



The Newsletter of the Northern California Norton Owner's Club

36 Oakmore Dr. , San Jose' Ca. 95127



The Newsletter of the Northern California Norton Owner's Club

No. 387

February March 2014





**NORTON NOTICE**

Published by the Northern California Norton Owner's Club, its purpose is to inform and entertain the club members. The Norton Notice is a reflection of the readership who are encouraged to submit articles, technical tips, photographs (original or otherwise). The Norton Notice prefers contributions submitted electronically. Send to

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**MEMBERSHIP**

The Northern California Norton Owners Club is open to all British motorcycle enthusiasts. Membership and renewals can be paid for via our web site and is available for \$25 per year. Membership offers a wide range of benefits including the mailed Norton Notice, website, yahoo group, Social activities, Tech sessions and Monthly rides.

**Advertising**

Ads are \$100.00 per 1/4 page for the year. Contact the Editor for information and pricing on lager ads.

**AFFILIATIONS**

The NCNOC is affiliated with both the Norton Owner's Club of England (NOC) <http://nortonownersclub.org/> and the International Norton Owner's Association (INOA) <http://inoanorton.com/>

Honorary Members ,Brian Slark, Dick Slusher, Jodi Nickolas

**2013 Club Executive Board and Members in Service**

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The Club gratefully acknowledges the work of Fred Fortune (Fortune2.com) for the designs used in this journal and on the club web site. Website program is thanks to club member Ian Reddy.

See us at [www.nortonclub.com](http://www.nortonclub.com) and join our Yahoo group for information and club activities at [NorCalNOC@yahoogroups.com](mailto:NorCalNOC@yahoogroups.com)

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**Membership cost is \$25.00 per year and includes a subscription to the Norton Notice, a publication which provides an enormous wealth of information to Norton owners and re-caps of club events.**

*I hereby apply for Membership in the Northern California Norton Owners Club (NCNOC)*

**Name** \_\_\_\_\_

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This is a new \_\_\_\_\_ renewal \_\_\_\_\_ application.

Norton(s) owned: Year \_\_\_\_\_ Model \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_

*The undersigned applicant certifies that he or she is a legal resident of the US over the age of 18, has a valid motorcycle driver's license, and will use legally required safety equipment in connection with club activities. Participant does hereby execute this release, waiver, and indemnification for himself or herself and his or hers, successors, representatives, and assigns, and hereby agrees and represents as follows: To release the Northern California Norton Owners Club (the Club) and its officers, agents and members from any and all liability, loss, damage, costs, claims, and/or cause of action, including but not limited to all bodily injuries and property damage arising out of participation in the club's activities, it being specifically understood that such activities include the operation and use by applicant and others of motorcycles. The undersigned further agrees to indemnify the club and its officers, agents, and members and hold them harmless for the results of the undersigned's participation in those activities. This indemnification shall include attorney's fees incurred in defending any claim or judgment and incurred in the negotiation of any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any settlement; provided, however, that such consent shall not be unreasonably withheld.*

*I have read and agree to the additional terms and conditions set forth on all parts of this application. Other affiliated clubs and organizations are also represented and protected by this release.*

**Applicants Signature and date (required)**

Make your check for \$25 payable to **Northern California Norton Owners Club**. Send all applications & inquiries to Ron Bastiaans, 708 Liberty Street, El Cerrito Ca. 94530 You can also join on line at [nortonclub.com](http://nortonclub.com) and use credit card through our pay pal account.

Join our club Yahoo group at <http://groups.yahoo.com/group/NorCalNOC/>

\*The NCNOC is associated with both the NOC and the INOA You can join the INOA and the NOC from our website at [Nortonclub.com](http://Nortonclub.com)

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## Do we go on? By SportsterDiana

I still think of myself as a new member of the NCNOC, less than a decade. I'd like to think the club will be around in 10 years, in 20 even, but it won't happen without new members.

While riding home from work I saw a Honda rider with his turn signal on. He turned it off just as I pulled up next to him to tell him it was on. He thanked me and introduced himself. At the next light he gave me his club card and at the one after that explained when and where is group met, what they did for rides, etc. Welcoming, friendly and active in recruiting... I laughingly wondered if the turn signals on was a ploy to get me to pull up next to him.

