



Huila

The Newsletter of the Hawaii Region of
The Sports Car Club of America

Volume 10 Issue 1

January 2001

Solo II Talk

By Colin Sato

photos by Lisa Arakawa

In this Issue:

Page 1
 -Solo II Talk
 -Editors Note
 -Fun Runs

Page 2
 -Solo II Talk

Page 3
 -Solo II Talk
 -Fun Runs
 -Classifieds

Page 4 - 5
 -Solo II Run Times

Page 6
 -Solo II Run Times

Page 7
 -Contacts, Schedules
 -Advertising and
 Submission Info
 -SCCA Meeting Info

Editors Note:

Last month we included a survey in our Huila issue. If you still have it and have not mailed it in, please do so. This is a club run by the members for the participants and we value any feedback you have. Please remember we are all volunteers, so please keep it positive.
 <G>

Our goal is to provide a safe and fun environment for you to sharpen your driving skills and I'm looking forward to 2001!
 -CS



Richard Crabbe gets his 240SX side-ways as a corner worker runs to pick up cones.

Our last autocross for 2000 was a hot one. The sun was out, and the racing was close. We had a total of 88 drivers skip their last minute Christmas shopping to participate on Sunday. Last month we had the arrival of a bunch of containers in the middle of the pit area, and this month they were joined with a portable building! We now understand that this is off-limits for us. Let's respect this and keep away from these containers and building.



Shane Oliberos has his Nissan 300ZX into a 4-wheel drift...not the fastest way around but very fun to watch.

Our December course was relatively open with several short straights connected by a series of hairpin turns. One section with double 90 degree, right hand turns seemed to be especially hard for some of the rear wheel drive cars to negotiate. There were a lot of spins here. The corner workers were kept pretty busy picking up cones on this large course. Keith Greer once again set the pace with the fastest time of the day in his Red Devil F440. His best run



Stacy Balbirona in "mid-spin".

of 50.067 narrowly beat Stephen Oliberos' Datsun 510's best run of 51.985. Curtis Lee was right behind these two with a 52.242. Rounding out the top five for the day were Garrett Chew (52.851) and Amy Lee (54.477).

Within the individual classes, there were some close and interesting battles. STS is home to the Subarus and on street tires Earl Huang was the quickest. His best run was a very fast 56.019, good for 10th quickest overall, and over 1.5 seconds faster than the next closest STS car! In Street Touring, Gavin

(Continued on page 2)

Fun Runs

By Lindsey Akamu

We have been getting a lot of feedback regarding the fun runs. The primary intent of having fun runs at the end of the day was to allow the drivers a chance to get more practice runs and improve their driving skills. We allowed passengers with the intent that it would be an instructor or another driver to help the car owner drive better.

As it stands now, fun runs are interpreted as a time to act crazy on the track. We have cars with four or more passengers and we have cars that are trying to power slide through all the turns. This is not the intent of having fun runs. Everyone participating in the fun runs has to pay. It is not fair if the car ahead of you knocks down all the cones and you don't have a clean track to run on. Also, if the cones need to be set back up, it slows the whole field and the wait is even longer.

First off, we will only allow one passenger, no exceptions. You do not need a back seat driver to tell you what to do. The fun runs will be open only to drivers and their cars that have participated earlier in the day. Cars or drivers not participating in the regular run event will not be allowed. We may designate a special

Solo II Talk

(Continued from page 1)

Lee and Tim Wolf ended up pretty close in times but accomplished it at opposite ends of their runs. Tim's fastest time was his first, and Gavin did not set his fastest till his last.

In FSP, Keith Binning finished at the top of the heap with a best run of 58.572. Elliot Woo hustled his "Quick Brick" Volvo 740 to second in class with a 61.982. ESP holds the bulk of our Camaro contingent and experienced racer John Pinero finished first in class and 33rd overall with a 58.895



Sy Kodama got his first taste of autocrossing in H Stock. His Civic posted a best time of 68.525.

and just squeezed by Neal Arakaki's best time of 59.330. Don't forget there are also Camaro's racing in the SS and FS, and Richard Takaba's F Stock finished one place (overall) behind Pinero's in 34th place!

