



BACKFIRE

www.northwestcasualclassics.com

December 2009



Chairman's Word

Aloha!!! and Welcome to all Members,

This has been an excellent year all round both for Membership Numbers and financially as I am sure our Treasurer will report. We have a fantastic Club here in the North West, the Name of which is on a lot of peoples' lips because we have shown just how a Car Club conducts itself especially when dealing with the general public, we have kept people interested with being a multi mark Club and also the friendliness which abounds between us all, in fact we are "a laugh a minute" Club which a lot of the people who attend the shows have quite often remarked on. Most of the other Car Clubs concentrate on single make motors and the public get bored sometimes with looking at the same type of motor, the difference in most cases being the colour, but when they visit our stand we don't have two cars the same and this is why we have 4 Best Club Stand Trophies. Let us continue this coming year "Showing the Flag" to show just how bloody good we are. My thanks go to everyone for all the effort put in at the shows, erecting the tent and banners, also cooking and serving our "nosh" and thanks go especially to Steve Tanser who supplies the car for towing our trailer without which we would be in the proverbial you know what. Anyway, this is the last Club Meeting this side of Christmas, so may I wish you all A Very Happy Christmas and a "cracking New Year"

P.S.... Don't forget the get together on Boxing Day at the Jolly Thresher Pub in Lymm.

Lock and Load!!! Your Friendly Neighbourhood Chairman

John Wayne G.



COMMITTEE

Chairman

John Greatbanks
01925 837970

Vice-Chairman

Russ Hadfield
0161 7760639

Treasurer

Rob Smith
01925 723243

Events

Maria McPartand
01925 245499
maria.mcpartand
@tiscali.co.uk

Social Secretary

Dave Espley
01925 724006

Newsletter

Steve Tanser
2 Rowan Close
Great Sankey
Warrington
WA5 3BH
01925 727120
steve.tanser@sky.com

Web Site

Mike Bennett
mike@patcomsys.com



CONTENTS



PAGE No

1. Chairman's Notes
3. Bits & Pieces
4. Save That Ol' Leather
6. Hell for Leather
7. Glazebrook Tea Rooms
8. Classic Ads

Next Meeting Jan 12th



CLUB DISCOUNTS



Car Parts, equipment and consumables. www.cesuk.com or
tel: 01244 377 118. Quote account no. NWC003



Orford Green, Warrington

**Please remember to take your club membership card with
you in order to claim your discount**

DISCLAIMER

Any views or opinions expressed in the NWCC newsletter do not necessarily represent those of the club, its officers or committee members. No responsibility can be accepted for inaccurate or misleading information within this newsletter, but every effort will be made to verify, wherever practical, beforehand.

Please note: The third party liability insurance which the club has taken out only covers members when attending events which have been booked through the club. For other events attended individually, please make sure you are covered by your own insurance.

BITS & PIECES

**A Merry Christmas and a
Happy New Year
to all members
from the committee**

For those who are Morris Minor fans, one of the country's largest classic car parts suppliers is now stocking parts for these iconic cars. You can obtain parts, or the 132 page catalogue from Moss Europe at www.moss-europe.co.uk or by calling their regional centre at Manchester on 0161 480 6402.

Your Club Needs.....



As you may be aware, Dave Espley wishes to stand down as organiser of our Fiddler's Ferry Show. After six successful years he now feels he would like to pass it on to someone else. He has created a comprehensive guide which can be followed,

A Vauxhall Victor 101 has emerged from the mudflats near Burnham-on-Sea, Somerset after being buried for 40 years. The owner had lost it to the tide while fishing.

Coincidentally, a VW Type 2 bus has recently been raised from the bottom of a Norwegian fjord. The owner pushed it into the water in 1974 when the gearbox broke.

The classic enthusiast who recovered the bus aims to get it back on the road in a couple of years.

CLUB EVENT

**Lymm Steam Gathering
(pub crawl)
Boxing Day 26th December**

step by step, to set up the show. To prove how easy it is he used the guide to organise this year's show.

