



# Huila

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## Solo II Talk by Jennifer Lee

photos by Lisa Arakawa

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### Editors Note:

It's been mentioned several times in this newsletter as well as our last one, but I'm going to mention it again. Jennifer Lee will be going to the mainland for college, this means we'll be looking for a new registrar to check in our drivers. If you can help out, please see Lindsey.

This also means I'll be losing one of my best contributors to this newsletter because Jennifer also writes the Solo II Talk article. If you can string a few sentences together and would be interested in helping out, please contact Lindsey or myself.

- CS



*Craig Ginoza's Honda Civic competes in a VERY competitive E Modified class.*

After a two and a half week "vacation" in Europe and a wedding in Hilo four days later, I thought I'd be too exhausted to enjoy myself at the autocross. Boy, was I wrong. Of all my years at the track, never once has it been boring or dull. It is probably the only thing I'm never tired of doing throughout the 17 years of my life. July's event gives plenty of reasons why...



*"Fig" Newton with his new racy paint scheme. John, do you really drive around town like that?!*

If registration can get pretty hectic with 3 workers, can you imagine how bad it could get with just one person?!?! I didn't have to imagine, I experienced it. With my mom house-ridden due to a sickness and my 2 main helpers absent, I was running around like a chicken without its head. Thankfully the people at the track are very kind and offered to help when they saw a line of cars



*Novice Nick Nakashima had a fun time coming to grips with his Nissan's handling!*

winding around the gate. Soon to follow that mad house was a fun little masquerade with the timing system.

Before I go into that story, let me paint a picture of what the track was like. The summer sun kept the raindrops away leaving behind the chalk lines from June's event. Using these lines our clever track designers made a "backwards" track. Most of the beginning and middle part of the track is almost identical to June's track, but in reverse. This meant that the course had a lot of straights

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## Spills and Spins: The June Regional

By Ed Kemper

The June 25<sup>th</sup> regional race at Hawaii Raceway Park had two hallmarks-spills of oil and related spins. The number of drivers were somewhat depleted with mechanical maladies and related repairs. Scott Schulte was rebuilding his Porsche 911 engine, and Ed Kemper was trying to determine what was wrong with his Mustang's transmission. But unfortunately some drivers the Region had not seen for sometime were back.

Jim Kellar finally was able to extricate himself from his contracting business long enough to drive his GT-3 Rabbit in the wheel to wheel event. Farih Hershend was hoping to drive his Ferrari in the wheel to wheel race but tire problems prevented that. Undeterred he picked a car from his fleet--- a Renault R5T turbo for Solo 1. M. G. Lewis, Hawaii region's former Chief Steward, sold his Ford Fiesta to Art Sosen just before the June race. Since it was not quite ready to race, Art borrowed Stephen Hirsuna's Formula Ford to run in Solo 1.

### DOUBLE DUTY

After practice and qualifying there was one driver who had a chance for a daily double. David Goto quali-

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## Solo II Talk

(Continued from page 1)

connected by some notorious turns. Here's where the timing story comes into play. At the time I was sitting in my car waiting to take my second run. All of a sudden I hear the announcer, Jason Dovgan, saying something about timing system. It turns out that one of the drivers slammed into the timing light and got it stuck under the car. The first thing that came to my mind was, "Uh oh, bust out the stop watches!" Fortunately, we were able to fix the light and put all its wires back together properly. A big mahalo to Curtis Lee for saving the day with his engineering skills.



