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NSX

Welcome to Honda Sports Car Club of Australia Inc. Newsletter

HSCCA National Committee

In April we voted in our first postal election and the HSCCA wishes to congratulate and welcome our elected HSCCA National Committee members. Thanks Iain for your work in organising and distributing the nominations forms to all of our members and to the good response. The Committee members are as follows:

President:	Malcolm Michael
Vice President:	Ian Quirk
Secretary and Treasurer:	Iain Riley
Club Captain:	Scott Baxendale
Committee Member:	Paul Philips

The Chapter Chairman and Chapter Representative on the Committee are:

New South Wales:	Malcolm Michael
Victoria:	Ian Quirk
South Australia:	Scott Baxendale

We are looking for members to put themselves forward for the following positions; Membership Officer, Publicity Officer and Social Secretary. It may be decided the latter is best for a member in each Chapter. Anyone who wants to fill any of the positions, please contact our secretary Iain for details.

The Chapter Committees will be meeting to organise events for each area and we will hopefully give you an update in the next newsletter.

HSCCA National Meeting 7th to 13th December 2014 in South Australia

Mark it in your diary!!!!

The planning for our first National Meeting for the club is well underway with Scott already having outlined many of the events including visits to a number of top vineyards in the Barossa, McLaren Vale and Coonawarra, dining in a cave, and of course driving on the great roads around Adelaide. The drivers will be looked after with plenty of drives and visits to the vineyards and other attractions. For partners/passengers they of course also have the drives and vineyard visits and will be well catered for with other events if they choose not to go on the local drives.

Scott has allowed time for members from NSW, VIC (and hopefully Tassie) to travel during the weekend to get to and from Adelaide for the main event.

Scott will be providing more specific details of the event which will be circulated to all members.

My apologies for the time it has taken for our second newsletter to be produced. We certainly miss John Risk's great word smithing over the many years of producing the HSCC NSW newsletters. Having been away this year 3 times overseas and many times interstate on business, my newsletter writing, until now, has been non-existent, but we aim to correct this in the coming months. As per the comments above re our Committee election, if anyone wants to volunteer for this role, your offer will be gratefully accepted.

This newsletter will cover events to bring us up to end of April. Coming up in the next newsletter as well as our subsequent drives, we will have an article from one of our members, Jann Skinner covering her escapades as co-driver in the Targa Tasmania in May.

Malcolm Michael

NSW Motorfest 8th March

In March our NSW members travelled 2 hours North of Sydney for the 11th year in a row to attend the Tea Gardens and Hawks Nest Car Club Motorfest. An event for raising money for local charities and sporting clubs, this fest has grown every year with more than 300 cars on display from 100 years old to the very latest. It is well supported by many clubs such as our own.

In the past years one of our members has won best car of the fest, various members have won best Japanese car many times and we have attempted to win the best club display on a number of occasions. Well this year we finally got the gong by winning the best club display despite being down on attending numbers. As well as our cars on display, we had on a series of placards showing pictures of Hondas and listing Honda's achievements over the decades in motor bike championships, GP successes, Indy successes and major car releases, all of which proved to be of real interest to the visitors.

Most of us arrived on the Friday night and met at a local restaurant to enjoy a good meal and company. Saturday saw us up early cleaning our cars and then arranging them into a different display layout. The weather was almost perfect and the variety of cars and bikes was excellent with over 300 on display. Paul, Margo and her daughter had to get back to Sydney so they left in the afternoon.



Cars on display



Accepting the best club display trophy (it's not the size that counts ☺)



The winning team

As usual we all got together on the Saturday night at our house for a great meal (thanks for the ladies helping my wife Frances with the meals and unlucky for the others, I was on the barbeque) to celebrate our best club display victory along with some of our neighbours! We all enjoyed lots of the normal tall stories that were short on actual facts (from me anyway)

Unfortunately Lucy was not well on Sunday morning (no, it was not my cooking the night before) so she and Herb left early. The rest of us assembled at a local restaurant right on the Myall river for a long breakfast before John returned home. The rest of us moved to a beach at Winda Woppa to relax with some walking and swimming. It was then back to the house for cheese and wine. Howard and Sue departed for Sydney and after that I cannot remember what we did so hopefully it was good. Monday morning Colin, Elaine, Frances and myself headed home to Sydney after a very pleasant weekend. Thanks to everyone who attended and made it the great weekend it was.

Malcolm

NSW Sunday Drive 30th March

After all the club changes at the end of 2013 we finally settled in to the new Australia wide club at the start of 2014. So with our CAMS affiliation approved, March was the first Sunday drive for the New South Wales Chapter.

As you know I have a reputation for longer drives, so it was fitting that my first drive for the year should be one to get the dust off the pistons and give them a workout. Whether timing or the length of the run there were only three of us on the drive.

We welcomed a new member Eric Wegman who was introduced by Phil Rosen. As it happened Eric wanted to give his car a run, so he and Phil arrived at Bonnyrigg in a Porsche!

