



Baked to pe

Nigel Clark ventures north and comes over all Mills and Boonish as he guzzles Andy Rushworth's coffee and looks longingly at what's going in and coming out of the oven.

IT was a glorious morning. The sun took pride of place in a pale blue, cloudless sky as I headed north to Bronte Country for a Service Spot, having had a couple of months lay off, due to our 'southern area representative' having a bash.

I'd been up to Bingley earlier in the year to see Triple S Powder Coatings (July '96) so everything was cool.

Cool was the operative word as I slipped and slid around snowbound Bradford, cursing the choice of days to go visiting but within seconds everything changed, shabby take-aways turned into well maintained, stone built suburbia and the verges became dry and slush free.

I approached Bingley on the clean, dry roads, in reflective mood.

The appalling Bradford and Bingley Building Society HQ loomed ahead, a legacy of brave new world thinking - right at the lights and here was Whitley Street.

First thing I noticed was the new, high profile sign. Proprietor Andy Rushworth explained:

"People used to drive up and down Bingley looking for us, reckoning they couldn't find us. Now we've plastered the front with the new signs they drive up and down Bingley looking for us, reckoning they can't find us."

Jokes apart, the new frontage certainly makes the Triple S premises more eye catching so that must be a bonus. Aware of my teapot reputation, Andy proudly announced the arrival of the vending machine: "We've got tea, coffee, tomato soup, chocolate..."

I settled for chocolate. Andy returned. "It made no difference which button I pressed, it's only doing coffee today it seems!"

As before, a tasty selection of finished components graced the shelves, a T140 frame in gloss black, Scott forks, Suzuki Hustler frame/swingarm and a magnificent Spondon lightweight tubular job, finished in scarlet, for a Laverda Jota Special.

Beneath was the tank and seat unit for the Laverda, again in scarlet. "The tank had a dent in it as big as your fist," said



Andy Rushworth puts a frame in the blast cabinet.

Andy. "We got the dolly in the filler neck and 'dinged' it out before giving it the treatment in 'low bake' two-pack. With the tank in alloy and seat in plastic, we can't powder coat them - they'd probably melt."

Despite the different coatings, the colour matched the chassis perfectly and the finish was exquisite.

A nice touch in the reception is a plaque of tubes, each powder coated to an available colour and each containing similarly coated washers, which act as samples.

Additions to the range of 'flat colours' - blue, grey, yellow, maroon, orange, red, green, white, silver, gloss and satin black - are seven metallic and three candy.

The metallic range consists of dark green, blue, purple, grey, pale grey and gold but their complete effect came to the fore in the brilliant sunlight, giving off a pearlescent shimmer in the light while turning to a charcoal-like black in the shaded areas.

The candy colours, blue, pinky-red and deep red gave the same effect but with even more flamboyance.

"We did a complete hard-tail chop recently in purple - engine cases, barrels the lot. I thought it would be way OTT but it looked fantastic, the owner was over the moon," said Andy.

"The metallics and candies are a bit more expensive, because the material is more expensive and also it's a two-part process. Once blasted, a base colour goes on, it's baked, then when cool an integral metallic lacquer is applied and it's baked again."

Cost comparisons are still reasonable, however. A flat colour medium sized swingarm costs £15 all in, a metallic £21 and a candy £24.

The phone rings constantly. A caller from down south queries costs. He is asked the size of engine - Z1000 - and the colour required, both fit into their appropriate cost bracket. - £89 plus VAT.

The caller queries carriage.

Andy explains that he prefers personal delivery and collection but insured carriage is available at £20 in and £25 return.

The caller seems impressed and queries the next stage. He is told to strip it, degrease it and



Perfection



Interesting use of light and shadow in Nigel's entry for 'worst pic in the mag' competition.

send it. Triple S will do all the necessary masking and blasting.

Andy explains that about 50 per cent of such calls result in work and he is a very busy man.

"It's been a good year so far but from mid December until April it goes crazy. The oven timer is set to pre-heat, ready for my arrival about 7am and I get done about 9pm. I have to do it that way to maintain my Saturday to

Saturday turnover, although it does drop off slightly come April when the bikes are done and out on the road," he said.

I'd get your order in quick, because there's still a 10 per cent off offer on (with the voucher from the July mag) but it finishes on New Year's Eve.

A batch of Commando bits stood ready for a black bake, along with an equivalent amount for red. They would share the oven. There's also a silver grey batch waiting for dunk number two.

"One bake a day is about right, two wears you out when you are going in and out of a 200 degree oven for two hours!" explains Andy.

I questioned the car wheels I saw waiting treatment.

"I know I say motorcycle parts only," he said, "but car wheels are big, nothing's going to get mixed up with them and they're fairly easy to work on, so I make the odd exception here."



Left: Frames, tank, engines and wheels - all in a days work.

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