*William Peralta in action! You can see the tail get loose and take out a cone right before the light!*

With 82 drivers it's no wonder that we sold out on sodas and water. Next month we will be providing more water since there seems to be more of a demand for it. Remember that all the proceeds from this fundraiser go straight to the club. The SCCA has already purchased a new generator, tent, and chalk liner this year. Maybe one day we'll buy some toilet paper for the bathrooms too! ☺

Part of the reason why there were so many participants was due to the number of novices. We had 13 take on the track in July. **Andrew Allwood, Dallas Butler, Jeremy Dowling, Mary Dubiel, Ronie Galarce, Gabe Hanohano, Neil Harding, Jeff Lee, Chris Kam, Braden Lee, Jon Matsushige, Nick Nakashima, and Tor Sunnanonta** gave autocrossing a go and hopefully found it to be as fun and challenging as I do! There were many good competi-



*Barry Lai switched his FWD Civic for a RWD Nissan 240SX and finished 1st in E Stock.*



*Gabe Hanohano in his brand new (still with temporary plates) Ford Focus at his first Autocross.*

tions and drivers setting excellent examples for our newcomers to learn from. One of them was Kevin Ham in his ASP Porsche Carrera. He managed to drop 2 seconds off his third run to give him a 71.270 putting him 3<sup>rd</sup> overall and 6<sup>th</sup> PAX. As usual there was some fast driving in EM between Wes Aihara and Ron Mishima. In the end Wes sneaked by Ron by 0.1 seconds with a time of 73.657.

It seems only logical with 10 Subaru Imprezas that they have their own cheering squad. Of course they are unbiased about who wins, but there is always some good humor and jest among the crowd! Soon we will need a Nissan 240SX cheering section since 5 showed up in July. Stephen Oliberos on the other hand can't have a cheering squad since you wouldn't be able to hear them over his engine! Nevertheless he pulled off fastest time of the day in his Datsun 510 with a time of 69.986. He was the only driver to make it into the 60's.



*Novice Jon Matsushige ran his Chevy well, placing mid-pack among the F Stock Camaros.*

A modified car usually takes FTD but any driver in any class can take PAX. **Gavin Lee** in his STR Acura Integra proved this point by taking PAX over BSP's Curtis Lee by just 0.03 seconds. Since the PAX time has been in effect at our autocross Curtis Lee has held its title, until now. Congratulations to Gavin and his victory!

As the years pass, our club gains more and more publicity.

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## Spills and Spins continued

*(Continued from page 1)*

fied first in the closed wheel race in a Mazda RX-7 and second in the open wheel race in a Formula Ford. As things turned out, mechanical gremlins ended Goto's chances in the Mazda. Lined up beside David was Lee Guilter in his fixed 240z (after breaking a u joint in the last race), Wes Aihara (CRX) and Jim Kellar in the VW.

After the flag was thrown, Lee pulled ahead of Goto quickly and within 4 laps Goto's RX-7 was sounding and feeling sickly and he had to pull off. However, Guilter simply did not simply pull away from Wes. In a word we had a real race between these two. To complicate matters for everyone, Guilter's Datsun began to spew oil from its exhaust pipe on the long straight. Not enough for a black flag but enough, as it turned out, to cause problems in turn one at the end of the straight. Wes would get up behind Lee in the corners but spun a couple of times and thus could not quite get into a position to pass. Guilter ended the race in first with Wes behind by 8/10s of a second behind, with Jim in his VW rounding out the racers left running.

### OIL AND ASPHALT DON'T MIX

The Formula race turned out to be in a way to be a repeat --- spins and slides at turn one. In this all Formula Ford race Steve Timpson and Goto had qualified in the 58 second range and Tom Burke, Tom Ito and Stephen Hirasura all were timed in with a 59 second lap.

Either because of driver excitement or oil at turn one, the racers

were spinning like a top. Within a short time Ito, Goto, and Burke spun, with Burke breaking his rear suspension in the process. Meanwhile Timpson and Goto were going at each other with some passing by Goto or attempting to do so. But Mr. Oil struck at turn one at Goto a couple of times and he could not stay close to Timpson because of spins. Meanwhile, Ito had front suspension damage as a result of a spin, which put him out of contention. Hirsuna, however, motored on for a third place finish.

### SOLO IS BETTER

Solo I featured 5 drivers including semi newcomer Tom Echemach from Maui in a Royal S-2000. Tom first appeared in the May event as a novice. His transmission gave out (no oil), but with some help of the other drivers he reappeared for a full Solo run.

