



# PIT STOP



## NOVEMBER 2022

The Official Newsletter of *Empire Sports Car Association*

P.O. BOX 2242, SANTA ROSA, CALIF. 95405

Volume 59-11



**\* Save the Date \* \***  
**Christmas Lights Tour**  
**12-17-22**

ESCA Meetings are  
In-Person / ZOOM  
**November 1 and 15**

7:00 p.m.

Round Table Pizza, 1791 Marlow Rd, Santa Rosa

**ESCA ANNUAL MEETING  
AND PARTY**

**Saturday, December 10, 2022**

**11:00 am to 2:30 pm**

**RSVP by 12-2-2022**

**\$20 per person**

Cattlemen's in Montgomery Village  
2400 Midway Dr. in Santa Rosa

**\* Toy Drive**

**\* Installation of 2023 Officers**

**\* Review of 2022 \* AutoX**

See flyer on [page 3](#) for details

Current ESCA  
Membership Total:161

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## From the Cockpit

By Bruce Bentz



It's time once again for officer elections! So far we've had very little in the way of candidates for next year. Basically anyone over 18 attending two meetings in a row is eligible to run for office. I'm stepping away from the board this year after two years as Chairman and one year that doesn't count as entertainment chair as it was during lockdown. I've done my part to support the club, won't you do your part to keep the club going? We need YOUR help.

Xmas Lights Tour: Nick Doyle has stepped up to help with the Xmas Lights Tour as the Banks' won't be able to do it this year. As November progresses please send any suggestions for lights to include in the tour to me at [blbentz@yahoo.com](mailto:blbentz@yahoo.com).

Sonoma County autocross update: We are still waiting for a response from on our proposal.

Sonoma Speedway: The SCCA is working with Sonoma Speedway to try and develop and pave an autocross area. We were hoping for a large parking lot area that would be suitable for autocross, but it appears that the speedway is only going to pave a smaller area down by the existing paddock. Not the best area for autocross, so we will have to wait and see what the SCCA can negotiate.

Our holiday luncheon will be on Dec. 10th at Cattlemen's in Montgomery Village but it will be the last one there as they are relocating to Rohnert Park. One suggestion for next year has been River Rock Casino, but let's hear from the club where they want to go.

As always you can reach me at [blbentz@yahoo.com](mailto:blbentz@yahoo.com)



**PLEASE WELCOME  
NEW MEMBER . . .**

**ANDREW LING**

**TESLA 3**

## HAPPY NOVEMBER BIRTHDAYS...

Ron Cox  
Erica Early  
Isaac Hastings  
Marci Jenkins  
Ross Liberty  
Andrew Ling  
Erin Mahoney  
Dan Mannion  
Keith Miller  
Gary O'Connor  
Karen Perlis  
Noland Priester  
Tory Reed  
Alan Veach

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

## Cars & Coffee All FREE events

### 2nd Sunday of the Month

- Santa Rosa at Coddington Parking Lot
- Sonoma at 19632 8th St E

### 3rd Sunday of the Month 8 am – 10 am

- Petaluma at 389 S McDowell Blvd

### Last Sunday of the Month 8 am – 10 am

- Rohnert Park at 459 Rohnert Park Expressway

## Autocross Helmet Requirement

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



## Saturday Brunch, at 11:00AM December 10, 2022



**\* Annual Meeting      \* Toy Drive**  
**\* Installation of Officers      \* Review of Year Events**

Cost: \$20.00 per ESCA Member  
Guests will be \$20.00 per person.



*Please bring  
a new  
unwrapped  
toy*



Reservations **MUST be received by, December 2, 2022.**

- Please **1.** Pay at a November Meeting, **or,**  
**2.** pay on MSR at [msreg.com/Brunch2022](https://msreg.com/Brunch2022) (small service fee inc.) **or,**  
**3.** make checks\* payable to [ESCA](#) and mail to  
P.O. Box 2242, Santa Rosa, CA 95405  
\* if mailing check please send [ESCA Secretary](#) an email letting her know.

