



# Huila

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

Volume 10 Issue 2

February 2001

## Solo II Talk

By Jennifer Lee

photos by Lisa Arakawa

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### Editors Note:

There are some noticeable changes to our gate policy. **This is very important!** The State of Hawaii is cracking down on everyone who uses the facility, and is demanding that we upgrade security at our gate during events. This is an active runway and our use of the facility **depends** on controlling entry and exits at the gate.

We realize this may be hard at first, but we have no choice! We must comply or find a new location. Thank you for your help with this, I'm sure we can make it work!

Please see page 3 for more information -C.S.

Aloha! It's so nice to be back home. When I arrived at the track I realized, instantly, how much I missed it. It seems that the New Year has brought quite a few newcomers. 14 novices added to our normal fleet of drivers resulting in 94 competitors! Despite this high number we were able to finish the day, with unlimited fun runs, by 4pm! All thanks to being on time to start with.

The day began early with registration up and running at 8am, implementing a new parking system. Now all the spectator vehicles must park separate from the drivers. This is so the officials can keep tabs on which car is racing and which is not. Course



*Earl Huang brought his brand new Audi TT to run in A Stock., sadly Collyer Young got new tires and "spoiled" his first time out.*



*Scott Presson's Grand Prix placed midway through a tough ESP class.*

set up was quick allowing the track to be open for walking after just 20 minutes of work. Promptly at 10am, the drivers' meeting was called where Lindsey Akamu signed over the mic to Curtis Lee who will now be taking over all the Solo II responsibilities. I applaud Lindsey for his outstanding work for the club for 5 plus years. He will still be a key part of the club, helping out when he can. On to the track...

At first glance, the track seems quite long. But once you start walking it, right away it is evident

*(Continued on page 2)*

## Notes from the (new) RE

By Edwin Hollman

After five years of dedicated service, Lindsey Akamu has stepped down as Regional Executive (RE) of the Hawaii Region. The Board of Directors, in its infinite wisdom, has elected me as the new RE. Actually, I was the only member missing from the meeting when the election was held so I could not object. For those who don't know me, I got involved in SCCA and sports car activities in Hawaii in the 1960s and then was inactive until rejoining SCCA in 1992. I run Solo II when I can, work the wheel to wheel races at HRP, and occasionally in California. I am also the region's archivist / historian and sometimes write articles for the Huila on the almost 50 years of SCCA in Hawaii.

As my first official act I would like to thank Lindsey for serving so long and so well as the RE. I only hope that I can do as well as he has. Some of the newcomers may not realize that only 4 years ago we were getting as few as 30 drivers to Solo II but we are now averaging 85 per event. I can see two objectives for the future. First is to keep Solo II as strong as it has been recently and expand it to whatever car-

*(Continued on page 3)*

## Track Time at Hawaii Raceway Park

By Art Sonen

At the last Regional / Solo 1 event at Hawaii Raceway Park, the Hawaii Region started its new Track Time event for street cars. Here are the scoops on future Track Time events. For \$50 (\$25 if you work the Regional race on that day) you get 15 to 20 hot laps at Hawaii Raceway Park's short track. There will be a mandatory class held at lunch time and depending on your expertise, a experienced driver will ride with you for a few laps to show you the proper line. Assuming you show sufficient skill you will be turned loose on the course. The next event is set for Feb 24, 2001 if that date is used. If you are interested call Art Sonen at 734-3226.

## Solo II Talk

(Continued from page 1)



*Novice Jeremy Young and his Nissan Sentra are in DSP which had 13 drivers in January. Still Jeremy placed well, with a best run of 57.113.*

that this is a FAST track. After a few twists and sliding right-hander, the track is as open as a freeway. (With some tight turns, of course) This was a real "driving" course; there wasn't a distinct line to follow. The hardest part of the course would probably be the big, ugly turn before the slalom. Just looking at it, the turn looks like any other. But once you drive it, it's a whole other story.



*Alex Fairbank visiting from New York, brought a rented Mustang out for some "fun in the sun."*

When you think the turn should be ending, it gets tighter! I think I shaved off a few inches of tire on that turn! The other hidden treasure of the track was at the last cone of the slalom. It was actually 4 paces shorter than the other 4 cones. Maybe that's why I demolished that cone on my first run! Visually the track looked long but in essence, it had a lot of fast sweeping turns and pedal-to-the-metal



*Jennifer Lee returned from college and blitzed almost everyone finishing third overall with a 47.524. Only Curtis and Keith Greer were quicker.*

straights.

