



Huila

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

Volume 9 Issue 2

February 2000

Solo II Talk

by Jennifer Lee

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Editors Note:

Thank you for all the kind compliments for the look of the newsletter. I'm hoping to get them out sooner after an event, and I'll probably will be able to do that once we stop modifying the number of pages and format.

Lisa Arakawa has been providing our photos and for some silly reason I've forgotten to thank her for the wonderful job she's done for our club. Thank you Lisa and sorry for the omission!

(Continued on page 2)

It looks as if we got a good start to the millennium! 72 drivers attended January's event, probably the highest number of people since we moved sites. The only downfall of



Traffic Jam! With 72 racers some of the heats were VERY full!

the event was the weather and timing system. Just before the third heat began their runs, the clouds decided to let loose some light showers to dampen the course for the drivers. The rest of the day was considerably sunny and bright. On the other hand, the brightness of the sun caused problems with the timers that delayed the heats repeatedly. As soon as the timer seemed to begin working properly, we were literally "struck" with a possibly unfixable dilemma. In the fourth heat one of the drivers accidentally hit the timing light, loosening it from its box. This posed a problem, but not one that wasn't fixable. The timing light was repaired and the driver



Garrett Chew in his 240

received his time with only the one cone penalty he acquired while on the course. Ah, the excitement of autocrossing!

The course itself was long and more towards the technical side. The times were in the mid 70's for most people. There were some major maneuvers that cost the drivers mucho time if it was done incorrectly. In the beginning of the course was a stairstep of 90° turns that needed to be driven with late apexes. If you made an error anywhere in the stairstep, your



Daryl Wong took 914 to 1st place in BS

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Notes from the Regional Executive

By Linsey Akamu

I would like to thank all the drivers that came out last month and had a good time. Comments that were heard were, "it was tough but good" and "a real challenging course". We had a very large crowd and we want to see more people come out and enjoy the events as much as you do. We had over seventy cars, but can we handle a hundred competitors? We hope we can, but we need the cooperation from everyone participating. We will be implementing a few procedural changes on a trial basis in February and permanently in March to make this all happen.

There will be a worker sign up sheet at Registration. All drivers are required to work. The sign up sheet will list all the various positions that need to be filled throughout the day. This can range from picking up the trailer in the morning or being an announcer for one of the heats. The worker sign up sheet is filled on a first come first served basis. The earlier you sign up, the

(Continued on page 2)

Notes from the Regional Executive

(Continued from page 1)

greater your options are in having an easy time meeting your responsibilities. The worker assignment is a requirement, and we will impose a harsh penalty for not working. We will not publish your times, you will not get credit for your times, nor will you get a trophy. Any driver who is not on the sign up sheet will automatically have their times erased. Because all the positions are necessary, it will be easy for us to determine who hasn't worked. If all the positions are filled by the time you sign up, we will put you in a pool of names and call you should we need additional help. If you cannot work, you can have someone take your place.

With this worker sign up program it will be beneficial to get to the track as early as possible. If circumstances prevent you from being early, we will allow registration only between heats and tech inspection during lunch.

I would like to commend all the competitors for showing up earlier last month and getting tech inspections out of the way quickly. I do want to remind everyone to pull up to the tech line only after you have removed all loose items from the car.

Last month I mentioned the possibility of rearranging the classes in the heats to allow the heats to have a similar amount of cars. This will prevent lopsided heats where we have a very large group of cars with long waiting periods between runs or small heats with short waiting periods. It also causes people to have long work assignments or a short stint. We will be rearranging the classes (**see page 7**), but this will work best if you run in your respective heat. All the cars in Stock will run in one heat, all the cars in Street Prepared other than CSP will run in another heat. The last two heats will be CSP in one heat, and the Prepared and Modified classes. This will create three heats that are about the same size and CSP, which has a lot more cars. Keep in mind that we have always allowed the option of running earlier than your scheduled heat without penalty, but to run after your scheduled heat will add 2 seconds to all your run times.

I don't want anyone to think that we are cracking down on the offenders. I've been very fortunate that so many of you have volunteered your time to help, but the burden is getting too big on just a few people. I'm confident that all these changes will make the day more enjoyable for all and I'm counting on your assistance.

Editors Note

(Continued from page 1)

The Pflueger management has offered to pitch in and help our club by providing meeting space for our general meetings. So for now, we'll be getting together at Pflueger Acura on Beretania St. (see page 7). They are also helping us save money by paying all the postage costs for our newsletters. Thanks go to Alan Pflueger.

