



HUILA



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Solo II At HRP?

Dear Members,

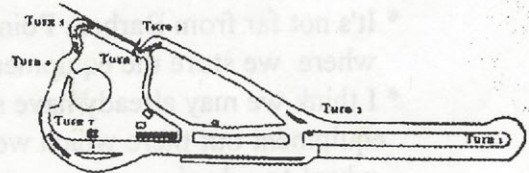
Have you ever experienced the frustration of telling someone that you are a member of SCCA only to have them say something like, "oh yea, isn't that the organization that used to put on autocrosses at the stadium?". Then when you try to tell them that SCCA still does put on autocrosses (at Barbers Point) they say, "oh really, I didn't know that". Well, it's happened to me time after time.

What this club needs is a little more exposure. With our shrinking Solo II fields and our insufficient (lately) road race fields we need to recruit more participants if we are to survive and prosper. Auto racing events on the mainland are on the rise. Several new tracks have recently opened with gigantic crowds. I don't know about Solo II on the mainland, but I would expect that it is flourishing too—as the easiest and most affordable way to participate in competition.

If we can attract more participants to Solo II, as it grows some will inevitably move up to Solo I. And it is from Solo I, that we must bring new drivers into our wheel-to-wheel program. With that goal in mind, I am introducing a proposal at the next Board Meeting to conduct the Solo II's at Hawaii Raceway Park (HRP) periodically (as we did during

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Hawaii Raceway Park



The following track description, written by Chris Messer, explains how the course is used during our road races. Solo II events would use only various parts of the track, and incorporate familiar gates and chicanes to limit speed.

Hawaii Raceway Park's 1.32 mile road course has 7 turns, a number of short straights and a 1/2 mile straight-away which serves as a dragstrip and shut down area on weekends. This same track, with a few modifications, also serves as the motorcycle road course. The long straight is where the cars reaching their maximum speed (up to 150 mph), quickly followed by hard braking for turn #1, a slow 180 degree turn. The cars then accelerate up a slight grade and into a cresting right hand, turn #2, a bend which they take in top gear. The cars drop into a little dip before climbing again (some Formula cars are doing 125 mph here). The drivers now get the cars perfectly balanced for more braking at turns #3&4, known as the "chicane". One of the trickiest parts of the track, the "chicane" is a left-right hand, 3rd gear section which requires good balance and car control. The short straight between turns #4 & 5 is anything but straight at high speed, as the drivers must dive on the brakes for the slowest part of the track, the "off-camber" turn #5, taken in 2nd gear. The track goes a little downhill as the cars exit the "off-camber" and this slight right hand bend is known as turn #6. Turn #7, probably the most important, is the "sweeper", it's fast and, taken in 3rd gear, it crosses the hump created by the camber in the middle of the dragstrip. Car control is tested all the way between the guardrails on either side of the track until exiting to the straight. This turn is critical because the drivers want to carry as much speed as possible back down the straight away.