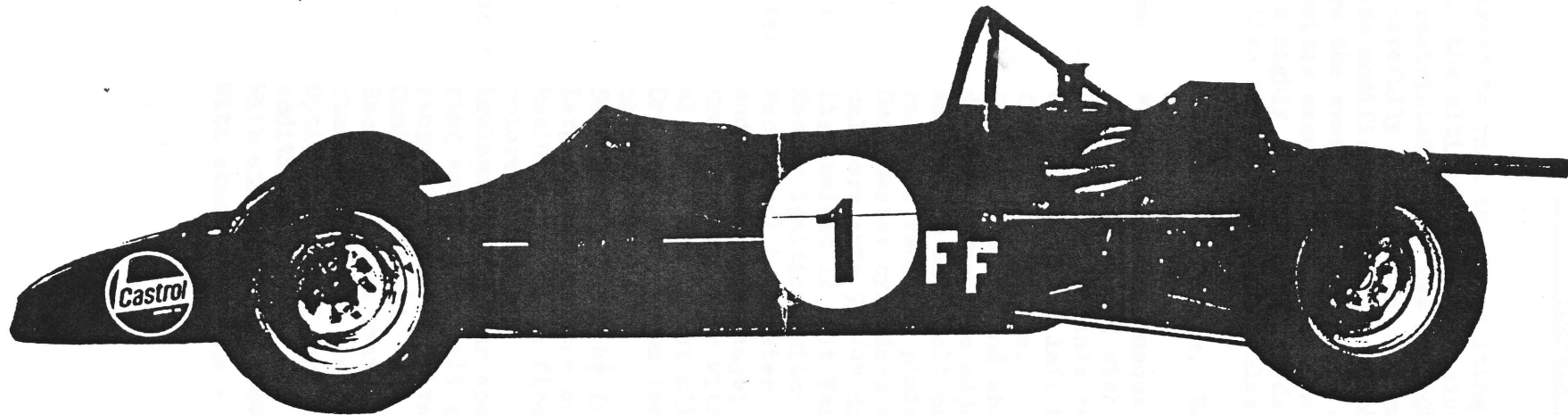


WDF2 - Palliser - Winkelmann Formula Ford



The WDF.2. is a refinement of our very successful WDF.1. model, retaining the ability to seat very tall (6'5") drivers but incorporating the later "wedge" style body with its low drag factor. Owing to its having been specifically designed for Formula Ford, the WDF.2. attains a weight of 890 lbs.

Robert Winkelmann Racing, Ltd.
200 Caledonia Street
Sausalito, Calif. 94965
Tel: (415) 332-2302

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1601 Lavaca Street
Austin, Texas 78701
Tel: (512) 476-9047

Winkelmann Midwest
113 South Hazel
Danville, Ill. 61832
Tel: (217) 446-0551

FIRST IN QUALITY

PALLISER-WINKELMANN WDF.2.
FORMULA FORD

Designed to race in the exciting new Formula Ford class, this car represents the ultimate in modern single seater race car design. These cars are restricted to the use of 1600 G.T. Ford Cortina engines and the class is carefully governed to keep costs down by the exclusion of expensive engine modifications. Also prohibited, by virtue of maximum wheel rim width, are the ever spiralling costs of super wide racing tires. Thus, the class provides excellent opportunities for the novice and professional alike to drive a highly sophisticated, modern race car for a total outlay which is far less than that for any other class of racing.

Chassis: Multitubular frame. Rollover bar and full harness mountings are incorporated.

Suspension: Fully chromed. Unequal length, wide based wishbones at front; twin radius rods, wishbones and top link at rear. Aircraft ball-joints and bearings are used throughout. Use of right and left hand threads permits simple adjustment for exact settings. Outboard spring and shock absorber units; ride height and damping action are adjustable. Adjustable anti-roll bars.

Steering: Palliser rack and pinion. 10½" leather-covered steering wheel.

Brakes: Dual master cylinders with variable balance bar operate Girling calipers onto 9.3/4" discs. Ferodo DS11 pads.

Electrics: Lightweight 12 volt Varley battery feeds through master switch. Rocker ignition switch. Lucas sports coil.

Instruments: Mechanical tachometer (0-8,000 rpm); combined oil pressure and temperature gauge; water temperature gauge.

Cooling: Crossflow radiator with separate water and oil coolers, suitable also for use in hot climates. Water carried by separate tubes. Dry sump oil system feeds rear mounted oil tank through separate oil lines.

Gas Tank: Seat tank holding 4½ Imperial Gallons (approx. 5.4 US, 20 litre). Larger capacity tank optional.

Body: Resin-bonded glass fiber with color impregnated. Wide range of colors available.

Transmission: Hewland Mark 8 four speed constant mesh with reverse and 9/31 ring and pinion. All gears changeable over comprehensive range of ratios. Drive to wheels taken through Metalastik joints.

Wheels: Dunlop LP923 5½J. 13" diameter, 5½" rim width.

Tires: Racing, make as available.

Engine: Standard Formula Ford with Palliser dry sump equipment. Optional - tuned Ford with Palliser dry sump equipment \$300 additional.

Weight: With oil and water - 890 lbs.

Price: With standard engine - \$4195.

Continued