I'm more than happy to include submitted articles and classified ads to help sell cars and accessories, however since my "due date" for submissions varies from month to month, please contact me in advance to insure I have enough time to get everything in.

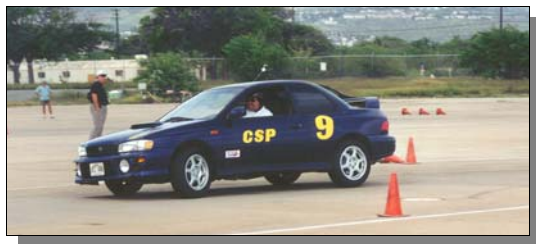
Thank you - Colin



More action shots from the weekend. Clockwise from the top: Brian Kashiwamura, Gene Van Orman, Panos Prevedoros, and Ron Mishima.

Solo II Talk

(Continued from page 1)



Russell Yamaguchi got faster with each run.

timing was thrown completely off. In the middle of the course was a slalom that required the driver to start on the right in order to flow into the next turn smoothly. At the end there was another 3-cone slalom that was misjudged by many, many drivers, including myself. This deceiving slalom had to be taken much slower than you would think. The angle in which it was set up forced the driver to make very sharp turns to avoid hitting the cones and possibly getting a DNF. After you got through this part, it was the end of the track. The novices who navigated this enduring track were **Gavyn Abe, Kevin Bristol, Lindsey Corpuz, Tammy Foster, Kaliko Loveland, and Bradford Neff**. I must admit, this was a hard course to learn autocrossing on! Mastering the track was Keith Greer in his Red Devil F440. Keith lowered his times consistently by 2 seconds each run.



Mark Murry faces some tough competition in BSP.

His fourth and final run got him a 67.810, fastest time of the day.

Almost 40% of January's drivers competed in the infamous CSP class. 28 racers sped their way through the course looking for their best runs to contend in this heated class. Ken Van Orman pushed his way to the top in his BMW M3 with a first place time of 71.194. Not even a tenth of a second away was Cliff Goto in his Dodge Neon R/T with a time of 71.220. Now that's what I call competition!

Perhaps the New Year has inspired some people to

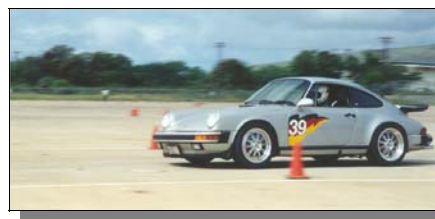
make New Year's resolutions that they can and want to fulfill. Forget all that stuff you read in the newspaper and make a resolution that is fun and doesn't take more than once a month to fulfill! Maybe that's what some of January's racers did since I recognized people who I haven't seen for years! Ed Higa, David Petruska, and Darrell Wong were a few



Craig Ginoza "munches" a cone right at the light.

of the people who came out to the races after a long period of absence. I just wanted to welcome them back and I hope they will continue coming out to finish the season.

On a special note my family and I have worked out a deal with the Waipahu Loco Moco to deliver plate



Our R.E. Linsey takes to the track in his 911.

lunches at 12:30pm on event days. If you are interested in ordering, please place your order with Amy Lee by 10:30am that day. Another important announcement is about pictures. Lisa Arakawa, our in house photographer, is offering all the pictures she has taken for 50 cents per picture. Her pictures are printed in the SCCA Huila and in Hawaii Motorsports News. We will have an album of all the pictures available at the track. All pictures are 4 x 6 prints. Please see Amy or myself to view or purchase the photographs. Thanks again to everyone who helps with the events and lets keep our attendance high! See you at the races!

