



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
April 2007

<http://www.njbmwcca.org>

Volume 38 Number 4

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## Driver Schools - Are you ready?



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Newsletter of the NJ Chapter  
BMW Car Club of America  
PO Box 2305  
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# President's Line

It seems I was premature in my forecast for the end of winter last month. There was that last ice storm that was preceded by, as I understand it some very Spring like weather. I was fortunate to have missed it since I was in St. Croix taking care of some family business.

Now it's not my intention to use my column to tell you about stuff like the white sandy beaches, the warm clear Caribbean water, the rum that's made there, that they celebrate St. Patrick's Day there, or even tell you that Christopher Columbus stopped there in 1493. Chris had named the island chain after St. Ursula and her maidens, and named the island of St. Croix Santa Cruz, which translates to Holy Cross.

What I want to tell you about is one of the traditions that remains from its European Heritage, after all it has been owned by 7 nations. It's the tradition of driving on the left hand side of the road, the only place in the United States where it's legal. To me that's the ultimate driving experience. I've been driving on the left hand side of the road longer than I've been driving on the right. It's the one thing that keeps me from truly relaxing because I always need to think Left. For those of you who have been to the Islands, you know what I'm referring to.

This was the first time in quite a while where my rental car didn't have a "keep left" sticker on the windshield as a reminder. For me, a car there gets you from point A to point B, although sometimes I wish I had my iX there. Driving on the left gives me the opportunity to practice how close I can get to the apex of left turns, and looking ahead is important due to the limited sight visibility. To describe what it's like to drive some of the roads, it would be like going down the chute into the Carousel on Summit Point's main track keeping to left while vehicles are coming at you on the right.

The car I had rented was a 2005 Chevy Cavalier that only had 17,000 miles on it; I could hear the wear indicators on the front brake pads already. Some of the roads there are narrow and twisty, requiring the use of brakes, certainly not excessively. Oh yes, the car had plenty of drink holders.

There were some BMWs there; the newest I saw was an e39 touring. I also saw a 318ti and the obligatory handful of E30s. At one time there was an E21 (320i) parked close to where I stay. It sat in the same spot for years before it was towed away. It was interesting watching the car rust, more like dissolve before your

eyes. The corrosion was so bad; I could have reached in and checked the oil on the dipstick without opening the hood. The nearest CCA Chapter is in Puerto Rico, 80 miles away, although it would be a difficult drive.

Events are well underway for 2007. April has the Advanced Driving School and Instructor Training School at Summit Point, West Virginia, the Autocross School and first Autocross of the season. Both Autocross events will be held at the Commerce Bank Ballpark in Bridgewater.

The Club Meeting for April, which will be held at the Deutscher Club, will feature David S. Bunevich, a municipal prosecutor for 15 communities in Hunterdon County. The bulk of the cases he handles cover driving offenses. Needless to say he is a very busy man. The last time he spoke to us he gave some very timely information regarding driving laws and what to do in the event of a court appearance. I'm going to stop short of saying you can get free legal advice.

Registration is now open for the combined Club Race and Driving School at Lime Rock Park in June. The event will be on the 4th and 5th of June and will be our only visit to LRP this year. Once again the event will benefit the Westlake School in Westfield, NJ, a school that specializes in teaching students with disabilities.

As I anticipated, the Street Survival School® scheduled for June 17th didn't take long to fill up. David Finch is looking to schedule another school; the hardest thing is finding a lot that would be appropriate for them. If you know of any lots that would be suitable for them and available on a weekend, please let either David or me know.

Thanks to Princeton Mini for hosting our March meeting and introducing the new Mini for us. We were able to compare the new Mini with the first generation Mini by BMW, along with a 1963 Austin Cooper Mini, courtesy of my brother of Jim who happens to own several of them. I need to thank my brother Al for helping me dig the car out of the snow and pushing it on to the trailer. Thanks to those attending the meeting for helping us get it back on to the trailer. It's an easy car to push.

