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PRESIDENT, VICE PRESIDENT AND
NOMINATIONS FOR BOARD
APPOINTED POSITIONS

ON THE COVER:

*Blake gets some
hot laps at
Austin
Schnell Fest*





Wow, Christmas is almost upon us! This year has flown by and there have been numerous activities since our last newsletter.

Well the M3 is performing flawlessly! We had our annual **OktoberFest** gathering in New Orleans the first week in November and that was a blast. I was able to put the M3 back on a track for the first time since August of last year at Laguna Seca track in Monterey CA.

New Orleans Motor Sports Park is a fun track, a bit flat but a nice facility and I got a chance to wring the car out on both the road course and the Autocross. I was the fortunate recipient of a set of Bridgestone tires as the result of driving in the Autocross event! How cool is that! Bridgestone did a wonderful job of sponsoring our Autocross and the Ofest event. The car performed well and. I am grateful that I was able to do the repairs myself and apparently have done them correctly! Wooo-Hooo! I had really missed driving that little car. It was great to spend a few days in New Orleans with good weather, Road Monkeys and other friends. We are always looking to recruit new Road Monkeys but I think we will pass on this guy!

Our Banquet was held in a great hall with an extensive variety of WWII fighter and bomber aircraft hanging over our heads. It was perfect! The entertainment was a 1940's Swing band and 3 ladies who sang a variety of 40's hits like "The Boogy Woogy bugle boy of Company B". Tish is writing an article on the Ofest event and she'll have to tell you about the cute little blonde who came to sit in Dan's lap and sing to him. She left him with a ruby red lipstick imprint on his cheek that was hard to see cause Dan had blushed a brilliant RED!

There were a lot of fine examples of classic BMW's at this event. Satch is always fun to talk to and he got to drive his Z8 from San Diego to New Orleans. Quite a hike and even in a Z8 it takes forever to cross the breadth of Texas!

All of these events are put on by your BMW CCA club and all of them are

staffed by Volunteers. We strive to put on events that our membership wants and I think we succeed (mostly :-)) To all of our club members I would ask that you consider Volunteering at an event or events. We are always hurting for people to staff our events and always needing fresh copy for our Newsletter. So, if you can't write, we can use your hands for many other things. We all lead busy lives, but

please consider some way you can carve out some time to Volunteer for one or more of our Chapter events.

This club exists and succeeds because of our Members, thank you all who have put some time into making one of these events a success!

Election Time!

The offices of President and Vice President are up for election so please Vote! If there is someone you think will do a better job at either of these offices please Nominate them. Nomination, Ballot forms and instructions are in this Newsletter. Our Nominations committee (Diane Albrecht, and Richard Lo) are active and ready to take your nominations and Ballots. Ballots will be counted and results announced at the Annual Dinner which will be sometime in mid-February. (see ballot info on page 22)

Austin Schnell Fest!

November 17th-19th we held the 2nd Schnellfest in cooperation with 5 Porsche Club Chapters. This was a huge success with the event selling out completely in the first 3 weeks that registration was open. I was fortunate to be able to attend and it was great! I took my M3 for another track test and it did really well. This was a real mix of different cars and it took a little work to make it work for all but I think the final outcome was acceptable to all who attended. We had BMW, Porsche, Corvette, Viper, Mustang, Camaro, etc, etc all sharing the track and we made it work! Whenever I saw the Viper in my rearview no matter how far away he was I automatically stuck my arm out the window for a "Point by" or pass. By the time my arm was out the window he was already coming by, that was one fast MoPar! Our own Walt Phillips was there instructing and it was his trial by fire as a new COTA instructor. I hear he did a wonderful job and hopefully will be coming back. The track was as fun as

I remembered it and I had an excellent instructor (Gale) from the PCA. After a session with Gale he told me to go have fun and I was off for my first Solo time on this track.

Those attending from the Houston BMW chapter were friends **Dan McLaughlin** and **Bud VanRooyen**. Unfortunately Dan had front brake problems and was not able to fully enjoy the experience. I hope you have been able to get that sorted out Dan, I know what its like to show up ready to drive and not have a car that you can use! Bud, I apologize but this is the only picture I have of you and Dan. I should have done a better job of framing it so you wouldn't have a tower sprouting from you head!

