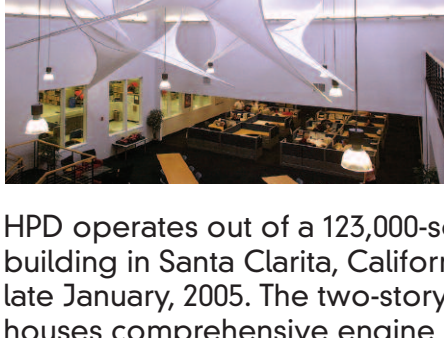


Honda Performance Development

BACKGROUND: Honda Performance Development (HPD), a subsidiary of American Honda Motor Co., Inc., is the technical operations center for Acura and Honda's high-performance racing engines. HPD also coordinates Acura's participation in the American Le Mans Series and Honda's participation in the Indy Racing League IndyCar Series.

ESTABLISHED: April 1, 1993

LOCATION: 25145 Anza Drive
Santa Clarita, CA,
USA 91355
Tel: (661) 294-7300
Fax: (661) 294-7320



FACILITY: HPD operates out of a 123,000-square-foot building in Santa Clarita, California; opened in late January, 2005. The two-story structure houses comprehensive engine Research & Development operations, including engine design; development engineering; prototype and production parts manufacturing; race engine preparation and rebuilding; material analysis facilities; quality control inspection areas; five engine dynamometer test cells; machine shop; electronics lab; parts center; multiple meeting/conference rooms; and administrative offices.

EMPLOYMENT: 125

KEY PERSONNEL: Erik Berkman, President
Robert S. Clarke, Executive Advisor
Jack Spurney, General Manager
Yasuhide Sakamoto, Chief Engineer
Roger Griffiths, Race Team Technical Leader
Joseph Cappelli, Senior Engineer

For additional information, visit the Honda and Acura Racing Web sites: www.hondaracing.com or www.acuranews.com

Honda Performance Development (HPD) was established in 1993 in a small warehouse north of Los Angeles.

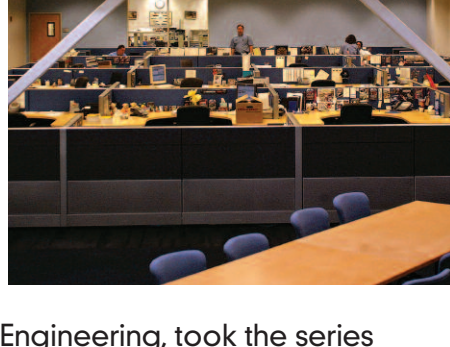
Led by Robert Clarke and a contingent of enthusiastic designers and engineers, HPD took on the daunting task of designing and constructing a high-revving powerplant to battle many of the world's top manufacturers in the extremely-competitive Champ Car open-wheel series.

When Andre Ribeiro crossed the finish line with his Honda-powered Reynard Champ Car at Loudon, N.H., on August 20, 1995, the open-wheel world was changed for the next decade.

Ribeiro's victory was HPD's first win and led to an incredible wave of Honda success in Champ Car, with six consecutive drivers' championships, four manufacturers' championships and 65 race wins from 1995 to 2002. Ironically, HPD engines recorded 65 pole positions in the same time frame. Dario Franchitti recorded the last Champ Car win for HPD at Rockingham, England on Sept. 14, 2002.

In 2003, Honda moved to the IndyCar Series in an effort to capture HPD's first Indy 500 victory and race head-to-head with archrival Toyota. Popular Tony Kanaan drove the Andretti Green Honda Dallara to the first IndyCar win for Honda and HPD on the one-mile oval at Phoenix, Ariz. on March 23, 2003.

By the 2004 season, the normally-aspirated V-8 engine produced by HPD was the dominant motor in the IndyCar Series, as Honda drivers scored 14 victories in 16 races, including Honda and HPD's first Indianapolis 500 win, when Buddy Rice took the Rahal Letterman Honda Panoz to the coveted Winner's Circle at the world's most famous race track. HPD's machinery, supported by technical partner Ilmor Engineering, took the series manufacturers' title, the drivers' crown, the Rookie of the Year award and the Indy 500 in one clean sweep.



In January, 2005, HPD headquarters moved into a state-of-the-art complex in Santa Clarita, Calif., with one of the most advanced engine-design and preparation facilities in all of motorsports.

The 2005 IndyCar season was not much different from the 2004 campaign, with Dan Wheldon taking his Andretti Green Racing entry to the Indy 500 and series championships behind the Honda/HPD powerplant. A total of 12 Victory Lane celebrations took place for the HPD gang, and Honda's domination sent competitors fleeing.

Toyota and Chevrolet decided to leave the IndyCar Series at the conclusion of 2005. That left HPD and partner Ilmor supplying all of the engines for the 2006 IndyCar Series, including all 33 starters at the Indy 500.



Once again, the HPD crew proved itself up to the task, as the entire 500-mile race on May 27, 2006 was run without a single engine failure. No manufacturer had ever supplied the full field of the world's biggest race without some malfunction during the event.

