



# HUILA



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## Solo II Talk

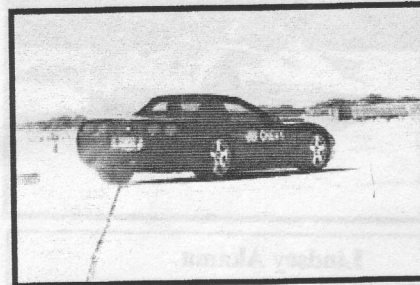
*Editor's Note: This month's Solo II Talk was written by a 'suby', **Russell Yamaguchi**. It's usual author, Jennifer Lee was not able to attend the entire event. The photos were again submitted by **Lisa Arakawa**.*

Hydrofest 1999! I don't care much for speedboats but give me the sweet smell of high octane fuel, a field of orange cones and a bunch of wild ones who don't give a hoot about the high cost of "R" compound rubber, and I'll call it SCCA Solo II Fest! Yeah, Baby, Yeah.



**Dave Villwock & Miss Bud**

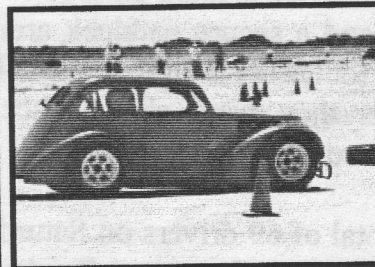
This month's event was sort of a "side show" to the annual Hydrofest activities on Ford Island. The "carnival" of events began the weekend before race day when a crew cleaned up and fenced off the entire race area. The next "act" came on race day morning when the hardworking track set-up crew were faced with - first of all, an unfriendly strip of asphalt right down the middle of a nice concrete surface, and secondly, an Admiral of the Pacific Fleet who was going to drop in and do some hot laps in a JN Chevrolet Corvette. Anyway, with the track layout problem solved and a plan in place for the "Boss" we began our autocross event.



**Thanks JN!**

The course seemed tough for some, but for the most part it was very easy to read. Top overall spots went to **Stephen Oliberos** in his cool Datsun 510, **Curtis Lee** in his Datsun 240Z, **Dean Kawasaki** in his "buss up" Toyota Corolla GTS, **Charles Lindeman** in his turbo Rabbit and **Wesley Aihara** in his CRX.

As the highlight of the day, we all had the opportunity to witnessing the total abuse of a purple and yellow Indy Pace Car Corvette rental car. Mainland visitors; **Sean & Jeanine Breese**, **Bill, Carrie and Virginia Fleig** and **Kelli Liedke** all took turns with their V8 powered victim. Hey Bill, next time rent the Viper.



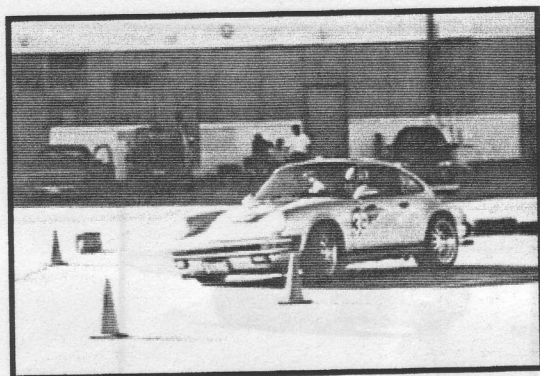
**Keoki Brown**

Welcome to the other first time thrill seekers - **Stan Takara and Bill Cook** in their Subaru Impreza's, **Gavin Lee** in his Acura

*(Continued on page 2)*

(Continued from page 1)

Integra and **Keoki Brown** driving his Legend race car.



**Lindsey Akamu**

Special congrats go out to **Earl Huang** for a fourth place finish in a very tough CSP (the top three drivers in CSP

placed in the Top 15 overall!), to **Lindsey Akamu** for topping **Ron Mishima** in BM, to Ron Mishima for violating the Hawaii "Clean Air Act" with his spectacular burnouts and spins and to **Robert Igarashi** in his yellow Rabbit who knocked down more cones in one day than most of us do in a year.

Competition was fierce in Suby-laden GS (sorry Franceen). First place went to **Ar-ian Yee** in his stock "plus" Impreza followed by yours truly in a stock "yes" Impreza! **Francis Lining** was missed, but his claim to the GS crown shall be challenged on another day.

Much mahalos to all who helped make SCCA Solo II- Fest 1999 a huge success and one that I will remember for a long, long, time. . . at least until next months race.