DSP was our largest class on Sunday with 12 racers. Cliff Goto took top honors with a best time of 56.194 recorded on his second run. Barry Lai is getting his 240SX up to speed and came in second in class on his last run (only .067 behind Cliff).



Troy Tada drove his bright Orange Civic to third in DM right behind the Lindemann's Volkswagen GTI. His best was 62.466.

In CSP it's usually Ken Van Orman's BMW M3 and Dean Kawasaki's Toyota Corolla GT-S battling it out for top honors. This month Russell Yamaguchi joined the fray with his (newly) sticky-tire-shod Miata. After all the rubber dust settled, Dean emerged on top with a 55.266 (8th overall), Russell was next with 56.079 (11th overall) and Ken rounded our the top three with a 57.402 (17th overall).



Travis Odo brought out a nicely prepared 200SX and placed it right in the middle of a very competitive DSP. His best time of 62.410 was set in his last run.

BSP belongs to Curtis Lee. A quick review of the year-to-date points standings shows that out of the 7 events he's attended, he's finished first and scored 10 points in every event. A perfect finishing record! December would be no different, Curtis survived a last run charge by Garrett Chew to hold on for the top position in BSP by about 6 tenths of a second.

B Stock had a tight battle between Panos Prevedouros in his Miata and George Atkins in his BMW Z3. Panos would prevail, but only barely. George came oh-so-close on his last run and finished only .158 seconds behind.

A Stock veteran Collyer Young has only brought his Porsche 911 to 4 events this year, so it must be a bit disappointing to come out and find another Honda S2000 racing. I survived Sunday without a major spin in my S2000 and managed to hold off the rest of the A stock crowd, but its getting tighter. Newcomer Joshua Lipe is getting to know his car better, and his times are reflecting his growing confidence. He put down his fastest time of 58.242 in his 3rd run and slipped past Collyer by .042 for second in class.

We had 11 Novices attend their first autocross and they included: Denny Cabal, Ryan Tano, Sy Kodama, Travis Odo, Ernie Desa, Pavel Chechin, Brad Takahashi, Brent Yang,



Pavel Chechin and his Mercury Cougar run with the Corolla GT-S.' They are tough to beat, but he steadily improved each time out to post his fastest time in his 4th run, 65.167. There is more to come.

Solo II Talk

Daniel Kitada, Jason Kitada, and Jason Tokunaga. Welcome, I hope you had fun and will return again.

It's wonderful to see how close the racing is in the different classes. It really shows how well the rules governing Solo II group all the different types of cars together. I hope you all had a great holiday season and are looking forward to another year of great racing!



Brent Yang did well for his first time out, improving as he went through his runs, and saving the best for his last run. His 72.678 was five seconds better than his first run.



Shea Mirafuentes brought his Miata home only a few "ticks" behind CS winner Wera Panow.

Our top Novice for December was Jason Tokunaga driving a Subaru Impreza in STS. He was guaranteed plenty of cars to compare his times with! Jason did well, starting out with a 64.942, got side-tracked with a DNF in the second run, then finished strong with a 62.652 and 61.202. This would place him 48th overall and 29th in PAX (see page 6 for more information on PAX times). Good job Jason, you've got some pretty tough competition out there!

Fun Runs

parking area for spectators, so they do not get in the way of the participants.

As for the out of control cars and the cones they knock over, there are several options. We could make the fun runs a fifth heat. All drivers wanting to do fun runs would have a special drivers meeting before starting the fun runs. At that time we would divide the group into two, the first half would do three or so runs and the second half would be the workers. After the allotted time, the two groups would switch. As a requirement, we would collect everyone's drivers license, so the second workers group would not run away after they do their runs. This would also insure that we have enough workers to clean up.

We could have all cars stage and split the group in half and then go through the two run groups. No cars will be allowed to leave the staging area until both groups have completed their runs and work assignments. This is another way we could insure that everyone that ran in the fun run also worked. With regular corner workers, there will be enough help on the track to maintain it. I'm sure that if you knock over a lot of cones, the corner workers are going to let you know about it.

