



Huila

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

Volume 10 Issue 9

September 2001

Solo II Talk

By Gary Kitagawa

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Editors Note:

There has been lot's of negative press regarding street racing and car enthusiasts in general. While I agree that the "street racers" deserve much of the criticism they are currently receiving, it is unfortunate that car enthusiasts are being "lumped" in the same group.

I'd like to congratulate those of you who participate in our events. As a car enthusiast, I hope you derive the same satisfaction I get from the competition, camaraderie, and the knowledge that your racing is held on a track in a safe and controlled manner. I'd like to express a heartfelt thank you. I hope you'll encourage others to explore the potential auto-crossing offers.

- CS

With a late July race followed by the Subaru event at HRP, this month's race capped three weeks of racing! For those of you who have been involved in all three, you've had plenty of seat time to practice and have fun!

Thanks to last week's Subaru event at HRP, we had a few more novice drives attend this month's race. Speaking to some of them, they were all having fun and with smiles.

Hawaii SCCA welcomes the August novice racers: Derrick Naruse (AS), Shiva Hiremath (AS), Aaron Toma (CSP), Kevin Ng (CSP), Debbie Jeffries (DSP), David Kauka (DSP), Reed Asato (DSP), Seth Stabenberg (DSP), Kanoa Cooke (DSP), Michael Friedman (GS), Richie Miao (GS), Evan Takayama (HS), Ryan

Kyle Tanaka brought a beautiful Yellow Toyota MR2 out for the August autocross and tuned a best time of 48.015 in ASP.



*This just goes to show if you want your picture in Huila, all you need to do is find me and **whine** about it like Ricky Tom did. Or you could simply win your class ;-)*



Nakama (STS) and Mitchell Loo (STS). Ryan, Richie and Michael joined us at the Subaru event, and now for this months' race. To all of the novice racer's, thanks for joining us and we look forward to seeing you at the September race.

For the past several months, the overall times for our races have been getting faster. This month, the course designers decided to throw a couple of kinks into the course to see how the driver's would fare. Some of the course features we haven't seen in a while included a "triangle" and a couple of really sharp, slow corners that looked deceptively faster than they were. Though not quite as fast as last month,

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September Race: Surviving the Spins

By Ed Kemper

SCCA's Hawaii regional race on September 2nd at Hawaii Raceway had its survivalist aspects. First was the mechanical variety, and the second was to avoid spinning cars. The mechanical problems dominated the sedan and sports car race and Solo I. In the case of the Formula Ford race, it had an untypical number of spins resulting in accidents or lead changes.

The closed wheel racers lined up pretty

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The calm before the storm. Two rows of Formula Fords exit the off-camber turn in nicely arrayed rows of two.



Solo II Talk

(Continued from page 1)

the overall times were very good. Everyone seemed to be pushing hard and having fun.

Fastest time of the day belonged once again to Curtis Lee who clocked a 40.686. He was followed by Garrett Chew (41.987) and daughter Jennifer Lee (42.471) to complete a BSP sweep of the top three spots. Rounding out the top five were Colin Sato (43.000) in fourth and Robert Igarashi (43.158) in fifth.

Curtis also wrested the top PAX time from incumbent Reid Morimoto. The rest of the top five PAX finishers were Reid, Joseph Battista, Colin Sato and Vernon Pires.

In individual classes, Colin Sato took top honors in AS with Collyer Young and Eugene Van Orman completing the top three. Dean Kawasaki placed first in CSP

Cones fly as the Sonic Motorsports Rabbit gets a bit crossed up. Robert would recover to post the 5th fastest time of the day, 43.158.



with a 43.744. Jason Dovgan (44.774) was second and Robert Casteel (47.483) took third. In the DM family Corvette challenge, Bill Lindemann beat son Charles by 0.716s.

The largest class of the day belonged to DSP, with fourteen drivers, which included four novice drivers. Cliff Goto once again took top honors with a 44.344. Ricky Tom took second place by beating Gary Kitagawa by 0.304s. Bill Taylor was tops in ES with a 49.060, followed by Jessie Weinberger and Marcus Suzuki. Keith Binning beat Robert Hechtmen for the top spot in FSP. Reid Morimoto and his Acura Type-R beat Derrick Wong and his Acura RSX-S for the top stop in GS. Jon Matsushige was sixth overall and number one in SM. STS proved to be the most closely

Newbie Shiva Hiremath was all smiles as he experienced his first autocross in his 944 S2 Cabriolet. We hope you return to expand on what you've learned!



contested class. Joseph Battista was first with a 44.794. This was 0.598s faster than Vernon Pires, who was 0.175s faster than Francis Lining. Francis beat Kalani Kitamura for third place by a mere 0.007s, and Kalani beat Earl Huang by 0.026s.

