



PIT STOP

JULY 2005



EMPIRE SPORTS CAR ASSOCIATION
P.O. BOX 2242, SANTA ROSA, CALIF. 95405

ESCA JULY AUTOCROSS

- DATE:** **Saturday, July 9, 2005**
- LOCATION:** Backside of Sonoma County Airport
- DIRECTIONS:** West on River Road from 101. Right On Slusser Road. Right on Windsor Road. Straight into the gate.
- TIME:** **8:15 AM, but not earlier**
Runs start at 10:00 AM
- COST:** **\$30.00 per driver** (Plus) work when not running
- REGISTRATION:** **Closes at 11:30 AM, as does the entry to the site.**
no food or water available

***** ESCA MEMBERS ONLY** **ON SITE - NO GUESTS *****

- RULES:** No loud exhaust, 92-decibel limit strictly enforced. Please drive safely and quietly, so as not to upset the local residents. This is a members **ONLY** Event. Associate membership is available ONLY BEFORE the event.
- INFO:** **Blain Hendrix**

YOU ARE CORDIALLY INVITED TO ATTEND

EMPIRE SPORTS CAR ASSOCIATION'S ANNUAL SUMMER PARTY

- DATE:** **JULY 30, 2005 (SATURDAY)**
- TIME:** **2:00 P.M.**
- PLACE:** **FRANK & LINDA JURIN'S HOME:**

PLEASE RSVP BEFORE JULY 20th.

to Linda Jurin at

See more details of the party in this issue of *Pit Stop*

ESCA AUTOCROSS SITE RULES

- **ONLY ESCA members** will be allowed onto the airport grounds. **NO Spectators** on site!
- Sorry, but this means **NO** spouses, (unless they are members) children, friends, etc., will be allowed onto the site. Remember these are the airport rules for letting ESCA use the site
- If you have friends who would like to autocross, they **MUST** join ESCA, **BEFORE** the day of the event.
- There will be an ESCA Official at the gate with an ESCA membership list and if you are not on this list, **you will NOT be allowed in.**

AUTOCROSS HOT LINES

SCCA SF Region Auto-X Hot line
(415)-599-2615

SCCA SAC Region Auto-X Hot Line
(916) 726-5833

<http://www.sfrscca.org/solo2/Sacramento/sacschd2003.htm>

American Auto-X Hot line
(510) 276-5017

Redwood Sports Car Club-Eureka
(707)-668-9757

www.reninet.com/abcgates/rscc.htm
<http://www.rsccl.net>

Competition Sports Car Club
(916)-428-7640
www.cscclautox.org

National Auto Sports Association
(831)-336-2444

Northwest Hillclimb Association
(541) 772-7314
www.nhahillclimb.org

RALLYE HOT LINE

(Bay Area)

The Rallye Club

www.therallyeclub.org



KEVAN'S CORNER

Well the year is halfway over and these articles are not getting any easier to write.

I have enjoyed the last two autocross events very much and hope to see more people out on the next one as this last event was a little lean, but weather could have been a factor. Who would have thought, rain in June? For those of you who have attended the ESCA meetings on a regular basis, I want to thank you from the bottom of my heart, it is not the most thrilling thing to do on a Tuesday night, but it keeps us going and to the new members who have been coming your faces are very welcome!

At our last meeting I would say the main focus was autocross policy consistency as there are a few areas that we are trying to nail down with some hard unbending rules and the more club input the better, so please try to make the meetings as your input is valued.

One issue in-particular is how we score our autocross times. I believe there is a questionnaire in this *Pit Stop* and this is something we need to nail down ASAP. How do you want your times recorded? Ideas are always welcome, but we need to figure this out fast and once again, if you do not vote your complaints on why things are done the way they are will fall on deaf ears.

Well this is all I have for now, thanks for reading and I hope to see you at the meetings and events.

ESCA WEB SITE PICTURES

Looking for more pictures from ESCA events? Go to the ESCA web site and there they are. Thanks Trevor.

www.empiresportscar.org





Bill Newton's Porsche 912

JULY VIDEO

Tuesday, July 19, 2005

After the July 19th meeting there will be video from the June 18th ESCA autocross. The video is about 21 minutes long and has shots of most of the cars that ran. Come check out all the sliding and spinning. This video's in-car shots were made from the Porsche 912 of event chairman, Bill Newton.

