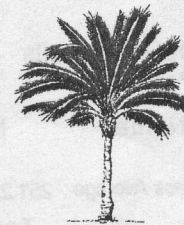




HUIILA



Volume 8 Issue 9 *The Newsletter of The Hawaii Region of The Sports Car Club of America* Sept. 1999

Solo II Talk

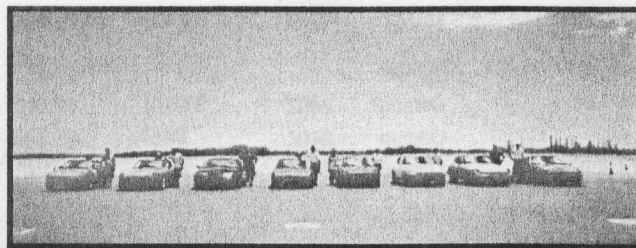
By: Jennifer Lee

Photo By: Lisa Arakawa

51 drivers attended August's autocross event at its new temporary site. A pretty good turnout considering not everyone received the flier containing directions to the site. The racing site is actually an active airport, which means ample room to make all sorts of courses. Unfortunately there are boundaries to our use of the site. We are not allowed to go past the yellow painted lines on the concrete or go near the airplanes on the far side of the site. Nonetheless, there are no unwanted weeds of any kind preventing us from making full use of the area. There is however a large raised square cement platform that we could not use as part of the course, so we will use it for the trailer. The best part of this site, in my opinion, is the bathrooms located right near the entrance of the autocross. It may be on the dirty side, but a hose and some water will clean that right up. An important change at this site is having the ability to close the gate whenever the registration booth is unattended. So this means you are somewhat restricted from going and coming as you please. One last piece of information, upon entering the site, please pull your car all the way up along side the bathrooms so subsequent cars do not block the road. Thanks!

With all this "free of weeds" space, our creative track designers made an open track with lots of turn-arounds. It began with a few twisting turns that led to a single cone 180° turn. The trick to this turn was a very late apex. Next came a set of very fast lane changes. This is where you put the pedal to the metal, my favorite! If you needed to pick up some valuable time, this is one of the spots where you could find it. After the lane change came two more 180° back to back with a short straight in-between them. Soon after was a quick 4-cone slalom leading to a decreasing radius turn. Lastly, there were some off-set gates before you came to the last turn right at the timing lights. Taking this turn tight could take off half a second from your times, it did for me! The tricky part of this track was when the concrete would change over to asphalt. The

concrete generally has more grip than the asphalt. When some of the drivers came upon the 180° turn where the concrete switched back to asphalt, their degree of grip decreased and gave us a show with a doughnut or two! Wesley Aihara demonstrated why we don't allow course workers to sit on the track! You've got to be on your toes, literally and running (away)!



August's featured club of the month was the newly formed Z Club of Hawaii. **Carey Tanaka**, and regulars **Garrett Chew, Benjamin Chu, Amy Lee, Curtis Lee, Jennifer Lee, Ken Matsumoto, Joyce Murray, Shane Oliberos, Stephen Oliberos, Leon Seto, and Ryan Seto** all brought out their Z cars and substitutes for a day of fun at the track. Stephen Oliberos usually drives his Datsun 510 but decided to support the club by racing his Nissan 300ZX. **Dylan Chang, Miguel Hernandez, Harvey Okamura, Vernon Pires, Juan Rivero, and Carey Tanaka** came out to test their driving skills on the track for the first time. On the other hand, **Keith Nakasato** and **Chad Pasoquen** came out after a long break from racing. Welcome back guys! Then there's **Curtis Lee** with his consistent driving which earned him FTD with a raw time of 57.023 and a PAX time of 48.241. **Ken Van Orman** and **Dean Kawasaki** duked it out in CSP leaving Ken ahead in raw time by just 2 hundredths of a second. A big round of applause goes to **Ryan Seto** for placing 2nd PAX just 5 tenths behind Curtis!

Fun-runs are always a favorite. But don't forget that everyone who does fun-runs needs to stay and help clean up. It is greatly appreciated by those who invariably pick up cones every month without hesitating. The fundraiser also 'cleaned up' by selling almost all its refreshments. Remember, all profits go back into the club! Thanks again to all who helped out in making this autocross fun and challenging. Which is everyone! Hope you enjoyed it and I'll see you at the races!