## VOLUTEERS OF THE MONTH

By **Lindsey Akamu**

This month the volunteer is actually a group of volunteers. Special recognition goes out to **Bill Clutter, Steve Timpson, Steve Hirasuna** and **Art Sonen**. These four individuals are part of 'the Gang of Four'. They are responsible for organizing the wheel to wheel races at Hawaii Raceway Park. They had an especially big job to do in creating a race track out of a air field (on Ford Island for our last event).

In organizing a regular race at Hawaii Raceway Park, time is expended in making sure that all the paper work is in place, the drivers are signed up and cars are ready. To do the same at Ford Island for the Hydrofest event, they needed to have the concrete runway striped, a fence erected all around the track, concrete and tire walls built for the comer workers and a secure paddock area for the racing cars. The logistics in making this happen is a lot harder than it sounds. Through their hard work and connections with outrigger Hotels they were able to accomplish everything in time for the events (starting) on Saturday.

With a total of 69 drivers on Saturday for the Solo II event and 20 drivers for the wheel to wheel and Solo I races on Sunday, their efforts were well worth the months and hours spent in making it a huge success.

# HYDRO-BLAST SCCA RACING AT PEARL HARBOR

By Ed Kemper

For the first time in the ten year history of the Hydrofest on Ford Island in historic Pearl Harbor, SCCA Solo II, Solo I and wheel to wheel racing was featured during this water and now land speed event. This annual October festival, which is a benefit for the MWR at Pearl Harbor, provides plenty of action with the 200 m.p.h. unlimited hydroplanes, carnival rides, military equipment displays, auto shows, and many other forms of entertainment.

The SCCA races were on the concrete air field by 2 semi-used hangers. Since 20,000 spectators were expected over the October 9 and 10th weekend, a 4000 foot temporary fence had to be erected, along with tire and concrete barriers for the flaggers and other workers. With 30 or so volunteers the weekend before hand the temporary improvements went up in a flash. With the massive behind the scenes help of Bill Clutter, Steve Timpson, Art Sonen and Steve Hirasuna during the rest of the week, the remaining infrastructure for racing was set. Mahalo to these three "volunteers".

Sunday's races were a three parter. Solo I, with 7 cars, had there usual two practice sessions. This race featured two new Solo I drivers--solo 2 regular John Pinero in his Camaro and former SCCA flagger John Grosetto driving a Chatram (a xerox copy of a Lotus Super Seven). After a luncheon break during which JN Chevrolet took over the track for some demo (or some might call terror) rides for customers and the newly arrived Admiral in a Corvette and Lotus, the Solo I racers took there 4 lap timed runs.

Unlike Hawaii Raceway Park, the Ford Island "track" is nothing more than lines painted on a concrete runway with absolutely no elevation changes. The 8/10s of a mile course is essentially an oval with a couple of chicanes on the back straight. Easy to describe, but not so easy to drive. Since the surface is 20 feet by 20 feet concrete squares and featureless, the stiffly sprung cars bounced on the straights and if pushed to hard could make for some ugly braking at the end of the straight.

As one would expect, the 1984 March Indy car driven by Les Vallerano turned the fastest single lap with a 35.023. The remaining Solo I drivers were bunched up with barely a second separating the group.

Driving a "regular" car, Ron Mishima turned in an excellent lap of 38.346. A mere half second slower was John Grosetto in his look a like Lotus Seven. In the 39 second category, Wes Aihara (CRX) and Lindsay Akamu (Porsche 911) were only .40 of a second apart. Unfortunately, the white Camaros of Chris Messer and John Pinero were not able to get a clear timed lap because of mechanical problems.

Once the Solo I cars cleared the track, the Formula cars rolled out. Five Formula Fords, a Formula Mirage and a Formula Continental made up the open wheel field. Since Bob Sato had mechanical problems before qualifying, his Continental was on one side of the Formula Ford sandwich with the fastest qualifier, Mark Shige in the Mirage on the other. When the green flag dropped, Mark took off not to be headed. Meanwhile, in back of the pack, Bob Sato began to move up, but mechanical problems stopped him in the fifth lap.

