



PIT STOP



August 2024

The Official Newsletter of *Empire Sports Car Association*
Volume 61-8



Pt. Reyes Tour

By Robert Hayes

On Sunday, July 14th, Marci and Bob Jenkins hosted a backroads tour to Point Reyes Station, with a stop at Heidrun Meadery along the way. It ended up being a small group: Bob and Marci in their Lexus, me and my wife, Annetta, in our Fiat 124, and Nick Doyle in his Mazda Miata. We left around 10:15 from Kaffe Mocha on Aviation Blvd, taking a route that snaked along vineyards and dipped under the forest canopy. The day was clear and balmy, perfect for a cruise to the coast in a roadster.

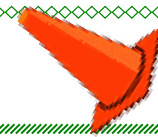
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ESCA Autocross August 17, 2024 Saturday

Sonoma County Fairgrounds
Brookwood Parking Lot

ESCA Members \$70

Guest Drivers \$ 80



ESCA Autocross Date Changes

The ESCA dates for the rest of 2024 are now:

Saturday, August 17, 2024

Saturday, September 28, 2024

Saturday, November 02, 2024

All autocrosses at the Sonoma Co. Fairgrounds

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BEARD SPEAK AGAIN



By Bob Jenkins

“Oh what a Night” it was Tuesday, July 16th at the ESCA meeting. There were 8 people in the room and 12 people on ZOOM and 7 of those people wanted to become members. A big Thank You goes to members Ron Cox, Tom Buggia, Canaan McKoy, and Brent Werder, who were responsible for inviting them to come to the meeting to be members. It was a bit of a struggle, but at the Board Meeting, after the meeting, all 7 of those people were able to become members.

I believe this was the most people we took in at a meeting since our days at the airport.

(“Oh what a Night” was the title of a song by Frankie Valli and the Four Seasons in 1963.)

For next month's fun, we have the **August 10th ESCA Birthday Picnic**, out at the same location as last year in Oakmont; with lots of good food and a car show. The other event is our **August 17th Autocross** at the Sonoma County Fairgrounds and with all the new people joining, there should be lots of new people to learn from or help.

I have a **FREE** to a good home, car cover for a 1993 Acura Integra, or most small cars of that type, just email Bob Jenkins by the end of the month, at: thebeard@sonic.net

ESCA's Instagram Page

Check it out at [@empiresportscar](https://www.instagram.com/empiresportscar)
The Club thanks Monique Sawyer for all her work.

PLEASE WELCOME NEW MEMBERS

Essy Fariab	Porsche 944S
Danielle Hannaford	Subaru WRX
Roy Peterka	Porsche GT3
Jason Pike	Ford Mustang
Terrie Schweitzer	
Tim Tilghman	Mazda Miata
Brenda Trinh	Mazda Maita

ESCA Meetings are In-Person/ZOOM

August 6 & 20

7:00 p.m.

Round Table Pizza, 1791 Marlow Rd, Santa Rosa

The link for our ZOOM meeting will be sent the weekend before the meeting.



Saturday, August 10, 2024

11 am. - 3 pm.

ESCA's 61st Birthday Picnic

The location will be the same as last year at the

West Picnic Area in Oakmont, in Santa Rosa

We'll celebrate 50 years in ESCA

for two current members.

See flyer on [page 3](#)



ESCA Charter Members at the ESCA 60th Birthday Picnic, in 2023 are left to right: Homer Balsley, Geraldine Peterson, Paul Damgaard, and Ian Cook



ESCA 61st Birthday Party



Car Show

August 10, 2024



Life Time Awards



11 am - 3pm

**Bring a side dish to share
ESCA will provide drinks and food and dessert**

**Directions: from Hwy 12 to Oakmont Dr, 2nd Right (Stonebridge Rd.), 6th Right
(Meadowridge Ln.), 1st Right to West Activity Center**

Pt. Reyes Tour

continued from [front page](#)



Perhaps unsurprisingly, [ESCA](#) was not the only group who had decided to enjoy the weather. A small group driving early 20th century cars were also bouncing along Highway 1 in the other direction. Glossy red Ferraris lined the highway through Tomales as their owners stretched their legs. On the way out of town, our tour had to dodge a pack of tuners tearing down the winding, bumpy road in the opposite direction. Our last challenge before we reached the coast was to overtake at least a dozen cyclists trudging their way uphill in our lane.

