

# **MONOPOSTO RACING**

## **Class Specification**

### **Formula Atlantic**

**REVISED March 2008**

# FORMULA ATLANTIC

## I. Engines

A. Displacement -- over 1100 cc and below or equal to 1600 cc. Cars with rotary piston engines covered by the NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.

B. Engines shall derive from automobiles recognized by FIA in Appendix J, Group 1 [series production touring], Group 2 [touring] or Group 3 [grand touring] approved by the SCCA, and shall conform to definitions and specifications shown on the FIA Recognition Form of the homologated car, except as permitted below.

The SCCA shall publish a list of approved engines at the beginning of each year. The following engines are approved: Lotus Ford 1600 Twin Cam; Alfa Romeo 1600 Twin Cam [incl. GTA], Porsche Pushrod 1582, Datsun 1600 SOHC, BMW 1600 SOHC, Ford 1500 Pushrod, Ford 1600 Pushrod, Fiat 124 DOHC 1438, Renault Gordini 1600, Ford Cortina 1600 SOHC, Toyota 1600 Pushrod, Fiat 1592 DOHC, Toyota 1588 DOHC, Audi 80, Ford BDA 1600 [4 valve].

### CAUTIONARY NOTE RE ENGINES:

There have been several changes recently to the Formula Atlantic rules with SCCA allowing any bore and stroke combination limited to 1600 cc and also allowing the use of alloy blocks in BD engines. It is the position of Monoposto Racing that neither of these modifications will be allowed as it would upgrade the vehicle to a configuration later than our December 31, 1979 cut-off date.

C. The following modifications are permitted.

1. With BDA or BDD engines, a "711" cast iron block or "831" block must be used with 3.06" stroke.
2. The use of any carburetor[s], fuel injection or intake manifold[s], except BDA and BDD must use carburetors.

3. The use of any exhaust manifold[s].
4. The use of any oil sump[s].
5. The use of any oil pump[s].
6. The use of a dry sump lubrication system.
7. The use of any crankshaft of the stroke specified in the homologation forms for the engine.
8. Main bearing caps may be reinforced or substituted.
9. The make and location of the ignition coil and condenser may be changed.
10. Any distributor and/or transistor ignition may be used provided its installation does not require any modification of the engine.
11. Any make or type of spark plug may be used.
12. The use of any starter is permitted provided it can be fitted without any modification to the engine.
13. Substitution of the clutch and flywheel is allowed provided there is no increase in clutch diameter. The use of dowel pins is permitted.
14. Any pistons and piston pins may be used.
15. Any camshaft[s] may be used.
16. Cam followers may be altered or substituted.
17. It is permitted to lighten, balance or modify in shape by tooling, the standard or optional components of the engine, provided it is always possible to identify them positively as such. It is not permitted to add any material to these components unless specifically authorized.
18. Engines may be re-bored a maximum of 1.2 mm [0.047 inches] over the standard size provided the resulting increase in total displacement does not exceed 1600 cc.
19. The use of any alternate engine components

considered replacement parts such as seals, bearings, valve guides, nuts, bolts, studs, washers and gaskets are allowed provided they are of the same type and dimension. Bushings may be added where none are fitted as standard provided that they are concentric and that the centerline of the bushed part is not changed. Water and oil passages may be restricted or plugged.

20. The substitution of valve springs, valve spring retainers and keepers is permitted. Any pushrods may be used.

21. Pulleys, except camshaft drive pulleys, may be altered or replaced with others of unrestricted origin. The use of any crankshaft vibration dampener is permitted.

22. The compression ratio may be increased by machining, using any head gasket[s] or eliminating of head gasket[s].

23. The installation of any engine vent or breather is permitted.

24. Generator or alternator is free, and optional.

25. The use of any rocker arms or rocker arm supports.

26. Use of any connecting rod of the same basic material.

27. Valves are free in both size and material, provided the valve centerline is not altered.

28. Exhaust emission control air pumps and associated lines and nozzles cannot be modified in any way except they may be completely removed. When these nozzles are removed from a cylinder head, the holes must be completely plugged.

29. The use of any fuel pump[s] is permitted.

30. Valve or cam covers may be substituted, provided the replacement cover affords no additional function than that of the original stock cover.

31. Any external surface of the engine may be plated,

painted or anodized.

32. Engines produced with a cam carrier as a separate and distinct piece from the cylinder head or engine block may replace that cam carrier with a cam carrier of other manufacturer, provided the replacement cam carrier affords no additional function other than the original cam carrier and provided the type and number of camshaft bearings remains the same.

33. The replacement of any jack shaft or idler shaft with another of the same basic material as the standard shaft is permitted, provided it performs no additional function over the original shaft.

## **II. Transmission**

No more than five forward speeds.

## **III. Minimum Weight**

Minimum weight as qualified or raced, without driver: 930 lbs.  
[BDA engine: 1,000 lbs.]

## **IV. Suspension**

Shock absorbers may not be more than two-way adjustable and may not have remote reservoirs.

## **V. Fuel Tank Capacity**

Maximum fuel tank capacity: free.

## **VI. Body**

A. The coachwork ahead of the front wheels may be extended to an overall maximum width of 150 cm [59.055 inches] provided it does not extend beyond the outsides of the front tires.

B. Any part of the coachwork ahead of the front wheels exceeding an overall width of 110 cm [43.307 inches] shall not extend above the height of the front wheel rims. Rear aerodynamic devices on these cars shall not extend to the rear of the vehicle by more than 100 cm [39.4 inches] from the

centerline of the rear hubs or be higher than 80 cm. [31.50 inches] from the underside of the chassis to the top of the rear wing. Maximum wing width is 110 cm. [43.31 inches]. Body width ahead of the rear wheels cannot exceed 130 cm. [51.18 inches].

C. Neither the safety roll bar nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating a vertical thrust.

D. The fuel filler cap must be recessed within the coachwork line.

E. All formula Atlantic cars built after January 1, 1976 should be fitted with deformable side structures per FIA regulations for Formula II.

F. The minimum wheel diameter is 13 inches.

## **VII. Eligible Formula Atlantic Cars**

Argo JM-5 1979

Bobsy Atlantic 1979

Brabham Atlantic BT29, BT35, BT38, BT40

Chevron Atlantic B18, B20, B25, B27, B29, B34, B39

Ehrlich/EMC Atlantic 1972-1980 RP5

Elden Atlantic PRH12 [1973], PRH16 [1974]

GRD Atlantic 272 [1971]

Lola Atlantic T240 [1971], T242 [1972], T360, T460, T560

Lotus Atlantic 69 [1971]

Lyncar Atlantic 001 [1971], 006 [1973]

March Atlantic 712, 722, 73B, 74B, 75B, 76B, 77B, 78B, 79B

Motul [Rondel] Atlantic

Ralt Atlantic RT1

Royale Formula Atlantic RP12 [1972 F/A], RP20 [1973]

Scott Atlantic [1973]

Tui Atlantic

Wheatcroft Atlantic B18 [1975]