So 1 Honda S2000 and 1 Porsche – not a very auspicious start.

Never the less it was a brilliant day for a drive in the country. We headed west out of Bonnyrigg towards Warragamba and then south through The Oaks, Thirlmere, across the Highway and down to Bowral where we stopped for morning tea at The Briars.



Iain with new member Eric and his unusual looking Honda!

After a break for coffee and some conversation we headed south again through Bowral, Exeter to join the Hume Highway at Marulan. Just a short highway run before we left it again to enjoy the roads through the Bungonia area. At the end of those roads we arrived at the back entrance to Goulburn. Lunch was at the Goulburn RSL.

An enjoyable day's driving.

Iain

SA Run Report 6th April 2014 – McLaren Vale Classic Car Day

This was to be the first SA run under the banner of the HSCCA so we were hoping for a great turnout and the weather to match....no problems on both counts!

For the last few years there has been a big McLaren Vale Vintage and Classic Day which gets around 400-500 cars and thousands of people lining the streets to watch as they cruise past. A few of us attended last year along with the Bolwell Club and decided it needed to be a regular thing. For those that don't know the NSX/Bolwell connection in SA, it turns out that out of 20 or so NSX owners, 3 of us had Bolwells as well, weird but true!

The Sunday morning after daylight saving meant everyone was at the Crafers Hotel for departure after having had an hours more sleeping or drinking or whatevering. Pride of Place was Reg and Paula in the "new" NA2 Red 6 speed NSX, a fantastic car with very low kms and a Coupe so very rare. Also in the rare department were Geoff and Heidi in the Yellow Type R. Julie was driving our Purple car as I was taking a passenger in the Bolwell which was no doubt exciting for him (every ride in a Bolwell is "exciting" after driving a Honda!)

Also up bright and early were Chris and his sister in the Red NSX, along with new HSCCA members Les and Brenda in their Red one. Les and Brenda have been organising lots of NSX runs over the years so they were very happy to have a "day off". Bev brought the White Targa out with navigator extraordinaire Andrea. Andrea had organized for Jim's Bolwell to be driven by a friend from Melbourne so she had a car there, just not a Honda. She promises to bring it out next time. Eddie had turned up early to pick up a mate in the Black NSX, this had to him leading a pack of Bolwells past the pub until they realized he was off somewhere else.

So along with 7 Bollys we headed to the hills. A fairly reserved drive down dodging pushbikes, but a perfect morning for a run. We took the long way to "The Vale" via Wickhams Hill which is a lovely bit of road and not a pushy in sight.



We had calculated our arrival at the big car show towards the end of the pack so drove straight in and had an hour or so looking at some amazing cars.



We then waited till everyone had left then joined the rear of the parade down the main street, waving and beeping the onlookers. As everyone was getting pretty thirsty by this stage we did a quick U turn, back down the street to our host winery Oxenberry.



Michael Scarpantoni was our host and he is a mad bike and Honda fan, with 2 S600's and "a few" motorbikes. They had set the NSX's up in pole position near the vines and us under the veranda looking over the cars. Other clubs there were Holden and a great selection of Muscle Cars. Huge platters were bought out, wine ordered and away we went! The band was "2.5 men" which seemed to comprise of 2 pieces and the drummer kept swapping, anyway they were really quite good and kept everyone entertained. Michael's vinery is included on our National run so you will be able to enjoy as much as we did.

A fun day, great food, wine, cars, venue and of course people!!

Scott

Sunday Drive 4th April NSW

This run was a week later than normal so we could avoid the double penalty points weekend. This was a late change that caught out Howard and John who had arranged a day with the water jet pack experience up the coast but would still join us for lunch.

With John and Howard to join us for lunch, we had 11 cars listed for the run which was to the North West using some great roads along the Hawkesbury River. We were heading for St Albans, a very old pub serving great meals. We had reserved our own room so we could also have a meeting to discuss what activities the members wanted over the coming months.

Sunday morning saw one car cancel out and the rest of us starting from Maccas at Kellyville heading towards Wisemans Ferry. We had two new members attending with Rick and his family plus Steve who was celebrating his birthday! Great to see them along for the run. Also on the run were David, Kumiko, Herb and Lucy, Philip and Judy and Iain.

With some excellent roads and scenery we did a number of roads previously used in reverse. We should have known the day was not going to go to schedule when we quickly ran into new road works causing us to detour. All was good from there until we arrived at Wisemans Ferry.

Unbeknown to us there was a river race for speed boats causing the ferry crossings to be delayed. After waiting over 1 hour and only 3 boats coming through, the ferry operators were unable to get

any response from the race organisers and neither could the pub owners who were being severely affected by the race. In fact the pub owners lost over \$5000 from cancellations including ours. We did manage to get hold of Howard and Sue plus John and Carmen who were on the other side of the river coming from up the coast to let them know what had happened. John and Carmen were the only ones to make it to the St Albans pub.

