



HUILA



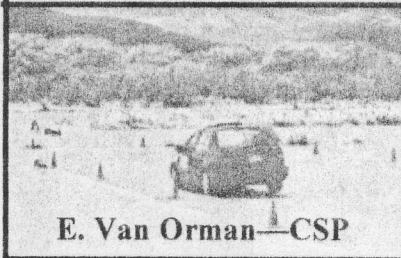
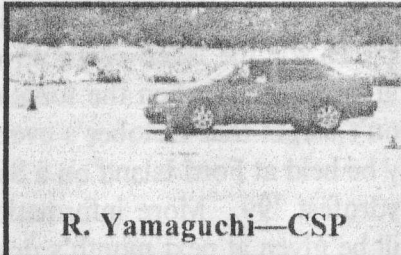
Volume 8 Issue 8 *The Newsletter of The Hawaii Region of The Sports Car Club of America* Aug. 1999

Solo II Talk

By: Jennifer Lee

Photos By: Lisa Arakawa

The "key" to July's autocross was missing. When my family and I first arrived, we found that the van had no key in it. That posed the problem of getting the trailer and the track set up. After about an hour, we managed to hot-wire the van and got things started. Our creative track designers thought up a very technical course. Included in it were several back to back 90° turns on both sides of the track. In the middle were some gates and a long six-cone slalom. At the end was where you could put the hammer down. Just as you exited the last section of 90° turns, there was a zone where you were able to make up any lost time from the slalom or the 90° turns. Right before the stop box there was a triangle



that allowed you to choose which path was faster for you. Some people chose to break 2 segments of the triangle around 2 cones and others opted for one cone. It depended on your driving preference and the maneuverability of your car. Not only was this a very technical track, but a long one as well. The average time for this course was around the mid 80 second mark, making endurance a factor as well.

On a more personal note, I like the open tracks where I can put the pedal to the metal. Keeping that in mind, this track was not one of my favorites. My mom on the other hand, has the skill to perform well on these types of courses. Therefore, I would like to congratulate her on her victory. She drove exceptionally well and kept her times very consistent. I'll keep you updated on our mother-daughter battle of skills—as much more is ahead.

Unfortunately, some people had trouble with their cars (rather than the track). **Charlie and Bill Lindemann** had some trouble with their GTI forcing the former to give up his last run, and the latter to race their pick up truck. 'Props' go out to Bill for driving that truck; it must have been quite different from the GTI! **Stephen Oliberos** also had an obstacle to overcome. His Datsun 510 blew a tire after going into the marbles in the 90°

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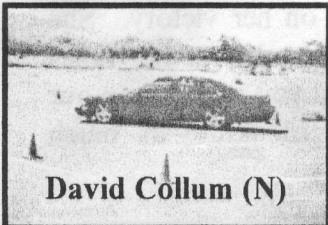
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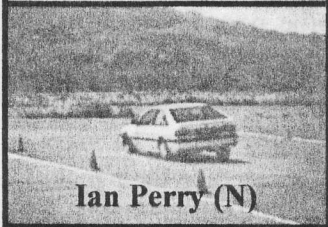
Stephen Oliberos, Datsun 510



turns on his second run. (The ideal line to take on the track was in the marbles.) But a mere flat tire never keeps a die-hard racer from finishing his race! Stephen drove his brother, Shane's, 280Z for his last 2 runs.