Member Name: \_\_\_\_\_ \$ 20.00

Member/Guest Name: \_\_\_\_\_ \$ 20.00

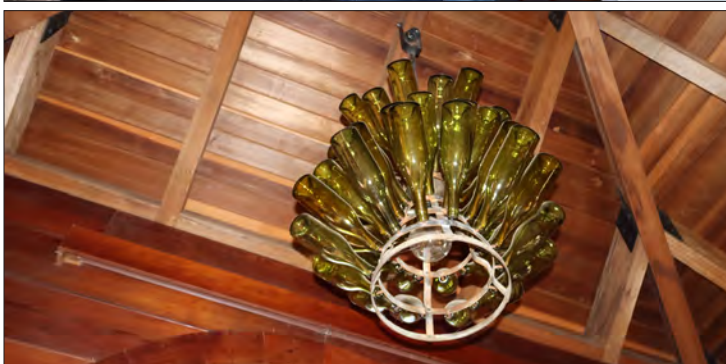
Total \$ \_\_\_\_\_



## Two Days in Mendocino

by Marci Jenkins

It was an absolutely glorious day in Boonville! Sunny, no clouds. We had left a cloudy Santa Rosa an hour before. We drove 128 from Cloverdale to Navarro Winery. Where we made our 1<sup>st</sup> stop. Although it was 11am, it was noon somewhere. . . We enjoyed the lovely winery, made use of their facilities, tasted wine (surprisingly there was no charge), and brought, and brought. I do wished I had brought more of the tasty rice crackers that they sold. We held a council to decide Saturday



night's dinner location. That proved to be quite a task - Hill House Inn, where we were staying, had not had a restaurant in many years. Mendocino Hotel had closed their restaurant two years ago. Did we want to eat at 9 pm and dine outdoors? No . . . So, how about 7:15pm and dine indoors? Good we had a dining spot.

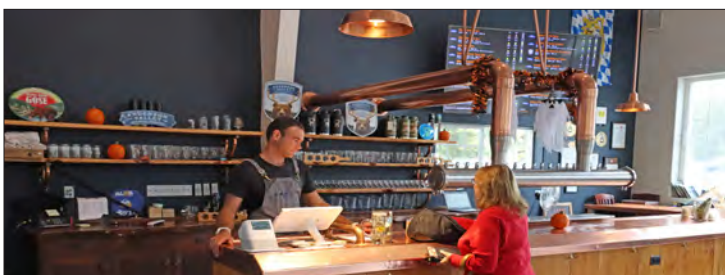
As we motored on we saw that the next winery had a solar charging station in it's parking lot and the sunny day became overcast. There had been few cars and two deer on 128. There was still little traffic and no wildlife as we neared Mendocino.

(continued on [page 5](#))



## Two Days in Mendocino

(continued from [page 4](#))



More Two Days in Mendocino Photos at:  
<https://photos.app.goo.gl/BJ9oFSRVNd5VWVmh8>



Here the two-car tour split. Karen and Blain Hendrix in the blue Golf turned into Mendocino to spend the afternoon walking the beaches and headlands. I, Lu Kistner with our driver, Bob Jenkins, in the gray Lexus continued on to Fort Bragg.

We were the last of the BBQ guests to arrive. We saw a beautiful red 370Z, a unique yellow and black Datsun wagon, a blue 510 and a blue 280Z. The BBQ was hosted by Z Owners of Northern California (ZONC), at the lovely home in the woods owned by ZONC President, Linda Williams. We enjoyed a great late lunch. While it was a potluck, Linda provided sweet corn on the cob, a tasty potato salad, and homemade pickled beets and homemade blue cheese dip. Recipes were quickly requested. The conversation was all that was cars and Datsun/Nissan. ZONC had several cancellations so, it was a small group, which was interested to hear that one of the former ZONC/ESCA member, Jim Johnson's green 240Z was originally owed by Lu Kistner and had traveled the north coast roads

Dinner at the Mendocino Café provided a great setting, we nearly had the dinning room to ourselves, as most patrons choose to eat on the deck (with heaters). In true ESCA fashion we closed the place up.

Sunday started with breakfast at Café Beaujolais as Hill House Inn no longer had their continental breakfast. We left Mendocino after a-much-too-short stay. The next stop just north of Philo was Gowan's Heirloom Cider. And of course we brought and brought, but, not as much as at Navarro's. We continued down 128 to Boonville's Anderson Brewing Company. And of course we brought and brought. I needed to stock up on the Summer Solstice. Blain also needed to stock up on his favorites.

At this point we said Good By and Thank you for a great weekend to Karen and Blain as they continued on down 128 and we took 253 across to Ukiah to catch 101 for Santa Rosa. We had no traffic and no wildlife on 253.