So, come to the meeting and stay for the fun video and bring a friend.

PLEASE WELCOME NEW MEMBER.....

JUSTIN ABRAHAMSON

CATHERINE CARDOZO

RENE DANIELIK

HARVEY MENDELSON

TODD PETERSON

PDF PIT STOP

If you have e-mail, can download large files and would like to get your *Pit Stop* as a PDF file. Please let the editors know and we will add you to the list.

The PDF file is in color and generally arrives a couple of days before the mailed copy. If this is the way you would like to start receiving your *Pit Stop*, send us an email to:

thebeard@sonic.net



ESCA Summer Party 2001

ESCA SUMMER PARTY 2005

Saturday, July 30, 2005

Reserve July 30th on your calendar for a fun filled day of car related activities with your fellow ESCAites. This year we will celebrate ESCA's 42nd birthday at Frank & Linda Jurin's home. There will be a concourse, funkhana (sorry-no cars involved), scavenger hunt, lawn games, prizes, barbeque, and lots of visiting with old and new friends.

Festivities will begin at 2 p.m. The potluck dinner will be served at 5 p.m. ESCA will furnish the chicken, bread & butter, soda, charcoal, cups, ice, plates, napkins, eating utensils and dessert. You are welcome to bring other drinks or barbeque favorites of your choice.

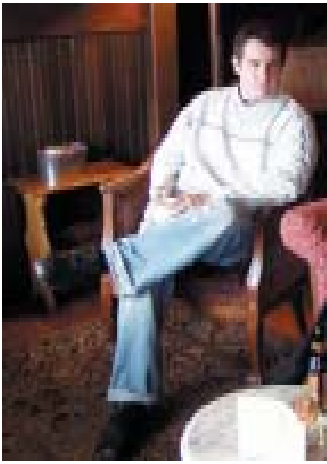
Notice that July 20th is the last day to RSVP. A sign-up sheet is being passed around at the meetings for the potluck barbeque. If you call or e-mail your RSVP, please let us know if you choose to bring a hot dish or salad. It would also be appreciated to know in advance if you plan to concourse your car. ESCAites are encouraged to bring their immediate family members or a favorite guest. We have a playroom for kids and a wading pool will be available. Come enjoy a great day with ESCA!

Linda & Frank Jurin

HELMET REQUIREMENTS

Starting in January of 2005 the helmet requirements for autocrosses has changed.

So, your helmet will have to have a Snell Foundation rating of: M 95 or SA 95 or newer, to be usable at an ESCA autocross.



PROFILE: JOHN & TERESA SERATT

John was born in San Francisco and spent most of his childhood in Petaluma. **Teresa** was born in Santa Rosa and spent most of her childhood in Novato. They met on the SRJC campus while John was presenting at a car display on the SRJC campus during a General Motors internship.

John has attended SRJC and Dominican University. **Teresa** has attended SRJC and Empire College.

John and **Teresa** have no children (yet).

John is the vice president of a growing business intelligence software company in Novato, named Corporate Radar.

Teresa is a partner and photographer at Legacy Photography. Legacy specializes in affordable family portraits and weddings photography. If you are interested please contact Teresa @707-849-6047 for a club member discount.

John and **Teresa** with the help of John’s sister, Danielle Flint, created Bavarian Knight Motorsports in 2003. The company’s first product “The Hammerstand”, is a clutch stand designed for BMW owners that want to reduce clutch pedal travel during shifting. “The Hammerstand” is distributed by Bavarian Automotive, www.bavauto.com. Special thanks goes out to ESCA member, Rob Luis, who provided valuable input into the product during R&D.

John first car was an ‘82 Mercury LN7 (appropriately named “Sluggo”)

Teresa’s first car was an early 80’s VW rabbit.

John lists the cars that he has owned as a’67 Dodge Custom Van, ‘62 Volkswagen Bug, ‘92 Chevy Beretta.

Teresa has only a ‘90 Ford Escort, on the list of cars she has owned.