The top drivers this month were, of course, F Mod's Keith Greer and BSP's Curtis Lee with phenomenal times of 45.019 and 46.737, respectively. Curtis took first in PAX with a 39.586 followed closely by Reid Morimoto in his Acura Integra Type R pulling a time of 39.992. Our 14 novices, **Terry Bowlden, Ed Christensen, Charles Christian, Ryan DeBusk, Mark Dresser, Alex Fairbank, Robert Hechtmen, Patrick Jordan, Rano Keliikuli, Jacob Manipon, Jacob Stewart, Clay Taylor, Jeff Young, and Jeremy Young**, most of whom were in Stock



*January was Hal Tome's last autocross in Hawaii, he finished in fine fashion with a 50.925, Good Luck on the mainland!*

classes, tested the limits of their cars and ability on our speedy track. Definitely not a novice, **Earl Huang** brought his brand-spankin' new Audi TT out for a test trial. He came in 24<sup>th</sup> overall "schooling" the competition with his 51.095. (Inside Joke!) While we constantly have new cars coming out to the track, once in a while a very valuable and dedicated member must leave the community. I am saddened to say that **Halford Tome**, key member of the SCCA and excellent autocrosser, is bidding us his farewell as he leaves for the mainland. This month was his last and we wish him the safest of journeys and the best of luck. We will all miss you out at the races. Mahalo nui loa, Hal!

Notice that there was a change in January's heat schedule.

(Continued on page 3)

The top Novice for January was Robert Hechtmen in a VW Golf. Remarkably, he placed a very competitive 2nd overall in FSP with a best of 51.113. Robert's PAX indexed time was even better.

We use PAX to determine the best Novice and Robert's 41.759 placed him 24 overall out of 94 drivers! Congratulations on your excellent showing and we hope to see more of you in the future.

## Solo II Talk



*With his Sway Bar re-attached, Ken Van Orman returned to the top of CSP with a best of 48.405.*

DSP will now be running with STS, STR and SM while CSP will rejoin the rest of the Street Prepareds. The reclassifying of cars has resized CSP and DSP making DSP bigger than the formerly infamous CSP. Another slight change is the addition of a 4<sup>th</sup> corner on the track. A while back we had 4 corners, but reduced it to 3 corners. Now that we've got more area to build the track on, we need more coverage. So now we're back to 4 corners. I know you've all heard this before, but if you don't work, you don't get a time. Please be aware that there are no exceptions to this rule. If you know of someone who didn't work and doesn't realize the penalty, please let him or her know as a common courtesy. Thanks!

I had a GREAT time at the track. I can't wait to come back for runoffs in March. I hope everyone had as good a time as I had and will continue to help make Solo II bigger and better. Thanks for the warm welcome back and I'll see you at the races!

## New Gate Policy and Other Solo II Changes

by Curtis Lee

Starting this coming event, we will start implementing changes to the Solo II program to improve operational efficiency and to satisfy our landlord, the State of Hawaii.

**Entry Gate Opening Times** – The entry gate will be only open from 8:00 AM to 10:00 AM (start of driver's meeting), in between heats for 15 minutes, during lunch break (ideally 12:30-1:30 PM) and for 30 minutes after the 4<sup>th</sup> heat to give non-funrun participants time to leave. The gate will remain locked throughout the funrun session until the track is cleaned up by the funrun participants.

**Novice Run Heat** – Instead of the novices running in the 3<sup>rd</sup> heat as usual, they will now always run with the Prepared and Modified heat. This will help keep the heats better balanced so there won't be a worker shortage.

**Novice Drivers** – Since the novice driver heat will be rotating along with the Prepared and Modified heat, there will be months where they will be running before the lunch break. To assist the novices, they will have the option to have an appointed driving instructor ride along with them during their timed runs.

**DSP** – Will now run in the same heat as the Street Touring groups.

**CSP** – Will now run in the same heat as the Street Prepared groups.

## Notes From the RE

*(Continued from page 1)*

rying capacity our track can handle. Second is to revitalize the wheel to wheel and Solo I program so that it is not in danger of disappearing, as has happened in the past.

The next wheel to wheel and Solo I event at HRP is scheduled for 24 February, a Saturday. It cannot be run unless we have enough drivers to cover the expenses. It will have been four months since our last race and two more until the next scheduled race. We need as many drivers and workers as possible to come out to make the first event of the year a success.

The club belongs to the members and its purpose is to provide what they want. Get involved. Any ideas or suggestions for improvements to the region and its sports car activities will be appreciated. With the help of all the people that have worked so hard over the past few years to support the club, I hope we can continue to meet the needs and interests of the members.