Mahalo to all of the workers! You're very important to the driver's safety, and for helping keep things running smoothly. Remember that in order for your times to count, you have to pitch in and lend a hand.

A quick reminder to all racers. The date for the September Autocross is the 16th! Mark your calendar's, we'll see you there!

Derrick Naruse was our highest placing Novice for August. He skillfully piloted his 911 to 34th in PAX and 35th overall in his first time out. Derrick, there is soooo much potential in your car, we hope to see more of you in future events!



September Race: Surviving the Spins

(Continued from page 1)

Lee Guertler in his 240Z stalked Scott Schulte's 911 for the opening laps of the event, but would later retire with a suspension failure.



much as expected: Scott Schulte, in his Porsche 911 with a somewhat reluctant 2nd gear problem, Lee Guertler, with his Datsun 240z sporting new tacked on fender flairs, Ed Kemper, with new brakes on his Mustang but old tires, and James Kellar in his Rabbit, with a semi sick engine.

As has been the pattern, when the green flag was waved Schulte and Guertler took off for the first corner each hell bent to beat the other guy. This time Schulte stayed in the led from his pole position. Guertler stayed more or less in his mirrors until the mid point when Guertler's rear control arm broke. The driver's side rear wheel not only had an ungodly toe out, but it was also canted forward. Needless to say, that was the end of the day for the Datsun.

Meanwhile, Kellar's VW was slowly expiring with a broken intake manifold, and eventually he retired.

Timson pressured Jensen into a spin just before the Sweeper and earned the lead and victory as a result.



Kemper motored on slipping and sliding with old tires on the way to finish a distant second.

Solo I also had its mechanical maladies. Porsche driver, Ron Mishima flat spotted his tires in practice and that ended his day. Likewise, Chris Messer's Camaro suffered a clutch failure and he was unable to take his four timed laps. Lindsay Akamu, in his Porsche soldiered along with a 1:04.520 time for his best lap and first place in the Solo event.

The Formula race was much more dramatic. The usual players, with one exception, were present. Bob Sato had to drop out in practice because of a punctured radiator after an agricultural side trip. Dave Goto permitted Lee Jensen, who has not raced with SCCA for some time, to race one of his cars.

In the middle of the race, Goto, Timson and Jensen were running nose to tail.



Generally, the top qualifiers, Goto, Steve Timpson, Jensen would vie for the top spot. Tom Ito, Wes Aihara, Allan Zane, and Steve Hirasuna represented the second fight, albeit short lived for some.

As usual turn one on the first lap became a little congested, and this time Aihara and Ito came together, with each breaking suspension parts. Ito was stuck in turn one the entire race, and Aihara limped back to the pits and the end of his racing day.

Meanwhile, up front Goto, Timpson and Jensen were running closely with Zane and Hirasuna falling back somewhat. But on about fifth lap, Timpson got hung up at the end of the straight because of Ito's car and dropped to fourth. Thus, the race turned into a battle among the team Goto players with Jensen ever so slowly moving up on Goto. In the area where Goto is

(Continued on page 6)

