



Huila

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

Volume 9 Issue 1

January 2000

Solo II Talk

by Jennifer Lee

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Editors Note:

I'd like to thank Alan Pflueger for allowing us the use of the Pflueger Honda meeting room for this months general meeting.

The holidays are upon us and I'd like to wish everyone all the best for 2000 and beyond. Let's drive responsibly all year around, but be especially alert at this time of the year. Remember the guy in the car next to you doesn't autocross so his driving skills aren't as good as yours! Drive with aloha!

The "winter" season has finally unleashed its rain over our tropical islands leaving Sunday's event wet with puddles of water all over the track. Fortunately the only heat that was affected was the first heat. I



*Ray Smith drive his brand new BMW 328i
to a best time of 78.282 in B Stock.*

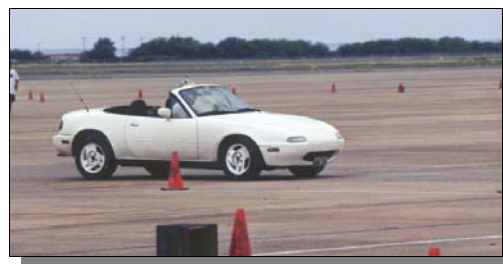
guess the first heat wasn't too lucky, huh? As the heat progressed, most of the puddles dried up with only a few small patches here and there. The majority of the racers in the first heat were able to get a dry last run.

December's track was technical yet it allowed people to gain some speed. It contained two back-to-back 90° turns but actually the second turn was a 120°. The



Our newly refurbished timing stand.

middle of the track was where the concentration kicked in. The key to this section was looking ahead. It was a bunch of continuous turns, each one coming up as fast as the last. It was easy



*Jason Dovgan took first place in B Stock
in his Miata with a best time of 70.952.*

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SCCA Hawaii General Membership Meeting January 12

This month's meeting will be at Pflueger Honda (777 Ala Moana Boulevard). We will be in the confrence room off of Koula St. and street parking is available. This meeting will start at 6:00, if you have any questions regarding the meeting agenda, please call Linsey Akamu at 595-3595. For directions call Colin Sato at 255-1255.

If possible we are requesting that all Solo I and wheel-to-wheel participants attend this meeting. The purpose of this meeting is to discuss scheduling and entry fees for the 2000 racing season. This is your opportunity to voice your opinion so don't let it pass you by!

Notes from the Regional Executive

By Linsey Akamu

Due to the success of our Solo II program, we have been experiencing sixty or more cars at our events. The large number of participants are welcome, but we need to insure that additional problems don't arise. In order to make things more manageable and efficient we are considering implementing a number of changes.

First off, we are considering rearranging the car classes between the heats to even out the number of cars in each heat. In this way, workers and drivers have a more equal wait or work assignment. Another aspect that needs to be revised is the worker assignments. We are considering having a worker sign up sheet at the registration table. When you sign in we are going to ask you to work the heat of your choice. All the positions will be listed. We will cross-reference this list with the entry forms and make sure everyone is assigned to work. We may have to be stricter and delete all run times if you do not fulfill your work obligation.

We would also like to ask participants to come as early as possible. Tech inspection usually starts around 10:00. We can handle a large number of cars at that time. Late arrival means that the tech inspectors have to spend all morning checking cars. Our tech inspectors are drivers just as you are so give them a chance to walk the course and prepare for their runs too.

Fun Runs are great fun at the end of the day. We could use some help in setting the cones back in place. But most of all we need your help at the end to pickup all the cones and put everything away.

We are reviewing the Street Touring class and checking to see how the rules will fit our region. All of these changes are under review and we would like to implement them at the start of the new season in April. If you have any comments or suggestions to make things better, let us know.

Who Is the SCCA

The Sports Car Club of America is a 55,000-member non-profit organization featuring the most active membership participation organization in motor sports today, with over 2,000 amateur and professional motor sports events each year.