Together John and Teresa, have owned a Nissan Sentra SE-R, 1998 Oldsmobile Intrigue, 1995 BMW M3, 1999 BMW 740i Sport

John lists his hobbies as Autocrossing and track days. He enjoys growing his business around creating and marketing new product

(continued on the next column)

Teresa lists her hobbies as Photography, traveling, singing, and autocrossing.

John remembers his first ESCA autocross. “The butterfly’s in my stomach...the knocked over cones. ESCA was my first taste of motorsports. My enjoyment of autocrossing has only grown since that day especially since racing with Teresa. ESCA has enabled us to share in a similar interest and build valuable friendships. I hope that more and more people get to experience autocrossing with ESCA and continue their memberships.”



Teresa Seratt autocrossing their BMW M3

Happy Birthday



- FOR
-
- JULY

- BILL BADSTUBNER
- MIKE BRISTOW
- BRIAN CASSAYRE
- PAUL FERRIN
- RUSS FREUDENBURG
- MEL KONRAD
- CHRISTOPHER LEV
- ANDY MARTINEZ
- CLAUDIA QUINLIVAN
- SHERI REMAIL
- EDMUND TRUJILLO
- FRANK WALSH
- HENRY WATTS



The group at Coddington start

TOUR TO THE BIRDS

By Gerry Mugele

Dawn on the 21st of May was as beautiful as a clear, warm, late Spring day in Sonoma County could be. Frank and Linda Jurin in their Corvette and Lilly and I in our SLK 350 arrived at the East end of the Coddington parking lot at 8:50 AM. We were soon joined by Mark Burchill driving solo in his Datsun 2000, Bob and Joy Parker in their Miata, Mike and Nancy Haiston in their BMW. Marci and The Beard arrived a few minutes later after a longish rest waiting for the stoplight on Cleveland to permit them to proceed.

After introductions were made and greetings were exchanged and the usual photographic delays, we were ready to depart. We drove down Cleveland Ave to enter 101 at College. Accelerating up the on ramp in the lead car we heard the Jurins on the radio. Frank was running in the cleanup position so was either still on Cleveland or College Ave. Seems he had unintentionally tried to follow Jim Hall's example by improvising an adjustable wing on the back of the 'vette. Apparently it wasn't going to work out though, so Frank said he was going to stop to latch the rear hatch and would catch up on the freeway. Someone suggested a power hatch might be the solution.

As our group approached the Cotati off ramp, Frank and Linda regained the clean up position. We proceeded up to Stony Point Road and then headed South into the country side. On Stony Point, we quickly caught up to a GT going rather slowly. Those of us in the open cars were treated to the ambiance of the area as we followed the garbage truck. Your tour leader was surprised to learn that garbage trucks run on Saturdays. Who knew? We followed the GT on down Meacham Rd where it mercifully peeled off to the right and into the waste disposal site. The subsequent run down to Pepper Road was much less aromatic.

It was a glorious morning to be out in the farmlands enjoying the clear skies. A pair of ultra light planes were appreciating the opportunity too. They seemed to be flying escort to our convoy as we made our way over to Bodega Highway. We soon lost sight of

we made our way over to Bodega Highway. We soon lost sight of them however, when we continued down Tomales Road to Chileno Valley Road. The scenery in Chileno Valley could not have been better, these roads are great fun to drive and we maintained a brisk pace.

A little run up Wilson Hill Road, brought our first encounter with the many weekend cyclists using these back roads; crowds of them. We went left onto Hicks Valley Road and almost lost the three cars in back due to a communication failure. (*Note to self: announce route at EVERY junction*). From Hicks Valley there was just time to hit top gear before we were stopping at Rouge et Noir, the Cheese Factory. There we added Karen and Chris Carpenter in their Miata to our entourage.