It is unbelievable how a few boat owners could cause so much disruption to hundreds of drivers.



Unfortunately we did not get the planned photo opportunities at our final destination so this is a random one taken while we were waiting by the ferry including a few other 'random cars' amongst us.

So we put our tails between our legs and drove back a few hundred metres to the pub at Wiseman Ferry and unfortunately missing out on one of the best driving roads around Sydney from the ferry to St Albans.

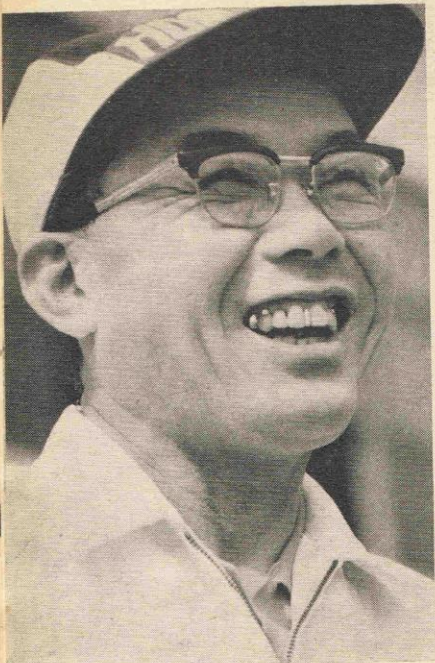
Actually quite good food at Wisemans Ferry and we sat outside and viewed a lot of very nice motor bikes close by.

If you get a chance to come out and take the southern ferry across the river and then drive to St Albans you will be very pleased you did as this is a great driving road with little traffic. The pub is interesting and also has good food.

Old Article on Mr Honda

Scott sent me a copy of an old article on 'Pop' Honda and his achievements plus an advert for the S600 Fastback (as seen below). Makes really really interesting reading.

Thanks Scott. If anyone else has some good historical information on Honda, please send a copy to me at malcolm@mfgroup.com.au and we will get it published.



At 56, Soichiro Honda is the eldest and most energetic member of this hustling Japanese firm which employs more than 5500 in its factories.

THE MAN BEHIND 14,000 REVS.

From STUART GRIFFIN

In Japan, a symbol of industrial determination and vigor may very well be a green and white baseball cap . . .

THE peoples of the whole world are "my customers" says the man they call "Pop", the founder and chief executive of the fabulous Honda Motor Co, Ltd, the firm that has risen breathtakingly to the number one place in the motor-cycle world, and is now building sports cars as well.

"Pop", also democratically known as "Dad", is quite a man. He is the president of a fast-moving firm, clad like all his 5500 employees in a white workcoat and wearing, like them, a green-white baseball cap, the distinctive trademark of enterprise and individual alike.

His is the Oriental grease-rags to riches story. At a vigorous 56, he is the oldest man in the firm that he launched, all by himself, 15 years ago. This is the hustling son of a down-country village blacksmith, born in a part of Japan famed for tea bushes, orange groves, raw fish, and that Japanese horse-radish, *wasabi*, with an equally fiery taste-bite. He quit school in his native Hamamatsu City to become a mechanic and ended up with his own garage and 50 helpers, at the age of 27.

Today, he is Japan's eighth wealthiest citizen, this man who has taken life's lumps and come up with big spoonfuls of rich gravy. He is bald-

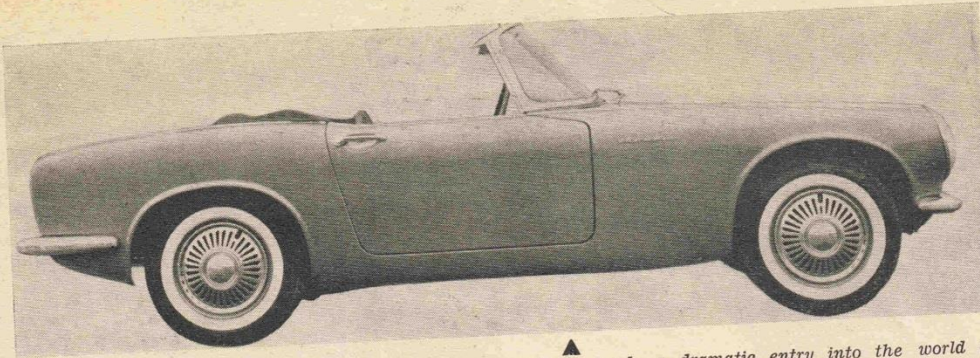


ing, energetic, and his merry, but shrewd eyes twinkle. He squirms in his presidential chair thinking of time better spent by the assembly line, in the test laboratory, on the proving grounds.

He is one of a tandem of dynamic personalities, rivals yet friendly ones, fronting the high-flying Japanese motorcycle industry whose products are making sports page headlines and building up rich export markets in the US, Western Europe and Oceania. The second man is 60-year-old Shunzo Suzuki, president of the Suzuki Motor Co, Ltd. He, too, is a native of Hamamatsu City, a once-war-flattened regional city, now re-built and boasting a 400,000 population, under the shadow of sacred Mt Fuji, 100 miles from Tokyo.