Solo II or Autocross is held at Kalaeloa (formerly Barbers Point Naval Air Station). The cost for a driver is \$17.00 (non-member), and pit passes are available for \$3.00 per person. It is a purely amateur event where anybody can participate. Generally a course will be defined using traffic cones; time penalties will be charged for disturbing cones. In our region, the penalty is 2 seconds per cone. Each driver is given four runs through the sports car course, and the driver with the single fastest time in the class wins the class. Points are kept throughout the year, which accumulate for prizes and trophies at the end of the year. Minimum participation in over half of the races through the year is required to be in the running for the points and the run-off championship. See page 6 for this season's year-to-date points.

The wheel-to-wheel and Solo I racing events are regional races at Hawaii Raceway Park. In order to race an SCCA regional race, all drivers must pass a drivers school. Since the cars are driven at a much higher rate of speed (up to 140 m.p.h.) and passing is permitted, both the driver and the vehicle must have a number of safety features before they are permitted to race.

Solo II Talk

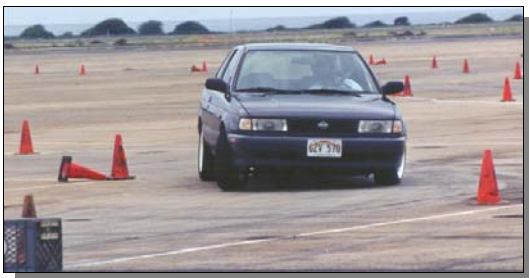
(Continued from page 1)



For a novice, Cal Sato drove well, placing right in the middle of the ultra competitive C Street Prepared

to make an error that would cost the driver valuable time. These elements were the technical part of the track. The short slaloms and fast straights gave the track its pedal-to-the-metal value.

There was a good turn out considering the type



Pierre Felipe rounds the last corner in his Nissan Sentra on his way to a 77.574.

of weather we've been experiencing. 61 racers participated in December's event, 22 of them were in CSP. This was largely due to a change of class for some Subaru Impreza drivers. 7 Imprezas moved up from GS to CSP, most of them placing in the top half of the class. The winners of the huge CSP class were **Dean Kawasaki, Ken Van Orman, and Cliff Goto.** All three got into the high 60's and were within a second of each other. 9 novices also participated

in December's race. **Ranjoe Banga, Jason Chung, Elliot Loo, Russell Mesinas, Conrad Matsuda, Miles Murakoshi, Cal Sato, Dustin Vierra, and John Wayte** made their debut out on the course in their stylin' cars. Speaking of cars, this one is not only stylish but also very slick! John Pinero in his patriotic Chevy Camaro



Novice Conrad Matsuda drove cleanly to take first place in E Stock. Come on Conrad, its no fun if you don't hit at least one cone!

outsmarted our timing lights, which resulted in at least 4 extra runs. We suspect the super white color of his car combined with certain shades of light caused the timer to not sense the car as it passed the timing lights. But maybe the real reason is because he's just so fast! =) Another fast driver was Stephen Oliberos in his stellar Datsun 510. He took FTD pulling a time of 65.498 that was closely followed by Keith Greer in his Red Devil F440 with a time of 65.964.



Stephen and Shane Oliberos took 1st and 3rd overall (respectively) in their E Prepared Datsun 510. Stephen's 65.498 was the FTD.

(Continued on page 6)

