



# Huila

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

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March 2000

## Solo II Talk by Jennifer Lee

photos by Lisa Arakawa

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### Editors Note:

For March the featured club is the BMW Club of Hawaii. Their members (all 300 of them) qualify for a discounted entry fee of \$10.00.

With the addition of the BMW club and the Runoffs, we're going to have a pretty full day in March, so let's get an early start to keep the day moving along smoothly.

Please report promptly for work assignments and remember if you don't work, you won't get your times!



*Novice Robert Barrand in a Camaro*

It looks as if there will be no more "Hawaiian time" at the track anymore. In order to run Solo II events more efficiently because of the increased driver participation, a schedule has been posted with information on when registration and tech opens and closes, the start and end of heats, lunch break, and more. This means the SCCA is trying to send a message to all the racers to BE ON TIME. Anyone who comes after the driver's meeting is called will have to wait until lunch to have



*Earl Huang won top Subaru honors.*

their car tech inspected. Another new procedure the SCCA has instituted is pre-registering for work assignments. From now on when you arrive at the gate, sign the waiver, park your car, and return to the registration booth to pay for your heat sheet. Before leaving registration, anyone driving must sign up for a work assignment. When the work heat you signed up for is called, check in at the trailer so we know you have



*Richard Crabbe's BMW... 86.248.*

showed up. Failure to complete your work assignment will result in a penalty. It's a pretty harsh one, too. If you don't show up for work, you will not receive an official time even if you have raced already. So, please be sure to work before you leave! For more information about the schedule, there is a copy at the end of the newsletter.

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## Notes from the Regional Executive

By Linsey Akamu

Please note on our schedule that we are starting earlier to handle the larger fields. We were ready to start the drivers meeting at 10:15 but held off until more people showed up. The tech inspections went smoothly but we could use a couple more people to help. See me if you are interested. Once the racing starts we will conduct registration only between heats and the tech inspection during the lunch break.

I want to remind everyone that the worker sign up will incur penalties from the March event. We need everyone to sign up early. Our preliminary test shows that this will work, we just need the cooperation from everyone. For those that come late, we will assign you to a heat to work if we do not have enough people to staff that heat. It may put you in the heat you are supposed to run. Remember, if you run out of your designated heat you may receive a penalty (2 seconds) for running out of heat.

## Solo II Talk

(Continued from page 1)

Like last month, there were 72 racers at February's event. Over a third of the competitors were in CSP! Not only was it a long day because of the number of participants, but there was a long track, too! With 4 slaloms, two 180° turns, and a number of transitions, times ranged from the mid 70's to the upper 80's. Thankfully, the weather held up great. It seems as though CSP keeps growing. In January, there were 22 drivers and this month there were 26! This number may go down since a new classification has been added to Solo II. Its called ST, (Street touring).



*Frances Lining in one of eight Subarus competing.*

It has its own set of rules that are stated in the 2000 rulebook. Speaking of rulebooks, the SCCA is selling them for \$10. The GCR rulebook is going for \$15.

February's event attracted 4 novices, **Robert Barrand, Patrick Canoy Jr., Jack Evans, and Shea Micafuentes.** Kudos goes out to them for learning on such a long track! Gerald Luke may not be a novice, but has been at least a year since he has come out to one of our events. He used to race his Porsche 914 but he instead brought his daily driver out for some fun, a Saturn Stationwagon! This long time racer still has the touch, though! He won his class by 4 seconds and placed 21<sup>st</sup> in PAX time! It's nice to see our old friends come out again. Speaking



*Richard Shimabukuro in his ASP RX-7 Turbo*

of some good driving, Keith Greer, despite some car troubles, took FTD in one run with a time of 74.234. All I can say is "Wow!"



*Bruce Reis in his Blue CRX.*

The races are a place for everyone, family included. This makes it all the more fun when there is competition between family members. I am one of those people. As many of the drivers know, my mom, Amy Lee, and I, Jennifer Lee, drive the same car and turn about the same times. I accomplish mine by being a BANZAI driver and Amy through technique. This month she edged me out by about 1 tenth of a second. Whew, that was some hard driving! Another family competition lay between Shane and Stephen Oliberos. Stephen usually drives his Datsun 510 but drove Shane's Datsun 280Z because he, "had no tires." So the two brothers



*James Thompson in the Austin Mini*

duked it out on the track and Stephen squeaked by with the win by only 4 tenths of a second. Shane, we both know it's only because they are older and they had more practice, right! ;-)