As we continued South, we found the sea. The tour was

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Pt. Reyes Tour

continued from [page 4](#)



maintaining a relaxed pace, allowing me to appreciate the view of the ocean and savor the smell of salt in the air until we arrived at Heidrun. Native plants and wildflowers covered the grounds, and the main tasting area was inside of a converted greenhouse, creating a charming boho-chic atmosphere. My wife and I tried the mead they made with orange-blossom honey. It had a bright, floral aroma and a clean finish, reminding me of a demi-sec sparkling wine. We bought a bottle to take home.

While Bob, Marci, Annetta, and I made conversation, Nick



slipped away. When he returned, he was carrying a small jar with dark liquid in it. He explained that he had talked to Heidrun's chef about grilling oysters to get some tips for a cookout he was attending later that day, and the chef had been generous enough to send Nick home with some marinade.

We departed from Heidrun and drove another mile into Point Reyes Station. Unfortunately, my wife and I had something come up, and we had to leave before lunch. Despite this, we still enjoyed the company, and the chance to appreciate the scenery of the coast on such a beautiful day.



Long Ago in Pit Stop August 1988

By Bob Jenkins

On the cover were pictures of PIT STOP covers used to date.

Inside was an article entitled *b b shots* by Bob Jenkins which stated be careful when asking for miracles. Bob had asked for the entire membership to attend the up-coming open autocross at the airport, which did not happen, but instead there was a turning out of 133 drivers which is the second most to this day (2024). Along with the 133 drivers there were an additional 186 people who did show up for a total of 319 people of which 34 were **ESCA** members (that's over half of the membership in 1988).

A article entitled *Not Just Another DAM CRUISE* article stated the Sonoma County Cruising Association was presenting their 2nd **Annual Invitational Cruise** from Coddington to Warm Springs Dam for a picnicking & fun.

A *25 Years of ESCA Facts & Figures* stated **ESCA** has presented 74 open **rallies** and 26 club **rallies**, plus 1 open and 2 club T&D **rallies** for a total of 103 rallies for an average of 4 a year. We have presented 53 open and 48 club or practice **autocrosses** for a total of 101 and also a total of an average of 4 a year. We have presented 9 open and 1 club **Funkhanas** for a total of 10. For **membership** a total of 366 people have joined the club (as of 1988). The Best Turn-outs for **Rallies** was the 7th *Annual Trick or Treat Rallye* in 1969, where 108 cars attended a night rallye. There were 105 cars on the *Snoopy II Rallye*, a day rallye in 1970. In **Autocross** the open autocross *Half Fast 500* at Cotati had 134 drivers and the *Easter Seal Benefit* autocross at the Sonoma County Airport had 133 drivers and third best was

continued in [next column](#)

the *King Cobra Autocross* at Coddington with a turn-out of 115 drivers. For **Funkhanas** the *Big Top* in 1967 had 41 entrants at the Montecito Center and in 1968 the Funkhana at Sunset West parking lot had 36 entrants. **For Awards Won** - **ESCA** won the *Rallye of the Year* from the NORTHERN CALIFORNIA SPORTS CAR COUNCIL (NCSCC) 14 times and the last 12 years in a row. As part of the NCSCC's Sports Car Olympics (SCO) **ESCA** has put on a large variety of events, winning *Best Event* many times. Our members have won a multitude of awards including several *First Overall* at the Sports Car Olympics (SCO).

A *Dues Increase* article stated **ESCA** dues were raising from \$12 to \$18 for single member.

There was a *For Sale* ad by Frank Jurin for a 1972 and a half Lotus Europa for \$7,500 or \$8,500 with extras.

A *Sun Fun II Rallye* article by the Beard stated there would be a second open rallye of the year in September and workers were needed.