Neil Gambony

---

## Welcome New Members

Fernando Alicea  
Richard Bachia  
Mohammed Badaway  
Animesh Basnet  
Amy Becker  
Richard Beckman  
Diane Bindler  
June Campos  
Elisa Caridi  
John Carney  
Patricia Carney  
Dan Carrato  
Ahmed Chater  
Jonathan Cohen

Alejandro Colindres  
Erika Colindres  
Rick Corsaro  
Brian Coyne  
James Doherty  
David Dornstreich  
Glenn Evans  
Elizabeth Friedland  
Kevin Gordon  
R Hall  
Alan Huang  
Stephen Klein  
Gregory Lockman  
Andrew McGregor

Peter Mezinis  
Courtney Mezinis  
Brian Neves  
Yan Nuriyev  
Joan Parysz  
Raymond Parysz  
Ashish Patel  
Jonathan Perelman  
Robert Pestreich  
Richard Pettinella  
Natalin Po  
Sang Pyon  
Herbert Ramirez  
Dennis Richardson

Ken Rickel  
Frank Sgroi  
Maria Sgroi  
Lien Shu  
Jason Stark  
Eric Tucker  
Adrian Turek  
Margaret Volpe  
Kenneth Wittmann

# I Admit I'm Ranting

By Thom Rossi

Some months ago, people started suggesting that I come up with a title for my "column" in our newsletter. I haven't done so, mostly because I'm not smart enough to think up a good one. Neil Gambony suggested "Rossi's Rants", but I don't usually rant, do I? Well, fair warning for those who wish to read on: this month I'm ranting.

Like every other company, BMW is striving for growth. Unlike most car companies, they are achieving it. A healthy, growing company means continued product offerings for us. So BMW's success is good for us, right? Well, not so fast. I'm one worried BMW enthusiast, and here's why.

You see, in order to pump up the sales volume, BMWs have to appeal to an ever broader array of drivers. So the design and features of BMW cars will have to evolve in response to the taste of the American consumer. Therein lies the rub. As far as I can tell, the majority of American consumers have as much interest in and love of performance driving as they do of, say, international soccer. This is to say: not much. Don't believe me? Why not do a quick survey of the driving habits of your fellow commuters on your way into work tomorrow morning? I'll bet the number of drivers you see with eyes on the traffic and two hands on the steering wheel will be dwarfed by those who prefer to multitask. Count the number of times next week when you are tailgated by a car loosely guided by a Blackberry addict with eyes darting down to his implement (at least I HOPE that's his Blackberry he's looking at!), or delayed by a cell phone enthusiast who can't bother to stop talking long enough to pilot her SUV through an intersection and out of your way. You'll see. While you're at it, watch out for the guy reading the morning paper on his way to work on the Turnpike (such activity to be outlawed in future by the King)! If these folks are not already driving BMWs, they're in the company's cross-hairs as future customers.

These potential customers demand safety systems and convenience features that will both enable and protect them from their own bad habits. Unfortunately, the harsh reality is that BMW has a finite amount of money to devote to engineering and new product development. So every dollar that is spent on indulgences for drivers with little interest in driving is a dollar not spent on superior handling and performance. The chances are that newer BMWs will be increasingly tuned toward the wrong kind of "upgrades." And these upgrades not only rob engineering dollars from performance tuning; they also add weight and complexity to our vehicles and in many cases serve to insulate even the interested driver from the road.

To make matters worse, consider the principles set forth by Edward Tenner in his fascinating book: *Why Things Bite Back, Technology and the Revenge of the Law of Unintended Consequences*. In it, he explains why attempts to make things safer usually result in more injury. These very same principles dictate that as BMW and the rest of the automotive industry, government agencies, and safety advocates place more features into cars to protect drivers from their own inattentiveness, drivers will take advantage of these new protections by becoming increasingly more inattentive and less skilled, thus requiring even more protection. It's a viscous cycle!

I wish BMW wouldn't spend a dime on DSC systems that can never be fully turned off (as I suspect is the case with my 2001 540,

though the information about this is so confusing I don't know for sure). I never want to buy a BMW with a cruise control system that automatically senses traffic and backs out of the throttle or applies the brakes for me, or a lane detection system that warns me when I'm getting too close to the edge of my lane or another car, or brakes that decide when I'm in a panic and brake just a little quicker for me, or i-Drive.

