

Keynotes

February 2004

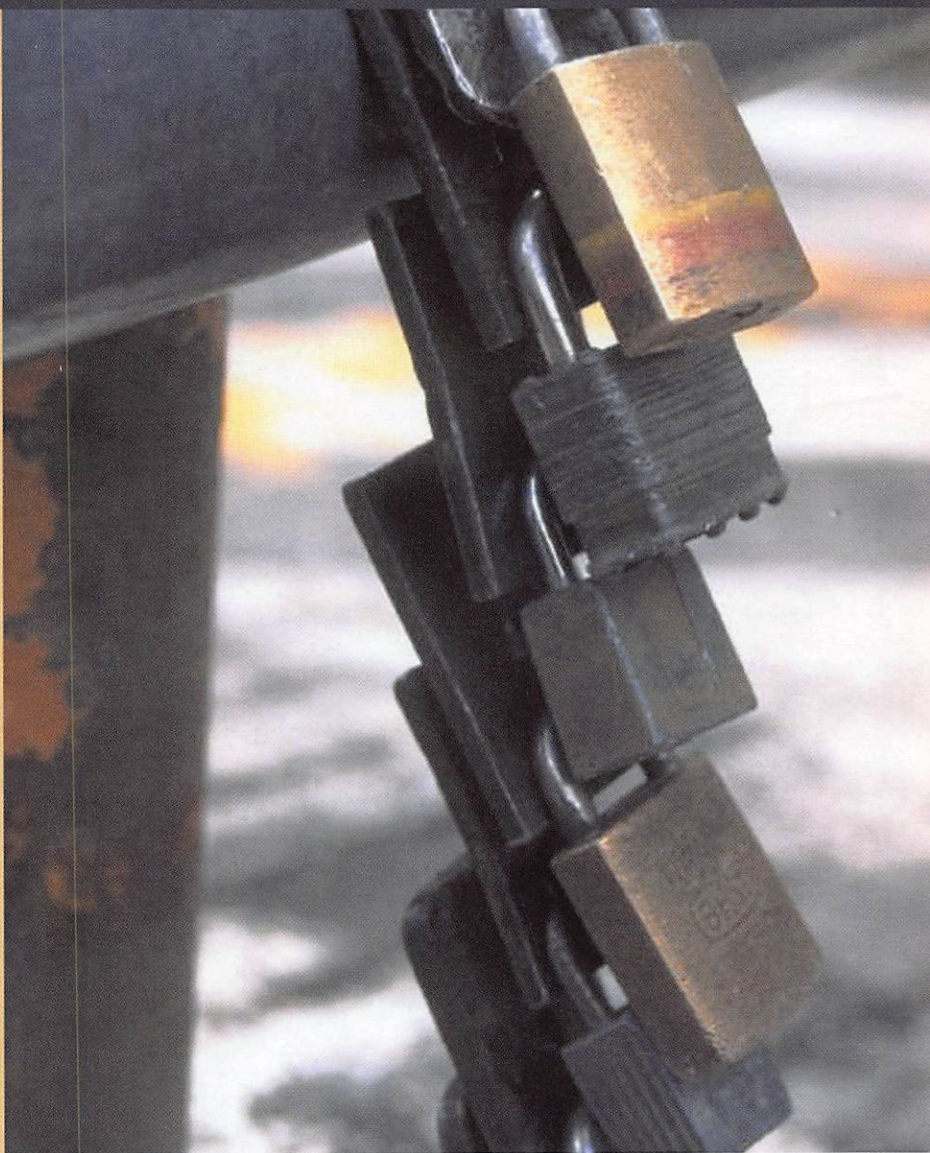
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a Top Secret
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by Eric Costley, CRL

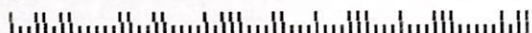


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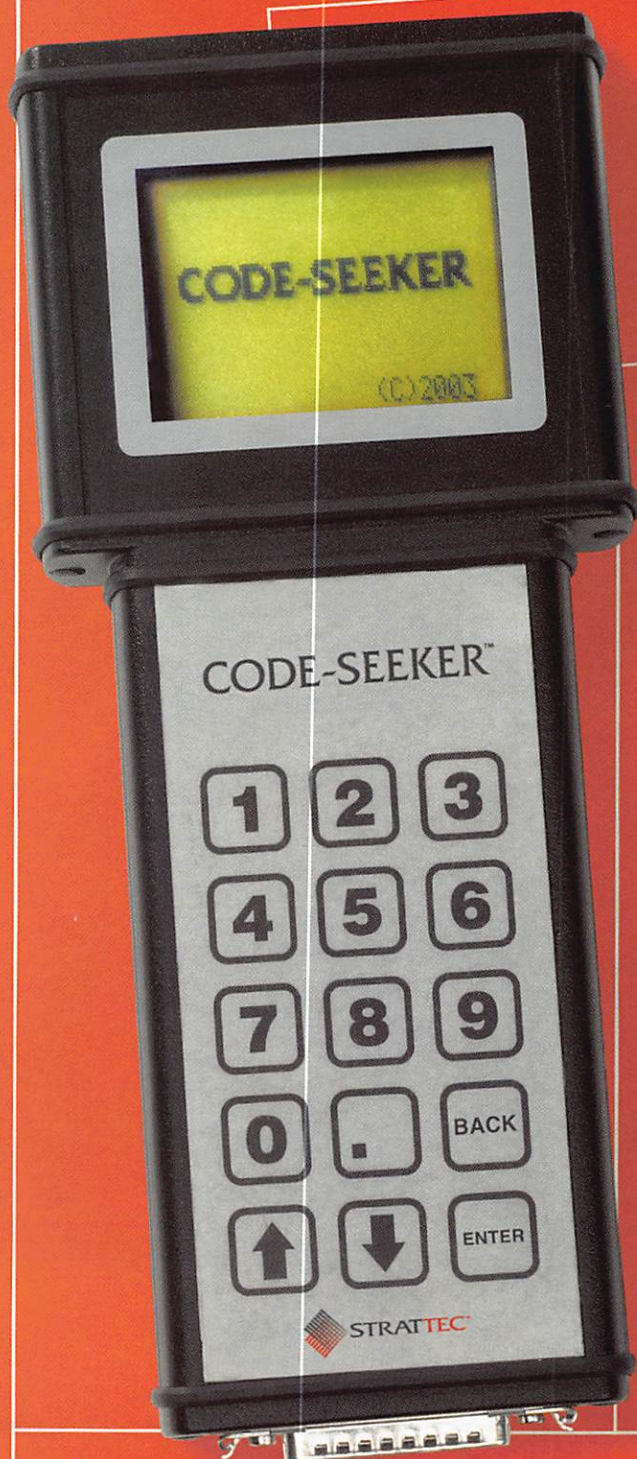
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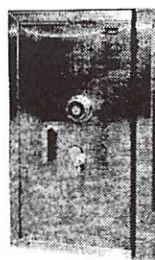


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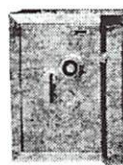
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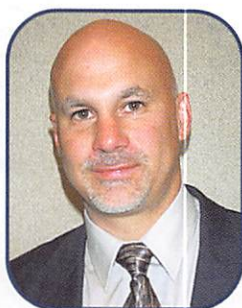
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Dear Members,

The upcoming year holds a great deal of excitement for me. Even-numbered years are when several of the European locksmith associations hold their major conventions, and I have made plans to attend three such conventions. I'll be attending the Associated Locksmiths of Ireland convention in February, the Master Locksmith Association of Great Britain in April, and the European Locksmith Federation Convention in Berlin, in May. I am looking forward to interacting with our European partners and studying the history of our industry.

Locksmithing in Europe is a time-honored and respected trade. This will be my first visit to Europe, and I am interested in observing European apprentice programs, traditions and shop standards for certification. By doing so, I hope to explore ways of improving professionalism and establishing standards for our membership.

This issue of Keynotes is dedicated to specialty locks, and padlocks in particular. As padlock collectors are well aware, the padlock holds a significant position in the history of our trade and is still a mainstay in the security industry. A new monthly feature on antique locks – authored by world-renowned lock historian, A.J. Hoffman, CML – begins in this issue, and will take up the last page of the magazine each month. Other specialty lock areas such as furniture locks, vending locks, luggage locks, etc. provide the locksmith with niche markets and plenty of opportunity for profits.

Read on and learn!

A handwritten signature in cursive script that reads "William L. Young".

William L. Young, CML

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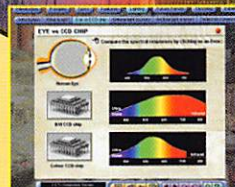
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Specialty Locks

12 **COVER: Authorized Personnel Only!** **Installing an X-08 on a Top Secret Government Door**

Military facilities frown on photographs in their buildings, for any reason. But our team managed to soothe whoever was in charge by promising not to take photos of the contents of the room, but to only photograph the door and the lock as they were installing it. (Even this had to go through channels for approval.) Let's take a peek inside.

By Eric Costley, CRL

16 **GREG'S CORNER: Specialty Locks: Luggage Padlocks and Then Some**

CCL is now manufacturing a couple of padlocks specifically marketed for luggage. Master Lock also produces a luggage padlock. We'll look at decoding the locks for lost or forgotten combinations. These locks retail for under \$7.99. It's hard to justify any time to decode the locks, but it's nice to see the inside just for fun, and occasionally someone will want one opened without damage. Knowing how they operate makes decoding easier. We'll also look at some cabinet locks from Olympus and Keedex, and take a look at the Johnny Latch, from Jake.

By Greg Perry, CML, CPS

22 **SPECIALTY LOCKS: New Key Control From Master**

Master Lock now holds a pending utility patent on a new locking mechanism that is only available to the locksmith and industrial distributor. Called the ML® system – after the profile presented by the end of the new key – this new system includes special features in the key section and keyway that are associated with the secondary locking mechanism. We'll give you an overview of it here.

By Billy B. Edwards Jr., CML

26 **AUTOS: All About Honda**

As one of the most common import vehicles locksmiths service, Honda cars rank right near the top. And right up until the introduction of their transponder-equipped models, they were typically the easiest to service. From 1990 to 2002, the same key code series (5001-8442) and system were used on all Hondas produced or sold in North America. Starting in 2002, while the 5001-8442 series continued to be employed in most of the Honda models, a new high security key and key code series (K001-N718) was introduced.

By Tom Seroogy

30 **SAFES: Safe Servicing and Combination Changing, Part 2**

Servicing and changing combinations on home/office safes and vault doors is a very lucrative part of the locksmithing industry. Though the wave of the future of our industry is electronics, mechanical combination locks are still in abundance in the marketplace and probably always will be. Let us first examine the definition of safes and how the mechanical imperfections work to our advantage as security professionals.

By Jim Hancock, CRL



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Keynotes® (ISSN 0277 0792) is published monthly except for the combined June/July issue by The Associated Locksmiths of America, Inc., 3003 Live Oak St., Dallas, TX 75204-6186. Telephone: (214) 827-1701; FAX (214) 827-1810; e-mail aloea@aloea.org. Subscription rates for members—\$15.00 per year. Periodical class postage paid at Dallas, Texas. POSTMASTER: Send address changes to: Keynotes, 3003 Live Oak St., Dallas, TX 75204-6186. © Copyright 2003, All rights reserved. No part of the contents may be reproduced or reprinted in any form without prior written permission of the publisher.

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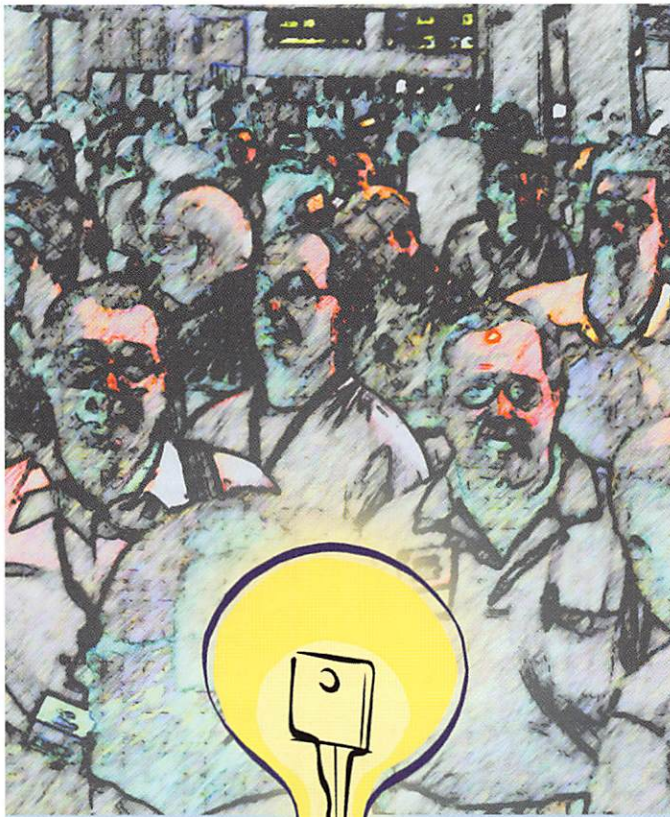
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**Locksmith
Convention 2004**
**Celebrating 20 years of
ELF and interkey**

Berlin, Germany
Estrel-Hotel

May 19-23, 2004



www.elf2004.de



New Membership CD Out Now!

