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ballast performs much of the same function as the one used for fluorescent lights. But there are some major differences. One is that this ballast needs to be operated from DC. An electronic chopper circuit takes battery voltage and converts it to a square wave pulsating DC. This is then stepped up initially to 300 volts, and then to as much as 20,000 volts. In many ways it works similarly to a capacitive discharge ignition system in that it operates continuously.

When placed across the terminals of the discharge bulb, the high voltage first causes an arc between the two electrodes of the discharge lamp. Once the arc is formed, the voltage needed to maintain it is much less

and the output of the ballast is voltage-limited. This arc makes a conductive path by ionizing the xenon, which produces about 20% of the normal light of the bulb. The heat from the xenon then causes the mercury and the metal salts to evaporate into and become part of the gas. As the ballast senses this, the bulb is ready to take more current and power input is increased.

The headlamp housing reflector structure can be quite different for HID systems compared to either halogen or incandescent bulbs. This is because the discharge bulb produces almost three times as much light at half the temperature. Because there is less heat to get rid of, the surrounding structure can be made closer to the bulb, reducing its size.

Solo II Talk By: Jennifer Lee

When the name "Ewa Beach" comes to mind, you probably think, "far away and hot." Sunday's weather was pretty much the opposite of "hot". For the majority of the day, the tradewinds were blowing through the track and the sun was hiding behind the clouds. Later, the sun began to shine causing some timing problems.

The drivers meeting described the track that contained 4 slaloms, off-set gates and a wide sweeping turn. This track was fairly wide open and fast. We would like to thank our featured club this month, the **BMW Club**. We had 8 novices this month, 3 of which were from the BMW Club, **Alan Chung, Colin Young, and Leslie Rodrigues**. **Ken Van Oman** is also a member of the BMW Club but, a Solo II regular. Not to forget the other novices, we would also like to welcome **Halford Tome, Chris Aoki, Todd Takushi, Lenn Sakumoto, and Loren Dusseault**. I hope you all had a blast out on the track and hope you make SCCA racing a regular addition to your schedule.

Taking fastest time of the day was **Curtis Lee** in his Datsun 240Z with a time of 59.852. Close behind him was **Paul Schwartz** with a

60.706. Instead of the normal trophies, the winners received T-shirts. Lindsey worked very hard Friday night to have those T-shirts ready for us on Sunday. I would like to thank him for all his hard work. The shirts were very nice and they came with beautiful plates.

Just as a reminder, we are still looking for a Class 2 towing hitch for the Ford van. Please contact Lindsey Akamu at 595-3595 if you have any information. Also, the SCCA fund-raiser is still in effect selling soda and chips to all you hungry or thirsty racers. Remember, **all** the benefits go directly to the club to buy new supplies that we desperately need. Thanks again to all who came out this month. I hope you all had a Merry Christmas and a Happy New Year. For anyone interested in more information, we have flyers at all the major speed shops or you can check us out on the web at: <http://www.hawaiiis.com/scca>.

Next month's featured club is the **Porsche Club**. All Porsche members receive a discounted entry fee, so let see some of those air (and water) cooled machines out there. See you at the races!