Turning the fastest time was our traditional winner Ron Mishima (911) with a 1:01:35.5. Next also in Porsche was our fearless leader Lindsay Akamu with a single fastest lap of 1:03:50.6. Grouped closely behind these two was Echemach (1:04.177) and Herschand (1:04.877). The latter was fighting with turbo charger problem in his Renault. Rounding out these racers was Art Sosen who was reacquainting himself with racing. Now that SCCA events are televised (Channel 52 every Tuesday at 7:30 p.m.), bigger turnouts are expected for the October event. Hopefully, some autocrossers will decide to jump up to the next step.

## Notes from the Regional Executive

By Lindsey Akamu

Since implementing the strict run/work rules at the autocross, there seems to be some confusion about the responsibilities of each of the work assignments. First off, you have the choice of working in any heat other than the one you're running in. These positions get filled on a first come first served basis. If you don't want to work at the end of the day be sure to come early and register. The gatekeeper is in charge of having every person sign the waiver as they enter. If they are only coming to watch, be sure to collect the spectator fee of \$3.00. If they are planning to run, have them register at the trailer. Once racing starts registration is handled during the lunch break.

The **corner workers** are responsible for maintaining the track. There are at least three spotters on each corner. One person should be responsible for the **flag**, another with the **radio** and the third with the **fire extinguisher**. If a cone is displaced, the corner worker is to identify their corner, the car that hit the cone, and the number of cones. Safety is most important, corner workers should keep their eyes on the cars in their area at all times. Every cone is outlined and should sit squarely in the box. Penalties are levied if they knock over the cone or if the cone is completely out of the box. If it is still standing in the box, there is no penalty; but does require the worker to realign the cone.

If you sign up to work at the trailer, it could be for the announcer, timing or communications. **The announcer** will provide run times for each finishing car. The announcer is responsible for regulating the start of each car and making sure that the track is set up. **The timer** will announce the finishing time to the announcer and add any penalties to the time. There should be a recorder to write down each time as well. **The communicator** is responsible for receiving or sending information from each turn and relaying it to the announcer. It is very important to acknowledge the corners as they call in cone penalties. If you don't reply the corner has no way of knowing that the call was received.

**The starter** is responsible for waving the cars off at the discretion of the announcer. That person should check if the driver has a helmet on and seatbelts fastened. There are other positions that will qualify for your work assignment. **Track set up, cone marking** and **tech inspection** are some. We are looking for a new **registrar**. This is a position that would be permanent because of the procedures involved. If you are interested let me know.