All Photos by Lisa Arakawa

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
SS Class Average : 78.517										
Joyce Murray	Mazda	RX-7	78.708	77.913	79.309	1 78.631 1	77.913	37	64.668	17
Greg Garceau	Chevrolet	Corvette	79.264	79.122	1 80.486	1 80.307 1	79.122	44	65.671	27
AS Class Average : 77.207										
Collyer Young	Porsche	911 Carrera	73.420	79.332	1 73.547	76.751 2	73.420	8	62.480	11
Colin Sato	Honda	S2000	78.729	1 78.197	1 75.708	1 80.568 1	75.708	16	64.428	16
Yi-Wen Ting	BMW	Z3	89.671	82.846	82.493	84.606	82.493	56	70.202	54
BS Class Average : 83.639										
Darrell Wong	Porsche	914	78.476	78.599	78.137	1 75.700	75.700	15	61.393	8
Panos Prevedovros	Mazda	Miata	82.487	81.259	81.102	79.987	79.987	49	64.869	21
Edward Kemper III	BMW	325is	88.176	82.751	87.335	3 81.342	81.342	52	65.968	30
David Petruska	Mazda	Miata	85.623	DNF	82.115	82.968 1	82.115	55	66.595	37
Ray R. Smith	BMW	328i	85.981	89.253	3 82.904	86.162 1	82.904	58	67.235	41
Tammy Foster	Mazda	Miata	96.915	89.014	DNF	90.353 1	89.014	69	72.190	61 N
Lindsey Corpuz	BMW	328i	DNF	DNF	DNF	94.411 1	94.411	71	76.567	71 N
FS Class Average : 79.763										
John Pinero	Chevy	Camaro	79.763	DNF	80.699	85.981 2	79.763	48	64.369	15
ASP Class Average : 76.011										
Richard Shimabukuro	Mazda	RX-7	77.839	82.220	2 75.945	80.621 2	75.945	18	64.705	18
Bradford Neff	Mazda	RX-7	80.029	77.723	78.281	76.078	76.078	19	64.818	20 N
BSP Class Average : 74.180										
Curtis Lee	Datsun	240Z	71.286	68.830	68.479	70.441 1	68.479	2	57.933	1
Garrett Chew	Datsun	240Z	73.093	71.735	70.387	70.670	70.387	3	59.547	2
Mark Murray	Datsun	280Z	81.152	1 77.242	76.687	88.266	76.687	25	64.877	22
Jennifer Lee	Datsun	240Z	81.722	77.054	81.562	2 79.774 1	77.054	28	65.188	25
Amy Lee	Datsun	240Z	79.685	78.294	79.078	79.369	78.294	41	66.237	33
CSP Class Average : 81.456										
Ken Van Orman	BMW	M3	72.952	72.761	71.194	76.611 2	71.194	4	60.088	3
Clifford Goto	Dodge	Neon R/T	74.187	71.222	73.702	71.220	71.220	5	60.110	4
Dean Kawasaki	Toyota	Corolla	74.061	1 73.235	1 DNF	73.321 1	73.235	7	61.810	10
Arian Yee	Subaru	Impreza	77.758	1 76.681	75.843	80.818 2	75.843	17	64.011	14
Eugene Van Orman	Volkswage	Jetta GLX	77.130	78.726	1 77.380	1 78.583 1	77.130	29	65.098	23
Earl Huang	Subaru	Impreza	81.364	1 78.604	77.211	77.484	77.211	31	65.166	24
Russell Yamaguchi	Subaru	Impreza	83.035	1 78.390	77.981	77.286	77.286	32	65.229	26
Vernon Pires	Subaru	Impreza	90.678	78.080	86.449	3 77.969	77.969	38	65.806	28
Kalani Kitamura	Subaru	Impreza	81.292	78.700	78.120	DNF	78.120	39	65.933	29
William Cook	Subaru	Impreza	81.823	82.025	79.372	78.422	78.422	42	66.188	32
Tim Wolf	Subaru	Impreza	79.954	79.966	81.562	1 78.631	78.631	43	66.365	35
Gavin Lee	Acura	Integra	81.516	82.412	1 81.904	1 79.380	79.380	45	66.997	38
Francis Lining	Subaru	Impreza	81.266	80.234	79.397	80.371 2	79.397	46	67.011	39
Stan Takara	Subaru	Impreza	89.296	81.787	DNF	80.478	80.478	50	67.923	43
Gavyn Abe	Honda	CRX	88.124	84.884	81.850	81.218	81.218	51	68.548	47 N
Stacy Balbirona	Nissan	240SX	87.728	1 93.807	5 90.620	81.726	81.726	53	68.977	48
Aaron Muramoto	Honda	Civic Si	95.383	85.158	2 83.127	2 84.342 2	83.127	59	70.159	53
Joseph Battista	Subaru	Impreza	83.460	84.336	1 84.450	1 DNF	83.460	60	70.440	56
Craig Ginoza	Honda	Civic	95.003	1 88.368	1 84.446	84.727	84.446	61	71.272	57
Walton Ching	Subaru	Impreza RS	88.832	90.550	1 85.589	84.983	84.983	62	71.726	58
Jason Menor	Volkswage	GTI 16V	85.795	86.463	85.492	91.017 2	85.492	63	72.155	60

