



Huila

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Solo II Talk

by Jennifer Lee

photos by Lisa Arakawa

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The end of another season has come, but a brand new start has arrived. March's event was an excellent close to the 1999-2000 Solo II season bringing both old and new faces back to the track. Most people knew the day would be non-stop and were prepared to devote their entire day to their love of racing. The registration booth was continuously flooded with entrants and spectators, a sign



Collyer Young drove his 911 to 1st in AS



The Castle 240Z slightly sideways :-)

that this event was going to be a full house. It proved to be just that when there were almost 50 people in the first two heats alone.

Before continuing, I must remind everyone that ALL drivers must sign up and complete their work assignment. Sign up is at the registration booth and check in is at the

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Coming Home...

By Ed Kemper

SCCA Returns to Hawaii Raceway Park

SCCA 's last regional race was on the short course on a concrete airstrip on Ford Island at the Hydrofest in October of last year. The regional racecar drivers were eager to return to home base---Hawaii Raceway Park for the opening event of the new century.

Although somewhat rainy in some parts of Oahu for the February 27th race, the near desert like condition at HRP assured the drivers of dry conditions with occasional dusty wind gusts.

Most of the regular racers were in attendance, but there were some notably absences and some new additions. Gone, but not forgotten, for various reasons were regulars Steve Timpson, Tom Ito, Tom Burke, Bill Clutter, Ron Mishima and Bob Sato. But in there place were novice drivers Keith Williams in a Spec racer, Chris Messer driving David Goto's RX-7 (Goto was now driving his semi new Formula Ford), Wes Aihira driving at least in the beginning his former Solo 1 car , a scrappy Honda CRX. Our Maui brethren, the father and son team of George Brown and Keoki Brown, choose not to bring their Legend cars from the Valley Isle and instead leap into the vacant Formula Fords of Timpson and Burke.



The end result of all this were lots of drivers trying new machines in the wheel to wheel races. Unfortunately Solo 1 having lost Wes Aihira to the regional was down to just 2 cars after 2 other drivers had to drop out because of various problems. To add insult to injury poor Les Vallarano's Chevy powered March Indy only got a couple of laps in the first practice when he realized the engine was making some potentially expense and bad sounding noises. Rather than chance it he glided into the pits and called it a day. This left our commander in chief of the Hawaii region our sole (no pun

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Results

Solo 1 (single fastest lap of 4)

Lindsay Akamu	Porsche 911
	1:03.326
Les Vallarano	March 84C
	DNS

Closed Wheel Race (20 minutes)

Scott Schulte	Porsche 911
Lee Guertler	Datsun 240z
Chris Messer	Mazda RX-7
Tom Bryant	Spec Racer
Keith Williams	Spec Racer
Wes Aihara	Spec Racer
Ed Kemper	Ford Mustang

Open Wheel (25 minutes)

David Goto	Formula Ford
Keoki Brown	Formula Ford
George Brown	Formula Ford
Stephen Hirasuna	Formula Ford

Editors Note:

This month's newsletter is the fullest one I've ever done! We have Wheel to Wheel, Runoffs, and a huge Solo II field of 85 drivers!

We have updated our local SCCA Webpage and will be posting the results within a few days of the Sunday race. Thanks go to Charles Huang and Panos Prevedourous for their help with this project. The address is: www.hawaii.com/scca/, there you'll find a link to the results.

Finally this issue has pictures contributed from both our regular photographer Lisa Arakawa (thanks for the wheel to wheel pics!) and Ross Perrins from Castle High School.

Solo II Talk

(Continued from page 1)

trailer, or as it was recently said, race control. Make sure you sign up for work in any heat except the one you race in! Don't forget to fill in the work assignment portion on your heat sheet. This will help document your work assignment. Please be sure to check in or you may not be accounted for. Anyone who does not complete his or her work assignment will not be given an official time. On the results, the driver will receive a DNW, did not work.