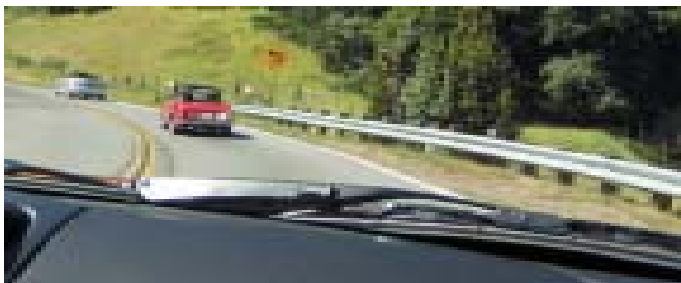
Back on the road we soon found ourselves in a parade of weekend motorists traveling at a very leisurely pace. Although some turned off toward the village of Nicasio those going slowest were still ahead of us as we skirted Nicasio Reservoir. It was a little frustrating to others in the parade as well. A couple motorcyclists roared past us at impressive speeds, in what appeared to be a very unsafe manner. And two cars followed their lead, passing over a double yellow. A short distance down the road a CHP was pulling out for pursuit. He got one of the bikes. Sometimes it IS gratifying to see someone get theirs in those situations.

Once on Tocaloma Platform Bridge Road we caught up to one of the cars who'd passed before. It appeared that the CHP had brought the driver some religion as he now drove very conservatively on Sir Francis Drake and down to Highway one at Olema. The last nine miles of our drive to Audubon Canyon Ranch were rather slow due to the mobile roadblocks created by a group of three pickup trucks. They seemed to believe that the signs advising "slower traffic" to use the pull outs didn't apply to them. Perhaps a letter to CalTrans is in order, suggesting a change in the wording to something like "Considerate Drivers use Pull Outs."



The group bird watching from on high

We arrived at the Ranch to find plenty of parking still available. Once everyone had time to get settled, we had a hike up the ridge, which forms the north side of the canyon. The hike brought us to an overlook where we had ample opportunity to look down on the tops of the redwood trees to see the nests of the Egrets and Herons. This site has long been a rookery for Great Egrets, Snowy Egrets and Great Blue Herons. We saw adults feeding young in many of the nests and listened to the raucous screams of the young demanding more food.



Tour leader Gerry Mugele followed by Mark Burchill

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Tour to the Birds

(continued)

Back on the canyon floor, shortly before noon, we claimed one of the large picnic tables and had a grand time chewing and chatting. The bird watching crowd was building as more people were arriving and when we cleared our debris some other group, anxious to claim a spot, had already placed a purse on the table, which led to some confusion. Another photo session followed. The Carpenters left our group at this point.



The group after lunch at the Ranch

On the road again we continued South through Stinson Beach to Panoramic Highway. This is always a beautiful drive but more fun when the traffic is somewhere else. We had some nice folks pull over and let our group pass so it was better than might be expected on a weekend. At the top we turned onto Bolinas Ridge Road, which offers spectacular views of SF Bay, the Pacific and Bolinas Lagoon. And it was a terrific day to be up there. We stopped for a photo op and to better appreciate the vistas on both sides.



The photo op on the right



The photo op on the left

(continued in the next column)

As we continued Northward to the Fairfax Bolinas Road we approached a habitat thoroughly infested with the all too common Marin County Spandex-rumped Cyclist. Aware that we were entering the domain of this usually unfriendly and often belligerent race, we reduced speed substantially. It was to no avail however as we received shouted warnings to slow down, this, even though we were driving at 20 MPH and slower. Also these critters are apparently a bit like opossums in that they are willing to challenge two ton steel vehicles to come too close, often standing their ground in the wrong lane. Aside from some verbal abuse our group remained unscathed as did the cyclists.

The most untoward moment for the lead car was when we entered a very sharp blind right hand turn deep in the redwood forest descending to Alpine Lake. There, we found an oncoming PT-Cruiser at a near stop. It was straddling both lanes, mostly on our side, with a largish dog in the driver's lap. The driver seemed rather put out that we were on his private road. We continued down to the lake more cautiously.



The tourees in the Beard mirror

After crossing the Alpine Lake dam the bicycle infestation abated considerably. The drive to Fairfax was fun and somewhat spirited. The Datsun, with its eight gallon tank was getting thirsty so we waited up the road a bit while Mark refueled. It was a quick run up Sir Francis Drake to San Geronimo and we turned up the Nicasio Valley Road. Then it was back up to the Petaluma - Pt. Reyes Road. The Parkers dropped out at the Cheese factory and the remainder of the group continued on to Petaluma.