Thanks to the Tour Leader and our driver, Bob!

A wonderful, albeit, small tour! When is the next trip to Mendocino? Count me in!



## Moonrise over Maacama

By John Castellano

The Maacama (aka Mayacamas) Mountains rise along the edge of the Continental Plate where our piece of the Pacific Plate grinds northward and subducts under Shelter Cove at the “Triple Junction”. Driving north on 101 along the Healdsburg Fault, you climb and “step over” to the next valley along the Maacama Fault. The fault runs through Hopland and right under Ukiah Speedway. To the east are the volcanic Mt St Helena and Geyser Peak, then the long uplifted escarpment east of Ukiah.

A crescent moon peeks out from the swirling vapors above the Geysers. I’m reminded of the theory that the phase of the moon can trigger earthquakes through “earth tides” caused by gravitational forces. Sylmar. Mexico City. G-forces peak at full moon and new moon. Right as the moon is setting or rising. Hmmm.

Odd features can form in the rift zone along earthquake faults. Sag ponds. Escarpments. Geysers. Maybe even Ukiah



Speedway itself. Is the track actually a volcanic caldera, worn smooth by a million tires and a few hundred boats? Or maybe some kind of Cosmic Vortex caused by a black hole at the end of the fault? We set up timing equipment to investigate.

The Ukiah Roval AutoX started out with a right-left-right jog through the start lights, then a full throttle blast to the north end of the lot. A 180 left sweeper led halfway back to a tight



right into the crossover to the oval. A side-entry three-cone slalom guided drivers high into the banking at the north end. Here they were greeted with a lane-change maneuver in the middle of the banked turn, a new feature inspired by Martin Johns. The low lane exited tight onto the main straight.

After almost 100 cones got clobbered last month (25 by yours truly), I wanted to loosen things up and let the track be the constraint, rather than the cones, at least on the south end. What a blast! In my (underpowered) car, I could turn in off the main straight at full throttle, driving in deep before braking. Picking up the throttle the tires would start to spin in third! Wheeeeeee!!! Then it was back through the three-cone slalom for a second lap of the oval and into the finish. Dan Lassen won it, making his car look like the film was sped up. Craig Hammond was hot on his tail .058 seconds behind. Steve Rossiter backed up the RX7’s performance with third.

Since this was our final “dual points” day, we made the afternoon course shorter, with only one lap of the oval. We got seven runs in. For some drivers, it was easier to concentrate for only thirty-odd seconds. It was tough for me to get ready that quickly though. I could only check pressures or temps, not both. With less time on the oval, it was Charley Sawyer who dominated the field. Mike McCrory put his ground-scraping Honda into second, and Tom Buggia was right behind in third by .008! Nice job gents. For the rest, see the AM and PM results as well as the Season Points.

I’m impressed with the layout of the Ukiah Speedway, however it came to be. The gradual turn-in and smooth exits allow small, underpowered cars to carry momentum while larger, higher-powered cars are frustrated by the inability to get that power down. For bragging rights, I subtracted the PM times from the AM times to calculate a “Hot Lap” time for the oval only. Hammond topped the field with a 17.573 second lap. “My car LOVES that oval”, he declared in a tone one octave higher than normal. Lassen was a little nervous, but delivered

(continued on [page 7](#))

## Moonrise over Maacama

(continued on [page 6](#))

a 17.754. Rossiter was next at 17.8, saying he needed only “cojones mas grandes” to go faster. Brent Werder and Blain Hendrix rounded out the top five. I know without that pesky three-cone slalom on the backstraight, we would have been in the 15’s. Hot Laps anyone?

Thanks to Craig for setting up the opening section of the course. Charley and Steve also got there at seven to set up the trailer while I set up the oval. Everyone works hard when we only have a few drivers, so thanks everyone. Kudos to Eric Siedentopf for making the long trek down. Finally, thanks to Blaine Pope for not running out of talent when powersliding the entire 300’ main straight. A good end to a good season.

