

HUILA



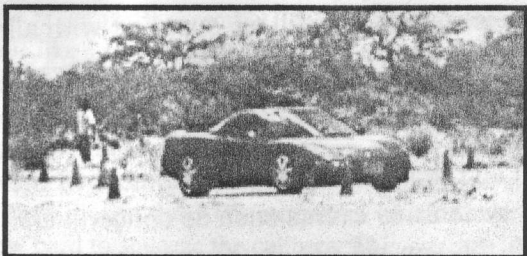
Volume 8 Issue 7 *The Newsletter of The Hawaii Region of The Sports Car Club of America* July 1999

Solo II Talk

By: Jennifer Lee

Photos By: Lisa Arakawa

June's autocross was almost the exact opposite of May's autocross. The clear, blue sky showed no traces of rain clouds as the heat set in. The drivers meeting announced extremely good news. The City and County has granted the SCCA verbal permission to stay at Barbers Point. When the transfer of property ownership is complete, we will be given written confirmation. Talk about a sigh of relief.



Jerry Balcer, NSX, 73.006

Our innovative course designers came up with a very technical track. Those of you who didn't like May's track probably enjoyed June's track much more. It began with a left-hand turn into a couple of tight swerves that continued to a very sharp and tight right-hander. After this turn was where a person started to pick up the speed into a few offset gates. Next, the it flowed into the backside of the track at the old tire wall area. Here was an angled 180° turn followed by a left-hand 90° turn. This turn led to the same 360° turn as May's track but in the opposite direction. As you finished the turn you embarked upon a 6 cone increasing and decreasing slalom. To

finish the track, there were 2 tight 90° turns to slow people down. These creative tracks are getting harder and harder to formulate. The reason being the limited amount of space. The grass, weeds, and bushes are taking over our area slowly, but surely. The SCCA is always willing to have a volunteer clean-up day to rid the ground of such unwanted inhabitants. We would need some heavy duty yard equipment to do the job. If you have any connections to these items, please contact the SCCA. Weedwackers are not sufficient enough to eliminate the weeds. The compensation is free fun runs for the rest of the day!



Keith Greer, Red Devil F440

June had a pretty good turn out. 52 racers came to the track, 9 of which were novices. **Denny Balbirona, Stacy Balbirona, Jerry Balcer, John Engelbert, Brently Hume, Sang Leong, Francis Lining, Chris Powell, and Yugo Tsukikama** were introduced to the world of autocrossing last Sunday. John Engelbert, Brently Hume, and **Ed Kemper** came out with the Mustang Club, the featured club of the month. Taking fastest time of the day was



Kevin Ham, Datsun 240Z

Stephen Oliberos in his red, white, and blue EP Datsun 510. He turned a 62.219. Coming in a close

(Continued on page 2)

(Continued from page 1)

second was **Keith Greer** in his "new" FM Red Devil F440 with a time of 62.653. We will surely see Keith improve in the future since he is still getting used to the change from his Austin Mini Cooper.

We said we would have water for sale in the fundraiser but we didn't expect such a

large demand. Obviously, there needs to be more water available next time and there will be. Much mahalo to those who helped out with timing, picking up cones, and such. Hopefully next month's event will have as many if not more participants than June's event—plus good weather. I hope you had fun and I'll see you at the races!

Volunteer of The Month

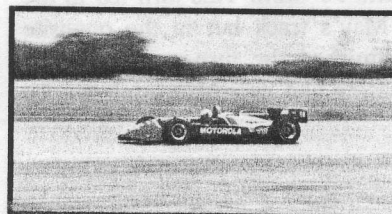
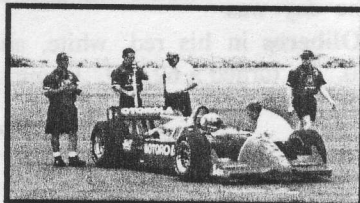
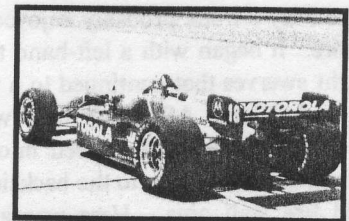
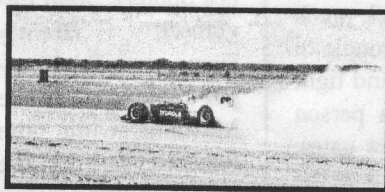
By: Lindsey Akamu

Gerald Luke is our volunteer of the month. Gerald has been a member of the SCCA since the early eighties. Gerald started racing by autocrossing his silver Porsche 914. He still has this car, along with a Porsche 911 and his trusty Chevy Nova (Toyota?).