Besides having some of our old friends out at the track, we had a couple drivers bring out their new cars. Kevin Ham sold his old Porsche 911 for an even older version. His cherry, sky blue Porsche did quite well pulling a time of 79.473, placing him 6<sup>th</sup> overall and 7<sup>th</sup> PAX. Mark Murray showed off his newly purchased Datsun 240Z that pulled a 24<sup>th</sup> place

(Continued on page 3)

*(Continued from page 2)*

time of 83.324. I'm assuming they wanted to break their cars in for next month, Runoffs! That's right, Runoffs are here already. Anyone who has raced in at least 6 events in the same class is qualified to compete. There is a points standings print-out (page 6) that shows the number of races each person has participated in since the beginning of the season. But don't worry, there will also be the regular race before the Runoffs are held later in the day. So, that

means there can be a featured club of the month! The BMW club (300 members strong) will be heading out to the track as the featured club for the March event. So be sure to make it out to next month's races. It'll be a good one! Remember, try to be on time so we can make the event run smoothly! I hope you had fun and I'll see you at the races!

## New Classes for 2000!

By Linsey Akamu

Due to the overwhelming popularity in CSP, we will be implementing three new classes that may split CSP into smaller groups. Most of the cars that fall in CSP will be eligible for the new classes. The new classes will be open to cars with four seats and four factory seatbelts. The engines have a maximum of 3.1 liters, normally aspirated. Sports cars or sports car based cars are not eligible.

The three classes are Street Touring S (STS), Street Touring R (STR) and Street Mod (SM). Street Touring S and Street Touring R are basically the same class except Street Touring R allows DOT race compound tires. The allowed changes for these cars follow Street Prepared, but not all changes allowed in Street Prepared are allowed in STS and STR. All classes build upon the changes allowed in Stock.

For the Street Touring Classes, the allowable changes for the suspension are shocks, struts and springs. They must mount in the factory mounts. Any front or rear sway bar is allowed as per Street Prepared rules. Strut bars and braces are allowed. Any diameter wheel up to 7.5 inches wide is allowed. The maximum tire size allowed is 225. Wheels larger than 7.5" or tire sizes larger than 225 moves you to Street Prepared or Street Mod. Brake pads and brake lines may be changed. Cross-drilled rotors or slotted rotors are allowed in the original diameter. You are not allowed to change drum

brakes to disc brakes. No limited slip differentials except for factory viscous coupler type units. Allowable engine modifications are cat back exhaust systems and headers.

The catalytic converter must be in place. Alternate air cleaner assemblies are allowed. The ECU may be modified with a chip but must meet federal emissions standards. No other changes are allowed to the engine or transmission. Acceptable modifications include short shift kits, body kits, though fenders may not be cut or flared and cosmetic accessories. Any fully padded upholstered reclining seat is allowed as well as steering wheels up to a one-inch difference in diameter. Air bag steering wheels cannot be changed. The battery may be repositioned per Street Prepared rules.

STS will allow tires with a tread wear rating of 140 or greater. STR allows street legal tires that fall below this rating. Street Mod will allow all changes that are legal in Street Prepared with the exception of the hand brake removal, limiting engine swaps by the same manufacturer to specific sizes and frame bracing. The allowable changes listed above are only a summary of what is in the 2000 Solo I and II rule book. Please refer to the rulebook for greater clarification to the changes and the types of cars that would be eligible. These new classes will be implemented at the start of our new season in April.

## Huila Classifieds

(See page 7 for submission guidelines)

For Sale, 1976 Porsche 911S. Complete except for headlight buckets. Good body, garaged since 1984. Great car for start-up racer. \$1,500 obo. 371-3622, gk99@hawaii.rr.com