Nobody calls Suzuki "Pop" or "Dad", but he

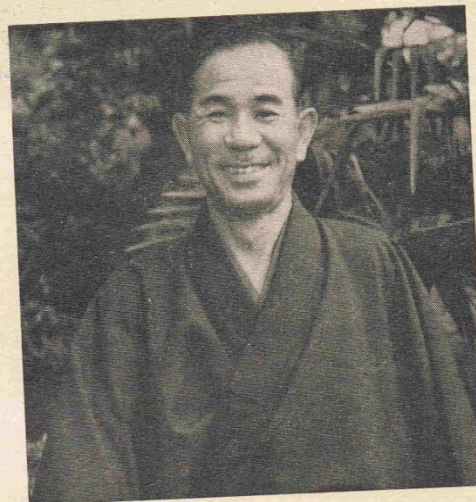
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▲ Honda made a dramatic entry into the world of four-wheel sport when he announced the 360 and 500 cc sports cars. Both models are now selling in Japan and in several European countries.

▲ A motor-cycle of one size or another rolls off the Honda production line roughly once every 83 seconds.

▼ Shunzo Suzuki, the quiet and retiring head of the Suzuki Motor Company, is Honda's chief rival. Like Honda, he personally tests every model turned out.



has earned, too, bottomless respect for his business acumen, his prize-winning products, and the fact that he, like Honda, test-drives each model of truck and van passenger car or motorcycle his 45-year-old firm turns out.

Both motor magnates share one doleful experience. Both were bombed out, and in a most incendiary fashion, by US B-29 bombers in early 1945. But both have fully recovered to attain undreamt of heights of success. Both won their spurs in the new fast-moving motorcycle industry.

For his meteoric rise to one of the world's leading motorcycle manufacturers, "Pop" Honda had to toil like a salt-mine slave and get a lot of grease on his overalls before he hit paydirt. Pre-World War II he was manufacturing piston rings but the business faltered, "through", he

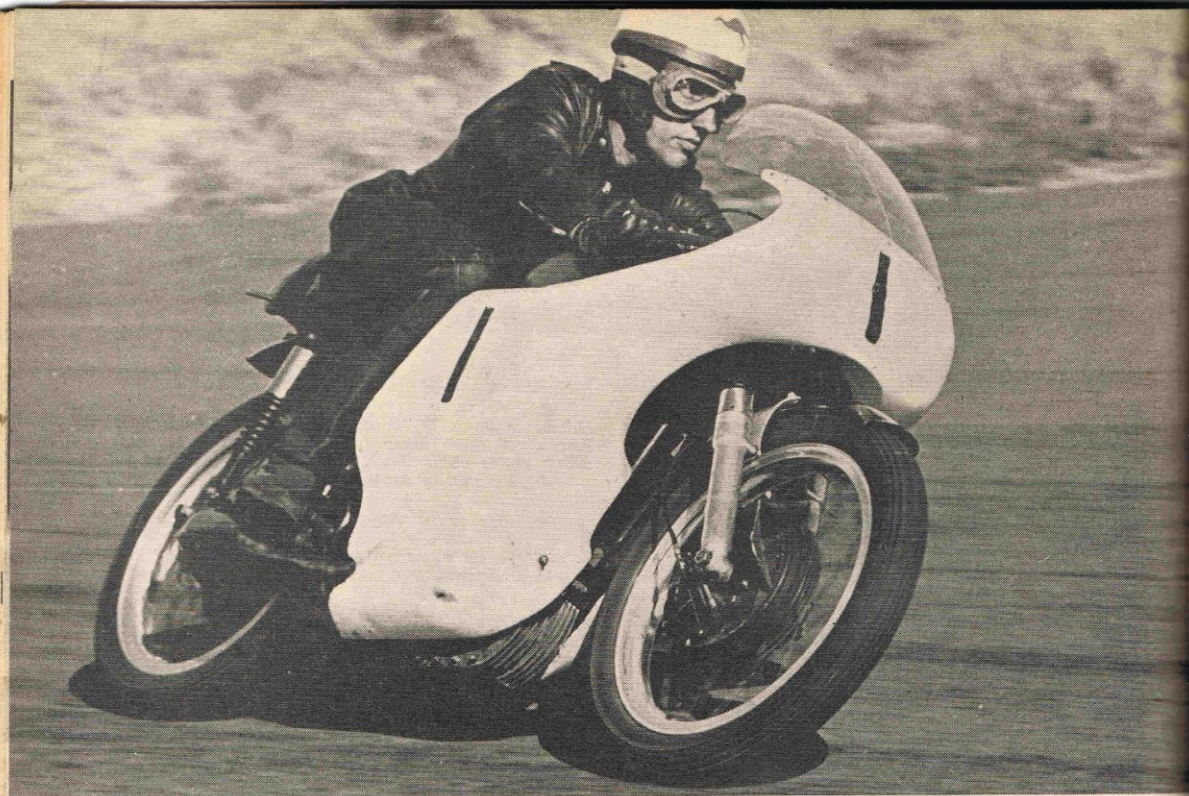
gruffly admits, "through my own lack of schooling".