It was a great day and a fun ride.

This Month's Cover Car is

Ron Misasi's Audi TT



TTOD time setter Frank Jurin in his Rotus

JUNE 18, 2005 AUTOCROSS

By Bill Newton

**(Official Best Recorded Time Now
is Best Overall Time of Day)**

We had 26 very enthusiastic drivers, a nice turnout in view of the unusual rain and the coincidence of Father's Day weekend. The rain over the Airport stopped for the entire event although there was heavy periodic rain elsewhere in Santa Rosa. After a late start we had 3 runs in the morning and 3 afternoon runs for lots of "track time."

The long, flowing course was designed by event Chair Bill Newton and ably fine tuned by Vice Chair Jim Winston. The Course featured a 4-cone slalom controlling the 730 foot straight to the back sweeper. The go-kart section was omitted, facilitating 35 second lap times and avoiding high weed growth/visual interference in that area. As usual, the course required deliberate "looking ahead" for the next turns, smooth-but-firm braking — especially after the very fast slalom/straight away — smooth steering through the 7 turns around the islands and lots of "Throttle Down" wherever possible.

There were 4 new students we were pleased to have with us: Justin Abrahamson, Catherine Cardoza, Rene Danielik, and Todd Peterson. Justin drove a very nice Plymouth Barracuda and developed some ideas for suspension improvements. Catherine drove her son's Honda S2000 and improved each run with a wide smile to the cheers of the other drivers. Todd made steady progress in his Mazda RX-8 and seemed to enjoy it. Rene had lots of fun in the beautiful black V-8 powered 1978 MGB. What a great range of different cars just among our students. New students are a major responsibility of our club and we thank our instructors for making their day enjoyable and educational.

TTOD was captured by the always-quick Frank Jurin. Say, how do we beat this guy? Maybe there is a ROTUS DEALER in town where we can acquire competitive cars. Scott Torgerson was next, followed very closely by Justin Bowen, both in their fine and fast 240Zs. (It's time to do an article on ESCAs very nice collection of Zs, including Jim Winston's, so we'll know all their secrets!) Next in order among the top five came Kevan Jurin in the family Rotus, and John Seratt in his (and Teresa's) BMW M3. Virtually all other drivers improved throughout the day. Good work on everyone's part. ESCA's NEW POLICY ON RECORDED TIMES will be that your best official recorded time will be your best overall time of all runs during the entire day. Historical notes: last June, 2004 the top 5 overall times were: Kevan Jurin, Frank Jurin, Scott Torgerson, Justin Bowen, and Peter Viviani: don't these names seem familiar !?

(continued in the next column)

PLEASE NOTE: at our July 5th Board Meeting we will discuss: gate procedure, starting events on time, filling worker positions

throughout the day and other issues to improve the conduct of our events. Your input is very important.

We had a fine event on June 18th and I wish to thank: Jeff Engblom for towing the trailer. Claudia Quinlivan and Linda Jurin for registration and gate duty. Frank Jurin for lots of help including teching cars. Jim Winston for Vice Chairing (sorry you didn't have your racy car.) Marty Nygaard who did it all: teched, helped set up, pick up and flagged. John Seratt who also flagged. Flaggers are in charge of the course and therefore receive the huge premium pay for doing so! Nader Elmosilhy also turned his RX-7 into a "truck" after the event, moving all the stacked cones off the course and to the trailer. Good going and thank you, Nader. You all pitched in to help pick up the course, which was gratifying and appreciated ! "Thank you" finally to the Sonoma County Airport for our use of this site.

NEXT AX: July 9th !!!



