

# Kuruma

July 2007 Volume 29 No. 2

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Full colour editions of Kuruma are available on the web site



**Next Meetings at 7:45pm**  
**Monday July 9th**  
**AGM**  
**Monday August 13th**



## Club Information

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### Postal Address

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## Meetings

The General Meeting of the HCOAQ is held on the second Monday of the month, with a 7:30 for an 8pm start, at the Sporting Aircraft Association of Australia Clubroom, Archerfield Airport. The clubroom is the white building on the immediate left after passing through the main gate on Beatty Rd. A big sign says 'Emergency Entry, Queensland Emergency Services, Gate 1 Entry Point' (nearly opposite the bus stop just south of Kerry Rd.)

**The Committee** meets on the Wednesday 2 or 3 weeks after the General Meeting.

## Kuruma Deadline

Friday after the Club Meeting.

Submissions of articles or photos can be made in writing to the club address, on disk, or by e-mail to the Editor. The Editor reserves the right to edit any submitted material for length and clarity.

The views and opinions expressed in Kuruma are not necessarily those of the Honda Car Owners' Association of Queensland.

## Other Clubs

Honda Car Club of Victoria Inc.  
2/15 Eagle Rise  
LOWER TEMPLESTOWE, VIC, 3107  
Contact: David Prince 03 9807 3630  
E-mail: [info@hondaclubvic.org.au](mailto:info@hondaclubvic.org.au)

Honda Car Club of New South Wales Inc.  
P.O. Box 6301  
NORTH RYDE, NSW, 2113  
Contact: Robert Cavanagh 0412 298 446  
E-mail: [info@hccnsw.org.au](mailto:info@hccnsw.org.au)

Honda Car Club of South Australia Inc.  
6 Hunter Crescent  
SALISBURY NORTH, SA, 5108  
Contact: Mal & Gloria Leo 08 8258 5753

### Honda Sports Car Clubs

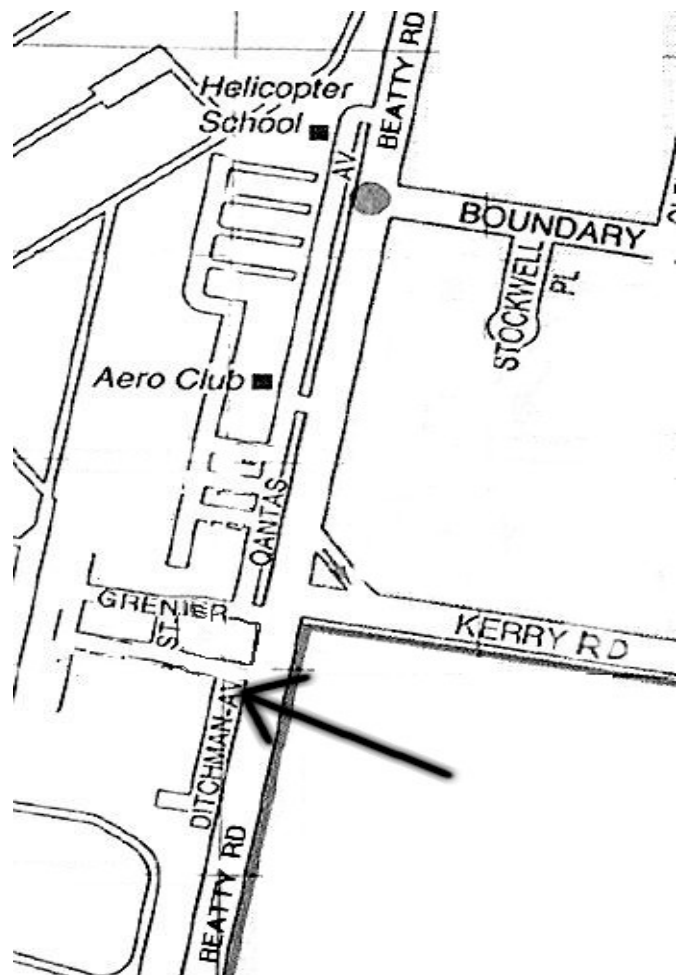
QLD Gavin Goeldner 07 3248 3799(w)  
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[lex@protocolaustralia.com](mailto:lex@protocolaustralia.com)

