



Atlantic cars on parade at Brands: in the picture are the Palliser, Dulon, Royale and March.

41-25-10

Formula Atlantic is launched

Last week at Brands Hatch, Motor Circuit Developments held a sort of Formula Atlantic open day, when the press, drivers, constructors and other interested parties were given a brief demonstration of half a dozen Atlantic cars being driven round the club circuit. They were also given the opportunity to meet the representatives of the sponsors, Yellow Pages and ARCO, the latter being the brand name of Atlantic Petroleum from January 1 next. For the first year of the formula—which is the fifth 1600 cc single-seater formula provided for in Britain next year—it will have a £5000 championship sponsored by Yellow Pages, with 22 races at the Grovewood circuits of Brands Hatch, Castle Combe, Mallory Park, Oulton Park and Snetterton. At the latest count, 17 British manufacturers have Formula Atlantic cars available for 1971, all of them developments of F2, F3 or FB chassis.

THE FORMULA

Formula Atlantic is a modified version of the SCCA's Formula B, which last year relied on British manufacturers to produce an overwhelming majority of the cars and all the successful engines. The only basic differences are that the 1601 cc Ford BDA engine, reduced in capacity to below 1600 cc, is allowed, and that the weight limit differs from the FB's 848 lb and falls into line with the new F3 at 968 lb. Neither supercharging nor fuel-injection are permitted, and the cars must have no more than five forward speeds and a maximum fuel tank capacity of 15 gallons. Full F2 FIA safety regulations such as bag tanks and fire extinguishing systems of course apply. The engines must come from Groups 1, 2 or 3, which lets in the twin-cam Alfa 1600, sohc BMW 1600, sohc Datsun 1600, twin-cam Fiat 124, 1500 and 1600 Ford push-rods, the twin-cam Ford and the pushrod 1600 Porsche, as well as the BDA, which will undoubtedly prove far and away the most sought-after power unit, with well over 200 bhp on tap.

THE CHAMPIONSHIP

Yellow Pages, a Thompson company which is responsible to the GPO for the classified part of the new-style telephone directories, are one of those sought-after firms who really intend to make their sponsorship work, and they have very full plans for various promotional activities which will supplement the direct sponsorship of the championship. When John Webb of MCD and Nick Syrett of the

BRSCC originally worked out the idea for Formula Atlantic, the Atlantic Petroleum Co was approached for sponsorship of the formula in view of its name, and their involvement is in supplying free fuel for competitors. They will also be putting on several non-championship races, probably with some at non-Grovewood circuits like Silverstone and Thruxton, the dates of which are still to be announced. Unfortunately for them, the name of their company has since been changed to bring it into line with its American parents!

Each round of the championship will be run over a distance of 24 miles or 15 laps, whichever is the greater. Points will be awarded on the World Championship 9-6-4-3-2-1 system, and prize money is at the rate of £8 per point except for first place, which will be worth £75. The best 16 scores will count, and the first five drivers in the championship table at the end of the season will receive £250, £150, £100, £50 and £25.

YELLOW PAGES FORMULA ATLANTIC CHAMPIONSHIP 1971		
March 7	Brands Hatch	BARC
March 20	Oulton Park	MCMRC
March 28	Mallory Park	BRSCC
May 2	Brands Hatch	BRSCC
May 30	Brands Hatch	BRSCC
May 31	Snetterton	BRSCC
June 20	Brands Hatch	BRSCC
June 27	Snetterton	TEAC
July 4	Brands Hatch	S&DMC
July 24	Castle Combe	BRSCC
August 1	Snetterton	WECC
August 15	Mallory Park	BARC
August 28	Oulton Park	BRSCC
August 30	Castle Combe	BRSCC
September 12	Brands Hatch	TEAC
September 18	Oulton Park	BARC
October 9	Castle Combe	H&D/LCC
October 10	Snetterton	TEAC
October 24	Mallory Park	LMC
October 31	Brands Hatch	BRSCC
December 27	Mallory Park	BRSCC

Various additional prizes organised by Yellow Pages include a new Fiat which will be lent to the champion for one year, a Sky Tours European holiday for two for the team manager of the winning car, and two one-year rentals of 19 ins Radio Rentals colour TVs, for the winner of the first race (which is at Brands on March 7), and the driver who puts up the fastest lap on the Brands Club circuit during the season in a championship round.

The dates of the championship are shown in the table, although one date has yet to be fixed.

THE CARS

With the BDA engine suitably modified by one of the tuning firms, the necessary Hewland FT200 gearbox, and a competitive chassis, a serious Formula Atlantic competitor is unlikely to get much change out of £4000, which when added to running costs and so on make the amount of prize money look, at first glance, rather ridiculous. A list of most of the cars being produced for the formula by British manufacturers appears on the facing page.

