



# Huila

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

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May 2001

## Solo II Talk

By Curtis Lee

photos by Lisa Arakawa

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### Editors Note:

Our last autocross was several weeks ago and as we prepare for our second outing at our new location, I'd like to ask the drivers to try to show up a few minutes earlier. With all the changes lately, it would be nice to have a bit more "cushion" as the day progresses.

There were 8 Street Car lapping participants at our last wheel to wheel event, everyone had great fun and I'd recommend you check it out on July 2nd, the date of the next Regional event at **Hawaii Raceway Park**. - CS

It was a fast and furious Easter Sunday for 62 drivers that spent this day looking for time instead of eggs. Because this was the first race at our new site in front of **Hanger 117 in Barbers Point NAS**, our dedicated

***Our new location in front of Hanger 117 requires us to use all our available space to the fullest.***



group of volunteers arrived extra early at 7:00 AM to setup the track and tackle the logistical issues particular to this site. It seems we had quite an audience as the members from the Hawaii Army National Guard watched our morning race groups from across the street.

Since this wasn't our usual racing Sunday and it was Easter Sunday on top of that, our turnout was smaller than usual. This was actually a blessing in disguise because it gave us a chance to see how the event would run without a "full house". Thanks

***Reid Morimoto took first place in PAX in his Integra Type-R.***



to everyone's effort, we finished the day in record time while still having fun-runs (90+) until everyone was satisfied.

The track area is considerably smaller than our last site with times averaging 32 seconds. This made for very close racing, any mistakes and your competitors were right on you.

With the short course length, the smaller cars really had an opportunity to shine. Reid Morimoto in his G Stock Acura Type R Integra (29.785) and Colin Sato in his A Stock Honda S2000 (28.838) PAXed 1st and 2nd with a PAX time of 23.500 and 23.561 respectively. This wasn't to say that big cars couldn't go fast because John Pinero in his ESP Chevy Camaro turned in

***Lindsey finished first in the MR-2 Class, beating Ron and Wes by less than 1 sec!***



a time of 29.834. FTD went to Curtis Lee in his BSP Datsun 240Z with a time of 28.444.

There were four novices spending Easter Sunday with us. A warm welcome goes to Michael Sakamoto, David Contreras, Richard Curry and Jim Warren II. Let's hope you caught the racing bug and look forward to seeing you out with us in the future.

(Continued on page 2)

## Solo II Talk

*(Continued from page 1)*

Besides our usual monthly trophy presentation, our 2000-2001 Points Champion awards were ready and distributed at the morning drivers meeting. A big mahalo goes to Fulton and Ryan Seto of Hawaii Plastics who made custom designed laser engraved acrylic Points Champion trophies that just came out spectacular. It just goes to show the level of local talent we have available here at home.

While we are at this current site, we will be making

*We had two new BMW M3's on Easter, Gene Van Orman, replaced his Jetta with a beautiful blue coupe.*



*Alvin Chan replaced his Z3 with this M3 sedan. There was a bit of a learning curve as he got used to 100 extra horsepower!*



adjustments to increase track time, so make sure you attend the drivers meeting. I am always on the lookout for alternative racing sites. I had the opportunity to checkout a possible site at the Kaneohe Marine Air Base. Unfortunately the asphalt surface was starting to breakup with grass growing through it. Keep your eyes open too for new sites and see you in May!

### New rules/changes for the 2001 Solo II season

by Curtis Lee

- The new SNELL 2000 helmets are out and that means Solo II helmets will need to be no older than SNELL '90 rated. As part of tech inspection, your helmet will be checked for compliance and given a 2001 Solo compliance sticker. All our current loaner helmets are too old and must be replaced with new SNELL '90 or newer units. To give everyone a chance to get their helmet up to date, we will be enforcing the new helmet ruling on the July 2001 event. A possible source to look for helmets on the Internet is [www.ridegear.com](http://www.ridegear.com). They have SNELL '95 helmets starting under \$50.00. Just make sure that the helmet you buy has the SNELL '90 or newer approval.
- We are working with a local shop to get a quantity discount on helmets. Because everybody has different taste in style (open face or full face) and color, **your** assignment is to browse the different helmet brands to find the style, size, color and price range you are willing to pay for your helmet. The only requirement is that the helmet be rated Snell 95 or newer. Beware not all helmets and especially the inexpensive ones are rated Snell 95 or newer. Inexpensive brands to checkout are HJC, KBC, Nolan and Shoei. The website [www.helmetshop.com](http://www.helmetshop.com) has a good selection to choose from. Bring this information with you to the May 20<sup>th</sup> autocross so we will have more bargaining power as a group.
- Entry fees are going up to \$15.00 for SCCA **card-carrying** members and \$20.00 for non-SCCA members. You must present your valid SCCA membership card during registration to get the discounted rate.
- As you may have noticed, there is no longer a \$3.00 gate fee. All people on our Solo II site will be required to read and sign the waiver of liability form and wear a SCCA wristband on their left wrist as prove of such.