SA Mr Martin Farkas  
[facets@senet.com.au](mailto:facets@senet.com.au)



# Upcoming Events

## Car Care Day

**Hondacare, 1 Spine St, Sumner Park**

**Saturday July 21<sup>st</sup> - 9am to 3pm**

This will follow the usual format, for \$15 per person, we will supply morning tea, lunch, drinks and a look at the bottom of your car, you might learn something! Do those odd jobs you don't get around to doing in the garage at home.

Scott and Brad supply the facilities, hoists etc, and some expertise if necessary.

Even if your car doesn't need anything, come along for a chat anyway.

BYO Chair, and let us know beforehand if there is anything complicated you wish to do.

**Please let Campbell know your intentions by the Wednesday before "[campbells@uq.net.au](mailto:campbells@uq.net.au)" or 3892 4067.**



*This might take a little more time than we have on the day!!*

## VTEC Minis

It seems that some Brits just can't let go of the fact that Honda don't put engines in British cars anymore, maybe they're pining for Rover 800s?

There is quite a movement for this sort of thing, and I gather they go quite well.



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July 2007

# Campbell's Commentary

## Car Washing

With all of these restrictions on hosing and bucketing our fresh water around, a lot of us have neglected the care of our cars. You know that you want to, but are made to feel guilty in case you're seen wasting precious drinking water.

We've heard about waterless car washing, but I haven't seen any actual tests of the methods, so I can't say as to whether they are good or bad for your cars paint surfaces, or even if they work at all.



In the meantime, you should still be washing your car. Yes, you can. There are two easy sources of water that you can go all you like with. There's grey water and there's pre-heat flow from your shower. You can save a couple of buckets from your washing machine and use this water to wash the dirt off your car and, using something like a garden hand pump sprayer, clean up the underneath, wheel wells and engine bay. Before you start this, make sure that you've saved a bucket or two if the cold pre-flow from your shower. You will need to wash the grey water off the car as if its a save from the washing machine wash cycle, it will contain some pretty rugged

detergent remnants, These are not the sort of chemicals that you want to leave on your paint.

So grab a couple of buckets from your supermarket, or hardware store, keep one in the shower with you and use that clean water to wash down the car after you've shifted the grime with the washing waste water. (And do it over your lawn or footpath grass, make the most use of that water.)

In over 100 years we still haven't improved on a thin strip of rubber being flapped backwards and forwards over our windscreens.

Not long after the first car had a windscreen fitted, it was discovered that it could be difficult to drive in the rain because you couldn't see where you were going due to rain drops on the glass (this only applied to the German cars as



Remember that the regular washing of your car is one time when you are checking that all is well with it. Inside and out. A level of checking that many will've let slip when we haven't been able to whip the hose out and wash those sins away.

## Wipeout

Have you noticed that there are some things in life that don't change very much in spite of all the technology that we have to throw at them. Think about bootlaces, invented about 15 minutes after primitive man invented shoes, which was after the second cold morning and hed had to go out of the cave into the frost to do, well, whatever he had to do. And bootlaces haven't been replaced by anything better yet. And so it is with windscreen wipers, they are in the same category.

they had Bosch electrics and actually kept running even when it was raining. English cars used Lucas and for many years it was not realised by the English that cars actually could keep running when it was raining.). So a little lever was hooked up over the windscreen with a handle on the inside and an arm down the outside which pressed a wiper against the glass. So while peering through the gloom the driver reached up and swept that little lever from side to side to clear the water off. While manually adjusting the spark advance and mixture and steering around the cobblestones and potholes with the hand that wasn't doing anything else. At least he didn't have to worry about using the turn indicators and without side curtains there wasn't much risk of the windscreen fogging up.