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
SS Class Average : 46.325										
Joyce Murray	Mazda	RX7	46.325	46.751	46.857	46.457	46.325	28	38.450	33
AS Class Average : 46.291										
Colin Sato	Honda	S2000	44.673	45.733	1 44.836	1 43.000	43.000	4	35.131	4
Collyer Young	Porsche	911 Carrera	44.805	44.297	43.999	43.925	43.925	10	35.887	11
Eugene Van Orman	BMW	M3	46.798	45.416	45.305	45.155	45.155	18	36.892	17
Franceen Sato	Honda	S2000	47.639	47.006	46.011	46.899	46.011	27	37.591	23
Jayson Guzman	BMW	M3	48.580	47.052	47.369	47.770	47.052	32	38.441	31
Derrick Naruse	Porsche	Carrera	48.486	48.639	DNF	47.120	47.120	35	38.497	34 N
Andy Barnes	BMW	Z3	50.158	1 47.602	49.261	1 47.491	47.491	38	38.800	38
Shiva Hiremath	Porsche	944 S2	56.003	52.974	51.399	50.571	50.571	59	41.317	63 N
BS Class Average : 44.629										
Panos Prevedouros	Mazda	Miata	45.013	44.469	45.123	44.898	44.469	13	36.153	13
George Atkins	BMW	Z3	45.678	45.392	45.884	44.789	44.789	16	36.413	15
ES Class Average : 50.924										
Bill Taylor	Mazda	323 GTX	50.437	DNF	51.579	1 49.060	49.060	49	38.561	36
Jessie Weinberger	Plymouth	Laser RS	52.974	50.838	50.786	49.502	49.502	55	38.909	39
Marcus Suzuki	Nissan	240SX	50.846	49.637	50.211	49.764	49.637	56	39.015	40
Rossmann Benitez	Nissan	180SX	53.292	57.592	52.706	51.271	51.271	65	40.299	55
Terry Bowlden	Honda	Civic	54.905	52.167	53.013	51.849	51.849	67	40.753	57
Kanoa Cooke	Nissan	Sentra SE-I	56.360	56.351	54.226	54.380	54.226	71	42.622	68 N
GS Class Average : 47.736										
Reid Morimoto	Acura	Type R	44.150	44.358	43.875	44.831	43.875	9	34.617	2
Derrick Wong	Acura	RSX-S	49.323	48.992	47.841	49.148	47.841	39	37.747	25
Richie Miao	Subaru	WRX	49.884	49.018	48.837	48.501	48.501	45	38.267	29
Michael Friedman	Subaru	WRX	50.597	48.655	49.127	49.382	48.655	46	38.389	30
Joe Tham	Honda	Prelude	51.603	51.745	51.974	49.806	49.806	57	39.297	44
HS Class Average : 49.957										
Tim Wolf	Honda	Accord	50.900	50.318	49.225	50.312	49.225	50	38.445	32
Evan Takayama	VW	Golf	53.739	51.387	50.688	51.234	50.688	60	39.587	46 N
ASP Class Average : 48.015										
Kyle Tanaka	Toyota	MR2	57.643	1 49.198	50.123	48.015	48.015	41	40.909	59
BSP Class Average : 43.381										
Curtis Lee	Datsun	240Z	41.780	40.686	41.686	40.961	40.686	1	34.461	1
Garrett Chew	Datsun	240Z	42.729	41.987	42.429	42.522	41.987	2	35.563	6
Jennifer Lee	Datsun	240Z	43.933	42.546	42.909	42.471	42.471	3	35.973	12
Jeff Young	Datsun	280ZX	48.381	49.518	49.283	DNF	48.381	43	40.979	60
CSP Class Average : 48.570										
Dean Kawasaki	Toyota	Corolla	46.236	1 43.744	45.952	44.285	43.744	8	36.920	19
Jason Dovgan	Mazda	Miata	47.018	51.444	45.560	44.774	44.774	15	37.789	26
Robert Casteel	Honda	Civic	48.347	47.781	47.846	47.483	47.483	37	40.076	50
William McGill	Mazda	Miata	49.254	DNF	49.028	49.029	49.028	48	41.380	64
Eric Chang	Honda	Civic	51.794	51.030	51.971	51.243	51.030	62	43.069	69
Aaron Toma	BMW	325	53.926	52.115	53.052	51.871	51.871	68	43.779	71 N
Kevin Ng	Honda	Civic	53.742	DNF	52.062	52.695	52.062	69	43.940	72 N