## Notes from the Regional Executive

by Ed Hollman

Last month both the Solo II and the wheel to wheel race were in doubt but both were held thanks to the hard work of many individuals. Special thanks are due to Curtis and Amy Lee for their work on the Solo II and Steve Hirasuna and Art Sonen for their work on the wheel to wheel race and the track lapping sessions. Now we can look to the future and for ways to improve what we have. There will be changes coming along in both programs that hopefully will strengthen them. Stay tuned

If you have not seen the movie "Driven" yet, shame on you. Any car and race enthusiast should have been down there the first weekend to check it out, even if just for an opportunity to complain that it should have been better. I went to see it at the preview showing the Tuesday before it opened on Friday. If you have been living in your garage working on your car for the past few months and don't know about this, it is Sylvester Stallone's movie of CART racing. Many scenes were shot during last season at a number of the CART races around the world. Last month I was at the Long Beach Grand Prix and Stallone was giving media interviews all afternoon right next to the corner where I was working. He plays a retired racer who is brought back to mentor a young hotshot who is fast but erratic. Yes, it is over the top. Yes, it has technical errors in it. Yes, it has hokey Hollywood personal relationships and plot. But who cares. It is a lot of fun. The photography is spectacular and you get a tour of about eight race sites in 2 hours. I enjoyed it and can heartily recommend it.

Just a final word to thank Gerald Luke and Robert Blickely. They worked at the BMW Club Driving School in March and since they were actually paid for doing what they have been doing for free for years, they contributed the pay they received to SCCA.

## Former Hawaii Racer now in Indy Lights

Submitted by Art Sonen

SCCA-Hawaii welcomes the following press release furnished by a former Hawaii race entrant, Larry Mason. Some of you may recall meeting or racing against this talented and resourceful driver from So. Cal during one of his visits to Hawaii to participate in our Regional races several times in recent years. His Hawaii-racing activities in a Mirage later became the subject of mainland racing journals. Recently, Larry readjusted his lifestyle to enable him to spend more time in pursuit of his life's ambition of being a Champ car driver. As a now-professional race car driver, Larry is one step closer to his dream having recently raced in the Indy Lights race at the Long Beach Grand Prix. What follows is Larry's own story about his experience. You can read more about this upcoming driver by checking out his website at [www.lmrmc.com](http://www.lmrmc.com) or on [www.seventhgear.com](http://www.seventhgear.com).



For Immediate Release: Contact: Larry Mason 310-643-8735

April 9, 2001

**Larry Mason Races To Top 10 Finish In The Toyota Grand Prix Of Long Beach!**

Making his Dayton Indy Lights Championship Series debut for Brian Stewart Racing, Mason overcame getting hit and spun out by another driver to finish his first race in 10<sup>th</sup> place!

Mason qualified 13<sup>th</sup> and made up a couple of spots in turn one at the start when two Team Dorricott driv-

