

PIT STOP

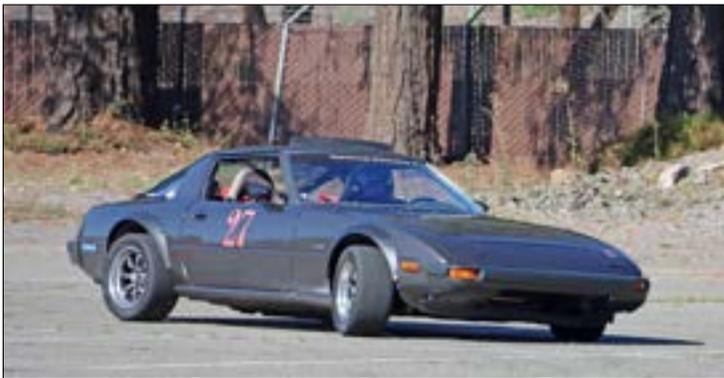


March 2026

The Official Newsletter of *Empire Sports Car Association*

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

Volume 63-3



From the Autocross Chairman

Craig Hammond

Well, it's March. Not only does NCAA have it's March madness but ESCA has a bit of its own.

We here at ESCA are experiencing its own March madness, were busily replacing tires, installing new suspension, replacing brakes, tweaking and tuning, oil change and putting our cars on a diet in preparation for our 2026 ESCA autocross session.

We held an autocross meeting at the Round Table on

continued on [page 3](#)

ESCA Autocross

March 21, 2026

Sonoma County Fairgrounds

Registration opens

March 11, 2026

look for link in your email

ESCA Meeting

March 3, 2026

7:00 P.m.

ESCA Meetings are In-Person/ZOOM

Round Table Pizza, 1791 Marlow Rd, Santa Rosa

Link for ZOOM meeting will be sent before the meeting.

What's inside. . .

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Amped Up

By Stephanie Brazell



A Love Letter to Driving: Sonoma County's Best Roads

For Valentine's Day, I wanted to write about something I truly love—driving. Not just the act of getting from A to B, but the freedom, the rhythm, the way a good road can make your heart skip. I asked friends Robert Wichtowski and Eric Miner for their favorite routes—thank you both!—and together they mapped out some of the best drives in Sonoma County.

Driving was my first taste of independence, my own little world on wheels. On the right road, on the right day, you experience everything: the perfect apex of a turn, the smoothest downshift, the echo of exhaust bouncing off canyon walls. Every tactile input from the car sharpens the senses—the sunlight flickering through redwoods, the shimmer of water in the distance, music that somehow sounds better when the tires hum beneath you.

SKAGGS SPRINGS ROAD: THE CROWN JEWEL

This one is pure poetry. From the Lake Sonoma overlook to the “bungie bridge,” Skaggs Springs flows like a melody—smooth pavement, light traffic, and corners that feel carved for joy. Pull over at The Ranch for a breather and let the view sink in. But respect this road: zero runoff if you miss a line, winter water crossings, and spotty cell coverage. Still, on a dry day, it's magic.

HIGHWAY 29: A MEMORY OF SPEED

Twenty years ago, the stretch from Calistoga to Middletown was my weekday escape—empty, fast, and thrilling. These days, traffic has dulled its edge, but the memory of carving through those hills still makes me smile.

HIGHWAY 128: CURVES AND COMFORT FOOD

Out of Napa and past Lake Berryessa, Highway 128 is still a joy. Challenging bends, mostly good pavement, and the promise of Turtle Rock's legendary egg rolls and a cold drink at the end—what more could you want?

continued in the [next column](#)

HIGHWAY 1: WHEN THE STARS ALIGN

The grand champion. On sunny weekends, it's clogged with RVs and tourists, but catch it on a quiet morning when the fog lifts and the Pacific glitters like liquid silver, and you'll swear you've found heaven.

SEBASTOPOL'S SECRET PLAYGROUND

West county means endless backroad adventures. Midweek runs through Occidental and Bohemian Highway are pure bliss—freshly repaved curves, sunlight flickering through towering redwoods, and that intoxicating mix of speed and serenity. Some roads demand patience—wine country traffic or a lone cyclist reclaiming his kingdom—but the scenery makes up for it: rolling vineyards, mossy oaks, and glimpses of the Russian River sparkling in the distance.

