



Huila

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

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September 2000

Solo II Talk by Joe Battista

photos by Lisa Arakawa

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Editors Note.

Our autocross location at Kaleloa allows us to race all year around with little concern for the weather. At least, that's the plan! For some strange reason, at two events in a row, we were created with a torrential downpour.

I want to thank the everybody who stayed late and helped us pickup all the cones that it takes to make up an autocross course. We all have so much fun, the rain did little to dampen our spirits. It is a team effort, and your assistance was appreciated - CS

I got ready for last month's event thinking it would be full of fun, interesting happenings, and a lot of people enjoying racing their cars. All of that did happen, but I was unexpectedly asked to take over Jennifer's job as Solo II Talk's writer. I thought to myself, "Well, if Lindsey won't let me announce with the weird voices anymore, I think this will be a great way



Gavin Lee ran well in the wet early heats

to voice my opinions and create more havoc for the Subaru crew!" Actually, that's not going to happen. Besides, I have some pretty big shoes to fill, so on that note, off we go!

The day started off quite nice, just a little overcast. The track was set up with a lot of sweeping turns that covered most of the track. Some of our track workers



Richard Crabbe in a Nissan Maxima

were kind enough to make a line for the racers to follow. That line didn't last long on the track. Right before the first heat began, a torrential downpour began and almost erased all the lines! It also meant that the drivers in the first heat would have to drive a little more cautiously to pull in good times. In actuality, the drivers in the first heat still set the pace for the



Ken Van Orman in his M3

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Notes from the Regional Executive

By Lindsey Akamu

After five years of running the club and seven years of running Solo II, I have decided to turn the position of Regional Executive over to someone else. It is with mixed feelings, but I feel that the club needs a new leader to direct the club into the new century.

I was first exposed to SCCA in 1988. I had just purchased a brand new RX7 Turbo and when Ron Mishima saw the car he said I had to go autocross racing. The club had just moved to the old airfield at Barbers Point and I managed to flat spot all four tires on that fateful day. It was intimidating, but it was so much fun that I was hooked. Solo I was

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Solo II Talk

(Continued from page 1)

rest of the day, even with the driving rain. The five lonely Subaru drivers were the only ones happy that it was raining, figuring this was their element, but the rain only lasted until the beginning of the second heat.



Our new Solo II Talk contributor, Joe Battista

Keith Greer in his Red Devil F440 got fastest time of the day with 57.727! Curtis Lee came in with the second fastest time of the day while fellow 240Z driver Harvey Okamura rounded out the top three. Curtis not only had the second fastest time of the day but also had best PAX time



Franceen Sato rounds the slick, damp, sweeper.

for the day. Earl Huang took second in PAX times followed by Francis Lining. Way to drive guys! We greeted eleven newcomers to the sport of autocross racing this month. They were Kyle Tanaka, Brian Russell, Jason Yuen, Clayton Choo, Jr., William McGill, Keith Manzoku,



Shawn Chun runs wide in the slick conditions

Greg Matsui, Ross Hamada, Justin Baldwin, Ryan Nakamura and Kyle Kinoshita. I hope you all have found autocrossing to be something you want to continue!

A week after the autocross event last month, the Driver's Class was held. The members of the Z Club were gracious enough to lend their time and talents to teach some old and new drivers the art of Solo II racing.



Bill Lindermann's new toy, a Mosler Raptor

Of the 11 novices present, Clayton Choo was easily the fastest among them. Clayton drove his Mustang to 4 very consistent runs, finishing with a PAX placing of 29th.

Although this was Clayton's first autocross he had the opportunity to run through the cones in one of our previous driver training events. From the results he posted, it seems the extra training was helpful. Good job Clayton, I hope we see more of you as the season unfolds.

Solo II Talk

(Continued from page 2)



Neil Harding in his Beck Spyder placed 23rd overall

Lane changes, braking, slaloms and a skidpad were all part of the exercises. After the exercises were finished, the individual parts were joined together

into an autocross track, where the drivers could test their newfound skills. Just at the end of the last heat, the rain came. Everyone scurried around to help pick up the track and get everything put away. Once everything was done, the track became a drift pad for those adventurous enough to see if their cars could slide around on the very, very slick track. At the end of it all, most of the drivers were soaked, but had fun and learned a little bit more about the art of racing.

As the popularity of Solo II grows, I hope to see more new people out there as well as those who haven't been out for a while. See everyone at the next autocross...remember to feel the need for speed!