*(Continued on page 6)*

Name	Make	Model	Run1	C	Run2	C	Run3	C	Run4	C	Best	OA	PAXTime	PAX
<b>SS</b> Class Average : 31.663														
Joyce Murray	Mazda	RX7	35.499	1	32.187		31.663		33.379	1	31.663	22	26.280	28
<b>AS</b> Class Average : 32.006														
Colin Sato	Honda	S2000	29.163		29.037		29.009		28.838		28.838	2	23.561	2
Jayson Guzman	BMW	M3	34.961		32.400		33.331		32.261		32.261	29	26.357	30
Eugene Van Orman	BMW	M3	34.255		33.026		35.728		33.767		33.026	39	26.982	43
Alvin Chan	BMW	M3	DNF		DNF		DNF		33.899		33.899	55	27.695	50
<b>BS</b> Class Average : 30.350														
George Atkins	BMW	Z3	30.228		33.278	1	31.022		31.920		30.228	10	24.575	7
Panos Prevedouros	Mazda	Miata	31.700		30.815		31.412		30.472		30.472	11	24.774	10
<b>CS</b> Class Average : 32.810														
Lindsey Akamu	Toyota	MR2	37.406	1	34.694		33.077		32.677		32.677	35	26.272	27
Wesley Aihara	Toyota	MR2	33.058		33.090		35.167		32.838		32.838	37	26.402	32
Ron Mishima	Toyota	MR2	35.716	1	33.097		32.967		32.916		32.916	38	26.464	34
<b>DS</b> Class Average : 33.348														
Ed Hollmann	Dodge	Neon	36.000		37.765	1	33.348		35.240		33.348	43	26.545	35
<b>ES</b> Class Average : 36.709														
Rossmann Benitez	Nissan	240SX	35.039		35.085		36.869		45.553		35.039	60	27.541	48
Michael Sakamoto	Nissan	240SX	41.334		39.087		38.379		38.750		38.379	62	30.166	62 N
<b>GS</b> Class Average : 32.530														
Reid Morimoto	Acura	Type R	30.849		31.003		30.003		29.785		29.785	5	23.500	1
Tyrone Montayre	Audi	TT	31.218		32.040		34.561	1	31.513		31.218	20	24.631	8
Ray R. Smith	BMW	328i	34.609		33.258		33.017		32.501		32.501	32	25.643	17
David Contreras	Subaru	Impreza	36.579		35.134		34.546		34.074		34.074	56	26.884	40 N
Joe Tham	Honda	Prelude	38.227		35.371		35.344		35.073		35.073	61	27.673	49
<b>HS</b> Class Average : 33.592														
Gabe Hanohano	Ford	Focus ZX3	34.298		34.007		45.099	1	33.592		33.592	48	26.235	25
<b>ASP</b> Class Average : 33.290														
Richard Shimabukuro	Mazda	RX-7	36.600	1	33.968		33.290		33.695		33.290	42	28.363	52
<b>BSP</b> Class Average : 31.240														
Curtis Lee	Datsun	240Z	28.793		36.692	4	28.550		28.444		28.444	1	24.092	4
Amy Lee	Datsun	240Z	30.516		30.013		29.992		31.170		29.992	7	25.403	14
Garrett Chew	Datsun	240Z	31.466		30.488		30.840		30.524		30.488	12	25.823	18
Mark Murray	Datsun	240Z	33.734	1	32.080		31.609		31.078		31.078	17	26.323	29
Michael Parker	Datsun	280Z	35.069		34.393		49.054	2	33.545		33.545	47	28.413	55
Jeff Young	Datsun	280ZX	35.752		33.993		41.621		33.895		33.895	54	28.709	58
<b>CSP</b> Class Average : 30.980														
Dean Kawasaki	Toyota	Corolla	31.411		29.777		30.453		34.394	1	29.777	4	25.132	12
Jason Dovgan	Mazda	Miata	32.121		30.440		32.605	1	30.132		30.132	8	25.431	15
Ken Van Orman	BMW	M3	31.402		30.599		31.025		30.897		30.599	13	25.826	19
William McGill	Mazda	Miata	31.268		35.287	2	31.186		30.632		30.632	14	25.853	20
Russell Yamaguchi	Mazda	Miata	30.788		32.944		32.548		31.849		30.788	15	25.985	21
John Newton	Mazda	Miata	31.975		31.522		31.114		31.227		31.114	18	26.260	26
Richard Curry	Mazda	RX-7	37.378		36.178		34.636		33.821		33.821	52	28.545	57 N