	Name	Make	Model	Run1	C	Run2	C	Run3	C	Run4	C	Best	OA	PAXTime	PAX
SS	Class Average : 71.212														
	Joyce Murray	Mazda	RX-7	73.046	1	73.739		71.212		71.317		71.212	13	59.106	14
AS	Class Average : 71.041														
	Colin Sato	Honda	S2000	DNF		71.484		76.005	1	71.041		71.041	12	60.456	19
BS	Class Average : 75.626														
	Jason Dovgan	Mazda	Miata	73.819		71.607		71.650		70.952		70.952	11	57.542	5
	Panos Prevedovros	Mazda	Miata	79.976		76.880		76.425		74.586		74.586	36	60.489	20
	Ray R. Smith	BMW	328i	80.229		79.566		85.017	3	78.282		78.282	50	63.487	38
	Scott Presson	Mazda	Miata	83.476	1	79.076		DNF		78.686		78.686	53	63.814	41
CS	Class Average : 72.125														
	Jennifer Lee	Datsun	240Z	73.438		73.806	1	73.800		71.687		71.687	16	57.493	4
	Amy Lee	Datsun	240Z	74.373		73.119		72.563		72.843		72.563	21	58.196	9
ES	Class Average : 78.284														
	Conrad Matsuda	Saturn	SC2	83.228		80.350		80.335		78.248		78.248	49	61.503	22 N
	Sunny Kamahele	Eagle	Talon	83.809	1	80.875		80.581		78.320		78.320	51	61.560	23
FS	Class Average : 72.607														
	John Pinero	Chevy	Camaro	72.607		73.601		83.093	2	74.301	1	72.607	22	58.594	12
GS	Class Average : 77.054														
	Vernon Pires	Subaru	Impreza	77.936	1	74.990		78.316	2	73.314		73.314	27	57.771	7
	William Cook	Subaru	Impreza	77.922		76.767		75.171		74.267		74.267	33	58.522	10
	Elliot Loo	Volvo	740 Turbo	85.828		83.931		86.614		83.581		83.581	57	65.862	50 N
ASP	Class Average : 72.783														
	Richard Shimabukuro	Mazda	RX-7	80.311	2	77.327	2	77.598	2	72.783		72.783	25	62.011	24
BSP	Class Average : 70.070														
	Curtis Lee	Datsun	240Z	68.992		67.748		66.564		66.383		66.383	4	56.160	1
	Garrett Chew	Datsun	240Z	71.143		70.024		69.491		69.242		69.242	8	58.579	11
	Mark Murray	Datsun	280Z	79.148		76.459		74.585		80.668		74.585	35	63.099	34
CSP	Class Average : 77.429														
	Dean Kawasaki	Toyota	Corolla	72.128		69.213		67.859		69.790	1	67.859	5	57.273	3
	Ken Van Orman	BMW	M3	71.355		70.303		69.438		68.910		68.910	7	58.160	8
	Clifford Goto	Dodge	Neon R/T	75.002		71.021		69.539		71.745	1	69.539	9	58.691	13
	Earl Huang	Subaru	Impreza	73.657		72.359		71.361		71.218		71.218	14	60.108	17
	Arian Yee	Subaru	Impreza	74.289		72.441		74.154	1	71.886		71.886	17	60.672	21
	Tim Wolf	Subaru	Impreza	78.207		DNF		74.031		78.650	1	74.031	31	62.482	28
	Richard Crabbe	Nissan	200SX SE-	74.421		74.087		74.907		DNF		74.087	32	62.529	30
	Kalani Kitamura	Subaru	Impreza	78.258		74.449		75.898		74.501		74.449	34	62.835	31
	Eugene Van Orman	Volkswage	Jetta GLX	74.869	1	74.821	1	74.658	1	74.933	1	74.658	37	63.011	32
	Joseph Battista	Subaru	Impreza	78.847		77.155		75.411		75.040		75.040	38	63.334	35
	Russell Yamaguchi	Subaru	Impreza	80.781	1	75.557		78.782	1	75.781	1	75.557	39	63.770	39
	Cal Sato	Honda	Civic	83.004	2	80.244	1	77.640		75.757		75.757	40	63.939	42 N
	Francis Lining	Subaru	Impreza	81.750		79.290		77.355		75.875		75.875	41	64.039	43
	Pierre Felipe	Nissan	Sentra	82.064		77.574		82.001	1	78.654	1	77.574	47	65.472	47
	John Donald	Acura	Integra	78.830		81.639	2	77.675		80.505		77.675	48	65.558	48