March's track was very even with equal amounts of technical elements and speed sections. Both the beginning and the end had



Jack Evens driving an.. uhm..colorful Ghia.

stairsteps in order to simplify the task of reversing the track for runoffs. Following the first set of stairsteps were two sweeping U-turns that lead to some kinks and a widening 5-cone slalom. Many people experimented with this slalom entering from both sides trying to determine which way was faster. One way entered smooth and exited hard while the opposite way entered hard and exited smoothly. Next came another U-turn that flowed into a short directional slalom that then brought the driver to a tough right-hand turn. Drivers needed to beware of taking this turn to wide because immediately after was another directed slalom. Coming into the finish were the second set of stairsteps to complete the run.

After the first two heats ran, Keith Greer had the lead with a blitzing time of 59.741 in his FM Red Devil F440. With the addition of heats 3 and 4, Curtis Lee took second fastest being a tenth behind Keith. The battle in CSP, with 31 drivers, resulted with Ken Van Orman on top with Dean Kawasaki close behind.

Earl Huang took first place between the Imprezas with a time of 64.931. BS had a number of competitors with the addition of the



Cory Tomoyasu in his CRX



George Atkins in a Z3 ran well, placing mid pack in a very full B Stock class.

BMW club. 12 drivers competed in BS, 7 of them were members of the BMW club. 2 other members raced in AS and CSP. There were 13 novices of the 85 participants, 5 from the BMW club, at March's event. Kudos go out to **George Atkins, Kenrick Chan, Kevin Chan, Royce Fujimoto, Herman Hoi, Egmar Klemmer, Lawton Lam, Ronald Ma, John Newton, Ikaika Olaguera, Eddy Searfoss, Craig Shinsato, and Forrest Wang** for doing such a good job out on the track. Remember when we were all novices? I do! Boy was it nerve racking!

When the fourth heat ended, it was time to reverse the course for runoffs! The racers were given fifteen minutes to walk the track and then grid their cars. In runoffs the drivers have only three runs as opposed to the regular four runs. Only the top five qualifiers can compete in runoffs and the three get trophies. Only



The BMW Owners Club brought 7 cars!

one class had over five qualifiers, CSP, as usual! Like I said before, Ken Van Orman came out on top in the regular event, but Cliff Goto got the gold in the runoffs. Of the 34 qualifiers in runoffs, Curtis Lee in his BSP Datsun 240Z took the fastest time of 58.894. Congratulations everyone!

Now that the 2000-2001 season is upon us, the new class called Street Touring (ST) is now in effect. If you have any questions, see Lindsey Akamu. Pictures from previous events are available for 50¢ per photo. The photo album is at the trailer. It looks like the new season will be a very eventful one with our number of participants increasing every month. Let's make it a good one and I'll see you at the races!

