



PIT STOP



FEBRUARY 2022

The Official Newsletter of *Empire Sports Car Association*

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

Volume 59-2

ESCA ZOOM Meetings

We will continue to have ZOOM meetings through **February**.

See your email for the links

February 15th ZOOM Meeting

ESCA member Rob Luis will give a talk about autocross tires and track tires. He will also review Hooked on Driving and Track Night in America

New Autocross Helmet Requirement

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

ESCA Dues Are Due



Dues are **\$18.00** per year for a single **ESCA** member, plus **\$2.00** per year for **ESCA** members residing at the same address.

You can pay 1) the Treasurer, Claudia Quinlivan, at a meeting, or 2) use your credit card on MSR (there is a small service fee and your card will be immediately charged) at

msreg.com/ESCA2022

or 3) send a check made out to **ESCA**, to:

ESCA P.O. BOX 2242, SANTA ROSA, CA 95405

For questions about paying dues on MSR contact Marci Jenkins esca-secretary@sonic.net

Please note for all dues paid by check or credit card, your **ESCA** membership card will be mailed within two weeks.

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Information, Views, and Mission Statement

From the Cockpit

By Bruce Bentz



Below is a conversation I had with Claudia Qunlivan January 22 2022.

Bruce: When did you join **ESCA**?

Claudia: Probably back in 1995 that's when I first met Bob and Marci. I liked doing the autocross and going to meetings and doing the tours. I was tired of going down to the South Bay for the BMW club. When I joined, the club had a rule that you had to serve on a committee. And I ended up with Chan, who was the insurance person, and he retired and all of a sudden I was left with the insurance 'cause nobody else wanted it. So, that was what it was, I wanted to have fun with people doing car stuff.

B: I remember you telling me a time when you drove your car up into the grandstands.

C: Oh yeah, when I got married, that's when I got interested in cars. We ordered a '67 Camaro from the factory and within 6 months it was strictly a drag car. During that time, my husband drove the car and he dared me to drive. So I took the car and drove it and I was better at driving the car than he was. So when he blew up the engine in the car they rebuilt it and made the seat just for me to drive. There was only one problem, there was an oil spill on the track and I was back in line, so I didn't know where the oil spill was. I couldn't see it, I made a right turn, went through the guard rail, the cyclone fencing and up in the grandstand. It was a cold day so nobody was up in the grandstand.

B: So you had a first row seat!

C: Yes! I had a front row seat except that I was sitting in a car! I don't think the purpose was to sit in the car in the grandstands.

B: What other hobbies have you done?

C: I had my horse and so for a period of time I did trail riding. I actually did a 50 mile endurance ride out at Point Reyes. I didn't finish first, but I didn't finish last. Out of the 100 people that started I finished somewhere in 35th or something like that.

Continued on [next column](#)

I used to bowl a lot. The fact is, in Georgia when I was a child, I was in the state tournaments.

My husband and I, when we were racing we opened an auto parts shop so we could write off the racing of our car. During that time, I went back to junior college and started taking automotive mechanics. I took the basic one, but then I wanted to take carburetion. In that course I proceeded to take a four barrel Holley carburetor apart and clean it. I thought OK, I can put this back together with no problem at all, not realizing that the parts move around in the cleaning fluid. When I took the tray out they weren't in the same order that I put them in. You can guess what a nightmare that was. I put it back together and the only thing wrong was the float level. That was quite an accomplishment and I passed the class.

Yeah we did drag racing, and fact is, when Sears Point first opened up and had drag racing we were one of the first people out there. We got tired of going to Sacramento and Fremont. At the time it was bracket racing. I was driving a '67 396 Camaro. Which was a four speed, then we upped it to an automatic. And that was a fun time making the change to the automatic from the four speed. The first time I went to shift and there was no clutch! My husband laughed at me at that time, however he did the same thing 'cause I watched him do it!

B: I remember renting a stick shift car in England and you're shifting with your left hand. So, whenever I shifted I would slam my hand into the car door!

C: I still enjoy the car club, but one of these days I'm going to have to retire from something.

B: Thank you for your time, I got a lot of laughs. Secret confessions of a drag racer.

PLEASE WELCOME NEW MEMBERS.....

Sebastian Herbst
Avi Moore

MG Midget
Toyota MR 2

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I have 4 used YOKO 008R racing tires: 275 40 VR17.