## October 22, 2022 Autocross - AM

	Class		Driver	Car Model	Raw Time	Diff.	From 1st
1	gtb-s	30	Daniel Lassen	2015 Ford Focus ST	50.173	0.000	0.000
2	gtb-r	27	Craig Hammond	1983 Mazda rx7	50.231	0.058	0.058
3	gtc-r	45	Steve Rossiter	1983 Mazda RX7	50.572	0.341	0.399
4	x	135	Charley Sawyer	2022 Exomotive Exocet R	50.620	0.048	0.447
5	gtb-s	0	Thomas Buggia	1991 Toyota Mr2 turbo	51.038	0.418	0.865
6	gtc-s	162	Mike McCrory	1995 Honda Civic	51.178	0.140	1.005
7	gtb-s	95	Brent Werder	2003 Nissan 350z	51.193	0.015	1.020
8	gtb-s	2	Blain Hendrix	2007 Porsche Cayman	51.850	0.657	1.677
9	gta-s	28	Eric Siedentopf	1995 Chevrolet Camaro Z28	52.436	0.586	2.263
10	gta-s	23	Blaine Pope	1995 Chevrolet Camaro Z28	52.665	0.229	2.492
11	gtc-s	3	John Castellano	1960 Volkswagen Bug	52.931	0.266	2.758
12	gtb-s	14	Martin Johns	2011 BMW 128i convertibl	52.977	0.046	2.804
13	gtb-s	1	Isaac Hastings	2019 Mazda MX-5 RF	53.139	0.162	2.966
14	gtc-r	9	John Schliemann	1995 Mazda Miata	54.160	1.021	3.987
15	gta-s	32	Chuck Banks	1988 Pontiac Fiero	54.823	0.663	4.650
16	gta-s	127	Michael Cardozo	2018 Audi R8	55.191	0.368	5.018
17	gtc-s	491	Wolfgang Kissler-Obergin	2006 Mazda miata	56.116	0.925	5.943
18	gtc-s	131	Ed Biglin	2002 Honda S2000	56.776	0.660	6.603
19	gtc-s	93	Jovany Delgado-Maldonado	1996 Honda Civic	56.943	0.167	6.770
20	gte-s	117	Andrew Ling	2018 Tesla 3	57.553	0.610	7.380
21	gtc-s	82	Alan Veach	Mazda 2008 MX5	57.693	0.140	7.520



More 10-22-22 AutoX Photos at: <https://photos.app.goo.gl/fJhj1ccdoHgV81oFA>



# October 22, 2022 Autocross - PM

	Class		Driver	Car Model	Raw Time	Diff.	From 1st
1	x	135	Charley Sawyer	2022 Exomotive Exocet R	31.677	0.000	0.000
2	gtc-s	162	Mike McCrory	1995 Honda Civic	32.404	0.727	0.727
3	gtb-s	0	Thomas Buggia	1991 Toyota Mr2 turbo	32.412	0.008	0.735
4	gtb-s	30	Daniel Lassen	2015 Ford Focus ST	32.419	0.007	0.742
5	gtb-s	95	Brent Werder	2003 Nissan 350z	32.654	0.235	0.977
6	gtb-r	27	Craig Hammond	1983 Mazda rx7	32.658	0.004	0.981
7	gtc-r	45	Steve Rossiter	1983 Mazda RX7	32.770	0.112	1.093
8	gtb-s	2	Blain Hendrix	2007 Porsche Cayman	33.305	0.535	1.628
9	gtc-s	3	John Castellano	1960 Volkswagen Bug	33.324	0.019	1.647
10	gta-s	28	Eric Siedentopf	1995 Chevrolet Camaro Z28	33.397	0.073	1.720
11	gta-s	23	Blaine Pope	1995 Chevrolet Camaro Z28	33.831	0.434	2.154
12	gtb-s	1	Isaac Hastings	2019 Mazda MX-5 RF	33.877	0.046	2.200
13	gtb-s	14	Martin Johns	2011 BMW 128i convertibl	33.924	0.047	2.247
14	gtc-r	9	John Schliemann	1995 Mazda Miata	34.207	0.283	2.530
15	gtc-s	131	Ed Biglin	2002 Honda S2000	34.880	0.673	3.203
16	gtc-s	93	Jovany Delgado-Maldonado	1996 Honda Civic	35.248	0.368	3.571
17	gta-s	32	Chuck Banks	1988 Pontiac Fiero	35.684	0.436	4.007
18	gtc-s	491	Wolfgang Kissler-Obergin	2006 Mazda miata	35.751	0.067	4.074
19	gtc-s	82	Alan Veach	Mazda 2008 MX5	36.202	0.451	4.525
20	gte-s	117	Andrew Ling	2018 Tesla 3	36.943	0.741	5.266