What I'd rather spend my money and BMW's engineering skills on are performance upgrades that would truly separate the marque from its competitors in the field of performance sedans. I think it would be neat to have a truly adjustable suspension so that when I head to the track I can dial in the settings that would reduce/eliminate understeer by adjusting camber and sway-bar settings, and minimize bodyroll by having adjustable spring weights and dampers and by lowering the center of gravity. I'd be willing to trade speed adaptive steering for that. Instead of leather and heated seats, I'd like to be able to upgrade to carbon fiber body panels and 6-point harnesses. Forget flame surface styling: sell me great aerodynamics and some adjustable down force.

Maybe the company's plan for keeping us enthusiasts engaged is hinged upon the M division. The cars developed by the M engineers could conceivably evolve to fill their own evolutionary and economic niche. If so, let's hope that we driving enthusiasts have enough economic clout to make it happen. On this point, I am encouraged. In fact, a few months ago I saw two M5s sitting on the show room floor in Flemington. I was surprised that they would have two in stock but then I learned that the folks who originally ordered them decided to wait for the old fashioned 3-pedal version because they didn't like the SMG. Kudos to you, my brothers (or sisters), you just influenced the DNA of the next 10 years of BMW M offerings. But even within the premium priced M line, I cast a wary eye on the future. Could it be that BMW's definition of performance will become more intensely focused on horsepower, acceleration and top speed (easy sells to the American public) at the expense of handling agility and driver control? The bigger and faster the M cars become, the more likely it is that they won't be sold to an under-skilled driving public without suspensions tuned for understeer (considered safer for general road use) and tangles of computer-controlled over-rides of driver input. Here the law of unintended consequences bites us again, for while these cars will be fast, they will offer the driver little chance to learn from his/her small mistakes, thus making the safety features more essential as substitutes for driver skill that can't be developed.

Can BMW continue to deliver to enthusiasts? Time will tell. And I guess the outcome will be driven by how we enthusiasts choose to spend our dollars. Lest I sound like too much of a driving purist, I do have one convenience request: can I please have a cup holder that will actually hold a cup?

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**New Jersey Chapter of the BMW CCA  
Board Meeting  
March 14, 2007**

Board members present: Bob Conway, Al Drugos, David Hirschhorn, Barry Stevens, David Finch, Jeff White and Deborah Kolar. Board members absent: Neil Gambony, Warren Brown, Jerry Faber, Ross Karlin. Others present: Blake Smith, Dave Allaway.

Barry Stevens called the meeting to order at 7:38 PM at Café Cucina.

Al Drugos waived the reading of the minutes and Jeff White seconded - motion passed.

President

Barry Stevens read Neil Gambony's President's report. Reservations have been made for Neil, Warren and Bob Isbitski to attend the National conference. Al volunteered to be an alternate.

Vice President

The March membership meeting will be at Princeton BMW introducing the new Mini. Barry will do a write-up for the Bulletin and website for future meetings including Prosecutor David Bunevich discussing traffic stop and court procedures, a Clark PBA representative with an alcohol testing program and the tentative June 15th meeting at BMW NA.

Treasurer

Warren emailed his report. We need an insurance application for Summit Point. (Jeff will be the contact for Summit Point). Warren requested a recap of banquet expenses for reference - cost per plate, extra charges, and anything that might be of interest next year. Banquet checks have been deposited and he is working on the financial statement and taxes.

Social Events

Kudos to Al for a very successful banquet! There were great prizes and the feedback from members was that a good time was had by all. David and Peggy Finch will host the picnic. Al will have potential picnic dates for the next Board meeting.

Driving Events

The Teen Street Survival School is set for June 17th. It will be limited to 30 students. David Finch will find a rally master for the rally to the picnic. We have 23 students registered for the Summit Point Advanced Drivers School and seven for the Instructor Training Seminar. There are the most openings in the intermediate group.

Jeff reported on the Drivers School Committee meeting. Due to ride height, visibility and weight, X3's and X5's are not allowed at drivers schools. We will continue the mentorship program for novices. Summit Point prices are the same as last year. The Lime Rock Park two-day Drivers School went up \$25 from \$525 to \$550. Emergency contact info will now be required with medical info optional. The driver's handbook has been updated and will be distributed. New information and descriptions have been added on the website. No timing, racing or race practice is allowed at drivers schools. Dennis Krug will be the registrar starting with on-site registration at LRP. Jeff will transition registrar duties to Dennis.