The flip side of this would be at the Rally in Buffalo. I pulled into the rally site on my Harley Davidson Sportster and tried to ask the guy manning the gate a few questions. There was a guy on a Norton there that would rev up his bike until the valves floated just so I could not hear the answers. He did this repeatedly and thought it was great fun from his expression. If my entry wasn't already paid, I would have gone with my gut instinct to flip the guy off and head east to South Dakota. Maybe he belongs to one of those rare Norton Owners Clubs that is growing and thriving....But I doubt it. More than likely they aren't and they can't understand why.

Both of those things were on my mind trying to recruiting at the IMS. As I was telling them things like "Sure you will be welcome on rides on your BMW" or "Joining the club is the best way to find a good Norton" I really hoped I was telling the truth. We need to make sure we all keep a few cards with us and don't miss a chance to bring a new member to the group when someone asks about our bikes or shirts, etc.



**2014 RIDE AND EVENT DIARY:** note: dates in bold are NCNOC club events those not in bold are events of interest to the club. **For event details see your club website at Nortonclub.com**

**February 13 (Thurs): NCNOC Meeting; Swiss Park in Fremont, 8pm**

**February 16 (Sun): Sweetheart Ride; Meet at Niles Saloon for coffee and ride map, 10am**

**March 1 (Sat): Jim Tomich Memorial Ride: Ray Pallett, 650-703-3209 Meet at Hult's Restaurant, 165 Los Gatos- Saratoga Rd, Los Gatos, 9am**

**March 13 (Thurs): NCNOC Meeting at Sonoma Chicken Coop in Campbell, 8pm**

**March 15 (Sat): "Bring out yer almost Dead Day", Ken Arman's shop, Campbell, 10am, 851 McGlincy Lane Call 408-626-0061**

March 29 (Sat): BSA's Clubman's All British Show & Swap Meet, San Jose Rick Price, 707-792-2214

March 29 (Sat): San Jose Pro Short Track (indoors), Santa Clara County Fairgrounds

March 30 (Sun): The "Morning After Ride", Ray Pallett, 650-703-3209 Meet at Hult's Restaurant, 165 Los Gatos- Saratoga Rd, Los Gatos, Formally Hobee's

**April 10 (Thurs): NCNOC Meeting: Harry's Hofbrau in Foster City, 8pm**

**April 13 (Sun) : Adopt-A-Highway Clean up, 10am; Ride to follow. Meet at Alice's, ride TBD.**

**May 8 (Thurs): NCNOC Meeting: Swiss Park in Fremont, 8pm**

May 17 (Sat) The QUAIL LODGE MOTORCYCLE GATHERING, Carmel Ca.

**May 18 (Sun): NCNOC Ride: Mt Hamilton Ride Meet at Tom and Li Dabel's House, 10:00am**

**Always check your club on line calendar for updates and your Yahoo Group for up to the minute ride and event information.**

## President's Message: by Ken Armann

The Polar bear ride was in more need of sunscreen than layers. We met at the new Hults Restaurant parking lot (formerly Hobbies in Los Gatos) with a The Porsche Club taking up most of the entire lot ready for a mountain drive. I was on the only Norton and was wondering what happened to John and Keith??

We are so lucky to live here and have the wonderful weather we need to take full advantage of our situation. I am afraid all our water will be gone shortly and we will not be green this winter at all. Trying to conserve this precious resource has always been a "thing" for me so I would appreciate all of us doing our best at this. Brown lawns seem to be in our future unless you know some rain dances we can do, let me know.

Moving forward the coming Sweethearts/Memorial ride is always a treat. Starting the historic town of Niles, with the ride around the reservoir, to see the water level available for summer fun. If you have not made this ride in a while it is a fun one, with great roads little or NO traffic and beautiful vistas, try to join us.

"Bring out your (almost) Dead Day" event is on again this year. This is the event we purposely put before the "Morning After Ride" so if your bike needs some minor to semi major tune up work, parts installed, or whatever short of a complete rebuild, before the ride and you think with a lil help you could make it to the event, we are here and can help you get it ready. Maybe we can get something interesting to make work or just tuned up and adjust chains for our riding season. It is always interesting for those who show up, hell last year we got our picture in the Moto U catalogue, show up to see what trouble I can get us into!!!