Many thanks to Richard Lo our Driving Events Coordinator (DEC), Chris Stokes (Houston BMW CCA Vice President) our Houston BMW Board, and to **David Gross PCA DEC** for all of the hard work that went into making this event the success it was. I am very happy that our club is once again promoting, organizing, and participating in these types of events. Our club had been absent from this type of activity for a while and it has been one of my goals as President to re-establish Houston BMW CCA's presence at track events around our state. This is just the start, More to Come!

We have a new Board Position, **National BMW CCA Foundation Liaison Officer** Houston Chapter, and a new Board member Ken Finley who will fill that position. Thank you Ken! Ken will also be heading up our annual "**Hair of the Dog**" drive on New Years Day, watch for more info.

I hope everyone has a **Merry Christmas** and a **Happy New Year!** See you all at the Annual Dinner!

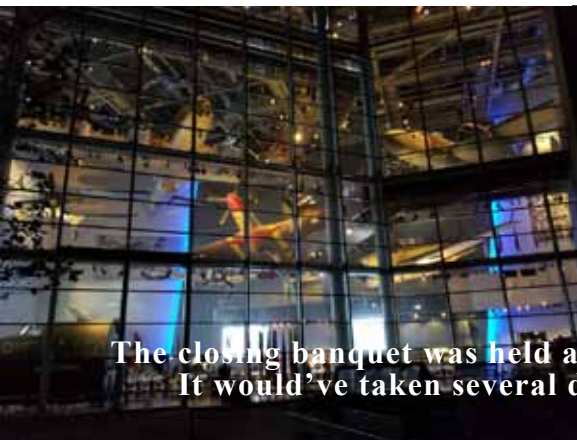




Roundel Editor Satch Carlson and "Nancy Drew" his Z8 at the Concourse De 'Elegance.



My car and instructor (Gale) in the Esses with Dan McLaughlin hot on my tail...



The closing banquet was held at the WWII museum
It would've taken several days to see it all.



We're always looking to recruit new Road Monkeys but I think we'll pass on this guy!



Lifting a wheel at turn 8...

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United States Grand Prix

Jeff Otten

The Formula 1 Circuit of the Americas (COTA) race was held Oct. 20 to 22. This year my daughter decided we should go and got general admission tickets. While the event was now in its 6th year we had never been able to go before. I have seen events in Long Beach and Austria in the past, but lately had only seen TV coverage. So this summarizes our "F1 Experience".

We went Friday afternoon, staying two nights in Austin, and two full days at the track for qualifying and concert on Saturday and then the race Sunday. FP2 (free practice 2) takes place on Friday which is the long run "race pace" practice. We got to the track about 3 or so Friday, so went to check it out. Parking was available when we bought the tickets, but we didn't buy it then. A few days later I bought the 2-day bus lot which was about \$100. It was very difficult to find information on the internet, much of the information is old from previous events. I called the track directly and found them very helpful. We didn't have a parking pass and cash parking if available is \$50. We were late in the day so they just let us in the employee lot. A bus took us to the track, but when we left it was easier to walk. Be prepared to log some significant steps to attend this event. They have metal detectors to go in, so be mindful of what you are carrying.

This year they had a special event the Haas Hill. We had the ticket for this so were given a scarf. I guess we are now sponsors of the US team.

The Haas hill also had a pavilion that was always open and provided a way to get out of the sun. Unlike a couple years when it rained at the event, the weather cooperated the whole weekend.



Driver images for pictures Kyvat of Toro Rosso the only Russian in the field



Will Buxton of NBCSN said they have no contract since ESPN has bought TV rights for 2018



Romain Grosjean, Team Haas Below in practice on turn 11





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They decided to move qualifying back a couple hours to get more people to stay for the concert. Probably a good idea. During the down period, the Haas team came to the pavilion and did autographs. Normally they do autograph sessions in the Amphitheater, which always seemed a bit crowded. The pavilion worked well however, and we got several Haas team autographs. Will Buxton was also there, so the crowd asked him for autographs, and he graciously gave in. F1 is now owned by Liberty Media, so they tried some new things this year at the race. To me the driver introductions were reminiscent of the opening done in Supercross races. I thought it was good.

This year the race was dedicated to breast cancer awareness. The ultrasoft tires had a pink color instead of the usual purple. Next year a new tire the "hypersoft" will be pink. The concert, Justin Timberlake, had a big turnout. They started late though so it was getting to be a long day. You can actually see more at the big screen at turn 11.

