

Powder Coating

Bill Button

When restoring, rebuilding or just puttering, it is nice to end up with a finished job that is durable. For many of the small parts powder coating is a good solution.

Powder coating is a system that uses powder and electricity. The powder is in a spray gun and charged. A ground wire is attached to the part and when powder is sprayed it clings to the part. The part is put in an oven and heated and the result is a hard durable finish that looks good.

Eastwood (www.eastwood.com) sells a Powder Coating Kit for about \$110.



The metal parts must be absolutely clean. Sand/abrasive blasting seems to be the answer to this. I do not have a sand blasting machine. I take the parts to my local machinist and he lets me use his machine. I gave him a bit of money to pay for the nuisance. Of course a sand blasting machine and large compressor (needed) is a great addition to your shop. I just don't want to spend the money on a machine that will get such limited use.

Next make a booth. I made one out of cardboard.



Now the oven. I used the kitchen oven at my ski cabin. In fact I did the whole job at my ski cabin. It can be messy. It wasn't, but the powder is very fine. One misstep and black powder would be all over the place. There were

no noxious fumes that I could smell. I placed foil on the bottom of the oven to protect the element from drips. However, in this case, no drips. It is important to practice moving the part from your booth to the oven and hanging it so it does not touch. A little experimenting and you will be a pro in no time.



These were the parts that I powder coated. The instructions supplied with the kit adequately explain the procedure. Go for it!

COUNTER POINT

In your opinion, is it a really viable alternative to do it yourself, or simply chuck the bits in the car and take 'em round to your local powder-coating shop?

Tim

BUTTON'S RESPONSE

That's a darn good question. Because of all the machinery you must have or have access to (sandblaster, air compressor, oven, booth, and powder coating kit) I would have to guess that "take 'em round to your local powder-coating shop" is the way to go. However, if you like to play with gadgets (I do) and want your own personal touch, then I guess my approach is good. One thing for sure, it ain't rocket science and you should (knowing it isn't) be able to negotiate a reasonable price for the service.

New MMC Spares Policy Morgan Motor Co. via the Morganeer

"Due to a change in company policy, as from February 1st we will no longer be supplying spares direct from the factory to private customers in the USA; in the future we would therefore ask you to direct all spares enquires and orders to one of our American dealers. You can find all relevant contact details on the Dealer Locator section of our web site (www.morgan-motor.co.uk)."

Hearts and Tarts, Feb. 13

Steve Blake

The Hearts and Tarts drive was organized by Steve and Liz Blake. Four Morgans and three tin tops met at Fantasy Gardens for the 11:00 AM start.

Starting the drive were Morgans driven by Steve and Liz, Pam Mahoney and Christopher Allan, Mike and Rosemarie Powley, Ken Miles (Pat was in the U.S. visiting her daughter), and John Rennie (John left part way through the drive to pick up Setsuko.) Others joining the drive were Les and June Burkholder, Ron and Yvonne Theroux, and Bob and Judy McDiarmid.



Our drive took us south to the Fraser River and along the dike to Steveston. From Railway we drove east along Steveston Highway to the Massey tunnel and exited north. Waiting for us at the Shell station were Sharon and Bob Green in their Plus 8. We drove down farm roads and through the cow tunnel, then back along #10 Hwy and through Ladner to Tsawwassen where we ended at the Blake's for lunch.

Steve showed a DVD he picked up in England last summer on the construction of the Aero 8 narrated by Charles Morgan. We were graced with a beautiful sunny day which made it perfect for winter Morgan driving.

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