If we had more volunteers to staff the fun runs, we might not have to make any changes. But this is up to you. And it needs to be done every month.

Huila Classifieds

D-Stock Autocrosser for sale:

93 Sentra SER, White, AC, 5-spd, CD, limited-slip differential, Fat front sway bar, extra rims with R1s and repair manual. Great condition, except for high mileage . Contact Robin at 261-7456; robin_u@adtech-inc.com



RD-3530

SUSPENSION AND BRAKE SPECIALIST
PERFORMANCE PARTS AND ACCESSORIES

HONDA AND ACURA CAMBER KIT SPECIAL
Installation and Alignment included

*Air Ride Technolo-
gies
Belltech*

*Pro Charger
Colorado Custom
California Customs USA*

*Budnik
B. Coddington
BF Goodrich, etc.*

765 Queen St. Honolulu, HI 96813

Phone 596-7732 Fax 596-7786

Mon. thru Fri. 8:30 AM to 5:00 PM

Saturday 8:30 AM to 2:00 PM

| Name | Make | Model | Run1 C | Run2 C | Run3 C | Run4 C | Best | OA | PAXTime | PAX |
|-----------------------------------|----------|-------------|----------|----------|-----------|----------|--------|----|---------|------|
| SS Class Average : 60.113 | | | | | | | | | | |
| Joyce Murray | Mazda | RX7 | 62.551 1 | 61.486 | 61.592 1 | 59.167 | 59.167 | 37 | 49.109 | 37 |
| Jon Matsushige | Chevy | Camaro SS | 61.516 | 61.058 | 61.351 | 75.883 2 | 61.058 | 45 | 50.678 | 53 |
| AS Class Average : 58.741 | | | | | | | | | | |
| Colin Sato | Honda | S2000 | 59.950 1 | 57.494 | 57.958 | 62.081 2 | 57.494 | 19 | 46.858 | 18 |
| Joshua Lipe | Honda | S2000 | 60.622 | 60.060 | 58.242 | 58.376 | 58.242 | 26 | 47.467 | 23 |
| Collyer Young | Porsche | 911 Carrera | 58.706 | 58.820 | 58.284 | 58.506 | 58.284 | 27 | 47.501 | 24 |
| Franceen Sato | Honda | S2000 | 63.012 | 64.562 1 | 60.946 | 62.013 | 60.946 | 44 | 49.671 | 39 |
| BS Class Average : 61.068 | | | | | | | | | | |
| Panos Prevedouros | Mazda | Miata | 59.416 | 57.997 | 71.711 | 58.054 | 57.997 | 23 | 47.094 | 20 |
| George Atkins | BMW | Z3 | 59.250 | 58.328 | 59.833 1 | 58.155 | 58.155 | 25 | 47.222 | 21 |
| John Newton | Mazda | Miata | 60.754 | 60.879 | 59.402 | 58.726 | 58.726 | 31 | 47.686 | 26 |
| Mary Dubuel | Mazda | Miata | DNF | DNF | 69.402 | 64.512 | 64.512 | 70 | 52.384 | 63 |
| Dallas Butler | Mazda | Miata | 73.589 2 | DNF | 68.910 | 65.950 | 65.950 | 77 | 53.551 | 71 |
| CS Class Average : 62.078 | | | | | | | | | | |
| Wera Panow | Mazda | Miata | 64.156 | 62.976 | 61.889 | 72.346 | 61.889 | 51 | 49.759 | 42 |
| Shea Mica Fuentes | Mazda | Miata | 62.267 | 72.020 | 62.300 | 62.410 | 62.267 | 53 | 50.063 | 44 |
| ES Class Average : 67.887 | | | | | | | | | | |
| Jessie Weinberger | Plymouth | Laser RS | 71.367 2 | 67.915 1 | 63.882 | 63.972 | 63.882 | 69 | 50.211 | 46 |
| Denny Cabal | Nissan | 240SX | DNF | 79.085 | 73.808 | 71.891 | 71.891 | 84 | 56.506 | 80 N |
| FS Class Average : 61.915 | | | | | | | | | | |
| Richard Takaba | Chevy | Camaro | 60.727 | 59.586 | 61.089 | 58.943 | 58.943 | 34 | 47.567 | 25 |
| Robert Barrand | Chevy | Camaro | 62.020 | 61.169 | 60.677 | 60.696 | 60.677 | 42 | 48.966 | 36 |
| Ryan Tano | Chevy | Camaro | DNF | 68.351 | 66.316 | 66.126 | 66.126 | 78 | 53.364 | 69 N |
| GS Class Average : 58.624 | | | | | | | | | | |
| Reid Morimoto | Acura | Integra Typ | 64.770 1 | 58.778 | 58.314 | 57.964 | 57.964 | 22 | 45.734 | 10 |
| Edward Kemper III | BMW | 325SI | 59.646 | 60.260 | 59.284 | 60.358 | 59.284 | 38 | 46.775 | 17 |
| HS Class Average : 64.160 | | | | | | | | | | |
| Gabe Hanohano | Ford | Focus ZX3 | 63.666 | 62.505 | 61.507 | 61.277 | 61.277 | 49 | 47.857 | 28 |
| Robert Casteel | Honda | Civic | 66.213 | 64.126 | 63.804 | 62.679 | 62.679 | 62 | 48.952 | 35 |
| Sy Kodama | Honda | Civic | 69.253 | 80.860 | 71.158 | 68.525 | 68.525 | 82 | 53.518 | 70 N |
| ASP Class Average : 57.957 | | | | | | | | | | |
| Charles Huang | Dodge | Viper | 61.248 | 59.333 | 57.957 | 58.103 | 57.957 | 21 | 49.379 | 38 |
| BSP Class Average : 55.623 | | | | | | | | | | |
| Curtis Lee | Datsun | 240Z | 52.868 | 52.241 | 58.883 | 52.532 | 52.241 | 3 | 44.248 | 2 |
| Garrett Chew | Datsun | 240Z | 53.375 | 52.903 | 108.250 3 | 52.851 | 52.851 | 4 | 44.765 | 4 |
| Amy Lee | Datsun | 240Z | 58.557 | 55.133 | 56.976 1 | 54.477 | 54.477 | 5 | 46.142 | 15 |
| Michael Parker | Datsun | 280Z | 64.630 | 63.688 | 62.925 | 76.638 4 | 62.925 | 66 | 53.297 | 68 |