It was pretty clear that Kimi Raikonen had let teammate Vettel go by late in the race to keep Ferrari championship hopes alive. As a result of Kimi slowing down, Max Verstappen, Red Bull, was able to close in on him and tried a last ditch pass by cutting the course. The officials correctly penalized Max 5 seconds for cutting the course to gain a "lasting advantage" and awarded Kimi the final podium position.

Bill Clinton was there for the trophy presentation. We couldn't see it however, due to being too far away. They did open the track after the race so you could walk around to the pit and trophy area.

Overall we enjoyed the event. Having driven this track in August at the M Track Days, it gave a different perspective of the elevation changes in this track. Unfortunately, Team Haas did not score points. I was pleased to see Ocon beat his teammate and for Massa to be in the points.

Attendance was the best ever. It is claimed that attendance was up this year about 40,000 over last year, total of 269,889 over the weekend. Possibly due to the title competition this year.

Some people say the cars aren't loud enough anymore. As the historic cars are louder, but the new cars are still loud enough to wear ear-plugs to be comfortable. The worst sounding car were the McLaren Honda's, exiting turn 11 they really sound strange.

The event is on the calendar for Oct. 18 - 21 next year. Can Hamilton make it five (5) straight?

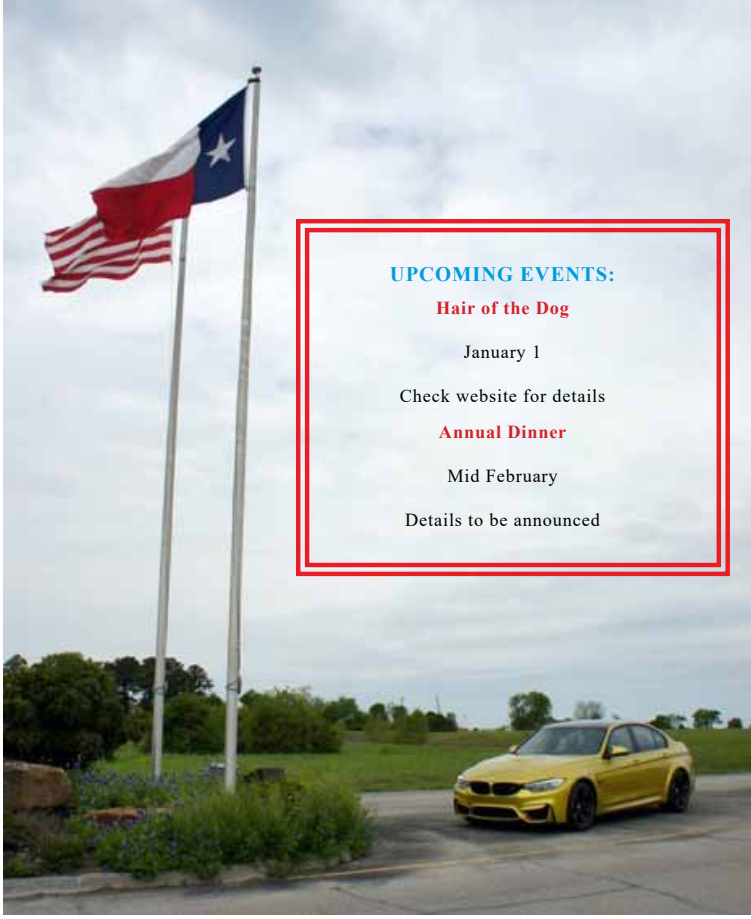


▲ left - Special color for the Ultrasoft tires in support of breast cancer awareness ▲ right - Historic car pits are open to spectators ▼ Lewis Hamilton has 62 F1 wins, 2nd of all time next to Michael Schumacher (91)



▲ left - Daniel Ricardo, Red Bull turn 11
 ▲ right - Felipe Massa, Williams his last appearance F1
 ◀ Esteban Ocon, Force India, turn 11
 ▼ left - Lewis Hamilton controlling the race from the front
 ▼ center - Sebastian Vettel, Ferrari,
 ▼ right - Fernando Alonso, McLaren Honda,





UPCOMING EVENTS:

Hair of the Dog

January 1

Check website for details

Annual Dinner

Mid February

Details to be announced

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X5 CV Boot Replacement

The CV joints on the front of X drive BMW's get more wear and tear than the rear axles due to steering. Every time the wheels are turned the outer boot is stretched and compressed. This eventually results in tears in the accordion section. Failure is usually found by seeing grease start to appear on the wheels and tire. Our E53 2005 X5 was at about 150k and grease was starting to be found on the front wheels and suspension components. Typically on rear wheel drive BMW's 250k miles or more is reached without any boot issues.