SS	Class Average : 67.006										
Joyce Murray	Mazda	RX-7	72.781	68.195	67.006		67.006	24	55.615	19	
AS	Class Average : 64.007										
Colin Sato	Honda	S2000	72.751	3 66.240	1 63.362		63.362	9	53.921	12	
Collyer Young	Porsche	911 Carrera	68.765	67.146	64.651		64.651	14	55.018	18	
BS	Class Average : 66.627										
Jason Dovgan	Mazda	Miata	67.804	66.627	67.448		66.627	22	54.034	14	
CS	Class Average : 63.632										
Jennifer Lee	Datsun	240Z	65.853	63.534	62.723		62.723	6	50.304	2	
Amy Lee	Datsun	240Z	65.763	66.564	1 64.540		64.540	13	51.761	4	
FS	Class Average : 64.047										
John Pinero	Chevy	Camaro	70.065	3 65.388	1 63.632		63.632	10	51.351	3	
James Rumler	Chevy	Camaro	DNF	64.462	64.473		64.462	12	52.021	5	
GS	Class Average : 73.070										
Franceen Sato	Acura	Integra GSI	73.748	74.645	73.070		73.070	34	57.579	23	
ASP	Class Average : 63.304										
Richard Shimabukuro	Mazda	RX-7	64.964	63.304	69.636	1	63.304	8	53.935	13	
BSP	Class Average : 60.376										
Curtis Lee	Datsun	240Z	60.065	59.107	58.894		58.894	1	49.824	1	
Garrett Chew	Datsun	240Z	62.780	62.412	61.857		61.857	3	52.331	6	
CSP	Class Average : 64.499										
Clifford Goto	Dodge	Neon R/T	64.748	62.193	62.722		62.193	5	52.491	7	
Ken Van Orman	BMW	M3	63.799	63.120	66.066	2	63.120	7	53.273	9	
Earl Huang	Subaru	Impreza	66.842	1 64.848	64.770		64.770	15	54.666	15	
Dean Kawasaki	Toyota	Corolla	67.011	1 DNF	65.106	1	65.106	17	54.949	17	
Eugene Van Orman	Volkswage	Jetta GLX	73.180	2 67.306	67.602		67.306	26	56.806	21	
DSP	Class Average : 65.129										
Brian Kashiwamura	Suzuki	Swift	DNF	65.129	65.852		65.129	18	53.406	10	
ESP	Class Average : 65.251										
Ryan Seto	Chevrolet	Camaro	66.329	64.814	63.858		63.858	11	52.491	8	
Leon Seto	Chevrolet	Camaro	66.644	67.088	1 68.910	2	66.644	23	54.781	16	
AP	Class Average : 69.087										
Scott Pires	Datsun	240Z	70.697	67.855	67.660		67.660	27	58.932	25	
Ross Perrins	Datsun	240Z	68.396	1 69.741	68.754	1	68.396	29	59.573	28	
Shane Oliberos	Nissan	240SX	73.327	1 71.210	1 69.715		69.715	31	60.722	31	
Travis McMahel	Datsun	240Z	73.574	1 75.412	70.576		70.576	32	61.472	32	
BP	Class Average : 67.947										
Ken Matsumoto	Nissan	300ZX TT	70.427	67.947	DNF		67.947	28	59.386	27	
CP	Class Average : 67.266										
Halford Tome	Ford	Mustang	67.266	68.182	1 67.777		67.266	25	57.647	24	
EP	Class Average : 65.800										
Stephen Oliberos	Datsun	510	69.275	1 66.745	65.800		65.800	19	57.378	22	
DM	Class Average : 70.601										
Charles Lindemann	Volkswage	GTI	69.093	DNF	DNF		69.093	30	62.184	33	
William Lindemann	Volkswage	GTI	DNF	75.498	72.109		72.109	33	64.898	34	
EM	Class Average : 64.723										
Wesley Aihara	Honda	CRX	63.692	61.898	61.883		61.883	4	56.252	20	
Harvey Okamura	Datsun	240Z	66.728	75.431	1 64.929		64.929	16	59.020	26	
Cory Tomoyasu	Honda	CRX	70.334	2 66.818	65.879		65.879	20	59.884	29	
Barry Lai	Honda	Civic DX	67.389	66.201	DNF		66.201	21	60.177	30	
FM	Class Average : 59.647										
Keith Greer	Red Devil	F440	61.679	62.845	59.647		59.647	2	53.921	11	