Todd Peterson in his Mazda RX8



Ron Dileo in his MGB GT



Justin Bowen in his very yellow 240Z

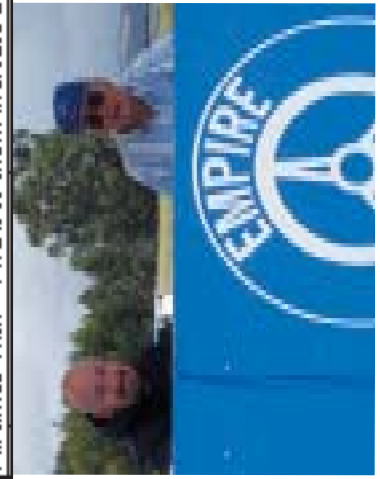


Scott Torgerson in his 240Z

JUNE 18, 2005 AUTOCROSS

Driver Name	Car make/model	Color	1st Run Total Time	2nd Run Total Time	3rd Run Total Time	4th Run Total Time	5th Run Total Time	6th Run Total Time	Best Overall Total Time
1 Frank Jurin	Rotus Super 7	Red/Black	34.957	34.136	34.557	34.070	32.991	33.042	32.991
2 Scott Torgerson	Datsun 240 Z	Green	34.188	33.789	51.868 DNF				33.789
3 Justin Bowen	Datsun 240 Z	Yellow	34.283	34.103	42.209 +1				33.812
4 Kevan Jurin	Rotus Super 7	Red/Black	35.815	34.728	34.659	34.260	34.157	49.845	34.157
5 John Seratt	BMW M3	White	37.844 +1	35.879	36.761 +1	35.764	35.711	35.487	35.487
6 Matt Rascoe	Acura Integra R	White	37.145	36.579	35.596	35.518	35.612		35.518
7 Bill Newton	Porsche 912	Green	36.517	35.689	37.093	36.006	35.648	36.310 +1	35.648
8 Craig Hammond	Mazda RX-7	Grey	37.575	37.606	37.198	36.829	37.202	36.665	36.665
9 Marty Nygaard	BMW 325 is	Black	37.530	37.128	37.051	37.016	37.306	36.799	36.799
10 Keith Miller	Mazda RX-7	Grey	37.813	37.644	36.806	37.242	37.049	37.647	36.806
11 Jim Snook	Mazda Miata	Grey	38.478	38.350	37.348	37.146	37.052	36.932	36.932
12 Rene Danielik	78 MGB	Black	39.702	37.485	38.828	37.881	37.115		37.115
13 Michael Cardoza	Honda S 2000	Silver	37.631	38.287	37.824	39.150	37.274	38.018	37.274
14 Mike Squire	Nissan Sentra	Red/Black	38.777	37.788	38.316	37.570	38.009	37.304	37.304
15 Loren Brown	BMW 325	Black	40.389	38.665	38.058	39.538	37.372	55.120 DNF	37.372
16 Teresa Seratt	BMW M3	White	38.816	38.109	38.273	37.803	37.415	37.436	37.415
17 Bruce Remail	Mazda Miata	Blue	38.315	37.777	39.939	38.887	37.486	37.524	37.486
18 Nathan Hanes	Nissan 240 SX	White	38.905	41.526	38.258	39.729	60.495	38.581	38.258
19 Todd Peterson	Mazda RX-8	Grey	42.504	39.931	40.105	39.781	38.400	39.329	38.400
20 Nader Elmosilhy	Mazda RX-7	Silver	109.051	54.028 +1	39.277	39.931	40.290	38.414	38.414
21 David Bothum	Ford LTD	Blue	39.475	39.002	49.053	38.988	40.932	39.082	38.988
22 Justin Abrahamson	Plymouth Barracuda	Gold	42.106	40.855	39.882	39.890	39.924	39.349	39.349
23 Art Reichert	Honda CRX	Blue	39.921	40.804	41.244	40.222	39.951	39.538	39.538
24 Ron Dileo	MGB GT	White	41.324	40.244	40.585				40.244
25 Cathaine Cardoza	Honda S 2000	Silver	55.895 DNF	46.097 +1	42.525	42.233	41.313	40.313	40.313
26 Sheri Remail	Mazda Miata	Blue	46.493	42.581	41.793				41.793

All times with +1 next to them indicate a hit cone. The penalty of 1 second has already been added to the time.



