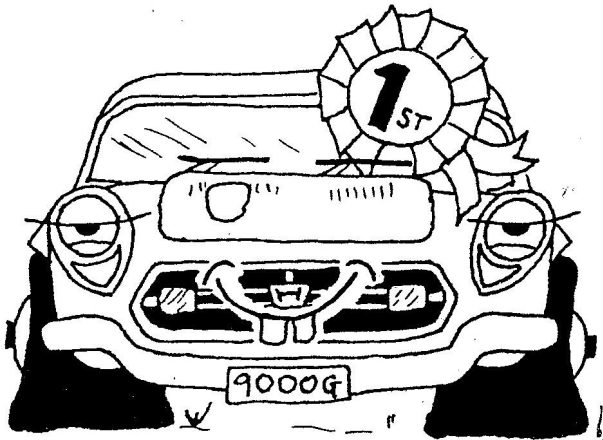
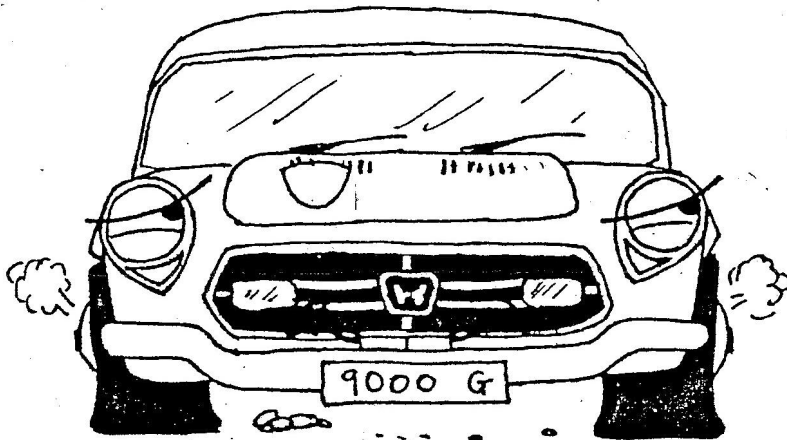


REVIEWS!



HONDA S800 SPORTS CAR CLUB

ADMIRER AT OULTON

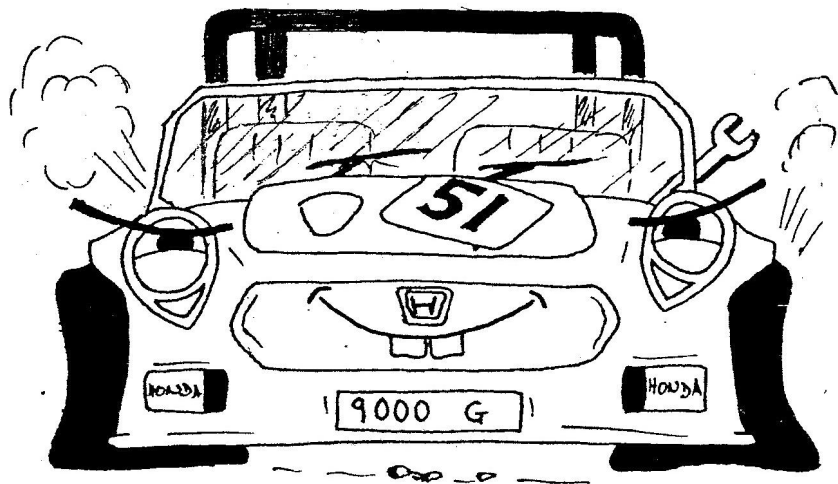


ISSUE No. 8
SEPT. 1980

SPECTACULAR AT DONINGTON

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LOOK OUT LEEDS HERE I COME!!!