Six cars turned up at Brands to be demonstrated, representing Crosslé, Dulon, Lotus, March, Palliser and Royale. As the 18F which won the final round of the SCCA's FB championship at Sebring recently in the hands of Brian Nelson was still in the USA, Crosslé Cars brought over Nelson's 19F F2 chassis which was driven round by John Watson (complete with Brian Hart FVA). The Formula Atlantic 21FA is basically similar to the F3 21F3 and the FB 21FB.

The Dulon was Tony Broster's Newbridge Racing LD9B, which with a Hart twin-cam and Hewland Mk 8 'box has had a successful West Country season this year, and which was demonstrated by Bev Bond. The Lotus was a 1971 69 FB chassis with a Hart twin-cam and FT200, and was driven by Tony Trimmer; apparently there is a chance that a works-supported 69 may be run in Formula Atlantic this coming season. The March was in fact the F2 chassis which was the subject of a recent AUTOSPORT track test fitted for

FORMULA ATLANTIC CARS

ALEXIS Mk 20 spaceframe with stressed panels	TBA*
BRABHAM To be announced	TBA
CHEVRON B18A monocoque	£2650
CROSSLÉ Z1FA spaceframe	TBA
DULON LD9B spaceframe	£1710
ENSIGN Spaceframe with stressed panels	TBA
HAWKE DL6A spaceframe	£2195
KITCHINER K4 monocoque	TBA
LOLA T240 monocoque	TBA
LOTUS 69 monocoque'	approx £2600
MACON MR10 spaceframe	TBA
MARCH 71AM monocoque	£2750
71AS spaceframe	£2600
MERLYN Mk 21 spaceframe with stressed panels	TBA
NIKE Mk 11 spaceframe	approx £2000
PALLISER WDB4 spaceframe with stressed panes	£2400
ROYALE RP8 spaceframe with stressed panels	£2100
TUI AM2 monocoque	TBA

* To be announced.

All prices shown are for a rolling chassis with Hewland FT200 gearbox.

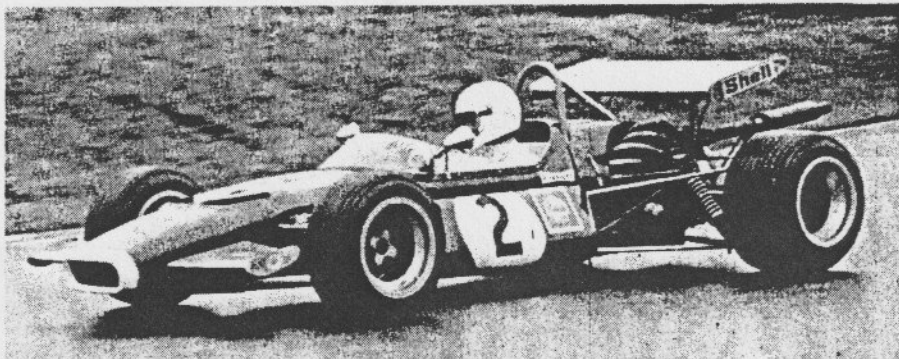
the occasion with a BDA from Holbay, and driven by Ronnie Peterson. March are offering both spaceframe and monocoque versions of the 71A for the new formula.

The Palliser, which did not actually run, was Roger Keele's old F3 WDB3 chassis fitted with a BRM twin-cam for the occasion, as the new WDB4 Atlantic/FB car missed being ready by a couple of days. A works WDB4, run by David Bond, will be driven in the championship by the promising Australian Vern Schuppan, using the latest BRM twin-cam with the possibility of a BDA later. The Royale RP8 chassis which was demonstrated by Ray Allen was the same one which he has used at several recent Brands clubbies, at one of which he broke the *libre* lap record using a 160 bhp twin-cam. The recent bad weather has affected Racing Preparations' testing programme, and the car was running for the very first time with a BDA. Allen will have a works car, and Tony Kitchiner, using a Chris Steele BDA, and there is a chance that there will be a second car.

As might be expected, not all the manufacturers have finalized their plans for Formula Atlantic. The only ones with definite plans to run works cars are Royale and Palliser, although Hawke hope to have one or perhaps two works-supported efforts in the championship, and Tony Roberts will be doing a few races in a DL6A. Alexis are also hoping to have a works car, and Tony Kitchiner would like to run one; Merlyns have no definite plans as yet.

