

# RUST BUG ANTIDOTE

**Brian Crichton discovers a cure for the exhaust variety red menace.**

**T**AKE a look at your exhaust system. If it's the matt finish type the chances are the rust bug has his teeth into it, especially if it's a vulnerable trail system.

Heartbreaking isn't it? The news gets worse when you find out how much a standard replacement pipe costs.

For example: complete replacement exhaust systems for a DT175MX Yamaha cost £82.37, one pipe for an RD250LC Yamaha £66.82, and for a Honda XL250S — wait for it ... £207.71. Prices include VAT if that's any consolation.

Salvation is at hand from a comparatively inexpensive metal spraying service which can coat your exhaust in a 0.006in layer of protective aluminium.

To have a system done like the one pictured on a 1974 XL250 Honda would cost £13.80 inc VAT and postage. Work out for yourself what kind of saving you could make on your own machine.

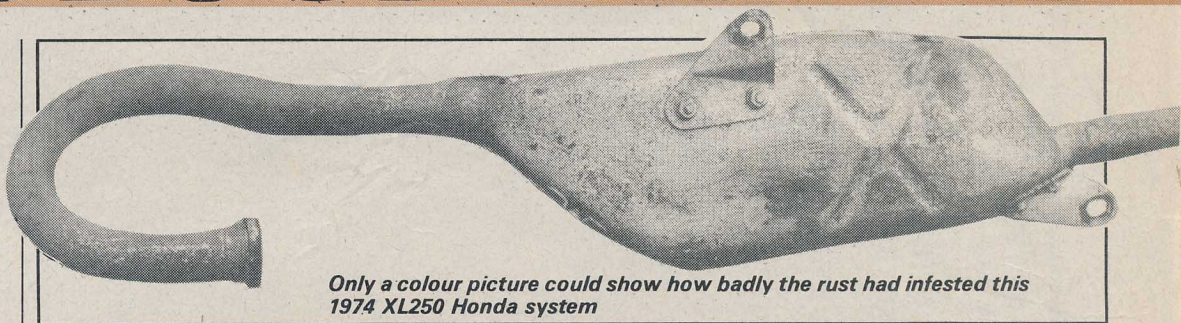
The people behind the service are Ray Hinde and Malcolm Lloyd of the Northampton Rustproofing and Metal-spraying Co Ltd, Bells Industrial Estate, Bedford Road, Northampton (0604) 37177).

They will be happy to discuss your requirements and quote prices. Work can be done while-you-wait providing you present parts already removed from your bike. And they will even open on a Saturday morning if they have enough business such as a visit from a motorcycle club.

## GRIT BLAST

So long as your present exhaust system is basically sound, NRM grit blast it to remove rust and the previous finish, such as paint or chrome.

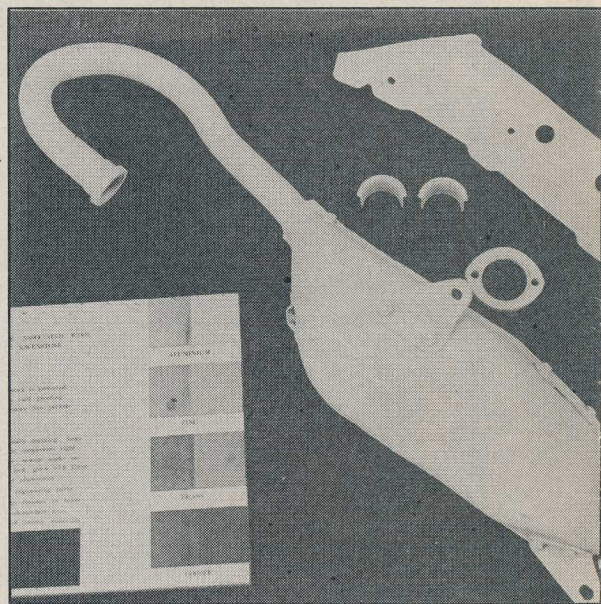
Copper slag is used in the grit blaster. As well as removing rust it provides a strong key for the aluminium coat



*Only a colour picture could show how badly the rust had infested this 1974 XL250 Honda system*



*Metal sprayer Andy Johnson applies the aluminium coat to exhaust heat shroud*



*The Honda pipe and its components after the aluminium coating, heat resistant to 650 deg C*

which is to follow.

A burner spray gun applies the aluminium by heating the metal particles to melting point as they are blown through the gun at high pressure.

When the particles hit the surface being treated they solidify and bond forming a tough non-rust coating of 0.006in average thickness.

Extra thicknesses can be applied if required and the process can even fill in small holes. The final finish feels rather like glass paper and is whitish-grey in colour.

You can buff the aluminium to give a semi-shine by using a soft wire brush such as a suede cleaning brush, or spray it with heat paint. The surface finish provides an excellent key for paint.

NRM won't give a guarantee because many off-road systems are subjected to abuse such as rock-bashing. But they will stand by their workmanship and promise to deal fairly with genuine com-

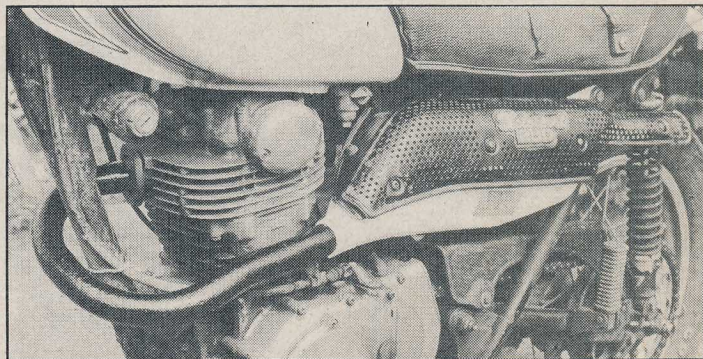
plaints should they arise.

If you have ever been through the time consuming routine of rubbing off the rust as best you can from your exhaust system, painting it and then watching the paint begin to come off a week later you'll be more than pleased with what NRM can do for you.

And it need not end there. This company also sprays zinc, brass and copper. For

instance a pair of custom bike riders in the Midlands have had their fuel tanks copper sprayed. Brass and copper finishes cost about twice as much as aluminium.

NRM are keen to expand the motorcycling side of their business and will be only too pleased to give further details of the services they can provide to rid your machine of rust and improve its appearance.



*With the front part painted in heat resistant black and the rear in white the rejuvenated pipe is back in service*