Somewhere in the 1920s it was

accepted that driving this wiper with a motor was not unmanly and self powered wipers became common. One form of motor was a reciprocating vane driven by vacuum derived from the engine inlet manifold.

The mechanics of the wiping have seen several small arms wiping together, long single arms, with or without articulating links, twin arms coming from opposite corners of the screen and yet the twin

***Mary Anderson is said to have invented the windshield wiper swinging arm in the United States, where she patented the idea in 1905.***

This system worked fine under constant speed conditions, and the engine was running, but tended to get a bit sluggish under acceleration and went crazy when slowing down on trailing throttle. Probably due to experience with Lucas (the inventor of the intermittent wipers (later perfected in other countries such that the intermittent function became something that the driver had some choice in when it was and when it wasn't)), at least one English motor car manufacturer actually persisted with vacuum wipers right through until the early 1960s.

This wasn't quite as bad as one European manufacturer who dispensed with a separate windscreen wiper motor altogether and drove it (and the speedo) via a cable from the transmission. A great idea really as the faster you went, the faster those blades flopped about. Talk about variable speed, until you stopped in traffic. (Hint it was a small FWD car)



*This is actually animated, but you get the idea !!*

arms swinging together is the most common. You've got variable intermittent sweeps, multispeeds and automatic rain triggered actions. And all sorts of little tricks to keep the wiper pressed onto the screen at high speed, ranging from airfoils to electric motors in the wiper arm to tighten the spring tension.

Meanwhile, apart from experiments with cloth and leather, the ongoing media of choice has been, and remains the rubber strip. Sure you can get brilliantly coloured silicon blade replacements from your local discount auto parts store and there are some with multi-edged blades, but the winner remains the single edged rubber strip.

About 20 years ago the Canadians were very excited about a fantastic new system that would revolutionise windscreen cleaning and see the end of those dangerous and inefficient wipers. Wheel out the ultrasonic windscreen cleaner. What? Too good to be true I suppose.

The Acura Concept TL car, just out - features a wiper less windscreen using a series of jet nozzles to blow pressurized air onto the windscreen. It could be the way of the future, or maybe not.

So the old rubber wipers at the end of a mechanical arm still manage to do a fairly good job. Provided that you replace the rubbers when worn. Before it rains again. (Unless you can invent a better method, you'll still be using them when you finally hand your license in.)

## New Cars

Are you looking forward to some new arrivals from Honda? You should be as the Civic Type R has arrived. This British built beauty is here. Gotta love its spaceship styling and super performance and handling. Its been winning hearts everywhere the reviewers get to play with one. (The one downer about it is that it'll be coming with the European column stalks! Yep, wrong side for the wiper and indicator stalks. You do get used to that set up, but I probably won't have to worry about it.)

The Courier Mail has been giving Hondas lots of good reports. Saturday Couriers have given said nice things about Legends, Accords, CRVs, the Civic Type R, hybrid Civics and Jazzes over the last couple of months. I reckon more good write-ups than any other brands.

## Closer to Home

**Ian Kepple** replaced his Civic Coupe late last year with the last Integra off the showroom floors in Queensland. And a nice Integra it is too.

My sister **Jean** decided to replace her well used 416i (over 333k kilometres) and looked around at second hand choices. That's where she discovered that the 416i had been more than just another Honda. In fact to replace the 416i she ended up buying a new Jazz. Blue and nice it is too.

When **Estelle Cottrell** was in Japan recently she picked up a handful of brochures of domestic market cars. These are very interesting reading and should be at the next couple of meetings for perusal. The cars represented include: Accord, Civic, Partner, Stream, Elysion, Inspire, Fit Aria, Fit, Crossroad, Life, Spike, Stepwagon, Zest and S2000. Don't bother trying to work them out now. Come along and browse. You'll find a couple that you'll wish were sold

here, a couple you'll be glad that they're not and some interesting variations on those that are (4WD Jazz!/). I may also remember to bring along the American brochures from last October too. Lots on interesting things to see.