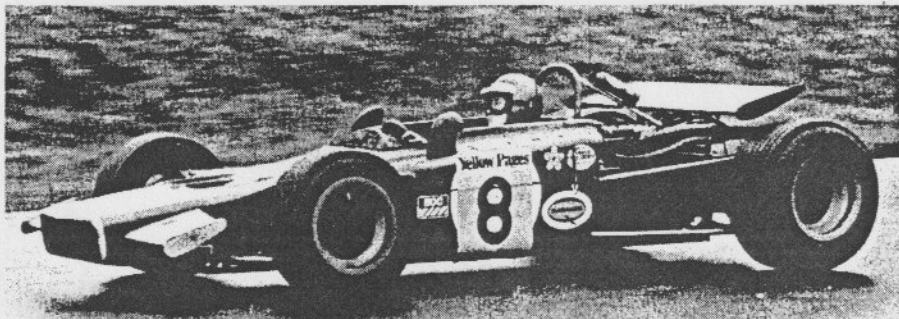
In view of the rapidly rising popularity of motor racing in the USA, the introduction of Formula Atlantic at this time is very welcome because of its close relationship with Formula B, and naturally it is hoped that the two formulae will fall into line in the not too distant future so that Anglo-US races can be held, when the prize money should be considerably more realistic. Formula Atlantic will take the place of *Formule Libre* on Grovewood circuits, and in view of the recent dearth of competitive *libre* fields at club meetings certainly a replacement is necessary. The first year of a new racing formula is always a difficult one, and by keeping Formula Atlantic on a reasonably small scale for its first year its innovators, and everybody else, will be able to evaluate it a little better. The cars look and sound good, there is a good sponsor, there are a lot of events and there should be some very good racing. And if a competitor wants to pull out of the formula, it doesn't take much to convert the cars to F3, FB or even in some cases F2.

QUENTIN SPURRING



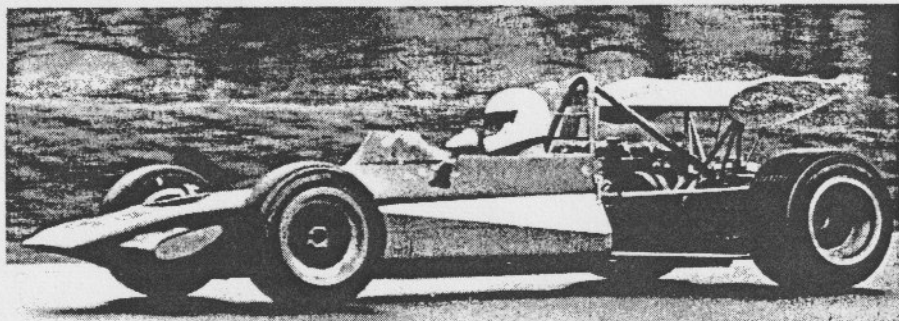
John Watson in the Crosslé.

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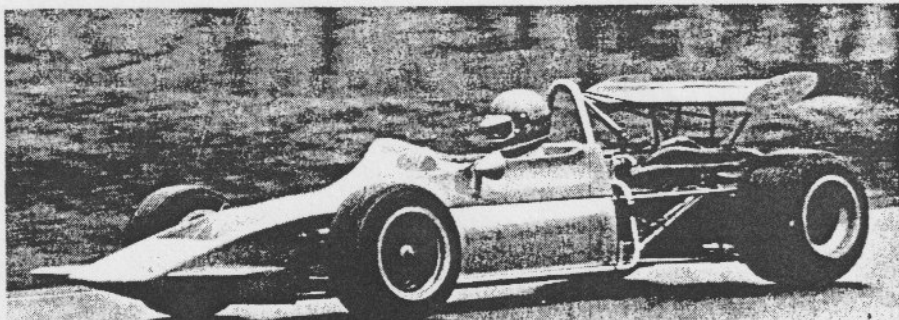
Tony Broster in the Dulon.

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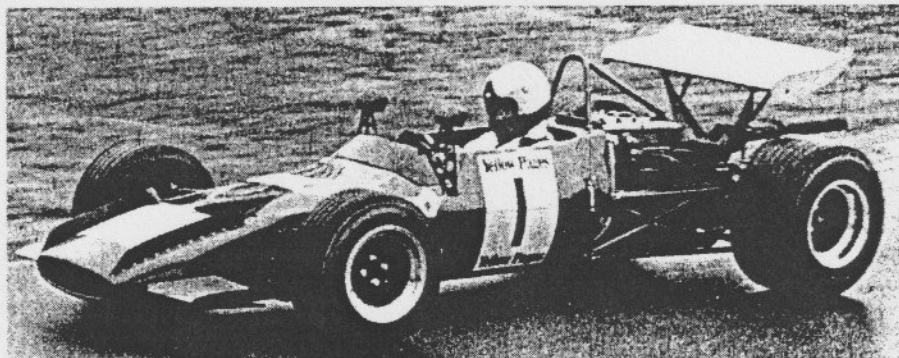
Tony Trimmer in the Lotus.

41-25-13



Ronnie Peterson in the March.

41-25-14



Ray Allen in the Royale.

41-25-15