CHAIRMAN'S INTRODUCTION

You might be wondering why your September issue of Revs is a little early in arriving this year. This is due to a most important forthcoming attraction which is happening in September. THE OLD MOTOR FESTIVAL at QUEENS HALL, LEEDS. This is a Motor Show in a similar vein to the Thoroughbred & Classic Car Show, Racing Car Show, etc., but run and sponsored by the Old Motor Magazine. The Honda S800 Sports Car Club have taken a stand at the Show to give due 'ACCORD' to Honda S800's and to give all of you a chance to come and support the Club. As a 'PRELUDE' we will be having 3 cars (Barry's Racer, a convertible and a coupe) as well as a completely re-built Honda S800 chassis with all running gear. In addition we will have plenty of Club offers available at the Show and as many goodies as we can lay our hands on'. The Show starts on Friday 5th September and continues through to Sunday 7th September. So why not come along and see our Stand and support us. Full details are given on page 3. If you would like to help us on the Stand during the 3 days we would be most grateful. Please let me know beforehand so that I can arrange times, etc. with you. On the Saturday we will have 2 S800's in a parade through the 'CIVIC' wonders of Leeds so try and make it for that - I'm sure those Members local to Leeds will be able to'.

After the Leeds Exhibition we are having our NATIONAL HONDA S800 DAY and ANNUAL GENERAL MEETING on SUNDAY 5th OCTOBER. We shall be meeting at lunchtime, judging the best S800 coupe and convertible competition, going out for a Treasure Hunt, then there will be an evening of films and presentations including a film about the International S800 Meeting at Zandvoort. Also of course the A.G.M. So please make a note in your diary. We will be sending out a separate circular to you in September with the meeting place and times, etc., when these have been confirmed.

Over the last 3 months we have had quite a few outings and meetings. The first was our meeting at Enfield. Personally this weekend was a disaster as a blowing exhaust manifold junction finally culminated in a blown head gasket, sticking valve and burnt head facing on the return trip'. However we saw about 15 Hondas during the day, though sadly not all at once, and we also welcomed some new Members. Many thanks to all those who came along, sorry it was a bit wet at times, but, as always, those who didn't come missed a good chance to have a Hondachat.

Next was the Richard Seamans Trophy Meeting at Oulton Park, and the least said the better'. After last years blazing hot day it still seems impossible it could have been so wet - infact I cannot remember a wetter Saturday'. Not unexpectedly the turnout was not the best we have had in terms of quantity, but made up in terms of quality. I shall never forget looking out across a rapidly flooding infield and seeing Geoff Byrd sitting in his white convertible atop of the most enormous farmyard trailer surrounded by water'. Between Geoff, my attempts to blow up balloons and Chris Lloyds various attempts to construct a rain (nuclear) shelter, we all enjoyed ourselves tremendously!':

The next meeting was the Honda Festival 80 Meeting at Donington which I sadly missed having been on holiday, so an account of the proceedings is included later on in the Magazine by Mary.

Many thanks to all those who came along to our meetings this year, I hope you enjoyed them and that you will come to the next ones. In particular I should like to thank Chris & Julie Lloyd (and Ben) for all their help on the way back from Enfield, and also for organising the ensuing competition at the Unicorn'. (The Order of the Petrified Piston will become a yearly event for the silliest S800 malady each year).

Hopefully our meetings will grow in such a way that in time perhaps we will be able to hold our own Honda S800 International Meeting?

See you all soon,

Lawton Chen.

★
Honda S800 S.C.C. stand
well positioned - near to bar.

1980 Old Motor Festival

Incorporating 2nd Northern Classic Car Show

the North's Major Classic Car & Old Vehicle Show




★ OPEN TO THE PUBLIC 10.30 a.m. TO 6.30 p.m. EACH DAY (FRIDAY OPEN
Friday 5th, Saturday 6th, Sunday 7th September 1980 UNTIL 10.00 p.m.)

- YOU CAN SEE:** Over 100 fabulous cars.
The oldest British Grand Prix Car - The Austin 100hp 1908
Omnibuses of Yesteryear.
- YOU CAN MEET:** Restorers of Famous Cars.
Well-known Personalities of the Motoring World.
The Organisers of the One-Make Car Clubs.
- YOU CAN BUY:** Interesting Cars, Spares, Items for Restoration and Equipment of many kinds.
- YOU CAN JOIN:** The Honda S800 Sports Car Club stand, and meet fellow Members
and other S800's in various disguises!