And what is **Toby** driving mostly these days? Not a Honda, but still fun (No, he has not swapped the Prelude. **Sally** uses it now.)

Congratulations go to Michele's little one. Young **Anita** has successfully gained her drivers license on her first attempt. No doubt both her mother and father will claim the credit for that. (There were a few hours from a driving school in the final couple of weeks of preparation) I'd reckon that she probably gained a little bit from competing in a couple of National Meet motorkhanas as well. Good luck Anita, now you can start to really learn to drive.

happened on a weekend away and we were more than an hour's drive away from home. Does anyone know how many hours these EFI cars will run on a full battery before they stop?

Having an alternator in the City that had less than 50k km on it, I reckoned that I could swap bits around until I got something that'd keep me going until I got a chance to chase up a new, or exchange, replacement. As I partly expected, the brushes had reached the limit of their life and fortunately they are an easy part to swap over. The difficult part of the exercise is that if you don't have a hoist to put the car up on, its actually necessary to take off the front left wheel to give you access to get the alternator in and out of the car.

A couple of weeks ago I decided, as is one of my traditions, to go up to Toowoomba to go to Farm Fest. This was the first day that we'd had rain and cold and fog

in the local service station. And it went back to charge at idle. Hmm.

Toowoomba was absolutely fogged in that day, so from half way up the range visibility in fog and rain was down to less than 100 metres, so it was lights, wipers and demisters all the way. Does anyone know how long these cars will run with all of those things on?

I got across town to home and had a cup of tea with mother (always the best way to approach any problem). Found that that the alternator belt had flipped over and was now loose. Impossible to turn the right way around with the access that you have from above. So I thought that I'd just tighten it up to drive a bit of charge. Too simple. Right, too simple. I got less than 200 metres and the belt broke (the visibility in the fog was now down to less than 3 car lengths) Well its always

good when things develop to this extent, because now you know what you have to do.

Borrowed mothers Accord (I reckon that a white car is actually easier to see in fog than a silver car, so this was a safety move as well) and went across to the local bearing and belt place. The

helpful gent there quickly identified the belt I wanted was a 3PK0710. Good. He had lots of belts and had always been able to get me what I wanted every other time. Except this time. So he rang the mob just down the road. Bugger, nil stock there either. What about the next place further on? Double bugger, no go there either! How about Repco down town?

## My Trials

Everyone has tales to tell about adventures with their cars (ask Jonathan about the ignition igniter in his Accord) and as no one else is spreading tales, here's some more from Campbell. When I got the 416i, I intended that it would only be an interim car until I got oil in my pores from the City repair, but I like that car and its remained my everyday car. I expected that there'd be some concerns now and then to sort out, it being over 20 years old and having over 220k km on the odometer (and as everyone knows, according to the Dog and Lemon Guide, all Hondas over 150k km are running on borrowed time), Back in January, I had the alternator stop charging. This

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and all of that unpleasant stuff in months. After a comfort stop at Helidon, I pulled back onto the highway and reckoned that it was time that I blew the carbon out of the top end. As I went past six grand in third, there was a little clunk from the front left and the charge light came on! I pulled over at Withcott to look under the bonnet and could see nothing unusual, though there was a 1.6 model Integra being worked on

You know that Repco had shifted since I last went there and this time the fog down town was so thick that I actually drove right past them without seeing them! When I did find them, nil stock. Time to go OEM. Around to Peter Roberts Honda spare parts section. Andy was very helpful, but even though he did have a possible belt, we couldn't be sure as it'd lost it's id. He made a quick call to AutoPro and found that yes, there was actually one in Toowoomba and I wouldn't have to spend a night in Toowoomba waiting for a new one to be sent up from Brisbane.