The **ESCA** 1988 Board was Chairman Bob Jenkins, Vice-Chairman Blain Hendrix, Secretary Melinda Diekmann, Treasurer Linda Jurin, and Ex-Officio Neal Campbell. Committee Heads were Autocross Dale Hartman, Entertainment Marci Jenkins, Historian Ron Pipes, Insurance Dale Hartman, and PIT STOP Ted Dunlap.

Open Committee Chair Positions

- Tours - Entertainment

These Chair positions are to coordinate the **2024 Tours** and the **Entertainment**. We have members who will lead tours. Entertainment is usually coordinating the Annual summer Birthday party and the Annual Banquet.

ESCA Member Profiles Wanted

You can write about the things you have done to your car, the **ESCA** events you like to attend, when you joined **ESCA**, and/ or your hobbies other than **ESCA**. Please hold your article to no more than one page. Also include a picture of yourself and your car and send to the **Pit Stop** editor at:

thebeard@sonic.net

Autocross Helmet Requirement

Autocross helmets **MUST** be Snell Approved
2010 or Newer for all events.


*** Things Self-Tech Inspector
Should Looks at ***

- ▶ Empty all loose items from your Car, including the Trunk
- ▶ Remove wheel covers or Hub Caps
- ▶ Helmet must be Snell Approved 2010 or newer.
- ▶ (Snell 2000 & 2005 are not allowed)
- ▶ Safety equipment is installed correctly and does not have any excess movement
- ▶ Seat Belts present & secure: - Two-strap shoulder harnesses shall not be worn in open automobiles, which are not equipped with roll bars.
- ▶ Roll bars are **REQUIRED** in all purpose-built competition cars and any
- ▶ other open cockpit **AUTOMOBILES** using racing (non-D.O.T. approved) tires
- ▶ Tight steering wheel
- ▶ Firm brake pedal
- ▶ No side-to-side Wheel bearing movement
- ▶ Lug Nuts all are present and tight
- ▶ Tires, have good tread depth with no bulges, cuts or cords
- ▶ Ensure the battery is properly tied down
- ▶ Engine and all other fluid caps are present and secure
- ▶ Engine hoses, wires, and belts are in good shape and free of cracks. Numbers are in place and meet specifications


Autocross Reminders

- ▶ Registration link will be in your email by 7-17-24
- ▶ Guest(s) welcome and must be registered on MSR.
- ▶ Check your MotorsportReg account and update if needed
- ▶ Dues must be paid before you can register!
- ▶ Site opens at 8:00 A.M.
- ▶ Gate closes at 9:15 A. M.
- ▶ All drivers must be 16 or older.
- ▶ New Drivers Course walk at 9:15 A.M.
- ▶ Mandatory Drivers Meeting at 9:40 A. M.
- ▶ Bring Safety Form and Self Tech Form
- ▶ At the Autocross – Remember:
- ▶ Have Driver License & **ESCA** Card out before the gate.
- ▶ No Drugs, Smoking, or Alcohol or dogs allowed on site.
- ▶ No drifting allowed
- ▶ Bring contrasting colored tape for car number
- ▶ Decibel limit is 95 – No car warm-ups before 10 A.M.
- ▶ Helmets **MUST** be Snell Approved 2010 or newer
- ▶ Must sign-up for Worker Position at Check-In
- ▶ No food or water on site – please bring your own
- ▶ If leaving early see Charley Sawyer or event chair
- ▶ Drive slowly and quietly to and from site





PACIFIC COAST AIR MUSEUM



Wheels & Wings
2024 Car Show

Car Show Registration Form
September 21, 2024
8am-2pm

- Mail-In Registration Forms must be received on or before **September 18, 2024**
- Registration Fee: **\$25.00** per entry, includes 2 General Admission Wristbands
- Want to park next to your favorite museum aircraft? Additional \$10.00 donation while aircraft are available
- Registration Is Available the morning of in the Pre-Staging Lot
- Registration Is Available online at PCAM website until **September 20, 2024**

****NOTE**** Entrance to pre-staging lot is located at **3780 FLIGHTLINE DRIVE**. **ALL CARS** must check-in at pre-staging area to receive wristbands. You will **NOT** be allowed in without your wristbands.

