

THE
HEART
of
DIXIE
 BMW CAR CLUB
 NEWSLETTER



FIRST TIME'S THE CHARM—2013 DE AT BARBER'S MOTORSPORTS

Chris Jones

After a couple of years of encouragement from several fellow Heart of Dixie members, I took part in my first DE this year at Barbers. All I can say is WOW, what a blast!!!



First, hats off to Jack Joyner and the rest of the HOD officers for how well the DE was organized. The DE seemed to go off without a hitch from registration to the last sessions on Sunday. It's easy to forget how much

effort goes into planning and organizing an event of this size. We are fortunate to have dedicated officers and members who are willing to put forth so much effort.

If you have ever thought about taking part in the HOD DE at Barber's, I would encourage you to try it at least once. As you will hear several times, "it's not a racing school". It's about improving your driving skills and learning more about your car's capabilities. You will be partnered with an instructor for the entire weekend who will encourage you to progress but never push you to the point you are uncomfortable. My instructor, Tony Cook, was great. We started out with the basics and built on those basics throughout

each session. By the later sessions on Sunday, it was "you can take more speed here, brake a little later here" giving the confidence to do more while still being safe. I left knowing a lot more about my capabilities and the car's capabilities as well.



If you still have reservations about taking part in your first DE, ask fellow members about their experience. I asked dozens of questions leading up to the DE (thank you Todd, Jonathon) and everyone was extremely helpful and accommodating. Even if you decide participating in a DE is not for you come out and enjoy a beautiful facility and great fellowship with other enthusiasts. The environment is relaxed, the folks are friendly, and the track and facilities are second to none.



A few of the HOD DE organizers and board members, left to right: Andre DeSousa, Jack Joyner, Steve Lowery, Carol Lowery, Ron Drenning, Dale Sitton.

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PRESIDENT'S CORNER**It's thank you time...**

My Bimmer Friends,

We are half way through the year and as I write this we just completed our 11th High Performance Driving school at Barber Motorsports Park. I have to offer my heartfelt thanks to so many that make this school work every year.

Jack Joyner - Chief Driving instructor, D.E. t-shirt designer, counselor, referee and friend
Andre DeSouza - Chief Driving instructor assistant, right hand man and our Bluegrass friend
Carol Lowery - Registrar, auditor, check list checker and our wounded but still driving driver
Dale Sitton - Treasurer, check writer, the "bag" man and the calm water we value so much
Steve Lowery - V.P., helmet inspector and the "ying" to Carol's "yang"
And at Registration we had some helpful hands provided by **Linda Sitton, Paula Holly** and **Natalie Sutton**.



Thanks to **Tom Williams BMW** and General Manager, **James Corlew**, for their continued sponsorship of our event and the chapter.

I would also like to thank **Mike "Schnell" Renner** for bringing the One Lap of America M6 from the Performance Center and providing free rides all day Saturday. Danke Mike!

We have several great events planned for this hot Alabama summer. If you couldn't make it to Barber during Memorial Day weekend come join us for the Rickwood Caverns run in August or the Rattle and Snap Plantation in September.

Thank you all for your membership and support of the Heart of Dixie Chapter

Check out the website for the latest pictures at www.albmwcca.org



Happy Motoring-



Jonathan

Also check out the pictures from our most recent events under the "Photo Gallery" tab. Don't forget to "Like" us on Facebook at "Heart of Dixie BMWCCA"

MISS MARY BOBO'S FUN RUN & JACK DANIELS DISTILLERY

Almost every spring, the HOD BMW Club takes a trip to Lynchburg, Tennessee to enjoy a classic southern lunch at Miss Mary Bo-Bo's Boarding House, before heading on to the Jack Daniels Distillery for a tour. Along the way, we stop at Falls Mill to tour this historic working water wheel. The Jack Daniels Fun Run has been one of our most well-attended and favorite fun runs for over a decade.



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DISK BRAKE ROTORS

Ron Drenning

Cost vs. Performance—Is the Extra Money Worth the Investment?

Every time the brake rotors come around for replacement you have that moment to compare costs between the various after-market vendors for BMW components. The prices can be orders of magnitude different so you have to wonder is there really a difference or are you falling for better marketing of the higher cost rotors. We'll try and provide some guidance in this article.

All cars use cast iron front rotors except for a few high performance (mostly European) cars that offer optional carbon-ceramic rotors where they add thousands of dollars to the price and will come back to drain your wallet if they ever need to be replaced. We'll only cover the cast iron versions in this summary.

First, let's look at what properties you want in a brake rotor:

1. Good wear resistance
2. No vibration (low noise)
3. No warping from repeated heating and cooling cycles
4. Good heat dissipation
5. Reasonable cost

At the current time the best answer to all these requirements is cast iron rotors but not all cast iron is the same. The SAE (Society of Automotive Engineers) recommends grades J431-G7 or J431-G10. Grade G7 has greater crack resistance and higher thermal conductivity but G10 has better wear resistance. Recall how some vendors claim better resistance to cracking for drilled rotors? They are using Grade G7 to reduce thermal cracking but probably won't mention shorter life as a trade-off. Grade G10 will give you longer life but increase the probability of cracking and flaking.

Vibration doesn't quite come to mind when you think of cast iron but it has superior dampening properties compared to ductile iron or carbon steel. There is always a bit of vibration caused by brake pads slightly touching the rotor surface in addition to those induced by rough road conditions and you want all those dampened before they reach the interior of the car. Cast iron does this well and at minimal cost.