The next step was to find AutoPro. Just around the corner over the road from the Hooper Centre. Too easy. Yep, too easy. There was no AutoPro in sight. Checked with the girl in the news agency, no she didn't know of AutoPro in the area and the phone book confirmed that there wasn't an AutoPro in Toowoomba. Goondiwindi and further away, but not around here. Ah well, I'll check with Coventry Parts across the road anyway. As I walked in there was no one around but there was a 3PK0710 belt on the counter. Cosmic coincidence? Who cared, I now had my belt. (Coventry Parts used to be AutoPro but changed their name about 4 years ago!)

There are 3 belts on these engines, Power steering, airconditioning and alternator. In that order. Yes, to replace the alternator belt you do have to take the other two off. The power steering one was straight forward, but as I'd never explored the aircon belt before, this was tricky as I could find no visible tension adjustment. Obviously it was time to take that front left wheel off. And pull down a plastic protection tray under the front of the engine. And there was the tensioning idler pulley.

It took an hour and a half to put that new belt on and tidy everything up, but everything

worked as it should and I've learned a few more interesting things about my car.

A couple of months ago the starter solenoid also played up and was refusing to kick the car into life and I had to remove and counsel the starter motor assembly. Despite it allegedly being replaced with an overhauled one while I was overseas last August. There is no need to remove either front wheel to remove the starter motor. Just the air intake ram tube from the filter to the manifold. I love Chinese puzzles.

Michele's Civic. You may've heard that Michele and I found a curious bit of wind whistle in her Civic during our Not the National Meet Easter trip away this year. It only became obvious when we were traveling at speeds over 100kmh. Coming up the Newell on our way home, I decided to investigate further and started to feel my way around the windscreen edge. I discovered that the screen had debonded from the mounting flange all the way up the right 'A' pillar and all the way across the top. I was actually able to push the windscreen corner out by as much as 10mm. With this not bonded on it explained the extra flexing which showed as the doors weren't shutting as evenly as usual. Turned out that the rust conversion paint that we'd put on the mounting flange before that windscreen was fitted in December 2005, had not bonded properly to the bare metal. It was not something that we could've predicted.

## Future Events

We've considered a few events to put in the calendar, but we need some expressions of interest before we commit ourselves.

**Car Care Day**, we like to have one every 6 months to give everyone a chance to check how happy your car is. And do some little bits of care and maintenance. There's one

scheduled for later this month. Come along even if you don't have any bits to fix.

**Barefoot lawn bowls.** We've done a couple of these at the Yeronga Bowls Club and these were thoroughly enjoyed by everyone who took part. Includes bowls, coaching and barbeque dinner. A good opportunity to socialise and learn new skills (or show off old skills).

**Picnic Drive to Canungra** Winery area. A good day out with a picnic lunch at the scenic James Sharp Memorial Park.

**GoKarting.** Interesting and challenging exercise. Members are investigating the different kart tracks to see which ones offer the best value for money. Please confirm if you're interested.

**Christmas Lunch.** What's your preference for a venue? Do you know a nice place that we could have to ourselves? Maybe somewhere with a nice drive to get there? Nice food and not too crowded.

## AGM and The Club.

All of you will've noticed that there's been a shortage of Kurumas over the last few months. We'd all like to see it come back to the desired monthly regularity. You can help achieve this if you come along to the AGM and select a committee who can put things back in place for everyone.

All positions became vacant last year and without a conscientious editor we've had no one to pull us together for the regular events that we used to have. Even if you don't want a full time committee position, there's a lot that you can do with just a couple of hours a month. Please make the effort to come along to the next meeting. Bring your new sparkling ideas to share, or even your old tried and true ones. Get along and make things happen again.

