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other clubs such as the MG Club, Polestar Sports Car Club, Hawaii Rally Club and later, occasionally, SCCA. In July 1964 Hawaii Raceway Park opened, held its first sports car race in September and soon went to monthly races. From then until 1967 there was often some kind of sportscar competition happening three or four weekends each month.

Again from Pete Wimberly's 1971 letter: "In 1964, one of our members (Jimmy Pflueger) who had more money than good sense decided that what Hawaii needed was a complete racing facility and he built an area about twelve miles outside of Honolulu, Hawaii Raceway Park, which is basically a drag strip, into which we have incorporated a sports car track. (original configuration was 2.3 miles long) At this point in time, the Associated Sports Car Clubs of Hawaii was rather well off, having about \$17,000 in their treasury which had been earned mainly putting on drag races at the Kahuku Air Strip in addition to our sports car racing program which consisted of about six races a year. The sports car racing program was about self-sustaining and we averaged around 40 entries per race. With the new facility, promotion of sports car racing was turned over to a professional and he tried for once a month. This is when we went down the tube. It took us about a year and a half to go through our \$17,000 and all of our competitors. I think the last race which we held was about 1967 and we ended up with 18 cars in the field and nothing in the treasury.

"About three months later, we were able to get together the remnants of the Board of Directors of the Associated Sports Car Clubs and a few die-hard members of SCCA who had kept their membership up through all

of this, and we reorganized and formally took over the Associated Sports Car Clubs and became the Hawaii Region of SCCA in fact as well as in name. From that time, starting from nothing, we have been organizing slaloms, rallies, and everything else we can think of and have managed to put on two or three driver's schools a year at Hawaii Raceway Park. Quite frankly, to put on a full Regional Race we need more driver interest and we also need a number of safety additions to the track....While this was going on, through mismanagement, the drag strip has never made any money, so our track owner has three-quarters of a million dollar lemon on his hands."

For the next 25 years SCCA activity was limited to Solo II and occasionally Solo I races, a few Solo schools and some rallies. Events were held at HRP, Sand Island, the unopened H3 freeway, Kahuku airstrip and Kaneohe Marine Corps Air Base. Starting in Oct. 1980, Aloha Stadium was also used for Solo IIs and finally Barbers Point Naval Air Station. SCCA road racing returned to Hawaii in 1992, but for how much longer is up to all of us. If there are any lessons to be learnt here the first one might be that sportscar racing in Hawaii is very fragile. In spite of some past notable successes, it can disappear very quickly. It takes the interest, dedication and hard work of many people to keep it going.