- Reminder to Car Clubs: A separate entry form must be submitted for each car entered
- Find out more at <http://pacificcoastairmuseum.org/events/wheels-wings-car-show>

Please Print Clearly

Check One: Check Cash

First Name _____ Last Name _____

Mailing Address _____

City _____ State _____ Zip _____

CAR SHOW

OWNERS
510 Z Roadster
NORTHERN CALIFORNIA

DATSUN * NISSAN * INFINITI

SEPT. 8, 2024

Pre-Registration:
 ZONC Members \$20
 Non-Members \$30

Registration after Sept. 1:
 All Vehicles \$35

On-Site Registration begins 10 AM

REGISTER TODAY WWW.ZONC.ORG

Brisbane Marina
 400 Sierra Point Parkway
 Brisbane, CA

10 A.M. - 2 P.M.



July Autocross

By Charley Sawyer

Hello [ESCA](#)'s!

We had our 4th Autocross at the Sonoma County Fairgrounds on July 27th. The weather was overcast/fog and quite cool, which made for a pleasant day for autocrossing! We had to change how we set up the pits and some areas of the course, so a big thanks to everyone who came early to help setup and adjust as needed.

We had many new faces during the event, some new [ESCA](#) members and some guests from PCA Redwood Region. It was great to hear that they had a good time and that site we have was great for autocrossing. We hope to see more collaboration in the future with them!

We had a fun lengthy course designed by co-chair Martin Johns, who was able to utilize the extra space normally occupied by the Car-Mart. This resulted in a 60 second (+/-) long course, which some attendees speculated could be almost half a mile! Despite the longer course, we were still able to squeeze 9 runs out of the day.

I mention this each time, but a huge thanks to all the members who help make these events possible, from setup and

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Looking for Fun? Excitement? Then this is for you. . . .

Hello [ESCA](#)'s!

We are still looking for members to be **Event Chairs** and **Co-Chairs** for our remaining autocrosses.

Our next event is on **August 17th**! Please reachout to myself or Marci if you are interested or would like more info about chairing and co-charing events.

Thanks!

Charley Sawyer, [ESCA](#) AutoX Chair



[7-27-2024 ESCA Autocross link](#)
<https://photos.app.goo.gl/Dk5ssvgUZVvvbeBp9>

July Autocross

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tear down, to helping fellow members and guests with ride alongs or mentoring.

I don't want to take all the thunder in the article, so here are some words from the event co-chair Martin Johns:

Firstly, thanks to Charley, John and Ed for their major contributions. Secondly, congratulations to the competitors on figuring out the course, half on their first runs. Thirdly, thanks to the fairgrounds for letting us use the extra space, albeit with just a few day's notice. We almost had all entries' fastest times over one minute - more turns to remember than

recently. Fourthly, thanks to the weather gods for 30 deg less than it might have been. Fifthly, (is that a word?) thanks to timers, loaders, unloaders, course workers and unsung heros for operating like a well oiled machine, it's truly impressive. All of which means that being "Co-chair" was enjoyable, if challenging, and I'll be seeing diagrams of menacing light poles for a while. Finally, congratulations to all the winners, which means everybody.

Our next event is **August 17th**, so be sure to mark it on your calendars!

Thanks!

