

NW Magazine Internet Version

by Craig Runions, Editor

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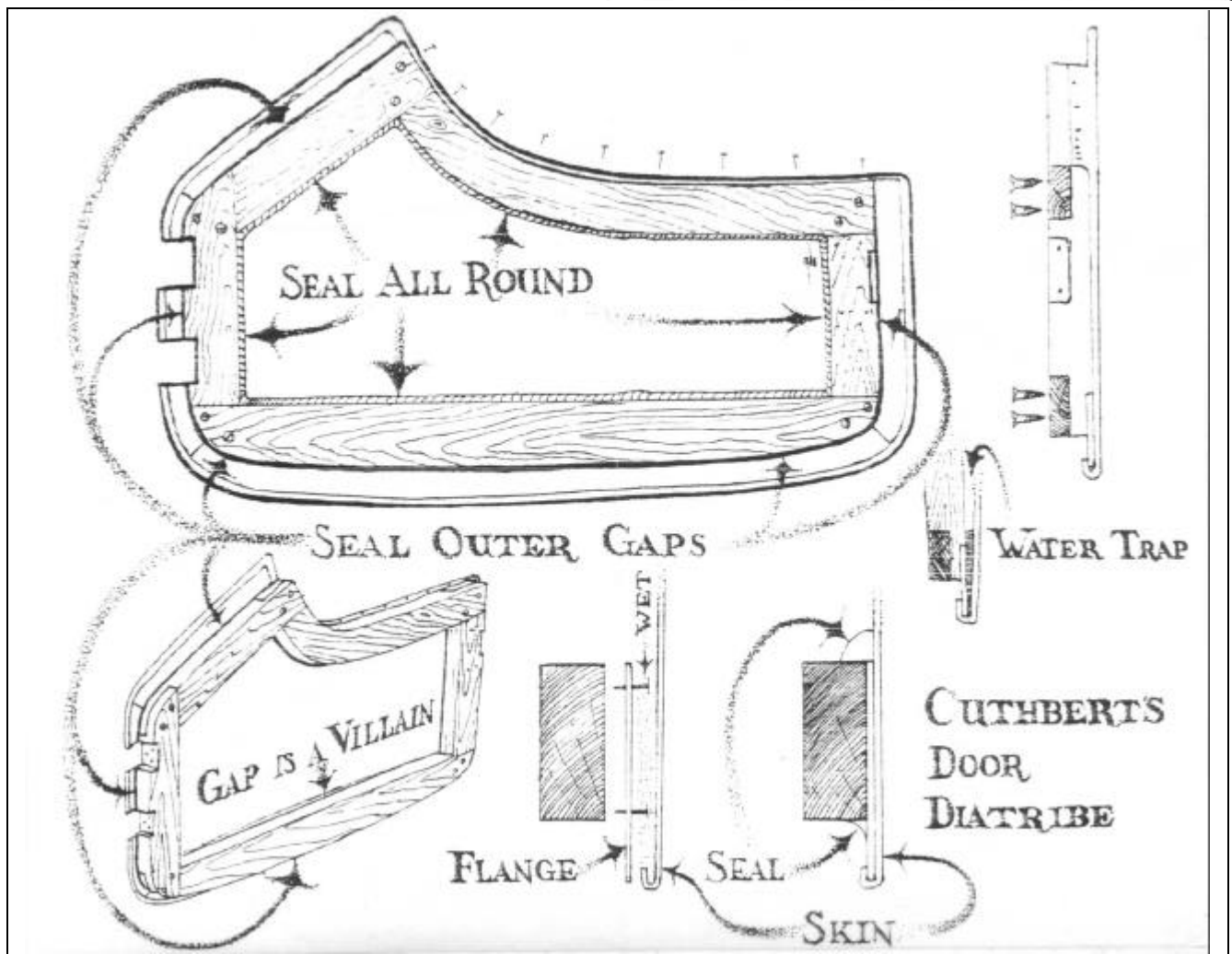
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While doing this and that to Terry's recent Mog, the ex Beaver's car, it was decided to reskin the doors as they had the familiar rust volcanoes on the lower edges of both doors. A sight we've seen all too often even in these days when every car in the club is garaged. The reason they rust there on the lower two inches of the doors is that water gets into the doors and seeps down inside between the door skin and the piece of steel the skin is wrapped over. A close look at a door will show you it's outer skin is rolled over another piece of steel. This piece isn't painted on the inside and neither is the door skin. Between these two pieces is a gap where water drains and can go no further, so there it stays until it creates those little crepuscules we could call

Worcestershire Wrot. For less than ten bucks and an afternoon not watching the Seahawks lose another one this malady can be easily averted. It is dead simple to remove the inner door panels where we can then see the crevasse we need to seal. If it is still damp that can be cured with the little lady's hair drier snuk out of the bath. Careful with the heat, lets not burn the paint. When all's nice and dry we tackle the really hard part.

If it's all rusty there we can remedy that with a rust converter. A small bottle of this is about five bucks, and it converts rust (iron oxide) to iron phosphate. The rust then looks almost like porcelain and will not rot any further if there's no more moisture to promote more rust. Now while the door panels are still off it is time for step two which is a bead of your favorite goop all around the inside of the door between the wooden door frame and the door skin. My favorite goop is GE clear silicon. The preceding procedure is so simple even a Canadian College Teacher could do it, between swipes at your trusty old Cuthbert. Now lets not forget the outside where the wooden frame meets the door skin. There needs to be a bead of sealer here as well. I'm not sure where the moisture comes from, probably most comes from between the door panel and door. It is just possible that water could be driven in from the front at driving speeds, therefore we put a bead everywhere that the doorframe touches the doorskin in and out, It seems to me that I was charged something like two fifty or three hundred bucks to recover the doors of a Morgan. Ten bucks and two hours of light duty labor seems to sound like a bargain against prices like that.

CUTHBERT