**HONDA S800
SPORTS CAR CLUB**
THE CLUB FOR ALL S800 ENTHUSIASTS



Organised by:

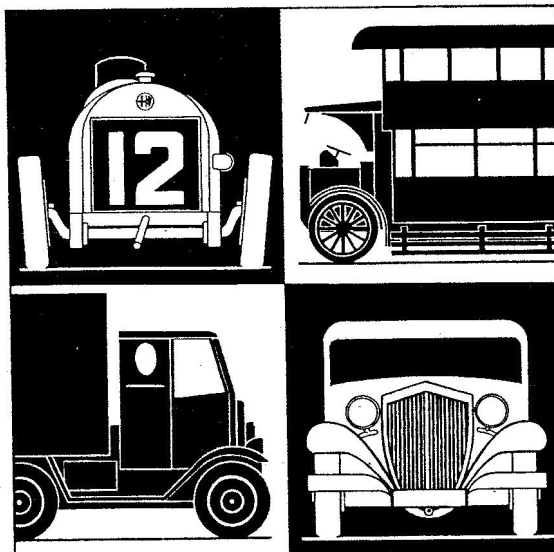


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Children	50p
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Sponsored by Old Motor magazine.

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HONDA FESTIVAL 80

AT

DONINGTON PARK

* * * *

For those of you who were not able to join us at the Honda Festival 80, I thought you would like to hear all about it.

Barry arrived first with his Modsports racer on trailer - closely followed by myself in my own coupe. We arrived on site to find a superb roped enclosure with small marquee and a large sign declaring the Honda S800 Sports Car Club, all by courtesy of Honda U.K. Ltd., for which we were most grateful. Fortunately the day stayed fine and dry after, we understand, a very wet Saturday. Hence the ground was rather muddy to say the least!

After setting up our rather make-shift stall displaying Honda Service goodies including balloons, badges, hats and stickers, all supplied by Tony Goodrick, and which I might add went like hot cakes, we were soon joined by other Members of the Club. Adrian Howells who is one of our more recent Members from Crewe arrived with his red coupe closely followed by Mr. & Mrs. Tony Milk and son all the way from Norwich, which took we understand 3 hours driving. We were most grateful to them for making the effort. Tony has an immaculate brown coupe. Then Committee Member Geoff Holland arrived in a newly purchased red convertible all the way from Bristol.

At this stage Barry had been invited to take the racer for a couple of laps round the circuit after Mike Hailwood and John Surtees had been round with the two Formula 1 Hondas. They also asked for a standard S800 to follow Barry round the track and after a quick sprint back to the enclosure the honour befell on Adrian Howells to take his coupe round. On returning to our enclosure we were then joined by Post Historic racer Roy Banks with his white Post Historic convertible and another new Member Terry Gorman who is presently restoring his S800.



The Honda S800 Sports Car Club enclosure.

Since the weather was very warm we felt the time was right to adjourn to the bar for liquid refreshment which was situated close to the main arena. Honda certainly put on a magnificent display which included stunt aerobatics with the Marlboro plane, motor cycle displays, free fall parachute displays, marching bands and karate demonstrations. There was also a lot of oggling by the male Members of the Club over the Honda promotional girls!!

By the time we arrived back at our enclosure more Members and cars had arrived and I would like to thank amongst those Chris & Julie Lloyd who looked after things in our absence and apologies to any Members who we might not have seen or spoken to. Chris & Julie brought their metallic blue coupe and Peter Rose joined us with his immaculate coupe. I might add that throughout the day the public showed a tremendous amount of interest in our S800's - 2 people wanted to buy new ones which we explained could be a little awkward as Honda stopped importing them in 1970! Infact it wasn't till later on in the afternoon that we were able to take photos of the enclosure because of the crowds around the cars.



Chris Martyn-Wilson then arrived with his white coupe and one of our original Members Graham Parker came along to chat to us minus his S800 which is presently being restored.

After a lot of chat and exchange of ideas people had to start making tracks for home. However, we were left with the hard core of Geoff, Terry, Roy, Chris and Roy & Chris's girl friends. After checking with the Honda U.K. organisers we were given permission to take the Honda S800 S.C.C. sign with us as we decided it would be ideal for the forthcoming Leeds Exhibition. However as the sign measured 8ft. x 4ft. this proved quite a problem transport-wise. Luckily however our trailer came to the rescue and after the hard core of Members had helped to rope the sign on to the side of the racer we all decided to adjourn to the Redgate Lodge Bar for more liquid refreshment! Then it was time to set sail for home and a few of us met up en route at a Little Chef Restaurant which was just about to close but as soon as they saw the Honda S800 S.C.C. Club sign they welcomed us in.