|            | Name                    | Make    | Model       | Run1    | C | Run2    | C | Run3   | C | Run4   | C | Best    | OA | PAXTime | PAX  |
|------------|-------------------------|---------|-------------|---------|---|---------|---|--------|---|--------|---|---------|----|---------|------|
| <b>SS</b>  | Class Average : 79.455  |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Joyce Murray            | Mazda   | RX-7        | 81.987  |   | 81.541  |   | 79.791 |   | 79.455 |   | 79.455  | 38 | 65.948  | 37   |
| <b>AS</b>  | Class Average : 84.330  |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Colin Sato              | Honda   | S2000       | 76.224  |   | 76.657  |   | 76.980 |   | 76.025 |   | 76.025  | 18 | 61.960  | 17   |
|            | Jayson Guzman           | BMW     | M3          | 83.443  |   | 84.231  |   | 83.106 |   | 82.536 |   | 82.536  | 46 | 67.267  | 44   |
|            | Joyce Hsieh             | BMW     | M3          | 83.555  |   | 83.548  |   | 83.300 |   | 94.814 |   | 83.300  | 49 | 67.890  | 48   |
|            | Franceen Sato           | Honda   | S2000       | 86.511  |   | DNF     |   | 84.282 |   | 83.492 |   | 83.492  | 51 | 68.046  | 49   |
|            | David Chin              | Audi    | TT          | DNF     |   | 127.525 | 1 | DNF    |   | 96.295 | 1 | 96.295  | 75 | 78.480  | 76   |
| <b>BS</b>  | Class Average : 84.063  |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Darrell Wong            | Porsche | 914         | 80.011  |   | 78.484  |   | 80.325 |   | 77.193 |   | 77.193  | 26 | 62.681  | 21   |
|            | Panos Prevedouros       | Mazda   | Miata       | 83.871  |   | DNF     |   | 78.420 |   | 77.566 |   | 77.566  | 27 | 62.984  | 22   |
|            | George Atkins           | BMW     | Z3          | 83.873  |   | 80.263  |   | 82.107 |   | 78.385 |   | 78.385  | 32 | 63.649  | 25   |
|            | John Newton             | Mazda   | Miata       | 84.356  |   | 81.954  |   | 80.945 |   | 80.152 |   | 80.152  | 39 | 65.083  | 33   |
|            | Mary Dubiel             | Mazda   | Miata       | 104.116 |   | 94.512  |   | 94.827 |   | 93.103 |   | 93.103  | 74 | 75.600  | 70 N |
|            | Dallas Butler           | Mazda   | Miata       | 109.250 |   | 97.978  |   | DNF    |   | DNF    |   | 97.978  | 77 | 79.558  | 78 N |
| <b>CS</b>  | Class Average : 81.383  |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Jason Dovgan            | Mazda   | Miata       | 85.109  | 3 | 77.003  |   | 77.681 |   | 77.870 |   | 77.003  | 25 | 61.910  | 16   |
|            | Shea Mica Fuentes       | Mazda   | Miata       | 88.335  |   | DNF     |   | 85.764 | 1 | 90.980 | 2 | 85.764  | 57 | 68.954  | 53   |
| <b>ES</b>  | Class Average : 270.706 |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Barry Lai               | Nissan  | 240SX       | 92.244  |   | 86.114  |   | 85.087 |   | 86.072 |   | 85.087  | 53 | 66.878  | 40   |
|            | Andrew Allwood          | Nissan  | 240SX       | 94.028  |   | 132.938 | 4 | 91.163 | 2 | 88.734 | 2 | 88.734  | 62 | 69.745  | 56 N |
|            | Ryan Unten              | Nissan  | 240SX       | 101.255 | 1 | DNF     | 1 | 91.090 |   | 89.223 |   | 89.223  | 65 | 70.129  | 60   |
