

times, (too much wing slowing the car down on the straights according to Martin) with the 3 litre 600+ horsepower engine blaring at "over 16000" rpms, and a top speed at over 320 kilometers per hour. At that speed, things go by amazingly quickly. Braking into corners is the most incredible sensation. I had heard of the 4 G's under braking though, so I expected the brakes to be awesome. Cornering forces are sick, and the acceleration is nearly as remarkable as the brakes. After four laps, I was ear to ear with a smile and wishing that I could go all day. At the same time, I was nearly sick and wanted to get the heck out of the car. It was really a blast. I felt like I had just been beat up by a gang of really big guys. The only way that I could describe the ride was "brutal." In a really good way, but brutal. It was the ride of my life! The guys that drive these cars have to be in *really* good shape, and have reflexes as sharp as nails. I was a fan before, but after this ride my respect for any-

one driving at this level has gone up a lot.

The weekend ended with West McLaren Mercedes drivers Mika Hakkinen and David Coulthard finishing one two in the race, so the team was totally stoked. So was I. The problem is, now my whole perspective of what's fast has been turned completely upside down. And my desire to get behind the wheel and advance my driving dreams is now hotter than ever! Fortunately, the feelings that you get from blasting across the chop in 30 knot winds on a fast board or flying off the top of a perfect wave are pretty close.... a lot more tangible...less expensive, and a lot safer. So I'll probably stick to the water for at least a while longer.

Aloha,

Robby Naish

Club Racing Point Standings (8/27/98)

Formula Ford

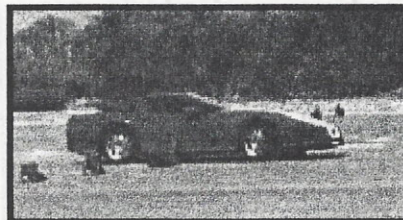
Tom Burke	42
Bill Clutter	33
Steve Timpson	31
Tom Ito	26
Steve Hirasuna	24
Chuck Garner	9
Mike Fox	5

Vintage Spec Racer

Shigeomi Hirabayashi	12
Dave Goto	9
Bob Westmoreland	7

September's Solo II

By: Lindsey Akamu
Photos By: Lisa Arakawa



The
Bartenstein's

This month's Solo II event started on a different note for me, because I did not have my usual track coordinator. Curtis Lee, Amy Lee, Jennifer Lee and Garrett Chew shipped Curtis' 240Z to the mainland to participate in the National, Solo II event. In their place, I enlisted the help of Ron Mishima, David Heard and

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