Be on the lookout for your renewal packets in the mail. They contain a jam-packed new CD-ROM ALOA reference tool. The CD contains a fully searchable updated ALOA Membership Directory, the ALOA Bylaws, the ALOA Code of Ethics, ALOA's Technical Standards, PRP information, an ALOA Scholarship Application, an ALOA Membership Application, information on the ALOA Convention and Security Expo, the ALOA Grievance Form, and all sorts of information on special discounts available to all ALOA members. ALOA has never put together a CD-ROM like this before, and we're very excited about delivering something as useful as this to our members' doorsteps. Look for it in the coming weeks!

MEMBERSHIP RENEWAL DEAL!!

Starting in January 2004, all ALOA members who renew for the year will receive a \$15 discount off ClearStar membership (currently \$45). This includes new and renewal memberships with ClearStar. Application must be made through ClearStar: www.security@clearstar.com.

CONTACT YOUR REPRESENTATIVE TODAY REGARDING "The Motor Vehicle Owner's Right to Repair Act" (H.R. 2735)

The Motor Vehicle Owners' Right to Repair Act (HR 2735) was reintroduced in July of 2003. As of this printing, the bill has 76 co-sponsors – but we need more to pass it. Many of you are familiar with the bill, but for those of you who are not:

HR 2735 gives the owner of the vehicle the repair, service and parts replacement information to his own property, this time vehicle. As you know, the car manufacturers have locked us out of many of the ignition systems so that their own car dealers – or the manufacturers themselves – are the only ones who can repair the ignition system, or duplicate keys. We're losing business. And, as new cars become older cars, we'll have even fewer to repair.

We need passage of HR 2735 in to ensure that the car manufacturers release the information we need to duplicate ignition keys and repair the systems. HR 2735 gives jurisdiction to the Federal Trade Commission (FTC) for oversight and enforcement, as well as allowing the FTC to set reasonable user information accessibility fees.

A U.S. Senate Bill is expected to be introduced soon. HR 2735 is now in the U.S. House of Representatives Energy and Commerce Committee.

ALOA needs two action items from you to help pass this bill. First, log on to www.righttorepair.org and send a letter to your U.S. Representative and U.S. Senator asking them to cosponsor HR 2735. Next, it's vitally important for us to keep a paper trail of the keys we have not been able to duplicate, and other ignition systems problems. PLEASE DO NOT THROW AWAY YOUR WORK ORDER IN THE EVENT THAT LACK OF AVAILABLE INFORMATION KEEPS YOU FROM REPAIRING A CUSTOMER'S SYSTEM OR REPLACE THEIR KEY. Instead, copy it and fax it to the ALOA offices, attention Paul Kaniira, at 214/827-1810.

ALOA has been a coalition partner of The Coalition for Auto Repair Equality (CARE) to spearhead the effort to pass this important bill. We can't do it alone; please contact your legislators and fax us those work orders!

Thank you for your support. Don't let locksmiths get locked out of our own business!

ALOA's POSITIVE ID POLICY:

- ALOA locksmiths are instructed to use the following positive identification policy when servicing lockouts:
- Notify Caller. When a call comes in to request lockout services, ask the caller if he/she has identification and authority to open the lock.
- Complete Form. Upon arrival at the job site, the locksmith should complete an Authorization Form that asks for the name, address, phone number, identification number and property description from the customer.
- Verify I.D. Verify the customer's photo-identification card and compare it to the information provided by the customer. If no photo-ID card is available, ask for some other reasonable form of ID.
- Verify Authority. The locksmith should inquire as to what authority the customer has to open the lock, and request to see any reasonable and appropriate evidence that could verify the authority. This may be impossible in some cases.
- Ask for Signature. Ask the customer to sign the Authorization Form, which should contain a statement that (a) the information given by the customer is correct, (b) the customer has the authority to open the lock, and (c) the customer shall identify and hold harmless the locksmith against liability.
- Optional Last Resort. If you have any suspicions that the customer is giving false information or does not have authority to open the lock, say that you will be happy to open the lock provided a law enforcement officer is present. If the customer agrees, call the police; if not, leave.

File the Form. Keep the Authorization Form on file for a reasonable period of time.

New Certifications

Lorenzo White, CRL Detroit, MI 48235

In Memory

James C. Ard, Sr., #1033 a long-time member in good standing of ALOA, recently passed away. He opened Fludd's Security, Inc., in Florence, SC. On behalf of everyone at ALOA, we extend our sympathies to the Ard family.

Let Us Know!

If you have an opinion to offer on ALOA, the state of the industry, or life in general, we want to know about it! Submissions to the "Mailbox" section of Keynotes are printed on a space-available basis. Write to: "Letters to the Editor"; ALOA; 3003 Live Oak Street; Dallas, TX, 75240; FAX 214/827-1810; e-mail: editor@aloea.org.

Need Help?

At ALOA, we want to make sure you are getting as much bang for your membership dues buck as we are able to give you. If you have had problems getting membership services, or have a question regarding member services, please contact Bill Gibson, executive director, at 800/532-2562, or e-mail: charlie@aloea.org.

Key Machine Winner!

Mark R Franko # 11413
A-Franko's Safe & Lock Company
30 Cynthia St
Waggon, LA 70094

Note: Convention package drawing will be held after March 31.



MEMBERSHIP APPLICATION



Welcome to the Associated Locksmiths of America, Inc., an association for persons involved in the security industry as locksmiths, security consultants, educators, manufacturers and distributors.

To apply for membership, please complete this application and submit it with the dues for the current year, and your business card, company letterhead, or other suitable proof of employment.

All of the following questions **MUST** be answered before this application may be processed. Please type or print.

TYPE OF MEMBERSHIP

Please check only one.

☐ ACTIVE MEMBERSHIP

Individuals actively engaged in supplying, servicing, or installing security hardware for a period of not less than two years.

☐ APPRENTICE MEMBERSHIP

Individuals who are in initial training and meet all the requirements for Active Membership except for the length of time in the security industry.

☐ ALLIED MEMBERSHIP

Individuals whose position in the security industry relates to the aims, policies and promotion of the locksmith and his/her craft.

APPLICATION AND FEES

A \$50 application fee, appropriate annual dues, and your business card, company letterhead, or suitable proof of employment must accompany this application. Your second year's dues will be prorated based on the date your application was received by ALOA.

FINAL CHECKLIST

☐ Application Fee U.S. Dollars
50.00

ANNUAL DUES STRUCTURE

- ☐ Active/Allied Member 155.00
U.S. + U.S. Territories
(PR, VI, Guam)
- ☐ Active/Allied Member 130.00
Non U.S. Resident or
Non U.S. Territories
- ☐ Apprentice Member 80.00
U.S. and International

OTHER FEES

- ☐ Canadian Air Mail 20.00
- ☐ Overseas Air Mail 50.00
- Total Enclosed _____

CANDIDATE (PLEASE TYPE OR PRINT)

Name ☐ Mr. ☐ Mrs. ☐ Ms.

Business Name

Mailing Address

City State Zip Code Country

Work Phone Home Phone Fax

Email Address Website

Date of Birth Social Security Number

Directory Address (if different than mailing address)

City State Zip Code Country

☐ Do Not List in Directory

PROFESSIONAL INFORMATION

1. Are you a...
☐ Sole Owner ☐ Corporate Officer
☐ Partner ☐ Employee ☐ Student

2. Are you currently employed in the security industry?
☐ no ☐ yes, years _____

3. How did you learn locksmithing or security work?

4. ALOA Sponsor

Sponsor's ALOA Number _____

Please note, if you are sponsored by an ALOA member, your application will be immediately processed with a 90-day probation period. Otherwise, final processing takes up to 120 days.

5. Names and addresses of two industry-related references (required):

Name _____

Address _____

Name _____

Address _____

6. IMPORTANT: Have you ever been convicted of a felony? ☐ No ☐ Yes

If yes, please give details on a separate sheet. All felonies are reported to the Membership Department for review.

METHOD OF PAYMENT

☐ Check ☐ MasterCard ☐ Visa ☐ Discover ☐ American Express

Card Number Expiration Date

Please print name as it appears on card

Cardholder's Signature

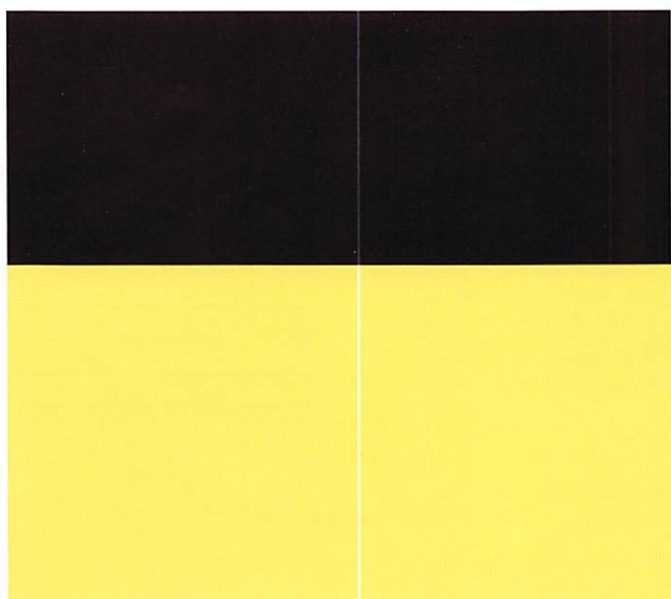
I certify that all statements are true and, if accepted as a member, I agree to abide by the rules, regulations, and Bylaws of ALOA, and further agree to adopt the Code of Ethics of ALOA as my own, and adhere to it to the best of my ability. Should my membership be discontinued, I agree to return my membership card, and cease use of all ALOA insignia.

Signature

Date

**Return to
ALOA**

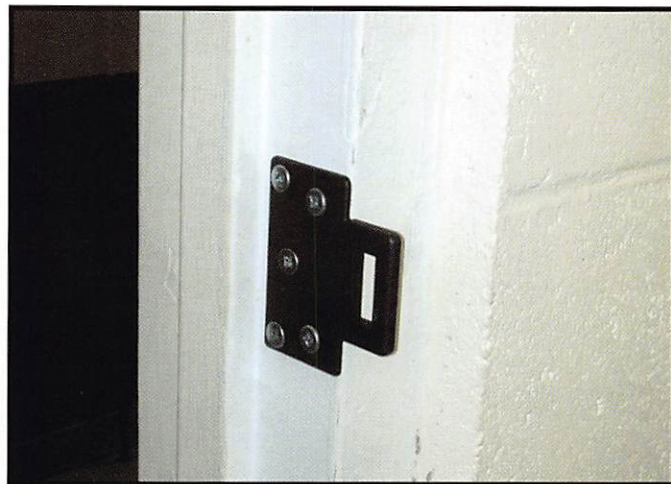
**3003 Live Oak Street
Dallas, TX 75204-6185
(214)827-1701**



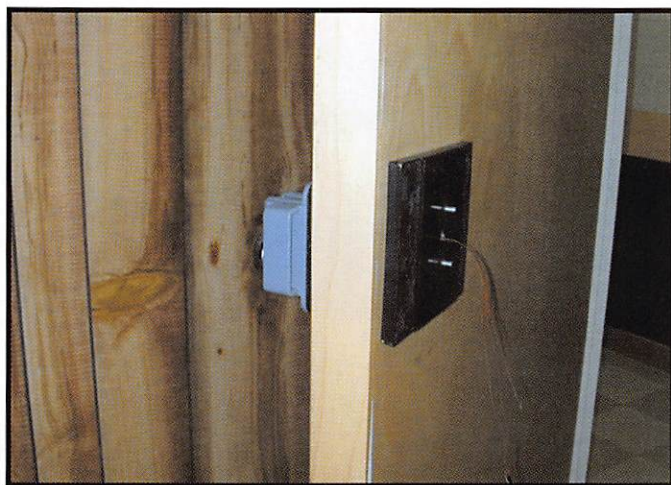
Installing the CD-Xo8

By Eric Costley, CRL

If you've ever done work for the government, you know the drill: Make four copies of the invoice, mark one "original," throw one in the trash, put an "X" in the birthday box and wait 120 days for payment. (Note: Offer them a .5 percent discount for payment in the next 10 days and they HAVE to take it; it's a government thing.) Anyway, fortunately for me, I got to sit on the sidelines for this one. Mark Fuller, CPL, and Hank Fuller, CRL, had the joy of this adventure. I am indebted to them for the few pictures they managed to snap and for the "inside dope" that makes up the majority of this article.