## Victor's Journey (A Mini's Story)

### Part 2 of 3

By Ron Cox

In the straight away between turn #15E and #1E at TH, the Mini tops out at 100mph. Nothing to write home about, but respectable for a Mini. However the THRILL is in the turns. WOW!!! the Lateral Gs are intoxicating, and that is where a properly set up Mini excels. All day long, after each 20 minute session I got out of "V" with a HUGH smile on my face. I was Hooked!! Once I wiped the smile off my face I asked my team how did I do. After several silent pauses and some hand gestures Mike simply said that "I looked slow". OK-blunt but honest. He then walked over and put a yellow tape "X" on "V" boot and said "OK Rookie, go out there and make us proud" as he literally pushed me out of the nest. I needed to get my homework done and be serious about doing thoroughrace preparation. I joined a vintage racing organization CSRG( Custom Sports Racers Group). They get together 4 times a year. My Play Ground would be two Internationallyfamous and highly technical tracks-Sears Point and Laguna Seca, and



photo by Carol Cox

Thunderhill Raceway Park.

I studied the track map and Speed Secrets virtual track walk of Sears Point where my next two events would be run in Sept and Oct 2021. All the large and small details during an event can be intimidating: driver meetings, time to report to grid, listen for group #, check tire pressure and lug torque, track instruction, worker station flags(colors), when to dress, etc.etc.etc. While trying to deal with all of that, I was a nervous wreck all weekend in Sept and just a little less in Oct. And this is before I am to be on the track with 20 plus really experienced drivers in much faster cars. Once I got secured in the car all the anxiety goes away. I am in my happy place. Once the flag drops to start the race, all I need to do is just watch my mirrors, hold my line, and let those "rocket ships and jet fighters" figure

out how to pass me. There are usually 10 to 12 Minis in our vintage race group (including Mike and Don) and they are all Super friendly and willing it help with whatever I need. From the very beginning, I have felt warmly included. Victor did just fine and caused no mechanical issues while I steadily gained confidence and constantly improved my time. My first recorded time September was 2:32.747 and my last recorded time Oct was 2:13.086. I started 13th and finished 9th. The winner 's times in a blue Alpha GTZ was 2:06.451. I improved, but I still have a long way to go.



photo by Steve Rossiter

### Step into the Deep end of the Pool

Some times I commit to a plan before I think it thru completely. It all sounded good on paper and there would be a lot of cool historical cars. The Velocity promotion group was sponsoring The Velocity Invitational Nov 11-14, 2021 vintage car race at the Laguna Seca Raceway. One of Velocity's featured events would be the 1960's Mini vs. Mustang Enduro Challenge. This event was designed to relive and continue the rivalry of the 1964 Monte Carlo rally between Ford and Mini

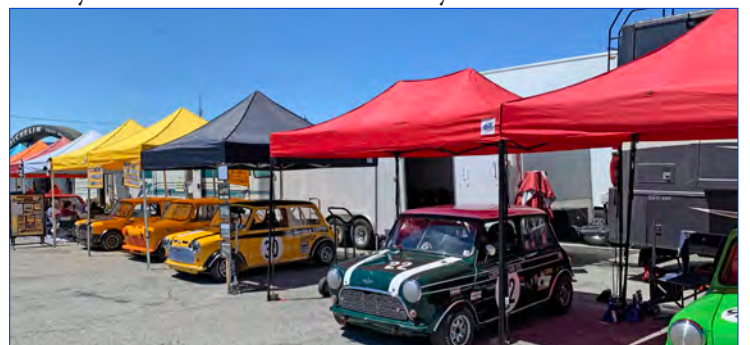


photo by Carol Cox

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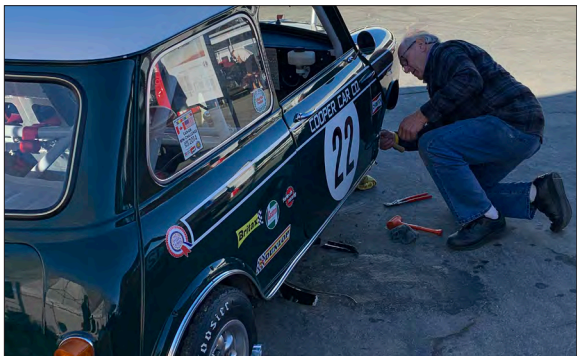
## Victor's Journey (A Mini's Story)

### Part 2 of 3

(continued on [page 9](#))

Cooper (Historical records show that a Mini Cooper won.)