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
SS Class Average : 68.380										
Joyce Murray	Mazda	RX-7	69.864	1 69.082	68.380	69.747	68.380	39	56.755	27
AS Class Average : 71.146										
Collyer Young	Porsche	911 Carrera	66.158	66.442	65.439	64.964	64.964	17	55.284	17
Colin Sato	Honda	S2000	65.158	DNF	69.445	2 66.455	65.158	19	55.449	20
Egmar Klemmer	Porsche	968	DNF	73.358	72.377	71.265	71.265	57	60.647	63 N
Frank Ching	BMW	Z3	DNF	DNF	84.060	83.198	83.198	80	70.801	80
BS Class Average : 150.398										
Jason Dovgan	Mazda	Miata	72.043	68.947	68.055	69.486	68.055	37	55.193	15
Panos Prevedovros	Mazda	Miata	72.414	71.251	70.773	70.252	70.252	48	56.974	29
Edward Kemper III	BMW	325is	DNF	72.116	71.382	71.831	71.382	58	57.891	34
Ray R. Smith	BMW	328i	73.950	71.807	75.322	72.229	71.807	60	58.235	38
George Atkins	BMW	Z3	75.949	74.401	72.210	72.913	72.210	61	58.562	41 N
John Newton	Mazda	Miata	DNF	DNF	DNF	72.814	72.814	62	59.052	48 N
Yi-Wen Ting	BMW	323i	80.686	77.787	1 77.632	73.223	73.223	64	59.384	51
Scott Presson	Mazda	Miata	DNF	74.216	76.608	1 DNF	74.216	66	60.189	59
Ronald Ma	Honda	Accord	80.665	76.401	74.395	DNF	74.395	67	60.334	60 N
Alvin Chan	BMW	Z3	81.198	77.256	75.238	78.255	1 75.238	69	61.018	67 N
Kevin Chan	BMW	325i	85.402	87.079	3 87.913	2 82.190	1 82.190	78	66.656	79 N
Kenrick Leong	BMW	323i	DNW	DNW	DNW	DNW	999.000	81	810.189	83
DS Class Average : 69.226										
David Petruska	Alfa Romeo	GTV	72.042	69.647	70.522	69.226	69.226	43	55.381	18
ES Class Average : 76.074										
Eddy Searfoss	Isuzu	Stylus	78.210	DNF	75.574	75.127	75.127	68	59.050	47 N
Keith Binning	Infiniti	G20	DNF	80.430	78.768	77.021	77.021	72	60.539	61
FS Class Average : 375.612										
John Pinero	Chevy	Camaro	65.532	65.315	64.421	63.298	63.298	5	51.081	2
James Rumler	Chevy	Camaro	DNF	67.839	1 64.539	DNF	64.539	13	52.083	3
Robert Barrand	Chevy	Camaro	DNW	DNW	DNW	DNW	999.000	81	806.193	82
GS Class Average : 73.634										
Shane Nishimoto	Acura	Integra GS	73.810	71.602	71.239	70.785	70.785	51	55.779	22
Franceen Sato	Acura	Integra GSI	76.017	74.589	73.720	72.815	72.815	63	57.378	31
Elliot Loo	Volvo	740 Turbo	79.347	77.729	77.790	77.303	77.303	74	60.915	65
ASP Class Average : 63.651										
Richard Shimabukuro	Mazda	RX-7	65.947	64.271	64.051	63.506	63.506	9	54.107	10
Kevin Ham	Porsche	Carrera	63.796	64.550	64.474	1 DNF	63.796	10	54.354	12
BSP Class Average : 63.542										
Curtis Lee	Datsun	240Z	60.717	60.591	59.881	60.106	59.881	2	50.659	1
Garrett Chew	Datsun	240Z	DNF	DNF	62.063	63.506	62.063	3	52.505	4
Jennifer Lee	Datsun	240Z	66.533	64.250	63.492	64.024	63.492	8	53.714	7
Amy Lee	Datsun	240Z	65.947	65.702	66.162	67.867	65.702	22	55.584	21
Mark Murray	Datsun	240Z	67.620	67.054	66.572	68.269	1 66.572	26	56.320	25
CSP Class Average : 129.958										
Ken Van Orman	BMW	M3	64.523	64.259	65.737	1 63.222	63.222	4	53.359	5
Dean Kawasaki	Toyota	Corolla	65.937	64.764	67.349	2 63.459	63.459	7	53.559	6
Clifford Goto	Dodge	Neon R/T	66.064	1 64.248	66.284	1 64.716	64.248	11	54.225	11
Earl Huang	Subaru	Impreza	68.308	1 65.478	67.014	1 64.931	64.931	16	54.802	13
Gavin Lee	Acura	Integra	66.589	66.135	70.488	1 65.639	65.639	21	55.399	19
Keith Nakasato	Honda	Civic	66.625	68.509	67.008	66.295	66.295	24	55.953	23