Charley Sawyer
ESCA AutoX Chair

July 27, 2024 Autocross Results

	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1	GTB-S	0	Thomas Buggia	1991 Toyota Mr2 turbo	57.448	0.000	0.000
2	X	11	Guy Southern	1999 Chevrolet Corvette	57.696	0.248	0.248
3	GTB-S	95	Brent Werder	2003 Nissan 350z	58.632	0.936	1.184
4	GTB-S	99	Ben Davoren	2017 Porsche Carrera S Cabriolet	58.669	0.037	1.221
5	GTB-S	2	Blain Hendrix	2007 Porsche Cayman	59.337	0.668	1.889
6	GTB-S	26	Roy Peterka	2018 Porsche GT3	59.656	0.319	2.208
7	GTA-S	240	Rich Bishop	2017 BMW M240ix	59.769	0.113	2.321
8	GTC-S	3	John Castellano	1960 Volkswagen Bug	59.980	0.211	2.532
9	X	351	Charley Sawyer	1966 Ford Mustang	61.470	1.490	4.022
10	GTC-S	250	Essy Fariab	1985 Porsche 944	61.869	0.399	4.421
11	GTC-R	9	John Schliemann	1995 Mazda Miata	62.274	0.405	4.826
12	GTA-S	32	Chuck Banks	1988 Pontiac Fiero	62.392	0.118	4.944
13	GTC-R	19	Tony Schliemann	1995 Mazda Miata	63.224	0.832	5.776
14	GTB-S	14	Martin Johns	2011 BMW 128i convertibl	63.238	0.014	5.790
15	GTC-S	1701	Christopher Brazell	2019 Mazda MX-5 Miata RF	63.888	0.650	6.440
16	GTC-S	444	Brenda Trinh	1992 Mazda Miata	64.103	0.215	6.655
17	GTB-S	129	Bruce Bentz	2009 Porsche Boxster	64.480	0.377	7.032
18	GTB-S	555	Danielle Hannaford	2023 Subaru WRX	64.977	0.497	7.529
19	GTB-S	191	Julie Silk	2006 Mini Cooper S	65.876	0.899	8.428
20	GTB-S	13	Noah Friedman-Biglin	2016 Ford Focus RS	66.186	0.310	8.738
21	GTC-S	131	Ed Biglin	2002 Honda S2000	67.456	1.270	10.008
22	GTC-S	117	Timothy Tilghman	2020 Mazda Miata	67.460	0.004	10.012
23	GTC-S	53	Ken Silk	1975 Volkswagen Convertable	67.817	0.357	10.369
24	GTC-S	59	Stephanie Brazell	2019 Mazda MX-5 Miata RF	68.354	0.537	10.906
25	GTA-S	171	Jason Pike	1967 Ford Mustang	68.741	0.387	11.293
26	GTC-S	805	Fidel Ramirez	2000 Ford Focus	69.901	1.160	12.453
27	GTB-S	8	John Dolan	2001 Porsche Boxster S	95.195	25.294	37.747
28	X	76	Nikki Southern	2002 Chevrolet Corvette	DNF		

Hooked on 100 Octane

By Harry Castellano

This is a story about my first track day. It seemed unlikely at my age—I'm a 64-year-old Volkswagen, Danke! But I knew something was up when John started working out some of my kinks. My right door hadn't been closing well since I tried to roll down the driveway alone and hit a tree. John took the right front fender and wheel off. Then he tied me up tight and started beating on me! It hurt, but I knew I would feel better later. Like Roling. Some of those old injuries were from the '60s, back in Astoria, NY and the '70s in New Jersey and Boston. He even fixed the Dog Dent in the fender that made me see cross-eyed for the last few years.

It didn't stop there. I got a 2" chin tuck to match my raised fenders. John insisted it was not cosmetic--he kept muttering something about Ralph Nader and "aero balance." My old Whale Tail from High School came out of storage and got remounted. We even added some wool tufts, just like the old days. Gonna let my freak flag fly, boys and girls!

There were some safety upgrades too. My front bumper was straightened and strengthened. John incorporated "Soft Wall Technology" in the form of a 4" crush panel in the reinforced former spare tire well. And my favorite—a Shiny Red Fire Extinguisher to replace my ancient one. I got so excited that I accidentally peed on the ground and had to get a new master cylinder too.

Now that was more than your typical prep for an autocross. I was rejuvenated. We blasted up Calistoga Road in second gear to see how everything felt. I wagged my tail to indicate how good I felt. We kept going. We cranked up the Hwy 29 switchbacks towards Middletown in third. All good. We kept going, taking the Hwy 20 sweepers in fourth. Road Trip--Yahoo!

Then we went up I-5 for a while, which I hate. This had better be worth it. Finally, we headed west towards the hills and turned in to Thunderhill Raceway. Whoa. I'd heard about it. I had even run on a couple of scaled-down half-mile Thunderhill West replicas squeezed into parking lots. But this was the real McCoy!

