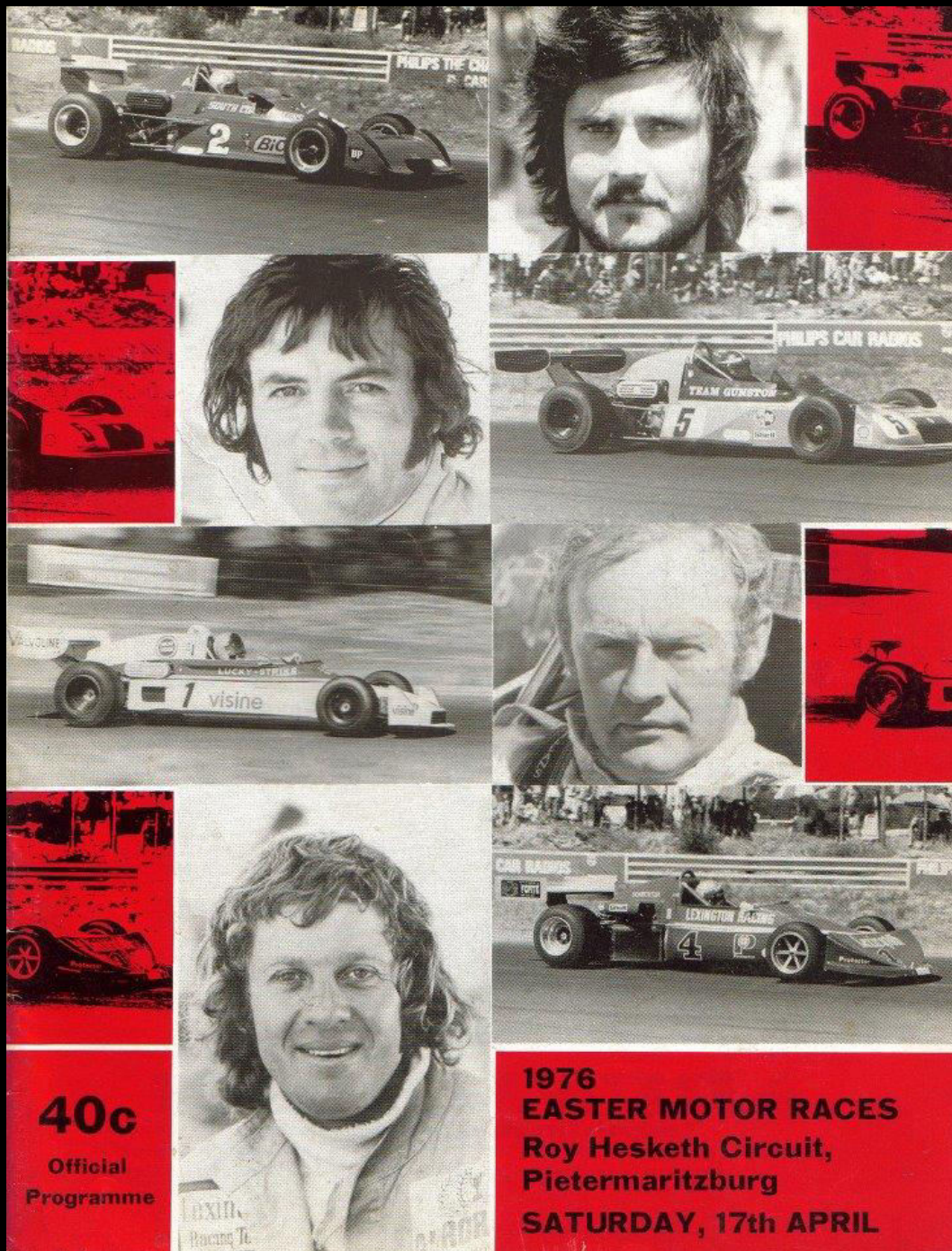


# 17th April 1976



Cover shows Tony Martin BIC-South Coast Motors Chevron B39, Roy Klomfass - Gunston Ralt RT1