The CD-X-08 is a product that not many of us get to see: The \$1700-plus U.S. cost intimidates all but those who must have such a product to meet government specifications for their particular application. Also, the CD-X-08 has now been replaced with the CD-X-09, and were it not for the difference in the color of the dial ring and dial, you probably wouldn't notice any difference. (I'm sure that some government "spook" somewhere knows exactly what the difference is and why the actual upgrade took place, but of course, they're not talking.)



I mentioned earlier the lack of extensive photography for a reason: Evidently, military facilities frown on photographs in their buildings, for any reason. Mark and Hank managed to soothe whoever was in charge by promising not to take photos of the contents of the room, but to only photograph the door and the lock as they were installing it. (Even this had to go through channels for approval.) In an effort to maintain some semblance of security, I will refrain from any further mention of where this lock was actually installed. And when. And for what reason.

The lock was to be installed on a solid wooden door with a metal frame. The lock was on site when my employers arrived, and the installation became a "carry out only what you carry in" affair. Even the cardboard box was left behind, so I can only describe for you some of the aspects of the installation that didn't manage to get photographed.

Photo 1 shows the door in question with a lever set installed, and the ominous "Authorized Personnel Only" sign. After a brief look at the door, frame, lock, templates and instructions, Mark and Hank decided that the installation would be fairly quick and easy. The mounting of the strike plate to the frame became the first order of business (Photo 2), and then the template came into play to mark for the actual lock mounting holes.

Only five holes are required to mount this lock: four to bolt the lock through the door, and one to accommodate the spindle and wires. The four holes that mount the lock to the door (to the required hardplate



for this application, which adds another \$300 or so to the price of the lock) require only quarter-inch holes. The hole for the spindle assembly and wires calls for a “3/8 inch or larger” hole; this means that installation on a fire-rated door is perfectly within the required specifications. Photo 3 shows the external hardplate installed and the inside lock body, with the wiring extending through the front of the door.

Here we need to pause. There are two tubes that go from the lock body through the door to the dial. The inner tube contains the spindle itself, which powers up the lock and retracts the bolt. The external tube houses the wires that transfer the energy of the spinning dial into an electrical signal, which generates the electricity necessary to power up the lock.

For those of you who might not know, one of the trademarks of the Kaba Mas line, (formerly Mas Hamilton,) is the fact that these locks require no external power source; that means no batteries! The basic principle of the Kaba Mas line, since its inception, was to generate the electricity required to operate the lock simply by spinning the dial. For those of you who are as old as I refuse to admit to being, the following scenario might cause a nostalgic flashback.

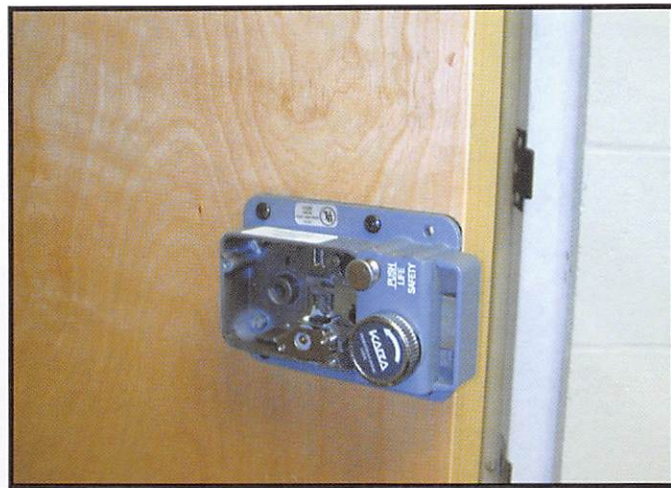
My first bike had a wonderful headlight that was operated by means of what we referred to as a “magneto,” a primitive generator. The wheel of the generator leaned against the tire of the bicycle, and the faster you pedaled, the brighter the light would shine. As you coasted to a complete stop, the light would fade, eventually dimming to complete darkness. What was the brilliance of this idea? No batteries! Despite my obvious ties to S&G, I have to give a thumbs up to this innovation, and the fact that it has been out in the field, working, and is now required in some government applications proves that the innovation has proven itself. But I digress.

There are a few quirks involved in the installation of an X-o8, (or the subsequent X-o9,) that the “Average Joe” should know. (Why do I say this? Because I AM an Average Joe!) First of all, with “quirks” come

“perks.” The X-o8 comes with a few tools that make the job a little easier. There is a saw in the package for cutting off the tubes that extend from the lock body to the external dial, as well as a nice deburring tool that takes any rough edges off of these tubes, so that the wires don’t scrub against any nasty edges that might cause an electrical short. In addition, when you go to cut the tubes that go through the door to the proper length, there’s a rubber holder for the tubes that fits nicely in your vice, so that you don’t crush or distort the tubes while you are cutting them to the proper length.

Cutting these tubes to length, by the way, is critical. The wire/spindle tubes and the spindle must be either flush or “slightly less” than flush with the lock body so that the geared cam drive can be installed properly. The geared cam is tightened onto the spindle with two set screws, and over this, the dial is permanently snapped on. One gem of knowledge that my esteemed employers conveyed is that you don’t install the dial until you’ve tested the lock! Evidently, the instruction manual tells you to install the dial and then test the lock. Unfortunately, the dial cannot be removed without ruining it! The geared dial hub is plenty enough to test the lock with, so go ahead and do this ahead of time, saving you a headache and a potential liability. Once the dial is snapped on, you’re committed, so don’t forget: Test the lock FIRST!

Another thing about the X-o8 is if you need to remove the back cover (and this by the way is LOBC, or “locked on by combination”), make sure to take the cover off straight and directly perpendicular to the lock body. Lockmasters makes a special tool to make this effortless; evidently, one could easily cause damage to the lock if the cover is removed improperly.



A few closing thoughts, concerning the operation of the lock: The LCD display on the face of the external dial ring is difficult to read, even if you’re the one standing directly over it! (Hey, it’s government, right? No surreptitious spying is a good thing!) A special tool – again, included in the box – is required for changing the combination or function of the lock.

Beyond the basic information that I’ve supplied here, I would suggest that anyone dealing with such a beast, and requiring additional information, contact either Lockmasters or the manufacturer. There is quite a bit of information available for download from various Internet sites as well. As I would always recommend when installing or servicing something unusual? Take photos, get some documentation, and cover your butt so that it doesn’t come back to bite you! Happy Installations!

About the Author: Eric Costley, CRL, has been active in the locksmith industry since 1980. He has a bachelor's degree from Gardner-Webb University, and has worked in shops in Arizona, North Carolina, and New York. He is currently employed by Bill's Locksmithing in Elmira, New York. Eric's hobbies include music and raising tarantulas.

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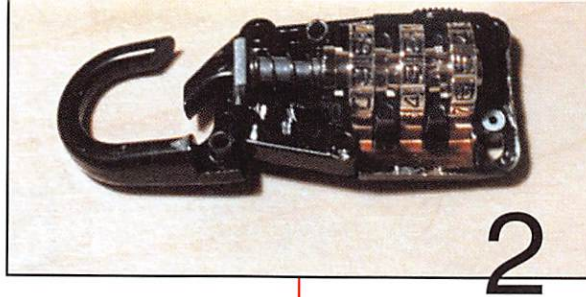
Specialty Locks: Luggage Padlocks and Then Some

By Greg Perry, CML, CPS

CCL is now manufacturing a couple of padlocks specifically marketed for luggage. Master Lock also produces a luggage padlock. The three locks and a Prestoseal can be seen in photo 1. Let's take a look at all three, inside and out. We'll look at decoding the locks for lost or forgotten combinations. These locks retail for under \$7.99. It's hard to justify any time to decode the locks, but it's nice to see the inside just for fun, and occasionally someone will want one opened without damage. Knowing how they operate makes decoding easier.

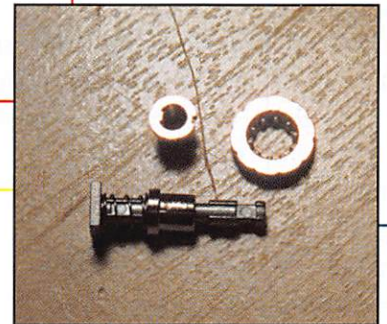
First is the Prestolock, model 2405. This is a three-dial combination padlock, and it also comes with a couple of Prestoseals. A Prestoseal is a plastic loop device that is a one-way seal. It is similar to a ty-wrap with a flag. These locks look and feel like most Prestolocks; they also decode like many of the three-wheel combination locks. Looking beside the wheel on the side away from the shackle (with a bright light, and for some of us, magnification), we can see the inner hub. Photo 2 starts our look inside. Photo 3 shows the hub is keyed on the inside; when the inner key or pin is lined up with the slot on the shaft, the shaft will slide through the hub. The outside diameter of the hub has a slot or notch cut in it. It also has two pins that align or key inside the number wheel.

Changing the position of the number wheel to the hub is how the combination is changed. The important part is the notch cut into the hub. It is 180 degrees (or 5 numbers) different from the keyed pin



2

on the inside. Once we can see the notch on each wheel, the lock is open. Line all three wheels up and add five to the combination displayed to open the lock. This is similar to the change hub of an S&G combination safe lock wheel; the change hub is

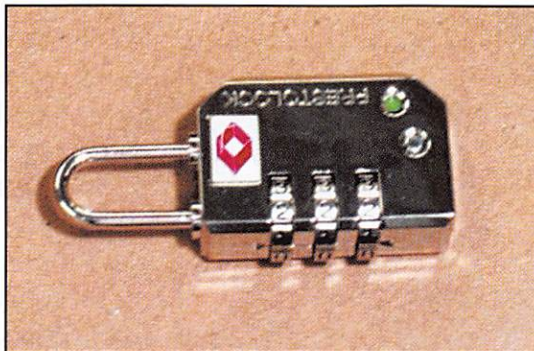


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180 degrees away from the wheel gate. Changing the combination does not change the relationship of the change hub to the gate. Changing the number wheel on a Prestolock does not change the inner hub. The change slide on these locks simply dis-

wheel from the inner hub. You can now turn the number wheels to a new combination. When you slide it back, the orientation between the hub and the number wheel is changed.

SearchAlert is a brand new padlock (seen in photo 4) designed to allow the TSA (Transportation Security Administration) to open the padlock without damage. It has a couple of unique features. First is the ability for the TSA to open the padlock with a "SearchAlert secured access device," or key. This lock is labeled TSA 04, as seen in photo 5. I'm not sure



4

whether there is a TSA 1, 2, or 3, but the first luggage key I tried off our keyboard turned and released the shackle. The second unique feature is

the indicator; it changes from green to red if the lock is opened with the key. The red indicator can be seen in photo 6. The inner mechanism seen

in photo 7 has some similarities to the inner workings of a Prestolock with several differences. The first difference is that the shackle is the wheel shaft.

Second, as seen in photo 8, is the gate

on the gears, or inner hub,

is on the outside of the hub. The gates can be

seen as you look beside

the wheels on the side

away from the shackle.

There is a gear tooth

missing on the gear.

Again, it

helps to have

a strong light

and magnification.

Once you have all

three gates

aligned, add

five to the

numbers displayed to open the lock. The three

fence legs enter the gates as you pull up on the shackle. The fence looks like back-to-back capital E's. The middle leg opposite the fence is threaded. The key is used to turn a nut to pull

away or disengage the fence from the hub

gears, allowing the shackle to pull out. At the

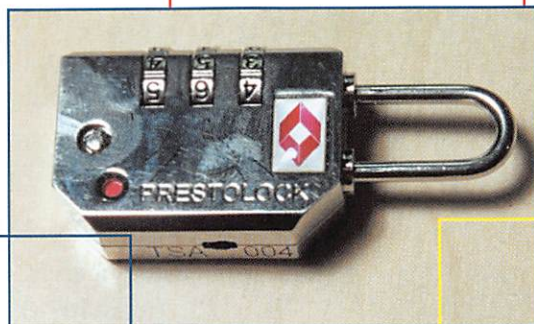
same time, as it is pulled away from the gears, a tab on



5

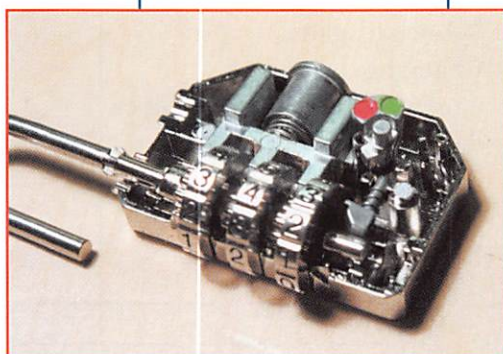
the bottom trips the indicator, moving it from green to red. The lock stays unlocked until the key is used to turn it back to the engaged, or locked, position.