Honda, already in middle age years by then, enrolled in night school, continuing to run his business in daytime hours. And then the fire-raids levelled his hopes and his works in one terrible afternoon.

But he bobbed, cork-like, to the surface, and he stayed bobbing.

Wearing a soft pink shirt, open at the throat, fawn-colored slacks, open basketwork shoes, and a zippered pullover with the Honda winged trademark emblazoned over the heart, "Pop" looks more like a film director than a successful businessman. He speaks cheerily of how he managed to climb out of the charred ruins of what he had built up. "I didn't have any notions of being a millionaire," he says, through an in-

SPORTS CAR WORLD, February, 1964 41



The sound and the fury: The late Tom Phillis of Australia won the World Championship on a Honda 250 cc bike; four cylinders, twin overhead camshafts, with valve heads little larger than a shilling piece.

terpreter, thumping the table to make his point, wriggling his body in an effort to demonstrate his feeling toward front office confinement, "no, really, I didn't. I just liked my job and I kept busy."

He is eighth richest man in the land but even today he cannot guess "how rich. I don't even know how many shares of stock I have, honestly. I still don't care, just about being rich, only about being productive, useful, industrious."

Starting at 16 as a mechanic, Honda made his postwar comeback with engines. Well aware of Japan's traffic problem then — "there was none," he quipped. "Japanese were too poor then to own cars" — he viewed the future and saw "a shortage of transportation for the common man".

"Better make a bike," he said, "and just stick a simple engine on to it. I did just that. I bought a whole big supply of surplus motors designed for wartime military communications uses, no good now that the Japanese Army had gone, well . . . out of business, and with all transport knocked out by the war and the post-war poverty, my idea of the motorised bike caught on. I couldn't meet the demand.

"Five years later I began to produce motorcycles at the plant I'd first established with only a million yen (£1000)," he says. Today his firm is capitalised at well over £12,000,000; employs more than 5,500 employees, whose average age is just a little under 24, owns three factories and a new laboratory, an independent undertaking, but a sister company to Honda Motors which makes over 60 percent of all

motorcycles fabricated in Japan.

His capital has increased 8,640 times, and his stock, once humble, to definite blue-chip status on a red-hot Tokyo stock market. His 250, 125 and 50 cc models whirl off assembly lines every 90, 50 and 120 seconds, respectively. Peak production at 89,317 monthly (usually hovering between 75-8000 units), was greater than individual national totals for Italy, West Germany and Great Britain, and just under the whole of France.

His products are shipped in export to over 60 countries — to the US particularly which takes 45 percent of Honda exports. Totalling 12 percent of present output, it is hoped the export market will double before March 31, 1964, end of the Japanese fiscal year. Honda's racing machines are air-cooled, 4-stroke, 2 and 4-cylinder engines with speeds of 115-150 mph, and spin, comfortably to 13-14,000 rpm. These high-powered beauties have all won widespread international recognition in gruelling Western European races, and are thus, their own best advertising.

Honda Motors startled the motor sport world by dominating the 125 and 250 cc British Isle of Man races in 1961. Only their third time in competition, they took the first five places. Similar honors have been gained, with drum-beat monotony, ever since.

The ex-piston ring maker has also entered the sports car business. His firm, after a lot of research and hard work in near-Iron Curtain secrecy, released in 1962 the Honda 360 and the Honda 500.

In 1962 some 15 specially-built racing cycles were made and exported, each one costing more than a Maserati 3500 GT, and this had been well surpassed before the end of 1963. Monthly gross sales exceed £45,000,000, with 3 percent of these funds being channelled into an ultra-modern sister

firm, Research and Development Co, Ltd, which produces the winning machines, and the two sports cars.

Honda motorcycles are ridden by many nationalities, although he has a squad of his own hand-picked crack drivers. Honda colors are worn by men from Rhodesia, Eire, Britain, West Germany, Switzerland and Australia. The accent in his factories is on youth and high wages. Wages paid are 30 percent more than average Japanese standards.

One out of every 20 Honda workers owns his own car, and all share company fringe benefits in excess of traditional Japanese paternalistic extras.

Besides the new 10,000 unit assembly plant in Belgium, Honda sells widely now through 650 dealers and 22,000 sub-dealers in an international sales network that includes American Honda in Los Angeles and European Honda Motors Trading Company in Hamburg, West Germany.