Harry is moving forward with a t-shirt order so we can have something to sell at the Clubman show and Quail lodge we are only getting 74 shirts made at this time so if you are interested be ready with \$\$\$\$\$. Long sleeve Red and short sleeves Grey are "In the pipe".

We are in need of helpers for the Clubman show cub booth and The Quail Lodge shows,(assuming clubs are invited this year). We appreciate all the help and those we rely on so much Thank You.

**Photo Credits:** Cover and pages 11&14 Steffen Guy, page 8 Fred Fortune,

## INOA and the NOC Happenings:

The NCNOC is associated with the NOC of England (Norton Owner's Club) After years of establishing ourselves as the Norton representatives in the USA we joined with the INOA (International Norton Owner's Association). We highly encourage all members to join both organizations, for the benefits to you and your club.

## Coming events in the INOA:

**The 21st Annual Gathering of the Norton will be held Sunday April 27, 2014 at Washington Crossing Historic Park. Sponsored by the Delaware Valley Norton Riders:**

## Coming events in the NOC:

### Apr 06, 2014 Prescott Bike Festival

Gloucester Branch will represent the NOC with a display at this event which also features a hill climb  
from 08:30 AM to 05:00 PM at Prescott Hill, Gotherington, Cheltenham, GL52 9RD

Gloucester Branch is organizing a display at this event .The event is run for charity on behalf of the Severn Freewheelers (National Association of Blood Bikes) so all proceeds go to this worthy cause.

If you fancy running the hill, and lots do on every type of machine from mopeds to Morgans, you need to be quick as spaces are going fast. Contact Prescott Bike Festival directly.

### You can join the INOA at :

<http://www.inoanorton.com/Membership/index.html>

### You can join the NOC at:

<http://www.nortonownersclub.org/membership>

### MotorCycle Logic:

**Faster, faster, faster, until the thrill of speed overcomes the fear of death.**

~Hunter Thompson

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## January 12th Polar Bear Ride Report Harry Bunting Ride Leader

We started the Polar Bear Ride at Hult's Restaurant, 165 Los Gatos-Saratoga Rd, Los Gatos, formerly Hobees with 8 signups, 1 Norton, 3 BMW's, 2 Triumphs and 1 Suzuki at about 11:00AM. The riders were Liz, Tom, Dave, Carolyn, Alan and me. Oh my, No Norton on a Norton ride! Ken Armann's Norton went home before the ride started.

It was decided the "Davenport Cafe" would be the ride destination. So we could get there quickly and watch the remainder of the 49er/Panther game, go Broncos!  
We headed south on Highway 17, up Bear Creek Road to Boulder Creek, made a right turn on Big Basin Way, up to Jamison Creek Rd. which connects to Empire Grade.

Jamison Creek is similar to Alba Road with some very steep switch backs so be careful on these roads. Empire Grade connects to Pine Flat Rd. and becomes Bonny Doon Rd. that connects to Highway 1 about 1 mile South of Davenport.

We pulled into the "Davenport Cafe" and sure enough, we had the place to ourselves with direct view of the TV, the food was excellent, especially the fish and chips. Eventually the place filled up with young riders on fast sports bikes wishing us old codgers would hurry up and get out.

We watched the rest of the game, had a few good laughs and left knowing the 49er's might make it to the Super Bowl. The ride ended in Davenport with some of the riders headed to the Swanton Pacific Ranch to look at the steam trains. All in all, a very good ride with lots of twisties.

The weather was fantastic, warm and the roads were dry, so it didn't really feel like a Polar Bear ride. The 2013 Polar bear ride was very cold in comparison. But let's pray for RAIN!

