

Owners info & General Maintenance Instructions

The brass and copper finish on some of my designs need treatment only as is your preference. I do not recommend polishing or coating since the metals patina naturally to beautiful dark blue-green (copper) and reddish (brass) hues, and the patina, or verdigris, creates a natural protective layer for the metal. Some people do opt to lacquer or verathane, however, which process does protect and show off the natural fire tones in the metal, but I must warn them that this treatment must be repeated over time since the finish may yellow and peel. Refer to a hardware or marine supply store. The stainless metal may bleed impurities, but being stainless, its nature is to be resistant to the elements.

The coloration on most of the pieces is copper enameling.

The coloring by this process should stay overtime, just as the old automobile emblems from the 1920's are still colorful and lustrous. Occasionally, however, some chipping may occur, this is natural on large and flat surfaces and especially when I have mixed a lot of different types of enameling together (transparencies over opaques, color over solder lines, etc.). It is part of the price of putting a heavy but beautiful and resilient color on for the out of doors. But the chipping should not be continuous nor extensive. This would only happen if the piece has experienced shock or damage such as a falling tree limb, etc. Sometimes I use paint, and am using increasingly durable processes, but it must be said that any paint will eventually fade and/or peel and so please ask me about specific maintenance instructions for the painted pieces if you have purchased one of these.

The bearings are stainless, encapsulated and internally lubricated so they do not require oiling per se. Occasionally, however, pollen, fine dust, acid rain, and certain types of electrolytic sea fogs can create problems. The particulate can compromise the seal, and the chemicals can compromise the integrity of the stainless. Should the performance of the bearings seem to lessen over time, and any of the above trouble makers be present, there are a number of things that can be done. A quick two step operation that seems to trouble shoot the majority of the problems is as follows. Find a soft old tooth brush, W-D 40, and white lithium grease. Gently clean the coin-like silver surface of the bearings with the toothbrush and W-D 40. Allow to dry. You should witness improved movement immediately. Follow up this application within a week with a saturation of the white lithium grease. This is very important. The W-D 40 can dry out the bearing, and if you do not follow up with this treatment of lithium, damage due to internal and external abrasion can result. Marine store and inline skate dealers also have numerous products. But if nothing works, I will be happy to provide you with replacement bearings at cost plus shipping. Any kind of functional problems occurring within a year of purchase of the piece I will cover, provided that they are not the result of damage due to shock to the piece due to striking, falling, mistreatment, and mishandling in a fashion not recommended by me. Also, if you disassemble the piece, I cannot be liable. I am, however, always willing to try to work with you to fix or help you to fix the unexpected problems that occur (for example, damage due to flying projectiles such as footballs etc.).

Finally, while the pieces are extremely wind and weather hardy, there are extreme conditions where taking them in is a good idea. For example, hail, sub-zero temperatures, wind gusts above the recommended wind for the piece (please ask).

Many of the pieces are made to come out easily for just these situations. It may also be a good idea to store them when you are away for extended periods of time. Also, try to gage your area's weather and make sure the piece is securely fastened and vertical for maximum performance and longevity.

Feel free to contact me if you have further questions or concerns. In the meantime, enjoy your piece!

Susan Pascal Beran POB 702 Ross, Ca. 94957