Elihu sent the autocross schedule with an April 22nd Autocross school and April 29th Autocross at the Commerce Bank Park in Bridgewater. Elihu mailed the contracts for the Teen Street Survival School at Raritan Expo to David Finch.

Bob Conway reported that he, Blake, Jeff and Greg met to discuss the online registration system. Greg is working on a number of improvements that were identified. The group will have a follow-up meeting.

This year will be electronic registration only. The system was demoed at the Instructor seminar.

Club Racing

The NJ Chapter is being honored April 26th by the Westlake School. Ross suggested that club members buy a table (\$85 per person). It was suggested that Ross put a posting on the forum letting people know about the dinner and see if there is interest.

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Member-at-Large

David Hirschhorn arranged to have our drivers schools listed in a number of publications, as well as on online calendars and forums. David will also contact Potomac PCA, Car Guys, and the National Capital Chapter. Bob Conway listed us on Trackpedia and suggested that we do a special promotion for LRP. David Hirschhorn will brainstorm promotion ideas for the next meeting, including an "Intro to Drivers Schools" package.

Old Business

We need club members to join the Deutscher Club. David Hirschhorn and Jeff White will join. Other suggested potential members are Barry, Neil and 2007 Champion Larry Engel.

Al told us about an article in the current AAA magazine on teaching driving skills to teens. He suggested that David Finch contact AAA. There was also a question as to whether attending Teen Street Survival could result in insurance discounts.

New Business

We received a donation request from the Deutscher Club for a fund raiser for a German- American center in Washington DC. Al will contact Warren regarding a suggested donation.

The next meeting is set for Wednesday, April 4th at 7:30pm at Café Cucina. Jeff White motioned to adjourn at 9:30 PM, David Hirschhorn seconded.

Respectfully submitted, Deborah Kolar (Secretary)



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## Teen Survival School

The NJ Chapter is proud to conduct another Street Survival event at the Raritan Expo Center in Raritan, NJ on June 17, 2007. The event starts at 9:00am, so plan to be there by 8:30 to go through local registration.

The event is open to 16-21 year old licensed drivers or drivers who hold a NJ Permit.

Students will receive class room instruction as well as in car instruction with an instructor. The School offers a driving venue on a closed course that teaches panic braking and crash avoidance skills. A closed lot will be wet down by the local fire department, students learn skills to get the car loose in a skid and learn to correct.

A picnic will be provided to all students, parents, and instructors at lunch.

Contact our local registrar David Finch for additional information.

The event should conclude by 3:00 to 3:30. The event is open to the Public. The June 17th school is full at this time.

Please join us at the Raritan Expo Center, 97 Sunfield Avenue, Edison, NJ.

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## Driver School Registration

### Driver School Registration Now Open

Registration for each of our four 2007 Driver School events is now open via the chapter website. 2007 marks the 33rd year that the New Jersey Chapter is conducting Driver Schools and continues our reign as the chapter with the longest history of conducting Driver Schools. This year we will be going paperless for registration. Our trial run last year was a success and we found that 100% of our students and 98% of our instructors were able to register via the web. Consequently, we have decided that electronic registration is suitable for our membership.

Venue	Dates	Cost
Summit Point ADS/ITS	April 16-17	\$350
Lime Rock	June 4-5	\$550
Summit Point	July 28-29	\$400
Shenandoah	Sep 22-23	\$350

Additional details for each event and instructions for registering are on the website. For returning students, please verify that the information in your Profile is correct.

**Please be certain that your e-mail address is current since all communication will be electronic.** For new or interested students, we have added a "What is a Driver School?" page on the website to introduce you to our goals in conducting schools and what to expect.

We look forward to a new season and hope to see you at the track!