He keeps a weather eye on a quieter, but no less cyclonic a gentleman than ace-rival Shunzo Suzuki, of Suzuki Motors, "just down the road" from Honda's factory in Hamamatsu. The Suzuki business built up from firebomb rubble, too, at first made weaving looms and spindles, then industrial sail-cloth, then electric refrigerators and finally bicycles and motorcycles. Suzuki stole a march on fast-moving Honda, however, getting into the automotive field, with his 360 cc Suzulight, the first so-called "People's Car", which sells for less than £450.

Now a four-wheeled car comes off Suzuki's assembly lines every six minutes; two motorcycles every 60 seconds. And roughly 63 percent

of all Suzuki Motors' employees work in motor-cycle sections.

The third of the chief motor-cycle-making enterprises here, also set up in Hamamatsu, is Yamaha, a firm better known, however, for its production of musical instruments.

The "Big Three" — a lopsided trio, since Honda is out in front with such a commanding lead, Suzuki second with an equally wide margin over third-place Yamaha — corral some 84 percent of production. They dominate a field which seven short years ago was occupied by 28 makers, most of whom have since passed into receivership, and thence to oblivion.

Bouncy little "Pop" Honda, youthful for all his dark-receding hair-line, has the fresh untrodden features of a man who sleeps well and who relishes life. He knows why, too.

Says "Pop" candidly: "By nature I like racing, danger, speed. I'd raced myself when I was 18, on motor bicycles. I'd tried auto racing, too, until I got banged up. My head, my left eye, my arms and shoulders and legs, but not at the same time, fortunately. I've had a lot of operations. I like danger, though, I still do. I like my wife and that's why I keep her around, so close".

Two brothers provide big helping hands. Benjiro, runs the Hamamatsu factory; the other, Suekichi, handles all shell-moulding work at the Saitama plant. "Pop" is senior to both of them. Another brother "escaped my clutches", laughs the president of Honda Motor, Honda Research & Development, Honda Express, Honda Motor Sportsland, and Honda Kaihatsu (Development) companies, "and so has my daughter, so far". This is Chikako, studying now at Whitman College in California. Other children are still too young to come to deciding, or having their minds determined for them by their strong-willed father.

His firm has expanded into the agricultural implement field, with the Honda Power Tiller, into the sports car field with the "360" and the "500", and will soon get into the small-sized truck and mini-car (small passenger sedan) field.

There are many accents in the blindingly fast, determinedly successful multi-aspected world of Soichiro Honda — on youth, on quality, on streamlined mass-production, on ultra-modern operation, on painstaking research, on tight-lipped secrecy, and on a square deal for his employees, the purchasing Japanese public and the potentially huge market beyond Japan's narrow shores.

A very active "shopman" he styles himself, most "at home" behind a machine, with a handful of piston rings, on the seat of a motorcycle. "Pop" Honda adds, "my work is my pleasure, the job at hand, the idea on the drawing-board, and what is coming soon, off the assembly line".

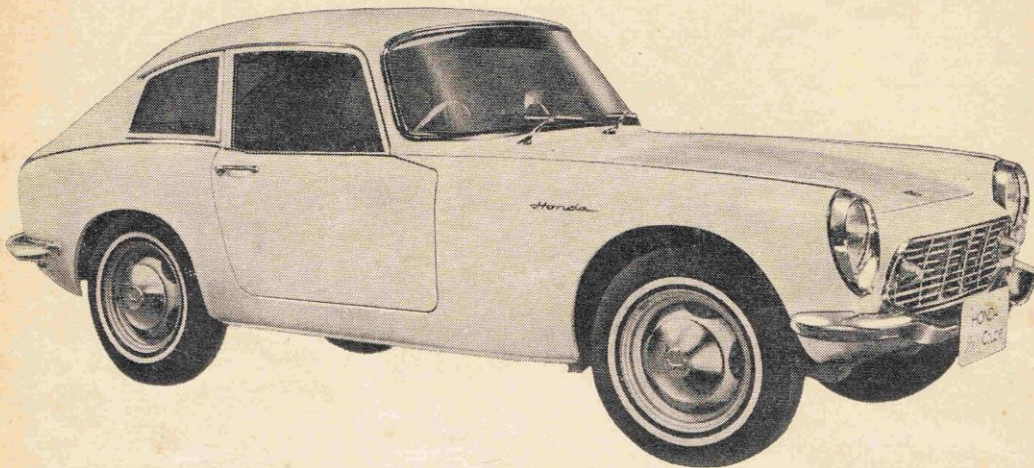
The man with a company creed, he who has built up a not so small empire, whose employees gain bonuses of up to £200 every year, the man whose motorcycles have won prizes the length and breadth of Europe, the man called "Oyaji", is also a very active sales representative. An executive who personally tests his own products over and over again, he sees no limitation for his firm, or his industry.

"The Peoples of the world are Honda customers," he says, "not just the 94.5 million Japanese. I mean not just the four to 4.5 billion people on earth, too, but also, the people of outer Space, if there are any." #

A fine bug-destroyer: Intricately-made, Honda's racing bike engines have a rev counter of 18,000 rpm. They will run all day, wailing like banshees, at 14,000.