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX			
<b>DSP</b> Class Average : 32.542													
Barry Lai	Nissan	Sentra	31.488	31.373	30.869	31.230	30.869	16	25.282	13			
Lawrence Hoggan	Acura	Integra	31.769	32.063	32.012	31.787	31.769	24	26.019	23			
Ricky Tom	Honda	Prelude	32.630	32.061	31.802	31.886	31.802	25	26.046	24			
Michael Durrett	Saturn	SL2	33.235	33.378	32.552	32.456	32.456	31	26.581	37			
Gary Kitagawa	Honda	Prelude SI	32.762	35.081	33.116	33.471	32.762	36	26.832	39			
Richard Crabbe	BMW	325is	39.350	42.426	33.473	DNS	33.473	45	27.414	45			
Jason Menor	Volkswage	GTI 16V	35.885	33.900	36.070	33.597	33.597	49	27.516	46			
Andy Park	Honda	Prelude	34.197	33.604	36.243	33.999	33.604	50	27.522	47			
<b>ESP</b> Class Average : 32.014													
John Pinero	Chevy	Camaro	30.263	DNF	29.834	32.051	1	29.834	6	24.524	6		
Scott Presson	Pontiac	Grand Prix	33.072	33.391	33.289	32.096		32.096	28	26.383	31		
Neal Arakaki	Chevy	Camaro Z2	34.334	35.769	34.112	34.440		34.112	57	28.040	51		
<b>FSP</b> Class Average : 33.051													
Keith Binning	Toyota	Corolla	33.788	31.916	37.101	DNF		31.916	26	26.012	22		
Ronald Ma	Honda	Accord	33.357	33.447	32.433	32.649		32.433	30	26.433	33		
Flor Rillamas Jr.	Toyota	Corolla	32.590	33.088	32.754	DNF		32.590	34	26.561	36		
Robert Hechtmen	VW	Golf	33.659	33.403	33.093	33.038		33.038	40	26.926	41		
Jack Evans	Porsche	912	34.919	33.746	33.470	33.991		33.470	44	27.278	44		
Jim Warren, II	Chevy	Cavalier	37.966	36.148	34.860	34.943		34.860	59	28.411	54 N		
<b>CP</b> Class Average : 31.482													
Elliot Woo	Ford	Mustang	31.584	31.482	33.698	1	31.885		31.482	21	26.949	42	
<b>DM</b> Class Average : 33.283													
William Lindemann	Mosler	Raptor	33.052	35.384	35.722	34.394		33.052	41	29.747	60		
Charles Lindemann	BMW	330	35.775	1	34.044	33.514		33.514	46	30.163	61		
<b>EM</b> Class Average : 29.471													
Harvey Okamura	Datsun	240Z	31.259	29.471	30.603	29.971		29.471	3	26.730	38		
<b>STS</b> Class Average : 31.512													
Earl Huang	Audi	TT	30.168	30.773	30.915	30.288		30.168	9	23.591	3		
Vernon Pires	Subaru	Impreza	34.224	33.645	1	31.197	31.729		31.197	19	24.396	5	
William Cook	Subaru	Impreza	35.631	1	33.292	31.672	32.374		31.672	23	24.768	9	
Jason Tokunaga	Subaru	Impreza	35.818	1	38.323	1	31.993	31.969		31.969	27	25.000	11
Tim Wolf	Subaru	Impreza	32.554	32.820	33.178	34.538		32.554	33	25.457	16		
<b>SM</b> Class Average : 33.959													
Francis Lining	Chevy	Camaro	34.126	33.718	35.794	1	56.515	2	33.718	51	28.391	53	
Martin Barrozo	Nissan	240SX	35.535	41.215	1	34.071	33.859		33.859	53	28.509	56	
Jon Matsushige	Chevy	Camaro SS	37.198	34.702	34.299	34.684		34.299	58	28.880	59		

FTD: 28.444

Overall Average : 32.275

Standard Deviation : 1.766

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.

*(Continued from page 3)*

ers took each other out of the race. On lap 22 of 38, Mason's teammate, rookie Andy Booth, went down the escape road in turn six. As Mason slowed down for the waving yellow flag, he was hit hard from behind by Rudy Junco, Jr. The contact caused Mason to spin and roll backward towards the wall. "I put the brakes on to prevent any contact with the wall but the engine stalled. I tried to re-start but the engine wouldn't turn over. I motioned to the corner workers to give me a push start, but they were looking at my teammate. I thought that my race in the King Taco/Trench Shoring/Dayton car was over. I tried to start it again and it fired up, so I took off to the pits. My crew checked out the damage and sent me back out," explained Mason.

Unfortunately, Mason exceeded the 50-mph pit lane speed limit and had to come back in for a drive-through penalty. On that trip through the pits, he had a blend line violation and then was black-flagged for a 20-second penalty. When he left the pits, the clutch was slipping so much he thought his day was done again. "I got on the radio and apologized to the crew for frying the clutch, but as I slowly rolled, I tried to accelerate and it did! At that point I started clicking off lap after lap that were two seconds quicker than I qualified at! After the race the crew told me that I was catching the guys in front of me and that they were really pleased with my progress."