Resetting the indicator to green requires opening the lock with the combination, turning the shackle 180 degrees and pushing the shackle in to the stop.



6

Next on our list is the luggage lock from Master. It operates similar to the Prestolock, dial 3 numbers and push in on the

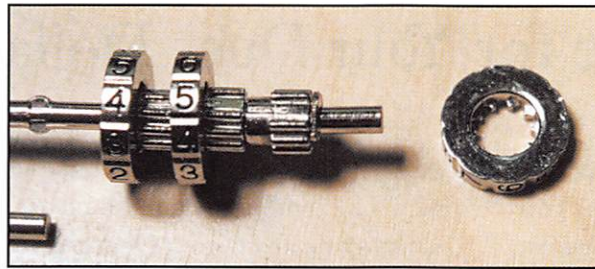


7

keeper. The difference is the wheels are in a flat plane to the lock instead of perpendicular. The wheels do not encircle a single shaft. Instead they each turn on their own shafts. Looking inside in photo 9 we see how the lock operates. Each wheel is comprised of three parts that can be seen in photo

10. First is the number wheel, next is the hub and lastly, a spring to keep the two other pieces together. The gates align to the shackle side of the lock to allow the green plastic slide to be pushed down into the hubs to open the lock. Like the Prestolock and SearchAlert locks, the hubs have the gates, and changing the combination is

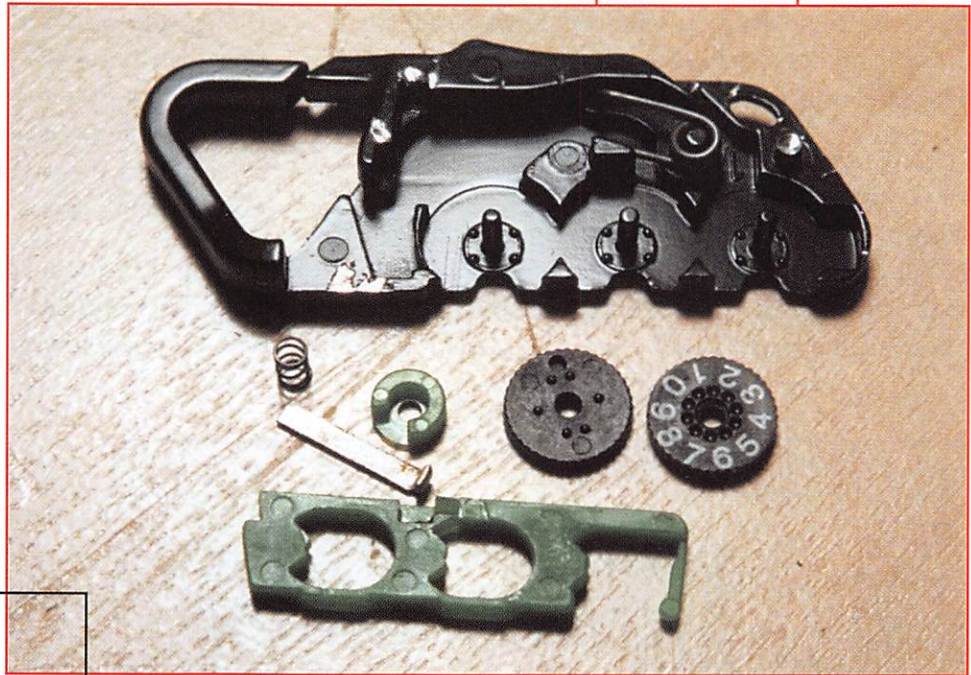
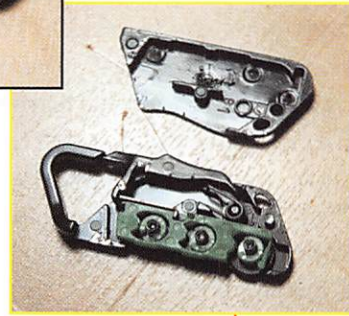
8



accomplished by moving the number wheel while holding the hub in place. The Master lock requires the shackle to be held open as you spin the number wheels to reset the combination. Opening a Master is made easier by the contrast of the spring seen below the hub in the gate opening. The gate can be seen below the number wheel in three different number locations. For example, if the combination is set on zero, the gate can be seen on numbers, six, seven, and eight. The middle number is easiest for seeing the gate and the spring beneath it. Align all three hubs to the same middle location, and then add three numbers to open the lock.

These locks, although inexpensive and generally easy to open, are produced in large quantities, meaning you'll likely see them in your shop with lost or forgotten combinations. Learning how easy they are to decode can add a few dollars to your cash register.

9



10

More for Your Dues Dollar ...

A few new products have come out since the ALOA convention in Las Vegas last summer, when I wrote my last article on new products. Let's look at them, and a couple of other products that have been on the market for a while. We'll look at a couple of cabinet lock goodies, one from Keedex and the other from Olympus. Finally we'll install a Johnny Latch by Jake.

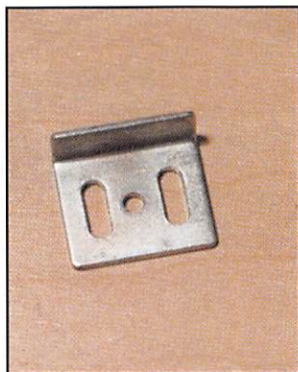
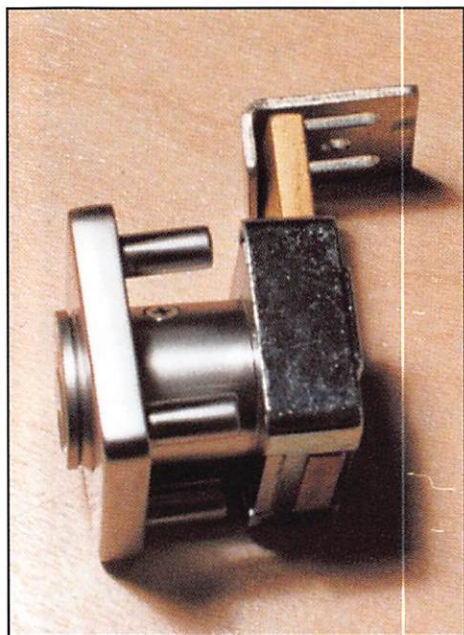
Keedex, the maker of many labor-saving tools and parts, has made our lives a little easier with a cabinet lock strike. I've made similar strikes in the field out of aluminum angle; however, the time spent making them is not always cost effective. This strike has two slots for adjustment and a center screw hole to lock the strike in position. It will work with cam locks, drawer and desk locks; the part number is: BRCAM. They are available in packs of two.

Next up are a couple of time savers from Olympus. Have you ever splintered the front of a nice oak desk drawer (or other fine cabinet) as you were drilling to install a cabinet lock? Or, have you ever felt the need to provide a better mount on particleboard? Olympus has come out with the ETS line of outside reinforcing

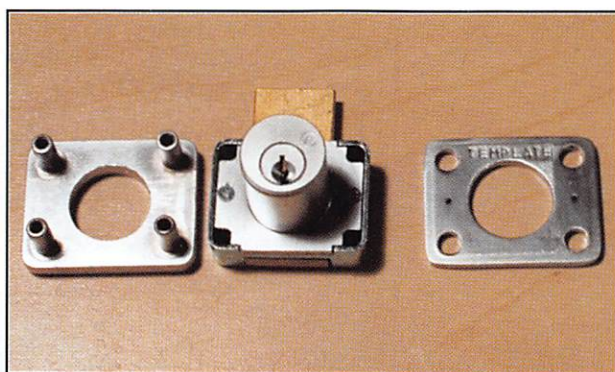
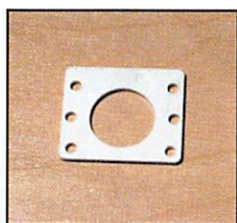
escutcheons and drill guide templates for better accuracy. The templates can also be used as spacers. Another product from Olympus we've been using for years is the white plastic WP21 spacer. They come in handy to space locks away from the door or drawer. They're very inexpensive and save time by eliminating the need to make your own; Olympus also makes a larger one for use with the large size drawer locks.

The Johnny Latch by Jake has been on the market for a few years. Recently, a church called; it seems the pastor doesn't like being walked in on while -- shall we say -- "indisposed" in the bathroom stall. They wanted a new lock on the bathroom stall door, now! I looked for a name on the bathroom hardware; of course, the manufacturer was not proud enough of their work to sign it. I contacted Lockmasters, who now distributes the Johnny Latch. This product claims to work on any bathroom stall door. Opening the package revealed six aluminum parts and two screw packs. Also available are adapter plates for covering holes in doors from the old hardware.

The lever is attached to the inside escutcheon first after determining the hand and swing of the door. The inner and outer escutcheons look identical,



Keedex, the maker of many labor-saving tools and parts, has made our lives a little easier with a cabinet lock strike.



Olympus has come out with the ETS line of outside reinforcing escutcheons and drill guide templates for better accuracy.

except one has double-sided tape on the backside. The instructions don't mention which one to use first, so you need to look at the pictures to see that the escutcheon without the tape is used with the lever on the inside. Since this is an out-swing door, the outer escutcheon is attached aligning the notches on the plate with the edge of the door using the double-sided tape. Next, five 7/8-inch holes are drilled through the door, and the center hole is enlarged to 7/16-inch to allow clearance for the nut from inside lever bolt. Assemble the inside lever and escutcheon to the door and outside escutcheon with the binder posts (small through bolts) and the inside screws.

Next, install the strike/keeper using the 3 included round head screws. In this case the lever did not have enough clearance once the strike was installed. The lever assembly needed an additional washer added between the lever and the inside escutcheon. I also tightened the nut a little more, for tension. Once the lever assembly was reinstalled, it still bound on the

middle screw, requiring the use of a flathead screw and binder post. Total install time was about 30 minutes. The Johnny Latch by Jake is a unique product that fills a niche of parts not normally available to the locksmith market. To fit on all the different configurations, it comes with a few extra parts. It might take a few minutes to figure out which parts are needed from the assortment. Their web site, www.johnny-latch.com offers more instructions; however, on-the-job web sites are not often available.

None of these products is going to make you rich, but each can add to your bottom line and sometimes save you a significant amount of time. Until next time ...

About the Author: Greg Perry, CML, CPS, has been in the locksmith industry for 20 years. He's spent half of that time as a field technician for Security Engineering in Ridgecrest, CA. Greg is also a past president of the Desert Counties Chapter of the California Locksmiths Association. He has also won the 2002 and 2003 Keynotes Author of the Year Award. You can e-mail him at glmperry@iwwisp.com.



The Johnny Latch by Jake has been on the market for a few years.



New Key Control from Master

By Billy B. Edwards Jr., CML

Master Lock now holds a pending utility patent on a new locking mechanism that is only available to the locksmith and industrial distributor. Called the ML® system -- after the profile presented by the end of the new key -- this new system includes special features in the key section and keyway that are associated with the secondary locking mechanism. That association will extend the utility patent protection to the key blanks, as soon as it is issued.

A four-pin or a six-pin cylinder is available, and the secondary mechanism basically offers a way to multiply the number of available keys. The secondary locking mechanism consists of four 3/32-inch ball bearings, (two on each side of the key), that interact with the key in a specific way. Each bitting combination for the secondary mechanism will be used as a virtual keyway, and only made available to certain geographic areas. In conjunction with each actual six-pin keyway there are 110 virtual keyways. To meet the needs of the marketplace, those virtual keyways will be used to accomplish four levels of key control.

Level 1

A single generic virtual keyway known as EL will be available for locksmiths whose customers want the ability to have keys made by any locksmith, but nowhere else. Anyone with a key can approach any locksmith to have a duplicate made without restriction. Designed to make service a locksmith-only situation.

Level 2

A selection of virtual keyways will be made available to locksmiths who are willing to make a contractual key cutting commitment with the distributor and Master Lock. The agreement has the typical requirements for key control programs, such as record keeping, not cutting keys for locks sold by others, etc. It is designed for end users who want only their local lock-

smith to have the ability to provide controlled local service and to duplicate keys. An ID number is assigned to the locksmith and stamped by Master on all key blanks.