Happy Hondaing., *Campbell*

## Ethanol and your Honda

I noticed recently that the Shell service stations that I use had changed some of their pumps to **Shell Unleaded E10** fuel, I know we explored the subject in March 2006 but I thought it prudent to inform you of both Shell and Honda Australia's current view of the risks and benefits involved in relation to using these fuels in your Hondas. *Leon*

### Capability of vehicles to satisfactorily operate on Ethanol Blend petrol.

#### Introduction

The Australian Government has limited the level of ethanol in petrol in Australia to a maximum of 10%, or E10. Most new and many older vehicle models can run on ethanol blended petrol. Vehicle manufacturers and importers have provided the following information on the capability of their vehicles to operate on ethanol fuel blends up to a maximum of 10% ethanol, subject to the fuel meeting the octane requirements for the vehicle and complying with relevant mandatory Australian fuel quality standards and particularly proper blending of the ethanol into the petrol. To avoid operational issues, vehicles should be maintained in accordance with manufacturer's servicing procedures using genuine replacement parts. This will ensure that the fuel systems of vehicles listed as suitable to use either E5 or E10 blended petrol continue to be ethanol tolerant. The information below provides technical reasons why some models cannot use ethanol blended petrol.

For more information about national fuel quality standards or about national labelling requirements for ethanol blends, please visit Department of the Environment and Heritage or Department of Industry, Tourism & Resources.

#### REASONS WHY E10 IS NOT RECOMMENDED FOR SOME CURRENT MODELS

The Australian Design Rules (ADRs) are harmonised with international standards as specified in the UN ECE Regulations. The same requirements apply throughout the European Union. New vehicles certified to these standards will increasingly use advanced emission control technologies that strictly control the engine's operating parameters and have therefore more stringent fuel quality requirements.

The maximum level of ethanol blended petrol in Europe is E5.

Depending on what markets certain models are sold in, Australian vehicles may be built to either a European specification (E5 compatible) or some other specification that is E10 compatible. This is the reason recommendations regarding E10 suitability will differ from one manufacturer to another.

The use of E10 petrol in vehicles that are E5 compatible may also result in material compatibility problems in the fuel system.

#### REASONS WHY ETHANOL BLENDED PETROL IS NOT RECOMMENDED FOR USE IN SOME OLDER VEHICLES

##### Introduction

The following information outlines the key reasons why vehicle manufacturers do not recommend the use of any ethanol/petrol blended fuels in vehicles made before 1986. This information is also applicable to post-1986 vehicles listed as unsuitable to use ethanol blended petrol.

Ethanol has a number of important chemical and physical properties that need to be considered in a vehicle's design.

##### Carburettor Equipped Engines

Vehicles made before 1986 were predominantly equipped with carburettors and steel fuel tanks.

The use of ethanol blended petrol in engines impacts the air/fuel ratio because of the additional oxygen molecules within the ethanol's chemical structure.

Vehicles with carburettor fuel systems may experience hot fuel handling concerns. This is because the vapour pressure of fuel with ethanol will be greater (if the base fuel is not chemically adjusted) and probability of vapour lock or hot restartability problems will be increased.

As a solvent, ethanol attacks both the metallic and rubber based fuel lines, and other fuel system components.

Ethanol also has an affinity to water that can result in corrosion of fuel tanks and fuel lines. Rust resulting from this corrosion can ultimately block the fuel supply rendering the engine inoperable. Water in the fuel system can also result in the engine hesitating and running roughly.

## Fuel Injected Engines

In addition to the issues mentioned above for carburettor equipped engines, the use of ethanol blended petrol in fuel injection systems will result in early deterioration of components such as injector seals, delivery pipes, and fuel pump and regulator.

Mechanical fuel injection systems and earlier electronic systems may not be able to fully compensate for the lean-out effect of ethanol blended petrol, resulting in hesitation or flat-spots during acceleration.

Difficulty in starting and engine hesitation after cold start can also result.

## Exhaust And Evaporative Emission Levels

Lean-out resulting from the oxygenating effect of ethanol in the fuel may affect exhaust emissions.

Of more concern is that fuel containing ethanol can increase permeation emissions from fuel system components, particularly those that have aged for nearly 20 years. Therefore the increased vapour pressure of fuel with ethanol (if the base fuel is not chemically adjusted at the refining stage) will lead to increased evaporative emissions.