Some research in the Bentley manual and on the XOutpost forum indicated that this would require a fair amount of work. There are different approaches to remove the axle. I decided to take the conservative approach.

Basic steps are:

- ▶ Remove the axle front the front hub
- ▶ Separate only the outer CV joint
- ▶ Clean the joint and re-grease
- ▶ Install CV joint back on the axle with new boot
- ▶ Assemble CV joint back into hub
- ▶ Re-assemble suspension.

Difficult steps are removing the axle nut, separating the axle spine from the hub, and popping the CV joint apart due to the internal snap ring.

There are claims on the forums that some mechanics can pop the CV joint out of the hub and change the boot without disassembly of the axle from the hub. I suspect this can be done, but couldn't find any detail on how. A more conventional approach, removing from the hub, which takes longer, provides certainty of outcome.

Special tools needed:

- ▶ Socket, 36mm
- ▶ CV Joint clamp pliers
- ▶ 3/4" breaker bar
- ▶ 300 ft-lb torque wrench
- ▶ Heavy duty axle removing tool
- ▶ 16 oz bronze hammer

New parts needed:

- ▶ Axle nuts (2)
- ▶ Boot kits (2)
- ▶ Caliper guide bushings (2 sets)

engine side was still in good condition. GKN is the original manufacturer so that is probably a better choice, but they were not available when I got mine. My kit came without axle nuts so were ordered separate. GKN kits often have the nuts included. The correct grease is included in the aftermarket kits. Aftermarket parts will be on the order of \$20 per side. Pelican Parts supplied my parts.

The ECS Tuning Schwaben pliers (pn 006343SCH01A, \$30) were ordered to crimp the new bands. They worked well.

I suggest only doing one side at a time. To break the axle nut loose the easiest method is to leave the weight on the tire. Our car has the inset BMW logo's so I went ahead and pulled the wheel to pop out the wheel emblem, but then had to put it back on.

To jack up the car, it is preferred to use the jack points. A block of wood in the plastic piece puts the load where BMW intended. A 3/4" hardwood (Home Depot or Lowe's) is best. Remember to chock the rear wheels.

Figure 3 Wood block prevents



Figure 1 Boot kit with clamps and grease

Since the rotors and calipers would be removed, a brake pad and rotor replacement was also done during this work. The old grease had leaked on our car and damaged the guide bushings which are rubber, so they were also replaced. Guide bushings become hard over time and therefore do not allow proper "float" of the calipers over time, so routine replacement is good practice.

Once the failed boots were discovered (during oil change inspection) we continued to operate the car. My suggestion is limit further operation to no more than 2000 miles, and only if grease can be seen in the joint. Avoid dusty conditions and rain conditions if possible.

Figure 2 Damaged boot,



note grease still in the joint

After searching online parts prices, the Rein parts were ordered. Of course OE parts are good, but more expensive. My approach was to not replace the complete the axle as the boot at the



damage to the plastic piece on the jack points

The axle nuts are crimped to notches to prevent backing off. It is difficult to hammer these out with a punch. If you take the wheel off first access is better. I think only a small movement is needed as unthreading the nut forces the rest of the dent out.



Figure 4 Axle nut some punch work on crimps



Figure 5 Set up to break axle nut, ¾ breaker bar and 2" PVC pipe

Apply liberal WD-40 or PB Blaster to the nut before trying to remove. The torque is about 310 ft-lbs so a 4 ft lever arm makes it fairly easy. I prefer straight torque over impact guns and use a standard Craftsman 36mm 1/2" drive 12-point socket and heavy duty ½ to ¾ adapter.

Next support the car safely on two (2) jack stands. I use the round steel tubes on each side with protectors on the jack stands. It is not necessary to remove the aluminum skid pan, but the front plastic shield should be removed.

The approach is to remove the lower strut, brakes, sway bar link to strut, and both suspension arms from the frame. This allows the strut to dangle with enough movement to push the CV spline in allowing the CV enough room to move in. No ball joints need to be removed.