|            | Braden Lee              | Nissan  | 240SX       | DNF     |   | DNF     |   | DNF    |   | 91.484 |   | 91.484  | 70 | 71.906  | 62 N |
|            | Ronie Galarce           | Nissan  | Sentra SE   | DNF     |   | DNF     |   | DNF    |   | DNF    |   | 999.000 | 79 | 785.214 | 80 N |
| <b>FS</b>  | Class Average : 312.918 |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Richard Takaba          | Chevy   | Camaro      | 85.953  |   | 81.521  |   | 81.864 |   | 86.198 |   | 81.521  | 43 | 65.787  | 36   |
|            | Larson Kiyabu           | Chevy   | Camaro      | DNF     |   | 105.565 |   | 85.532 |   | 85.889 |   | 85.532  | 55 | 69.024  | 54   |
|            | Jon Matsushige          | Chevy   | Camaro      | 87.887  |   | 85.683  |   | 85.618 |   | 85.761 |   | 85.618  | 56 | 69.094  | 55 N |
|            | Robert Barrand          | Chevy   | Camaro      | DNW     |   | DNW     |   | DNW    |   | DNW    |   | 999.000 | 79 | 806.193 | 81   |
| <b>GS</b>  | Class Average : 80.953  |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Reid Morimoto           | Acura   | Integra Typ | 82.284  | 1 | 81.357  | 1 | 81.011 | 2 | 76.757 |   | 76.757  | 21 | 60.561  | 5    |
|            | Ryen Watanabe           | Subaru  | Impreza     | 84.208  |   | 85.512  |   | 81.855 |   | 82.081 |   | 81.855  | 44 | 64.584  | 30   |
|            | Edward Kemper III       | BMW     | 325is       | 86.191  |   | 83.763  |   | 83.506 |   | 82.488 |   | 82.488  | 45 | 65.083  | 32   |
|            | Ray R. Smith            | BMW     | 328i        | 85.769  |   | 86.532  |   | 82.711 |   | 87.336 |   | 82.711  | 48 | 65.259  | 34   |
| <b>HS</b>  | Class Average : 89.702  |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Jeff Lee                | Nissan  | Sentra      | 93.191  | 1 | DNF     |   | 88.250 |   | 96.163 |   | 88.250  | 61 | 68.923  | 52 N |
|            | Gabe Hanohano           | Ford    | Focus       | 98.704  |   | 96.477  | 1 | 91.154 |   | 91.591 | 2 | 91.154  | 69 | 71.191  | 61 N |
| <b>ASP</b> | Class Average : 72.048  |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Kevin Ham               | Porsche | Carrera     | 73.194  |   | 75.491  | 1 | 73.439 |   | 71.270 |   | 71.270  | 3  | 60.722  | 6    |
|            | Richard Shimabukuro     | Mazda   | RX-7        | 74.426  |   | 72.826  |   | 73.741 |   | 80.863 |   | 72.826  | 4  | 62.048  | 18   |
| <b>BSP</b> | Class Average : 74.233  |         |             |         |   |         |   |        |   |        |   |         |    |         |      |
|            | Curtis Lee              | Datsun  | 240Z        | 73.065  | 1 | 71.135  |   | 71.226 |   | 70.616 |   | 70.616  | 2  | 59.812  | 2    |
|            | Garrett Chew            | Datsun  | 240Z        | 73.989  |   | 73.165  |   | 73.427 |   | 72.939 |   | 72.939  | 6  | 61.779  | 15   |
|            | Jennifer Lee            | Datsun  | 240Z        | 77.428  |   | 75.456  |   | 79.605 | 2 | 75.836 |   | 75.456  | 16 | 63.911  | 27   |
|            | Mark Murray             | Datsun  | 240Z        | 77.920  |   | DNF     |   | DNF    |   | DNS    |   | 77.920  | 29 | 65.998  | 38   |