Pick them up in Roseville. Call 916- 872-8311 John Troup

I was an **ESCA** member for many years before I moved to Roseville. I had the 71 Maserati Indy, a 75 Nissan 280Z, and an 65 Apollo 3500 GT.

1980 Sports Car Olympics at Squaw Valley



ESCA Members Ted Dunlap, First Overall and Bob Jenkins, 4th Overall with Ted's 1956 Porsche Speedster, and their awards at the 1980 Sports Car Olympics (SCO)

Editor's note: Ted is now living in Montana but enjoys the ESCA Pitstop and car activities in his area. Since Ted was reminiscing about Squaw Valley's SCO we have included photos of Ted at that event.

As I gear up for my first look at the track west of Salt Lake City, I was thinking of ESCA's G-Force junkies. I wrote this for you to consider including in a Pit Stop or sharing at a meeting. If you publish it, I imagine our Squaw Valley photo appropriately captioned would fit well. We both know I never would have won a single first overall without my King Kong rally, funkiana and concours teammate.

Ted

Giant Autocrossing

By former ESCA member, Ted Dunlap

I grew up in Sonoma County tirelessly pushing my home-made coaster up hills and flying down. Brakes did not exist in our basic designs and corners were my specialty.

At 15 1/2 I graduated to gasoline-powered con-brio road work. After almost 20 years of autocrossing mostly among the fastest, and winning an unprecedented third overall in the Labor Day Weekend Sports Car Olympics, I enjoyed my rookie season with the PCA (Porsche Club of America) Time Trial series at Laguna Seca, Sears Point, and a temporary track on Crows Landing Naval Air Station.

Full-chat on tight, twisty pylon-lined courses gave way to

full chat through 2nd gear hairpins with high-speed sweepers and chicanes making up the majority. My upper 3 gears did all the work - oh, but the brakes ... the brakes, now they got the real workout. In autocross they barely matter. In road course drivers' schools, THEY MATTER.

You too can do this, even without a Porsche car. Just as ESCA operates inclusively with a run-what-you-brung style, NASA (National Auto Sport Association) welcomes all safe cars and drivers to their big track events. Their entry level is wide open to autocrossers, and anyone with a safe car and safe attitude, for that matter.

My first road course experience was at Laguna Seca. Both PCA and NASA start you off with an instructor belted into your passenger seat. While I was quite accustomed to wide-eyed passengers intensely requesting more moderate speeds this one kept saying things like FASTER, you are braking too soon, you can take that turn A LOT faster, and so on. When I strapped into her 914 passenger seat she gave me a wide-eyed carnival ride to show me exactly what she was talking about. OH.

Autocross punishes mistakes with the whump of a pylon and 1-second penalty. Road courses are less gentle. Of course all of them today have generous, nicely graded runoff areas and rumble strips or alligators on the corners to gently suggest you missed the line. Nevertheless, prudent drivers work up to max-chat while imprudent drivers are told to leave.



Ted Dunlap autocrossing at the SCO 1980

In PCA Time Trials, the practice sessions were my greatest joy. Several twenty or thirty minute track sessions a day with corner workers signalling if anything of concern was around the next corner or over the hill. If they weren't waving flags, the whole road was MINE.

Passing was absolutely forbidden on corners and all overtaking had to be completed before the next braking zone.

Continued on [page 4](#)

Giant Autocrossing

Continued on [from page 3](#)

Contact between cars or even cars and stationary obstacles was extremely rare - I never saw any.

NASA treats their newcomers essentially the same way. HPDE (High Performance Driver Education) is their entry point. Everyone begins in HPDE Group 1 with an instructor who will, when you get the hang of it, pass you on to Group 2 where your mentor no longer rides with you.

Renting tracks, having corner workers and emergency crews on hand costs a lot more than running an autocross. My math works like this: A few 20 minute sessions are ten X the track time of a few 2 minute sessions. Per day on the big tracks is a lot less than 10X an autocross entry fee. Sixty mph chicanes, 80mph sweepers and straightaways with triple digits on the speedo are icing on the cake.