Results from the August Regionals



The start of the Open Wheel Formula race

Open Wheel Formula

- | | |
|---------------------|-------------|
| 1. Steve Timpson | Crossle 50F |
| 2. Alan Zane | Crossle 50F |
| 3. Thomas Ito | Crossle 50F |
| 4. Stephen Hirasuna | Crossle 50F |
| 5. Bob Sato | Ford 2000 |

Solo I

Ron Mishima	Porsche 911SC	01:01.592
Lindsey Akamu	Porsche Carrera	01:04.624

“Door Slammers”

- | | |
|------------------|--------------|
| 1. Scott Schulte | Porsche 911 |
| 2. Wes Aihara | Honda CRX |
| 3. Ed Kemper | Ford Mustang |



Ito and Zane would trade places during the race.

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
SS Class Average : 72.112										
Kyle Kinoshita	Mazda	RX-7	81.231	73.931	72.112	72.671	72.112	53	59.853	56 N
AS Class Average : 67.619										
Colin Sato	Honda	S2000	65.449	DNF	65.812	1 72.660	1 65.449	20	53.341	10
Franceen Sato	Honda	S2000	70.817	70.124	68.414	68.412	68.412	33	55.756	27
Jayson Guzman	BMW	M3	71.167	68.995	70.876	1 71.577	1 68.995	39	56.231	31
BS Class Average : 69.061										
John Newton	Mazda	Miata	70.565	69.876	69.625	68.046	68.046	32	55.253	24
Russell Yamaguchi	Mazda	Miata	71.007	70.077	70.330	70.971	70.077	43	56.903	37
CS Class Average : 68.249										
Jason Dovgan	Mazda	Miata	67.740	66.084	65.352	65.153	65.153	16	52.383	7
Shea Mica Fuentes	Mazda	Miata	73.800	71.516	71.668	71.344	71.344	50	57.361	45
DS Class Average : 73.324										
Ed Hollmann	Dodge	Neon	77.260	76.384	73.324	76.119	1 73.324	61	58.586	53
ES Class Average : 73.975										
Jessie Weinberger	Plymouth	Laser RS	75.824	76.228	75.246	72.544	72.544	56	57.020	39
Braden Lee	Nissan	240SX	79.390	DNF	75.407	DNF	75.407	73	59.270	54
FS Class Average : 71.412										
Richard Takaba	Chevy	Camaro	71.662	69.708	69.291	68.832	68.832	38	55.547	26
Larson Kiyabu	Chevy	Camaro	72.607	70.521	70.240	05.447	2 70.240	44	56.684	36
Jon Matsushige	Chevy	Camaro	73.916	72.375	73.796	73.023	72.375	54	58.407	52
Greg Matsui	Buick	Grand Natl	80.948	77.251	74.945	74.202	74.202	64	59.881	57 N
GS Class Average : 72.723										
Reid Morimoto	Acura	Integra Typ	68.826	1 71.212	2 72.101	3 68.749	1 68.749	36	54.243	15
Edward Kemper III	BMW	325is	DNF	72.131	70.298	69.754	69.754	42	55.036	21
Marc Weinberg	Acura	3.5 RL	82.724	2 76.225	74.270	72.657	72.657	57	57.326	43
Justin Baldwin	BMW	325i	73.322	77.234	72.674	86.649	3 72.674	58	57.340	44 N
Ryan Nakamura	Honda	Prelude	82.481	80.442	81.513	79.780	79.780	79	62.946	69 N
HS Class Average : 74.525										
Gabe Hanohano	Ford	Focus	78.968	75.078	77.727	2 74.525	74.525	67	58.204	51
ASP Class Average : 68.672										
Kevin Ham	Porsche	Carerra	67.645	66.342	DNF	67.401	1 66.342	26	56.523	34
Kyle Tanaka	Toyota	MR2	72.100	71.142	71.002	75.300	1 71.002	49	60.494	60 N
BSP Class Average : 68.717										
Curtis Lee	Datsun	240Z	63.458	61.446	60.723	59.775	59.775	2	50.629	1
Garrett Chew	Datsun	240Z	68.848	65.485	65.622	64.839	64.839	12	54.919	19
Amy Lee	Datsun	240Z	68.395	66.834	66.861	65.431	65.431	18	55.420	25
Jennifer Lee	Datsun	240Z	66.117	68.017	65.927	66.034	65.927	22	55.840	28
Mark Murray	Datsun	240Z	79.782	1 67.829	66.280	71.247	66.280	25	56.139	30
Joyce Murray	Datsun	240Z	72.437	1 69.381	68.153	67.358	67.358	29	57.052	40
Carey Tanaka	Datsun	240Z	86.559	75.656	DNF	73.657	73.657	63	62.387	67
Michael Parker	Datsun	280Z	78.633	78.646	1 76.754	74.282	74.282	65	62.917	68
Brian Russell	Nissan	300ZX	DNF	80.215	74.563	74.755	74.563	68	63.155	70 N
Jason Yuen	Nissan	300ZX	79.901	76.511	75.663	75.055	1 75.055	71	63.572	72 N
CSP Class Average : 72.450										
Ken Van Orman	BMW	M3	67.814	65.937	64.383	63.365	63.365	6	53.480	12
Dean Kawasaki	Toyota	Corolla	67.839	DNF	65.221	65.107	65.107	15	54.950	20
Andrew Park	Honda	CRX	79.128	77.030	75.647	74.981	74.981	69	63.284	71
William McGill	Mazda	Miata	DNF	DNF	DNF	78.541	78.541	77	66.289	78 N
Shawn Chun	Mazda	Miata	97.718	88.698	80.254	87.215	80.254	80	67.734	80