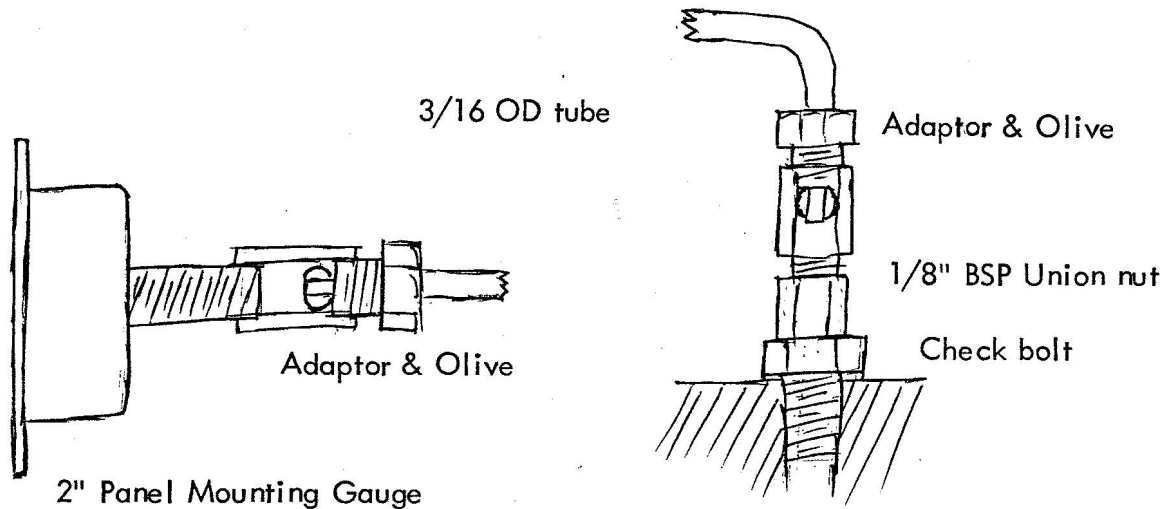
I am sure that I can say a most enjoyable day was had by all, and I would like to thank Honda U.K. Ltd., especially Tony Goodrick and Roger Excall, for all their kindness, and to all our Members who were able to join us. Hopefully we might be invited back again next year and we will of course keep you informed of this.

Mary Fernaly.

* * * * *

OIL PRESSURE GAUGE (Part 1)

The Honda S800 must be one of very few cars manufactured in recent times which has no method of checking the oil pressure from the driving seat. In view of oil pressure being vital for circulation even on a low pressure system, I have done a little investigation to find a better method of checking than the periodic unscrewing of the oil check plug on the cylinder head. The first system came out thus:-



A Check Bolt Part No. 90014-500-000 is drilled with an 1/8 inch hole, and an 1/8" BSP Union Nut silver soldered to it. This can then be put in place of the original check bolt in the cylinder head. An 1/8" BSP connector can be screwed into it and some 3/16" plastic tubing run to the pressure gauge. With the aid of a couple of pipe clips bent out of sheet steel a neat job can be done. A good place for mounting the gauge is on a double gauge mounting ring fixed to the right hand side of the radio console - this provides a spare mounting for something like a clock or volt meter. I used a 0-25 p.s.i. gauge as this was readily available and the results were as follows:-

Starting from cold, the gauge registers about 6 lb/sq.in. when the motor is blipped to 3,000 r.p.m. On driving off, the pressure sinks quickly over the first mile, and tails off to something less than a 0-25 p.s.i. gauge will show. With the engine fully warmed up, the gauge begins to register at about 6,000 r.p.m., and by 7,000 r.p.m. shows about 1 lb/sq.in. Hence this system gives a regular oil pressure check every time the engine is started, and a continuous check when cruising at high speed. Since there is a considerable pressure drop from the oil pump to the cylinder head, there appears to be two methods of getting a continuous reading under all running conditions.