CSP Class Average : 77.429

Weston Leslie	Subaru	Impreza	DNF	78.713	78.619	82.240	78.619	52	66.354	51
Marcus Suzuki	VW	Jetta GLI	95.450	83.809	80.697	82.032	1 80.697	54	68.108	54
Aaron Muramoto	Honda	Civic Si	80.966	1 83.027	2 DNF	81.331	2 80.966	55	68.335	55
Jason Chung	Honda	Accord	82.175	83.105	84.352	1 85.498	2 82.175	56	69.356	57 N
Ranjoe Banga	Nissan	240 SX	108.557	2 DNF	DNF	84.363	84.363	58	71.202	58 N
Dustin Vierra	Toyota	Corolla	DNF	DNF	93.190	DNS	93.190	60	78.652	60 N
Russell Mesinas	Honda	Prelude SI	DNF	DNF	99.312	DNF	99.312	61	83.819	61 N

DSP Class Average : 81.145

Brian Kashiwamura	Suzuki	Swift	79.102	76.589	76.223	77.183	76.223	43	62.503	29
James Thompson	Austin	Mini Coope	79.939	78.496	77.570	77.401	77.401	46	63.469	37
John Wayte	MG	B	105.837	94.781	92.106	89.811	89.811	59	73.645	59 N

ESP Class Average : 73.842

Elliot Woo	Ford	Mustang G	76.670	1 72.320	DNF	72.986	72.320	18	59.447	15
Ryan Seto	Chevrolet	Camaro	74.864	1 73.237	73.302	78.500	3 73.237	26	60.201	18
Miles Murakoshi	Pontiac	Firehawk	93.084	78.209	75.969	DNF	75.969	42	62.447	27 N

AP Class Average : 73.163

Ross Perrins	Datsun	240Z	76.660	74.483	72.365	73.538	72.365	19	63.030	33
Scott Pires	Datsun	240Z	77.058	1 72.728	74.381	73.546	72.728	23	63.346	36
Travis McMahon	Datsun	240Z	76.632	DNF	75.756	73.696	73.696	28	64.189	44
Kevin Ham	Datsun	240Z	89.451	83.596	86.210	73.864	73.864	30	64.336	45

CP Class Average : 72.745

Halford Tome	Ford	Mustang	73.722	74.849	1 72.779	72.745	72.745	24	62.342	26
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EP Class Average : 69.380

Stephen Oliberos	Datsun	510	81.950	1 66.633	65.498	67.837	1 65.498	1	57.114	2
Shane Oliberos	Datsun	510	69.233	68.063	67.129	66.165	66.165	3	57.696	6
Brett Pruitt	VW	GTI	79.133	76.919	76.476	77.055	76.476	45	66.687	52

DM Class Average : 70.875

Charles Lindemann	Volkswage	GTI	76.577	1 70.875	75.683	1 72.970	70.875	10	63.788	40
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EM Class Average : 72.453

Wesley Aihara	Honda	CRX	69.606	68.483	70.222	1 68.578	68.483	6	62.251	25
Harvey Okamura	Datsun	240Z	74.489	71.401	74.116	1 71.623	71.401	15	64.904	46
Barry Lai	Honda	Civic DX	76.250	72.915	DNF	72.419	72.419	20	65.829	49
Cory Tomoyasu	Honda	CRX Si	73.717	75.691	73.935	77.269	73.717	29	67.009	53
Martin Barrozo	Acura	Integra	76.496	76.247	78.760	1 76.874	76.247	44	69.309	56

FM Class Average : 65.964

Keith Greer	Red Devil	F440	70.479	65.964	71.621	2 67.554	1 65.964	2	59.631	16
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...FTD: 65.498

...Overall Average: 74.973

Standard Deviation : 6.004

N - Novice

PAXTime - PAX Adjusted Time

OA - Ranking based on Best time

PAX - Ranking based on PAXed Time

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)

You know, maybe the turn out was really good because this was the last Solo II race of the 20th century. I never realized that until just now. In any case, I hope you all enjoyed the race and have a Merry Christmas and a Happy New Year. Now don't be like me and get burned by the firecrackers! Let's save the excitement for the track! Have a good one and I'll see you for the first race of the 21st century!