I am preparing for my rookie season with NASA on the Utah Motorsports Campus tracks running an autocross prepared '89 Honda CRX Si. You have three great tracks closer than the Utah facility is to me. Check out <https://drivenasa.com/hpde/>

P.S. I ended that rookie season with PCA Time Trial Class A course records at both Sears Point and Laguna Seca running street tires on my "antique" '56 Speedster in a race tire class... and have never stopped wanting more track time.



Ted Dunlap participating in the Funkana at the SCO



Above is another funkhana gimmick, moving a tennis ball from pylon to pylon.

The Ten Commandments For The Avid Sports Car Owner

Author Unknown

Since the New Year is upon us, we thought that we'd give you a little help with your resolutions.

1. Thou shalt not dismantle thy sports car engine in thy living room.
2. Thou shalt not pirate parts from thy family car for use on thy sports car.
3. Thou shalt not park thy sports car in the garage and let the family car sit out in the rain.
4. Thou shalt not use the grocery money to repair thy sports car.
5. Thou shalt stay home at least once a year to mow thy lawn.
6. Thou shalt not covet thy sports car and for sake thy family.
7. Thou shalt not take strange and beautiful girls for moonlight rides unless they are married to you. (Or at least going steady.)
8. Thou shalt not steal thy spouses undies to use for oil rags when thou breakest down.
9. Thou shalt not look at new vehicles until thou hast paid at least one payment on thine own.
10. Thou shalt wash thy family car once for each fifteen times thou washest thy sports car.

Cotati Raceway

From Tam's Old Race Car Site

Cotati is a small Northern California town located in Sonoma County near Santa Rosa. This is where Cotati Raceway existed. Cotati Raceway was not a purpose built track, but a track built around a surplus WWII Navy airfield. The first race was held May 19th, 1957 and along with 200 local eager racers a few more famous racers from the time entered also. These included Carrol Shelby, Richie Ginter and John Von Neuman. Cotati Raceway was used by the SFR of SCCA Club for Regional Division and National races. Racing continued at the track through the 1960's but slowed down once Sears Point opened in 1969. The Raceway finally closed in 1971 and the land was purchased for real estate development. Nothing remains today of this track.

Use the link below for pictures of the track

<http://www.tamsoldracecarsite.net/Updates00201600Main.html>

July 2006 Autocross at the Airport



John Castellano



Debbie & Jim Winston



Mike Marzalek



Craig Hammond



Nancy Doval



Andrew Yum



Mike Cardoza



Guy Southern

So Long Ago – The Pictures Are In Black & White



Retta & Larry Wilkerson (Charter members) beside their Austin-Healey



An autocross at the Old Naval Air Station off Finley Ave. The person facing the camera is Ian Cook (Charter Member)



ESCA members in the not yet paved Coddington parking lot, the monolith in the background is the Coddington-Town turning sign.



ESCA Members at the Old Naval Air Station. The person in the hat is Homer Balsley (Charter member) and the lady next to him is Kathy Katley Evans



No information available on this photo. This car is a MGTD.



Also at the Old Naval Air Station is Frank Jurin's 289 Cobra. Frank (Lifetime member) has his back to the camera.

ESCA 2022 Calendar

FEBRUARY

01 (TUE) 7:00 pm **ESCA Regular Meeting**

05 Sat 11pm TRC Rallye in Mt. View

05-06 SpeedSF AutoX (SR)

<https://www.motorsportreg.com/events/auto-x-2-5-6-sonoma-raceway-speedsf-com-917159>

12-13 RSCC Autocrosses in Eureka www.rsc.net

15 (TUE) 7:00 pm **ESCA Regular Meeting**

MARCH

12-13 RSCC Autocrosses in Eureka www.rsc.net

APRIL

02 Sat TRC Rallye therallyclub.org

09-10 RSCC Autocrosses in Eureka www.rsc.net

10 Cruisin North Swap Meet & Car Show - 6am-Noon
at Vets Bldg Parking Lot1

5-16 GT World Challenge (SR)

22-24 Trans Am Speedfest (LS)

29 SVRA Sportscar Vintage Racing (SR)

29-30 Solvang Datsun Roadster Show

MAY

21-22 RSCC Autocrosses in Eureka www.rsc.net

JUNE

04 Sat TRC Rallye therallyclub.org

12 (SUN) Save Mart 350 NASCAR (SR)