"Finishing this race in the top 10 is a dream come true. It's the culmination of a 22-year dream to get to this point. I'm thrilled with the result and know that without the incident, I could have finished even higher! This was absolutely the greatest day of my life! It's been like a combination of every single Christmas and birthday rolled into one!"



According to his Polar heart rate monitor Mason's heart rate peaked at 172 beats per minute during the race and averaged 167 bpm during the green flag laps. "It was definitely exciting for me out there and exciting for The Muscular Dystrophy Association as well" beamed Mason after the race. They benefited by Mason's top ten finish. By finishing in the top 10, Mason will be doubling the percentage of his race purse to be given to the MDA over an 11<sup>th</sup> or lower placing. He also had race fans autograph his race car to raise additional funds to help send one of "Jerry's kids" to camp this summer.

The Brian Stewart Racing Team was so pleased with Mason's progress; they want him to continue for the remainder of the season if proper funding can be found. The chief steward of the series was also very happy and echoed those sentiments.

"I have to send a big thank you out to my crew guys - Neil, John, Tim, Mo, Chris, Joe, and my engineer Doug Zister, team manager Doug, Hoy, and of course to Brian Stewart for giving me this opportunity. Additionally, special thanks go out to Fred MacIntosh, Randy Rike, Guy Sappington, Sonia Rosado, Kay Presto, and Sophie Bergeron for all their help with the behind the scenes work."

Team LMR Sponsor List:

King Taco, Trench Shoring, Dayton Tires, Valvoline, Good Neighbor Pharmacy, Polar Heart Rate Monitors, Southland Industries, James Stearman - Attorney at Law, PowerBar, Racer X, Celebrity Helicopters, FastlinQ, Inc., [www.FASTLINQ.com](http://www.FASTLINQ.com), Jay-Ell Marketing Co., Performance Plus, The Car Show, Price Transfer, Inc., MCF Studios, Specialty Tool & Bolt, Cold Fusion, Russell G. Burton - Optometrist, Dr. Jamie MacDougall, Robin's Signs, Matilde Rivera, Fred MacIntosh, and Brad Long.

## Solo II Heat Schedule for May 20th, 2001

8:00 Track Set-up  
 8:30 Race / Work Registration, Tech Inspection, Track Walk  
 10:00 Track closed, Heat 1 Drivers and Workers Meeting  
 10:30 Start Heat 1  
     **Heat 1: A Street Prepared, BSP, CSP, ESP and FSP**  
 Heat 2 Drivers and Workers Meeting  
     **Heat 2: D 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, Novices, 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**



## 2001 Schedule

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

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

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<b>Curtis Lee (Solo II)</b>	262-5987	(c-alee@worldnet.att.net)

## SCCA Hawaii General Membership Meeting May 23rd

This month's meeting will be at Pflueger Acura (1450 S. Beretania St.). We will be in the conference room right towards the rear of the parking lot. Enter from Beretania st. after the Acura showroom.

This meeting will start at 7:00, if you have any questions regarding the meeting agenda, please call Ed Hollman @ 488-1782. For directions call Colin Sato at 255-1255.



RD-3530

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<b>Paxton</b>	<b>California Customs USA</b>	<b>BF Goodrich, etc.</b>

**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**

**For Sale:**  
 1984 Red Devil F440, with trailer, lots of extras including a motor, Make offer, call Keith Greer 224-8221.



## 2001 Racing Schedule

February , 24th  
 -Solo 1/ Regional  
 March 4th  
 -Solo 1/ Regional  
 April 29th  
 - Solo 1/ Regional  
**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 Art Sonen for details.



## the 2001 Acura MD-X



The Acura MDX has been available for several months now and the response has been tremendous. It is Motor Trend's SUV of the year and the North American Truck of the Year. It features a 3.5 liter, 240 hp V-6 engine that delivers 95 percent of its peak torque between 2000 and 5000 RPM while meeting ultra-low emissions standards. The MD-X provides 7 passenger seating in three rows and a fully automatic 4-wheel drive system, with a 5 speed automatic transmission. Filled with more luxury and safety features than there is space here, call me, Colin Sato at 255-1255 for more details.