



# PALLISER RACING DESIGN LTD.

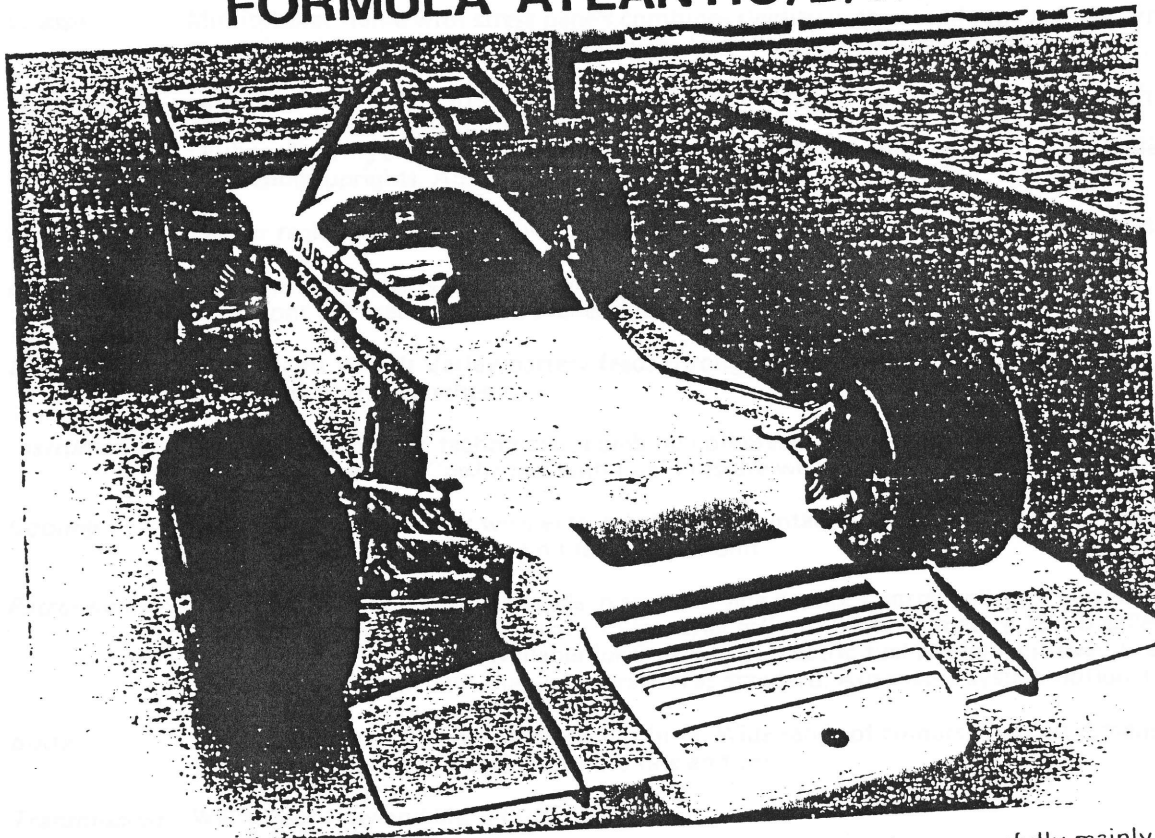
65 NORTH STREET LONDON SW4

Telephone: 01-622 0752 and 0755

Telex: 267595

Directors Hugh Dibley Len Wimhurst Robert Winkelmann

## PALLISER-WINKLEMAN FORMULA ATLANTIC/B/3/2



Developed from the WDB1, B2 and B3 Formula Bs which have been competing successfully mainly in the USA over the past three seasons.

Holder of the Formula B lap record at Lime Rock, USA.

Joint holder of the outright circuit record at Llyden Hill.

Latest car, the WDB4, features:

Tubular chassis with stress panels combining rigidity with ease of repair.

Even larger and more comfortable cockpit

Fully adjustable pedals and steering

Will accommodate drivers from 5' 0" to 6' 6" tall.

Modified suspension for low profile tyres or can be altered to suit customers requirements.

Fuel cells complying with current FIA Regulations.

Seat tank standard with extra side tanks to give a total of 16 Imperial gallons. Extra tankage available for Formula 2.

Improved body styling with simplified fixing to permit easy removal.

Adjustable fins and wing giving optimum aerodynamic assistance under FIA Regulations.

WITH OUR WORKS IN CENTRAL LONDON, WE CAN GUARANTEE SWIFT SPARES SERVICE  
BY TRAIN, CAR, SHIP OR PLANE TO ANYWHERE IN THE WORLD

Full specification overleaf.

# PALLISER-WINKLEMAN WDB4

## FORMULA ATLANTIC/B/3/2

A single-seater conforming to the American Formula B and European Formula Atlantic Regulations. This car benefits from the wealth of experience gained from running Formula Bs and Fords on both sides of the Atlantic during the past three seasons.

<i>Chassis</i>	Multitubular frame with stress panels combines rigidity with ease of repair. Full harness mountings incorporated. Rollbar conforms to FIA and SCCA regulations.
<i>Suspension</i>	Upper link and radius arm with lower wishbones at front; Fully balljointed with left and right hand threads to permit simple adjustment. Outboard spring and shock absorber units: ride height and damping action adjustable. Magnesium uprights. Adjustable antiroll bars.
<i>Steering</i>	Palliser rack and pinion. Adjustable steering column. Leather-covered steering wheel.
<i>Brakes</i>	Dual master cylinders with variable balance bar operate Girling calipers onto 10¼" discs front 9¾" rear. Inboard brakes optional at rear. Adjustable pedals.
<i>Electrics</i>	Lightweight 12 volt Varley battery feeds through master switch. Rocker ignition, pump and starter switches.
<i>Instruments</i>	Smiths chronometric tachometer; combined oil pressure and temperature gauge; water temperature gauge. (Confirmed with Fuel Pressure when engine using Fuel Injection.)
<i>Cooling</i>	Crossflow water radiator with external chassis mounted water tubes. Palliser dry sump oil system with rear mounted oil tank/cooler unit.
<i>Petrol tanks</i>	FIA and SCCA approved fuel cells in seat and side panels. Central collector system ensures efficient pick up. Capacity 15 Imperial gallons. (Approximately 18 US gallons 68 litres.) Extra capacity available for Formula 2. Electric fuel pump. Approved fire extinguisher system with manual operation as standard. Automatic system optional.
<i>Body</i>	Resin-bonded colour-impregnated glass fibre. Wide range of colours. Cockpit dimensions to FIA specifications. Adjustable nose fins and wing.
<i>Transmission</i>	Will accept Hewland Mk 8 or FT 200.
<i>Wheels</i>	Palliser magnesium 13" diameter. Rim widths available 8" to 14".
<i>Engines</i>	Designed to accept Ford Twin Cam or BDA. Suitable also for Formula 2.
<i>Price</i>	£2,250 as Formula 3 with Hewland Mk 8. £2,400 as Formula Atlantic/B with FT200 £2,700 as Formula 2 with FT200
<i>Extras</i>	Seat belts from £15 Fire extinguisher from £50 installed Front fins £15 each Wing £50