David Collum (N)

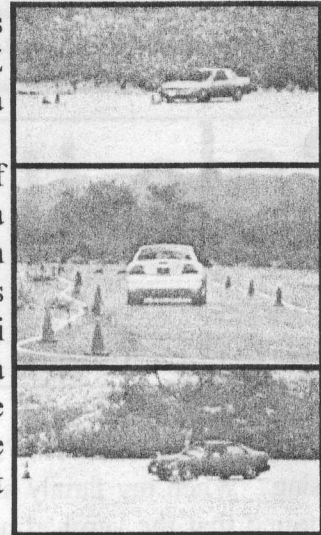


Ian Perry (N)

Six novices got to race on the recently opened (to the public) naval base in July. **Keith Binning, Jennifer Co, David Collum, Mark Murray, Ian Perry, and Brian Yoshikawa** really got to test their driving skill on July's curvy track. After

eight months **Darrell Wong** returned to the track in his Porsche 914. His busy work schedule prevented him from racing. Not only did he bring his 914, he brought his Boxster

with him too! Since Darrell wanted to race both cars, **Kevin Ham** drove it down for him and was compensated by having the privilege of racing it! What a great deal! Also in an awesome car was **Curtis Lee** in his BSP Datsun 240Z taking FTD with a raw time of 76.691 and PAX time of 64.881. Coming in a close second in both raw and PAX times was **Dean Kawasaki** in his CSP Toyota Corolla. After more than 10 years these drivers have still got the touch!



Ed Hollman

Hal Tome

Jennifer Co

Next month's featured club will be the **Z Club of Hawaii**. Watch out, here come those Z's! Like we promised, we had more water for sale this month. Also for sale at the registration booth were rulebooks and SCCA stickers. (You can buy these when you sign-in.) By the way, if anyone has a spare key to the van, or can donate a used vehicle to the club, let us know! We are still looking for supplies for the track clean up day. A date will be assigned when the tools are available. Don't forget that October's event will probably be held at Ford Island on a Saturday at the Hydrofest '99. More information about this will be given at next month's drivers meeting. Until then, have a good one and I'll see you at the races!

SCCA SOLO II Results
Barbers Point NAS

7/11/99

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
SS Class Average : 390.495										
Joyce Murray	Mazda	RX-7	88.736	85.898	85.515	86.431	85.515	20	70.977	15
Greg Garceau	Chevrolet	Corvette	86.969	97.694	1 DNF	90.243	2	86.969	26	72.184 22
Jerry Balcer	Acura	NSX	DNS	DNS	DNS	DNS	999.000	43	829.170	43
AS Class Average : 83.807										
Collyer Young	Porsche	911 Carrera	81.582	82.341	1 83.052	1 81.052	81.052	5	68.975	9
Kevin Ham	Porsche	Boxster	86.705	88.548	2 93.375	5 84.988	84.988	18	72.325	23
Colin Sato	Toyota	MR2	88.634	90.222	86.204	85.381	85.381	19	72.659	24
BS Class Average : 87.113										
Darrell Wong	Porsche	914	83.160	85.593	1 82.623	83.561	1	82.623	9	67.007 5
Edward Kemper III	BMW	325is	90.047	88.949	87.691	87.718	87.691	29	71.117	17
Jason Dovgan	Mazda	Miata	93.654	92.313	92.967	91.025	91.025	32	73.821	30
CS Class Average : 87.423										
Amy Lee	Datsun	240Z	83.922	83.137	83.776	97.150	83.137	14	66.676	3
Jennifer Lee	Datsun	240Z	91.640	2 86.793	1 83.244	85.017	1	83.244	15	66.762 4
Mark Murray	Datsun	280Z	103.959	1 97.412	102.432	1 95.889	95.889	41	76.903	38 N
ES Class Average : 93.773										
Keith Binning	Infiniti	G20	99.139	94.408	DNF	91.514	91.514	34	71.930	21 N
Ed Hollmann	Honda	Prelude	102.000	93.368	93.092	94.407	1	93.092	37	73.170 28
Jennifer Co	Acura	Integra RS	103.608	102.373	2 96.714	17.646	2	96.714	42	76.017 36 N
FS Class Average : 90.449										
Halford Tome	Ford	Mustang	97.898	1 96.485	2 90.449	90.476	90.449	31	72.992	27
GS Class Average : 89.015										
Francis Lining	Subaru	Impreza	90.606	88.367	85.709	90.435	2	85.709	21	67.539 7
Arian Yee	Subaru	Impreza	93.649	87.406	88.334	1 88.238	1	87.406	27	68.876 8
Franceen Sato	Acura	Integra GSI	DNF	99.517	98.205	1 93.931	93.931	38	74.018	32
HS Class Average : 95.237										
Ian Perry	Honda	Accord	99.785	2 105.125	6 98.095	1 95.237	95.237	40	74.761	34 N
ASP Class Average : 82.831										
Richard Shimabukuro	Mazda	RX-7	88.138	1 84.055	82.831	84.303	82.831	11	70.572	13
BSP Class Average : 78.094										
Curtis Lee	Datsun	240Z	77.581	1 79.351	1 77.429	76.691	76.691	1	64.881	1
Garrett Chew	Datsun	240Z	81.745	80.804	86.868	1 79.497	79.497	3	67.254	6