For Velocity 2021, Six 1966 Shelby GT350 and 25 Mini Cooper S were entered in the Invitational. So what could go wrong for Victor and me in this race since my application was accepted? Well let's start with the obvious: 1) I had never raced a minute on the LS. track. 2) this particular Challenge attracted famous national and international drivers (Nix Swift is a hero of mine and he is "Mr. Mini Racer" in England). 3) the race was scheduled for one hour with a mandatory minimum 5 minute stop to swap co-drivers and top off fuel. 4) prior to the event, I had nightmares for weeks about going over the Cork Screw and finally. 4) For the first time in the history of LS, we were going to be racing after the sun went down. Picture driving off a 5 story building (the Cork Screw) in the dark for 30 minutes. And you ask what else can go wrong !!!! Well Friday night it did. One of the least talented drivers made an ill-advised pass around me at turn #10 and disabled Victor. I was not injured, but Victor ended up with major suspension and body damage. So I figured



my racing was over. Or at least I thought it was over. When Mike and Don and the rest of

my Mini family got back to our paddock they said not so fast. Let's see what can be done tomorrow morning since our group was not scheduled to race. When I arrived at 10 am Saturday morning Victor was up on jack stands, most of the right front suspension removed and all the Mini drivers were assessing what repairs were possible. By 6 pm that evening my car was ready to race!!!! Damaged parts were replaced with new loaner parts, alignment and brakes adjusted and checked, new wheel and tires mounted, every nut and bolt torqued and double-checked. I was ready for the feature race on Sunday. I arrived at 7am on Sunday. Too amped up to stay in my apartment. But when I arrived I found "V" back up on stands and a puddle of oil on the ground below the oil cooler. Mike approached me and said that both the transmission and oil cooler were also

damaged. He then asked if the spare COOPER S motor was in my trailer. I answered YES, and he said go get it. We are going to swap motors.



WE had approximately 6 hours to get the swap completed before the start time of our feature race. The same Mini friends, plus 3 more total strangers to me, were on "V" like honeybees at their hive.



By 2:30pm "V"s motor swap was finished, a new loaner oil cooler was mounted, and I could start my pre race ritual with total piece of mind. I said to Mike I cannot believe my eyes. Mike said "This is what we do-our job is to make sure you START every race. That's why we are here".

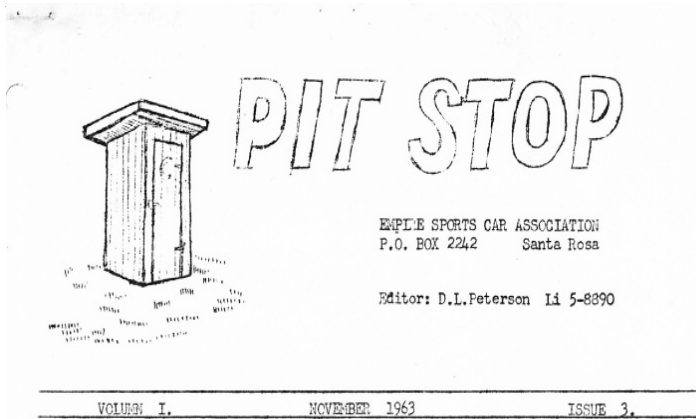
My Co-Driver and I started at 5:30 with a field of 31 cars and at the end we finished 19th (mostly due to My Co-Driver) He had lap times of 2:03.947 and I did 2:13.947. AND I had that same big smile on my face again

Oh !!!, Bye the way, A Mini from our group won the race. The Rivalry continues MINIS RULE



Continued next month





## Long Long Ago in Pit Stop November 1963 Issue 3

By Bob Jenkins

The editor was listed as D.L. Peterson on the front page and **ESCA** Meetings were listed as being held at the El Rancho at 8:00pm in room B on the 1<sup>st</sup> and 3<sup>rd</sup> Tuesday of the month. A Publicity Committee Meeting was listed as November 21 at the residence of Dan Peterson.