SCCA SOLO II Results
Barbers Point NAS

8/8/99

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
SS Class Average : 251.227										
Peter Kay	Toyota	Supra Turb	60.886	60.944	62.073	62.036	60.886	12	50.535	10
Greg Garceau	Chevrolet	Corvette	64.264	63.313	66.353	1 62.677	62.677	22	52.022	20
Joyce Murray	Mazda	RX-7	DNF	65.920	1 64.500	1 62.739	1 62.739	23	52.073	21
Juan Rivero	Porsche	911 Turbo	DNF	71.621	70.835	1 72.077	70.835	46	58.793	46 N
Jerry Balcer	Acura	NSX	DNF	DNF	DNS	DNS	999.000	49	829.170	50
AS Class Average : 62.909										
Collyer Young	Porsche	911 Carrera	DNF	61.728	60.814	60.482	60.482	10	51.470	16
Colin Sato	Toyota	MR2	DNF	72.308	1 DNF	60.688	60.688	11	51.645	18
James Fulgencio	Porsche	911S	DNF	70.071	1 67.558	DNF	67.558	42	57.492	44
BS Class Average : 64.495										
Darrell Wong	Porsche	914	62.042	DNF	62.765	62.594	62.042	19	50.316	6
Edward Kemper III	BMW	325is	68.258	65.644	65.586	65.845	65.586	35	53.190	27
Jason Dowgan	Mazda	Miata	69.194	1 65.985	66.510	65.858	65.858	37	53.411	29
CS Class Average : 374.805										
Jennifer Lee	Datsun	240Z	65.074	62.780	63.155	61.382	61.382	16	49.228	5
Amy Lee	Datsun	240Z	DNF	65.349	65.229	64.033	64.033	28	51.354	15
Carey Tanaka	Datsun	240Z	DNF	DNF	DNF	DNF	999.000	49	801.198	49 N
ES Class Average : 68.182										
Jessie Weinberger	Plymouth	Laser RS	77.037	70.468	68.182	68.621	68.182	43	53.591	30
FS Class Average : 66.761										
Halford Tome	Ford	Mustang	DNF	67.571	1 66.761	71.871	66.761	38	53.876	32
GS Class Average : 66.693										
Francis Lining	Subaru	Impreza	64.414	63.956	DNF	64.488	1 63.956	27	50.397	7
Arian Yee	Subaru	Impreza	67.982	69.891	1 66.417	64.946	64.946	33	51.177	14
Vernon Pires	Subaru	Impreza	72.872	1 DNF	67.968	67.030	67.030	40	52.820	25 N
Walton Ching	Subaru	Impreza RS	71.929	1 67.045	75.807	2 68.160	67.045	41	52.831	26
Harvey Okamura	BMW	528E	70.489	DNF	DNF	DNF	70.489	45	55.545	41 N
HS Class Average : 64.329										
Keith Nakasato	Honda	Civic	65.493	66.482	1 66.118	64.329	64.329	29	50.498	8
BSP Class Average : 58.846										
Curtis Lee	Datsun	240Z	58.709	57.854	57.023	DNF	57.023	1	48.241	1
Garrett Chew	Datsun	240Z	DNF	63.991	61.244	59.703	59.703	6	50.509	9
Benjamin Chu	Datsun	240Z	60.708	61.582	1 59.862	59.811	59.811	7	50.600	11