Dave Charlton Lucky Strike Modus M3 & Ian Scheckter Lexington March 76B



**1976 Philips Carsound Easter  
120 Formula Atlantic Scratch Race  
(S.A. Championship)**

Event No. 7      Start 3.15 p.m.      No. Laps 42      Distance 121,8 kilometres

No.	Entrant/Driver	Machine	Domicile
1	Scribante/Lucky Strike Racing/Dave Charlton	Modus	Johannesburg
2	Team BIC/South Coast Motors/Tony Martin	Chevron	Durban
3	Benson & Hedges/A. Blignaut/Nols Nieman	Wheatcraft Nicholson	
4	Team Lexington/Ian Scheckter	Ford	Johannesburg
5	Team Gunston/E. Pinto/Roy Klomfass	March	East London
6	Team Domingo/Mike Domingo	Ralt	Johannesburg
7	Team Domingo/Joe Domingo	Modus	Fordsburg
8	Team Domingo/Alan Domingo	Chevron	Fordsburg
9	Golden Flo with Kenitex/Len Booysen	Chevron	Fordsburg
10	Guy Tunmer	Chevron	Randburg
11	Mum for Men/John Gibb	Chevron	Johannesburg
12	Gary Ainscough	Chevron	Randburg
14	André Verwey	March	Bulawayo
15	Team Wrangler/Basil van Rooyen	March	Johannesburg
17	Reid Robertson Racing/Mike Fogg	Chevron	Johannesburg
18	H. Alers Jhb./Fred Goddard	Chevron	Durban
22	John Amm	Paluser	Bulawayo
		Brabham	Bulawayo

Results: 1st: ..... Time: ..... Speed: .....  
2nd: ..... 3rd: ..... 4th: ..... 5th: ..... 6th: .....

**AN INTRODUCTION TO FORMULA ATLANTIC**

Due to rising costs, and a shortage of competitive FORMULA I cars over the last few years, it was decided to drop FORMULA I as South Africa's premier formula, and introduce FORMULA ATLANTIC, for 1976. This has proved, over the first 3 races of this season, to have been sound thinking, as already we have 17 competitors, and from these it is difficult to separate the first six or seven fastest, and predict a winner at Roy Hesketh on the 17th April.

These 17 cars are all basically the same, and in South Africa all use the same engines. The cars are very similar to FORMULA 2 but use a 1600 cc engine instead of 2000 cc. These engines run on carburettors instead of fuel injection, and although having less power they are more reliable.

The pattern of the cars is very similar to FORMULA I single seaters, and use monocoque constructed chassis, having rubberised fuel cells designed to prevent leakage in the case of accidents thus minimising the chance of fire. The engine and gearbox unit works as part of the chassis, and has the rear suspension bolted to it. Drive is via articulated shafts from a transaxle which incorporates inboard disc brakes, this helping to reduce unsprung weight.

The brake calipers are attached to the gearbox housing. All components are manufactured to aircraft standards from light alloys or ferrous metals. The minimum mass without fuel is 450 kg compared to 575 kg in FORMULA I.

Overseas a variety of engines are used, but here all the cars use the Ford BDA unit. This is a 4 cylinder in line motor having a cast iron block. It has bolt driven overhead cams operating 2 inlet and 2 exhaust valves per cylinder, in an aluminium head. They all have transistorised ignition; and two twin choke carburettors.

Maximum power is approximately 156 kw and the safe rev limit is 9800 r.p.m.. This power is transmitted to the rear axle via a 5 speed gearbox. This allows the car to achieve approximately 240 k.p.h. on the straight at Kyalami, compared to 290 k.p.h. in the FORMULA I cars. Although slower in the straights, the FORMULA ATLANTICS are faster through the corners.

List Of Events And Contents Needed Donations Appreciated For This Race Programme

If You Have Any Please Scan And Send To:- [royheskethcircuit@gmail.com](mailto:royheskethcircuit@gmail.com)

Thanks