SCCA SOLO II Results
Barbers Point NAS

7/11/99

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX	
CSP Class Average : 86.189											
Dean Kawasaki	Toyota	Corolla	89.730	4	79.404	DNF	78.400	78.400	2	66.170	2
Earl Huang	Subaru	Impreza	84.975		84.273	84.006	82.858	82.858	12	69.932	10
Eugene Van Orman	VW	Jetta GLX	86.143	1	84.852	1	82.868	84.878	1	82.868	13
Clifford Goto	Dodge	Neon R/T	85.466		85.338	83.833	85.974	83.833	16	70.755	14
Russell Yamaguchi	Volkswage	GLX	86.709		85.074	84.776	85.121	84.776	17	71.551	18
Ryan Unten	Acura	Integra	90.801		86.143	86.725	03.999	7	86.143	23	72.705
Melanie Boudar	Mazda	Miata	91.288		89.972	1	86.473	87.072	25	72.983	26
Richard Crabbe	Nissan	200SX	103.462	1	DNF	91.683	87.511	87.511	28	73.859	31
Brian Yoshikawa	Mazda	RX7	101.585	4	95.278	1	93.184	1	88.023	88.023	30
Ben Lukacs	Honda	Civic	92.865		92.613	1	94.215	2	92.700	2	92.613
Danny Balbirona	Mazda	RX-7	DNF		DNF	96.917	94.578	94.578	39	79.824	41
ESP Class Average : 89.504											
J.P. Gayan	Chevrolet	Camaro	92.409		87.820	87.418	86.435	86.435	24	71.050	16
David Collum	Chevy	Impala	101.052		DNF	93.366	92.572	1	92.572	35	76.094
AP Class Average : 82.564											
Shane Oliberos	Datsun	280Z	86.020	2	85.345	1	82.564	87.112	1	82.564	8
BP Class Average : 82.025											
Ken Matsumoto	Nissan	300ZX TT	DNF		84.715	83.071	82.025	82.025	7	71.690	19
EP Class Average : 80.370											
Stephen Oliberos	Datsun	510	80.824		83.581	2	80.370	0	86.283	3	80.370
DM Class Average : 86.260											
Charles Lindemann	Volkswage	GTI	81.340		82.159	81.943	DNF	81.340	6	73.206	29
William Lindemann	Volkswage	GTI	94.080	1	96.377	2	93.877	1	91.180	91.180	33
EM Class Average : 84.234											
Barry Lai	Honda	Civic	84.356		84.547	82.674	84.183	82.674	10	75.151	35
Cory Tomoyasu	Honda	CRX Si	99.125	1	87.712	85.794	87.740	85.794	22	77.987	39

FTD: 76.691

Overall Average : 107.735

Standard Deviation : 137.613

N - Novice	PAXTime - PAX Adjusted Time
OA - Ranking based on Best time	PAX - Ranking based on PAXed Time

What is PAX?