| Name | Make | Model | Run1 C | Run2 C | Run3 C | Run4 C | Best | OA | PAXTime | PAX |
|------------------------------------|-----------|------------|--------|----------|----------|----------|----------|----|---------|------|
| CSP Class Average : 193.684 | | | | | | | | | | |
| Dean Kawasaki | Toyota | Corolla | 55.720 | 58.537 | 2 64.556 | 1 55.266 | 55.266 | 8 | 46.645 | 16 |
| Russell Yamaguchi | Mazda | Miata | 58.850 | 56.887 | 60.715 | 2 56.079 | 56.079 | 11 | 47.331 | 22 |
| Ken Van Orman | BMW | M3 | 59.094 | 57.930 | 57.402 | 58.078 | 57.402 | 17 | 48.447 | 32 |
| Andrew Park | Honda | CRX | 64.015 | 62.585 | 71.622 | 4 61.112 | 61.112 | 47 | 51.579 | 60 |
| William McGill | Mazda | Miata | 64.582 | 62.970 | 62.415 | 64.394 | 1 62.415 | 57 | 52.678 | 64 |
| David Koseki | Mazda | Miata | 66.455 | 66.889 | 64.515 | 64.563 | 64.515 | 71 | 54.451 | 74 |
| Jonathan Pasoquen | Honda | Civic | DNW | DNW | DNW | DNW | 999.000 | 87 | 843.156 | 87 |
| DSP Class Average : 60.517 | | | | | | | | | | |
| Clifford Goto | Dodge | Neon R/T | 56.208 | 56.194 | 56.906 | 56.436 | 56.194 | 13 | 46.023 | 12 |
| Barry Lai | Nissan | 240SX | 61.466 | 1 57.405 | 57.211 | 56.261 | 56.261 | 14 | 46.078 | 13 |
| Eugene Van Orman | Volkswage | Jetta GLX | 59.939 | 1 57.362 | 72.773 | 4 59.689 | 1 57.362 | 16 | 46.979 | 19 |
| Ricky Tom | Honda | Prelude | 59.779 | 59.752 | 59.517 | 58.825 | 58.825 | 32 | 48.178 | 30 |
| Lawrence Hoggan | Acura | Integra | 62.617 | 61.323 | 61.070 | 60.687 | 60.687 | 43 | 49.703 | 41 |
| Braden Lee | Nissan | 240SX | 61.108 | 70.229 | 2 63.226 | 2 63.855 | 61.108 | 46 | 50.047 | 43 |
| Gary Kitagawa | Honda | Prelude Si | 63.498 | 62.795 | 61.749 | 61.669 | 61.669 | 50 | 50.507 | 48 |
| Travis Odo | Nissan | 200SX | 70.496 | 68.397 | 66.830 | 62.410 | 62.410 | 56 | 51.114 | 54 N |
| Bill Taylor | Mazda | 323 GTX | 66.669 | 62.771 | 62.467 | 63.287 | 1 62.467 | 59 | 51.160 | 55 |
| Michael Durrett | Saturn | SL2 | 62.938 | 63.503 | 1 64.003 | 1 62.704 | 62.704 | 63 | 51.355 | 57 |
| Andrew Allwood | Nissan | 240SX | 66.567 | 63.692 | 62.801 | 72.201 | 62.801 | 65 | 51.434 | 58 |
