



1951 FORD COUNTRY SQUIRE

*...the wood refinishing continues
by Ron Carpenter*

Now that I have all four wood frames installed (front door and window area and the rear quarter and the window area) I am now ready to start fitting the insert panels that will be screwed to the back side. •They are in sections—the door has two panels which consists of the upper and the lower section. The rear quarter has a long upper section for the quarter and two smaller sections and all of them have to be fitted to the wood frames. •The pictures will show how I identified where to install them. •I always used a pencil to make notes and lay out the wood, and the pencil could readily be sanded off and leave no marks on the wood. •I first established the center of the wood framing and laid the insert sections on the frames and, always working from the center out, drilled each screw into the panel while it was clamped in place. •You need to get several boxes of screws as you will need two to three hundred screws, and they have to be short so that you don't go out the other side. •I started with number 8 screw 5/8 inch long to lay out the panels and when I am finished and screwing the panels in for the final time, I will be using number 10 screws 5/8 inch long. •I will also be using an AUVECO product 16015 flush-type washers along with the number 10 screws. •These washers are basically a cone shape to spread the load of the screw on the wood panel for better holding. •This is yet another one of Rick Mack's suggestions.

On the passenger side of the car for some reason•I really had a lot more work to do to get the panels on the wood frames and make sure that it was not interfering with the metal on the car doors. •I had to do a lot more sanding and fitting on the passenger side and that meant that I had to be particular about the length of the screws that I used. •I was extremely careful to make sure that I did not go thru the wood, so I used shorter screws. •What I was trying to do was to match the wood panels and had to make them thinner in areas. •It seems like when I did the passenger side of the car it was even more time consuming than the driver's side turned out to be. •On the drivers side it seemed like the panels went on so much easier and a lot less work (it still took a long time to get everything ready for varnish) to get them fitted.

1.A• This is how Rick send the insert panels, showing a lot of care and attention.



1-B



1.B• This is the panel after it is unwrapped. All panels are wrapped for protection.

2. I started with the door to install the wood inserts. •I found the center of the wood framing ribs and marked that. • I then put the first insert in the right location. •The sides of the insert were

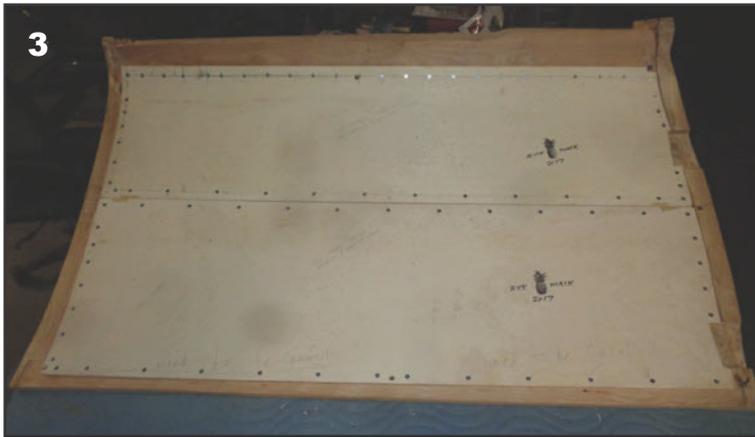
flush against the framing. •Rick Mack had a shoulder there and the wood was flush with that. •I did have to do some tweaking so that it was flush in the wood and centered on the rib. By this I mean that I sanded the edge of the panel on the belt sander. That made it flush on the sides. I used my belt sander to do that and once I was happy with the



fit I marked a 1/2 inch margin all the way around the wood insert and made sure I was good on the door frame with a good margin on it. •I centered the screws and marked off every 4

inches and drilled VERY SHORT holes, and using a wood screw bevel installed a number 8 wood screw that was 5/8 long. •I did this for every hole I put in the panels.

3



3. I laid out the bottom section of the door the same way. •You will notice the notches in the wood inserts, these are for the hinges and are a good starting point for locating the panels. •I staggered the center locations for the 4 inch separation of the screws so

that they were not close to each other which might affect the strength of the wood.

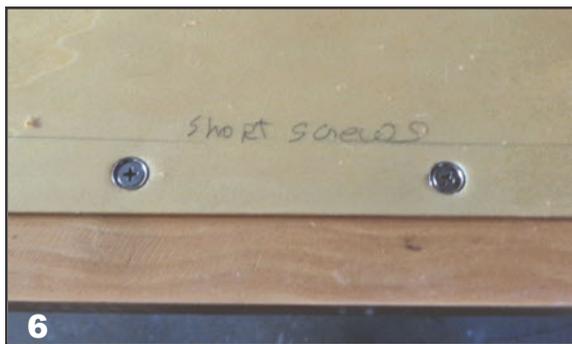
4. When I laid out the panels and started screwing them in, I used clamps and the metal tubing to get the wood tight against the framing before I put the screws in the wood.

4





5. The whole door has had the wood inserts installed and ready to put on the car to check for clearance problems. I chose to put the screws every 4 inches for the center, as that was Rick's suggestion, and I used 2 inches on the side as that was what I thought I liked best.



6. This is the bottom section of the door, and I have made notes to myself so that after it is varnished I will remember to use shorter screws because I had to make the area thinner here. I did not want it to go thru to the front and ruin my wood.



6-B. This is what the sections look like with Rick's notation

that the wood is sanded to 180 and ready to finish



7. A/ B These are the rear inserts, which have all been drilled and screwed into the rear section (the lower quarter section of the quarter panel).

8. A. I have installed the inserts and I have the front and rear sections fitted to the car





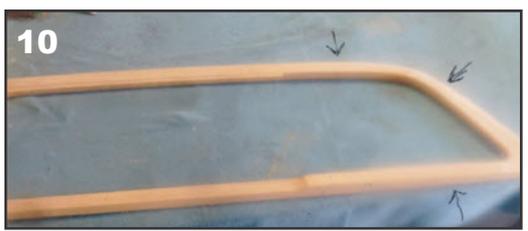
8-B. •This is another picture of the two panels on the car and showing how I pulled the rear in to fit everything.

9. This is the upper rear quarter that is the window surround. • Rick had a note here that said that I had to have a clearance of about 1/16 inch after it is installed so that the rubber can be installed. • This is a "T" shaped rubber that will be installed

after the wood is varnished. • This will become clearer in later articles.



10. I mentioned earlier that the wood framing was not really aligned well to the front door and the back quarter panel. • It corrects itself once the inserts are installed and it looks right now.



11. The upper and lower sections are separated with a piece of chrome. • So I polished the chrome, and it had to fit between the wood. • It is attached via nails to the top window surround piece. This section had to be sanded to allow room for the chrome to fit.

12. • This is the final results of putting all the wood on to the car, and it is finally starting to look like a wagon.



Now that I have all the wood and the panels installed, I can take it all apart again and remove all the screws. • I get the job of sanding all my fingerprints and pencil marks off and making it ready for the varnish. • I have more respect for the work my body builder did when he built our 1941 120 Packard station wagon. • It is a lot of work but the end product is BEAUTIFUL.