

Notes from Dallas Anderson emailed to Locke September 2015

My original Winkleman was chassis # 001, and was badly damaged in an accident in turn 10 at Sears Point. A sympathetic racer whose name I can't remember, sold me chassis # 007. I believe he was one of the Frey Racing folks. For some reason, the chassis was all he had. I rebuilt the car on that chassis. Later, that chassis was badly damaged. The front of one was good, and the back of the other was good, so the easiest thing to do was to combine them. As I worked at the Bondurant School and Tom Rust Racing (now TR Engineering), I had free testing privileges, so I put a lot of time on these cars, and in the process, developed many improvements and updates. I was the first to install cockpit adjustable sway bars and brake bias in a formula ford. Kind of funny that the oldest FF in the united states was the first to have those features. It was also the first FF to have a deformable structure added to the front.

Other changes include reversing some of the diagonal tubes in the chassis so that in the event of a major crash, the chassis would bend where the drivers body naturally bends, also, improvements in the roll bar design including a front roll hoop at the dash board. The bodywork is a Crossle 32F center and rear section with a 32F nose. The Suspension geometry remains stock, but has some tricky alignment adjustments. The engine made 117.5 hp at 7600 rpm with the torque curve still going up at red line on the Tom Rust dyno.

During one of the rebuilds, the engine bay was extended by 2 inches, so now you can remove the engine without removing the transmission. This allowed the wheel base to increase to 94 inches with the use of slightly longer radius rods.

An early original ad that Tom Rust once showed me listed the WDF1 wheelbase as adjustable from 92 to 94 inches, although other ads listed 92. I just wanted to get the engine out easier, but this did make a 94 inch wheel base easy to achieve.