| Name                               | Make      | Model       | Run1    | C | Run2   | C | Run3    | C | Run4   | C | Best    | OA | PAX     | Time | PAX |
|------------------------------------|-----------|-------------|---------|---|--------|---|---------|---|--------|---|---------|----|---------|------|-----|
| <b>CSP</b> Class Average : 81.914  |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| Ken Van Orman                      | BMW       | M3          | 75.481  |   | 73.593 |   | 73.191  |   | 73.175 |   | 73.175  | 7  | 61.760  | 14   |     |
| Dean Kawasaki                      | Toyota    | Corolla     | DNF     |   | 74.326 |   | 74.378  |   | 73.805 |   | 73.805  | 10 | 62.291  | 20   |     |
| Shawn Chun                         | Mazda     | Miata       | 92.468  |   | 89.882 |   | 88.960  |   | 89.430 |   | 88.960  | 63 | 75.082  | 69   |     |
| Andrew Park                        | Honda     | CRX         | 96.075  |   | 94.929 |   | 96.368  | 2 | 91.716 |   | 91.716  | 71 | 77.408  | 75   |     |
| <b>DSP</b> Class Average : 81.955  |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| Clifford Goto                      | Dodge     | Neon R/T    | 76.412  |   | 75.849 |   | 81.642  |   | 77.111 |   | 75.849  | 17 | 62.120  | 19   |     |
| Eugene Van Orman                   | Volkswage | Jetta GLX   | 80.256  |   | 81.602 | 1 | 79.828  |   | 78.325 |   | 78.325  | 31 | 64.148  | 28   |     |
| Richard Crabbe                     | Nissan    | 240SX       | 81.957  |   | 81.996 |   | 91.147  | 2 | 80.682 |   | 80.682  | 40 | 66.079  | 39   |     |
| Ronald Ma                          | Honda     | Accord      | 88.120  | 2 | 82.592 |   | 83.606  |   | 82.766 |   | 82.592  | 47 | 67.643  | 47   |     |
| Nick Nakashima                     | Nissan    | 240SX       | DNF     |   | DNF    |   | 104.483 | 4 | 92.328 | 2 | 92.328  | 73 | 75.617  | 71   | N   |
| <b>ESP</b> Class Average : 312.969 |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| John Pinero                        | Chevy     | Camaro      | 77.494  | 1 | 75.227 |   | 74.048  |   | 72.866 |   | 72.866  | 5  | 59.896  | 3    |     |
| J.P. Gayan                         | Honda     | Civic       | 95.369  |   | 89.486 |   | 89.108  |   | 89.405 |   | 89.108  | 64 | 73.247  | 64   |     |
| Chris Kam                          | Chevy     | Camaro      | 96.177  |   | 96.380 | 1 | 90.900  |   | 00.928 | 2 | 90.900  | 68 | 74.720  | 67   | N   |
| Greg Takahashi                     | Chevy     | Monte Carlo | DNW     |   | DNW    |   | DNW     |   | DNW    |   | 999.000 | 79 | 821.178 | 82   |     |
| <b>FSP</b> Class Average : 88.150  |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| Keith Binning                      | Toyota    | Corolla     | 75.377  |   | 94.541 |   | 94.369  |   | 80.452 |   | 75.377  | 15 | 61.583  | 11   |     |
| Brian Kashiwamura                  | Suzuki    | Swift       | DNF     |   | 80.348 |   | 79.435  |   | 79.567 |   | 79.435  | 37 | 64.898  | 31   |     |
| Elliot Loo                         | Volvo     | 740 Turbo   | 87.996  |   | 87.382 |   | 85.368  |   | 88.267 |   | 85.368  | 54 | 69.746  | 57   |     |
| Tor Sunnanonta                     | Toyota    | Corolla     | DNF     |   | 85.797 |   | 122.334 | 3 | 09.049 | 3 | 85.797  | 58 | 70.096  | 59   | N   |
| Scott Pires                        | Isuzu     | P/U         | DNF     |   | 88.094 |   | 88.590  |   | 89.977 | 1 | 88.094  | 60 | 71.973  | 63   |     |
| Martin Barrozo                     | Toyota    | Pickup      | 94.732  | 1 | 89.930 |   | 93.987  |   | 92.978 |   | 89.930  | 66 | 73.473  | 66   |     |
| William Peralta                    | Toyota    | Corolla     | 100.790 | 1 | 91.883 | 1 | 103.849 | 1 | 98.858 |   | 91.883  | 72 | 75.068  | 68   |     |
| Royce Fujimoto                     | Toyota    | Corolla     | 120.267 |   | DNF    |   | DNF     |   | 09.320 |   | 109.320 | 78 | 89.314  | 79   |     |
| <b>BP</b> Class Average : 80.448   |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| Shane Oliberos                     | Nissan    | 300ZX TT    | 81.928  | 1 | 78.038 |   | 77.883  |   | 76.889 |   | 76.889  | 24 | 67.201  | 43   |     |
| Ron Reeve                          | Nissan    | 300ZX TT    | 84.326  |   | 84.008 |   | 89.373  |   | 84.816 |   | 84.008  | 52 | 73.423  | 65   |     |
| <b>CP</b> Class Average : 76.610   |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| Halford Tome                       | Ford      | Mustang     | 78.531  |   | 78.917 | 1 | 77.499  |   | 76.610 |   | 76.610  | 20 | 65.655  | 35   |     |
| <b>DP</b> Class Average : 90.672   |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| Neil Harding                       | Beck      | Spyder      | 107.001 |   | 97.964 |   | 96.860  |   | 90.672 |   | 90.672  | 67 | 77.343  | 74   | N   |
| <b>EP</b> Class Average : 69.986   |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| Stephen Oliberos                   | Datsun    | 510         | 72.461  | 1 | 70.413 |   | 74.163  | 2 | 69.986 |   | 69.986  | 1  | 61.098  | 8    |     |
| <b>FP</b> Class Average : 75.033   |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| John Mayers                        | Porsche   | 911         | DNF     |   | DNF    |   | 83.658  |   | 75.033 |   | 75.033  | 13 | 67.530  | 46   |     |
| <b>DM</b> Class Average : 79.462   |           |             |         |   |        |   |         |   |        |   |         |    |         |      |     |
| Charles Lindemann                  | Volkswage | GTI         | 75.380  |   | 75.275 |   | 75.968  |   | 74.900 |   | 74.900  | 12 | 67.410  | 45   |     |
| William Lindemann                  | Volkswage | GTI         | 79.885  | 1 | 77.327 |   | 76.404  |   | 76.260 |   | 76.260  | 19 | 68.634  | 51   |     |
| Jack Evans                         | VW        | Karman Gh   | 98.920  |   | 90.364 | 1 | 88.639  |   | 87.227 |   | 87.227  | 59 | 78.504  | 77   |     |

