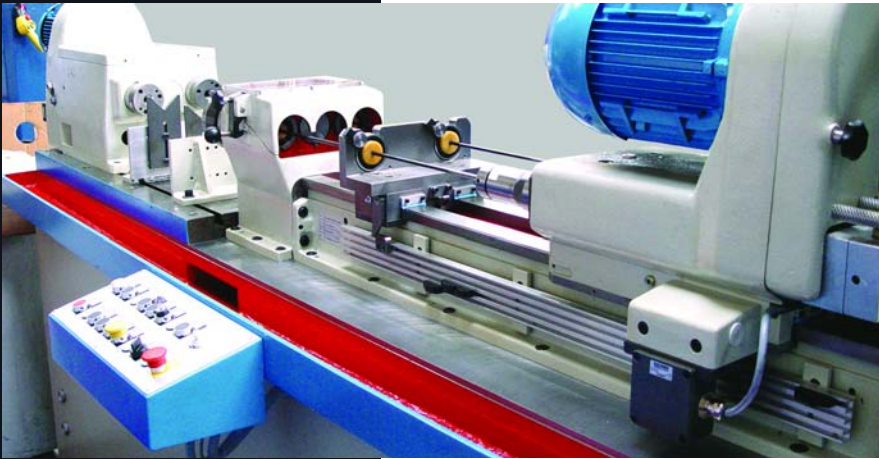




**Hone-All**  
Hone-All Precision Limited

## Hone-All Precision cuts costs and lead times



This TBT twin-spindle deep hole drilling machine recently installed in Hone-All Precision's Dunstable factory has a 500 mm depth by 16 mm diameter capacity.

**By continuing to invest in new production equipment, Hone-All Precision has reduced manufacturing costs and cut lead times on high value machined components for various industries, including aerospace, automotive and oil and gas. The ISO 9001:2000-accredited sub-contractor also serves the motor sport industry where, says director Andrea Rodney, customer expectations leave no room for error or delay. Given that the biggest challenge is usually one of time, it's not unknown for the 25-strong team at Hone-All Precision to work round-the-clock when faced with a tight delivery schedule.**

The 10,000 sq. ft. factory is capable of drilling, boring and honing components up to three metres long, and is fully equipped for all subsequent machining operations. It also features a bespoke quality control and inspection facility housing a computer-controlled co-ordinate measuring machine and an impressive array of associated metrology equipment, including Surtronic surface finish measurement, Tallyrond roundness checking, and ultrasonic thickness and hardness testing.

On the production side Hone-All Precision has recently installed a Nagel deep hole drilling machine capable of drilling holes from 18 mm to 60 mm diameter to a depth of 1500 mm and a TBT twin-spindle deep hole drilling machine that can drill up to 16 mm diameter by 500 mm deep. Honing tolerances are  $\pm 0.005$  mm on bores up to 75 mm and surface finish is typically 8 CLA.

Hone-All Precision produces anti-roll bars, steering columns, transmission parts and other components in, for example, titanium, aluminium and various alloy steels for a number of Formula One teams. It also supplies fully machined components to rally teams, Champ and Indy car manufacturers, and companies specialising in tweaking and tuning enthusiasts' cars to rally standards. The Dunstable-based sub-contractor even caters for individuals rebuilding classic cars for which spare parts are not readily available.

"We tend to specialise in prototype work and small batch production," says Andrea Rodney, "but whatever the request we offer a single source solution and enjoy the satisfaction that comes from helping others to realise their dreams and achieve their ambitions."



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