FOR THE ADVENTUROUS, Lake Berryessa's rugged climbs will test your nerve, and the coast via Stewart Point rewards you with jaw-dropping views and a bakery worth every mile.

These roads aren't just pavement—they're stories, written in tire tracks and laughter.

**PLEASE WELCOME
NEW MEMBERS . . .**

**DON MAR Mitsubishi Evo9
ERIC WILDT Miata Mx-5**

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, John Schliemann, at a meeting, or 2) use your credit card on MSR (there is a small service fee and your card will be charged immediately) at msreg.com/ESCA2026Membership 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 secretary@empiresportscar.org

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

From the Autocross Chairman

continued from [Front Page](#)

Townview Drive in Santa Rosa.

John Castellano went over course design and how to properly radius a corner as well as handed out maps and took volunteers for chair and co-chairs for events this year.

We decided to let 2010 helmets be used for one last season this year and discussed trailer prepping.

We have a bit of an insurance issue that Marci is working on but we are confident it will all be worked out by the time of our first event.

We are going rain or shine on the 21st. In the unfortunate event of rain I would love to host a few people at my work to go through the trailer to help clean up the next day for those who can make it.

Looking forward to seeing a full turnout at this month's autocross

Thanks all ,

Vroom Vroom-----

Craig Hammond

2026 Autocross Helmet Requirement

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

CURRENT ESCA MEMBERSHIP

173

Another One Bits the Dust

The CARS AND COFFEE at Coddington Shopping Center on the second Sunday got bigger and bigger,

- at the end of the show, cars started doing burn outs as the left,
- people starting taking videos of the burn outs,
- posting them on line,
- next the police showed up,
- the show was not allowed to use the lot anymore,
- the End.

ESCA Autocross Information

- Registration link will be in your email 10 days before the Autocross
- The cost for this March event will be decided at the March Meeting and an email blast will be sent out
- Invited guests plus \$10 for One-Day Membership and you must email full name and email address of your guest to [ESCA](#) Secretary
- Dues must be paid before you can register!
- Site opens at 8:00 A.M., unless you're scheduled to help set up.
- Gate closes at 9:15 A.M.
- New Drivers Course walk at 9:15 A.M.
- Check-in closes at 9:30 A.M.
- Mandatory Drivers Meeting at 9:40 A.M.
- Self Tech Card must be completed, it is available at time of registration on MSR
- Bring all release forms signed, they are emailed to you on Thursday before the autocross

At the Autocross - REMEMBER:

- Have Driver License & [ESCA](#) Card out before the gate.
- No Drugs, dogs or Alcohol allowed on site.
- 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 Craig Hammond or event chair
- Drive slowly and quietly to and from site



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



Sears Point AutoX with Speed SF

A couple weeks back, Nate and I attended the first local autocross event of the 2026 season. The two day event (we only attended Sunday) was hosted by SPEED SF and held at SEARS POINT (SONOMA) RACEWAY.

To be fair, these are not true autocross events, as there's no timing. They are more of a track day, on an autocross style coned track. Full disclosure, it's also set up for drifting and there were many drivers showing off their skills. The lanes are wide, corners have flow to them, the track was a good mix of medium speed turns, 180's, and even a steady state turn section. Very nice.

While it's not a purist's cup of tea, the event offers several benefits for those who attend (and it was well attended both days). First, a-l-o-t of runs. I lost count. Maybe 30? Maybe more. This really gave Nate a chance to dial in to the track. He tried new lines, new brake points, less braking, less steering, spun a few times, caught the rest of the spins, chased a friend and played lead with a friend. Yes, two cars (or more) can run together, Touge style (YouTube it). No passing. And, honestly, it's a blast and a great experience.

Hands down the best part is the laid back style. Yes, it can



make those who are used to a more "structured" style of event cringe every now and then. But, in the end everyone is responsible for themselves and needs to be heads up. The first session has groups, but no one has to work the cones. The afternoon session is line up and drive, open session. It's great.

Once again, the sheer number of runs really benefits a driver. We played with car tuning as well, shocks and tire pressures. But, the biggest growth was with driving experience and trying new things. As a father, it's really nice to be part of Nate's autocross hobby and watch him learn, adapt and overcome.