The real racing was between Fords from second place on back. Initially, our London resident, Franco Mancassola, passed Steve Timpson for second place. But lap after lap, Timpson would pull up right behind Franco on the straight, but he could not get by. After 10 laps or so, Timpson finally got by for good. Meanwhile, Tom Ito and Steve Hirasuna began to catch up to Franco. Tom finally got around Franco, after the latter spun to take third, but Hirasuna could not overtake Franco. Unfortunately, Tom Burke broke some motor mounts on the bumpy surface and dropped out after 18 laps.

The last race of the day turned out to be the most exciting, with some bumping and bashing thrown in. David Goto (RX-7) and Lee Guertler (240Z) were clearly the leaders of the pack with the four remaining cars fighting for third place - assuming the first two did not get into any trouble.

But "trouble" started on the first lap. After the green flag flew, Goto and Guertler leap ahead into turn one only to have Guertler spin off course right in front of the remaining pack of four. Although Guertler was able to restart and join the hunt, the race was red flagged and restarted. By the time the cars had all stopped, Ed Kemper in his Mustang had gotten by the Legend of Maui driver George Brown and Kemper was behind Goto and Guertler and next to George's son, Keoki, in another Legend.

The next green flag sent the herd down to

*(Continued on page 6)*

SCCA SOLO II Results

FORD ISLAND

10/9/99

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAX	Time	PAX
<b>SS</b> Class Average : 55.831											
Joyce Murray	Mazda	RX-7	57.716	2 55.640	1 51.772	52.506	51.772	21	42.971	15	
Peter Kay	Toyota	Supra Turb	58.488	1 53.111	53.065	59.779	1 53.065	30	44.044	25	
Sean Breese	Chevy	Corvette	56.036	53.326	53.552	54.231	53.326	32	44.261	29	
Bill Fleig	Chevy	Corvette	DNF	54.313	53.570	55.161	1 53.570	36	44.463	30	
Jeannine Breese	Chevy	Corvette	58.078	1 55.277	56.911	1 54.336	54.336	42	45.099	36	
Carrie Fleig	Chevy	Corvette	DNF	62.468	1 63.314	1 59.759	1 59.759	63	49.600	64	N
Kelli Liedke	Chevy	Corvette	68.006	DNF	60.513	59.841	59.841	64	49.668	66	N
Virginia Fleig	Chevy	Corvette	62.864	61.880	60.977	62.295	60.977	68	50.611	67	N
<b>AS</b> Class Average : 53.832											
Colin Sato	Toyota	MR2	55.310	53.953	60.394	53.832	53.832	38	45.811	39	
<b>BS</b> Class Average : 55.617											
Jason Dvogan	Mazda	Miata	54.580	54.648	53.398	53.418	53.398	33	43.306	17	
Edward Kemper III	BMW	325is	56.326	56.104	55.242	55.109	55.109	45	44.693	32	
Mike Smat	Mazda	Miata	DNF	59.438	59.116	58.345	58.345	58	47.318	49	
<b>CS</b> Class Average : 52.194											
Jennifer Lee	Datsun	240Z	52.379	51.823	51.777	62.559	1 51.777	22	41.525	4	
Amy Lee	Datsun	240Z	53.727	53.140	53.803	52.611	52.611	29	42.194	9	
<b>DS</b> Class Average : 61.565											
Ed Hollmann	Dodge	Neon	DNF	66.140	DNF	61.565	61.565	69	49.252	62	
<b>ES</b> Class Average : 59.136											
Jessie Weinberger	Plymouth	Laser RS	74.263	62.128	1 59.136	60.187	59.136	62	46.481	43	
<b>FS</b> Class Average : 54.702											
John Pinero	Chevy	Camaro	54.064	59.208	52.051	51.064	51.064	12	41.209	3	
James Rumler	Chevy	Camaro	DNF	55.726	DNF	DNF	55.726	47	44.971	35	
Brently Hume	Ford	Mustang	59.569	58.879	57.317	59.377	57.317	53	46.255	41	
<b>GS</b> Class Average : 57.484											
Arian Yee	Subaru	Impreza	55.844	56.004	55.469	54.232	54.232	41	42.735	14	
Russell Yamaguchi	Subaru	Impreza	57.449	56.936	57.409	55.336	55.336	46	43.605	21	
Vernon Pires	Subaru	Impreza	DNF	57.515	56.069	56.394	56.069	49	44.182	28	
Joseph Battista	Subaru	Impreza	DNF	59.327	58.464	57.310	57.310	52	45.160	37	
Weston Leslie	Subaru	Impreza	DNF	60.473	58.516	57.792	57.792	56	45.540	38	
Stan Takara	Subaru	Impreza	DNF	60.703	DNF	58.619	1 58.619	60	46.192	40	N
Franceen Sato	Acura	Integra GSI	71.662	5	DNF	60.460	60.224	66	47.457	50	
William Cook	Subaru	Impreza	DNF	DNF	DNF	60.291	60.291	67	47.509	52	N
<b>ASP</b> Class Average : 50.949											
Richard Shimabukuro	Mazda	RX-7	DNF	51.991	50.949	53.880	50.949	11	43.409	19	
<b>BSP</b> Class Average : 50.791											
Curtis Lee	Datsun	240Z	DNF	48.126	48.284	48.308	48.126	2	40.715	1	
Garrett Chew	Datsun	240Z	51.489	50.895	49.668	49.507	49.507	6	41.883	7	
Mark Murray	Datsun	280Z	58.281	55.445	54.741	58.748	2 54.741	44	46.311	42	