Gerald was one of the original volunteers to sign up to work at the wheel to wheel races when they were first proposed six years ago. He was very interested in Flagging and Communication, and with his dedication became our flagging chief. I cannot recall Gerald ever missing one of the scheduled SCCA races. As the flagging chief, at the races, Gerald coordinates all the workers at the respective corners. He makes sure that each corner is staffed, as well as, supplied with all the flags and radios. Gerald takes special pride in working with new volunteer flaggers—he makes sure that they feel comfortable and confident in their responsibilities.

Gerald runs a company called Audissey. They sell and rent audio-visual equipment to the government and private sector. They also provide sound systems to events such as concerts and meetings. Gerald's generosity has provided the club with the van we use at the autocross, and especially important, the public address system we currently use. Gerald is the type of volunteer that every club would welcome as an important member.

More Mo...
Photos from the recent
CART test session at
Barber's Point



Eye On Electronics

Editor's Note: The following article is reprinted from the German Auto Specialists News. It contains edited excerpts from an article originally written by Mike Dale, published in Motor Magazine. You may recall, I have previously written about several new technologies that have found their way into our automobiles. Mike adds a few new possible improvements(?) to our future.

Once a year in March, the Society of Automotive Engineers holds its annual get-together in Detroit, with some 60,000 engineers, buyers and businessmen meeting to talk about what's new, what's hot and what new technologies are about to take over the world. Here's a look at some of the new neat things we have in store for the near future, as well as a couple of recycled ones from years past.

Several clear trends were apparent in the product of offerings of major manufacturers. One is a move to disconnect the driver from direct activation of vehicle subsystems. The kicker is that the driver will never know it happened. Continental-Teves, the world's largest maker of braking systems, showed its new brake pedal assembly. To the driver it looks and feels like a regular pedal. The difference is that there's no mechanical connection to the master cylinder. In fact, there is no master cylinder! Stepping on the brake pedal produces an electrical output that's proportional to how hard the pedal is pushed. This electrical signal is then sent to the ABS computer, which determines how hard to squeeze the calipers. This concept is also being applied to steering and throttle systems. All three depend on driver input modules that make the pedals or steering wheel feel "normal." One manufacturer actually took the driver disconnect concept to the extreme by showing a die-cast aluminum box-like structure with a gear shift lever sticking out of it. The driver feels like he's shifting gears, but the shifting is actually done by solenoids activated by a computer based on the information from sensors connected to the gear shift lever. This is worthwhile, of course, because it frees up extra space under the dash and in the console area, where things are normally tightly packed together. The issue of electronically controlled power steering imparts both space utilization and fuel consumption. This system would eliminate the need for much of what is now inside the steering column, which would reduce the weight of the vehicle, and at

the same time offer the possibility of improved packaging for the passenger compartment. Electronic power steering, such as Delphi's E-Steer, uses brushless DC motors to provide the needed power steering boost. This eliminates the need for hydraulic lines, fluids and seals, as well as the power steering pump itself.

Eliminating belt-driven accessory loads such as the power steering pump is another clear trend in the automotive industry. ZF, the transmission company that also makes power steering systems, says that its "Servoelectric" power steering system can save a liter of gasoline for every 200 miles a car is driven. Electrically driven water pumps and oil pumps are right around the corner, as well. Of course, the electric radiator cooling fan has been with us for quite a while. Self-contained a/c pumps, driven by electrical motors, on are the way, too. The accessory drivebelt may become a thing of the past sooner than anyone would have expected.

All of those electrical accessories are going to need some serious juice. Continental showed its ISAD (Integrated Starter, Alternator and Damper) product as a possible solution. It combines the flywheel, alternator, starter and vibration dampener functions into a single unit. Because it's all part of the flywheel and is directly bolted to the crankshaft, the noise from the engagement of the starter motor is virtually eliminated.

When functioning as an alternator, the ISAD system produces twice as much electrical output for the same amount of mechanical energy consumed by the engine. When the weight reductions achieved by eliminating the belts, pulleys and other stuff are figured in, the ISAD is said to actually improve fuel economy. Continental expects to be in volume production with the ISAD by next year.

One way the carmakers will deal with tighter evaporative standards is by changing the way they build fuel tanks. Currently, most of the evaporative emissions canisters are located remotely from the tank. Hoses and lines connect the tank to the evaporative system and to the fuel rail at the engine. Of course, all of these hoses and connections are possible leakage points.