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# BMW CCA CHAPTER FINANCIAL STATEMENTS-2006

## BALANCE SHEET

	Current Year Ending <u>12/31/06</u>	Prior Year Ending <u>12/31/05</u>
<b>ASSETS</b>		
Cash in bank accounts	<u>75058.78</u>	<u>79479.27</u>
Inventory	<u>                  </u>	<u>                  </u>
Equipment	<u>                  </u>	<u>                  </u>
Accounts receivable	<u>                  </u>	<u>                  </u>
Prepaid expenses/deposits (Banquet)	<u>                  </u>	<u>                  </u>
Other: (Newsletter)	<u>1500.00</u>	<u>1500.00</u>
<b>Total assets</b>	<u><u>76558.78</u></u>	<u><u>80979.27</u></u>
 <b>LIABILITIES &amp; EQUITY</b>		
Accounts payable	<u>                  </u>	<u>                  </u>
Other:	<u>                  </u>	<u>                  </u>
Equity/retained earnings	<u>76558.78</u>	<u>80979.27</u>
<b>Total liabilities and equity</b>	<u><u>76558.78</u></u>	<u><u>80979.27</u></u>

## INCOME STATEMENT

	Current Year Ending <u>12/31/06</u>	Prior Year Ending <u>12/31/05</u>
<b>INCOME</b>		
Membership dues including rebates	<u>38992.08</u>	<u>40102.61</u>
Rebates from National	<u>                  </u>	<u>                  </u>
Advertising revenue	<u>9466.34</u>	<u>7285.00</u>
Driving school fees	<u>153182.50</u>	<u>153692.00</u>
Autocross fees	<u>18336.55</u>	<u>16418.00</u>
Other event fees	<u>                  </u>	<u>                  </u>
Merchandise sales	<u>100.00</u>	<u>100.00</u>
Interest	<u>345.89</u>	<u>201.24</u>
Misc./other (list on page 2)	<u>14910.00</u>	<u>11960.59</u>
<b>Total income</b>	<u><u>235333.36</u></u>	<u><u>229759.44</u></u>
 <b>EXPENSES</b>		
Newsletter costs	<u>46218.67</u>	<u>38421.54</u>
Postage	<u>256.05</u>	<u>316.72</u>
Insurance	<u>                  </u>	<u>                  </u>
Driving school expenses w/insurance	<u>151108.07</u>	<u>142119.46</u>
Autocross expenses w/insurance	<u>19867.52</u>	<u>16191.60</u>
Meeting expenses (general & board)	<u>2435.13</u>	<u>1172.33</u>
Other event expenses	<u>                  </u>	<u>                  </u>
Telephone & Internet expenses	<u>276.92</u>	<u>482.67</u>
Misc./other (list on page 2)	<u>19591.49</u>	<u>17445.93</u>
<b>Total expenses</b>	<u><u>239753.85</u></u>	<u><u>216150.25</u></u>
<b>Net income (loss)</b>	<u><u>-4420.49</u></u>	<u><u>13609.19</u></u>

**GO TO PAGE 2**



**NOTES**

Inventory and Equipment: only include items that you have never included in expenses

Accounts receivable: only include items that you have included in income

Accounts payable: only include items that you have included in expenses

**VERY IMPORTANT**

Current year equity/retained earnings: this should equal the prior year equity/retained earnings plus (or minus) current year net income (loss). This form will be rejected if this equation is not correct.

**SUBSTITUTIONS**

You do not have to use this form. However, a substitute form must include the above information and be in balance.

**QUESTIONS? NEED HELP?**

Call Kathryn Lyle, Treasurer at (440) 247-1178 for assistance.

**MISC./OTHER**

	<b>Current Year Ending 12/31/06</b>	<b>Prior Year Ending 12/31/05</b>
<b>Misc./other income:</b>		
Banquet	3350.00	3470.00
Picnic	893.00	
Other	300.00	35.00
Instructor Seminar	4000.00	
Rally	347.00	1176.00
Teen Survival School	6020.00	7279.59
<b>Total misc./other income</b>	<b>14910.00</b>	<b>11960.59</b>
<b>Misc./other expenses:</b>		
Merchandise(Stickers)		
New Member Expense	151.88	111.00
Other	1007.82	2464.28
Travel	339.85	
Other Driving Events Expense	269.24	1053.43
Rally Expense	150.00	289.00
Banquet	5067.00	5484.45
Picnic	3067.99	
Library		
Track Equipment		
Toolbox		591.48
Instructor Seminar	5900.26	1490.70
Teen Survival School	3637.45	5961.59
<b>Total misc./other expenses</b>	<b>19591.49</b>	<b>17445.93</b>

**CHAPTER New Jersey Chapter**  
**PREPARED BY: Warren H. Brown TEL #: ( 732 ) 591-8381**  
**DATE SUBMITTED: April 2, 2007**

**THIS REPORT MUST BE RECEIVED BY MARCH 31, 2005.**

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For information on advertising, or for an advertising contract, please contact the Bulletin's business manager, Paul Ngai. Send advertising artwork to the *Bulletin's* PO Box. Send classified advertisements to Chet Marfatia, Classifieds Editor. Please do not send membership renewals or address changes to the Chapter.