Name	Make	Model	Run1	C	Run2	C	Run3	C	Run4	C	Best	OA	PAXTime	PAX
CSP Class Average : 129.958														
Eugene Van Orman	Volkswage	Jetta GLX	70.877	1	66.875		67.637		69.552		66.875	29	56.443	26
Francis Lining	Subaru	Impreza	69.431		67.893		69.332	1	67.371		67.371	34	56.861	28
Russell Yamaguchi	Subaru	Impreza	71.849	1	69.568		68.768		67.770		67.770	36	57.198	30
Kalani Kitamura	Subaru	Impreza	70.122		69.265		72.138	2	68.482		68.482	40	57.799	33
William Cook	Subaru	Impreza	83.010	1	69.971		68.640		70.503		68.640	41	57.932	35
Arian Yee	Subaru	Impreza	71.402	1	70.197		69.735	1	69.035		69.035	42	58.266	39
Vernon Pires	Subaru	Impreza	74.876	2	70.405		69.480		69.427		69.427	44	58.596	42
Stacy Balbirona	Nissan	240SX	88.537	2	71.598		72.598	1	69.512		69.512	45	58.668	43
Richard Crabbe	BMW	325is	69.541		DNF		DNF		DNF		69.541	46	58.693	45
Tim Wolf	Subaru	Impreza	70.353		70.665		70.226		70.275		70.226	47	59.271	49
Pierre Felipe	Nissan	Sentra	73.371		73.654		72.763		70.284		70.284	49	59.320	50
Walton Ching	Subaru	Impreza RS	72.735		DNF		72.395		70.529		70.529	50	59.526	52
James Chen	Honda	Civic Si	73.756		73.614	1	71.955		70.794		70.794	52	59.750	53
Stan Takara	Subaru	Impreza	72.294		DNF		70.890		74.121	1	70.890	54	59.831	55
Joseph Battista	Subaru	Impreza	DNF		72.356		72.616		70.929		70.929	55	59.864	56
Melanie Boudar	Mazda	Miata	74.428		72.578		71.103		70.978		70.978	56	59.905	58
Cal Sato	Honda	Civic	DNF		81.167		74.500		71.756		71.756	59	60.562	62
Marcus Suzuki	VW	Jetta GLI	78.140	1	75.683		76.858	1	74.176		74.176	65	62.605	72
Royce Fujimoto	Toyota	Corolla	DNF		DNF		DNF		75.740		75.740	70	63.925	73 N
Sang Leong	Toyota	MR2	DNF		77.216		75.996		75.997		75.996	71	64.141	74
Jessie Raguine	Toyota	Corolla GT:	DNF		77.866		77.120		94.327	3	77.120	73	65.089	75
Lawton Lam	Volkswage	GTI	87.325		79.613		78.732		78.368		78.368	75	66.143	77 N
Ikaika Olaguera	Honda	Civic VX	88.540	2	86.156		DNF		78.466	2	78.466	76	66.225	78 N
Herman Hui	Honda	Civic	DNF		DNF		DNF		DNF		999.000	81	843.156	84 N
Richard Chun	Acura	Integra GSI	DNW		DNW		DNW		DNW		999.000	81	843.156	84
DSP Class Average : 71.546														
Brian Kashiwamura	Suzuki	Swift	68.321		66.944		66.972		66.918		66.918	30	54.873	14
Forrest Wang	Nissan	240SX	72.310	1	68.816		68.333		77.909	3	68.333	38	56.033	24 N
Craig Shinsato	Toyota	Pickup	DNF		DNF		79.386		79.564		79.386	77	65.097	76 N
ESP Class Average : 66.346														
Ryan Seto	Chevrolet	Camaro	67.473		65.753		66.321		65.459		65.459	20	53.807	8
Leon Seto	Chevrolet	Camaro	67.847		67.234		68.897	1	71.830	2	67.234	32	55.266	16
AP Class Average : 67.376														
Ross Perrins	Datsun	240Z	70.561		67.376		67.556		67.606		67.376	35	58.684	44
BP Class Average : 67.256														
Ken Matsumoto	Nissan	300ZX TT	69.653		68.267		67.897		67.256		67.256	33	58.782	46
CP Class Average : 67.770														
Halford Tome	Ford	Mustang	70.165		71.016	1	69.403		67.770		67.770	36	58.079	36
EP Class Average : 68.823														
Stephen Oliberos	Datsun	510	67.651		76.521	1	67.380		66.760		66.760	27	58.215	37
Brett Pruitt	VW	GTI	73.207		72.539		73.474		70.885		70.885	53	61.812	70
BM Class Average : 64.683														
Ron Mishima	Porsche	Carrera	65.520		DNF		68.687	2	64.298		64.298	12	61.405	68
Lindsey Akamu	Porsche	Carrera	66.766		64.604		DNF		DNF		64.604	14	61.697	69
Edward S. Higa	Porsche	911	DNF		66.653		65.818		65.148		65.148	18	62.216	71
DM Class Average : 71.212														
Charles Lindemann	Volkswage	GTI	65.530		65.051		64.769		69.078	2	64.769	15	58.292	40
William Lindemann	Volkswage	GTI	70.010		69.980	1	66.942		66.531		66.531	25	59.878	57
Jack Evans	Volkswage	Karman Gh	85.810		82.335		DNF		82.381		82.335	79	74.102	81