| Name                              | Make    | Model      | Run1 C | Run2 C | Run3 C   | Run4 C   | Best     | OA | PAXTime | PAX  |
|-----------------------------------|---------|------------|--------|--------|----------|----------|----------|----|---------|------|
| <b>EM</b> Class Average : 76.550  |         |            |        |        |          |          |          |    |         |      |
| Wesley Aihara                     | Honda   | CRX        | 73.711 | DNF    | 73.657   | DNF      | 73.657   | 8  | 66.881  | 41   |
| Ron Mishima                       | Porsche | 911        | 75.456 | 74.398 | 74.838   | 73.727   | 73.727   | 9  | 66.944  | 42   |
| Harvey Okamura                    | Datsun  | 240Z       | DNF    | 75.048 | 76.694   | 1 77.541 | 1 75.048 | 14 | 68.144  | 50   |
| Lindsey Akamu                     | Porsche | Carrera    | 78.741 | 76.872 | 78.502   | 1 77.742 | 76.872   | 23 | 69.800  | 58   |
| Craig Ginoza                      | Honda   | Civic      | 85.294 | 84.273 | 83.444   | 84.176   | 83.444   | 50 | 75.767  | 72   |
| <b>STS</b> Class Average : 80.971 |         |            |        |        |          |          |          |    |         |      |
| Earl Huang                        | Subaru  | Impreza    | 78.003 | 79.870 | 77.613   | 76.785   | 76.785   | 22 | 60.123  | 4    |
| Francis Lining                    | Subaru  | Impreza    | DNF    | 81.205 | 1 77.904 | 77.602   | 77.602   | 28 | 60.762  | 7    |
| Kalani Kitamura                   | Subaru  | Impreza    | 78.798 | 78.092 | 79.358   | 78.675   | 78.092   | 30 | 61.146  | 9    |
| Vernon Pires                      | Subaru  | Impreza    | 78.607 | 79.944 | 79.843   | 79.990   | 78.607   | 33 | 61.549  | 10   |
| Tim Wolf                          | Subaru  | Impreza    | 80.457 | 79.326 | 78.777   | 79.004   | 78.777   | 34 | 61.682  | 12   |
| Arian Yee                         | Subaru  | Impreza    | DNF    | 79.618 | 78.778   | 78.788   | 78.778   | 35 | 61.683  | 13   |
| William Cook                      | Subaru  | Impreza    | 88.097 | 81.195 | 83.175   | 1 80.990 | 80.990   | 41 | 63.415  | 24   |
| Joseph Battista                   | Subaru  | Impreza    | 83.027 | 81.315 | 82.778   | 83.902   | 81.315   | 42 | 63.670  | 26   |
| Jeremy Dowling                    | Honda   | Civic      | DNF    | 98.057 | 97.794   | DNS      | 97.794   | 76 | 76.573  | 73 N |
| <b>STR</b> Class Average : 76.525 |         |            |        |        |          |          |          |    |         |      |
| Gavin Lee                         | Acura   | Integra    | 75.410 | 74.817 | 74.923   | 73.805   | 73.805   | 10 | 59.782  | 1    |
| Walton Ching                      | Subaru  | Impreza RS | 86.007 | 80.126 | 79.245   | 79.990   | 79.245   | 36 | 64.188  | 29   |
| <b>SM</b> Class Average : 74.793  |         |            |        |        |          |          |          |    |         |      |
| Robert Igarashi                   | VW      | Rabbit     | DNF    | 78.622 | 1 74.793 | 75.320   | 74.793   | 11 | 63.275  | 23   |