MEMBERSHIP MEETING INFORMATION and LOCATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often force a different date; please check the calendar of upcoming events (or the website) carefully.

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes should be sent to:

BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601  
 800-878-9292 (Mastercard or Visa)

Annual BMW CCA and New Jersey Chapter dues: \$40.00.

New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30.

Please do not send applications, renewals and address changes to the newsletter, the PO Box or any of the club's officers; contact the national office! Members of other BMW CCA local chapters may additionally join the NJ Chapter by sending \$15.30 to the National BMW CCA Office.

NEWSLETTER CONTRIBUTIONS

The *Bulletin* eagerly accepts contributions from its subscribers. Please send your articles, photos, artwork and ideas to:

NJ Chapter Newsletter, BMW CCA, PO Box 2305, Westfield, NJ 07091-2305

or email your contribution to the Editor at [fbr2002@optonline.net](mailto:fbr2002@optonline.net).

## BMW's For Sale:

### 2001 BMW 530i

Steel Blue w/Sand Leather. Premium Package, Sport Package, Xenon Headlights, 5 Speed Manual, 155k highway miles. Looks great, very clean. Oil changed every 7,500 miles. All maintenance records. Needs Nothing! Dave 908-369-0007 or d.raymond@patmedia.net. (5/2007)

### 1982 BMW 635 Csi

Eurocar with 218 hp engine and dogleg five speed manual transmission. No storage any more! Runs well, needs drivers side quarter panel and paint; I have a new OEM rear fender complete. Texas car, so no rust, but does have cracks in the dash. \$5,000. or best; Gonthar at 609-462-8648 or e-mail renchiro@verizon.net. (5/2007)

To Place a Classified Ad: Any current BMW CCA member may place a non-commercial classified with NJBMWCCA. There is no charge for this service, and your ad will be printed in The New Jersey Bulletin and posted on our website (www.njbmwcca.org) for two months unless renewed or canceled. Note that we will remove names and phone numbers such that only an email address will be used for contact information on ads posted on our website. If an ad does not include an email address, it will not be posted and will be printed in the Bulletin only. To place an ad, please send legible copy of reasonable length to Classifieds Editor Chet Marfatia (street and email addresses listed on the masthead). Please include a dollar amount for automobiles or automobile parts listed. Thank you!

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## 2007 Autocross Season Begins

On April 29, our first autocross for 2007 is scheduled at Commerce Bank Ballpark in Bridgewater. The next autocross after that will be May 20 at the PNC Bank Arts Center. Our season schedule is posted on the website which gives you access to dates and locations, as well as links to important references. You can get information you need to register at the event, so you can help us out by downloading and filling out a registration form prior to the event. The new Boston CCA model points listing is available through our website; please check for any points changes on your car.

### Schedule:

April 22	Autocross school at Commerce Bank Ballpark, Bridgewater
April 29	Autocross at Commerce Bank Ballpark, Bridgewater
May 20	Autocross at PNC Bank Arts Center, Holmdel
July 1	Autocross at PNC Bank Arts Center, Holmdel
July 22	Autocross at Commerce Bank Ballpark, Bridgewater
Aug 19	Autocross at Commerce Bank Ballpark, Bridgewater

Additional dates: Sept 9th, Oct 7th, and Oct 28th

Please download and read the event insurance liability waiver, as you will be required to sign this form at the event. The telephone hotline number 908-322-2758 will have any last-minute weather related information. We could use some assistance at registration, so your early arrival could help the event get off to an early start.

Please plan to arrive before 9am. Registration closes at 9:30am.

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## NJ Chapter Calendar

### April 2007

April 22nd

Autocross school at Commerce Bank Ballpark in Bridgewater.

April 29nd

First Autocross of season at Commerce Bank Ballpark in Bridgewater.

### May 2007

May 16th

Monthly meeting at Deutscher club. Stay tuned for details.

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## A Classic



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