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX	
EM Class Average : 65.760											
Wesley Aihara	Honda	CRX	67.137	66.940	1 63.345	65.138	1	63.345	6	57.581	32
Harvey Okamura	Datsun	240Z	66.779	68.505	68.081	1 65.776	65.776	23	59.790	54	
Cory Tomoyasu	Honda	CRX	68.334	67.984	66.869	67.748	66.869	28	60.784	64	
Barry Lai	Honda	Civic DX	DNF	DNF	71.796	2 67.052	67.052	31	60.950	66	
FM Class Average : 59.741											
Keith Greer	Red Devil	F440	DNF	59.741	DNS	DNS	59.741	1	54.006	9	
FTD: 59.741			Overall Average : 113.158			Standard Deviation : 196.916					
2nd Run – No points or standings											
Yi-Wen Ting	BMW	Z3	71.540	70.599	DNF	72.140					
DNF = Did Not Finish			DNS = Did Not Start			DNW = Did Not Work					

Coming Home

(Continued from page 1)



Wes Aihara...before!

intended) Solo 1 racer. To say the least he won first place turning a very creditable 1:03.326 as his single best lap.

Practice for the races had its usual spins with Lee Guertler in his 240Z leading the way with most, followed by Ed Kemper in his Mustang. More serious, however, was a spin by Wes Aihara, whose CRX had just been approved for wheel to wheel racing. He spun at the end of the long straight before turn one when he put on the brakes at his usual braking point. Suddenly the car took a quick and uncontrollable right turn in the bushes for two loops. Wes was uninjured, but his car was not. The driver's side fender was dented and the front and rear bumper covers were ripped off. Unbothered by this little episode Wes simply jumped into an available Spec race for the race..

Qualifying for the closed wheel race resulted two distinct groups-the 2 guys up front and the rest. Scott Schulte, in his Porsche had the best qualifying time of 57.4 followed by Lee Guertler. The rest of the pack were Spec racers and some sedans driven by Tom Bryant (Spec), Keith Williams (Spec), Wes Aihara (was CRX, now Spec), Chris Messer (RX-7), and Ed Kemper (Mustang).