There's another SPEED SF event **02/28 & 03/01**. Nate and I will be out there on Sunday, 03/01.

www.speedsf.com

- Jake Rosen

(The ride along Dad)





A Woody's Road to Pomona, Part 4

By Gary O'Connor

As I have continued to prepare my car for the GNRS, time has passed and items have gotten crossed off my lengthy checklist. Some chores are simple 'clean and paint' jobs but others, for example 'start engine', are massive steps to the final goal.

Starting a new engine is always scary to me. A rebuilder who does Corvair engines exclusively had rebuilt the short block but I assembled the rest. It was finally installed and all of the rest of the accessories mounted. I nervously hit the remote start button and was rewarded with a groan from the starter motor and about a half revolution before it came to a stop. It seemed my 10 year old battery was done playing nice.

The new battery was installed for a second attempt. Hit the button and it turns over but not very fast. Chasing cables revealed a couple loose connections but it was still slow. I pulled the starter for the first time in a few decades (terrible job) and checked the alignment of the adapters for a Corvair starter to a VW gearbox. Reinstall the starter (equally terrible) and now it spins! Playing with the timing brought it to life!! Had to break in the cam by running at 2000 rpm for 20 minutes and then minor tuning had it running and starting well.

Since I wasn't going to have to push it into the show (oh, the shame!) the two remaining big jobs were designing my display and getting the car to LA. My friend Paul is a

talented pinstriper and sign painter so I dropped off a sheet of aluminum to him with some ideas and set him loose. A week later he returned with a beautifully finished show board.

I was finally ready to go!! I picked up the UHaul truck on Tuesday and loaded the car using my cobbled together ramp system. Early Wednesday morning I was on the road for an uneventful drive to LA. Thursday is 'move in' day for a majority of the entrants with each car being assigned a time frame. I was in the first batch and a local friend who's been there before helped me through the process. My display was fairly simple so I was quickly set up and got to wander around watching others working on very professional and extensive displays. Groups of people were polishing already shiny paint and perfect chrome, wiring lights and positioning under-car mirrors. It was amazing to see just how perfectly detailed these cars are.

Besides many different classifications the main competitions are for AMERICA'S MOST BEAUTIFUL ROADSTER and the AL SLONAKER AWARD for non-roadsters. People have literally spent millions having professional builders design and built their dream and unfortunately there is only one of each so many go home empty handed. A traditional 1932 Ford roadster won the AMBR and a Karmann Ghia won the SLONAKER, both surprise winners.

The show opened Friday for a three day run but I felt like a winner just being there and surrounded by amazing cars...

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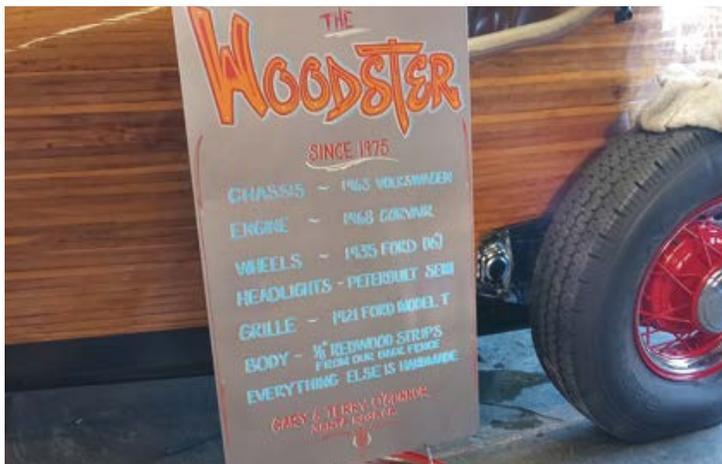
A Woody's Road to Pomona, Part 4

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a yellow Pantera, a multi-hundred thousand dollar custom '57 Chevy, a high tech '32 Ford roadster and a gorgeous '55 Chevy Nomad. There were 600 cars in eight buildings and another 800 outside during the day. Saturday had the biggest crowds and I spoke with dozens of spectators and answered just as many questions. I had many friends and relatives stop by, some who had traveled great distances to attend. It was three perfect days of cars, friends and meeting several TV personalities (Chip Foose for one!).