**Shell Australia** [www.shell.com.au](http://www.shell.com.au)

The following Honda vehicles may be operated using fuel containing up to 10% ethanol (E10):

- |  |                               |
|--|-------------------------------|
| • Accord<br>2003 onwards                   | • Accord Euro<br>2003 onwards |
| • Civic (including Hybrid)<br>2004 onwards | • CR-V<br>2003 onwards        |
| • Integra<br>2002 onwards                  | • Jazz<br>2004 onwards        |
| • Legend<br>2007 onwards                   | • MDX<br>2003 onwards         |
| • Odyssey<br>2004 onwards                  | • S2000<br>2004 onwards       |

Other Honda vehicles were not designed or tested with E10 and therefore the long-term effects are not proven.

Ethanol contains less energy value than petrol. In theory, some loss of power and fuel economy (possibly 2-3%) may occur when using E10.

For further information, please refer to your vehicle owner's manual, or telephone the Honda Customer Hotline on (freecall) **1800 804 954**. [www.honda.com.au](http://www.honda.com.au)

## YouTube

We love our Hondas and we love our internet. Wouldn't it be great if we could get them together? Well, we've got our Honda-oz site that is always looking for more information. Have a chat with our webmaster if you've got something that you'd like to see on there. Or maybe a link to a great Honda site that you found.

But there can be some gems waiting for us to find. Be sure to check out YouTube regularly. At present there are some good clips of S600s and S800s. Including an original TV ad for the S600 convertible (in Japanese). YouTube also has some good copies of original Honda ads. Even an evolution of the Civic. There's the story behind the Impossible Dream UK ad, which certainly tells us quite a bit more about both the cars and the people behind the ad.

YouTube does offer an diverse array of videos put together by people from all around the world and you can find virtually every model represented. To gain the full benefit of these it really helps if you have a broadband service and a few hours that you don't mind wasting. *Campbell*

As an example search for <Civic Death> and you will find an 8 minute film on how to destroy a Civic engine, it's very enlightening, but it's hard not to cringe (or maybe it's just the mechanic in me, Ed)

You'll find a video of the NSX V10 prototype which sounds awesome.

See how much of a **Hondamentalist** you are, take the test from [www.honda.co.uk](http://www.honda.co.uk)

Don't forget to download the Honda Worldwide Screensaver <http://world.honda.com/screensaver/>

## Honda's small model range seems to be a recipe for success.

Like Mazda, Honda is keeping its model options limited, having quietly dropped its under-performing MDX luxury SUV model last year.

That just leaves the strong sales performers, which have Honda in seventh place, narrowly behind Mitsubishi, despite now having only one SUV on the market.

Honda Australia managing director and CEO Yasuhide Mizuno said Civic sales are up 58 per cent, Jazz 42 per cent, Accord 75 per cent and CR-V 26 per cent.

Mizuno, who began on the assembly line in 1986 and has worked for Honda in bikes and cars in Japan, Thailand, Taiwan and Malaysia, says worldwide revenue last year from 3.65 million cars was \$111 billion, up 12 per cent.

But while there are more Honda models available overseas, Australia gets a limited seven-car line-up with the Legend luxury saloon re-introduced last year.

Honda Australia senior director Lindsay Smalley says between now and 2010 they will have an update on all models, but only release three new models.

The first of these is the British-built Civic Type-R hot hatch which hits the showrooms this month. The standard three-door and five-door hatches are also expected in about 18 months and the other model is possibly the seven-seater Pilot, a replacement for the MDX.

"It's the same size as the MDX but more of a family large wagon rather than a luxury SUV," Smalley said. "We haven't really studied it yet."

Smalley said diesel versions of its Accord and VR-V were a possibility when Honda introduced its cleaner generation-two diesel engines in the next two years.

Last year Honda Australia sold 56,000 units and this year Smalley expects to sell 64,000.

He said sales growth depended on getting more Honda dealers. At present they have 96 nationally, but will increase that to 125 by 2010.