We drove up to the kiosk and the woman said, "Oh, my mom had a Bug growing up and we had so much fun in that." She seemed friendly, but then she said, "I saw you turn in here and I said No Way". Huh? She really had me scratching my heads. Well, I'll show her, I sez to myself. We drove into the

raceway and pulled up to the Sunoco fueling station. Suddenly my butterflies started fluttering.

I've gotten used to running on Premium since I started autocrossing again. After all, I was designed for 91 Octane minimum. But this set of pumps was different. It started at 91 and went up from there. John grabbed the third nozzle. I'd never had a drink of 100 Octane before. It kind of burned a little, but I figured that was a good sign. Then I saw a solitary pump with a label that said 110 Octane. Yow, I can't imagine what that's like. It's apparently a controlled substance because there was a big padlock on the nozzle.

We came over the hill and I saw that a couple of my friends were there. The RX7 and the Exocet came by trailer. They get a little stuck up, getting carried around like Royalty, but they're good peeps anyway. There was also a new-fangled VW Golf R that was driven there by Marc Brady with his whole family. Driven under its own power—like a proper Peoples Car. Fahrvergnügen!



Then I saw her on the track: A gleaming C8 Vette, carbon wheels and rotors, engine near the correct location. God she was hot! I mean I may be 64, but I still have eyes. And what a voice she had, roaring down the straightaway, burbling into the corner. I almost melted a piston right there. We all got ready to give chase. Pretty soon it was my turn.

I took a long slow lap at the track. I had a little bit of Déjà vu, probably from those road-course autocrosses, but those were 40-second courses. This was big. Two miles big. Here's what it's like once you're up to speed: You blast down the main straight banging fourth gear at the Start/Finish line and turn in to Turn One at full throttle. Then brake for a tricky off-camber right-hand double-apex Turn Two. Sometimes you push, sometimes you run wide, sometimes you slide. About once a day, you get it right it seems.

Turn Three goes on and on and on. Maybe 200 degrees of arc. Slam fourth again at the apex, then the search begins for the fast line down through the esses. You know you've found it

continued on [page 12](#)

ESCA 2024 Calendar

August

- [06](#) ESCA Regular Meeting In Person & ZOOM
[10](#) ESCA Birthday Picnic at Oakmont
 10-11 RSCC Autocross at Samoa Dragstrip
[17](#) ESCA Autocross - Saturday
 14-17 Rolex Monterey Motorsports Reunion
[20](#) ESCA Regular Meeting In Person & ZOOM
 24 Ferrari Challenge North America

September

- [03](#) ESCA Regular Meeting In Person & ZOOM
 14-15 RSCC Autocross at Samoa Dragstrip
[17](#) ESCA Regular Meeting In Person & ZOOM
[28](#) ESCA Autocross - Saturday
 28-29 RSCC Korbel HillClimb
www.msreg.com/korbel2024

October

- [01](#) ESCA Regular Meeting In Person & ZOOM
[05](#) **CANCELLED ESCA Autocross - Saturday**
 12-13 RSCC Autocross at Samoa Dragstrip
[15](#) ESCA Regular Meeting In Person & ZOOM

November

- [02](#) ESCA Autocross - Saturday
[05](#) ESCA Regular Meeting In Person & ZOOM
[19](#) ESCA Regular Meeting In Person & ZOOM

December

- [03](#) ESCA Regular Meeting In Person & ZOOM
[07](#) ESCA Annual Banquet
 07-08 Lemons at Sonoma Raceway

Check websites and Facebook for the latest information to learn if the events are going to happen as scheduled.

American Autocross Series

<https://americanautox.com/>

SFR SCCA

https://www.sfrautox.com/?page_id=2360

Northwest Hill Climb Association

(541) 772-7314

www.nhahillclimb.org

Hooked on 100 Octane

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when you hit the rumblestrips just right. Soooo fun! I got up to 87MPH here, but don't miss the Turn Six apex or it takes forever to recover in the long off-camber sweeper.

