



R.W. RACING

A GREAT BRITISH COMPANY

There are many valid and different reasons why anyone should wish to start a new company for themselves; pride, a sure knowledge that you can do things better, sheer capitalism even. All are valid reasons! Ron Winter, the boss of R.W. Racing had a better reason than all of the above, he was a man with a mission, a man who knew exactly what he wanted! Yes, Ron wanted to play golf on Wednesday afternoons and his boss didn't like that idea much, consequently Ron took the only course of action left open to him, you've guessed it resignation!

FORE!

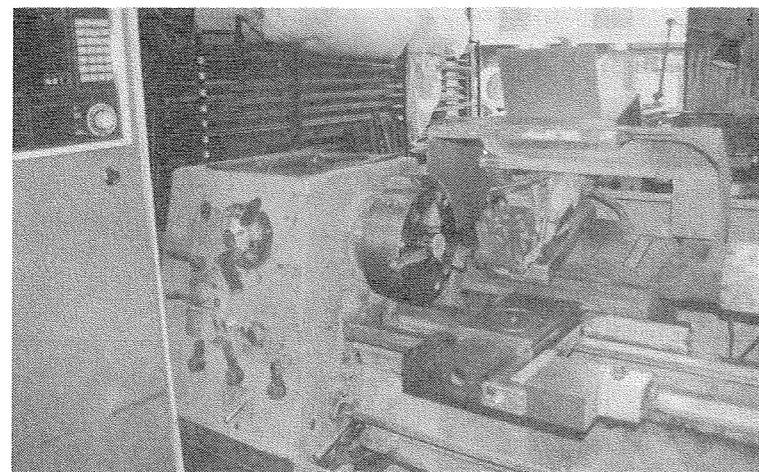
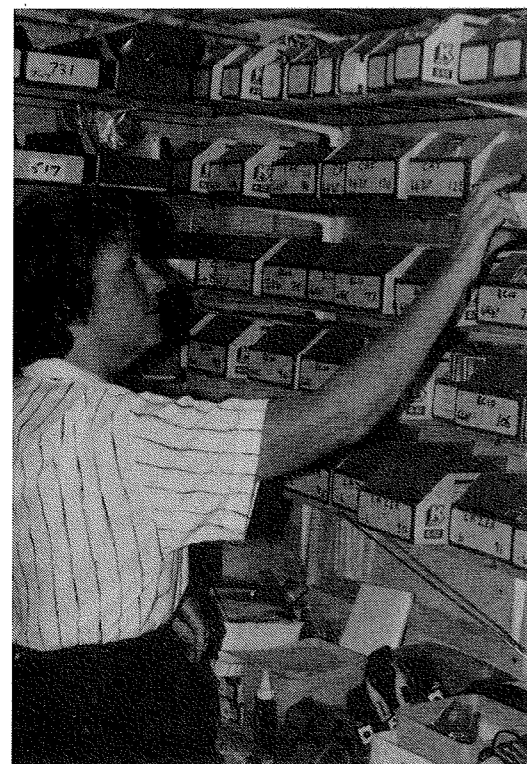
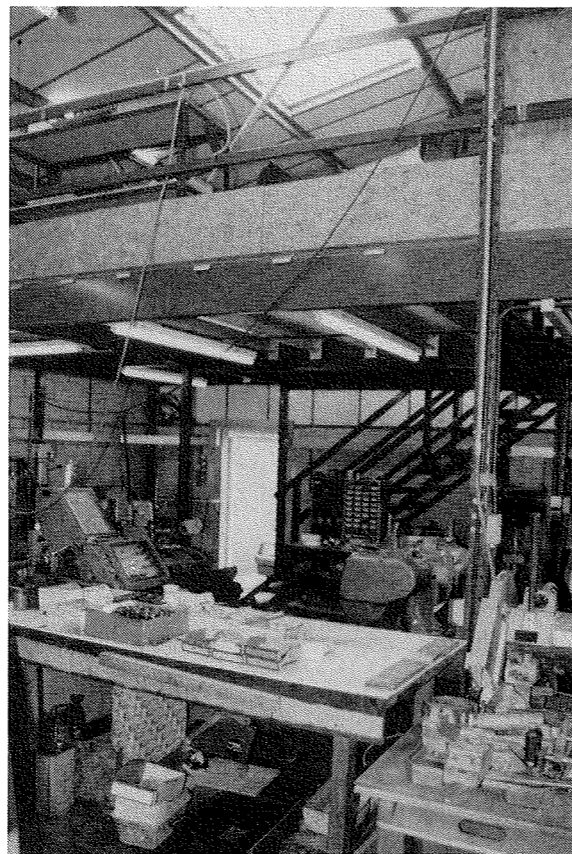
Yes that's how R.W. Racing all began, some twenty years ago now and all from one lathe in something akin to a backyard shed. Ron began not in the model world at all but by contract engineering for other larger companies in the area. No job was too big or small come to that, especially when one day confronted by someone who had broken the suspension pivot joint on his Hotshot for the umpteenth time. "I'll soon fix that" Ron said and turned up a pair of

Aluminium pivots, well over 30,000 units later Ron's only comment is, "Well they're beginning to slow down a bit now!"