There is a roll sensor that should have the wire carefully disconnected and unbolted.



Figure 6 Remove strut bolts



Figure 7 Remove rear suspension control arm to frame

Once the suspension arms are disconnected the strut will have enough movement while leaving the top connection in place. Brake caliper and rotor should be removed. A 4x4 can be used to support the brake caliper, or hang from a piece of house wire. Remove the ABS sensor as well. Support the hub with a 4x4 or a floor jack.



Figure 8 Axle remover, bolts to hub and pushes spline out

The end of the axle shaft has spline end and is a tight slip fit, but will have some corrosion and may be difficult to remove. Apply a rust penetrant and let it soak for a while. Tricks are also to tap on the hub and apply heat with a propane torch.

I had a stubborn E36 axle with a bad bearing, and after trying many times got the tool shown (Fig. 9) from Tool Topia in Shreveport by online order. It was a little too small in ID, but after a little Dremel work fits well, and has removed every axle so far without any spline or thread damage. Do not hammer on the thread end unless an old nut is put on to protect the end or the axle can be ruined.

Once the spine is removed, position the CV joint to the back of the car. Avoid pulling out on the axle shaft to keep the joint in place on the inside CV. Remove the rest of the boot by cutting and popping apart clamps and split the boot to get it out of the way. The CV is held to the shaft by a round section circlip in a groove. To remove it, tap a hammer blow on the body of the spline ring (see Fig. 10), on one of the six (6) lug points. A non-sparking hammer (bronze or brass) is best. With a helper a bronze drift can be used, but I was able to do these without assistance. Tap it right, it pops right off. The round circlip will be left on the shaft.



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Figure 9 CV ready to tap apart, tap at end of arrow on spline ring

Next clean the CV of the old grease and inspect. Mark the inside of the CV with a sharpie pen to simplify re-assembly. It is possible to put the carrier in upside down. The inner lip is thinner on the ball carrier than the outer side.



mark). **Figure 12 Wear area on carrier**

Work on the spline with fine sanding paper to get it fitting easy enough to catch the nut threads. I polish with 400 to 600 paper to get an easy enough fit lubed with WD-40. For final assembly place a small amount of anti-seize on the spline. It needs to free fit enough to catch a full thread to pull the



Figure 10 Inside CV joint with orientation marks

Shift the carrier and drop the balls out one at a time. Clean everything. Inspect the load surfaces. Some brinelling is normal. It may be of some benefit to polish the profile of the carrier or body some. Do not take off much material however as the body probably is a carburized material that has higher hardness on the surface. Maybe use some 600 to 800 paper. Mine looked Ok, and I had no unusual noises so I left them alone, just clean and new grease. I could see no marks on the balls, and did not worry about putting them back in the same position. However try to put the carrier and body back as they were (hence the



rest of the way in. **Figure 13 Spline in hub**

It took several test fits to get the spline to fit easy enough into the hub. Do this before reassembly of the joint to the axle. Once it fits, then put the boot on and the new snap ring. Grease the joint fully. The Bentley book says 80g is the correct amount of grease. The packet contained 100g, so most of it was used. Not very critical on the exact amount.



Figure 11 Dropping ball bearings out



Figure 14 New grease applied

Quicker to use the old snap ring, but if a hose clamp is used the new ring can be compressed with enough pressure to fit the ID of the carrier and still slide off. Place small clamp on the axle but not on boot. The large clamp is more difficult to squeeze on the car so I set the large one before putting in the hub. Downside is it may be necessary to carefully tap the joint with plastic hammer to get it through the spline.

Once the spline is through and the nut makes up. For now about 50 – 75 ft-lbs is sufficient. It will be fully tightened with the wheel on.

Reassemble the strut to hub and the suspension arms. Do not tighten the suspension arms to the frame, yet leave the bolt loose about 1/2 turn for now. The rest of the bolts can be tightened. Place the wheel back on and lower the car to put weight on it for torque of the wheel nut to 310 ft-lbs. My wrench only goes to 300 ft-lbs, but I use a little anti-seize so the friction coefficient is a little less than default, so I torque twice to 300.

With the car setting on 2 x 12's under the front wheels I can access the front suspension arm bolts. Push on the car a few times to set the suspension. Only tighten the bushings with weight on them or they will fail quickly.

