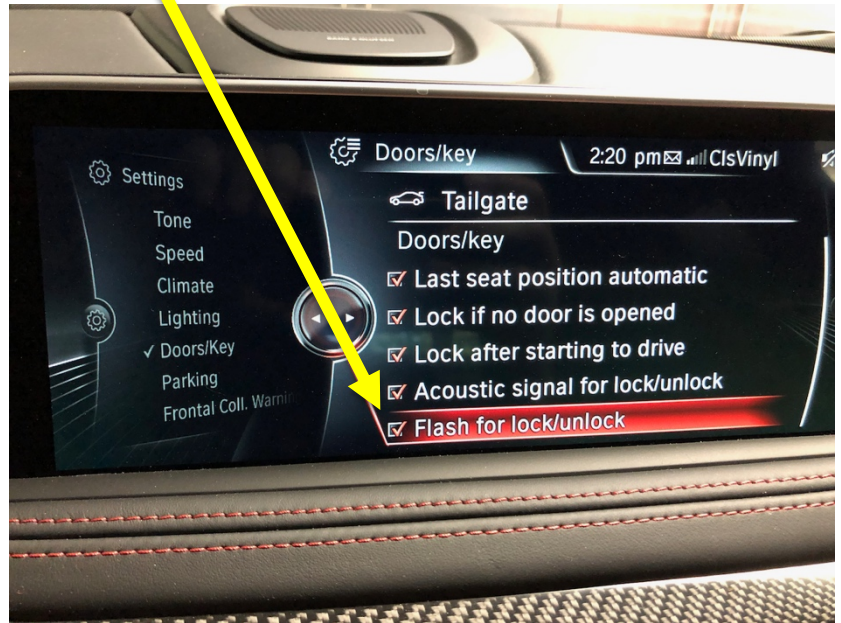


- With Comfort Access, newer BMW models will lock/unlock with just a touch of your finger to the door handle or open the rear hatch / trunk with a wave of your foot below the bumper.
- Automatic relocking of the vehicle if the unlock button is pushed but no door is opened within a short time period.
- Automatic locking of all doors when the car reaches a preset speed.
- Advanced Vehicle and Key Memory can store and recall the most recently used climate-control settings, exterior mirror and power seat position settings, audio system settings including tone control and radio presets, and lighting preferences for the user of each assigned key fob.



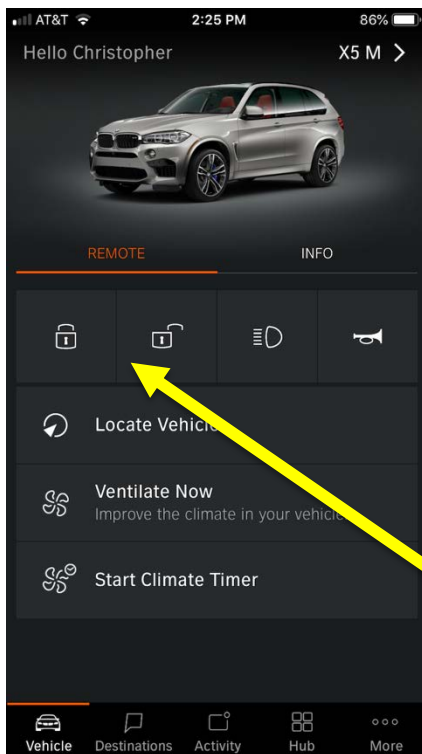
- Single push-button closure of power hatch / trunk lid and locking of all doors.

Many of these features can be customized to your preference from within the Settings Menu. Don't like that beep and light flash when you lock your car? You can change that!



Since this digital technology has been rapidly evolving, the features and capability of your car will depend on its specific model, year and option packages and may differ from some of what is discussed in this article, but here are a few handy features that your vehicle may have which you might have overlooked:

- Press and hold the unlock button on your remote to unlock the vehicle and continue holding to open all windows and sunroof. On a convertible, the top will go down after the windows have opened.



- A single click of the unlock button on your remote unlocks just the driver's door; a double click unlocks all doors.

- With Comfort Access, a touch of the driver's door handle unlocks only the driver's door; but a touch of any passenger door handle unlocks all doors.



- Memory buttons 1 and 2 for seat & side mirror position are BOTH stored to the smart key in use so with two smart keys, two drivers can each have two seat positions stored (e.g. one for driving and one for enter/exit/napping).

- Your central locking system can be activated wirelessly via the BMW ConnectedDrive app or by phone through the BMW Assist service – handy if you forgot to lock your car when leaving it.

- All of the stored profile settings associated with a specific smart key can be stored on a USB flash drive. Not only does this provide a backup copy in the rare event that maintenance of your electrical systems or software upgrades erase the settings stored in your car, but they can be used to transfer your preferred settings to a service loaner car or friend's car that you may be driving. The system is even smart enough to automatically adjust for differences in the geometry of the steering column, mirrors, pedals and seats between different BMW models. That means that even if you daily driver is a Z4 and your loaner is a 7-series, after loading your stored profile into the loaner, your seat position will still be just right!