	Name	Make	Model	Run1	C	Run2	C	Run3	C	Run4	C	Best	OA	PAXTime	PAX
<b>SS</b>	Class Average : 84.533														
	Joyce Murray	Mazda	RX-7	84.298		87.459	2	85.797	1	83.146		83.146	23	69.011	13
	Greg Garceau	Chevrolet	Corvette	89.356		85.920		90.841	1	DNS		85.920	33	71.314	27
<b>AS</b>	Class Average : 82.962														
	Colin Sato	Honda	S2000	85.339	1	DNF		80.222		79.822		79.822	7	67.929	9
	Collyer Young	Porsche	911 Carrera	87.720		86.289		88.103	1	86.102		86.102	34	73.273	37
<b>BS</b>	Class Average : 89.806														
	Darrell Wong	Porsche	914	85.917		84.255		82.850		82.950		82.850	19	67.191	6
	Edward Kemper III	BMW	325is	90.999		90.933		89.760		89.282		89.282	44	72.408	32
	Ray R. Smith	BMW	328i	93.825		91.977		90.306		89.863		89.863	47	72.879	35
	Panos Prevedovros	Mazda	Miata	DNF		DNF		91.135		92.534		91.135	50	73.910	44
	Shea Micafuentes	Mazda	Miata	99.603		96.323		98.964		95.900		95.900	65	77.775	62 N
<b>CS</b>	Class Average : 91.573														
	David Petruska	Alfa Romeo	GTV	97.283		95.364		92.784		91.573		91.573	54	73.442	39
<b>DS</b>	Class Average : 97.686														
	Ed Hollmann	Dodge	Neon	109.980		DNF		100.536		97.686		97.686	70	78.149	65
<b>ES</b>	Class Average : 93.447														
	Gerald Luke	Saturn	Stationwagon	96.099		92.204		90.782		89.221		89.221	43	70.128	21
	Jessie Weinberger	Plymouth	Laser RS	100.396		96.781		96.132		93.568		93.568	61	73.544	41
	Pierre Felipe	Nissan	Sentra	DNF		93.893		94.432		96.666	2	93.893	62	73.800	43
	Jack Evans	Porsche	912	111.108		101.044		97.107		99.329		97.107	69	76.326	53 N
<b>FS</b>	Class Average : 91.621														
	James Rumler	Chevy	Camaro	89.670		86.608	1	DNS		DNS		86.608	36	69.893	15
	John Pinero	Chevy	Camaro	DNF		92.047	3	DNF		DNS		92.047	57	74.282	47
	Robert Barrand	Chevy	Camaro	99.304		97.854		96.207		09.669	1	96.207	66	77.639	61 N
<b>GS</b>	Class Average : 93.943														
	Franceen Sato	Acura	Integra GSi	96.504		92.736		DNF		91.146		91.146	51	71.823	29
	Kevin Bristol	Toyota	Celica	102.949	1	99.517		98.593		96.740		96.740	67	76.231	52
<b>HS</b>	Class Average : 84.019														
	Paul Umholtz	Honda	Civic	DNF		88.735		88.777	1	84.019		84.019	28	65.955	3
<b>ASP</b>	Class Average : 80.868														
	Kevin Ham	Porsche	911	DNF		DNF		83.190	1	79.473		79.473	6	67.711	7
	Richard Shimabukuro	Mazda	RX-7	85.979		84.651		82.263		83.954		82.263	14	70.088	19
<b>BSP</b>	Class Average : 80.404														
	Curtis Lee	Datsun	240Z	79.552		78.852		76.098		94.624	1	76.098	2	64.379	1
	Garrett Chew	Datsun	240Z	79.779		78.998		78.647		77.030		77.030	3	65.167	2
	Amy Lee	Datsun	240Z	83.878		83.780		83.059		82.703		82.703	17	69.967	18
	Jennifer Lee	Datsun	240Z	84.453		85.585		84.318		82.865		82.865	20	70.104	20
	Mark Murray	Datsun	240Z	103.917	1	99.674	2	91.882	1	83.324		83.324	24	70.492	22
<b>CSP</b>	Class Average : 88.987														
	Ken Van Orman	BMW	M3	80.597		78.899		81.057		78.557		78.557	4	66.302	4
	Dean Kawasaki	Toyota	Corolla	80.297		83.542		80.851		DNF		80.297	9	67.771	8
	Clifford Goto	Dodge	Neon R/T	82.285		84.252		85.010	1	80.744		80.744	10	68.148	10
	Earl Huang	Subaru	Impreza	86.297		85.494		82.830		86.970		82.830	18	69.909	16
	Keith Nakasato	Honda	Civic	85.314		84.198		83.095		82.873		82.873	21	69.945	17
	Gavin Lee	Acura	Integra	87.028		85.354		85.202		83.655		83.655	26	70.605	23
	Arian Yee	Subaru	Impreza	88.349		89.158	1	85.600		87.173		85.600	31	72.246	31



Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX		
<b>CSP</b> Class Average : 88.987												
Eugene Van Orman	Volkswage	Jetta GLX	88.615	85.795	86.486	88.045	1	85.795	32	72.411	33	
Richard Crabbe	BMW	325is	95.216	91.666	1	87.301	86.248	86.248	35	72.793	34	
Vernon Pires	Subaru	Impreza	90.620	86.776	94.870	86.855	86.776	37	73.239	36		
Tim Wolf	Subaru	Impreza	88.894	88.016	87.177	87.788	87.177	38	73.577	42		
Kalani Kitamura	Subaru	Impreza	DNF	DNF	87.916	89.546	87.916	40	74.201	46		
Joseph Battista	Subaru	Impreza	93.970	91.601	88.993	89.061	88.993	42	75.110	48		
Craig Ginoza	Honda	Civic	91.407	90.176	89.556	92.343	1	89.556	46	75.585	50	
Stan Takara	Subaru	Impreza	93.453	91.838	90.259	93.112	90.259	48	76.179	51		
Francis Lining	Subaru	Impreza	91.969	1	92.175	1	90.606	94.972	2	90.606	49	
Ranjoe Banga	Nissan	240SX	96.159	1	98.978	1	91.226	98.858	91.226	52	76.995	56
Stacy Balbirona	Nissan	240SX	91.326	91.796	95.841	3	93.323	2	91.326	53	77.079	57
Bruce Reis	Honda	CRX	99.175	101.194	94.812	91.594	91.594	55	77.305	58		
John Donald	Acura	Integra	DNF	95.523	94.284	91.986	91.986	56	77.636	60		
James Chen	Honda	Civic Si	103.770	93.407	92.152	92.532	92.152	58	77.776	63		
Aaron Muramoto	Honda	Civic Si	92.487	1	98.143	2	DNF	92.334	92.334	59	77.930	64
Richard Chun	Acura	Integra GSI	99.867	97.906	95.369	94.029	94.029	63	79.360	67		
Marcus Suzuki	VW	Jetta GLI	99.647	1	95.717	97.985	94.660	94.660	64	79.893	68	
Jonathan Pasoquen	Honda	Civic	97.523	96.832	97.556	97.514	96.832	68	81.726	70		
Patrick Canoy Jr.	Honda	Civic	109.635	DNF	DNF	DNF	109.635	71	92.532	71	N	
<b>DSP</b> Class Average : 87.102												
Brian Kashiwamura	Suzuki	Swift	88.068	1	86.561	89.314	84.802	84.802	30	69.538	14	
James Thompson	Austin	Mini Coope	91.455	92.010	91.137	89.401	89.401	45	73.309	38		
<b>ESP</b> Class Average : 83.621												
Gary Tamura	Chev	Camaro	92.032	83.663	83.640	83.453	83.453	25	68.598	11		
Elliot Woo	Ford	Mustang G	89.856	86.315	84.171	83.789	83.789	27	68.875	12		
<b>AP</b> Class Average : 85.704												
Shane Oliberos	Datsun	280Z	DNF	87.369	1	84.106	81.821	81.821	13	71.266	26	
Scott Pires	Datsun	240Z	89.202	88.024	86.120	84.337	84.337	29	73.458	40		
Travis McMahl	Datsun	240Z	92.087	87.727	89.035	1	91.672	1	87.727	39	76.410	54
Ross Perrins	Datsun	240Z	88.929	89.726	91.932	89.489	88.929	41	77.457	59		
<b>BP</b> Class Average : 93.486												
Ron Reeve	Nissan	300ZX TT	101.256	1	94.109	93.486	DNS	93.486	60	81.707	69	
<b>CP</b> Class Average : 82.451												
Halford Tome	Ford	Mustang	85.081	84.223	84.724	82.451	82.451	15	70.661	24		
<b>EP</b> Class Average : 81.477												
Stephen Oliberos	Datsun	280Z	84.455	81.477	82.563	83.035	81.477	12	71.048	25		
<b>BM</b> Class Average : 82.638												
Lindsey Akamu	Porsche	Carrera	84.769	83.529	82.638	86.024	2	82.638	16	78.919	66	
<b>DM</b> Class Average : 79.944												
Charles Lindemann	Volkswage	GTI	81.677	79.944	80.076	80.786	79.944	8	71.950	30		
<b>EM</b> Class Average : 310.560												
Wesley Aihara	Honda	CRX	82.523	1	84.139	2	79.186	78.738	78.738	5	71.573	28
Harvey Okamura	Datsun	240Z	83.545	DNF	84.811	1	81.380	81.380	11	73.974	45	
Barry Lai	Honda	Civic DX	DNF	85.640	DNF	83.121	83.121	22	75.557	49		
Cory Tomoyasu	Honda	CRX Si	DNF	DNF	DNS	DNS	999.000	72	908.091	72		
<b>FM</b> Class Average : 74.234												
Keith Greer	Red Devil	F440	74.234	DNS	DNS	DNS	74.234	1	67.108	5		