Beginning in April 1999 we started to publish the PAX index along with the Solo II results. What is PAX? The Professional Auto-X Index (PAX Index) is an autocross handicapping system designed to allow comparison between the various SCCA Solo II classes. The PAX numbers represent times that should be run by cars developed to the limit of the rules and driven by national caliber drivers. The PAX Index is updated each year to account for rule changes and is based on major events, including the SCCA Solo II Nationals, where there are plenty of fully prepared cars in the hands of top quality drivers.

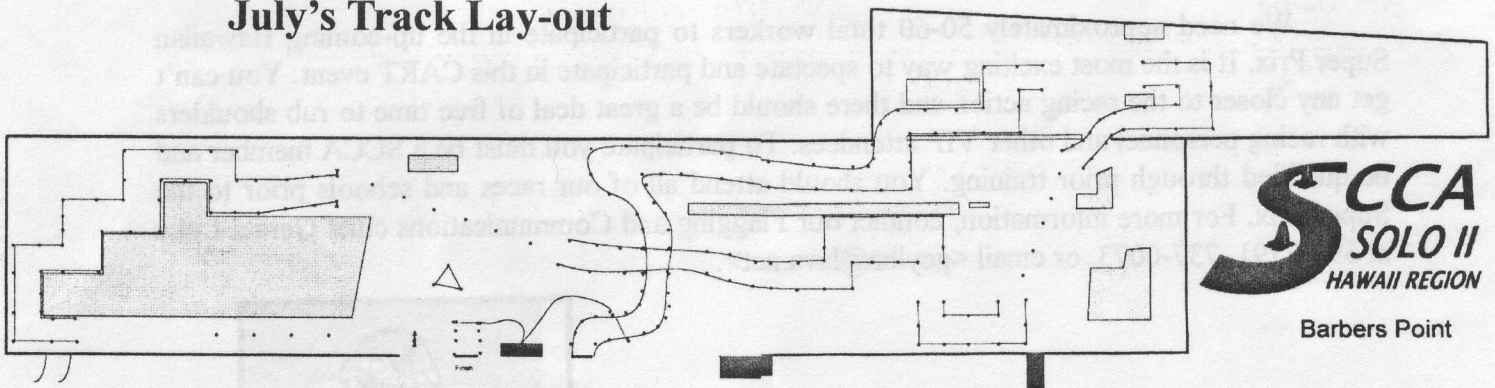
To use the Index, multiply a given time by the class index number to get an indexed time. For example, if a CS car runs a time of 43.500, its indexed time is 34.887 ($43.500 \times .802$). If on the same course, an ASP car runs a time of 41.000, its indexed time is 34.932 ($41.000 \times .852$). In this case, the CS competitor performed the best.

Course style, pavement type, weather conditions and a number of other variables can influence autocross competition, including indexing. The Index should not be considered the ultimate measure, but can be used to gauge performance and increase event fun.

PAX INDEX 1999

SS	.830	ASP	.852	AM	1.000
AS	.815	BSP	.846	BM	.955
BS	.811	CSP	.844	CM	.925
CS	.802	DSP	.820	DM	.900
DS	.800	ESP	.822	EM	.909
ES	.786			FM	.904
FS	.807	AP	.871		
GS	.788	BP	.874	F125	.950
HS	.785	CP	.857		

July's Track Lay-out



Notes From The RE:
Lindsey Akamu

VOLUNTEER OF THE MONTH

This month's Volunteer of The Month has been a member of the SCCA for a couple of years. Halford "Hal" Tome is one of those people that loves racing in any form. For that reason we see him at just about every event. I first met Hal when he came out to race his Mustang at Hawaii Raceway Park during one of those informal track days that were advertised at various speed shops. Since then he has been a regular at our Solo II events. At times Hal has raced his Mustang or his back up racer, a Mitsubishi pick up truck.