You have to slow way down to second gear for Turn Seven, then a curve over a hill where you don't want to lift or you will get sideways. A final right left combo leads back onto the main straight. It's a nice track for beginners, with ample runoff areas and not much to hit. Not a lot of hard braking. I was surprised at how much of the track was $\frac{3}{4}$ throttle. Autocross is much more on-and-off. I got a lap time of 1:39.81 for an average speed of 72MPH. I was pretty stoked.

It was fun chasing the other cars around. The Exocet would pull away slowly but surely, gaining ten seconds per lap. Impressive. The Vette could disappear when it wanted to. I heard it hit 106 through the esses. I guess all that carbon is good for something. The only carbon I have is a little on my spark plugs.

I had to stop and cool off after about every five laps. The air was in the triple digits. God it was hot. I had to use a fan to cool off, and Craig Hammond set up a mister for the drivers and their friends. After five laps my oil temp would get to 300 degrees in the sump. God that's hot. Let's hear it for Mobil 1! At the end of my fifth session, my fanbelt let go and we called it a day. Fifty miles of hot lapping. I was hot and tired. Luckily, John had a spare belt for the drive back home.

Thanks to the Vette's driver Ross Liberty, a long time friend of ESCA's, for the opportunity to drive the track, and to the Exocet's driver Charley Sawyer for coordinating the effort. Would I do it again? In a minute (and 39 seconds). Maybe ESCA can do a track day sometime. It has to be a weekday, but I'm in. I want some more of that High Octane!

For Bay Area Rallyes check out the :

RALLYE CLUB WEBSITE INFORMATION

<http://www.therallyclub.org>

REDWOOD REGION PCA

<https://redwoodpca.org>

**Current ESCA
Membership Total**

133

PIT STOP ADVERTISING RATES:

ESCA members: 1/2 price on below, except, Classified text is FREE. \$1.50 PER MONTH FOR PHOTO; ROOM PERMITTING.

Classified	\$2.00	per month	5 lines max.
Business Card	\$3.00	per month	3 1/2" X 2"
1/4 Page	\$4.00	per month	3 1/2" X 5"
1/2 Page	\$8.00	per month	7 1/2" X 5"
Full Page	\$16.00	per month	7 1/2" X 10"

Service Specialists



Parts Distributors

CHUCK'S BRAKE & WHEEL SERVICE, INC.

TONY CHIESA.....STEVE CHIESA

707-542-6012
707-542-6013 (FAX)
chucksbrake@sbcglobal.net

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Santa Rosa, CA 95402

THE 2004 Bodega Avenue, Petaluma CA 94952



Kurt Klein
Marty Nygaard
Tel: (707) 762-0272
E-mail: the.garage.petaluma@gmail.com

BMW
MERCEDES
VOLKSWAGEN
VOLVO

Happy August Birthdays

- Ed Biglin
- Debi Cardozo
ESCA
- Liz Fisher
- Robert Hayes
- Bob Jenkins
- Mike McCrory
- Steve Rossiter

If you're not listed – it's because the Data Base Manager does not have your month of birth. And you're wished a Happy Birthday!



Cars & Coffee - All FREE events

- ▶ 1st Sunday of the Month 8 am - 10 am
- ▶ Montecito Shopping Center Santa Rosa
- 2nd Sunday of the Month**
- ▶ Santa Rosa at Coddington Parking Lot
- ▶ Petaluma at 389 S McDowell Blvd
- Last Sunday of the Month 8 am - 10 am**
- ▶ Rohnert Park at 459 Rohnert Park Expressway
- ▶ 4th Sunday of the Month 8 am - 10 am
- ▶ Penngrove 10070 Main St
- ▶ Machado Burgers
- ▶ 406 Larkfield Center Santa Rosa
- ▶ Car Shows on Fridays 4 to 7 pm

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- facebook.com/hammondautowerks

EMPIRE SPORTS CAR ASSOCIATION (ESCA)

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EMPIRE SPORTS CAR ASSOCIATION (ESCA)

ESCA was formed on August 3, 1963 as a non-charitable, domestic nonprofit corporation. Our purpose is to: encourage, present, participate in sports car events and exhibitions; to encourage safe and sportsmanlike conduct on public roads; to exchange technical information on engine performance and handling; and to meet other sports car enthusiasts.