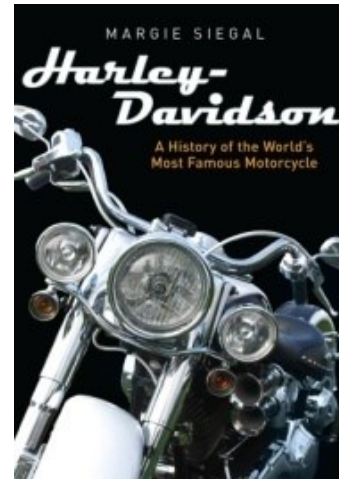


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## New MotorCycle Book

NCNOC Member and female motorcycle journalist Margie Siegal's new book,

Harley-Davidson: words that evoke the open American road and the "Made in America" tradition like no others. This book expertly ties together the mechanical evolution of Harley's engines – from the earliest motorized pedal bicycles to the iconic heavyweight twin cylinder V-engines – and the social history of the brand's phenomenal rise in the twentieth century, as innovative survivor of the Great Depression, supplier of the military during both World Wars and enduring symbol of freedom and rebellion. It is fully illustrated with pictures of the bikes and those who have ridden them as well as the aesthetic in advertising and collectibles.

**NOTE: Author signing May 31 at Dudley Perkins HD, South San Francisco.**

## Club Meeting Notes: Mike Sullivan

1/9/2014 Harry's Hofbrau, Foster City, Meeting opened at 7:54. Only 10 members present. One non Norton bike ridden; Keith Karn. President Ken Armann mentioned that the new 961 Norton are not yet on sale in CA but coming soon. There was a discussion regarding passengers on points rides. It was decided that passengers will also get points the same as the driver, as long as they are also paid members. Liz Sain-Dabel told us that there are currently no shirts in the Club stock. It was decided that the Club will buy red long sleeved and grey short sleeved types.

The Calendar was discussed and we were told that the November Highway Clean-up will be eliminated. Other changes for the year might be forthcoming as the year progresses so keep an eye on the calendar of events. We were told that the restaurant at "The Junction" on Mines Road has new owners so maybe service will improve. Mike Sullivan.

*"The approachable"*

**Ken Armann**

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## Rusted Nuts : Powder coating tips for the home builder

*OR how to make your Powder coater happy and save money.*

If you've done this before you know most of the tricks. What you may not know are a couple of things to do up front that will make both you and your powder coater's life easier resulting in fewer (if any) lost parts, a lower end cost and a better finished product.

### What is powder coating

Powder coating is a type of coating for metals that is applied as a free-flowing, dry powder. The main difference between a conventional liquid paint and a powder coating is that the powder coating does not require a solvent to keep the binder and filler parts in a liquid suspension form. The coating is typically applied electrostatically and is then cured under heat to allow it to flow and form a "skin". The powder may be a thermoplastic or a thermoset polymer. It is used to create a hard finish that is tougher than conventional paint. (*wikipedia.org*)

It does have it's drawbacks, mainly cost and the resulting added thickness which must be allowed for or worked around. But when you factor in its incredible durability and resistance to most all petroleum based oils and solvents, including gasoline, the decision is an easy one.

### How does powder coating compare to ceramic coating?

While traditional powder coating is applied dry and baked, ceramic coatings are applied wet and baked, so that when properly applied, they create a hard, almost metallic thermal barrier that reflects the heat instead of absorbing it.

**Benefits of Powder Coating:** Wider variety of colors, durable, multiple coats possible, more durable than paint, generally inexpensive compared to ceramic coatings.

**Benefits of Ceramic Coating:** While not a huge range of colors are available, ceramics will withstand 1100F – 2000F and last longer than any high temp paint, plus they block excessive heat radiation, are proven to give minor performance boost in the case of exhaust headers, and give excellent durability, rust protection and chemical resistance.

### Preparing your order

First find a powder coater by either searching the yellow pages or, better yet, ask around for recommendations. Ask buddies, your fabricator, your machine shop. You will be back and forth several times so if you have two or three to choose from, favor one that is the most convenient. Stop by his shop and ask to see his finished work and most importantly pick up a sample brochure of available colors. While it's possible to get a ballpark price, no powder coater can give you an accurate price until he sees the parts in front of him. Sticking with stock colors is going to be your best and least expensive option. Custom colors are available, but your costs may double or triple because of the additional work required by more expensive powders, the multiple layers required and masking

There were no provisions to put bumpers near the brackets. I sent the seat back. To make sure I evaluated this correctly, I put a MK3 factory "Roadster" hinge seat on the Norton. Everything lined up correctly and only the back two rubber bumpers were on the frame as it should be.