One company at the conference showed a fuel tank with only two openings—one for the fuel filler neck, the other for a single-outlet connection to the fuel rail. An electronics package mounted inside the tank talks through a sealed electrical connector to the fuel management computer. By knowing what de-

(Continued on page 4)

(Continued from page 3)

mands are being made on the engine, the electronics package can predict how much fuel is being used and what is needed at the engine. By pumping just the right amount of fuel, the return line is eliminated. Using six or eight layers of plastic in the walls of the tank, meanwhile, eliminates penetration of fuel through the walls.

Part of the problem with auto shows is that everything is presented as "the wave of the future." You know some of the stuff isn't really going to make it, but it's hard to know which. Something that didn't live up to expectations years ago was the CVT, or continuously variable transmission. Other than a small Japanese car (Subaru Justy) and the Dutch DAF, the CVT just never did seem to make much of an impact. Plan on that changing. Ford and ZF announced an agreement to build a million CVT's a year here in the U.S. starting next year. They'll be going into some of Ford's 2001 production models. Bosch Corp., meanwhile, announced that it had bought the Dutch company VDT that supplied to DAF, and that they, too, were going to have high-volume production CVTs available soon.

For the last several years, there has been talk of using ion-sensing technology to replace conventional oxygen sensors. Here's how it works: when a voltage is placed across the gap of spark plug just after combustion, there's an electrical current that flows through the remaining gases. This current can then be analyzed by micro processors, which determines the percentage of oxygen and other pollutants in the exhaust. This doesn't look like much from the outside, but there's some real serious computing going on inside all those little black boxes.

Although not totally new, ion-sensing technology has been slow out of the gate. The latest word is that it will be used on the new Mercedes V12 engine. At present, the technology has not advanced to the point where it can eliminate all of the O2 sensors. A basic sensor is still needed, but the downstream ones are not. The big advantage in Mercedes' case is that with all those cylinders, conventional piezo-knock sensors can't figure out which cylinder or cylinders are incurring detonation. More than just eliminating sensors, ion-sensing technology in this application is able to do something another technology couldn't.

Along with new and old technology, there's always improved technology. Denso Corp. announced two new products at the SAE conference. One is a new iridium alloy spark plug that's just now making its way into production. Iridium is a material that can handle extremely high temperatures better than platinum, while at the same time being stronger mechanically. Remember, the perfect spark gap has always been two fine wires pointing at each other. The problem was there was no material available that could withstand the swirling forces of combustion. Now there is. You'll recognize the iridium plugs by the small diameter of the center electrode. Denso says these plugs should last in excess of 200,000 miles!

The fun thing about going to an SAE show is seeing all of the new technology. For many years it seemed like the same old metal, just cut and bent in different ways. What was new seemed so far out into the future, you wondered if it would ever wind up on cars. Well, this stuff will. Some of it is here now. The rest is coming soon.

FOR SALE:

1994 Chevrolet C1500 Extended Cab Short Bed Fleetside Pickup



Engine: 5.7L (350 cid) V8

Transmission: 4spd Automatic

Mileage: 28,500

Asking Price: \$17,000

Telephone: 836-1675 Wk.

256-4482 Cell.

Scott Schulte

Silverado Trim
Air Conditioning
Power Steering
Power Windows
Power Door Locks
H.D. Aux. Battery

Optional Equipment

Tilt Wheel
Cruise Control
AM/FM/Cassette
Sliding Rear Window
Bed Liner
Chrome Step Bumpers
Chrome Trim Package
Towing Package
Sports Suspension
Chrome Alloy Wheels
Deep Window Tint