CONTINUING TO TALK SPHERES

These days a major part of R.W.'s

business comes from manufacturing spur and pinion gears, well when we say a large part, in round numbers we are talking some 100,000 spurs and a staggering 250,000 pinions. As a manufacturer of this type of quantity, quality is always high on the list of Ron's priorities. Picking a spur from the dispatch box he tested it before our very eyes. "There you are, less than two thousands of an inch run out, and every one's the same." Having had a few thrust in my direction and feeling obliged to test likewise I can say it's true! Actually Ron did go to great lengths to point out that most meshing problems, suffered by

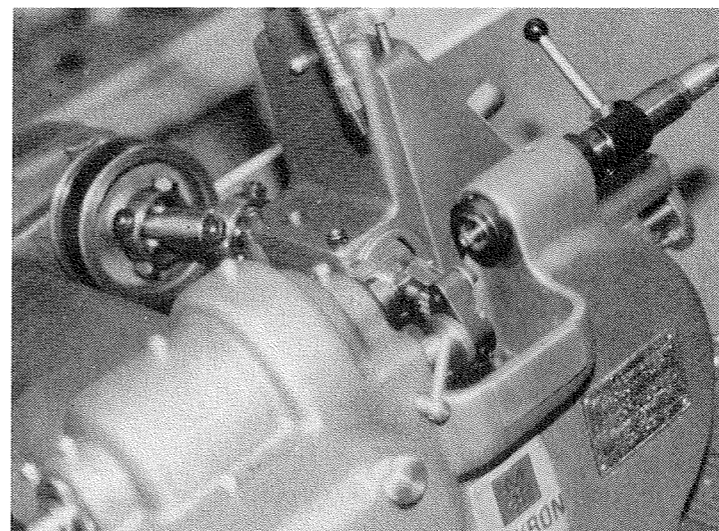
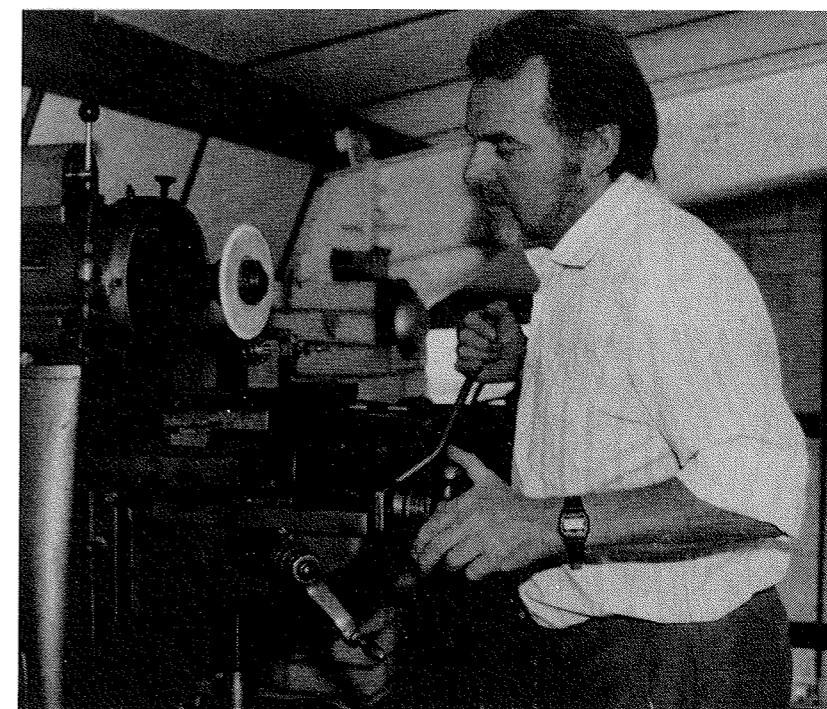


us all from time to time, are actually caused by out of true layshaft's or layshaft's mounted in worn bearings. This of course causes the shaft, and the spur to which it is attached, to wobble or orbit, making sure that no one will ever mesh two gears correctly!

INTO THE NINETIES

Ron is looking forward to the nineties and is now producing tune up parts for some cars, namely the Yokomo and the Lazer. These include over and under drive units for the Yokomo and a ball diff, not yet available from Kyosho for the Lazer.

R.W. is currently exporting to Australia, New Zealand, Italy, France, Spain, West Germany, Austria, Denmark and Switzerland. Keeping racers



R.W. Racing spur think of all the sophisticated machine time and care that went into producing it before you strip all the teeth off, I know I will!

Having had time to reflect on our visit there was one question that I should have asked Ron and didn't!

What is your handicap?



Trade enquiries only to:
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happy all over the world is no mean feat and is a sure sign of the quality of the work leaving Ron's factory.

Amongst many other duties stock control is looked after by Lynn Winter, Ron's wife and doubtless better half. Keeping track on the hundreds of items that the factory produces is no joke, in fact it is more than a full time job that is done wonderfully as our photo shows, well? where would you start?

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We would like to thank all at R.W. Racing for our look behind the scenes, so next time you casually bolt on an