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
CSP Class Average : 81.456										
Pierre Felipe	Nissan	Sentra	90.225	94.211	2 95.215	3 85.897	85.897	64	72.497	62
Michael Martinez	Nissan	NX-2000	89.775	88.956	86.507	86.006	86.006	65	72.589	63
Jessie Ragaine	Toyota	Corolla GT:	DNF	87.283	88.017	95.364	87.283	66	73.667	66
Kevin Bristol	Toyota	Celica	95.138	91.998	1 93.231	1 87.329	87.329	67	73.706	67 N
Ranjoe Banga	Nissan	240SX	90.044	90.542	1 88.030	1 90.463	2 88.030	68	74.297	68
Kaliko Loveland	Nissan	240SX	94.458	93.913	95.230	90.241	90.241	70	76.163	70 N
Russell Mesinas	Honda	Prelude SI	133.383	103.932	96.012	97.967	96.012	72	81.034	72
DSP Class Average : 76.796										
Brian Kashiwamura	Suzuki	Swift	80.345	80.357	76.796	DNF	76.796	26	62.973	12
ESP Class Average : 74.915										
Gary Tamura	Chevy	Camaro	77.575	75.321	73.630	73.863	73.630	10	60.524	5
Ryan Seto	Chevrolet	Camaro	75.977	76.911	1 76.984	1 74.368	74.368	12	61.130	6
Elliot Woo	Ford	Mustang G	80.219	77.779	74.978	DNF	74.978	13	61.632	9
Leon Seto	Chevrolet	Camaro	78.581	79.904	1 76.684	82.218	2 76.684	24	63.034	13
AP Class Average : 77.401										
Kevin Ham	Datsun	240Z	81.603	80.991	1 77.128	76.304	76.304	21	66.461	36
Ross Perrins	Datsun	240Z	80.616	1 79.812	78.543	77.179	77.179	30	67.223	40
Scott Pires	Datsun	240Z	82.693	80.876	77.849	81.606	2 77.849	36	67.806	42
Travis McMahon	Datsun	240Z	78.272	2 80.011	2 DNF	82.917	2 78.272	40	68.175	45
BP Class Average : 78.698										
Shane Oliberos	Nissan	300ZX TT	78.203	77.825	78.474	90.120	2 77.825	35	68.019	44
Ken Matsumoto	Nissan	300ZX TT	82.822	80.971	81.060	79.572	79.572	47	69.546	51
CP Class Average : 77.320										
Halford Tome	Ford	Mustang	79.398	80.714	1 77.320	78.088	77.320	33	66.263	34
EP Class Average : 82.496										
Brett Pruitt	VW	GTI	86.518	88.303	1 84.175	82.496	82.496	57	71.937	59
BM Class Average : 75.658										
Lindsey Akamu	Porsche	Carrera	76.058	74.677	75.076	73.685	73.685	11	70.369	55
Ron Mishima	Mercedes	500E	78.504	76.454	79.524	1 79.166	76.454	23	73.014	64
Edward S. Higa	Porsche	911	79.852	76.835	79.243	1 DNS	76.835	27	73.377	65
DM Class Average : 75.602										
Charles Lindemann	Volkswage	GTI	76.599	73.990	73.699	73.450	73.450	9	66.105	31
William Lindemann	Volkswage	GTI	78.023	80.053	1 78.906	77.753	77.753	34	69.978	52
EM Class Average : 76.182										
Wesley Aihara	Honda	CRX	74.597	1 71.252	72.348	74.301	1 71.252	6	64.768	19
Cory Tomoyasu	Honda	CRX Si	97.247	2 81.614	2 77.314	1 75.110	75.110	14	68.275	46
Harvey Okamura	Datsun	240Z	83.356	1 77.637	77.949	1 76.260	76.260	20	69.320	49
Barry Lai	Honda	Civic DX	80.060	1 76.431	80.708	1 81.063	1 76.431	22	69.476	50
Martin Barrozo	Acura	Integra	89.719	85.631	82.596	81.859	81.859	54	74.410	69
FM Class Average : 67.810										
Keith Greer	Red Devil	F440	73.526	71.055	69.401	67.810	67.810	1	61.300	7

Simple Tips for Beginners...Do's and Don'ts

By Curtis Lee

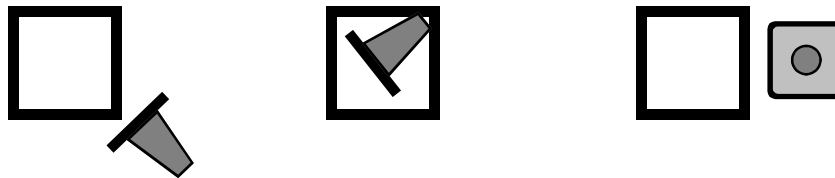
Do...