Level 3

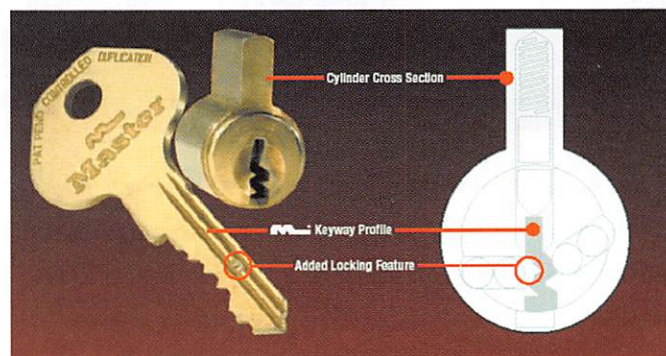
This level of control is for the institutional end user who actually has a locksmith on-staff. A contractual agreement is required with Master Lock regarding the key control aspects and access to key blanks for the virtual keyway assigned. This level is designed for end users who want key cutting capabilities available in-house only. An ID number is assigned to the locksmith and stamped by Master on all key blanks.

Level 4

This level of control involves virtual keyways that are factory controlled, and blanks will never be sold. Designed primarily for the end user who doesn't want any local capability for key cutting.



In photo 1, you can see what how the mechanism



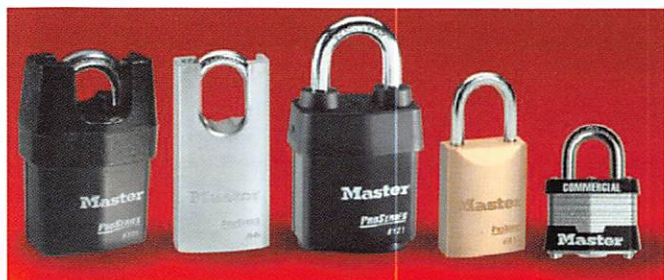
looks. Servicing of the cylinder is typically the same as it has always been, with three exceptions:

1. You need to be careful to not lose ball bearings when you follow the plug out of the shell. The ball bearings are not staked in place.

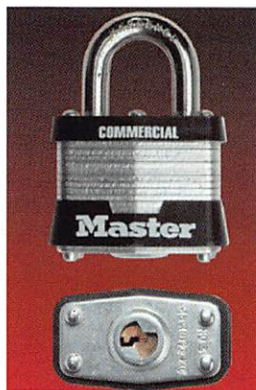
2. Because the ball bearings need a slot in the shell to allow key withdrawal, it isn't possible to rekey using the service holes on the bottom of the shell.
3. When Master Keying the new cylinders, a number one master pin cannot be used. The ball bearing slots in the shell would allow a number one master pin to leave the plug and jam the lock trapping the key.

Master Lock Co. has a MK system generating service available if you don't want to or can't generate your own systems. Master will generate a system for you and supply an electronic copy of it for your use. Master will not retain a copy of the system.

All biting specifications are the same as for the ProSeries® 6000 and 7000 keys with the round back keys. All keying may be accomplished using the current 291-pin kit. The ML® series cylinders are available in the full range of Master Lock commercial padlocks to help you satisfy the requirements of your customers.



If you would like to order just the ball bearings to supplement your current pinning kit, the part number 296-0200 will get you a bag of 200.



What Else is New from Master?

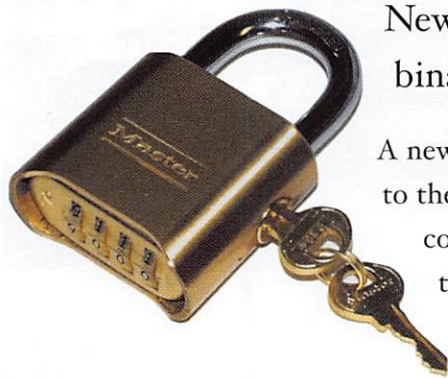
Master Lock Co. has made some changes to their laminated padlocks, which are sold only through locksmith and industrial distribution. You won't see this new style of laminated lock in a retail outlet

unless it is a locksmith shop. The lock numbers 1, 3, 5, 11, 15, 17, 21, 25, 27, 31 and 81 have been upgraded to a new version. If you want the old versions, they are only available as a retail product now that the running change has been accomplished for each model. Three important new features have been added to these locks to eliminate problems some customers may have been having.

First, even though Master padlocks have had plastic bumpers on them for more than 20 years, there are still applications where the top of the padlock body can scratch a painted surface. The new double bumper lock should eliminate that problem.

Second, the advent of the 18v portable drill has changed the difficulty level of drilling a laminated padlock; the second new feature should slow that drilling down again. The bottom plate of the lock has been replaced with one that has an hourglass keyhole. The new bottom plate has also been hardened, and the MSRP for these new 1, 3 and 5 locks is only one thin dime more than the retail version without the features.

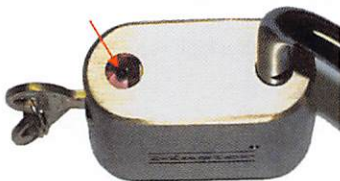
Third, in the past, a destructive method of defeat has been to chisel off the rivet heads, pry the bottom plate off and remove the cylinder to access the bolt. The upgraded Commercial version has greatly improved resistance to those who would try to chisel off the rivet heads. They are countersunk into the bottom plate so that even if the head is attacked with a chisel the rivet will hold the bottom plate onto the body.



New news in combination locks

A new feature applied to the 175 resettable combination lock that has proven popular is the independent

key override. This new model is called the 176 and the override cylinder is compatible with our standard number 7 key.

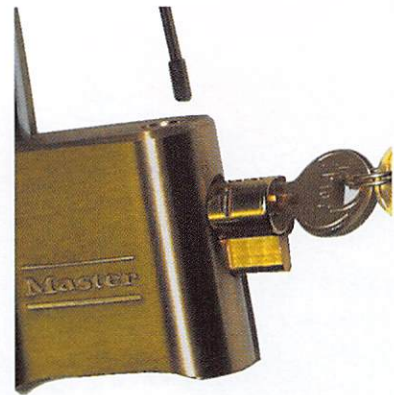


The 176 may be ordered keyed to an existing key code or rekeyed in the field. The cylinder is mounted with a hex set screw that takes a 1.5mm

wrench. It can be found in the toe side shackle hole. To remove the cylinder for rekeying, first remove that set screw, then turn the cylinder plug and pull. The cylinder with its long tail plug will come out of the body easily and may be rekeyed through the service

holes in the bottom of the shell. To replace the cylinder, just turn the key and insert and then restore the set screw.

This cylinder may be rekeyed using our 291 pinning



kit. It is compatible with the number 7 cylinders used in our gun locks, 7 and 8 padlocks, the new mini Python and 185 locks and may be rekeyed to any of their key codes.

About the Author: Mr. Edwards is the Key Records Manager for Master Lock Co. and has an extensive locksmith background. He is also the Chairman of the LIST Council and a past recipient of the coveted Philadelphia award. He has taught many factory certified training classes in the past and is now teaching for Master Lock Co. as well, check with your distributor or association for class availability.



1. The Honda was once one of the easiest import vehicles for which to generate keys. Since the addition of transponders and a high security key system, the challenges for generating keys has increased.

All About Hondas

By Tom Seroogy

As one of the most common import vehicles locksmiths service, Honda cars rank right near the top. And right up until the introduction of their transponder-equipped models, they were typically the easiest to service (photo 1).

From 1990 to 2002, the same key code series (5001-8442) and system were used on all Hondas produced or sold in North America. Starting in 2002, while the 5001-8442 series continued to be employed in most of the Honda models, a new high security key and key code series (K001-N718) was introduced.

Of course, the 1997 introduction of transponders made key generation just a bit more difficult. Originally, purchasing the Honda's original equipment scan tool, the PGM, was the only available solution. On top of purchasing a tool that was not only expensive but also difficult to acquire, a four-digit PIN number was (and still is) required. Needless to say, establishing and maintaining a good relationship with the nearest Honda dealer was essential for generating keys on these cars.

Fortunately, a couple of aftermarket machines for creating and programming keys into the transponder-equipped Honda – the SDD manufactured by Ilco, and the T-Code offered by Auto Security Products – are not available to locksmiths. Both manufacturers also offer methods for determining the PIN number based on the VIN number of each vehicle. The SDD bypasses the PIN number, making the whole PIN requirement invisible to the locksmith.

The Keys

While not overly complicated, this new venture into high security is just another sign of the change in automotive key system trends in North America. The new Honda system is an external four-track system, using six spaces and eight depths (photo 2). Still, as common as this high security key may seem, Honda seemed to go to great lengths to complicate the cutting of the key.

When laid flat, the key includes a left and a right side, each with six spaces for a total of 12, or 24 total cuts, if you include both surfaces of the key. Instead of simply using numbers, Honda has assigned a letter to each of the 12 cuts.

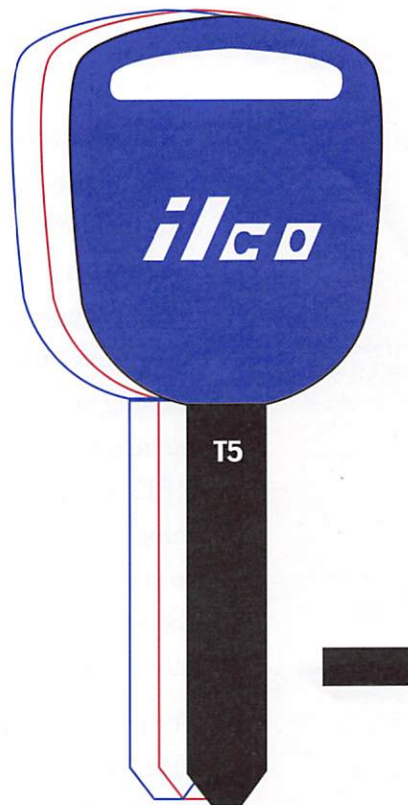
The tip cut on each side of the key has been labeled “X.” If the bitting from the key code is a 1 depth, the “X” position is a 1. If the depth assigned to this position is 2, the actual depth to be cut is 3.

The fifth cut on the left side is assigned “M/S,” whose depth determines whether the key is a Master or Submaster (valet). If it’s a master key, the depth in this position is a 5 depth; for a valet, the depth of this position is a 2.

To complete their design on confusion, they throw in the “A” space. If the code calls for a 1 depth in this position, the actual cut is a 3. If the code calls for a 2 depth, the actual depth is a 5.

Transponder Systems

Since 1997, Honda has introduced four different transponder systems, each appropriately named Type 1, Type 2, Type 3 and Type 4. Following are various



2. The new Honda High Security key blank.



3. The Honda Type 1 system is probably the most difficult Honda system with which to work. Generating new keys requires a new module, a RED program key and an accompanying set of programmed keys.

CODE SERIES: K001-
N708

SYSTEM TYPE: Internal
4-Track

KEY BLANK: Ilco –
HO01T5
Silca –
HON66
GP

STOP: Tip

See following slide for
description of key code
use and tumbler place-
ment.

NOTES:

This system uses split
wafers. Use caution
when picking or impres-
sioning.

Honda uses letters to
represent the individual
spaces of the key.
Starting from the bow
they are:

Left – E D C B M/S X

Right – J H G F A X

Positions J, H, G, F, E, D,
C, B use depths 1 to
6, and are displayed
directly in the biting of
the key code.

The depths shown in
the biting for positions
X, A and M/S, however,
represent special cuts
that are interpreted as
follows:

X POSITION

If X is a 1, cut to an
actual depth of 1.

If X is a 2, cut to an
actual depth of 3.

A POSITION

If A is a 1, cut to an
actual depth of 3.

If A is a 2, cut to an
actual depth of 5.

M/S POSITION
(Master/Sub or
Valet Cut)

M (Master) is always a
5 depth.

S (Sub or Valet) is
always a 2 depth.

types and what's needed for key pro-
gramming. Type 1

1997-2002 Prelude

Of all immobilizer systems, Type 1 cre-
ates the greatest challenges for the lock-
smith. These vehicles are originally pro-
vided with a set of operating keys, plus a
RED program key. If either of the oper-
ating keys or the RED program key are
missing, a new immobilizer module must
be installed. As a word of warning: The
RED program key is used for program-
ming only, and must never be used to try
to start the vehicle. Doing so damages
the immobilizer, requiring its replace-
ment (photo 3).

For those locksmiths already doing (or
planning on doing) Toyota/Lexus module
programming, the MCP (Multipurpose
Chip Programmer) offered by
AmericanAutoLock.com also offers the
capability of programming the Honda
immobilizer on the Type 1 system, elimi-
nating the need to purchase a new one.
Their link can be found on the web at
www.americanautolock.com, or you can
call them toll free at 800/860-5625
(Photo 4).