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**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
<b>AS</b> Class Average :			52.045							
Collyer Young	Porsche	911 Carrer:	50.936	51.126	51.990	51.972	50.936	23	41.513	20
Earl Huang	Audi	TT	52.814	51.509	51.379	51.095	51.095	24	41.642	22
Colin Sato	Honda	S2000	54.270	1 51.833	52.575	DNF	51.833	31	42.244	28
Jayson Guzman	BMW	M3	53.301	52.912	52.624	55.980	52.624	37	42.889	32
Franceen Sato	Honda	S2000	54.512	53.718	53.720	52.647	52.647	38	42.907	33
Andy Barnes	BMW	Z3	55.679	54.887	55.419	53.135	53.135	41	43.305	38
<b>BS</b> Class Average :			52.033							
Panos Prevedouros	Mazda	Miata	51.483	51.790	50.947	50.499	50.499	16	41.005	12
George Atkins	BMW	Z3	53.036	52.400	51.906	50.730	50.730	18	41.193	14
John Newton	Mazda	Miata	53.761	1 50.858	50.783	50.932	50.783	21	41.236	15
Darrell Wong	Porsche	914	53.120	52.383	51.556	51.368	51.368	29	41.711	23
Dallas Butler	Mazda	Miata	60.874	57.418	54.473	54.095	54.095	53	43.925	45
Mary Dubuel	Mazda	Miata	67.454	57.654	55.246	54.723	54.723	59	44.435	52
<b>CS</b> Class Average :			50.073							
Jason Dovgan	Mazda	Miata	53.111	51.051	50.073	52.870	1 50.073	13	40.259	7
<b>DS</b> Class Average :			57.668							
Ed Hollmann	Dodge	Neon	60.202	58.705	57.198	57.130	57.130	77	45.647	61
Jeff Young	Datsun	280ZX	59.585	58.205	59.655	58.433	58.205	80	46.506	72 N
<b>ES</b> Class Average :			60.341							
Rossmann Benitez	Nissan	240SX	65.539	2 72.714	60.593	58.931	58.931	84	46.320	70
Ryan Debusk	Acura	Integra	60.033	59.795	59.784	58.932	58.932	85	46.321	71 N
Jacob Manipon	Nissan	240SX	60.932	61.248	60.298	60.493	60.298	89	47.394	81 N
Ed Christensen	Nissan	240SX	95.346	DNF	61.023	64.730	61.023	91	47.964	85 N
Terry Bowlden	Honda	Civic	67.058	62.572	62.894	61.121	61.121	92	48.041	86 N
Clay Taylor	Saturn	SL2	73.194	64.509	61.741	63.414	61.741	93	48.528	88 N
<b>FS</b> Class Average :			54.918							
Richard Takaba	Chevy	Camaro	54.957	64.219	53.664	53.503	53.503	45	43.177	36
Mark Dresser	Chevy	Camaro	84.972	63.518	56.252	55.312	55.312	63	44.637	55 N
Larson Kiyabu	Chevy	Camaro	57.073	57.519	55.940	56.352	55.940	69	45.144	56
<b>GS</b> Class Average :			55.407							
Reid Morimoto	Acura	Integra Typ	51.181	50.799	50.598	50.641	50.598	17	39.922	2
Edward Kemper III	BMW	325SI	54.889	52.892	52.972	52.519	52.519	36	41.437	18
Rano Keliikuli	Toyota	Supra	59.278	58.319	56.162	56.183	56.162	73	44.312	50 N
Jacob Stewart	Eagle	Talon	64.018	60.779	58.850	58.621	58.621	82	46.252	67 N
Alex Fairbank	Ford	Mustang	85.681	63.396	59.134	60.167	59.134	87	46.657	73 N
<b>HS</b> Class Average :			57.714							
Gabe Hanohano	Ford	Focus ZX3	58.330	1 55.588	54.929	53.691	53.691	48	41.933	27
Robert Casteel	Honda	Civic	57.287	55.959	56.061	69.377	2 55.959	70	43.704	42
Patrick Jordan	Honda	Accord	60.274	64.531	61.621	60.610	60.274	88	47.074	78 N
Sy Kodama	Honda	Civic	62.419	60.931	61.350	70.846	60.931	90	47.587	82
<b>ASP</b> Class Average :			50.279							
Richard Shimabukuro	Mazda	RX-7	52.435	50.873	50.554	49.216	49.216	9	41.932	26
Charles Huang	Dodge	Viper	58.884	54.931	1 51.344	51.341	51.341	28	43.743	43