The awards ceremony was Sunday evening (we couldn't take our cars out until after the ceremony) so I went to see who won the AMBR and SLONAKER. There were dozens of classes but my little car didn't really fit into any of them. Suddenly they were announcing the winners of the SPECIAL INTEREST class and there was my car up on the screen for a FIRST IN CLASS!!!! It was the unbelievably perfect end to a perfect weekend.

I had never considered even entering the biggest hot rod show in the world so winning a trophy at that show was completely beyond any thoughts I'd had but there it was. It's not something I'll do again but it was certainly a once in a lifetime experience.



2026 Proposed Dates for Go-Karting at Nitro City



Tuesday night	March 24
Tuesday night	April 28
Tuesday night	May 26
Tuesday night	June 23
Tuesday night	July 28
Tuesday night	Aug. 25
Tuesday night	Sept. 22
Tuesday night	Oct. 27
Tuesday night	Nov. 25
Tuesday night	Dec. 22

Coordinator, Jason Pike



A While Ago in Pit Stop March 1992

By Bob Jenkins

The front page had an article entitled MCTD by the [ESCA](#) Chairman which talked about [ESCA](#)'s MEMBER OF THE YEAR POINTS SYSTEM and [ESCA](#) Jackets.

Inside were congratulations to Ian Cook and his new bride, Karen, on their wedding in Danville on Valentine's Day.

An article entitled OUT WEST by Ted Dunlap talked about a SUNDAY MORNING CLUB RALLYE he chaired, that started from the Sebastopol Grange with a 10 car turn out. The Thomassons took first in EXPERT CLASS, with the Masters first in MEDIUM CLASS and Fred & Tamara Reed first in BEGINNER CLASS.

A Dinner Tour article to Tomales invited members to have dinner in Tomales at the William Tell.

An article by Vice Chairman Gary O'Connor also talked about [ESCA](#)'s MEMBER OF THE YEAR POINTS SYSTEM and showed the system.

There was an INTER-CLUB FUN AUTOCROSS article by Gary Bayless telling members about the event with [ESCA](#) and the REDWOOD REGION PORSCHE CLUB at the Airport.

An [ESCA](#) RALLYE SERIES article talked about the first event a QUESTION & ANSWER RALLYE and the up-coming event an A/B RALLYE.

A 28TH ANNUAL APRIL FOOLS RALLYE notice stated start was behind the Coddington Cinema and the route was 35 mile long.

A RALLYE OF THE YEAR article stated that [ESCA](#)'s 27TH ANNUAL APRIL FOOLS RALLYE had won the award from the NORTHERN CALIFORNIA SPORTS COUNCIL.

An [ESCA](#) NAME BADGES article stated [ESCA](#) was talking orders for the badges at a cost of \$4 each and they would be blue with white lettering.

A full-page ad for [ESCA](#) CLUB JACKET had the cost at \$46.76 each. The color was Nordic Blue and they were lined and a minimum of 18 jackets was needed.

A full page calendar had 3 open Autocrosses and 4 club autocrosses, a Funkhana, a Concours, and a camping tour.

The 1992 [ESCA](#) Board was Chairman Ted Dunlap, Vice Chairman Gary O'Connor, Secretary Curtis Askim, Treasurer Neal Campbell, Ex-Officio Bob Jenkins.





Former ESCA member Landon beside the 240Z in Raleigh NC.

A Full-Circle Moment

By Landon Shore

Some memories don't fade. They idle quietly in the background, waiting for the right moment to come back into focus.

For me, peak ESCA will always look the same. The morning sun rising over tall, golden grass. The tar-scarred tarmac of the Santa Rosa AIRPORT autocross course slowly warming beneath our feet. Engines firing in sequence. Cones still untouched.

And somewhere on grid, unmistakable even before it moved, was Jim Winston's black-and-gold 240Z.

That car had presence. The engine note alone made you look up. When it danced through the cones, it looked effortless, like it knew something the rest of us were still trying to learn.

My own routine was just as familiar. My Red 300ZX TWIN TURBO sat prepped and ready. My parents and I, known to many as "the Shores," headed out for our course walk. We greeted friends, talked through corners, and settled into the rhythm of the day.