SCCA SOLO II Results
Barbers Point NAS

8/8/99

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
CSP Class Average : 131.046										
Ken Van Orman	BMW	M3	59.538	58.207	59.649	58.036	58.036	2	48.982	3
Dean Kawasaki	Toyota	Corolla	60.378	DNF	58.057	59.517	58.057	3	49.000	4
Clifford Goto	Dodge	Neon R/T	63.652	60.335	62.560	1 DNF	60.335	9	50.923	13
Earl Huang	Subaru	Impreza	DNF	61.498	62.889	1 61.060	61.060	14	51.535	17
Eugene Van Orman	Volkswage	Jetta GLX	63.578	61.361	62.355	1 DNF	61.361	15	51.789	19
Russell Yamaguchi	Volkswage	Jetta GLX	DNF	62.842	62.519	62.725	62.519	21	52.766	24
Melanie Boudar	Mazda	Miata	68.744	66.665	66.233	64.531	64.531	30	54.464	35
Bruce Reis	Honda	CRX	73.479	1 66.776	64.544	64.624	64.544	31	54.475	36
Stacy Balbirona	Mazda	RX-7	69.025	DNF	66.101	64.808	64.808	32	54.698	37
Brian Yoshikawa	Mazda	RX7	DNF	DNF	71.233	1 66.983	66.983	39	56.534	42
Dylan Chang	Subaru	Impreza	74.043	69.194	69.995	82.555	1 69.194	44	58.400	45 N
Richard Crabbe	BMW	325is	DNF	DNF	DNF	71.651	71.651	47	60.473	47
Miguel Hernandez	Toyota	Corolla	DNF	76.037	76.489	72.572	72.572	48	61.251	48 N
Ryan Unten	Acura	Integra	DNF	DNS	DNS	DNS	999.000	49	843.156	51
ESP Class Average : 63.124										
Ryan Seto	Chevy	Camaro	62.186	59.375	59.337	59.376	59.337	5	48.775	2
Leon Seto	Chevy	Camaro	DNF	62.120	64.271	2 61.742	61.742	18	50.752	12
Christi Seto	Chevrolet	Camaro	DNF	66.494	1 63.498	63.480	63.480	26	52.181	22
Elliot Woo	Ford	Mustang G	66.972	66.125	65.330	66.296	65.330	34	53.701	31
J.P. Gayan	Chevrolet	Camaro	DNF	66.355	65.730	1 67.028	2 65.730	36	54.030	33
AP Class Average : 62.151										
Shane Oliberos	Datsun	280Z	DNF	DNF	70.350	3 62.151	62.151	20	54.134	34
BP Class Average : 61.819										
Stephen Oliberos	Nissan	300ZX	DNF	60.685	DNF	60.282	60.282	8	52.686	23
Ken Matsumoto	Nissan	300ZX TT	65.601	63.432	73.961	63.355	63.355	25	55.372	39
DM Class Average : 61.294										
Charles Lindemann	Volkswage	GTI	61.849	60.915	62.209	1 61.468	1 60.915	13	54.824	38
William Lindemann	Volkswage	GTI	70.343	3 61.673	62.684	1 DNF	61.673	17	55.506	40
EM Class Average : 60.767										
Wesley Aihara	Honda	CRX	DNF	59.758	59.256	58.716	58.716	4	53.373	28
Chad Pasoquen	Honda	Civic	DNF	DNF	63.428	62.819	62.819	24	57.102	43