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
DSP Class Average : 70.991										
Clifford Goto	Dodge	Neon R/T	68.204	66.792	64.856	63.342	63.342	5	51.877	4
Barry Lai	Nissan	240SX	68.197	66.359	65.887	64.843	64.843	13	53.106	9
Eugene Van Orman	Volkswage	Jetta GLX	84.945	68.494	68.198	66.833	66.833	27	54.736	17
Stacy Balbirona	Nissan	240SX	68.931	78.203	70.594	1 67.437	67.437	30	55.231	23
Ricky Tom	Honda	Prelude	76.468	71.287	72.376	70.516	70.516	45	57.753	46
Forrest Wang	Nissan	240SX	97.987	7 81.016	1 74.392	3 70.590	70.590	47	57.813	47
Lawrence Hoggan	Acura	Integra	72.841	73.522	71.046	70.827	70.827	48	58.007	49
Rick Nakama	Nissan	240SX	80.429	1 77.984	79.376	73.162	73.162	59	59.920	59
Andrew Allwood	Nissan	240SX	85.895	2 77.551	75.028	74.293	74.293	66	60.846	61
Martin Barrozo	Nissan	240SX	80.200	DNF	DNF	75.022	75.022	70	61.443	63
Gary Kitagawa	Honda	Prelude	84.125	80.756	78.062	76.102	76.102	75	62.328	65
Nick Nakashima	Nissan	240SX	81.540	79.805	1 79.209	78.922	1 78.922	78	64.637	75
ESP Class Average : 65.004										
John Pinero	Chevy	Camaro	73.296	72.916	2 69.445	1 65.004	65.004	14	53.433	11
FSP Class Average : 74.046										
Keith Binning	Toyota	Corolla	DNF	72.135	76.472	69.674	69.674	41	56.924	38
Travis McMahel	Toyota	Corolla	77.135	74.698	74.175	73.306	73.306	60	59.891	58
Royce Fujimoto	Toyota	Corolla	86.545	106.143	1 76.956	75.192	75.192	72	61.432	62
Ross Hamada	Toyota	Tacoma	78.763	75.725	75.772	77.418	75.725	74	61.867	64 N
Elliot Loo	Volvo	740 Turbo	77.632	76.335	79.747	78.389	76.335	76	62.366	66
BP Class Average : 66.501										
Stephen Oliberos	Nissan	300ZX	67.064	73.014	65.646	65.446	65.446	19	57.200	41
Shane Oliberos	Nissan	240SX	80.627	67.994	1 67.943	1 65.588	65.588	21	57.324	42
Ken Matsumoto	Nissan	300ZX TT	75.004	1 70.126	71.187	68.470	68.470	34	59.843	55
CP Class Average : 64.806										
Halford Tome	Ford	Mustang	66.551	68.290	1 64.254	64.270	64.254	9	55.066	22
Clayton Choo, Jr.	Ford	Mustang	67.935	65.957	65.879	65.358	65.358	17	56.012	29 N
DP Class Average : 65.979										
Neil Harding	Beck	Spyder	65.979	78.260	DNS	DNS	65.979	23	56.280	32
DM Class Average : 66.297										
Charles Lindemann	Volkswage	GTI	64.202	63.505	65.004	62.847	62.847	4	56.562	35
William Lindemann	Volkswage	GTI	64.752	64.892	66.730	1 64.501	64.501	10	58.051	50
Jack Evans	VW	Karman Gh	76.891	1 73.335	72.218	71.544	71.544	51	64.390	74
EM Class Average : 69.098										
Harvey Okamura	Datsun	240Z	64.318	65.002	62.935	62.245	62.245	3	56.518	33
Robert Igarashi	VW	Rabbit	68.128	1 63.861	76.621	3 63.854	63.854	7	57.979	48
Wesley Aihara	Toyota	MR2	70.525	71.706	72.141	71.615	70.525	46	64.037	73
Ron Mishima	Toyota	MR2	DNF	73.607	72.687	72.071	72.071	52	65.440	76
Lindsey Akamu	Toyota	MR2	74.420	73.995	72.711	72.453	72.453	55	65.787	77
Keith Manzoku	Honda	Civic	75.599	73.442	75.057	DNS	73.442	62	66.685	79 N
FM Class Average : 57.727										
Keith Greer	Red Devil	F440	59.548	57.853	57.727	DNF	57.727	1	52.185	6
STS Class Average : 67.537										
Earl Huang	Subaru	Impreza	66.646	65.859	65.541	64.665	64.665	11	50.633	2
Francis Lining	Subaru	Impreza	73.207	67.305	66.959	66.142	66.142	24	51.789	3
Joseph Battista	Subaru	Impreza	73.719	69.453	67.251	67.428	67.251	28	52.658	8
James Chen	Honda	Civic Si	71.878	69.777	70.806	68.738	68.738	35	53.822	13
Richard Crabbe	Nissan	Maxima	72.708	1 71.262	1 68.777	68.981	68.777	37	53.852	14
Tim Wolf	Subaru	Impreza	DNF	69.934	72.651	69.651	69.651	40	54.537	16
STR Class Average : 65.989										
Gavin Lee	Acura	Integra	68.543	66.285	65.053	64.202	64.202	8	52.004	5
Walton Ching	Subaru	Impreza R	72.250	69.747	69.036	67.776	67.776	31	54.899	18