- Check in at the trailer prior to the beginning of your work heat.
- Make sure your station has a flag, fire extinguisher & radio.
- Know your area of responsibilities.
- Understand the Pylon rules. (Pointer cones do not count if hit)
- Pay attention to the cars on course for accurate cone counts AND your safety.
- Replace cones as soon as possible as another car will be through the course in another 20-30 seconds.

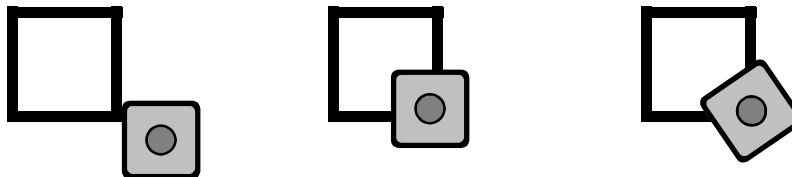
Do Not...

- Sit down or wander from your post.
- Turn your back to the cars on course.
- Red flag a car unless instructed to do so by the radio person OR if it is an emergency. However, if in doubt, err on the side of safety.
- Pick-up hot parts dropped on course due to risk of burns.

In the illustration below a penalty is assessed.



In the illustration below NO penalty is assessed.



Changes in SOLO 1 and Wheel to Wheel Racing for the Year 2000

By Ed Kemper

Race Fees

After the most recent general meeting of SCCA some changes in the Wheel to Wheel and Solo I program were decided on. In order to get a better handle on whether there are a sufficient number of drivers to put on an event, we are going to do the following:

- 1) Driver applications we will sent out 30 days before the race.
- 2) The drivers will all be called 3 weeks before the race to see if they are going to race.
- 3) The race fee of \$275 for wheel to wheel and \$125 for Solo must be paid two weeks before the race or the driver will pay \$50 extra to race.
- 4) One week before the race all drivers will again be called to make sure of their participation.

There will be 5 races in 2000. Any driver who wants to prepay for the year can do so with the assurance he will not be charged any more for any individual race, including Ford Island race or any surcharges. The wheel to wheel charge is \$1375 and the solo one charge is \$625.

Schedule

For a number of reasons, the tentative racing schedule for 2000 has been changed. First, the date of the Hydrofest was moved to August from October. Secondly, the December race date just does not work, so that date will be dropped. The new list of events for 2000 is posted on the opposite page. All races are at Hawaii Raceway Park except as indicated otherwise.

Solo II Heat Schedule for February 13, 2000

8:00 Track Set-up
 9:30 Race / Work Registration, Tech Inspection, Track Walk
 10:15 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, DSP, and ESP
 Lunch Break, Awards Presentation, Track Walk
 Heat 3 Drivers and Workers Meeting
 Heat 3: C Street Prepared
 Heat 4 Drivers and Workers Meeting
 Heat 4: A Prepared, BP, CP, DP, EP and all Modified
 Fun Runs: \$1.00 per run, Passengers welcome 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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Art Sonen	734-3226	(asonen@aol.com)
Gerald Luke (F&C) (wk)	591-2791	gcylbz@lava.net)
(hm)	737-0073	
Colin Sato (Huila Editor)	255-1255	(csato@hawaii.rr.com)



2000 Racing Schedule

February 27th
 -Solo 1/ Regional
May 6th
 - Drivers School
May 7th
 -Solo 1/ Regional
June 25th
 -Solo 1/ Regional
August 26 & 27
 -Solo 1/ Regional (Hydrofest)
September 24th
 -Drivers School
October 29th
 -Solo 1/ Regional

SCCA Hawaii General Membership Meeting February 16

This month's meeting will be at **Pflueger Acura (1450 S. Beretania St.)**. We will be in the conference room behind the showroom. If you enter from Beretania St. use the driveway after the showroom. Parking is available towards the end of the lot. This meeting will start at 7:00, if you have any questions regarding the meeting agenda, please call Linsey Akamu at 595-3595. For directions call Colin Sato at 255-1255.

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!



a passion for driving TL



Luxury and Performance. The Acura 3.2 TL. At first glance you might think this is just another luxury car. You'll find a BOSE music system with CD and cassette, power leather seats with side airbags, and Xenon High Intensity Discharge headlights. Look deeper under the skin and you find an all aluminum V-6 with 24 valves, VTEC and 225 horsepower that will get you from 0-60 in under 7.65 seconds. Double wishbones on all four corners, and a 5-speed Sport Shift sequential automatic transmission. All Standard. Please call me, Colin Sato, at Pflueger Acura 942-4555 for more on this award winning sedan available for under \$30,000.