When I worked the course, I made sure I could see Jim's Z



Landon in his 300ZX at the airport in Santa Rosa

coming. As it howled past my cone station, I'd steal a glance, savoring the sound and composure. I knew that car was special.

I joined ESCA around age twenty and was most active after college. Autocross became both a training ground and something close to a church. I joined to improve my driving, and Jim was a central part of that process.

We would often catch each other at lunch, for debriefs. The confidence each of us felt about the course dictating how much information we were willing to share. We still



Former ESCA member Jim Winston at our airport site in Santa Rosa

wanted to be ahead of each other. His coaching wasn't flashy or groundbreaking. It was pragmatic. He had a knack for identifying what I was actually doing, especially when a run felt like a blur. One comment, in particular, stuck with me: "Oh, you're steering with the pedals." It was simple, but it meant he was seeing the whole picture. Our conversations felt less like lectures and more like two drivers learning together.

The TWIN TURBO Z many of you may remember, was competitive and honest. 275s on all four corners, a meticulously clean engine bay, and a soundtrack that felt like pure power. It usually placed me in the top ten and sharpened me through friendly rivalries. Jim was generally quicker. Guy's black C5 CORVETTE was the benchmark I chased. It was competitive, but always respectful. Though I always gauged my performance off Blaine's Red FD RX7.

In 2016, my father passed away. I retired the Twin Turbo and entered his C7 Z06 CORVETTE, but it never felt the same. The following year, almost exactly one year later, the Tubbs Fire leveled our home.

The house was modest, perched on a hill among the oak trees. Inside, it was a museum of my parents' lives.

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A Full-Circle Moment

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Photographs, fossils, stone sculptures shaped beneath the earth's crust, art from travels around the world. Along with it went the cars. The CORVETTE. The MINI COOPER. The 300ZX. MOTORCYCLES. All relegated to the second dimension.

I was without a car for eight months. The absence of [ESCA](#) felt like losing another part of myself. When Jim generously offered space in his shop garage, I accepted immediately. It was the golden ticket back into a world that still felt like mine.

That led to the LOTUS EVORA S. I couldn't bring myself to buy something generic. My Z mattered. I needed a car that stood apart. The EVORA checked every box: exclusivity, power, heritage, usability.

For about a year, the LOTUS lived in Jim's shop alongside the black-and-gold 240Z. Walking into that garage was surreal. On one side sat my bewildering new chapter. On the other, the car that had defined so many [ESCA](#) mornings. Seeing them together felt like a quiet bridge between who I had been and who I was becoming.

Early in 2025, Jim's wife, Debby, mentioned that Jim was considering selling the 240Z. I wasn't ready to buy it at the time, but the idea lingered. In October, it resurfaced. This time, I was ready. I called within minutes and told them I wanted it. I don't buy cars lightly, but this felt different. I knew the car. I knew Jim. When he told me there was no one he would rather see it go to, any lingering doubt disappeared.

It didn't feel real until the car was delivered to my current location, Raleigh NC. I hadn't seen it in nearly a decade. I had only ridden in it once, for a single autocross run. Watching it roll off the truck was surreal. Having the driver toss me the keys and say, "You're all set," was something else entirely. Sliding into the tight race seat and turning the key to my 240Z closed a circle I hadn't fully realized was still open.

Today, I keep my driving sharp by serving as a driver coach



Front view of his 240Z and LOTUS EVORA S in Raleigh, NC



His LOTUS EVORA S at the AIRPORT in Santa Rosa

with a race team based out of VIRGINIA INTERNATIONAL RACEWAY (VIR), called KAIZEN AUTOSPORT. I work with new and veteran drivers alike. Occasionally I drive the pace car and give VIP track rides during events at VIR. On the surface, coaching at triple-digit speeds is different from second-gear autocross sprints. Underneath, the fundamentals are the same. I'm quieter in the car now, reading intent before offering corrections, knowing when to polish tenths and when to simply build confidence.

The 240Z's next chapter will be broader than its first. It was built to win autocross events. Now it will live as a weekend GT car, carrying a period-correct 1970s IMSA influence. Its flares, chin spoiler, and black-and-gold JPS livery will remain in respect of Jim as I refresh what time has neglected, gently biasing it toward back roads rather than race grids.