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
<b>BSP</b> Class Average : 47.686										
Curtis Lee	Datsun	240Z	48.027	46.888	46.737	46.889	46.737	2	39.586	1
Jennifer Lee	Datsun	240Z	53.561	2 50.607	1 48.048	47.524	47.524	3	40.253	6
Garrett Chew	Datsun	240Z	48.648	47.761	47.700	47.952	47.700	4	40.402	8
Amy Lee	Datsun	240Z	49.696	49.587	48.783	49.161	48.783	8	41.319	17
<b>CSP</b> Class Average : 51.592										
Ken Van Orman	BMW	M3	49.371	48.405	48.440	48.538	48.405	6	40.854	11
Dean Kawasaki	Toyota	Corolla	53.442	1 50.336	50.560	50.170	50.170	14	42.343	29
Russell Yamaguchi	Mazda	Miata	52.656	50.709	50.295	59.920	50.295	15	42.449	31
William McGill	Mazda	Miata	54.575	62.532	54.221	55.373	54.221	55	45.763	64
Andrew Park	Honda	CRX	55.098	55.834	54.868	55.013	54.868	60	46.309	69
<b>DSP</b> Class Average : 55.348										
Eugene Van Orman	Volkswage	Jetta GLX	54.947	1 52.565	52.582	51.816	51.816	30	42.437	30
Ricky Tom	Honda	Prelude	DNF	52.536	53.546	52.491	52.491	34	42.990	34
Gary Kitagawa	Honda	Prelude SI	55.976	54.428	53.762	53.940	53.762	49	44.031	46
Jason Menor	Volkswage	GTI 16V	55.710	54.800	53.955	54.489	53.955	52	44.189	47
Bill Taylor	Mazda	323 GTX	56.601	56.360	58.629	1 54.158	54.158	54	44.355	51
Michael Durrett	Saturn	SL2	58.305	56.700	55.685	54.433	54.433	57	44.581	54
Andrew Allwood	Nissan	240SX	56.367	55.431	55.126	DNF	55.126	62	45.148	57
Barry Lai	Toyota	Hachi-Rock	58.023	55.987	55.874	56.214	55.874	68	45.761	63
Rick Nakama	Nissan	240SX	59.731	1 56.856	56.434	56.126	56.126	72	45.967	66
Jeremy Young	Nissan	Sentra	64.611	59.033	57.973	57.113	57.113	76	46.776	75 N
Lawton Lam	Volkswage	GTI	62.131	59.205	57.820	57.350	57.350	78	46.970	76
Nick Nakashima	Nissan	240SX	62.827	1 58.189	59.657	60.866	58.189	79	47.657	83
Greg Takahashi	Honda	Prelude	62.479	59.427	59.237	59.129	59.129	86	48.427	87
<b>ESP</b> Class Average : 54.044										
John Pinero	Chevy	Camaro	49.576	49.227	49.793	DNF	49.227	10	40.465	9
Neal Arakaki	Chevy	Camaro Z2	DNF	52.817	52.787	52.510	52.510	35	43.163	35
Scott Presson	Pontiac	Grand Prix	55.186	56.729	1 53.902	54.373	53.902	51	44.307	49
Mike Hanson	Chevy	Camaro	55.692	55.579	57.737	1 55.848	55.579	65	45.686	62
Greg Matsui	Buick	Grand Natl	58.954	56.534	59.488	56.279	56.279	74	46.261	68
Chris Kam	Chevy	Camaro	56.764	57.849	56.969	61.547	2 56.764	75	46.660	74
<b>FSP</b> Class Average : 54.185										
Keith Binning	Toyota	Corolla	51.000	58.501	1 50.757	51.623	50.757	19	41.468	19
Robert Hechtmen	VW	Golf	58.077	57.038	55.552	51.113	51.113	26	41.759	24 N
Ronald Ma	Honda	Accord	54.387	54.030	53.460	53.521	53.460	43	43.677	41
Flor Rillamas Jr.	Toyota	Corolla	56.128	54.279	54.790	53.656	53.656	47	43.837	44
Elliot Loo	Volvo	740 Turbo	55.857	56.094	56.098	60.086	3 55.857	67	45.635	60
Royce Fujimoto	Toyota	Corolla	56.019	57.870	58.006	57.248	56.019	71	45.768	65
Ikaika Olaguera	Toyota	Corolla GT:	60.084	58.433	58.795	DNF	58.433	81	47.740	84
<b>BP</b> Class Average : 51.720										
Shane Oliberos	Nissan	300ZX	50.595	49.791	49.547	49.956	49.547	12	43.304	37
Ken Matsumoto	Nissan	300ZX TT	55.848	54.597	53.893	73.268	53.893	50	47.102	79
<b>CP</b> Class Average : 51.438										
Halford Tome	Ford	Mustang	52.961	1 50.925	50.930	51.246	50.925	22	43.643	40
Elliot Woo	Ford	Mustang G	55.283	53.680	53.370	51.951	51.951	32	44.522	53