Either a 0-5 p.s.i. gauge is used or a pressure tapping is taken from the oil filter bowl.

I will detail the latter version in a future edition of 'REVS'.

Parts Used

- 1 off Check Bolt 90014-500-000
- 1 off Norgren 0-25 p.s.i. Gauge
- 1 off Norgren 3/16" tube/1/8" BSP Male Connector
- 1 off Norgren 3/16" tube/1/8" BSP Female Connector
- 1 off 10ft. 3/16" ENOTS tubing
- 3 off Pipe Clips
- 1 off Instrument Mounting Bracket.

Geoff Holland

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 POST HISTORIC SPORTS CAR RACING
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On the 26th July a further mile stone was reached in the history of the Honda S800 Sports Car Club. It was reached at a time when I had assumed that after the Zandvoort S800 International Meeting - where over a few litres of beer, challenges had been made over which Club Member had the fastest car or who was the better driver - that it had been the beer talking. But I was wrong, because on the above date the one and only Roy Banks took part in the H.S.C.C. Post Historic Sports Car Championship at Donington Park.

I was finally allowed to go along so that this article would state only the true facts!

The first true fact was that Roy, complete with crash helmet (since that's all the protection you require for Post Historic Racing), arrived to pick me up at dead on 7.00 a.m. Complete with all the Modsport racing props such as stop watches, lap board, race numbers and camera we arrived at Donington. It did not take long for the little white road-going S800 convertible to be made ready for racing, removal of hub caps, sticking on racing numbers and novice black cross. Now for R.A.C. scrutineering, and she passed with flying colours, it was the open face crash helmet they did not like (make sure your crash helmet has a BS 2495 1977 sticker).

Two of the organisers Brian Cook and Jeremy Hall explained why the S800 had been put for this race in Class C, the 2 litre class, and not Class D. The reason being that Roy was the only entry for Class D but if he finished he would be allocated full points for winning Class D in the Championship. Therefore if we had a minimum of 3 S800's competing the organisers would open up Class D and that would mean an S800 race within the overall race.

Anyway back to morning practice, and a very cautious 12 laps were completed with a fastest lap time of 2min. 13.6secs. After receiving the official practice times and grid position sheet for the afternoon's race we retired to the bar for lunch and a discussion as to what needed doing to make the S800 handle better.

Mid afternoon and the grid was lined up in fine weather for the race with the S800 positioned between the Warick and the Ginetta. A demon start would have split these two on the run for the first corner but I think Roy forgot to take the hand brake off or more appropriate he was that busy looking at the promotional girls in their short skirts and knee length boots and long legs and tight T-shirts and etc., he missed the green light!!



Now you must remember that Roy and the car are bog standard using 145 x 13 tyres and to finish in one piece is a credit, but to reduce his practice time from 2min 13.6secs to 2min 01.5secs is a stroke of madness. So to analyse the situation the S800 came last in the race, first in Class D, picked up 4 points, and is now 11th overall in the Championship.

Roy proved that the S800 is going to be a force to be reckoned with and we are all waiting for his next adventure on the 31st August when he will take on all at Silverstone. Why not come along and give your encouragement to Roy

and see for yourself the enjoyment you could have by entering your car in the 1981 Post Historic Championship.

