



Honda (1962-1970)

as prepared for SVRA Group 1 competition

Make and Model Supplemental Regulations

Revision Date 11/10/2012

Background and philosophy:

Group One consists mainly of small displacement sports cars and sedans that represent the 'Golden Age' of club racing in the USA.

Cars are expected to be prepared to the SCCA standards that were in effect at the end 1967.

Post 1967 cars listed as eligible but must be prepared to 1967 standards. Similar models prepared to the FIA or other regulations are included and are classified accordingly.

Modifications:

As listed in the SVRA General Rules and Regulations, the Supplemental Rules for the make and model, the SVRA Tire Regulations and any period rules that are deemed appropriate

Relevant Documents:

- General Rules and Regulations
- SVRA Group Description and Class List
- SVRA Group Supplemental Regulations
- SVRA Tire Regulations

Notes:

This group has tire restrictions listed in the SVRA Tire Regulations.

The following cars are covered under these regulations:

- (1962) Honda S500 (531cc)
- (1963-65) Honda S600 (606 or 632cc)
- (1966-70) Honda S800 (791cc)

Engines:

.047" (1.2mm) maximum overbore allowed

- (632cc) 4 cylinder DOHC
Bore x stroke.....2.19" x 2.56"
- (791cc) 4 cylinder DOHC
Bore x stroke.....2.36" x 2.76"

Block & head material:

.....aluminum

Carburation:

.....(4) Keihin

Transmissions:

Honda 4 or 5 speed, ratios free

Chassis:

2-seat steel body box section chassis.

Wheelbase:79"

Track dimension:

front..45.5", +/- 2" , rear:.... 45", +/- 2"

Wheels:

600S.....5.5" x 13"

800S6" x 13"

Suspension :

torsion bars at front, either coupe or convertible. S600 and early S800 using chain-drive have coil spring and shock at rear. Later S800 have live rear axle and coil over shocks.

Brakes:

600S..... 8.5 Front and Rear Drum

800S9.4" Disc Front 8.4 Drum Rear

Official weight,

measured without fuel & driver, all tolerances included:

600S Coupe / Roadster.....1553# / 1515#

800S Coupe / Roadster1654# / 1627#

SVRA approved options:

- Accusump
- MSD type electronic ignition, must be triggered from distributor
- Removal of turn signals and parking lamps (head and tail lights must remain in place),
- Springs, torsion bars, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Removal of windscreen (a suitable racing screen must replace the standard unit)
- if no headlights, add 20# to official weight
- Removal of passenger and rear seat add 20# to official weight
- Substitution of any alternator for the standard generator; if no charging system, add 25# to official weight
- Any other option not already listed that appears on the FIA recognition form

Items specifically not allowed by the SVRA:

- Undocumented fiberglass body parts
- Wheel arch flares
- Air dams, spoilers, etc.
- Ducting thru headlight openings
- Crank-fire ignition