Kelley Blue Book
kbb.com - guiding the car buyer

Kelley Retail Blue Book Value: \$19,620

SCCA SOLO II Results
Barbers Point NAS

6/13/99

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
SS Class Average : 70.757										
Joyce Murray	Mazda	RX-7	74.480	71.415	69.643	69.739	69.643	20	57.804	14
Peter Kay	Toyota	Supra Turb	72.098	70.237	69.725	70.018	69.725	21	57.872	15
Greg Garceau	Chevrolet	Corvette	72.536	71.691	73.036	1 70.595	70.595	24	58.594	17
Jerry Balcer	Acura	NSX	DNF	76.202	73.066	73.906	73.066	33	60.645	34 N
AS Class Average : 72.661										
Colin Sato	Toyota	MR2	72.990	DNF	72.378	71.794	71.794	30	61.097	37
Yi-Wen Ting	BMW	Z3	77.553	75.598	74.362	73.528	73.528	35	62.572	45
BS Class Average : 72.560										
Edward Kemper III	BMW	325is	77.366	2 73.070	72.560	73.011	72.560	32	58.846	20
CS Class Average : 68.601										
Jennifer Lee	Datsun	240Z	75.881	2 70.709	69.622	67.688	67.688	14	54.286	4
Amy Lee	Datsun	240Z	70.537	70.011	69.689	69.513	69.513	19	55.749	10
ES Class Average : 74.812										
Russell Yamaguchi	Volkswage	GLI 16V	73.597	1 72.382	1 70.605	73.397	2 70.605	25	55.496	9
Ed Hollmann	Honda	Prelude	83.420	79.306	78.097	76.436	76.436	45	60.079	30
Jessie Weinberger	Plymouth	Laser RS	82.834	77.396	79.220	77.646	77.396	48	60.833	35
FS Class Average : 73.763										
James Rumler	Pontiac	Trans Am	71.940	70.678	1 71.879	1 70.794	1 70.678	26	57.037	12
Brently Hume	Ford	Mustang	75.695	73.721	73.707	73.517	73.517	34	59.328	24 N
Halford Tome	Ford	Mustang	76.559	74.168	77.250	1 74.041	74.041	38	59.751	27
John Engelbert	Ford	Mustang G	DNF	DNF	76.815	79.050	76.815	46	61.990	40 N
GS Class Average : 74.912										
Francis Lining	Subaru	Impreza	78.115	74.540	74.450	74.508	74.450	41	58.667	18 N
Walton Ching	Subaru	Impreza RS	DNF	79.460	75.453	75.373	75.373	43	59.394	26
HS Class Average : 96.822										
Harmony Bentasino	Dodge	Shadow	DNF	123.011	105.023	96.822	96.822	52	76.005	52
ASP Class Average : 67.597										
Richard Shimabukuro	Mazda	RX-7	69.187	67.597	67.647	71.710	2 67.597	13	57.593	13
BSP Class Average : 65.833										
Curtis Lee	Datsun	240Z	63.690	63.920	62.990	62.911	62.911	3	53.223	1
Garrett Chew	Datsun	240Z	68.558	66.417	66.364	65.242	65.242	5	55.195	8
Chris Powell	Datsun	240Z	DNF	71.056	70.031	69.346	69.346	17	58.667	19 N

Overall Average : 71.542
 PAXTime - PAX Adjusted Time
 PAX - Ranking based on PAXed Time

SCCA SOLO II Results
Barbers Point NAS

6/13/99

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
CSP Class Average : 72.660										
Dean Kawasaki	Toyota	Corolla	65.086	63.620	66.114	1 68.235	2 63.620	4	53.695	2
Earl Huang	Subaru	Impreza	70.673	70.446	69.460	69.354	69.354	18	58.535	16
Clifford Goto	Dodge	Neon R/T	70.160	70.305	72.021	1 70.102	70.102	22	59.166	22
Yugo Tsukikama	BMW	M3	72.792	73.531	1 70.362	71.587	1 70.362	23	59.386	25 N
Ryan Unten	Acura	Integra	74.029	72.788	71.189	1 75.398	71.189	28	60.084	31
Richard Crabbe	Nissan	200SX	75.113	73.244	72.447	78.621	2 72.447	31	61.145	38
Stacy Balbirona	Mazda	RX-7	74.876	81.725	3 74.038	77.889	3 74.038	37	62.488	42 N
Sang Leong	Toyota	MR2	DNF	77.348	75.754	74.106	74.106	39	62.545	43 N
Denny Balbirona	Mazda	RX-7	DNF	77.100	75.608	74.650	74.650	42	63.005	46 N
Ben Lukacs	Honda	Civic	79.999	DNF	78.884	84.809	78.884	49	66.578	49
Frank Ching	Toyota	Corolla GT:	88.526	83.480	82.905	80.508	80.508	51	67.949	50
DSP Class Average : 75.389										
Brian Kashiwamura	Suzuki	Swift	77.919	76.599	75.145	73.928	73.928	36	60.621	33
Dennis Tse	Toyota	Celica	DNF	77.033	78.103	76.851	76.851	47	63.018	47
ESP Class Average : 68.774										
Leon Seto	Chevy	Camaro	68.961	70.429	1 68.058	66.778	66.778	8	54.892	5
Gary Tamura	Chevy	Camaro	68.263	66.980	67.032	66.956	66.956	10	55.038	6
Ryan Seto	Chevy	Camaro	68.885	68.482	69.360	67.129	67.129	11	55.180	7
Elliot Woo	Ford	Mustang G	79.588	2 77.368	1 75.119	74.234	74.234	40	61.020	36
AP Class Average : 73.068										
Shane Oliberos	Datsun	280Z	69.937	1 68.115	DNF	68.066	68.066	15	59.285	23
Kevin Ham	Datsun	240Z	71.177	70.739	76.639	2 70.787	70.739	27	61.614	39
Ross Perrins	Datsun	240Z	74.148	74.610	71.753	71.263	71.263	29	62.070	41
Scott Pires	Datsun	240Z	87.181	78.478	75.821	1 86.214	75.821	44	66.040	48
Travis McMahel	Datsun	240Z	DNF	80.447	79.452	2 26.653	79.452	50	69.203	51
BP Class Average : 67.407										
Ken Matsumoto	Nissan	300ZX TT	71.528	1 67.407	68.179	DNF	67.407	12	58.914	21
EP Class Average : 62.219										
Stephen Oliberos	Datsun	510	70.652	2 63.801	1 62.219	64.712	1 62.219	1	54.255	3
DM Class Average : 66.622										
William Lindemann	Volkswage	GTI	68.627	66.410	67.212	67.133	66.410	7	59.769	28
Charles Lindemann	Volkswage	GTI	DNF	2 66.834	70.453	2 72.133	2 66.834	9	60.151	32
EM Class Average : 67.424										
Wesley Aihara	Honda	CRX	68.678	1 68.188	1 66.033	66.516	66.033	6	60.024	29
Cory Tomoyasu	Honda	CRX Si	70.049	72.610	69.263	68.816	68.816	16	62.554	44
FM Class Average : 62.653										
Keith Greer	Red Devil	F440	78.536	1 62.835	67.712	2 62.653	62.653	2	56.638	11