Torque for the front one (tension strut) is 122 ft-lbs and 74 ft-lbs plus 75/105 degrees for the rear (control arm). It is important to get these properly tightened. If necessary to get them tight, lift the car some more after partial tightening for better access. They must be tightened to where they will not move before lifting.

Tighten the small boot clamp after straightening the boot out. Make sure it is in the same position on the shaft as the original.

The wheel is then removed to make more room to dent the anti-back off on the nuts. Re-install the wheels after cleaning the inside of the rim, and check everything for a test drive.

Our car has had no issues and normal operation was restored. Work is similar on all X-drive cars.

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Oktoberfest 2017 – Good Time for All Tish and Jeff Otten

Mysterious, gastronomically unequivocal New Orleans won this year's BMWCCA annual Oktoberfest with the Hyatt Regency as host hotel. Usually O'Fest registration reaches the 800's, but due to the scheduling snafu, this year, numbers were half that. New Orleans temps were low 80's which made walking to our next meal most enjoyable. Cheering the Astros made our "happy hour" gatherings all the more exciting.



Road Monkeys following the leader

A typical week at O'Fest includes registration, vendors, TSD, Fun Rally, Track Days, Charity Rides with famous drivers in famous cars, dinners, prizes and new friends. The order of the events vary and you can participate or exclude at your preference.

O'Fest 2018 is scheduled for Pittsburg, PA, July 9 to 15, coinciding with the Pittsburgh Vintage Grand Prix. Check on the BMWCCA O'fest 2018 web site for details. Or join the Houston Road Monkeys whose travel motto is getting there indirectly is the whole point.

Speaking indirectly, with New Orleans only 375 miles from Houston, the Road Monkeys faced a challenge. How to get to New Orleans, avoid interstates, no chain restaurants or hotels? Jeff and Diane managed this year's indirect directions, designed a two day



Road Monkey's at a break stop

trip and claimed five states; Arkansas (why not), Mississippi (for Oprah's birth town), Tennessee (a five minute u-turn, but it counts) and finally, Louisiana. How fun is that!

Our Houston Chapter, larger and more active than most, agreed to handle the Autocross events. Congrats to our Vice President, Autocross chair, and volunteers for a great event. For those of you yet to attend an O'Fest, AX is run as a two (2) day event. One for M cars only and another for Not-M's with more M's than Not-M's.



Testing the AX course at NOLA

Kathy and Tony donated their tremendous expertise designing both the TSD (Timed, Speed, Distance) rally and the Fun rally. If you enjoy intense, try a TSD event; however, if you prefer to remain married, do the fun rally. Typically a Fun Rally involves a leisurely scenic drive. This year's event was a walking tour, combining clever, historical questions with odd but obvious pictures to identify. A fun way to learn about one of our country's oldest city (founded 1718).

An O'fest feature is the Driving Education track days designed to improve ones' high speed driving skills (or give some wives the opportunity to lunch without car talk!). The organizers ran the full NOLA Motorsports Park track, 2.75 miles and 16 turns. Four (4), 30 minute run sessions were provided for all classes. Driving instructors were light so a few A group drivers volunteered. Track school is a wicked fun way to experience the capabilities of your car's unique handling design (or to shop without whiners).

If you aren't up for a full track day, Michelin was also at the track providing autocross type tire comparisons in their cars and hot lap rides on the track.

BMW, North America brought retired race cars for charity rides during Track Days; two Z4's, an E46, and an E92. It's a thrill to ride these cars at top speeds. As a special bonus, Bill Auberlin, the only BMW pro race driver to have completed 400 race starts for BMW, drove guests in one of the Z4 race cars. Track days included a Go Cart event allowing some members to compete head to head with Bill and other Performance Center drivers. Guess who prevailed?



Bill Auberlin passing Mike Renner during charity rides



E92 race car driven by Bill Pucinski of BMW NA

Vendor tech talks are always a big hit and well attended during O'fest. Participating this year was Michelin, Bridgestone, Hagerty, and Shell. Michelin and Bridgestone each raffled a set of tires and Shell provided fuel discount cards. Bridgestone, again the primary sponsor of Auto-X, donated a second set of tires by random selection of all autocross drivers, so even Tish had a chance. A certain lucky Houston chapter member walked away with the prize...Congratulations Blake!