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Risky's Jokes

An elderly Italian gentleman who lived in the outskirts of Rimini, Italy, went to the local church for confession. When the priest slid open the panel in the confessional, the man said: "Father, during World War II, a beautiful Jewish woman from our neighbourhood knocked urgently on my door and asked me to hide her from the Nazis. So I hid her in my attic." The priest replied: "That was a wonderful thing you did, and you have no need to confess that." "There is more to tell, Father. She started to repay me with 'certain' favours. This happened several times a week, and sometimes twice on Sundays." The priest said, "That was a long time ago and by doing what you did, you placed the two of you in great danger, but two people under those circumstances can easily succumb to the weaknesses of the flesh. However, if you are truly sorry for your actions, you are indeed forgiven." "Thank you, Father. That's a great load off my mind. I do have one more question." "And what is that?" asked the priest. "Should I tell her the war is over...?"

Two Red Indians and an Irishman were walking through the woods. All of a sudden one of the Red Indians ran up a hill to the mouth of a small cave. 'Wooooo! Wooooo! Wooooo!' he called into the cave and listened closely until he heard an answering, 'Wooooo! Wooooo! Wooooo! He then tore off his clothes and ran into the cave. The Irishman was puzzled and asked the remaining Indian what it was all about, 'Was the other Indian crazy or what?' The Indian replied 'No, It is our custom during mating season when Indian men see cave, they holler 'Wooooo! Wooooo! Wooooo!' into the opening. If they get an answer back, it means there's a beautiful squaw in there waiting for us. Just then they came upon another cave. The second Indian ran up to the cave, stopped, and hollered, 'Wooooo! Wooooo! Wooooo!' Immediately, there was the answer. 'Wooooo! Wooooo! Wooooo!' from deep inside. He also tore off his clothes and ran into the opening. The Irishman wandered around in the woods alone for a while, and then spied a third large cave. As he looked in amazement at the size of the huge opening, he was thinking, 'Hoo, man! Look at the size of this cave! It is bigger than those the Indians found. There must be some really big, fine women in this cave!' He stood in front of the opening and hollered with all his might 'Wooooo! Wooooo! Wooooo!' Like the others, he then heard an answering call, 'WOOOOOOOOOO, WOOOOOOOOOO WOOOOOOOOOO!' With a gleam in his eye and a smile on his face, he raced into the cave, tearing off his clothes as he ran. The following day, the headline of the local newspaper read.....NAKED IRISHMAN RUN OVER BY TRAIN!!

A redneck love poem.

Susie Lee done fell in love,
she planned to marry Joe.
She was so happy 'bout it all,
she told her pappy so.

Pappy told her, Susie gal,
you'll have to find another.
I'd just as soon yo' ma don't know,
but Joe is your half brother.

So Susie put aside her Joe
and planned to marry Will.
But after telling pappy this,
he said there's trouble still.

You can't marry Will my gal,
and please don't tell yo' mother.
But Will and Joe and several mo'
I know is yo' half brother.

But mama knew and said my child,
just do what makes yo' happy.
Marry Will or marry Joe
yo' ain't no kin to pappy.

A wealthy Arab Sheik was admitted to hospital for heart surgery, but prior to the surgery, the doctors needed to store his type of blood in case the need arose. As the gentleman had a rare type of blood, it couldn't be found locally, so, the call went out.

Finally a Scotsman was located who had a similar blood type. The Scot willingly donated his blood for the Arab. After the surgery, the Arab sent the Scotsman in appreciation for giving his blood a new BMW, 5 carats of diamonds, and \$50,000 dollars. A couple of days later, once again, the Arab had to go through corrective surgery. The hospital telephoned the Scotsman who was more than happy to donate more blood again. After the second surgery, the Arab sent the Scotsman a thank-you card and a box of Black Magic chocolates. The Scotsman was shocked that the Arab did not reciprocate his kind gesture as he had before. He phoned the Arab and asked him " I thought you would be generous again, that you would give me another BMW, diamonds and money..... but you only gave me a thank-you card and a box of chocolates." To this the Arab replied....."Aye laddie, but now I have Scottish blood in ma veins."

A lawyer and a senior citizen are sitting next to each other on a long flight.

The lawyer is thinking that seniors are so dumb that he could put one over on them easily. So, the lawyer asks if the senior would like to play a fun game. The senior is tired and just wants to take a nap, so he politely declines and tries to catch a few winks. The lawyer persists, saying that the game is a lot of fun... "I ask you a question, and if you don't know the answer, you pay me only £5.00. Then you ask me one, and if I don't know the answer, I will pay you £500.00," he says. This catches the senior's attention and, to keep the lawyer quiet, he agrees to play the game. The lawyer asks the first question. "What's the distance from the Earth to the Moon?" The senior doesn't say a word, but reaches into his pocket, pulls out a five pound note, and hands it to the lawyer. Now, it's the senior's turn. He asks the lawyer, "What goes up a hill with three legs, and come down with four?" The lawyer uses his laptop to search all references he could find on the Net. He sends E-mails to all the smart friends he knows; all to no avail. After an hour of searching, he finally gives up. He wakes the senior and hands him £500.00. The senior pockets the £500.00 and goes back to sleep. The lawyer is now going nuts not knowing the answer. He wakes the senior up and asks, "Well, so what goes up a hill with three legs and comes down with four?" The senior reaches into his pocket, hands the lawyer £5.00, and goes back to sleep.