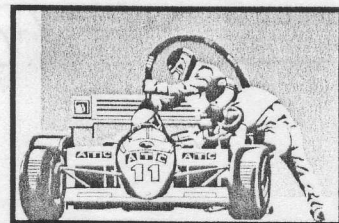
Hal is usually one of the first to show up at an event (if he's not hanging) and helps to set up the track. He is usually one of the last to leave. Hal has been with Flagging and Communication at our wheel to wheel races and has a secondary position as the Grid Marshall. Hal is the senior engineer with Communication Consulting Services, Inc. in downtown Honolulu. They specialize in the telecommunications field with design, construction, and consulting. Next time you see Hal ask him about some of the crazy things he used to do with his car. He has a lot of stories to share.

SCCA SOLO II STAYS AT BARBERS POINT

Solo II has been allowed to stay at the Barbers Point airfield indefinitely. The City and County has no immediate plans for the area and since we were already using the field, they granted us the use of the area. Since Barbers Point has not been formally transferred to the state, we have a verbal agreement for the use of the area. Once all the transfers have been completed the City & County will draft a formal agreement with us and the Police Dept., the model airplane fliers and the other users of the airfield. We have also been given the okay to continue to use the bomb shelter to store our van and trailer. The shelter is in another area and comes under Hawaiian Homes. Unfortunately, the state has to charge us rent for the use. This is the only bomb shelter that has a chain link fence and barbed wire for protection and it is very convenient for our use. The rent is nominal and should not impact the entry fees.

A CALL FOR WORKERS FOR THE HAWAIIAN SUPER PRIX

We need approximately 50-60 total workers to participate in the up-coming Hawaiian Super Prix. It is the most exciting way to spectate and participate in this CART event. You can't get any closer to the racing action and there should be a great deal of free time to rub shoulders with racing personnel and other VIP attendees. To participate you must be a SCCA member and be qualified through prior training. You should attend all of our races and schools prior to the Super Prix. For more information, contact our Flagging and Communications chief Gerald Luke at 591-2791, 737-0073, or email <gcylbz@lava.net>.



SOLO II Heat Schedule for Aug. 8, 1999

08:00 Track Set-up
 10:00 Race / Work Registration, Tech Inspection, Track Walk
 10:45 Track Closed, HEAT 1 Driver's and Worker's Meeting
 11:00 Start HEAT 1

HEAT 1 A, B, C STREET PREPARED

HEAT 2 Driver's and Worker's Meeting

HEAT 2 D, E, STREET PREPARED, PREPARED, MODIFIED

LUNCH BREAK, Awards Presentation, Track Walk

HEAT 3 Driver's and Worker's Meeting

HEAT 3 SUPER, A, B, C STOCK

HEAT 4 Driver's and Worker's Meeting

HEAT 4 D, E, F, G, H STOCK

CLEAN-UP and PUT AWAY CONES

SCCA Meeting Schedule

Date	Time	Itinerary
Aug. 11	7:00PM	General Membership

SCCA Hawaii holds monthly general membership meetings. These are scheduled on the first Wednesday following that month's Solo II Autocross. They start at 7:00PM, (and unless otherwise noted) are held at Stereos Plus (formerly Art's Electronics), 420 Ward Ave.. Phone 593-8884

'99 Solo II Schedule

January 24	July 11
February 14	August 8
March 14	September 12
April 11	October 10
May 16	November 14
June 13	December 12

Featured Club: Z Club of Hawaii

'99 Club Racing Schedule

January 17	Regional Race
March 28	Regional Race
May 23	Regional Race
July 24	Driver's School
August 1	Regional Race
October 3	Regional Race
December 5	Regional Race

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Huila welcomes responsible comments, suggestions, editorials, articles, and advertising. Deadline for all submissions is the 15th of the month prior to publication. Please contact the editor for additional information or advertising rates. The editor reserves the right to edit all submissions for grammar, punctuation, and content. If possible, submissions should be made on disk, be e-mailed, or be type written so that they can be scanned through optical character recognition. Advertising submissions must be "camera ready", and will be reproduced as submitted.