| Richard Crabbe | Nissan | 240SX | 66.154 | 1 68.099 | DNF | 63.713 | 63.713 | 68 | 52.181 | 62 |
| ESP Class Average : 62.690 | | | | | | | | | | |
| John Pinero | Chevy | Camaro | 60.428 | 59.066 | 58.895 | 62.793 | 2 58.895 | 33 | 48.412 | 31 |
| Neal Arakaki | Chevy | Camaro Z2 | 60.675 | 59.330 | 69.182 | 1 59.462 | 59.330 | 39 | 48.769 | 34 |
| Ross Hamada | Toyota | Tacoma | 76.481 | 1 64.339 | 63.763 | 62.378 | 62.378 | 55 | 51.275 | 56 |
| Scott Pires | Pontiac | Grand Prix | 64.049 | 62.671 | 62.899 | 64.493 | 1 62.671 | 61 | 51.516 | 59 |
| Chris Kam | Chevy | Camaro | 75.148 | 1 64.816 | 64.606 | 64.665 | 64.606 | 73 | 53.106 | 66 |
| Ernie Desa | Chevy | Camaro | 83.909 | 74.254 | 68.259 | 68.622 | 68.259 | 81 | 56.109 | 77 N |
| FSP Class Average : 65.223 | | | | | | | | | | |
| Keith Binning | Toyota | Corolla | 59.996 | 59.474 | 60.199 | 58.572 | 58.572 | 30 | 47.853 | 27 |
| Elliot Loo | Volvo | 740 Turbo | 86.199 | 4 61.982 | DNF | 65.938 | 1 61.982 | 52 | 50.639 | 51 |
| Flor Rillamas Jr. | Toyota | Corolla | 70.762 | 1 65.720 | 64.065 | 63.617 | 63.617 | 67 | 51.975 | 61 |
| Royce Fujimoto | Toyota | Corolla | 66.155 | 66.124 | 66.493 | 1 64.758 | 64.758 | 75 | 52.907 | 65 |
| Pavel Chechin | Mercury | Cougar | 71.326 | 68.457 | 66.615 | 65.167 | 65.167 | 76 | 53.241 | 67 N |
| Brad Takahashi | Toyota | Corolla | 70.003 | 70.878 | 69.786 | 69.809 | 69.786 | 83 | 57.015 | 82 N |
| Brent Yang | Geo | Prizm | 77.739 | 74.520 | 76.679 | 72.678 | 72.678 | 85 | 59.378 | 84 N |
| BP Class Average : 66.312 | | | | | | | | | | |
| Shane Oliberos | Nissan | 300ZX | 70.511 | 2 80.358 | 1 66.312 | 2 74.612 | 1 66.312 | 79 | 57.957 | 83 |
| CP Class Average : 59.007 | | | | | | | | | | |
| Halford Tome | Ford | Mustang | 60.257 | 60.744 | 59.007 | 59.032 | 59.007 | 35 | 50.569 | 50 |
| EP Class Average : 525.492 | | | | | | | | | | |
| Stephen Oliberos | Datsun | 510 | 53.826 | 53.588 | 52.721 | 51.985 | 51.985 | 2 | 45.383 | 7 |
| A. Ken Peters | Acura | Integra LS | DNW | DNW | DNW | DNW | 999.000 | 87 | 872.127 | 88 |

