



IN GEAR



The Official Monthly Newsletter of Williams Racing Developments

ISSUE 1 , AUGUST 2008

Welcome to IN GEAR, Williams Racing Developments Official Monthly Newsletter

This newsletter was created to keep all of our customers up to date with the latest happenings at WRD, regular features will include monthly news, customer biographies, trackside recipes, jokes, tech tips and the occasional F1 story from Chief Engineer, Lee Williams days as transmission designer for the BAR and Jaguar F1 teams. In addition, every month we will feature a

small gallery of our customers competing at various events throughout the US, so, if you have a picture of your car showing the WRD logo and would like to be featured please send it to lee@willrace.com, in addition, send a short bio of your racing history and we will possibly feature you in a future issue of IN GEAR.

We will also be looking for sug-

gestions on what to include in future issues so if you have any suggestions or cool stories from races you have attended then feel free to let us know.

So, here we go, we hope that you enjoy this newsletter and we look forward to growing it with you over the coming years.

Driver Bio

WRD's Lee Williams



1985-1988 :- 100cc Karts, Junior Britain class, one or two wins, nothing special!!!

1989-1990 :- 125cc Gearbox Karts
125 National Class
2nd Place, British Short Circuit Championship

1990-1995 :- British Formula Ford,
Champion of Oulton Park Series,
Rapid Fit Open Formula Ford Championship.

Coming Soon :- SCCA FF, Cant Wait!!!!

WRD at the June Sprints



For the second year WRD attended the June Sprints at Road America. A great weekend was had by all and one or two great nights were enjoyed at Siebkins. As for the racing it was a great weekend. WRD would like to congratulate its customers, JR Osborne, JL Liverato and Dorian Foyil

on their sweep of the podium in DSR, Jeremy Treadway for his dominating performance in FF, Franklin Futrelle and the Speed Connection team for their win in FM, Bart Wolf in S2, Mark Eaton in FE and Brian French in CSR. Special mention must also go out to the One Formula team for hosting a fantastic party on friday night, we were just sorry that we couldn't get there earlier due to the unfortunate problems encountered by some competitors earlier in the day. It was also great to meet new faces and we look forward to seeing you all again at coming events and at the Runoffs in October.

Featured Product

The WRD chain drive differential was designed as an alternative to the Quaife style differentials usually found in DSR type vehicles. The diff is a salisbury type with a modification that effectively separates the differential action from the locking action allowing the diff to act completely open when no torque is applied. This differential is offered as an option with all car manufacturers and the results speak for themselves, a podium sweep at the June Sprints being the greatest

achievement for the differential. For more information check out our website at www.willrace.com



Quick and Easy Trackside Food!!!

We all know how difficult it can be trying to figure out what to eat and drink,(well, to eat anyway!!!) when you're staying at the track so this is intended to help out a little and give some suggestions, some probably obvious, some not so!! The first meal in this series is an English classic and is easily prepared in the RV.....

Ham, Egg and Chips (Fries)!!!!!!!

Get down to Wal-Mart or whatever other convenience store happens to be close by and get your self some ham steaks, a package of frozen fries, some eggs, a tin of pineapple rings and a loaf of bread, Cook the ham, fries and eggs, butter the bread, put the pineapple slices on the ham and make some sandwiches out of everything, this is some top shelf English fayre and demonstrates perfectly how most of us English guys maintain our stealth like figures!!!!!!

Enjoy!!!!!!!!!!!!!!!!!!!!!!

This meal happens to be a particular favorite of Larry from Trackside Communications!



Michael Scully preparing for the 2007 Runoffs at Heartland Park

Tech Tips

MK Series

When torquing the rear nuts on an MK series box it is often very easy to overtorque the nuts trying to line up the cotter pins. The required torque is 100-115 lbs.ft, especially on the pinion shaft as this is what controls the pinion bearing preload. To avoid overtorquing and potentially damaging the small reverse gears in the box set the torque wrench to 80 lbs.ft, click it off to ensure a reasonable amount of torque and then gently move to the next available cotter pin slot. If the initial 80 lbs.ft still requires you to nearly turn a full slot it is a good idea to make up a spacer that lines up the slots at the required torque.

LD200

Avoid mixing up the spacers on the pinion shaft by etching a mark on the front spacer and never leaving it out of the transmission during a gear change. If you should accidentally get the spacers out at the same time the front spacer is always the thicker of the two so check this before re-assembly. When reassembling the box it is also a good idea to use a small piece of Pipe, PVC or otherwise to hold the center spacer in position until it is sliding onto the pinion shaft.

Send your tips to lee@willrace.com

Trivia Competition

Win a brand new, never worn, sort of Limited Edition WRD Cap!!!!!!

Q:- **Which F1 team holds the Constructors Championship record with 15 victories?????**

E-mail your answer to Lee@willrace.com and a winner will be drawn from all correct entries on August 25.

Good Luck!!

We Need Your Help!!

This letter is the first in a monthly series and we would like to grow the content over the coming months and years. We have a lot of story ideas and there will be more next month, however, we need pictures of your cars, there is only so many times we can show Lee's FF Mondiale!!!!!!!!!!

So, send pictures, driver bios and story ideas to the following address:- lee@willrace.com, every month we will feature a different driver and will end up with a gallery section highlighting customers cars and their achievements.

Thanks!!

IMPORTANT NOTE!!!

We will no longer be using our current office telephone number so please replace our number in your address books with the following:-

858 220 0927

Our website and e-mail addresses are still current at www.willrace.com and lee@willrace.com.