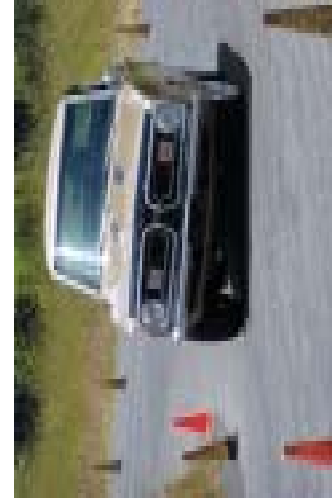
Kevan and Frank Jurin in the timing trailer



Sheri Remail in the Remail Miata



Marty Nygaard in his BMW 325i



Justin Abrahamson in his Barracuda



LONG, LONG AGO IN *PIT STOP*

July 1986

By Bob Jenkins

On the front page was an article entitled “bb shots”, written by Chairman Bob Jenkins. Bob wrote that Bill Diekmann, back in 1976, had presented an idea to have a charity autocross each year, which ESCA held through 1982, ending when it became impossible to make any money on the event. Bob also wrote about the up-coming *Sports Car Olympics*, which was to be held at Boreal Ridge on Labor Day weekend. He stated ESCA members were putting on two events: Ted Dunlap was to put on the Funkhana, while Dennis Sturdevant was putting on the Variety Rallye.

A article entitled “NOTICE” stated that the ESCA Board, had proposed an amendment to the ESCA By-Laws that would raise the new member initiation fee from the current \$6.50 to \$10.00.

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LONG, LONG AGO IN *PIT STOP*

Also, on the front page was the sad news that ESCA Honorary member Bob Leard had passed away.

On the second and final page of this short *Pit Stop* was an article written by Bill Diekmann, telling members that ESCA was once again presenting a charity autocross. The site would be the Santa Rosa Veterans Building parking lot, across from the fairgrounds.

In an article entitled “22 Years Ago In *Pit Stop*” (1964) we learned about Marin GT’s “Big Bang” autocross at Hamilton Air Force Base and the Napa Valley Checkpoints “li’L Ole Winemakers” rallye in Napa. And results from an ESCA *Hare & Hound Rallye* showed Bob Jenkins placed second in his Volvo and Ian Cook placed fifth in his MG Midget. The article also stated that ESCA was presenting a rallye called “Rallye of the August Moon”. It was to start from the Big “G” Supermarket in Sausalito and end in San Rafael, and the article stated it was Bob Jenkin’s first try as a Rallymaster.

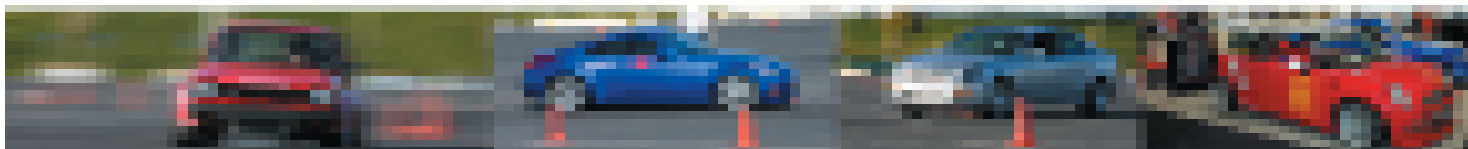
On the calendar were a Friday night *Photo Rallye* in Mt. View, an ESCA Board meeting in Sebastopol, ESCA Regular meetings at the Round Table Pizza, a ZONC Championship autocross at Pleasanton on Saturday, and the ESCA charity autocross on the following Sunday.

8-05

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AUTOCROSS SURVEY

Contact Frank Jurin, Autocross Committee Chairman

Do you vote for:

- 1) all autocross runs to count as official times?
- 2) 1st two autocross runs to count as official times with all runs to count as best overall time?
- 3) each autocross event chair to decide if number 1 or 2 above are used?
- 4) set the number of official times at the start of each season for that season?

Note: historically, ESCA has used the 1st two autocross runs to count as official times and then used all runs to count for best overall, which is option # 1 above.

Note: at the ESCA meeting of June 6th of this year, it was decided that all runs would count as official times, which is option # 2 above.

After discussion at the recent ESCA meeting of June 21st it was decided to survey the membership.

AUTOCROSS GATE POLICY AS OF THE JUNE 21st ESCA MEETING

No ADMITTANCE to the Autocross site IF your name is NOT on the list.

ESCA applications will be available at the gate to give to nonmembers for the next Autocross.

Information about the next Autocross will be available at the gate.