FTD: 62.219

Overall Average : 71.542

Standard Deviation : 5.590

N - Novice	PAXTime - PAX Adjusted Time
OA - Ranking based on Best time	PAX - Ranking based on PAXed Time

SOLO II Heat Schedule for July 11, 1999

08:00 Track Set-up
 10:00 Race / Work Registration, Tech Inspection, Track Walk
 10:45 Track Closed, HEAT 1 Driver's and Worker's Meeting
 11:00 Start HEAT 1

HEAT 1 D, E, F, G, H STOCK

HEAT 2 Driver's and Worker's Meeting

HEAT 2 A, B, C STREET PREPARED

LUNCH BREAK, Awards Presentation, Track Walk

HEAT 3 Driver's and Worker's Meeting

HEAT 3 D, E STREET PREPARED, PREPARED, MODIFIED

HEAT 4 Driver's and Worker's Meeting

HEAT 4 SUPER, A, B, C STOCK

CLEAN-UP and PUT AWAY CONES

SCCA Meeting Schedule

Date	Time	Itinerary
July 14	7:00PM	General Membership

SCCA Hawaii holds monthly general membership meetings. These are scheduled on the first Wednesday following that month's Solo II Autocross. They start at 7:00PM, (and unless otherwise noted) are held in the offices of Ed Kemper, 737 Bishop St., Suite 1455, ph. 524- 0330.

'99 Solo II Schedule

January 24	July 11
February 14	August 8*
March 14	September 12*
April 11	October 10*
May 16	November 14*
June 13	December 12*

*Tentative Dates

'99 Club Racing Schedule

January 17	Regional Race
March 28	Regional Race
May 23	Regional Race
July 24	Driver's School
August 1	Regional Race
October 3	Regional Race
December 5	Regional Race

SCCA Hawaii Region BoD, Contacts, & Telephone Numbers

LINDSEY AKAMU (RE)
 ED HOLLMAN
 ED KEMPER
 PAUL SCHWARTZ
 ART SONEN
 JESSIE WEINBERGER
 GERALD LUKE (F & C)
 SCOTT SCHULTE (Huila Editor)

595-3595
 488-1782
 524-0330 edracers@aol.com
 396-3485
 734-3226 asonen@aol.com
 623-7515
 591-2791wk, 737-0073hm, gcylbz@lava.net
 836-1675 sjs@lava.net, germanautospecialists.com

Huila welcomes responsible comments, suggestions, editorials, articles, and advertising. Deadline for all submissions is the 15th of the month prior to publication. Please contact the editor for additional information or advertising rates. The editor reserves the right to edit all submissions for grammar, punctuation, and content. If possible, submissions should be made on disk, be e-mailed, or be type written so that they can be scanned through optical character recognition. Advertising submissions must be "camera ready", and will be reproduced as submitted.