For 2007, the HPD group took on another challenge in addition to supplying the full IndyCar Series lineup.

Designed and produced wholly from the Santa Clarita headquarters for the new Acura sports-car program in the American Le Mans Series.

The Acura program supplied three sports cars from the Andretti Green, Fernandez and Highcroft Racing operations in the LMP2 class during the 12-race North American sports-car tour, and the program debuted in spectacular fashion, as Bryan Herta, Dario Franchitti and Tony Kanaan teamed to drive the Andretti Green Racing Acura to an LMP2 victory in Acura's very first American Le Mans Series event, the grueling 12 Hours of Sebring.

That victory served as a springboard to a total of 10 LMP2 podium finishes among the three Acura-powered teams in 2007, and provides the impetus which will fuel Acura Motorsports' chase for the 2008 LMP2 championship.

Honda Performance Development: Key Personnel

Erik Berkman

President, Honda Performance Development, Inc.



Erik became president of Honda Performance Development on January, 1, 2008, succeeding Robert Clarke, who had led the HPD staff since 1993. Berkman was previously Executive Engineer at Honda R&D Americas, Inc., in Raymond, Ohio.

Berkman, a 25-year veteran of Honda and one of R&D's most experienced new model project leaders, brings a wealth of Honda knowledge and experience to HPD. With a mechanical engineering degree from Purdue University, Erik started his Honda career at the Honda of America Mfg., Inc., Marysville Auto Plant in 1982, managing a variety of quality-control and product-

engineering departments. Following his tenure in Marysville, Erik moved to the Anna Engine Plant, Anna, Ohio, and continued his work in quality control and product engineering.

In 1991, Erik was transferred to Honda R&D Americas, Inc. to work on the Accord wagon, Honda R&D's first U.S.-designed and developed vehicle. In 1996, Erik became Chief Engineer, having led pre-development of the 1999 Odyssey, and served as the Large Project Leader (LPL) for the 1998 Accord coupe. In 1999, Erik was promoted to Executive Engineer, serving as the LPL for a variety of U.S.-developed vehicles, including the Acura CL and Acura's very successful and best-selling TL.

Berkman oversees operations at HPD and is deeply involved in HPD's long-term development.

Robert Clarke

Executive Advisor, Honda Performance Development, Inc.



Robert Clarke retired from his post as president of HPD on January 1, 2008. He will continue in an executive advisory role during the 2008 motorsports season.

During Robert's 15-year term at HPD, Honda's on-track accomplishments were legendary, starting with Honda's legacy in CART (Championship Auto Racing Teams) racing, where Honda won four Manufacturers' Championships (1996, 1998, 1999, 2001) and 65 races prior to moving into the Indy Racing League IndyCar Series in 2003. In its first three years of IndyCar competition against multiple manufacturers, Honda drivers and teams compiled an unmatched

record of achievement, including two Indianapolis 500 wins, two Manufacturers' Championships (2004, 2005) and 28 total race victories. Honda made the single engine supplier to the IndyCar series in 2006, and made history in both the 2006 and 2007 Indy 500 races by supplying the entire 33-car fields without a single engine failure—the only two such instances in the 91-year history of the event.

A California native, Clarke studied architecture at Texas Tech University and art/industrial design at the University of Notre Dame. A long time SCCA racer, he currently owns a Chevron Formula Atlantic car that he has previously campaigned in vintage events.

Jack Spurney

General Manager, Honda Performance Development, Inc.



A 28-year Honda associate with extensive management experience in the company's Research & Development efforts, Jack Spurney was named General Manager of HPD in June, 2006.

Spurney came to HPD from Honda R&D Americas in Raymond, Ohio, where he was Senior Manager, Administration, with responsibilities for strategic planning, human resources, facility operations and organizational development. He joined Honda in 1978 and has been involved in the design and construction of several major Honda facilities, including Honda R&D's highly-advanced Automotive Engineering Design Center.

In addition to his years with Honda R&D, Spurney studied the Japanese language and culture at the Monterey Institute of International Studies in California, prior to continuing his Honda career in Japan, living there in 1991-92.

Yasuhide Sakamoto

Chief Engineer, Honda Performance Development, Inc.



After receiving his bachelor's degree in mechanical engineering at Tohoku University in Japan, Yasuhide Sakamoto began his career with Honda in 1983 at its R&D Wako Center, in Saitama, Japan. Sakamoto worked on engine development and performance testing for several of Honda's production cars. He was promoted to Chief Engineer and Group Leader for the Engine Performance Group in 1997, and was recognized for his development work on Honda's VTEC variable valve timing system.

Sakamoto's expertise in engine development and testing technologies made him a valuable resource for

racing engine development and he was transferred to motorsports duties in 2000. Sakamoto joined Honda Performance Development's CART program in 2000 as Chief Engineer, heading up HPD's Development Group and Race Team.

He is now the Large Project Leader of HPD's race-engine development project.