In conclusion, if you are going to buy any seat for your Norton, try it out and verify how the seat actually sits on your bike and verify the rubber bumper installation presses on the frame and fender in the right locations. Anybody got a MK3 Interstate seat they want to sell?



Beautiful Norton Commando as shown at the Quail Lodge Motorcycle Gathering at Carmel Ca.

This years show is May 17th . Club offers a discount on tickets, ask about it at the next meeting or event



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## Norton MK3 "Interstate" Seat Saga Harry Bunting

I own a comfortable butt ugly Norton King/Queen "Interstate" seat I bought from former NCNOC member Robert Newman (RIP) around 1991 at a Clubman show. This seat uses a seat pan made to go on 1974 or earlier Norton but can be made to go on a 1975 MK3 Norton by installing left side seat knob hardware similar to the hardware on the right side. At the same location as the MK3 Norton left seat knob, Norton provides holes on the frame to mount a "hinge" that will connect to a MK3 "Roadster" or "Interstate" seat. On the right side of the MK3 seat, there is a "key lock" channel and bracket that is secured by the right side seat knob similar to other Norton.

There are 6 rubber bumper holes on the seat pan and potentially 2 other holes (total of 8) near the left and right brackets for the seat knobs/hinge.

1) You should be very happy your non-MK3 Norton seat uses left and right seat knobs to support the seat on the bike because these brackets are strong and keep the middle of the seat slightly off the frame and fender. You should install a pair of rubber bumpers near the petrol tank that rest on the bike frame, another pair of bumpers next to the seat brackets so they can potentially depress to the frame and the back pair should rest on the fender. You may still want to put another pair of bumpers in the middle locations which can potentially hit the fender, but remember most of your weight will be in the center of the seat and you might bend or put bumps in your fender.

2) The MK3 "hinge" is not very strong and you see them all the time on E-bay for about \$40. The hinge supports your left side weight and has a tendency to break. Make sure your MK3 Interstate and Roadster seat has the middle pair of rubber bumpers mounted by the hinge and "key lock" channel and not use the middle fender bumper locations or you will have 4 of the 6 bumpers resting on the fender.

3) I purchased a new MK3 "Interstate" seat by mail, sight unseen, to replace the butt ugly seat, what an expensive mistake! The vendor had welded the hinge bracket over 10mm further away from the "key lock" bracket and no amount of bending would make it fit and sit on the bike properly.

Furthermore, the middle rubber bumper locations put the seat on the fender so 4 of the 6 rubber bumpers were on the fender.

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## Continued from page 6 Rusted Nuts:

My .02 is to pick a color you like and match or compliment that for your painted parts. Remember to ask for an actual tile of the sample color and look at it in the sunlight. Colors change when viewed under florescent or incandescent lighting. I once picked a vibrant yellow that when the parts returned had a greenish tinge in the sun. My expensive mistake.

If you have any questions, ask the powder coater. Let him know what your plans are and he can tell you what's possible and what's not based on his experience and the limitations of the process. For example if you're considering powder coating over chrome...if the chrome is unblemished no problem...he just blasts to etch the surface and he's done. But if there's the slightest bubbling or peeling, forget it...take it to a chroming shop for stripping. Any applied powder coat will eventually bubble and fail.

And if you want the fairest price, don't push for a rush job, he'll tell you how much time he needs when he works your project into his schedule.