SCCA SOLO II Results

10/9/99

FORD ISLAND

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
<b>CSP</b> Class Average : 54.547										
Dean Kawasaki	Toyota	Corolla	51.525	1 48.792	49.657	48.690	48.690	3	41.094	2
Ken Van Orman	BMW	M3	50.667	49.717	51.363	49.559	49.559	7	41.828	6
Clifford Goto	Dodge	Neon R/T	53.229	1 53.140	1 51.169	51.171	51.169	14	43.187	16
Earl Huang	Subaru	Impreza	53.567	52.014	51.940	51.405	51.405	16	43.386	18
Eugene Van Orman	Volkswage	Jetta GLX	56.392	52.517	51.932	51.582	51.582	18	43.535	20
Robert Igarashi	VW	Rabbit	64.063	5 52.735	1 52.135	1 52.556	1 52.135	25	44.002	24
Gavin Lee	Acura	Integra	63.030	58.261	56.760	55.845	55.845	48	47.133	47 N
Melanie Boudar	Mazda	Miata	DNF	DNF	DNF	57.172	57.172	51	48.253	56
Craig Ginoza	Honda	Civic	DNF	71.539	58.820	57.361	57.361	54	48.413	57
Stacy Balbirona	Nissan	240SX	60.500	58.222	59.648	1 57.724	57.724	55	48.719	59
Brian Yoshikawa	Mazda	RX-7	DNF	57.918	58.147	58.406	57.918	57	48.883	60
Ryan Unten	Acura	Integra	DNF	60.880	1 58.559	DNF	58.559	59	49.424	63
Danny Balbirona	Mazda	RX-7	59.994	DNF	DNF	DNF	59.994	65	50.635	68
<b>DSP</b> Class Average : 53.844										
Brian Kashiwamura	Suzuki	Swift	54.858	53.844	56.064	57.187	1 53.844	39	44.152	27
<b>ESP</b> Class Average : 51.844										
Gary Nakata	Chevy	Camaro	52.903	51.960	53.436	1 51.099	51.099	13	42.003	8
Gary Tamura	Chevy	Camaro	53.222	52.412	51.700	51.495	51.495	17	42.329	10
Ryan Seto	Chevrolet	Camaro	56.443	1 52.776	51.882	51.616	51.616	19	42.428	11
J.P. Gayan	Chevrolet	Camaro Z2	53.390	52.937	52.869	51.745	51.745	20	42.534	12
Leon Seto	Chevrolet	Camaro	54.838	52.316	52.112	51.812	51.812	23	42.589	13
Elliot Woo	Ford	Mustang G	54.154	53.295	55.458	1 55.082	1 53.295	31	43.808	22
<b>AP</b> Class Average : 53.952										
Shane Oliberos	Datsun	280Z	DNF	51.211	73.416	2 50.618	50.618	10	44.088	26
Kevin Ham	Datsun	240Z	DNF	DNF	53.693	53.440	53.440	35	46.546	44
Ross Perrins	Datsun	240Z	56.484	55.003	54.193	54.386	54.193	40	47.202	48
Scott Pires	Datsun	240Z	58.767	56.936	56.452	54.520	54.520	43	47.487	51
Travis McMahel	Datsun	240Z	64.359	1 DNF	56.990	61.776	2 56.990	50	49.638	65
<b>BP</b> Class Average : 53.589										
Ken Matsumoto	Nissan	300ZX TT	54.805	54.243	DNF	53.589	53.589	37	46.837	46
<b>CP</b> Class Average : 52.230										
Halford Tome	Ford	Mustang	53.409	52.404	52.230	53.397	52.230	26	44.761	33
<b>EP</b> Class Average : 47.703										
Stephen Oliberos	Datsun	510	48.526	48.044	47.915	47.703	47.703	1	41.597	5
<b>BM</b> Class Average : 50.776										
Lindsey Akamu	Porsche	Carrera	51.855	56.613	1 DNF	50.349	50.349	9	48.083	55
Ron Mishima	Mercedes	500E	53.554	52.299	51.203	51.928	51.203	15	48.899	61
<b>DM</b> Class Average : 50.409										
Charles Lindemann	Volkswage	GTI	53.063	1 49.487	51.146	1 48.852	48.852	4	43.967	23
William Lindemann	Volkswage	GTI	54.775	1 56.193	2 51.965	53.322	51.965	24	46.769	45