Notes from the Regional Executive

(Continued from page 1)

also held at the same place and in a years time I was also doing that with the RX7. Twelve years and three cars later, I am still doing Solo I and Solo II.

Somewhere along the line, I wanted to be more active in the club's events. I became the treasurer for the club and started to take over the responsibilities of running Solo II. Solo II participation has varied greatly with the number of people and the types of courses. It seems as if the types of courses has changed with the types of cars running. When I first started, there seemed to be a lot more British cars and small compact cars and the track tended to have tighter turns than we do now with the faster, more powerful cars. There have been hundreds of people who have driven through our gates and around our cones, some have stayed and some have moved on, but I hope they all had fun. In my twelve years of participation, the Persian Gulf war caused a few races to be cancelled or moved to another site. We had autocross events at Hawaii Raceway Park and even in a tiny parking lot next to the commissary at Barbers Point. That track was twenty seconds start to finish.

In being the Regional Executive, there have been mostly good times and some challenging times. I thought of saying bad times, but I can't really say they were bad. What keeps coming back to me is the enjoyment and fun that people projected as they participated in the races. That is my greatest satisfaction, in that the events could foster happy memories, new friendships and a challenge to do better. I want to thank all those people who supported my wishes and if it weren't for their help, I would never have been able to succeed in making the club successful. There are too many people to list, but if I ever asked you to help and you did, then you made a contribution that I won't forget. I have to consider myself as the luckiest person out there, I have the most friends, I had the most fun and now I can concentrate on learning how to drive better.

I pledge my full support for the incoming Regional Executive and Board members, because I will still be a participant and I want to have just as much fun as everyone else was having. It's time for a change and I know the new leadership will be able to do a better job than I did.

This sequence of pictures shows Lindsey piloting the Toyota MR-2 through the sweeping turn. This car is "new" and Lindsey, Ron and Wes are all sharing driving duties.



Solo II Heat Schedule for September 10th, 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: C Street Prepared, STS, STR, SM
 Lunch Break, Awards Presentation, Track Walk
 Heat 3 Drivers and Workers Meeting
 Heat 3: A Street Prepared, BSP, DSP, ESP, and FSP
 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



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



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
September 24th
 -Drivers School
 October 29th
 -Solo 1/ Regional

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	(colin@satoauto.com)

SCCA Hawaii General Membership Meeting September 13th

This month's meeting will be at **Pflueger Honda (777 Ala Moana Blvd)**. We will be in the conference room right on Koula St. Turn off of Ala Moana onto Koula St., and as you drive towards the ocean on, there are parking spaces on the side of the Pflueger Honda building.

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!



G/O Plugger Acura
1450 S. Beretania St
Honolulu, HI 96814

the largest Honda ever
the Odyssey "Mini" Van



The Odyssey is the largest Honda ever built. The 118 inch wheelbase and 66 inch track make this versatile vehicle stable and comfortable. The 3.5 liter SOHC V-6 engine uses our innovative VTEC technology to improve low end power, maximize efficiency and provide a Low Emissions Vehicle (LEV) rating. Inside you'll marvel at the "magic seat" which enables the third seating row to fold flat into the floor. If you remove the second row you'll find enough room for a 4 x 8 sheet of plywood. All our 2000 Minivans are spoken for, but we are accepting deposits to hold a van from our first 2001 shipment. Please contact me Colin Sato at 255-1255 or via e-mail at colin@hondahawaii.com for more information.