Under a heading of Coming Events were an **ESCA** Trick or Treat Rally, with ghoulish-manned checkpoints, costumes required for all entries, cost was \$3 and the start was the G.K. Hardt Car Dealership on Santa Rosa Ave. in Santa Rosa. A SCCA PDR Four Hour endurance race at Vaca Valley Raceway. A More Aches & Pains Rallye by Austin Healey Road Marin starting in Ignacio. A scenic Tour through Marin County for **ESCA** members only, leaving from the El Rancho. The Sixth Annual International Import Car Show, at Brooks Hall, in San Francisco, and in conjunction with the car show was to be nightly rallyes and several autocross events.

Four members were welcomed to the club, bringing the total membership to 23 active sports car lovers.

The minutes from both the October club meetings were reported.

An article titled Showdown Rallye Results stated Homer Balsley rally mastered **ESCA**'s first open event, a poker rally which had 25 entries and went from Santa Rosa, over the hill to St. Helena, thru Calistoga, Middletown and finished at Lakeside Park in Clearlake. Two cars from the Santa Rosa Highway SCC and 5 cars from the Austin Healey Road Marin ran the event. Ken & Jan Barnhart in a Porsche 1600 took first place and Robert Jenkins & Joe Hogan in a Volvo took 7<sup>th</sup> place.

An article entitled Camino Springs – Cotati Raceway Oct

13<sup>th</sup> stated that 11 **ESCA** members had toured down to watch and run the NCSCC Autocross at Cotati. A Cobra took top time of day, while **ESCA** member Dan Peterson in his 948cc Sprite MK II posted a time of 1:32.50.

An article by **ESCA** member John Williams entitled Laguna Seca Side Lines had much details and back-stories about the races. Dave MacDonald in his Cobra-Ford. Cooper Ford. King Cobra took first overall in the big races on Sunday. He talked about many of the big name racers at the weekend, including Jim Clark, Ron Bucknum, Augie Pabst, Graham Hill, Sterling Moss, and Jim Hall. He also talked about the SCCA regulations of roll bars, seat belts, and fire "proof" suits, and the fact that the three flips of the weekend only required one hospitalization.

The **ESCA** members who went to the races with John were Ray Fulgham, Larry Wilkerson, Homer Balsley, Martha Liske, Sharon Grimm, and Ian Cook.



## ESCA 2022 Calendar

### NOVEMBER

- 01** **ESCA Regular Meeting In Person & ZOOM**  
02, 09 Wednesday night Drags & Drift (SR)

- 15** **ESCA Regular Meeting In Person & ZOOM**  
**DECEMBER**

- 02** **ESCA's Banquet Count finalized**  
03 TRC Charity Rallye [therallyclub.org](http://therallyclub.org)

- 03-04 24 Hours of Lemons at (SR)

- 06** **ESCA Regular Meeting In Person & ZOOM**  
**10** **ESCA Annual Banquet & Meeting,**  
**Installation of Officers.**

- 17** **ESCA Annual Christmas Lights Tour**  
**(LS) Laguna Seca Raceway (SR) Sonoma Raceway**

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

*Continued on the next column*

American Autocross Series  
<http://www.americanautocross.com/schedule/>  
 SFR SCCA  
[https://www.sfrautox.com/?page\\_id=128](https://www.sfrautox.com/?page_id=128)  
 Northwest Hill Climb Association  
 (541) 772-7314  
[www.nhahillclimb.org](http://www.nhahillclimb.org)

## ESCA's Club Store

ESCA's club store can be accessed by going to the ESCA website at [www.empiresportscar.org/club-store](http://www.empiresportscar.org/club-store)  
 The store is through CAFE PRESS. ESCA does not have a markup on the merchandise. If you have any questions please contact the ESCA Secretary, at [secretary@empireportscar.org](mailto:secretary@empireportscar.org)

## ESCA Member Profiles Wanted

Let your fellow ESCA members get to know you better! We're asking all members who would like to write a short profile about themselves and their car(s) to send it in.

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](mailto:thebeard@sonic.net)

For Bay Area Rallyes check out the  
**RALLYE CLUB WEBSITE INFORMATION**  
<http://www.therallyclub.org>



2004 Bodega Avenue, Petaluma CA 94952  
 Kurt Klein  
 Marty Nygaard  
 Tel: (707) 762-0272  
 E-mail: [the.garage.petaluma@gmail.com](mailto:the.garage.petaluma@gmail.com)  
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