**How to save money** First step is to completely dismantle your project. Wouldn't hurt to have manuals on hand, both service and parts manuals. The parts manual is great since it shows all the parts in a sub assembly, relative to the other parts. Don't forget to bag the small parts and hardware in Ziploc bags, marking the bags as to where the subassemblies were...seat, pegs, forks, carb, motor mounts, etc. And don't forget to COMPLETELY disassemble the parts...remove all bearings, oil seals, o-rings and gaskets. If you don't, your powder coater has to and that costs money. Also if you don't and he powder coats a two part assembly, you've essentially glued the two parts together forever. I did that, once...took several hours to separate the parts and ruined the powder coat on both pieces. Next determine what you want to have powder coated, and what will be painted or plated. In all instances, now is the time to completely clean the parts with a strong degreaser and/or pressure washer. Nothing a plater or powder coater hates more than to have a greasy box of unidentifiable parts dumped on his desk. Getting them clean and free of grease and glorp will make the parts easier to handle and cause your powder coater to beam at you with a tranquil, eternally grateful smile and if any luck give you some big time slack on his estimate. Here's where you can save even more money...strip the paint from your parts first with a good aircraft paint stripper. Yes, they'll be sand blasted anyway, but his hourly shop rate is going to be more than yours and any shop time you save him stays in your pocket. Doing this can save you 10-15% of the cost of the entire project. Plus you can visually inspect the stripped parts for damaged mounts, cracks or previously bondo'd dings in sheet metal. And yes, dings can be repaired since powder coaters have metallic filler they use just like bondo, only it's resistant to the high temps of the baking ovens whereas bondo will melt away.

**Continued from page 7 Rusted Nuts:**

You can use JB Weld to fill minor imperfections since it will withstand most bake oven temps, but check with your powder coater first. If incorrectly applied or improperly cured, a trapped amoeba of grease, oil or rust can pop through the powder as it bakes and ruin the entire job forcing a complete redo. Best to let him do it....especially if you're doing something like a tank with large dents from being inadvertently dropped or dropped onto by you or your S.O.

A significant part of the coater's price is masking...machined surfaces, bearing races, bolt holes and exposed threads. All parts have to be masked twice, once for sand blasting or abrasive etching and a second time for the powder coating. You can save him some time by masking threads with duct tape and plugging bolt holes with plugs prior to sandblasting. Ask him for a hand full of plugs when you first meet him. You of course are then responsible if something is not plugged or masked correctly, but there are ways to fix that...see below.

**Organizing and tagging parts visually**

There is nothing worse than misplacing or losing a part and not realizing its gone missing until you're in the middle of reassembly in the middle of the night and on a weekend. The simple way around this is to be incredibly organized. Your powder coater definitely doesn't know your parts as well as you do...to him they're just parts, so what you must do is create an inventory listing every single part, nut, bolt and bracket.

Write the part names in one column and number them. If you are having different colors or finishes being done, make a separate sheet for each... red, gloss black, satin black, ceramic, whatever.

Next is to take each group of parts (by color or finish) and lay them out on the garage floor, close together and positioned so they are easily recognizable, and snap a photo.

On the photo, write the number next to each part that you have given it in your inventory. That's it...make copies for yourself and the powder coater (or plater or painter) and you have a bullet proof way to double check you have everything when you pick up the finished parts.

Of course this is overkill if you have only a frame, swing arm and fork clamps, though anything more you will not only be thanking yourself but your powder coater will think you have descended from heaven.

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**Continued from page 8 Rusted Nuts:**

Inventorying is especially important if you are bundling your parts with a friend or several friends. Which by the way is an excellent way to get a great price if everybody has just a few items to do. While this works only if you all agree to use the same color, you can save considerable bucks using this trick. I've saved at least 20% by having friend's parts done with mine.

**Finished parts are back, how to prepare them...**

Powder coat is thick, a lot thicker than paint, so be sure to test fit your parts before final reassembly. It may take some light and judicious filing or sanding to get the correct fit so take your time. From experience even perfectly masked bolt holes are impossible to start a bolt into since the powder coat tends to build up around the hole's edge, so pick up a conical reamer to bevel the coating at each hole. Sometimes flecks of powder will get into or onto threads so a decent investment would be an inexpensive tap and die set to chase the threads. For threaded holes in a pinch you can grind a short slot in the threads of a similar sized bolt, making sure at least one edge of the thread slot is sharp and use that. Same with chasing bolt threads, if you don't have a wire brush disk for your bench grinder, run a small file inside of and perpendicular to a similar sized nut creating a v-shaped slot. Both will clean up threads tidily.

Of course and as always...your mileage may vary.  
*Thanks to Joe Dillon, powder coat guru at Spray Technology, Santa Clara, CA for his expert advice and patience.*

*Frederick Fortune  
frederick@fortune2.com*



Ceramic : Before: Norton Steel tank coated , left

Ceramic : After and painted, right