SCCA SOLO II Results

FORD ISLAND

10/9/99

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
<b>EM</b> Class Average : 53.218										
Wesley Aihara	Honda	CRX	50.353	51.361	1 48.992	49.276	48.992	5	44.534	31
Barry Lai	Honda	Civic	53.404	53.030	52.417	53.369	1 52.417	27	47.647	53
Cory Tomoyasu	Honda	CRX Si	54.806	53.229	52.565	53.029	52.565	28	47.782	54
Harvey Okamura	Datsun	240Z	DNF	55.048	54.864	53.426	53.426	34	48.564	58
Keoki Brown	Legend		DNF	DNF	DNF	58.691	58.691	61	53.350	69 N
<b>FM</b> Class Average : 49.692										
Keith Greer	Red Devil	F440	49.692	51.209	DNF	DNS	49.692	8	44.922	34

FTD: 47.703

Overall Average : 54.133

Standard Deviation : 3.510

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.

**Hydro-Blast** (Continued from page 3)

turn one and everyone got through cleanly with Goto leading followed by Guertler, Kemper, Keoki Brown, George Brown and Carl Debo (RX-7). (Carl's transmission was stuck in third gear the whole race and thus was automatically delegated to last place.)

Goto meanwhile became the bouncing ball between the barriers by hitting a barrier at turn five and shortly thereafter spinning, thereby damaging his front fender which eventually lead to him receiving the black flag. Goto entered the pits and numerous crew members taped the fender back on and he returned to racing a lap down to Guertler, apparently unknown to both drivers. Meanwhile, Keoki Brown was dogging Kemper with Kemper pulling away from Brown on the straight away and the Legend catching up in the corners.

Goto then began to reel in the Datsun, and he attempted to pass starting at turn two. Guertler, apparently not knowing that the pass by Goto was not for position but merely to unlap himself, tried a little too hard to prevent the pass and hit the tire barrier coming out of turn two. The end result was a spin in front of Kemper and Keoki.

This let Goto retake the lead and ultimately finish first over Guertler. Meanwhile the fight for third continued. Keoki was able to pass Kemper when the Mustang slowed coming out of first turn. Kemper tried to repass but ended up a half a car length behind at the end of the 20 minute race.

To say the least everybody including the spectators loved the new venue. Hopefully, SCCA style auto racing will return to the 2000 Hydrofest to please even more fans.

**FOR SALE:**  
 1998 Porsche 944s2 Race Car  
 Factory adjustable suspension w/track-street springs & bars.  
 Turbo brakes w/cross drilled rotors. F& R Weltmeister sway bars. Full cage roll bar. Less engine. You finish. \$3,500 offer.  
 John Mayers 259-8701

## SOLO II Heat Schedule for Nov. 14, 1999

008:00 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, F, G, H STOCK**  
 HEAT 2 Driver's and Worker's Meeting  
**HEAT 2 A, B, C STREET PREPARED**  
 LUNCH BREAK, Awards Presentation, Track Walk  
 HEAT 3 Driver's and Worker's Meeting  
**HEAT 3 D, E, STREET PREPARED, PREPARED, MODIFIED**  
 HEAT 4 Driver's and Worker's Meeting  
**HEAT 4 SUPER, A, B, C STOCK**  
 CLEAN-UP and PUT AWAY CONES

## SCCA Meeting Schedule

Date	Time	Itinerary
Nov. 17	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	<b>November 14</b>
June 13	December 12

Featured Club: BMW CCA 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

## SCCA Hawaii Region BoD, Contacts, & Telephone Numbers

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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.