| Name | Make | Model | Run1 C | Run2 C | Run3 C | Run4 C | Best | OA | PAXTime | PAX |
|-----------------------------------|-----------|---------|--------|----------|----------|----------|----------|----|---------|------|
| FP Class Average : 66.788 | | | | | | | | | | |
| Ross Perrins | Datsun | 240Z | 58.260 | 59.622 | 57.485 | DNF | 57.485 | 18 | 48.517 | 33 |
| Paul Detton | Datsun | 240Z | 68.275 | 64.101 | 63.044 | 62.287 | 62.287 | 54 | 50.079 | 45 |
| Daniel Kitada | Datsun | 240Z | 72.580 | 70.809 | 67.954 | DNS | 67.954 | 80 | 59.392 | 85 N |
| Jason Kitada | Datsun | 240Z | DNF | DNF | DNF | 79.427 | 79.427 | 86 | 64.892 | 86 N |
| DM Class Average : 59.075 | | | | | | | | | | |
| Charles Lindemann | Volkswage | GTI | 58.743 | 1 55.784 | 55.364 | 55.199 | 55.199 | 6 | 49.679 | 40 |
| William Lindemann | Volkswage | GTI | 56.478 | 56.633 | 56.115 | 56.684 | 56.115 | 12 | 50.504 | 47 |
| Troy Tada | Honda | Civic | 63.591 | 62.466 | 62.848 | 64.004 | 62.466 | 58 | 56.219 | 78 |
| Jack Evans | Porsche | 912 | 65.138 | 64.207 | 62.518 | 63.248 | 62.518 | 60 | 56.266 | 79 |
| EM Class Average : 59.499 | | | | | | | | | | |
| Harvey Okamura | Datsun | 240Z | 57.358 | 56.716 | 55.780 | 59.277 | 2 55.780 | 9 | 50.648 | 52 |
| Wesley Aihara | Toyota | MR2 | 59.021 | 59.885 | 59.792 | 59.420 | 59.021 | 36 | 53.591 | 72 |
| Ron Mishima | Toyota | MR2 | 68.476 | 60.250 | 59.957 | 59.654 | 59.654 | 40 | 54.166 | 73 |
| Stacy Balbirona | Nissan | 240SX | 68.117 | 1 60.365 | 61.451 | 60.251 | 60.251 | 41 | 54.708 | 75 |
| Lindsey Akamu | Toyota | MR2 | 63.907 | 65.451 | 1 62.790 | 64.434 | 62.790 | 64 | 57.013 | 81 |
| FM Class Average : 50.067 | | | | | | | | | | |
| Keith Greer | Red Devil | F440 | 51.794 | 50.351 | 67.128 | 4 50.067 | 50.067 | 1 | 45.261 | 6 |
| STS Class Average : 59.212 | | | | | | | | | | |
| Earl Huang | Subaru | Impreza | 56.732 | 56.542 | 56.329 | 56.019 | 56.019 | 10 | 43.863 | 1 |
| Vernon Pires | Subaru | Impreza | 58.064 | 57.734 | 58.397 | 57.727 | 57.727 | 20 | 45.200 | 5 |
| Ryen Watanabe | Subaru | Impreza | 61.205 | 1 58.410 | 59.608 | 58.090 | 58.090 | 24 | 45.484 | 8 |
| Joseph Battista | Subaru | Impreza | 59.048 | 58.385 | 58.512 | 58.435 | 58.385 | 28 | 45.715 | 9 |
| Kalani Kitamura | Subaru | Impreza | 59.799 | 58.520 | 61.317 | 1 59.157 | 58.520 | 29 | 45.821 | 11 |
| Jason Tokunaga | Subaru | Impreza | 64.942 | 1 DNF | 62.652 | 61.202 | 61.202 | 48 | 47.921 | 29 N |
| Craig Watanabe | Honda | Accord | 69.121 | 65.607 | 69.255 | 1 64.540 | 64.540 | 72 | 50.535 | 49 |
| STR Class Average : 56.081 | | | | | | | | | | |
| Gavin Lee | Acura | Integra | 55.568 | 55.481 | 56.193 | 55.261 | 55.261 | 7 | 44.761 | 3 |
| Tim Wolf | Subaru | Impreza | 56.901 | 58.285 | 61.343 | 2 57.162 | 56.901 | 15 | 46.090 | 14 |
| SM Class Average : 64.701 | | | | | | | | | | |
| Martin Barrozo | Nissan | 240SX | 64.933 | 68.163 | 2 64.701 | 82.410 | 64.701 | 74 | 54.737 | 76 |

