

Building a Feather-Lastic PART III

After completing the frame assembly with required parts, I turned my attention to getting it to Arizona, safely and reasonably. The best way to do this was to build a crate. I know that shippers will treat your stuff much kinder if you make your shipping container shipper friendly. I installed handles and bottom skids for the forklift and kept the weight down. The frame with assembled rear swingarm, hub, oil tank and battery box is nestled in 4" of styrofoam and polyfoam on all sides.



I found a shipper through the internet who would deliver from terminal to business doorstep for \$132. Turns out the drop-off point was 5 minutes from my Irving office. I'll use the same shipping service for the return trip again picking up the crate at the Irving shipping depot to save money.



While waiting for the frame to be modified at Alternative Motorcycle Repair, I've completed the assembly of the Combat head. The head has been flowed by Norvil Motorcycles of England as well as a rebuild including "vapour blasting". This type of blasting suspends glass beads in a liquid which cushions the impact and creates a finish similar to the original. It also closes the pores in the alloy making it more stain resistant.

I've had the same treatment done to the crankcase which is next on my list for assembly. One last note is the excellent NOS timing cover I picked up from Bob (Doc) Storm. It's a real bonus to have a source for Norton parts, new, used and NOS, right here in our own backyard not to mention the many great stories that Doc has to tell.

In Part IV I'll report on my trip to Tucson to give the finished frame a good look over, and talk featherlastic shop with a couple of founding "Floggers"*. I'll also get a chance to ride a Feather-Lastic!/Bob Cox

* F.L.O.G. (Feather-Lastic Owner's Group)