The start of the closed wheel race was typical -Schulte and Guertler hurtling into the lead and the bigger engined cars of Messer and



Formula Ford driven by Stephen Hirasuna

Kemper trying to power by the smaller engined Spec racers before the Specs could use their superior brakes and cornering. Since Messer was trapped on the inside of the track, Kemper pulled out around the Spec racers to make it 3 wide down the straight into turn one. Guertler briefly got by Schulte but lost his lead quickly. They ended up 1st and 2nd. Even more briefly Kemper got by the Specs and Messer but they got by him in quick succession. Messer then began to pick through the Spec racers one by one to end up in third place. Williams and Bryant duked it out for a while but Bryant finally prevailed taking 4th place.

With three new drivers racing Formula Fords no one know what to expect. In qualifying Stephen Hirasuna lead the pack with a 59.038, but David Goto was second with a 4 hundredths of a second disadvantage. The Brown Brothers as they are called (actually father and son) were next with son ahead in the qualifying session.

When the flag dropped, Hirasuna and Goto took off. By the second



Chris Messer took third in his RX-7

lap,Goto tucked under Hirasuna at turn one. But while trying to catch up, Hirasuna all but stopped on the track. His accelerator cable had disconnected. Although he was able to repair it and return the track he ended up 7 laps down from the leader. The Brown Brothers finished 2nd and 3rd. But during the race, second place finisher Keoki Brown turned the fastest lap of this race. So look out for some future competition from Maui. In all a fun and safe day was had by all.

Solo II Heat Schedule for April 9, 2000

8:00 Track Set-up
 9:30 Race / Work Registration, Tech Inspection, Track Walk
 10:15 Track closed, Heat 1 Drivers and Workers Meeting
 10:30 Start Heat 1

Heat 1: C Street Prepared

Heat 2 Drivers and Workers Meeting

Heat 2: A Prepared, BP, CP, DP, EP and all Modified

Lunch Break, Awards Presentation, Track Walk

Heat 3 Drivers and Workers Meeting

Heat 3: Super Stock, AS, BS, CS, DS, ES, FS and GS

Heat 4 Drivers and Workers Meeting

Heat 4: A Street Prepared, BSP, DSP, and ESP

Fun Runs: \$1.00 per run, Passengers welcome with a Helmet.

Clean-up, Put away cones



2000 Schedule

January 9
 February 13
 March 12
April 9
 May 21
 June 11
 July 9
 August 13
 September 10
 October 8
 November 12
 December 10

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2000 Racing Schedule

February 27th
 -Solo 1/ Regional
May 6th
 - Drivers School
 May 7th
 -Solo 1/ Regional
 June 25th
 -Solo 1/ Regional
 August 26 & 27
 -Solo 1/ Regional
 (Hydrofest)
 September 24th
 -Drivers School
 October 29th
 -Solo 1/ Regional

SCCA Hawaii General Membership Meeting April 12th

This month's meeting will be at **Pflueger Acura (1450 S. Beretania St.)**. We will be in the conference room behind the showroom. If you enter from Beretania St. use the driveway after the showroom. Parking is available towards the end of the lot. This meeting will start at 7:00, if you have any questions regarding the meeting agenda, please call Linsey Akamu at 595-3595. For directions call Colin Sato at 255-1255.

Huila welcomes all responsible comments, suggestions, editorials, and advertising. We have a deadline for publishing so please contact the editor for details. We reserve the right to edit all submissions as needed. All submissions should be e-mailed or on disk, we're not re-typing anything! Anything else must be camera ready.

This newsletter is non-profit, if you want to advertise here it's not expensive, just help us with the production costs!



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The all new 2001 Acura 3.2 CL Type-S is the modern interpretation of the classic European GT machines. Standard with a powerful 260 horsepower VTEC V-6, a sport tuned suspension and a luxurious leather trimmed interior, the CL will re-define the touring coupe. Please call me, Colin Sato at 255-1255 for more information or a brochure on this beautiful new automobile.