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
DSP Class Average : 50.001										
Clifford Goto	Dodge	Neon R/T	46.348	44.874	46.797	1 44.344	44.344	12	36.318	14
Ricky Tom	Honda	Prelude	46.410	45.625	45.723	45.950	45.625	24	37.367	20
Gary Kitagawa	Honda	Prelude SI	48.136	47.376	46.740	45.929	45.929	26	37.616	24
Andy Park	Honda	Prelude	48.687	48.316	46.589	47.017	46.589	31	38.156	28
Earl Izawa	VW	Scirocco	48.755	48.346	47.207	47.078	47.078	34	38.557	35
Michael Durrett	Saturn	SL2	51.137	1 49.488	49.567	48.429	48.429	44	39.663	47
Mike Sakamoto	Nissan	240SX	51.292	49.476	1 50.341	50.916	49.476	54	40.521	56
Debbie Jeffries	Honda	Prelude	53.401	DNF	DNF	50.164	50.164	58	41.084	62 N
Jason Menor	Volkswage	GTI 16V	60.537	51.282	51.867	50.699	50.699	61	41.522	65
Franklin Sue	Toyota	Corolla	53.058	51.595	51.140	51.254	51.140	64	41.884	66
David Kauka	Nissan	240SX	DNF	59.706	2 DNF	53.285	53.285	70	43.640	70 N
Reed Asato	Nissan	240SX	DNF	56.600	56.280	54.397	54.397	72	44.551	73 N
Seth Stabenberg	Mitsubishi	Eclipse GS	60.060	DNF	56.419	57.548	56.419	73	46.207	74 N
Nick Nakashima	Nissan	240SX	56.445	67.920	81.959	11 58.161	56.445	74	46.228	75
ESP Class Average : 45.748										
Neal Arakaki	Chevy	Camaro Z2	44.843	45.075	44.550	43.538	43.538	7	35.788	10
Micah Watts	Ford	Contour	46.814	45.896	46.650	45.682	45.682	25	37.551	22
Scott Presson	Pontiac	Grand Prix	49.468	48.735	48.689	48.024	48.024	42	39.476	45
FSP Class Average : 48.961										
Keith Binning	Toyota	Corolla	48.970	DNF	46.394	46.947	46.394	30	37.811	27
Robert Hechtmen	VW	Golf	48.840	48.166	48.015	48.378	48.015	41	39.132	42
Lincoln Loo	Volvo	740 Turbo	52.176	54.095	1 51.023	49.317	49.317	51	40.193	52
Elliot Loo	Volvo	740 Turbo	52.953	49.382	49.557	50.406	49.382	52	40.246	53
Troy Morioka	Honda	Accord	DNF	DNF	DNF	51.696	51.696	66	42.132	67
CP Class Average : 47.059										
Elliot Woo	Ford	Mustang	47.458	47.331	48.155	47.059	47.059	33	40.283	54
DM Class Average : 44.974										
William Lindemann	Chevy	Corvette	46.350	44.616	45.330	45.158	44.616	14	40.154	51
Charles Lindemann	Chevy	Corvette	46.275	58.261	1 45.332	45.741	45.332	19	40.799	58
EM Class Average : 43.158										
Robert Igarashi	VW	Sonic GTI	55.703	1 43.458	43.158	44.663	1 43.158	5	39.144	43
FM Class Average : 44.037										
Keith Greer	Red Devil	F440	51.741	56.102	3 44.037	50.344	44.037	11	39.809	48
STS Class Average : 46.944										
Joseph Battista	Subaru	Impreza	44.794	45.054	44.906	45.080	44.794	17	35.029	3
Vernon Pires	Subaru	Impreza	48.359	1 46.678	45.716	45.392	45.392	20	35.497	5
Francis Lining	Subaru	Impreza	55.467	48.280	1 45.828	45.567	45.567	21	35.633	7
Kalani Kitamura	Subaru	Impreza	46.925	47.398	47.601	45.574	45.574	22	35.639	8
Earl Huang	Subaru	WRX	51.044	1 48.650	1 45.954	45.600	45.600	23	35.659	9
Jason Tokunaga	Subaru	Impreza	50.145	49.613	47.356	47.207	47.207	36	36.916	18
David Contreras	Subaru	Impreza	49.575	48.226	49.019	47.882	47.882	40	37.444	21
Ryan Nakama	Subaru	WRX Wag	53.382	50.568	50.085	49.438	49.438	53	38.661	37 N
Mitchell Loo	Toyota	Celica GT	56.084	52.661	51.443	51.042	51.042	63	39.915	49 N

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
SM Class Average : 46.156										
Jon Matsushige	Chevy	Camaro SS	44.434	43.383	44.584	43.355	43.355	6	36.505	16
Martin Barrozo	Nissan	240SX	46.640	47.661	46.368	47.341	46.368	29	39.042	41
Rick Nakama	Nissan	240SX	DNF	49.358	51.421	1 48.745	48.745	47	41.043	61
FTD: 40.686			Overall Average : 47.717			Standard Deviation : 3.285				

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.

September Race: Surviving the Spins

Open Wheel		
Place	Driver	Car Make
1	Steve Timpson	Formula Ford
2	Lee Jensen	Formula Ford
3	Dave Goto	Formula Ford
4	Alan Zane	Formula Ford
5	Stephen Hirasuna	Formula Ford
6	Thomas Ito	Formula Ford
7	Wes Aihara	Formula Ford
8	Bob Sato	Formula Ford 2000

(Continued from page 3)

usually his strongest, just before the reverse camber turn, he spun right in front of Jensen who barely got by.

Meanwhile, Timpson was on mission, and he was catching Jensen. On lap nineteen Jensen spun just as he was approaching the sweeper and Timpson, who was right on his tail, also just missed him. From that point forward, Timpson cruised to the checker at lap 26.

Certainly, the Formula races are getting more and more exciting. With the addition of as many as 3 drivers to the sedan event, it too should notch up to the same level of excitement.

Closed Wheel		
Place	Driver	Car Make
1	Scott Schulte	Porsche 911
2	Ed Kemper	Ford Mustang
3	Lee Guertler	Datsun 240Z
4	James Keller	VW Rabbit

Solo I			
Place	Driver	Car	Best Lap
1	Lindsey Akamu	Porsche 911	1.04.520
2	Ron Mishima	Porsche 911SC	DNS
3	Chris Messer	Chevy Camaro	DNS

Solo II Heat Schedule for September 16th, 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 & 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 8
- May 20
- June 10
- July 29
- August 12
- September 16**
- October 14
- November 11
- December 9

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2001 Racing Schedule

- 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**
- November 17
- School

At the end of each of these events, there may be Track Time available on the short course, call for details.

SCCA Hawaii General Membership Meeting September 19th

This months meeting location will be determined and announced at the next Solo II event.

Watch our local web page for details or e-mail me at colin@satoauto.com

If you're planning to attend, please contact either Colin Sato (255-1255) or Ed Hollman (488-1782) for directions.



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