Programming new keys
for these vehicles
requires a new module
with replacement keys
and a RED program
key, or an MCP for
reprogramming the
original immobilizer, a
replacement RED pro-
gram key and an origi-
nal key blank. Because
the RED program key
must match the immo-

Spacing & Depths

TIP		
#	Space	Depth
1	.724	.311
2	.604	.297
3	.484	.283
4	.364	.269
5	.244	.254
6	.161	.240
BOW		

bilizer, when using the MCP to repro-
gram the original immobilizer requires
acquiring a pre-programmed RED pro-
gram key from AmericanAutoLock.com.
This key is designed to match the key
data input into the immobilizer, and is
easily duplicated using cloneable after-
market key blanks and Ilco's RW2 or
Jet's ETD1 (photo 5).

Tumbler Placement

TIP				
Left	Honda	Space	Honda	Right
*	X	6	X	*
*	M/S	5	A	*
IDG	B	4	F	IDG
IDG	C	3	G	IDG
IDG	D	2	H	IDG
I	E	1	J	ID
BOW				

* See notes at left

Type 2 and Type 3

1998-2002 Accords • 2001+ Civic

1998-2000 Odysseys • 2000 Insight 2000 S2000

For all intents and purposes, the key Programming on the Type 2 and Type 3 Honda vehicles is virtually identical, offering only minor variations in the maximum number of programmed keys and other less frequently-used key programming functions that are only available using the original equipment PGM scan tool.

Unlike the Type 1 system, a RED program key is not required, and all programming can be completed using a scan tool, a four-digit PIN (not required when using the SDD) and an original key blank.

Type 4

2003 Accords

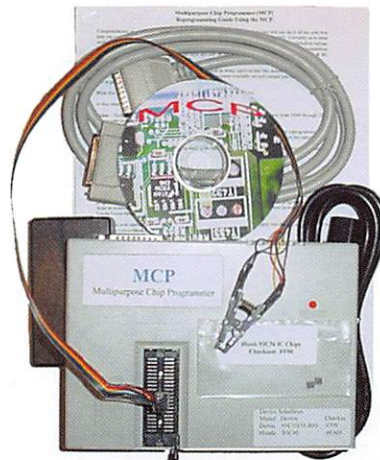
The major difference between Type 4 systems and all the rest is the use of encryption/rolling code technology to protect the key's transponder chip from being easily duplicated -- using such tools as Ilco's RW2 or Jet's ETD1. As such, Type 4 keys are only available through Honda dealerships.

Aside from this little obstacle, key programming using aftermarket scan tools is identical to Type 2 and Type 3 systems.

Replacement Keys

One of the biggest frustrations with Honda is the absence of factory equivalent aftermarket key blanks. While cloneable keys are available from Ilco and Jet, they cannot be programmed into the Honda vehicle without first being cloned to match an original Honda key. Following are three common methods for producing or obtaining a good key:

1. Don't forget the obvious: Purchase factory originals from a Honda dealer. Because the Type 4 encrypted/rolling code key blank cannot be cloned or replicated, this is the locksmith's only option for vehicles on this immobilizer type.
2. Use cloneable aftermarket key blanks and clone a factory original that is kept for programming reasons only. The disadvantage to this method is that all keys produced using this method will have the same transponder code.
3. Ilco's RW2 with v.23 or higher software allows the locksmith to replicate a factory original transponder key blank using a cloneable aftermarket Honda key.



4. The MCP by AmericanAutoLock.com allows the locksmith to program Type 1 Honda immobilizers as well as early Toyota and Lexus ECUs.

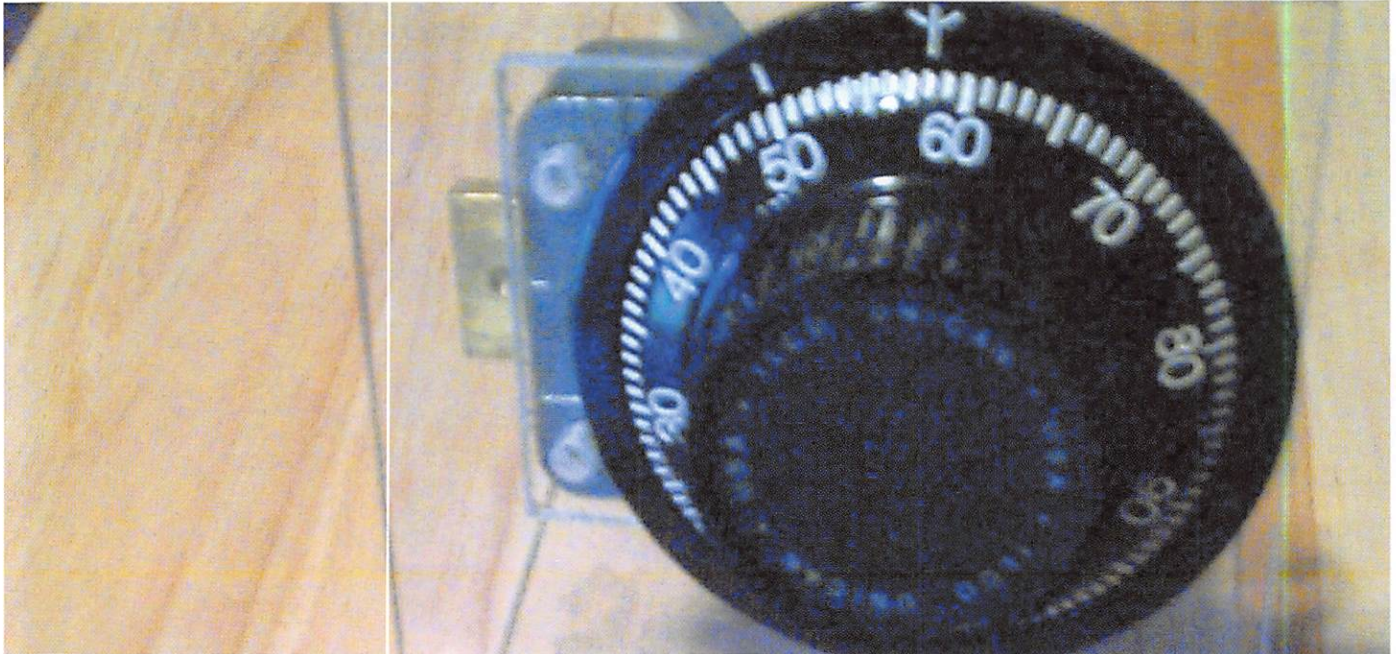


5. Ilco's RW2 and Jet's ETD1 can be used to clone existing Honda transponder keys. The RW2 offers the advantage of being able to use cloneable keys to replicate Honda original transponder keys without the need for an existing key

About the Author: Tom Seroogy is a 20-year locksmith specializing in automotive and access control. He is co-author of "The National Locksmith Guide to Basic Master Keying," "Saber Tool Company's Guide to Ford Transponder Systems," "The National Locksmith's Guide to GM Steering Column Service," as well as BWD's manual series on GM VATS service. Seroogy is the founding editor of The National Locksmith Automobile Association and has been a contributing author to Keynotes, The National Locksmith and Locksmith Ledger. He is author of numerous articles on general locksmithing, access control, basic electronics, general automotive, high-security automotive, keyless remotes, automotive diagnostic tools and techniques, and transponders. Seroogy is an ALOA ACE certified instructor and has taught various locksmith related courses around the country. Seroogy has served on the sales and product development teams with STRATTEC, BWD (formerly All Lock), and, most recently Lockmasters. He is the founder, developer and former director of Lockmasters' PUREAuto Automotive training program. Seroogy is currently pursuing a career in forensic/investigative automotive locksmithing. You can contact Seroogy at tgseroogy@hotmail.com.

Safe Servicing and Combination Changing, Part 2

By Jim Hancock, CRL



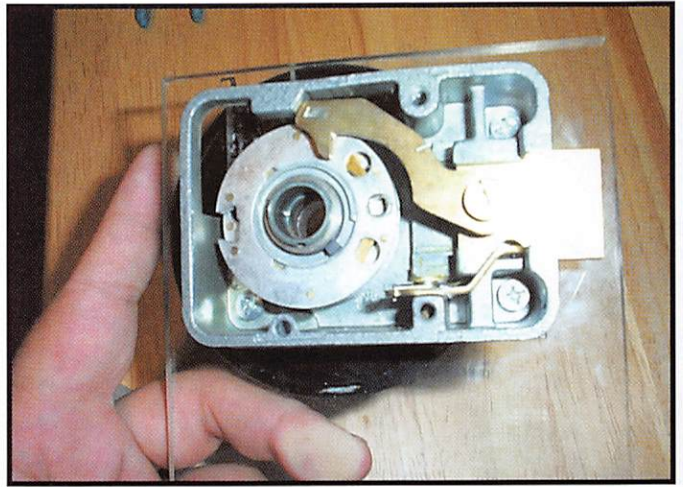
Handle Cam, Boltwork, External Relockers and...the Lock

Depending upon the type of safe you are working on, your approach to the next step may differ somewhat; but your bottom line will be the same. If you are dealing with an in-the-floor safe, in which the back cover actually retains the relocker, you would need to examine the cover carefully for abuse, and also any detent pin that holds the relocker in place. A good portion of problems that occur in these in-the-floor safes are created by the “dive bomber theory” of closing the safe. Instead of leaning down and placing the head in the tube, they generally get within a few inches (feet?) of the opening and drop the safe head in hopes of getting it to the hole. If you are working on a stand-up floor model, this will hopefully not be a problem. Hopefully.

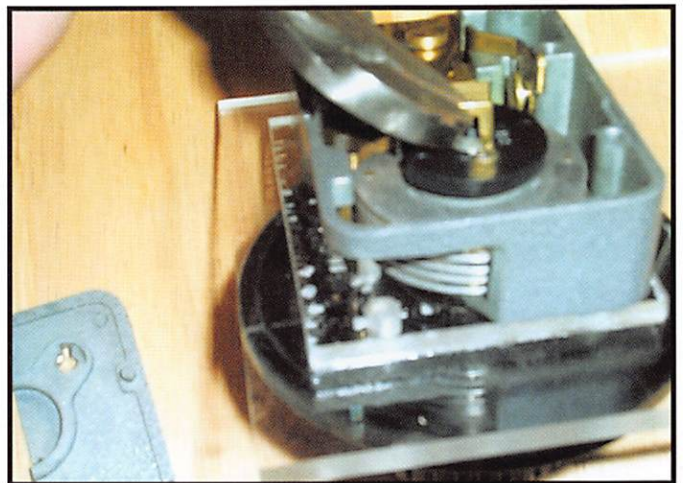
On an upright floor safe, once the back cover has been removed from the door, first examine the boltwork. Does it move smoothly within the guides when turning the handle? Is it connected securely to the handle cam? Are there any physical material breakdowns? If all the above questions receive a positive response, then examine the handle cam itself, making certain that it is attached securely to the handle spindle. Some cam types are held on by threaded stanchion and nut, while others may be held in by roll pins or cotter pins. In either case, make certain the mounting is secure and in no danger of coming off. Another of the many problematic openings you will encounter is the handle and cam becoming separated.

After checking the boltwork and cam assembly, direct your attention to any relocking devices. There are many different setups on relockers, but they all serve the same purpose -- to protect the contents of the safe from forced entry by "deadlocking" the boltwork, should violent entry be attempted. The most common relocking system will involve a spring-loaded bolt, which, when released, will fire into a cutaway or hole in the actual boltwork, thereby locking it completely from movement, even with the known combination. This type of relocker is usually held in the neutral or open position by means of an extension bar attached to the back cover of the lock. In servicing the safe, check the extension to make certain that it contacts the relocker solidly and is in good physical condition. Also, check the spring tension on the relocker bolt itself to make certain it is in good working order. Many safe technicians neglect to check this area, which is a great disservice to the customer, since the relocker provides such an added security advantage.