Consult your owner's manual, either the booklet, or from the iDrive screen for more information and instructions on the features of your specific BMW model and how to customize them to your taste, or reach out to the Grayson BMW Genius, Brianna Mirakaj at bmirakaj@graysonbmw.com or 888-695-9038.

*Is there a feature of your BMW that you think would be helpful to cover in
Know Your BMW?*

*Please send your suggestions to Chris Tighe at
editor@smokymtnbmwcca.org or 301-748-9850*

President's **CORNER**



As I've written before, your Board of Directors is focused on growing the chapter and organizing events that are fun and interesting for our members. We are committed to hosting a driving event every month. This is no small task as there is a lot of preparation that goes into a driving event. One of our biggest challenges is getting someone – *any* club member – to volunteer to be the lead for the event. The next challenge is ensuring the event will be of interest to the widest number of members.

We have over 300 members and their ages and interests vary widely. The results of our recent member survey are published in this issue. There was about a 20% response rate to that survey. In the world of surveys this is just below average. Our intentions are pure when we survey – we just want to get to know our members and the activities they would like. To try to get a better response for future surveys we will offer a prize to a member randomly selected from those who responded.

We have a **monthly board meeting** at 11:00 on the first Saturday of the month at Grayson BMW. We encourage members to attend. If you want to get to know the board members better and provide input to the board on what the chapter should do, then please join the meeting. One request from Grayson is that we park in the lot behind the Mini dealership so that we don't take up all the parking spaces in front of the BMW showroom.

In our July board meeting, we discussed the following list of events that are planned or are under consideration. We hope that several of these are of interest to you, but if not, please suggest something:

- Brushy Mtn. Prison drive, tour, and lunch (10 August)
- Chapter M Day at the BMW Performance Center (7 September)
- "Voices of Lee" at Lee College, drive, dinner, and concert (tentatively 14 September)
- Drive-out to City Garage Car Museum & Lunch, Greenville, TN (28 September)
- Oktoberfest in Greenville, SC (15-19 October)
- Helen, GA drive, lunch, dinner and overnight (tentatively in Nov/Dec)
- Tire Rack Street Survival in Johnson City (Fall, 2019)
- Christmas Party at ORSA clubhouse & Music at Oak Ridge Playhouse (December)

This variety of events is **in addition to** our monthly socials.

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Speaking of the socials, I'm so pleased at how these have grown. Last month at Calhoun's in Oak Ridge we had 38 attendees and we've recently had 44 attendees. Coming to a social is about being with friends and making new ones. I know all of our lives are full but coming to a social is a great way to have a nice meal and be with other BMW enthusiasts. Shirley and I have made so many friends at these and we look forward to every social. I truly appreciate "all the regulars" and all the new members who have given this event a try.

We also discussed "**pop-up**" driving events. We certainly want to encourage and support these types of events. For a chapter-sanctioned event, we must get insurance from the BMW CCA national organization. This requires 24 hours' notice to process our request. If, for example, on Wednesday, you want to do a spur of the moment event for Saturday morning, you need to contact any chapter officer and describe the event so we can properly fill out the insurance request. While chapter-sanctioned events require national club insurance, individuals are always free to contact other members they know via whatever medium they choose and then go on the driving trip. The chapter will be happy to help you get word of your event out via our Facebook page and Instagram. If you have ideas for an activity or event, please get with any board member or come to a board meeting or social to talk to us about it. We truly want to make our chapter better by bringing our membership together for fun activities with our cars. We hope you join us.

Dues increase - BMW CCA dues are increasing on September 1 from \$48.00 to \$58.00 for a one-year membership. Three-year memberships will go from \$134.00 to \$165.00 and five-year memberships will go from \$220.00 to \$270.00. This leaves almost a three month "buy up" window allowing members to renew at the current rates. You should see an official announcement from the National office regarding these changes in the next week or so.

The Roundel will become 10 national issues (instead of 12) with 2 regional issues for each of the five regions. This is being done because too many chapters are not producing the required quarterly newsletters. Of course, you know that this does not apply to the our chapter because we put out a newsletter every other month.

Oktoberfest 2019 - As of Sunday, 06/09/19 there were 900+ people registered for Oktoberfest in Greenville. Go to <https://ofest.bmwcca.org/> to register.

For the **Car of Your Dreams Raffle**, log on to <https://www.bmwcca.org/raffle> to get your chances at \$25 per ticket. The grand prize is a 1-of-1 BMW CCA 50th Anniversary M4. First Prize is a 1-of-1 Dinan Club Edition M2 Competition. Think you can never win? Think again; our own Sammy Cheek won a car in last year's Car of Your Dreams raffle.