FTD: 50.067

Overall Average : 82.156

Standard Deviation : 139.894

| | |
|--|-----------------------------------|
| N - Novice | PAXTime - PAX Adjusted Time |
| OA - Ranking based on Best time | PAX - Ranking based on PAXed Time |
| DNF - Did Not Finish Run | DNS - Did not Start |
| DNW - Did Not Work (No times will be recorded) | |

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.

Solo II Heat Schedule for January 14th, 2001

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: A Street Prepared, BSP, DSP, ESP and FSP
 Heat 2 Drivers and Workers Meeting
 Heat 2: C Street Prepared, STS, STR, SM
 Lunch Break, Awards Presentation, Track Walk
 Heat 3 Drivers and Workers Meeting
 Heat 3: A Prepared, BP, CP, DP, EP and all Modified
 Heat 4 Drivers and Workers Meeting
 Heat 4: Super Stock, AS, BS, CS, DS, ES, FS and GS
 Fun Runs: \$1.00 per run, Passengers welcome with a Helmet.
 Clean-up, Put away cones

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

| | | |
|----------------------------------|---------------|----------------------|
| Linsey Akamu (RE) | 595-3595 | |
| Ed Hollman | 488-1782 | |
| Paul Schwartz | 396-3485 | |
| Jessie Weinberger | 623-7515 | |
| Ed Kemper | 524-0330 | (edracers@aol.com) |
| Art Sonen | 734-3226 | (asonen@aol.com) |
| Gerald Luke (F&C) | (wk) 591-2791 | gcylbz@lava.net |
| | (hm) 737-0073 | |
| Colin Sato (Huila Editor) | 255-1255 | (colin@satoauto.com) |

SCCA Hawaii General Membership Meeting January 17th

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!



2001 Schedule

January 14
 February 11
 March 11
 April 8
 May 20
 June 10
 July 8
 August 12
 September 9
 October 14
 November 11
 December 9



2001 Racing Schedule

February 24th
 (Saturday)
 -Solo 1/ Regional
 April 29th
 - Drivers School
 July 1st
 -Solo 1/ Regional
 September 2nd
 -Solo 1/ Regional
 November 4th
 -Solo 1/ Regional
 At the end of each of these events, there may be Track Time available on the short course, call for details.



Coming Soon, the all-new Acura RSX



The last new Integra debuted in late '93 for the 1994 model year. This summer we will unveil the all-new replacement for the Integra called the RSX. Final specifications are still pending, but we know it will have all-new, 2.0 liter engines utilizing Acura's newest technology: i-VTEC. There will be two engine choices with the top model making over 210 horsepower and driving the front wheels through a 6-speed manual transmission. For more information, contact me, Colin Sato at 255-1255 or e-mail at colin@satoauto.com.