Tell your autocrossing friends about this policy. This policy will also be posted on the ESCA Website and on the hotline.

COMMENT

I would like to comment on the autocross scoring that was discussed at the last meeting. I don't autocross anymore partly because I no longer have my other car, but also because it is no longer fun. I believe that all runs should be scored and counted. Not just the first two runs of the day. Why make it more advantageous to the better drivers?

Claudia Quinlivan



Ford GT
ECA CAR SHOW

On Sunday, June 19th, Marci and I head out to the ECA's annual car show. The show was held, again this year, at Julliard Park in Santa Rosa. The show is a real low-pressure affair, with no judging or awards. It's all about making money for ECA scholarships.

The show is pretty much all American iron, with hot rods, cars from the 40' thru 60's Corvettes, Mustangs, and a few motorcycles. There are also things for sale, including a great barbeque lunch.

The people are all very friendly and more than willing to talk about their cars. There were several clubs, including the *Sonoma County Mustang Club*, *Sonoma County Corvette Club*, and some hot road clubs.

On our tour of the cars we ran across several ESCA members, including Jeff Avery with his daughter and Anthony Smith, both whom often show their cars, but were not this year. We also came across Mike Marzelek and his wife, and learned that Mike, has sold his very pretty yellow and black Cobra and once again, is driving an S 2000, this time, a red one. We also talked to Dan Clary the president of the *Mustang Club*, who has recently joined ESCA, so he can autocross.

As always there were a few (very few this year) foreign vehicles to check out. There was a very nice Jaguar XK140 and a fairly rare Austin Healy 100.

Probably the most expensive vehicle there was a Ford GT. There were no plates on the car, so maybe a dealer was showing it. But, it is a very nice looking car.



Austin Healey 100

JULY

- 02-03 (S&S) *Larison Rock HillClimb, Oakridge, OR*
02 (SAT) *TRC Rallye from Mt. View*
05 (TUE) 8:00 PM ESCA Regular Meeting
09 (SAT) ESCA Autocross airport (See article)
08-10 (F-S) *Red Bull U.S. Grand Prix at Laguna Seca*
15-17 (F-S) *American Le Mans Series at Infineon*
19 (TUE) 8:00 PM ESCA Regular Meeting
29-31 (F-S) *San Jose Grand Prix (Champ Car Race)*
30 (SAT) ESCA Summer/Birthday Party
(See invation and article)
30-31 (S&S) *Hoopa Hillclimb at Hoopa*

AUGUST

- 02 (TUE) 8:00 PM ESCA Regular Meeting**
03 (WED) ESCA'S 41ST Birthday!!
04-07 (Th-S) *Hot August Nights, Reno*
06-07 (S&S) *Bible Creek HillClimb, Wilamina, OR*
13 (SAT) ESCA Autocross at the airport
16 (TUE) 8:00 PM ESCA Regular Meeting
19-21 (F-S) *Monterey Historics at Laguna Seca*
20-21 (S&S) *Black Otter HillClimb, Billings, MT*
21 (SUN) *Pebble Beach Concours d'Elegance*
26-28 (F-S) *IRL Inday Car Series at Infineon*

SEPTEMBER

- 03-04 (S&S) *Bogus Basin HillClimb, Boise, ID*
06 (TUE) 8:00 PM ESCA Regular Meeting
09-11 (F-S) *Cart Grand Prix at Laguna Seca*
10-11 (S&S) *Teton HillClimb, Driggs, ID*
20 (TUE) 8:00 PM ESCA Regular Meeting
24 (SAT) ESCA Autocross at the airport

OCTOBER

- 04 (TUE) 8:00 PM ESCA Regular Meeting**
14-16 (F-S) *American LeMans Series at Laguna Seca*
15 (SAT) ESCA autocross at the airport
18 (TUE) 8:00 PM ESCA Regular Meeting

NOVEMBER

- 01 (TUE) 8:00 PM ESCA Regular Meeting**
13 (SUN) ESCA Charity Event
15 (TUE) 8:00 PM ESCA Regular Meeting

DECEMBER

- 06 (TUE) 8:00 PM ESCA Regular Meeting**
20 (TUE) ESCA Christmas Lights Tour

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