FTD: 57.023

Overall Average : 118.671

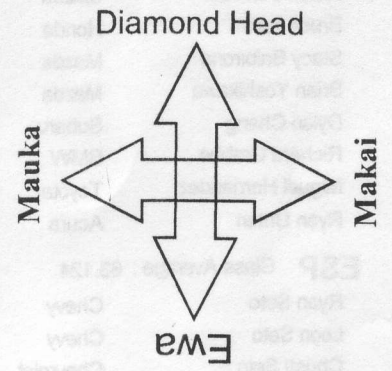
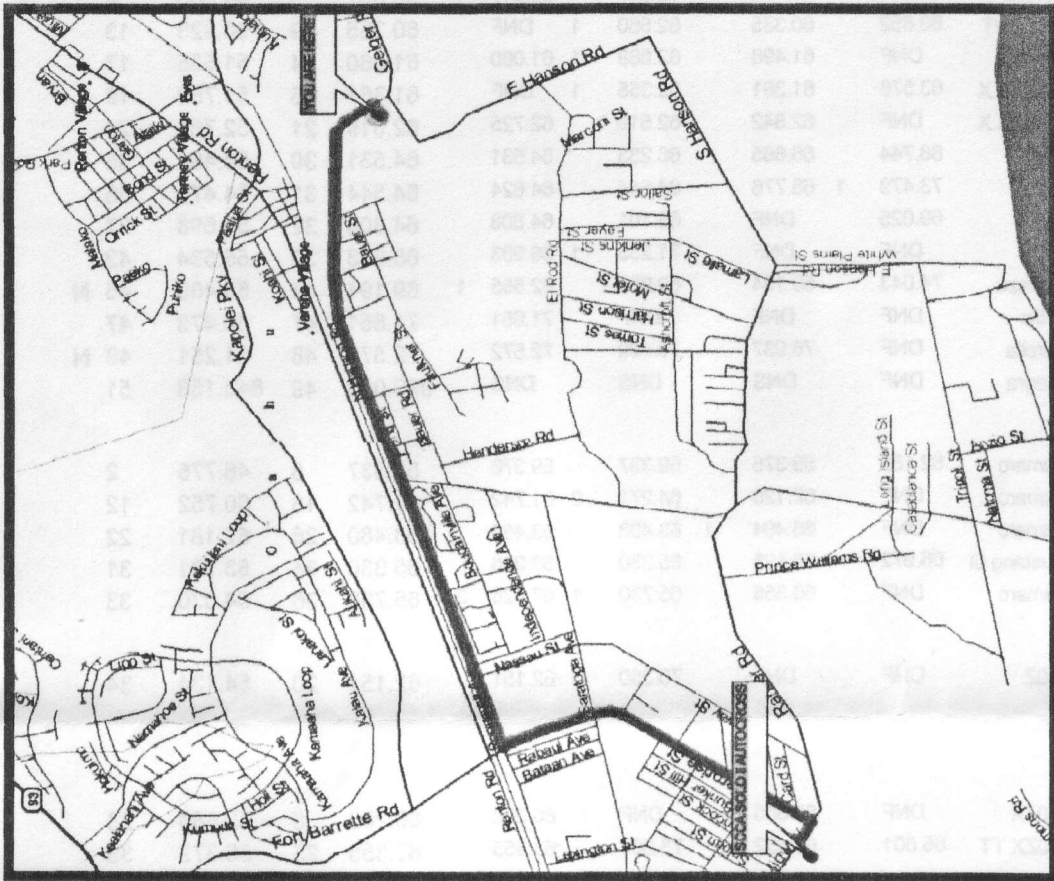
Standard Deviation : 220.111

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

The 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 x .802). If on the same course, an ASP car runs a time of 41.000, its indexed time is 34.932 (41.000 x .852). In this case, the CS competitor performed the best.

SCCA Solo II Autocross Location

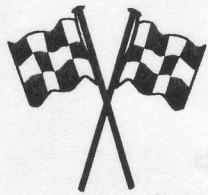


VOLUNTEER OF THE MONTH—by Lindsey Akamu

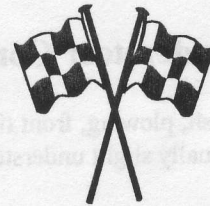
Our volunteer for this month is Wesley Aihara. Wesley has been with SCCA for about three years now. Wesley heard about SCCA through one of his friends and he came to check us out. He did a little research and decided that a CRX would be a good car to go racing with. He then built the car to his liking and then he learned how to drive. I remember Wesley enrolling in one of our driving schools and coming away a lot more confident in his abilities. After seeing his progress and the way the car was prepared, I begged him to come out and try Solo I. He kept telling me he wasn't ready. After several months he finally decided to give it a try. Wesley found Solo I to be very different in driving style from Solo II. It required a lot more mental concentration and feel to get the most out of the car. He enjoys the high speed aspects of racing on the track so much that he has obtained his wheel to wheel license as well. Wesley has the singular distinction of participating in all of our racing events from Solo II to Solo I and wheel to wheel racing.

In between all this racing Wesley has time to do our tech inspections at the autocross. With his mechanics background, he can spot irregularities in the cars before they become a problem. Wesley has also volunteered his time with flagging and communications at the wheel to wheel races.

When he's not racing, Wesley can be found at Wahiawa Chevron, which he manages. They are a full service - service station with car repairs and a towing service. Stop by for some gas and check out what race he'll be racing in next.