We are creating a **new website** and you can look at it at <https://www.smokymtnbmwcca.com/>. You will notice it has changed to ".com" from ".org". It is still a work in progress, but you can help us by sending your pictures of your BMW, club members and club events to Laura Allison at membership@smokymtnbmwcca.org

The Sandlapper Chapter M-Day is 17 August and they have room for other drivers. So if you wanted to experience a Chapter M-Day but are disappointed that our 7 September driving event is full, here is another opportunity. Registration url: <https://www.motorsportreg.com/events/m-club-day-bmw-performance-center-cca-sandlapper-170944>

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We all are doing our best to improve our chapter. Please consider joining us for one or more of the many events we are planning. We hope to see you soon!

Richard Stouder

If you have questions about the club, any chapter event, or have suggestions for events you would like us to hold, please email us at 4SMCEvents@smokymtnbmwcca.org.

Welcome New Members !

The following members were added to the rolls of Smoky Mountain BMW CCA through April 22, 2019. Look for them at our next event and please welcome them to the club

Izzy Appling

John Bass

Bobby Clemmons

Robert Cowin

James Crider

Ivan Dunbar

Colten Gains

Jett Gentry

Sarah Harden

Elijah Hughes

Ezekiel Kincer

Harry King

Andrew Lentchner

Rick Matousek

Brett Meacham

Charlie Moore

Ryan Olszyk

Jake Pengitore

Elaine Pulliam

Justin Queen

Ken Reece

Clinton Roberts

Michael Saad

Andrew Schwarzkopf

James Smith

Alex Tucker

Erick Tyree

Steven Williams

Evelyn Williamson

Hunter Wilson

Elizabeth Young

We are happy that you have chosen to come along for the ride!

Club Announcements & Upcoming Events

VOLUNTEERS NEEDED!

Can you spare some time to help your club?

We are looking for a volunteer for each of the following:

- **Advertising coordinator** for our newsletter and our website.
- **Social media coordinator** to help us spread the sights, sounds, and stories of the fun we are having.

If you have interest and abilities in these areas and can spare a few hours each month we would love to hear from you at: SMCBoard@smokymtnbmwcca.org

Upcoming Chapter Socials

August 8 – El Chico’s	116 Cedar Lane, Knoxville (<i>Inskip</i>)
August 21 – Firehouse Restaurant	627 W. Walnut Street, Johnson City, TN (<i>Tri-Cities</i>)
September 12 – Sullivan’s	7545 S. Northshore Dr, Knoxville (<i>Rocky Hill</i>)
October 10 - Chop House	9700 Kingston Pike # 21, Knoxville, TN 37922 (<i>West Knoxville</i>)
November 14 – Litton’s	2803 Essary Dr, Knoxville, TN 37918 (<i>Fountain City</i>)
December 12 – Carrabba’s	324 N Peters Rd, Knoxville, TN 37922 (<i>Cedar Bluff</i>)

Smoky Mtn Chapter Board Meeting Aug 3 & Sept 14

- 11AM -- Grayson BMW Conference Room
- Chapter members welcome to attend

Drive Out – Saturday, August 10, 2019

- Depart Oliver Springs, 8:30 am
- Tour Brushy Mountain State Penitentiary (cost \$21/person)
- Lunch at the Wardens Table Restaurant
- Drive the challenging Devils Triangle
- Pre-registration required – deadline is August 2nd
- See emailed flyer for info and link or email questions to Laura Allison at membership@smokymtnbmwcca.org

Next Chapter M-Day

September 7, 2019
REGISTRATION FULL

Oktoberfest 2019

October 15-19, Greenville, SC
Reserve NOW – Events and
Hotels Are Filling Up Fast!

More Drive Outs!

- City Garage Car Museum & Lunch, Greenville, TN – September 28 (*UT bye week*)
- Helen, GA – lunch, dinner, overnight – tentatively November-December

Christmas Party - December

- Covered Dish Dinner – Oak Ridge Sportsman's Club Clubhouse
- Optional holiday music performance by Levi Kreis at Oak Ridge Playhouse

Upcoming in a future Smoky Bimmer:

- Experiencing 24 Hours of Daytona by *Mike Washington*
- Dirt Fish Rally School by *Sammy Cheek*
- [*Your Story Goes Here*] – Have an idea for an article? Please email to Chris Tighe at editor@smokymtnbmwcca.org or 301-748-9850

Tire Rack Street Survival – Volunteers Needed!!!!

- Fall 2019 – Johnson City, TN – details TBA
- Spring 2020 – Pellissippi State Community College

We Thank You!!

The Smoky Mountain Chapter of the BMW Car Club of America would like to thank Grayson BMW for providing excellent service, quality parts, and discounts to our members.

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Club Information

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Board Member At-Large	Mike Washington tri-cities@smokymtnbmwcca.org
Webmaster	Steve Smith vicepresident@smokymtnbmwcca.org
Club Website & Gen'l Info	www.smokymtnbmwcca.org info@smokymtnbmwcca.org

MAILING ADDRESS

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