On the higher end of the spectrum, there is a device called a glass relocker. This is generally found in the higher security containers, and is exactly what it sounds like. It is a sheet of tempered glass that will vary in size and thickness, depending upon the manufacturer. It is mounted to the inner skin of the door and will be situated so as to protect the lock body as well as the handle cam, in most cases. Attached to the glass will be fine-stranded wire bands, which are tied to spring-loaded or gravity "deadbolts." The purpose of this relocker, when forced entry is attempted, the glass will break, allowing the deadbolts to release and either lock the boltwork, or in some cases, the deadbolts will actually inject into a cavity in the door frame. In any case, the safe door is effectively locked, and can't be opened by normal means, even with the proper combination. Because of the severity of this relocking method, it is indeed beneficial to inspect the glass relocker system to verify its condition. First, inspect the glass itself, making certain that the glass is in good condition, showing no edge cracks or deformi-

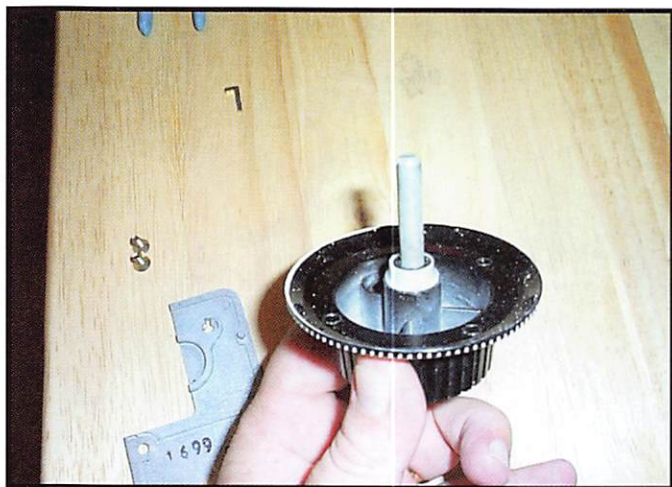


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ties around the mounting hubs or wire attachments. These deformities could easily cause the glass to shatter by just letting the door slam too hard. Next, inspect the wire bands at both ends of attachment as well as the length of strand for wear and ragged edging. Again, wire fatigue can cause a false firing of the relocking mechanism, causing a lockout. Last, check the deadbolts themselves, making certain they are in good condition, with no deformities and having good spring tension against them. Also be aware that some manufacturers will use gravity-fed bolts as opposed to spring-driven bolts. Don't be concerned if there is not a spring!



3



4

Once finished with this inspection, turn your attention to the lock itself. The first thing to look at is the back cover of the box itself. Since a large part of relocking devices are activated by the rear cover, verify that the relock trigger is attached firmly to the cover. This is usually accomplished with either the screws that hold the cover on, or by a rivet through the cover. The other reason to examine this back cover is to ascertain the brand of lock, which will be useful information later in the process. Once the relock trigger has been examined, remove the cover and look at the inside surface of the cover for wear patterns. If there is a heavy line of wear on the cover,

you possibly have a problem with the drive cam rubbing against the cover, which could indicate that the cam is not seated correctly, the cover is bent, the spindle is warped, etc.

When you have completed this step, lay the cover aside and look into the lock body itself (photo 1). As with any mechanical device where moving parts contact each other, there will be a certain amount of loose debris allowable in the cavity. But, not unlike an automobile transmission, too much debris usually indicates a serious problem in the making. Next, carefully remove the spline key from the drive cam (photo 2), and make certain it is in good condition and fits snugly into the spline of the spindle. Carefully unscrew the drive cam by holding it securely and turning the dial counter-clockwise until the dial pulls out. At this point, you can examine the underside of the dial (photo 3) and dial ring (photo 4) for wear, and verify the existence of a bushing in the dial ring. With the drive cam in hand, turn it over and examine the drive pin (photo 5). This little pin is one of the most crucial parts of the locking mechanism, for without it, the lock will not function. A good portion of these pins are pressed into the drive cam after the cam is manufactured; therefore, it is not unheard of that these pins will become loose, and eventually fall out. Verify that the pin is firmly attached to the drive cam, and that the pin doesn't have any inordinate wear around it. Once finished, remove the four mounting screws that hold the lock body on the door.

With the lock in hand, remove the bolt screw, which holds the lever assembly. Carefully uncoil the return spring by lifting up the lever and rotating counter-clockwise until you can remove the assembly. Examine the lever and fence for wear patterns (photo 6). You might see some scoring caused by the wheels against the fence; however, there should not be any grooves in the metal. Once this is completed, you'll next want to verify that the internal relock trigger (the brass pivot attached to the box) is in working order. It should pivot freely, and should be reasonably

tight in the box. The leading edge of the brass pivot should fit snugly into the notch in the bolt. Now slide the bolt out of the lock housing (photo 7). Underneath the bolt, you will find a small ball bearing, which is spring-loaded to put tension against the bolt. On the underside of the bolt, you will see a detent that acts as a seat for the ball bearing. The purpose of this bearing is to act as a positioner for the bolt. With the bolt fully extended, the bearing holds the bolt snugly in place. Without this bearing, the amount of play in the bolt increases, causing problems later.

Now you should remove the Spiralox washer that holds the wheel pack to the wheel hub (photo 8). This is a bit tricky; you do not want to get this spiral dis-proportioned because it won't hold the correct tension on the wheels. Close inspection will show a small notch in the leading edge of the spiral. With a little practice, you can raise this edge with a broken pick (or similar tool) and uncoil the washer. Once this washer is removed, lift the first wheel that you see out of the body. In safeman lingo, this is the third wheel - or the third number in your combination. The third wheel will always be the wheel closest to the drive cam. Gently turn the wheel over and you should have two items fall from the inner hub (photo 9). One will be a spacer, the other will be the fly. This should be true of all three wheels as you remove them. I stress "should," only because you will have your uneducated safe technician wannabes who will either remove the spacers as a way of adjusting tension to the wheel pack. Or, even worse, they will use more than one spacer on one wheel to accomplish the same thing, or to compensate for a problem with the wheel, fly or drive pin that they could not diagnose. These spacers serve a critical function in that they restrict the drag of wheel on wheel. Without this, it is possible that moving one wheel will drag another with it. The other item that falls out is the fly. This small, usually brass, almost insignificant looking piece of metal is actually one of the major keys to cracking a safe. Remember the drive pin on the back of the drive



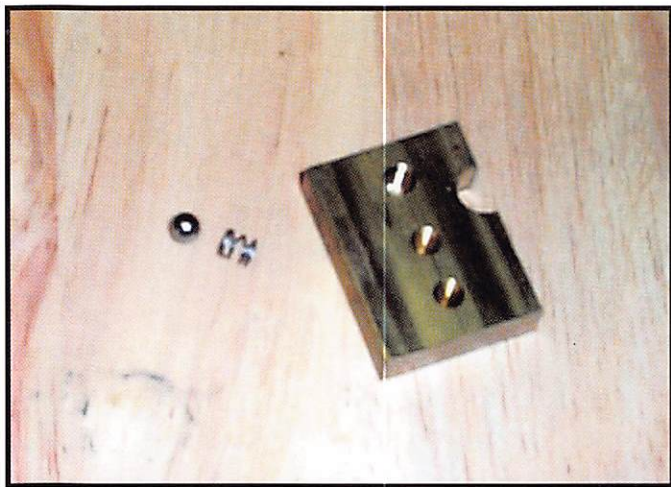
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6

cam? This fly is the part that contacts the drive pin and allows the wheel to move. If the fly is not moving freely within the wheel track, or if you do not put the fly back in correctly, you can be assured that the safe lock will not open correctly, if at all.

With all the components now removed from the housing, what you are left with should be a tensioning adjuster. By moving this ratcheted adjustment left or right, you can loosen or tighten the amount of tension against the wheel pack. This adjustment can be made with the wheel pack in place, thereby removing most of the guesswork as to proper adjustment. In older locks, prior to these adjusters being used, the tension



7



8

was maintained with a large washer, spring-formed to hold upward pressure. This was the standard for years, but as with any piece of spring material, after a period of use, the material lost its spring property and the wheel pack would get loose and create a very sloppy operation.

Lock Re-Assembly

It is now time, after all the parts have been examined, to start re-assembly of the lock. It is during this process that we will lubricate the lock. The choice of lubricant is critical in that a product that is too

“heavy” will not allow the wheels and flies to move freely, and can cause the parts to bond together. A lubricant that is too “light” will not allow for long-term lubrication, meaning another trip to the safe because it becomes harder to open. You don’t want to have the metal components grinding against each other. I realize that most locksmiths swear by WD-40, Tri-Flow or some other miracle juice that we use to lubricate locks and various parts. These have no place in safe lubrication. Most of these products leave a film as they evaporate. With the introduction of any foreign matter, such as fragments of metal or plastic from the moving lock parts, this film will tend to become an adhesive and bind the parts. It is acceptable to use one of these products to clean the components, provided you completely dry the parts when done.

What I use as a lubricant is generally a lithium or Teflon-based grease. Squeeze a small dollop on your forefinger and rub together with your thumb. The residue left over is all that is required to lubricate the parts. As you re-assemble the safe, the grease residue that is left by simply touching the parts will leave enough lubrication to allow the safe to operate. There are specific lubrication points recommended by the lock manufacturers, which you should learn and use.

After all the components are re-assembled -- the wheels on the post, the flies on the wheel hubs, the spirolex washer in place -- you should now verify that the parts are all moving well and in correct timing with each other. You can accomplish this by inserting the drive cam into the post and using your fingers to rotate the cam. As you rotate the cam 360 degrees, the third wheel (remember this is the wheel nearest the cam) should then begin to turn. Another 360 degree rotation will then begin to move the second wheel. A final rotation should begin to move the first wheel. With each successive rotation, you should feel the flies contact and see the wheels move without any real change in the amount of drag against your turning pressure. If there are any problems with this

process, the lock will need to be disassembled and examined to determine the problem.

Assuming that everything works well at this point, you now should feel confident that the safe lock is in good working order. Now, you're ready to change the combination, which is what we'll cover in the third and final installment of this series. See you next month.

About the author: Jim Hancock, CRL, began his locksmithing career at the age of 8 in his grandfathers lock shop in Gulfport, Mississippi. He has been working as a locksmith since 1974. He currently is the manager of Cothron's Lock & Safe and the lead instructor of Cothron's School of Professional Locksmithing in Austin, Texas. Jim has taught for many regional associations and is an ALOA Certified Instructor who teaches at ALOA conventions and at ACE classes throughout the country.

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BOARD nominations

What ALOA Board Positions Are Open and Where Am I Qualified to Run?

There are currently seven regional directors positions open for election in addition to the position of Secretary. ALOA members now elect the directors from their own regions. Only ALOA members from a region are eligible to run for the open position(s) in that region. And only members from the nominee's region will receive a ballot to vote for that candidate. Members from any region are eligible to run for the Secretary position. You must have been an ALOA member for at least three years to run.

The following vacancies will exist for the election to be held before the ALOA 2004 Convention.

Northeast	three directors
South Central	one director
Northwest	one director
Asian	one director
European	one director
Secretary	

If you have any questions, please contact Charles Gibson at (800) 532-2562 or email charlie@aloea.org.

On this page you will find the required nomination petition and on the following page, the nomination form.

The following is the number of signatures required for each Board position:

Secretary	25
Northeast	22
South Central	7
Northwest	4
Asian	3
European	4

Associated Locksmiths of America, Inc.

Board of Directors Nomination Petition

Please print legibly or type. This form can be reproduced if needed.



I, the undersigned, request that _____ be placed on
(name of nominee and member number)

the ballot for _____ for the election to be held at
(position for which individual is being nominated)

the special meeting of ALOA members to be held in 2004 or any adjournment thereof.

I am eligible to vote in the _____ region.

1	PRINTED NAME	MEMBER #	SIGNATURE
2	PRINTED NAME	MEMBER #	SIGNATURE
3	PRINTED NAME	MEMBER #	SIGNATURE
4	PRINTED NAME	MEMBER #	SIGNATURE
5	PRINTED NAME	MEMBER #	SIGNATURE
6	PRINTED NAME	MEMBER #	SIGNATURE
7	PRINTED NAME	MEMBER #	SIGNATURE
8	PRINTED NAME	MEMBER #	SIGNATURE
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23	PRINTED NAME	MEMBER #	SIGNATURE
24	PRINTED NAME	MEMBER #	SIGNATURE
25	PRINTED NAME	MEMBER #	SIGNATURE

YOUR COMMITMENT TO ALOA BOARD SERVICE

(Please read carefully and sign where indicated.)

The responsibilities of an ALOA board member include contributing a moderate amount of personal time, and a significant degree of professional guidance and expertise to the organization.

You will be expected to come to board meetings and the annual membership meeting. You will need to be prepared to sensibly discuss matters of great importance to your profession and participate in setting policy as part of a governing body. Your course of action during your tenure on the ALOA board should be guided by fair minded, constructive goals pertaining to matters of consequence for ALOA and for the industry. Your contributions are expected to benefit ALOA as a whole, taking individual member rights and concerns into account, but free of the taint of partisan politics or personal gain.

On a practical note: ALOA board members are expected to behave and dress professionally at all times, especially when actively representing the association. ALOA board members are required to participate in two board meetings per year, of three or four days in length, one each fall and spring. Board members are also asked to attend the annual convention and are required to attend the annual membership meeting. Board members may also be asked on a voluntary basis, to represent ALOA at related local, state or regional functions, including serving in the ALOA Booth and otherwise promoting ALOA. When travel is required for a board member, expenses covered by ALOA include lodging, travel and a reasonable *per diem*. The Board has stipulated that assigned travel will be reimbursed at the lesser of the 30-day advance tourist class airfare in effect at the time of travel or the current per-mile rate for travel by personal automobile. Spouse expenses, including extra room charges, etc., are the individual's responsibility.