Barry Fernaly

SPORTING & SOCIAL CALENDAR

- 23rd August Barry in Modsports Race at Aintree Circuit Club, Melling Road, Aintree, Liverpool.
- 30/31st August We have been invited by the Honda Owners Club to a Rally at Weston Park on the A5 between Cannock and Telford. There will be camping available overnight and entertainment has been arranged for Saturday evening. Any of our Members who would like to go will be made most welcome.
- 31st August Roy in Post Historic Race at Silverstone, Nr. Towcester, Northants.
- 4th September There will be no monthly get-together at the pub on this Thursday since we will be arranging the stand at Leeds. We are hoping that you will all be able to join us there instead.
- 5/6/7th September OLD MOTOR FESTIVAL, LEEDS EXHIBITION CENTRE, QUEENS HALL, LEEDS. Friday from 10.30 a.m. to 10.00 p.m. Saturday & Sunday from 10.30 a.m. to 6.30 p.m.
- 21st September Barry in Modsports Race at Donington Park, Castle Donington, Derby.
- 2nd October MONTHLY GET-TOGETHER AT NEW VENUE. We have decided to change pubs to the Kilton Inn, Hoo Green, Mere, Cheshire. 8.00 p.m. This is situated on the A50 which is sandwiched between the A556 main Chester Road and the M6 motorway. This gives easy access to the M6 and M56.
- 4th October Barry in Modsports Race at Oulton Park, Nr. Tarporley, Cheshire.
- 12 ~~5th~~ October NATIONAL HONDA S800 DAY & ANNUAL GENERAL MEETING. Full details to follow in September.
- 5th October Roy in Post Historic Race at Brands Hatch, Fawkham, Dartford, Kent.
- 11th October Barry in Modsports Race at Aintree Circuit Club, Melling Road, Aintree.
- 19th October Barry in Modsports Race at Mallory Park, Kirkby Mallory, Leicester.
- 6th November Monthly get-together at Kilton Inn, Hoo Green, Mere, Cheshire. 8.00 p.m.
- 4th December Monthly get-together at Kilton Inn, Hoo Green, Mere, Cheshire. 8.00 p.m.

CARS FOR SALE

Honda S800 Coupe £650 ono
Tel: _____

Honda S800 Convertible -
very good condition.
Red - 64,000 miles - MOT -
£300.
Contact: _____

Honda S800 Coupe - Reg:
HER 5F - fully rally prepared -
very good condition - spare
body - engines - gearboxes -
radiators - carbs, etc.
£800 or will split.

Honda S800 Coupe - 1967 -
Blue - complete with spare
engine £300.

Honda S800 Coupe - extremely
good - body in primer - engine
98% complete, bargain at £250
Also back axle complete with
wheels £25. Dashboard complete
with instruments £25.

Honda S800 Coupe 791 cc -
1967 - MOT'81 - tidy through-
out - mechanically sound -
£395.

Honda S800 - 1968 - one
running with MOT, plus
another for restoration or
spares. £295 for the two.

Honda S800 Coupe - F reg -
running order also S800 coupe
without engine, good condition.
Offers.

Honda S800 Coupe - 1968 - MOT
May 1981 - excellent condition.
£550.

Honda S800 rebuilt engine -
excellent bodywork - A40 axle
giving higher than standard
gearing - plus spares £500.

Honda S800 Mk II - H reg.
convertible - seized engine -
suitable for rebuilding - plus
Mk II convertible minus rear
axle. £150 for pair.
Mk II Coupe rolling body £35.
Mk I Convertible less engine £75.

Honda S800 - abandoned -
renovation project - all pieces -
engine rebuildable.

Honda S800 - taxed - tested -
original colour - Grand Prix S
tyres - driving lamps - electronic
alarm - regularly serviced -
sensible cash offers considered.

Honda S800 Coupe - very nice
condition - runs well £495 ono.

Honda S800 Convertible -
taxed, tested, needs slight
attention. £450 ono.

Three Honda S800 coupes for
sale - all taxed and tested -
drive away - prices: £450, £550
& £700.

Honda S800 Coupe - engine
partially dismantled - new tyres
- offers, no time wasters.

Original owner selling Honda
S800 Mk II Coupe. No rust -
complete with spares - history -
brochures. £1,200.
Tel: _____

Honda S800 coupe - 1968 -
MOT March 1981 - excellent
condition. £500.

Honda S800 Coupe for sale -

S800's WANTED

P. Mathews

SPARES FOR SALE

Breaking for spares S800

Lawton has had to buy a quantity
of Button Head Socket Screws
suitable for the crankshaft thrust
plates. They are high tensile
and you can do them up properly
(i.e. with an allen key).
Cost Price: 4 (sufficient for
1 crankshaft) for incl p & p.
Don't risk the cross-head screws
coming undone as happened to
Roy Banks in Holland - use these!
Tel: _____

STOP PRESS- MORE CARS FOR SALE

S800 Coupe - good looking body
O.K. Engine re-build needed -
£125 ono.

S800 Coupe MkI 1967 + bits from
a convertible (no body). Engine
tired but spare engine in bits from
convertible, approx 35,000 miles.
£250 ono.