## Solo II Talk Cont.

It is obvious that we have become quite popular since our number of entrants has increased from about 50 to almost 100. Punish'em Motorsports helps us gain publicity by featuring our club in their TV show aired every Tuesday night on channel 52 at 8:30pm. They also feature Solo I and wheel-to-wheel events among all the other racing they



Royce Fujimoto in a clean Toyota Corolla. We now have five Corollas of this vintage competing.

show. Speaking of features, the next featured club of the month will be the Z Club of Hawaii. All members of this club will receive a discounted entry fee.

As most of you know, I'll be leaving for college in August

making next month the last time I'll race for a while. So I won't be able to write this article anymore and I've decided to make this one my last. Even though I'll probably race in the Stockton, CA region as time permits, I know it'll never be like our races. I hope everyone has enjoyed my little comments about the races and maybe even got a few laughs from it. Thank you to everyone out at the track, it's been my second home since I was born in 1982...literally. So, race hard and drive fast and volunteer to help make our SCCA Hawaii Chapter even better. Most importantly, don't forget to put the pedal to the metal!



Jennifer, Good luck with school, come back and race with when you have a chance! - CS



## Solo II Heat Schedule for August 13th, 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, STS, STR, SM**  
     Heat 2 Drivers and Workers Meeting  
     **Heat 2: A Street Prepared, BSP, DSP, ESP and FSP**  
 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 Prepared, BP, CP, DP, EP and all Modified**  
 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

## SCCA Hawaii Region Board of Directors, contacts & Telephone numbers:

|                                   |          |                         |
|-----------------------------------|----------|-------------------------|
| <b>Linsey Akamu (RE)</b>          | 595-3595 |                         |
| <b>Ed Hollman</b>                 | 488-1782 |                         |
| <b>Paul Schwartz</b>              | 396-3485 |                         |
| <b>Jessie Weinberger</b>          | 623-7515 |                         |
| <b>Ed Kemper</b>                  | 524-0330 | (edracers@aol.com)      |
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| <b>Gerald Luke (F&amp;C)</b> (wk) | 591-2791 | gcylbz@lava.net)        |
| (hm)                              | 737-0073 |                         |
| <b>Colin Sato</b> (Huila Editor)  | 255-1255 | (colin@hondahawaii.com) |



## 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  
 September 24th  
 -Drivers School  
 October 29th  
 -Solo 1/ Regional

## SCCA Hawaii General Membership Meeting August 16th

This month's meeting will be at **Pflueger Honda (777 Ala Moana Blvd)**. We will be in the conference room right on Koula St. Turn off of Ala Moana onto Koula St., and as you drive towards the ocean on, there are parking spaces on the side of the Pflueger Honda building.

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!



## coming soon... the Acura MDX



In September, Acura will unveil our all new MDX. It will feature a 3.5 liter, 240 hp V-6 engine. The MDX will provide 7 passenger seating in three rows with the two rear rows able to fold flat into the floor for more cargo space! A fully automatic 4-wheel drive system and a 5 speed automatic transmission are standard. We already have deposits on our first batch, but please call me Colin Sato at [hondahawaii.com](http://hondahawaii.com) 528-7200 ext. 297 or on my cellular 255-1255 for more details.