• • •

I have read and understand the above responsibilities of an ALOA board member, and agree to commit my time and energies as needed. I certify all of the information contained on this form and supporting documentation to be true and complete.

I can be contacted with questions at :

Address _____ Phone # _____

Signed: _____

Date _____

Please attach a recent photograph of yourself and retain a copy of this profile for your own files. This profile and all supporting documentation should be submitted no later than March 1, 2004:

Mail to:

Nominee Profile
Secretary of the Board of Directors
Associated Locksmiths of America, Inc.
3003 Live Oak Street
Dallas, TX 75204-6186
1-800-532-2562



legislative update

ASSOCIATION HEALTH PLAN LEGISLATION GAINING MOMENTUM!

With the House and Senate both reconvening recently for the second session of the 108th Congress, it is expected that the Association Health Plan legislation will receive renewed attention in the Senate in the coming weeks and months. The primary focus continues to be the Senate Republican Uninsured Task Force chaired by Senator Judd Gregg (R-NH). There have been minimal discussions at the staff level regarding the issues under consideration by the Task Force since Congress adjourned in mid-December. However, it is expected that the Task Force will resume deliberations in earnest very soon, and the AHP legislation will be actively considered in this process.

In January 20th's State of the Union Address, President Bush called on the Congress (the Senate) to enact AHP legislation.

"...On the critical issue of health care, our goal is to ensure that Americans can choose and afford private health care coverage that best fits their individual needs. To make insurance more affordable, Congress must act to address rapidly rising health care costs. Small businesses should be able to band together and negotiate for lower insurance rates, so they can cover more workers with health insurance - I urge you to pass Association Health Plans..."

The next morning, Senator Frist mentioned AHPs as one of the solutions to rising health care costs on the Today Show. Things are going very well indeed!

SUPREME COURT LETS STAND RULING ON JUNK FAXES:

The Supreme Court on Jan. 12 let stand an appeals court ruling upholding the ban on junk faxes that was implemented in 1991 as part of the federal Telephone Consumer Protection Act. The case arose in Missouri where the state Attorney General's office sued California-based Fax.com, whose lawyers then challenged the constitutionality of the law. The Supreme Court's refusal to consider the case ends the appeals process in the case. The Federal Communications Commission (FCC) hit Fax.com earlier this month with the largest fine ever for violations of the TCPA - nearly \$5.4 million, for violations on 489 separate occasions.

PRESIDENT SIGNS ANTI-SPAM BILL:

WASHINGTON - President Bush signed the "Can-Spam" bill Tuesday, creating the first federal law regulating spam, a move backers say will be a major step in the war against e-mail solicitations for pornography, Viagra, diet pills, get-rich-quick schemes and the like.

But critics scoff that e-mail users will be unlikely to see a decline in the volume of junk in their in-boxes as a result of the Controlling the Assault of Non-Solicited Pornography and Marketing Act, which would kick in on New Year's Day.

Congress overwhelmingly approved the legislation earlier this month, after more than six years of unsuccessful attempts to enact a law to interrupt the flood of commercial e-mail.

With Bush's signature, a complex set of rules will take effect Jan. 1 to govern how companies may communicate with customers they already know and with people they don't. Falsified e-mail headers could be punished with prison terms, as could sending "sexually oriented" e-mail that is not properly labeled. The Federal Trade Commission receives new enforcement authority and could choose to set up a "do not e-mail" list akin to the commission's wildly popular National Do Not Call registry.

Web portal and e-mail giant Yahoo was quick to hail the bill's enactment.

"This legislation is a victory for consumers and the Internet," Yahoo said in a statement. "It provides businesses with important new legal weapons in the ongoing battle against spam. And it supplements the current technological, educational and legal tools Yahoo and others are using to fight this threat," the company said.

But the law has raised alarm among some spam fighters because it would legalize sending nonfraudulent spam and zap state laws that in some cases prohibit that practice. At least 34 states have slapped regulations on bulk e-mail, with some jurisdictions going much farther than Washington, D.C. Washington state has granted e-mail recipients the right to sue spammers, and California and Delaware have mandated an "opt-in" approach that prohibits unsolicited commercial e-mail without a prior business relationship.

Unlike the California and Delaware laws, Can-Spam sets an "opt-out" standard, and it denies individuals the right to sue spammers. California Sen. Debra Bowen, a Democrat who supported her state's legislation, said in a statement on Dec. 8 that Can-Spam "doesn't can spam, it gives it the congressional seal of approval ... An advertiser's First Amendment right to free speech doesn't trump a person's basic right to be left alone. Spam isn't legitimate advertising and it's not free speech."

Bush's signature comes as the flow of solicitations from bogus confidants of deposed Nigerian dictators has reached an all-time high, bedeviling corporate America and driving individual PC users to distraction. E-mail security company MessageLabs said last week that spam increased dramatically in 2003, with a 77 percent increase over last year. In May, spam accounted for more than 50 percent of all business e-mail traffic, and it now represents about two-thirds, MessageLabs said.

Everett-Church and other spam opponents have said that because Can-Spam will legalize nonfraudulent spam, every business in the United States could send an unspecified amount of unsolicited e-mail repeatedly, until the recipient asks to be removed. The Small Business Administration says there are 22.9 million small businesses in the country, and each one would be able to take advantage of this new legal right.

It's also unclear what effect any U.S. law can have internationally, something that Congress appears to be slowly recognizing. Two U.S. senators and three U.K. members of Parliament endorsed close "cross-border" cooperation between the two countries in a joint letter on Dec. 8. The agenda of a United Nations summit that began Dec. 10 in Geneva urges governments to "take appropriate action on spam at national and international levels," and an Organization for Economic Cooperation and Development summit is scheduled for Brussels in February.

Perhaps that explains why, even before Bush signed Can-Spam into law, some U.S. politicians are already talking about what to do next. Rep. John Dingell, D-Mich., predicted in November that "it is quite possible that we will have to revisit this matter again."

Classifieds

EMPLOYMENT

FKI SECURITY GROUP SEEKS QUALIFIED TECHNICIANS FOR NEW FIELD SERVICE DIVISION

In response to continuing and growing demand for field service, FKI Security Group has established the FKI Field Services division to support NKL Cash Handling products and is seeking qualified technicians in major metro markets. Technicians will support business development and new service contracts for NKL Cash Handling, which include electronic bill-counters or validators, dispensing safes and access control safes. Each field technician will be equipped with a state of the art communications system and all the necessary parts and tools to service all of FKI's security products.

The markets currently open are, Baltimore/Washington DC, New Jersey/Metro New York, North/Central Ohio, Dallas, Houston, Orlando/Central Florida, Northern California, Sacramento/East Bay, Southern California, Phoenix

Highly competitive compensation and a complete benefits package including health, dental, and vision insurance, 401K plan, and fully paid expenses will be offered to qualified technicians. Technicians with the experience servicing safes, locks, ATMs or POS systems will be considered. This position can grow into a management position as the division expands.

Interested parties should contact Christina Lyell at 800-457-2424 or e-mail your resume to chrisl@fkisecuritygroup.com



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BSO is an equal opportunity employer and does not discriminate based on age, citizenship status, color, disability, marital status, national origin, race, religion, sex, or sexual orientation. Veterans' preference per Florida law.

Classified Advertising Policy

Classified advertising space is provided free of charge to ALOA members, and for a fee of \$.60 per word, \$15 minimum for non-members. Classified ads may be used to advertise used merchandise and overstocked items for sale, "wanted to buy" items, business opportunities, employment opportunities/positions wanted and the like. Members or non-members wishing to advertise services or new merchandise for sale may purchase a "Commercial Classified Ad," for a fee of \$1.30 per word, with a minimum of \$40. Each ad will run for two issues. For blind boxes there is a \$5 charge to members and non-members. All ads must be submitted in writing to the ALOA office by the fifteenth of the month, two months prior to issue date. Send to Keynotes Classifieds, 3003 Live Oak St., Dallas TX 75204-6186. ALOA reserves the right to refuse any classified advertisement that it deems inappropriate according to the stated purpose of the classified advertising section.

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BUSINESS FOR SALE

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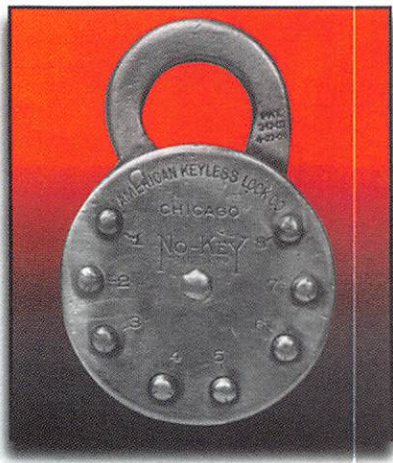
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The Curious Curator Presents

The No-Key Padlock

By A. J. Hoffman, CML, ALOA Robert Bell Lock Museum Curator



This is the specialty lock issue of Keynotes, and what better way to start out our new lock history column than by exploring the history of the no-key padlock? Thanks are in order, to the following fellow lock collectors (in alphabetical order) for contributing to this article: Vartan Adajian, Charlie Cameron, CML, Lane Clark, Bob Dix, Bob Heilemann, Tom Hennessy, Don Jackson, Al Ott and Steve Studt.

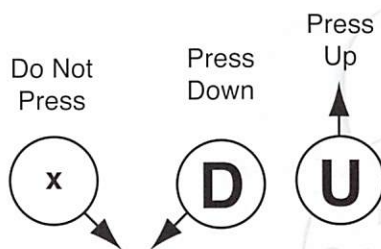
The No-Key is a favorite among lock collectors, and often finds its way into locksmith shops when the combination is unknown. Six brand name variations from four different cities are known: American (Chicago), Berkmann (Chicago), Blakesley (probably Denver), Edwards (Cincinnati), Good News (Minneapolis) and one unknown variation.

There could be more versions in attics, barns and antique dealers' cases.

Patents

Two patent dates are stamped on the shackle of all known padlocks: 9-17-07

and 4-27-09. These dates correspond to patent numbers 866,567 and 919,415. Both were granted to O.J. Blakesley and assigned to the Blakesley Keyless Lock Co. of Denver. The latter patent shows a padlock with combination buttons extending from the edge of the case. Blakesley was also granted patent 992,400 on May 16, 1911. This patent shows the lock as we know it, yet this patent date doesn't appear on any of the locks in common circulation. In any case, the patents suggest that the locks marked "Blakesley" are the earliest, and will probably continue to be the rarest.



Arrows designate shim position as viewed from edge of lock case.

Brand Name Histories

Information about the manufacturers -- or resellers -- is sparse. The only reference found to The American Keyless Lock Co. was in a Plant Purchasing Directory from 1947. Berkmann Mfg. Company's address was 625 W. Jackson Blvd. in Chicago, as printed on original combination tags. The company name appeared in a Chilton Directory from 1926. Berkmann's instruction tag did not include combination changing instruc-

tions. Instead, the user was directed to send the lock back to Berkmann Mfg. to have it changed. At this time, no information is available on the Good Times Co. of Minneapolis, nor of the Edwards Mfg. Co. of Cincinnati. There is some historical information on the O.M. Edwards Co. of Syracuse, NY, but I don't believe there is any connection between that lock company and this Edwards.

Value

The American and Edwards versions are the most common. While antique dealers often price these as though they were made of solid gold, the current going price at lock collectors' shows is around \$35, depending on condition. The Blakesley, Berkmann and Good Times versions are considerably rarer, and are more valuable.

Editor's Note: An expanded version of this article -- including drawings, diagrams, original operating instructions and the Curious Curator's very own method for decoding the lock -- is now available in the Member's Only section of the ALOA web site, www.aloa.org.

About the Author: A.J. Hoffman, CML is a recognized industry authority on interchangeable core and master keying. AJ is currently employed by IR Security & Safety. He authored the Kaba Manual and the Corbin Russwin Cylinder Manual both of which are listed as study references by the ALOA PRP. He served as Co-Chairman of the IIST council and has been an ALOA certified instructor for many years. He is also the Curator of the ALOA Robert Bell Lock Museum.

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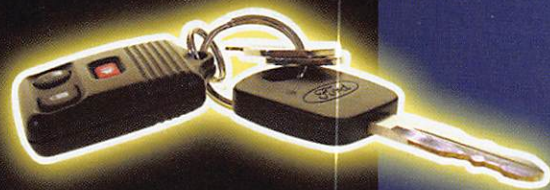
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