Warping, something we've all detected at one time or another. Any application of the brakes that results in the steering wheel shaking is usually attributed to rotor warp. In normal driving conditions it usually happens about the time the brake pads are getting thin and it was time for a brake job anyhow, but not always. There is nothing like spirited driving, or a good DE, to test the true quality of your rotors. Heat is the enemy in braking systems and stopping your car from high speed can overheat

your braking system in seconds. A brake pedal hitting the floor as you go into a turn is shocking, to be sure, and can be disastrous depending on what lies ahead (open space—doubtful, guardrail—more likely). You should be asking yourself about that last set of brake rotors and pads you installed. When the pedal goes to the floor, you have boiled your brake fluid (either from the presence of water in the fluid or you exceeded the boiling point of the brake fluid itself). So where did all this heat come from—you changed kinetic energy into thermal energy by applying the brakes and all that energy has to go somewhere! You want that thermal energy to be dissipated by your rotors as fast as possible but you only have air for cooling so all the extra goes into your brake pads and on into the brake piston where it cooks the brake fluid. Too bad!

Maybe those expensive rotors might have been worth it after its all said and done.

Good brake rotors are heat-treated around 1100 F for 24 hours to help resist warpage and that costs money!

That brings us to "Heat Dissipation". Your rotors have to use air flow to remove the thermal energy stored in the rotor before the next hard braking session. This is why most all

rotors are vented so they can pump as much air as possible to improve cooling characteristics. All this is a function of the internal vanes and can be improved depending on their design. Think of your brake rotors as little fans working like crazy as your car moves forward. Vanes can be radial, forward incline, backward incline or airfoil. Airfoils can move air very efficiently but are the hardest to mold into the rotor casting. Most are radial for cost reduction. A few manufacturers are using CFD (Computational Fluid Dynamics) to improve air flow over what you can get with airfoil blades but I remain skeptical of their claims. Many claim Improved Air Flow—over what other design?

So all this can be supplied by a good cast iron rotor at reasonable cost. Like everything else it takes more bucks to make a better product. Alloys and heat treating add to the cost but increase the long term performance so fork out the bucks for good rotors especially if you want to put them to use in DE events or spirited driving on your local roads. Much better to invest a few hundred more in better brake parts than several thousand to fix your car after it leaves the highway for an unexpected, but always exciting, field trip.

Article reference from *The Society of Automotive Engineers*.



HEART OF DIXIE UPCOMING EVENTS

The Heart of Dixie BMW Club holds an event most months of the year. Below are the events planned for the next few months. Mark your calendars and watch for email updates meeting places and times!

RICKWOOD CAVERNS

Saturday, August 17, 2013

Experience the thrill of Rickwood's miracle mile of underground caverns! The 260 million-year-old limestone formations, blind cave fish and underground pool are just a few of the natural wonders exhibited in the colorful cavern. The caverns were water-

formed over 260 million years ago. Rickwood Caverns still contains active "living formations," as mineral-laden water droplets build colorful structures and

flowstones. Rickwood Cave reveals that it was carved from an ocean bed - shell fragments and fossils of marine life are clearly visible along the cavern ceiling and walls. Many curiosities are featured on guided tours of the "miracle mile" at Rickwood Caverns State Park.



RATTLE AND SNAP PLANTATION

Saturday, Sept. 21, 2013



Rattle and Snap on a hilltop 7 miles west of Columbia, Tennessee on State Hwy. 243 in Maury County, is an example of the lavish scale on which many Southern homes were built between 1845-1860. Rattle and Snap was built for George Polk, a North Carolinian who was appointed surveyor-general of the

Middle District of Tennessee in 1784. Through land speculation, William became one of the largest landholders in Tennessee. William named the property "Rattle and Snap" after having won the land from the governor of North Carolina in a game of "rattle and snap." This game of chance is said to have been played with beans.

SELMA GHOST TOUR AND COSTUME CONTEST

Saturday, October 12, 2013

Starting in Birmingham, we'll travel down to Selma for a tour of some ghostly places. We don't get down to this way very often and this will be a fun opportunity. Halloween costumes optional, but it'll be more fun if you wear one. We hope to see some of you Central Alabama people there!

SOCIAL AT OAK MOUNTAIN STATE PARK

Saturday, November 2, 2013

We'll meet at one of the pavilions at the park for a cookout, between the hot and the cold seasons. Come meet up with other bimmer enthusiasts and enjoy the natural beauty of this state park located in Pelham, AL.

The Benefits of a BMW CCA Membership

- **Membership Rewards: Rebates Up to \$1,500 on BMW purchase.**
BMW CCA members in good standing (membership for 12 months prior to the purchase) may be eligible for substantial rebates up to \$1,500 on the purchase or lease of a new or Certified Pre-Owned BMW from any authorized U.S. BMW Center. See bmwcca.org for details.
- **Outstanding national events** including BMW CCA's premier annual gathering, Oktoberfest, which was held for the first time in Birmingham in October 2011.
- **12-month subscription** to the Club magazine, *The Roundel*.
- **Driving schools**, autocrosses, safety schools, fun runs and Club Racing.
- **Regional club-sponsored car corrals** at major road races, like the Indy and Grand Am Series at Barber Motorsports Park.
- **Free classified ads** on the website and in *Roundel* magazine.
- **Access to our Technical Service Advisors** for personalized advice.
- **Ombudsmen** to help with dealer issues.
- **Friends of BMW:** A roster of fellow BMW CCA members who can offer coffee and conversation, repair tools, workspace, sometimes even help when you're out on the road.
- **Club library and video services.**
Borrow BMW-related books and videos.
- **Availability** of a BMW CCA affinity credit card.
- **Free BMW CCA decals** available from the club office.
- **Access** to all areas of the growing online community at BMWCCA.org.
- **Access** to the BMW CCA social networking tools!