*The Courier-Mail*

## AquaTrax F-12X GPS

GPScape® model features built-in GPS unit with easy-to-read LCD display. GPScape is contained within the standard meter assembly and features storage for up to 100 waypoints and a digital compass function indicating travel direction. When traveling or returning to a designated waypoint, GPScape will tell the rider distance and direction from present location.

Class-leading performance is provided by a water-cooled IHI turbocharger with water-cooled intercooler. The AquaTrax® turbocharger produces a maximum boost of 13 psi to generate 32 percent more power than a normally aspirated engine. The turbine bearing is an enclosed, ceramic-ball design that withstands sustained high-rpm compressor operation while providing nearly vibration- and friction-free performance.

<b>Engine Type</b>	1235cc liquid-cooled dry-sump inline four-cylinder with intercooled turbocharger
<b>Output Ratio</b>	121.4Kw (165HP) @ 6,100 RPM
<b>Fuel Capacity (litres)</b>	62.8, with low-fuel warning
<b>Dry Weight (kg)</b>	362
<b>Pump</b>	Axial-flow single-stage 155mm jet pump with reverse
<b>Price</b>	\$21,990.00 (includes GST)



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Please tick activities you may be interested in ...

- Picnics
- Movie / Theatre nights
- Car Care Dyas
- Weekends Away
- Technical Talks
- Motorhanas
- Driver Education
- Circuit Days
- Observation Runs
- Restoration information
- Contacting Owners of Like models
- Easter National Meetings

Occupation
Special Interests
Age Group - under 30 <input type="checkbox"/> 30-50 <input type="checkbox"/> Over 50 <input type="checkbox"/>

For further information and history, please visit our web page [www.honda-oz.org.au](http://www.honda-oz.org.au)  
Or Email: [info@honda-oz.org.au](mailto:info@honda-oz.org.au)

Or join our Yahoo Group where hundreds of people worldwide can ask questions and receive information from each other. Follow the Yahoo link from the our web page.

Club Calendar 2007				
July	Mon	9 <sup>th</sup>	<b>General Meeting</b>	07:30 PM
	Sat	21 <sup>st</sup>	<b>Car Care Day - Hondacare</b>	09:00 AM
August	Mon	13 <sup>th</sup>	<b>AGM and General Meeting</b>	07:30 PM
September	Mon	10 <sup>th</sup>	<b>General Meeting</b>	07:30 PM
	TBA		<b>Picnic Day</b>	
October	Mon	8 <sup>th</sup>	<b>General Meeting</b>	07:30 PM
<b>Do you like the activities planned this year? Any other suggestions?</b>				



### Honda Car Owner's Association of Qld

Membership Application     Change of Address

Name

Postal Address

Phone H                      W

Mob

Email / Web

Cars: Make / Model / Year

Fees:                      Brisbane                      Country/Student  
   Pensioner

New Membership                      **\$40**

Renewal                                      **\$35**                                      **\$25**

**\$20**

Declaration

I Enclose \$

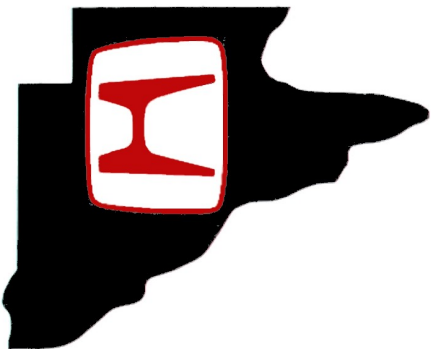
Cheque or money order payable to:  
"Honda Car Owners' Association of Qld"

"I agree to abide by the rules of the Association."  
"I agree to the supply of my name and contact  
details to Honda National Meet Organisers."

Signed

Dated

*Please complete both sides of this form to ensure that  
we can plan for the future.*



**HONDA**  
**CAR**  
**OWNERS'**  
**ASSOCIATION**

Postage  
Stamp

PO Box 514  
SPRINGWOOD QLD 4127