August 1, 1999 Regional Race Results



Regional Race

O/A Position	Driver's Name	Class/ Position	Laps Completed	Fastest Race Lap
1	Bill Clutter	1 FF	19	58.218
2	Stephen Hirasuna	2 FF	19	59.543
3	Steve Timpson	3 FF	17	58.659
4	Dave Goto	1 SR	17	1:04.765
5	Keoki Brown	1 RS2	17	1:05.070
6	Ed Kemper	1 AS	16	1:05.405
7	James Kellar	1 GT3	16	1:13.241
8	Bob Westmoreland	2 SR	15	1:04.789

Solo I

O/A Position	Driver's Name	Car Type	Best Timed Lap
1	Les Vallarano	March	58.351
2	Ron Mishima	Porsche	1:01.924
3	Wesley Aihara	Honda	1:02.387
4	Chris Messer	Camaro	1:02.589
5	Lindsay Akamu	Porsche	1:03.262

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Proper Chassis Tuning

Understeer Corrections

Push, plowing, front tires slide out first.
Usually slight understeer is safer.

Raise front tire pressure.
Lower rear tire pressure.
Soften front shocks. Stiffen Bump.
Stiffen rear shocks.
Lower front end.
Raise rear end.
Widen front track.
Install shorter front tires.
Install taller rear tires.
Install wider front tires.
Install narrower rear tires.
Soften front sway bar.
Stiffen rear sway bar.
More front toe out.
Reduce rear toe in slightly.
Increase front negative camber.
Increase positive caster.
Soften front springs.
Stiffen rear springs.
May need more front suspension travel.
Install wider front wheels.
Use softer front compound if possible.
Use harder rear compound if possible.
Add Weight to front of vehicle.
Drive a different line.
Use weight transfer to your advantage.
Too much front brake.

Oversteer Corrections

Loose, rear tires slide out first.
Oversteer can be dangerous, especially at high speeds.

Lower front tire pressure.
Raise rear tire pressure.
Stiffen front shocks.
Soften rear shocks.
Raise front end.
Lower rear end.
Reduce rear track.
Install taller front tires.
Install shorter rear tires.
Install narrower front tires.
Install wider rear tires.
Stiffen front sway bar.
Soften rear sway bar.
More front toe in.
Increase rear toe in.
Reduce front negative camber.
Reduce positive caster.
Stiffen front springs.
Soften rear springs.
May need more rear suspension travel.
Install wider rear wheels.
Use harder front compound if possible.
Use softer rear compound if possible.
Add weight to rear of vehicle.
Driver may be getting on the throttle too early.
High Speed. Increase rear wing downforce.
Too much rear brake.



Vehicle is TWITCHY at limit and hard to keep ahead in the steering department.

Lower front and rear tire pressures slightly.
Suspension may be too stiff.
Shocks may be set too firm.
Tires may be old or hard.
May not have enough suspension travel.
Vehicle may have a toe problem front or rear.
Increase negative camber front and rear.

Vehicle slides and is easy to drive at limit but does not corner to full potential.

Raise front and rear tire pressures slightly.
Suspension may be too soft.
Shocks may be too soft.
Roll centers may be too high.
Lower vehicle.
Tires may be too hard.
Widen track front & rear.

A properly set up vehicle will usually push slightly on corner entry, be fairly neutral at the apex (STEADY STATE) and exhibit slight power oversteer on corner exit. Tight courses may require more oversteer, fast tracks understeer. Items needed: Accurate tire pyrometer, tire gauge, notebook and tape measure. Suspension information books. Note: This is a sample of the methods used to correct various handling problems. Books have been written on this subject. Not every correction will always work as expected. Stiffer front sway bars will, in many cases, decrease understeer because of reduced body roll and better camber control. The best rule is to change only one thing at a time and keep notes.

SOLO II Heat Schedule for Sep. 12, 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 D, E, STREET PREPARED, PREPARED, MODIFIED
 HEAT 2 Driver's and Worker's Meeting
HEAT 2 SUPER, A, B, C STOCK
 LUNCH BREAK, Awards Presentation, Track Walk
 HEAT 3 Driver's and Worker's Meeting
HEAT 3 D, E, F, G, H STOCK
 HEAT 4 Driver's and Worker's Meeting
HEAT 4 A, B, C STREET PREPARED
 CLEAN-UP and PUT AWAY CONES

SCCA Meeting Schedule

Date	Time	Itinerary
Sep. 15	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: Hawaii Corvette Association

'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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