Football Boots

A woman takes a lover home during the day while her husband is at work. Her 9 year old son comes home unexpectedly, sees them, and hides in the bedroom cupboard to watch. Just after getting into bed the woman's husband also comes home unexpectedly, she tells her lover to hide in the cupboard, not realising that the little boy is in there.

After a while the little boy says, 'Dark in here'. The man, who obviously got a real fright not expecting to hear anything, let alone from a little boy says, 'Yes, it is.'

Boy - 'I have a football.' Man - 'That's nice.' Boy - 'Want to buy it?' Man - 'No, thanks.' Boy - 'My

dad's outside.' Man - 'OK, how much?' Boy - £125. In the next few weeks, it happens again that the boy and the lover are in the cupboard together. Boy - 'Dark in here.' Man - 'Yes, it is.' Boy - 'I have football boots.' The lover, remembering the last time, asks the boy, 'OK How much this time?' Boy - £375 Man - 'Sold.' A few days later, the boy's father says to the boy, 'Grab your boots and football, let's go outside and have a game of footy'. The boy says, 'I can't, I sold my ball and boots.' The father asks, 'How much did you sell them for and to who?' The boy says, 'To a friend of mine for £500 The father says, 'That's a terrible thing to do, overcharging your friend like that. That's four times what they cost when they were new, I'm going to take you to church and make you confess your terrible sins.' They go to the church and the father makes the little boy sit in the confession booth and he closes the door. The boy says, 'Dark in here'.....The priest says, 'Don't start that shit again you little prick, you're in my cupboard now!!'

HSCCA Committee

President

Malcolm Michael (NSW)

Mb: 0414 60 60 55

Em: malcolm@mfgroup.com.au

Vice President

Ian Quick (VIC)

Mb: 0419 56 34 58

Em: ian_quick@bigpond.com

Secretary and Treasurer

Iain Riley (NSW)

Mb: 0418 86 08 85

Em: iain.riley@yahoo.com

Club Captain

Scott Baxendale (SA)

Mb: 0428 82 72 26

Em: scottbaxendale@hotmail.com

Committee member

Paul Philips (NSW)

Mb: 0414 26 27 28

Em: paulp@bensonmachines.com

NSW Drive & Committee Dates

Drives are normally held on the last Sunday of each month unless it coincides with a double demerit points weekend is at that time. In that case we normally go the week earlier subject to confirmation.

Committee meetings are held normally held on the 3rd Wednesday of the month and anyone is welcome to attend.

Please refer to the event calendar published on the web site for details on all of our events.

Web Sites – Interesting sites about our cars

Honda Sports Car Club of Australia Official Site

<http://www.hscna.com.au>

S2000 Products

<http://www.australia-goldcoast.com/index.html>

S2000 Online

<http://www.s2ki.com>

Honda Racing

<http://www.hondaracing.com>

Integra Type R Club of America

<http://www.itrca.com>

UK Integra Type R Club

<http://www.honda.org.uk>

Temple of VTEC

<http://www.vtec.net>

NSX Club of America

<http://www.nsxca.org>

NSX Site

<http://www.nsxprime.com>

NSX Cub of Japan

http://www.nsxcj.com/e_index.htm

Members Benefits

This section is currently under review in particular to update previous arrangements and also look into what we can offer in the other states. In the meantime we will list the confirmed benefits available in NSW.

Combined with regular newsletters and the benefits listed below HSCC club membership offers tangible savings well in excess of membership cost.

For Insurance please contact Shannon's direct on Ph 13 46 46. Your HSCCA club membership is the lynch pin for being accepted as an enthusiast. Whilst we cannot guarantee a better premium, it is definitely worth the time to get a quote.

Scotts Honda - Artarmon



Honda Service

Address: 291 Pacific
Hwy Artarmon
Phone: 9431-2322
Fax: 9438 3269
Email:
service@scottshonda.com.au
Service Manager:
Barry Gibbons

Honda Parts

Address: 49 Hotham
Parade, Artarmon
Phone: 8436 6444
Fax: 8436 6464
Email:
parts@scottshonda.com.au
Senior Parts Advisor:
Bob Lees

Car Care & Repairs

Sam Movizio, owner of via Auto Salon de Elegance and Currans Accident Repair Centre was one of our sponsors for NSX 2013 in Tassie and is a long time supplier of services from both car care and repairs. He comes very highly recommended by a number of our members who regularly use

his companies services.