For many in [ESCA](#), that car represents a particular era. For me, it represents continuity. It stood on the grid while I was still learning. It howled past my cone station when I was chasing tenths. Now it sits in my garage, not as a trophy, but as a time capsule.

Some stories don't end. They come back around.



His 240Z and Lotus Evora S in Raleigh, NC

Taken at the Sonoma County Airport 2018



ESCA & Other 2026 Calendar

March

- 03** **ESCA Regular Meeting In Person & ZOOM**
14-15 Redwood Sports Car Club AutoX at Samoa
- 21** **ESCA Autocross**
22-29 GT World Challenge America at Sonoma Raceway

April

- 07** **ESCA Regular Meeting In Person & ZOOM**
11-12 Redwood Sports Car Club AutoX at Samoa
11 Maria Carrillo High School Car Show

May

- 02** **ESCA Autocross**
- 05** **ESCA Regular Meeting In Person & ZOOM**
09-10 Redwood Sports Car Club AutoX at Samoa
29-31 Velocity Invitational at Sonoma Raceway

June

- 02** **ESCA Regular Meeting In Person & ZOOM**
- 06** **ESCA Autocross**
13-14 Redwood Sports Car Club AutoX at Samoa
20 Peggy Sue Car Show Sonoma County Fairgrounds
27-28 NASCAR at Sonoma Raceway

July

- 07** **ESCA Regular Meeting In Person & ZOOM**
18-19 Redwood Sports Car Club Korbil Hillclimb
18 Annual VFW Post 3919 Car Show Sebastopol

August

- 01** **ESCA Autocross**
- 04** **ESCA Regular Meeting In Person & ZOOM**
08-09 Redwood Sports Car Club AutoX at Samoa

September

- 01** **ESCA Regular Meeting In Person & ZOOM**
- 05** **ESCA Autocross**
12-13 Redwood Sports Car Club AutoX at Samoa

October

- 06** **ESCA Regular Meeting In Person & ZOOM**
10-11 Redwood Sports Car Club AutoX at Samoa

November

- 01** **ESCA Autocross Double Points (Sunday)**

November

- 03** **ESCA Regular Meeting In Person & ZOOM**

December

- 01** **ESCA Regular Meeting In Person & ZOOM**
- 05-06** **24 Hours of Lemons at Sonoma Raceway**
- TBD** **ESCA Annual Meeting**

TBD = To Be Determined

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

Happy March Birthdays

- Homer Balsley
- Justin Bowen
- Mark Burchill
- Linda Frith
- Danielle Hannaford
- Mel Konrad
- Kirt Landrus
- Don Mar
- Steve McCrory
- Drew Moug
- Marty Nygaard
- Michael Prescott
- Bruce Sexauer
- David Shilling
- Harrison Smith
- Justin Stanford

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!



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"

Cars & Coffee - All FREE Events

1st Sunday of the Month: 8am - 10am

- ▶ Montecito Shopping Center, Santa Rosa
- ▶ Marin County at 132 Vintage way, Novato
6:30am - 10:00am

2nd Sunday of the Month

- ▶ Coddington, Santa Rosa - **Cancelled**
- ▶ Petaluma at 389 S McDowell Blvd.

4th Sunday of the Month: 9am

- ▶ Penngrove at 10070 Main St.

Last Sunday of the Month 8 am - 10 am

- ▶ Rohnert Park at 459 Rohnert Park Expressway

Car Shows every Fridays 4 to 7 pm AND

Car Shows Every Sunday 11am - 2pm

- ▶ Machado Burgers
406 Larkfield Center Santa Rosa

For Bay Area Rallyes check out the :

RALLYE CLUB WEBSITE INFORMATION

<http://www.therallyclub.org>

REDWOOD REGION PCA

<https://redwoodpca.org>

Redwood Sports Car Club

Redwood runs their autocross' at Samoa Dragstrip on a Saturday & Sunday of the same weekend.

They also run a HillClimb at Korbekel.

Their web site is <http://www.rsc.net/>

more information is on their FACEBOOK PAGE.



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- 707.538.4325
- M-F 8am-5pm
- facebook.com/hammondautowerks