11-12 RSCC Autocrosses in Eureka www.rsc.net

JULY

09 Windsor Tamale Fest & Car Show at
Windsor Town Green

23-24 RSCC Korbel Hillclimb tentative www.rsc.net

AUGUST

02 Sat TRC Rallye therallyclub.org

13-14 RSCC Autocrosses in Eureka www.rsc.net

13-14 Monterey Pre-Reunion (LS)

17-20 Rolex Monterey Reunion (LS)

SEPTEMBER

07 Ferrari Challenge North America (SR)

17-18 RSCC Autocrosses in Eureka www.rsc.net

OCTOBER

08-09 RSCC Autocrosses in Eureka www.rsc.net

(LS) Laguna Seca Raceway
(SR) Sonoma Raceway

Long Time ESCA Members As of 2022

<u>Name</u>	<u>Years</u>	<u>Year Joined</u>
Ian Cook	59	1963 Charter Member
Bob Jenkins	58	1964
Frank Jurin	57	1965
Lu Kistner	56	1966
Linda Jurin	55	1967
Mark Burchill	48	1974
Mary Lou Konrad	48	1974
Karen Larson	47	1975
Craig Lamothe	42	1980
Steve Mannion	41	1981
Gary O'Connor	41	1981
Marci Jenkins	41	1981
Blain Hendrix	40	1982
Terry O'Connor	39	1983
Craig Hammond	39	1983
Chuck Hammond Sr	39	1983
Robert Isaacs	36	1986
Joe Masters	33	1989
Marty Nygaard	32	1990
Steve McCrory	30	1992
Justin Bowen	30	1992
Kirby Bobo	29	1993
Tammi Hull	27	1995
Claudia Quinlivan	27	1995
Rob Luis	27	1995
Mike Marzalek	24	1998
Darrin Holm	24	1998
Michael Mannion	24	1998
Dan Mannion	22	2000
Dan Clary	17	2005
Austin Hendrix	17	2005
Guy Southern	16	2006
John Castellano	16	2006

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

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

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



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



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ESCA's Club Store

ESCA's club store can be accessed by going to the ESCA website at 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 esca-secretary@sonic.net

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American Autocross Series

<http://www.americanautox.com/schedule/>

SFR SCCA

<http://www.sfrautox.com/?p=1626>

Northwest Hill Climb Association

(541) 772-7314

www.nhahillclimb.org

HAPPY FEBRUARY BIRTHDAYS....

Marc Brady
Charles-Pierre Beurtheret
Dan Clary
Dave Devlin
Robert Elliot
Noah Friedman-Biglin
Lu Kistner
Mark Koppen
Rob Luis
Avi Moore
Blaine Pope
Joy Prescott
Fidel Ramirez
Guy Southern
Jonathan Teeter

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



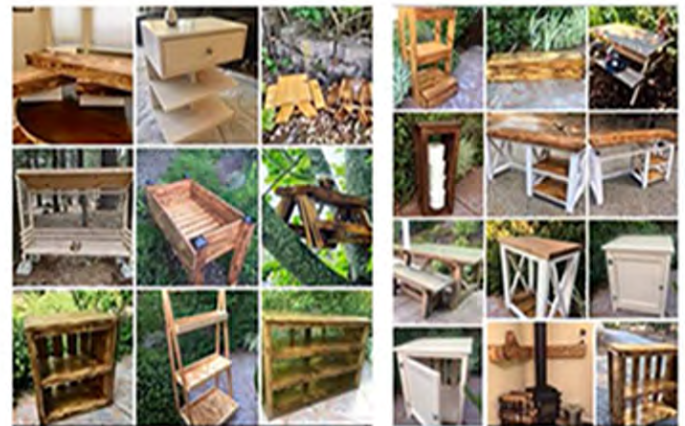
Current ESCA
Membership Total
223

Custom Woodworking by Tamara Woolever

Floating shelves, end table, squirrel/bird picnic tables, firewood holder, raised garden bed, book cases, potted plant garden ladder, kitchen helper step stool, kid-sized picnic table, toilet paper holder, sit-stand desk, dining room table and bench, console table, printer stand, mantle.

Text me at 707-592-4108 or email:

tahdew@sbcglobal.net Thanks!



Editor's Note: The credit for the great content in our [Pit Stops](#) belongs to Bob Jenkins. Bob digs through the current and past archives and websites to present interesting articles for our reading pleasure. Thank you Bob! We appreciate it!

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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"