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
<b>EP</b> Class Average :	58.831									
Charles Christian	Ford	Mustang	64.490	61.701	59.860	58.831	58.831	83	51.359	93 N
<b>DM</b> Class Average :	55.575									
Jack Evans	Porsche	912	59.842	56.971	56.621	55.575	55.575	64	50.018	92
<b>EM</b> Class Average :	52.126									
Robert Igarashi	VW	Sonic GTI	49.204	48.052	48.175	51.145 1	48.052	5	43.631	39
Harvey Okamura	Datsun	240Z	49.827	49.230	49.109	48.728	48.728	7	44.245	48
Chad Pasoquen	Honda	Civic	53.837	52.761	52.134	51.968	51.968	33	47.187	80
Wesley Aihara	Toyota	MR2	55.951	55.039	54.315	56.493 1	54.315	56	49.318	89
Ron Mishima	Toyota	MR2	56.336	55.127	54.625	56.015	54.625	58	49.600	90
Lindsey Akamu	Toyota	MR2	57.313	55.215	61.955	55.066	55.066	61	50.000	91
<b>FM</b> Class Average :	45.019									
Keith Greer	Red Devil	F440	45.743	45.019	45.554	48.358	45.019	1	40.697	10
<b>STS</b> Class Average :	52.309									
Vernon Pires	Subaru	Impreza	51.974	57.177 2	52.163	51.105	51.105	25	40.015	4
Joseph Battista	Subaru	Impreza	55.908 1	51.263	52.543 1	51.448	51.263	27	40.139	5
Ryen Watanabe	Subaru	Impreza	52.861	52.962	53.897	52.667	52.667	39	41.238	16
Walton Ching	Subaru	Impreza RS	55.211	53.931	53.031	53.083	53.031	40	41.523	21
Jason Tokunaga	Subaru	Impreza	54.409	54.422	54.298	53.480	53.480	44	41.875	25
<b>STR</b> Class Average :	50.054									
Gavin Lee	Acura	Integra	49.814	49.338	50.793	49.786	49.338	11	39.964	3
Tim Wolf	Subaru	Impreza	52.379 1	51.475	50.770	62.346 4	50.770	20	41.124	13
<b>SM</b> Class Average :	54.184									
Richard Crabbe	Nissan	240SX	54.587	53.856	53.735	53.382	53.382	42	45.161	58
Jon Matsushige	Chevy	Camaro SS	54.308	55.630	57.203 1	53.577	53.577	46	45.326	59
Martin Barrozo	Nissan	240SX	57.338	57.032	56.372	55.594	55.594	66	47.033	77

FTD: 45.019 Overall Average : 53.864 Standard Deviation : 3.713

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.

## Solo II Heat Schedule for February 11th, 2001

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

### Heat 1: Super Stock, AS, BS, CS, DS, ES, FS and GS

Heat 2 Drivers and Workers Meeting

### Heat 2: A Street Prepared, BSP, CSP, ESP and FSP

Gate Open, Lunch Break, Awards Presentation, Track Walk

Heat 3 Gate Locked, Drivers and Workers Meeting

### Heat 3: D Street Prepared, STS, STR, SM

Heat 4 Drivers and Workers Meeting

### Heat 4: A Prepared, BP, CP, DP, EP and all Modified

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

**Clean-up, Put away cones**



## 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

March 4th

-Solo 1/ Regional

April 29th

- Solo 1/ Regional

July 2nd

-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

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

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	(hm) 737-0073	

## SCCA Hawaii General Membership Meeting February 14th

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 Blvd. 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 Ed Hollman at 488-1782. 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!



Introducing the 2002

Acura 3.2 TL Type-S



Acura is set to release the high performance version of the award winning TL. The TL Type-S. There are over 500 changes to the TL including the following: 260 HP VTEC V-6, 17" wheels, firmer springs and shocks, an in-dash 6-disc CD changer, heavily bolstered perforated leather seats, a low restriction exhaust system, 4 channel ABS and lots more! Prices and release dates are still being finalized, but please call me, Colin Sato, at [honda-hawaii.com](http://honda-hawaii.com) 255-1255 for more information as it becomes available!