Keith got four trouble free runs this weekend and responded with the second best time for the day.

SCCA Solo II Hawaii Region Points:

YTD 4/1/99 through 12/12/99

Minimum number of events: 6

Class	Name	# of Events	Pts.
SS	Joyce Murray	9	85
	Peter Kay	5	48
	Greg Garceau	4	36
AS	Colin Sato	8	74
	Collyer Young	5	49
BS	Jason Dovgan	8	73
	Edward Kemper III	8	73
CS	Jennifer Lee	8	77
	Amy Lee	8	74
ES	Jessie Weinberger	6	54
FS	John Pinero	6	58
	James Rumier	6	53
	Halford Tome	5	42

Solo II Points Continued

Class	Name	# of Events	Pts.
GS	Francis Lining	5	58
	Arian Yee	5	47
	Franceen Sato	5	30
ASP	Richard Shimabukuro	8	79
BSP	Garreft Chew	9	82
	Curtis Lee	8	80
CSP	Dean Kawasaki	8	77
	Clifford Goto	9	71
	Earl Huang	9	68
	Ken Van Orman	6	56
	Eugene Van Orman	7	43
	Richard Crabbe	8	27
	Melanie Boudar	6	24
	Russell Yamaguchi	5	18
	Ryan Unten	4	11
	Stacy Balbirona	5	8
DSP	Brian Yoshikawa	5	7
	Danny Balbirona	5	2
	Brian Kashiwamura	6	60
ESP	Ryan Seto	8	74
	J.P. Gayan	7	56
	Leon Seto	5	42
	Elliot Woo	6	42
	Shane Oliberos	6	59
AP	Kevin Ham	5	43
	Ross Perrins	5	42
	Scott Pires	5	37
	Travis McMahel	4	26
	Ken Matsumoto	5	49
CP	Halford Tome	4	40
EP	Stephen Oliberos	7	70
DM	Charles Lindeman	9	88
	William Lindman	7	65
EM	Cory Tomoyasu	7	59
	Barry Lai	6	56
	Wesley Aihara	5	50
	Harvey Okamura	4	31

Solo II Heat Schedule for January 9, 2000

8:00 Track Set-up
 10:00 Race / Work Registration, Tech Inspection, Track Walk
 10:45 Track closed, Heat 1 Drivers and Workers Meeting
 11:00 Start Heat 1
 Heat 1: D, E Street Prepared, Prepared, Modified
 Heat 2 Drivers and Workers Meeting
 Heat 2: A, B, C Stock, Super Stock
 Lunch Break, Awards Presentation, Track Walk
 Heat 3 Drivers and Workers Meeting
 Heat 3: D, E, F, G, H Stock
 Heat 4 Drivers and Workers Meeting
 Heat 4: A, B, C Street Prepared
 Fun Runs: \$1.00 per run, Passengers ok with a Helmet.
 Clean-up, Put away cones



2000 Schedule

January 9
 February 13
 March 12
 April 9
 May 21
 June 11
 July 9
 August 13
 September 10
 October 8
 November 12
 December 10

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	
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(hm)	737-0073	
Colin Sato (Huila Editor)	255-1255	(csato@hawaii.rr.com)



2000 Racing Schedule

February 27th
 -Solo 1/ Regional
 April 23rd
 -Solo 1/ Regional
 May 7th
 -Drivers School
 June 25th
 -Solo 1/ Regional
 August 27th
 -Solo 1/ Regional
 September 24th
 -Drivers School

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!



race cars also have hand-built engines



The Acura Integra Type-R posted some impressive numbers this year. Six of the top ten in G Stock at the Solo II National runoffs were Type-R Integras, including the top three positions. In the Speedvision World Challenge T2 class, the top three in the points were driving Type-Rs with first and second place going to the Real Time Racing teammates Michael Galati and Pierre Kleinbing. These racers acknowledge the Type-R is the closest thing to a racecar for the street. Please call me, Colin Sato, at Pflueger Acura 942-4555 for more on this street car with the heart of a racer.