Kathy and Tony's E30 M3 at the Concours

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2017 // OKTOBERFEST #48
New Orleans, Louisiana



Road Monkeys at the Halloween party

The Concours Event, once a competition of elegance, is now a wonderful display of well loved and cared for cars. This year's event, held at the Audubon Park Golf Course, provided an excuse to ride the cable car through New Orleans' beautiful Garden District. The Road Monkeys were out en masse at the Concours lunch, sporting the special event T-shirt. Thanks to Jim and LaRita for designing another collector's item shirt!

O'Fest has a dinner every night. Worthy of comment this year include the following:

The Shell-O-Ween Opening Dinner & Halloween costume party was a truly creative experience. Road Monkey members "Austin" Dan and Sandy won by popular vote, cleaning up on prizes.

During the Awards Dinner held after Track Day 2, Bill Pucinski (BMW - NA) interviewed driver, Bill Auberlin, providing insight into a long, successful career with BMW. Impromptu interaction like that is what makes O'Fest a truly special experience. Add to that a chance to win an M School certificate donated by BMW North America. O'Fest has something for everyone and can be an adventurous, family vacation.

The Thursday dinner at Muriel's Jackson Square provided an exceptional meal, full hosted bar, live zydeco music and in the secret room with red flocked walls, card readers would tell your future.

Magic happened at the closing banquet dinner. It was held at the World War II Museum and guests dressed in period attire.

We dined under a B-17 bomber, reminisced to Glenn Miller melodies and Andrew Sisters' harmonies. For that evening, we experienced the courage of history. Amazing event.

Mark your calendar, we are sure next year will be an epic event!



Dive Bomber at the War Museum



Dan and Sandy won top honors at the Shell Halloween party despite tough competition



Victory Bells singers at the banquet



Planes hanging in 4 story building in the museum



Great Day at the Academy!

Who's afraid of the threat of rain? Seems the weather reports were somewhat correct with their rain chances dropping from 60, 40, then 30%, resulting in a brief shower in our area for about 5 minutes. As Ken stated, marking this as the first TSS having rain, as documented with Pricilla's fashion statement, wearing her chair as rainwear.

What can I say? Here's to hoping the same ol' "Thank You Volunteers!" is not running thin. You guys are awesome, consistently responding and delivering peak performance standards of service to others. We are so glad you chose Teen Survival School as your cause.

Best,
Jim Iden



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Cars & Coffee

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Our social events chair Christine Husi set up a special treat for our coffee meetings this past September and October.

Don't let the name fool you, Big Ass Solutions is a fantastic place for all your air circulation needs. They offer exotic ceiling fans and some really awesome industrial fans well suited for your home shop or industrial applications. Also, Yellow Rose Distillery offer some fine spirits with a really nice bar set up.

Danh Phan is a full time photographer and photo editor from Houston, TX. He specializes in Automotive portraits while also having a unique perspective on concepts and ideas for collaboration. He provide some great pictures of our cars. Visit his website to see his outstanding work. www.danhphan.com

This was a well attended event and everyone had a great time talking about cars, taking the tours and having our cars line up for the photo session.





Board Member Elections

For your nominations contact the Election committee:

Diane Albrecht / Richard Lo: nominations@houston-bmwcca.com

Houston Chapter – BMW CCA 2017 Executive Committee Ballot

Please note there are 3 ways you may cast your ballot for the 2017 Chapter Elections:

1. Bring your ballot to the Annual Banquet
2. Or mail your ballot to:

Houston Chapter
BMW Car Club of America
Post Office Box 56763
Houston, Texas 77256-6763

3. Or email your ballot to:
nominations@houston-bmwcca.com

BMW CCA Membership Number

Chapter President:

Blake LaGrone

Chapter Vice-President:

Chris Stokes

ALL BALLOTS WILL BE COMPILED AND TALLIED WITH RESULTS ANNOUNCED AT THE ANNUAL BANQUET.

Also: nominations are requested for the following positions:
Social Events Chair and Webmaster

BALLOTS MUST BE RECEIVED NO LATER THAN JANUARY 10, 2018 TO BE CONSIDERED.

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BMW CCA Membership Number

President:

Nominee's Name (PRINT)

Nominee's Signature and Membership No.

Signature: Nominated By/Membership No.

Vice-President:

Nominee's Name (PRINT)

Nominee's Signature and Membership No.

Signature: Nominated By/Membership No.

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