FTD: 74.234

Overall Average : 99.889

Standard Deviation : 106.881

## Points Standings for the Runoffs

Class	Name	# Of Events	Points
<b>SS</b>	Joyce Murray	11	105
	Greg Garceau	6	54
<b>AS</b>	Colin Sato	10	93
	Collyer Young	7	68
<b>BS</b>	Edward Kemper III	10	90
	Jason Dovgan	8	73
<b>CS</b>	Jennifer Lee	8	77
	Amy Lee	8	74
<b>ES</b>	Jessie Weinberger	7	63
<b>FS</b>	John Pinero	8	77
	James Rumler	7	63
<b>GS</b>	Franceen Sato	6	40
<b>ASP</b>	Richard Shimabukuro	10	98
<b>BSP</b>	Garrett Chew	11	100
	Curtis Lee	10	100
<b>CSP</b>	Dean Kawasaki	10	94
	Clifford Goto	11	88
	Earl Huang	11	80
	Ken Van Orman	8	76
	Eugene Van Orman	9	52
	Richard Crabbe	9	29
	Malanie Boudar	6	24
	Russell Yamaguchi	6	22
	Stacy Balbirona	7	8

Classes	Name	# Of Events	Points
<b>DSP</b>	Brian Kashiwamura	8	80
<b>ESP</b>	Ryan Seto	9	83
	Elliot Woo	8	59
	J.P. Gayan	7	56
	Leon Seto	6	49
<b>AP</b>	Shane Oliberos	7	69
	Ross Perrins	7	58
	Scott Pires	7	54
	Kevin Ham	6	53
	Travis McMahel	6	41
<b>BP</b>	Ken Matsumoto	6	58
<b>CP</b>	Halford Tome	6	60
<b>EP</b>	Stephen Oliberos	8	80
<b>DM</b>	Charles Lindeman	11	108
	William Lindeman	8	74
<b>EM</b>	Cory Tomoyasu	9	75
	Barry Lai	8	71
	Wesley Aihara	7	70
	Harvy Okamura	6	48

### About the Runoffs...

To compete in the run off, which is held in March of each year, you must compete in at least half of the annual events (from April to February). Both the points leaders and the run off racers receive trophies and prizes. The next points race after March will be April 2000. Points are awarded as follows: first place 10 points, 2nd place 9 points, 3rd place 8 points, etc., to tenth place (one point). The points are only earned in the class and cannot be transferred to another class during the championship year.

## Solo II Heat Schedule for March 12, 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: A Prepared, BP, CP, DP, EP and all Modified**  
 Heat 2 Drivers and Workers Meeting  
     **Heat 2: Super Stock, AS, BS, CS, DS, ES, FS and GS**  
 Lunch Break, Awards Presentation, Track Walk  
 Heat 3 Drivers and Workers Meeting  
     **Heat 3: A Street Prepared, BSP, DSP, and ESP**  
 Heat 4 Drivers and Workers Meeting  
     **Heat 4: C Street Prepared**  
 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:

<b>Linsey Akamu (RE)</b>	595-3595	
<b>Ed Hollman</b>	488-1782	
<b>Paul Schwartz</b>	396-3485	
<b>Jessie Weinberger</b>	623-7515	
<b>Ed Kemper</b>	524-0330	(edracers@aol.com)
<b>Art Sonen</b>	734-3226	(asonen@aol.com)
<b>Gerald Luke (F&amp;C)</b> (wk)	591-2791	gcylbz@lava.net)
(hm)	737-0073	
<b>Colin Sato</b> (Huila Editor)	255-1255	(colin@satoauto.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 March 15th

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!



# the exotic that changed the sports car landscape



The NSX is that rare exotic that can be driven daily with extraordinary reliability and comfort. The 3.2 liter all-aluminum engine was the first in the world equipped with the patented VTEC™ or Variable Valve Timing and Lift Electronic Control system. Programmed Fuel Injection, a fighter-jet-inspired drive-by-wire precision electronic throttle, and a host of other innovations make it a technological tour de force. You'll find much of that race-proven technology in our other coupes and sedans. Call me, Colin Sato at Pflueger Acura 942-4555 to learn more about how we apply this technology to all our cars.