Also stepping down at the end of the year is Maria McPartland as Events Coordinator.

As I think you'll agree, Maria has done a fantastic job of getting us all to the shows during the last couple of years. Although this is quite a busy job, like Dave, Maria can give guidance and advice where necessary in the early days so you won't be dropped in at the deep end.

Here's a thought! Two members, working together to coordinate events and set up the Ferry Show.

If you think you could fill either of these important roles, please have a word with either Dave or Maria.

Save That Ol' Leather

KEVIN BENNETT

This issue contains an article from Clayton Spear regarding the excellent talk given at the DLOC Spring Conference by our guest speaker Aline Angus, by coincidence I had just effected some badly needed repairs to the leather seats in a Barker Special Sports. I am a great believer in conservation and would rather preserve than replace any item, but as Aline mentioned in her write up there comes a time when the product is no longer fit for purpose and will require replacement. I thought it had reached this point with the seats in this car but decided that I would have one last attempt at repair; the method described by Aline was similar to the one I adopted.

I carried out some 'on line' research and settled on a repair method described by 'The Furniture Clinic' (www.furnitureclinic.co.uk). Their website was very informative, and even better, a follow up phone call (0191 482 6112) produced more helpful advice. I purchased a leather repair kit from them and a large full colouring kit; I wanted to restore the colour of my seats to a deep maroon rather than the existing blotchy brown and red, which had been brought about by them being previously re-coloured. The upholstery had also been the subject of many mostly unsuccessful repairs, some carried out by me.

The products were ordered by telephone and arrived the next day, I always appreciate prompt despatch, even if I do not wish to tackle the job straight away, it is nice to be able to study the instructions and examine the product before rushing into the job.

The method of operation is described in an excellent instruction sheet with a helpline number clearly listed, I was very glad of this as I had a question regarding a large tear which I was able to discuss in detail. (I will come back to this later).

One feature which particularly appealed to me

about this particular method is that the seat is not stripped down, the repairs are made with the seat covers on the frames from the surface of the leather; this is a huge bonus to anyone with only rudimentary trimming skills. The first task is to clean the leather, this alone makes a huge difference, and the repair area is then lightly abraded with a scourer dampened with 'leather prep' solution. The kit comes with everything you need to effect repairs to rips, holes, cigarette burns or scuffs and is very simple to use, as with any task of this type, the more time you take over it, the better the end result will be. Those of you with more patience than I have will certainly get better results than mine!

The tear is glued into place using a backing cloth cut to size and the adhesive which is provided, I applied this with an old paint brush which I kept close by in a jar of thinners, after a little practice I found my method worked well. Very deep creases should be gently cut open and treated as a split or tear, this sounds drastic, but the crease will surely split open if it is not repaired, do it now and save yourself having to repeat the process later on! The glue is then allowed to dry (I left mine overnight), the leather may be 'worked' together to ensure a good fit or in the case of a split caused by the leather stressing and stretching, left a little 'open' to prevent it splitting again, the gap in the repair will be filled with what I thought was the best part of the kit a 'repair compound'. The compound, which is creamy in consistency is simply smoothed onto the repair, using a spatula, to fill back to the surface of the surrounding leather, several light coats may be required, and each coat must be left to dry before re-applying. Just as you would with a stone chip on your car's paint-work, you then flat the compound back with wet'n'dry paper (supplied). Rather than using the compound straight from the jar, I transferred a useable amount onto a small dish, thus preventing the product from drying out in the jar and stopping dirt and grit from contaminating the unused compound. This part of the job should certainly not be hurried, I took extra time on some of the smaller damaged areas and was delighted with almost invisible repairs,

however my seats were very bad and towards the end I started to move the job along (partly because the larger repairs are very much 'experimental'). Once satisfied with my repairs I got the colouring kit out. If you are just repair-

which gave good results but was very smelly and came with a hazard warning; in fact it made me feel quite nauseous when I used it. This product is water based, the smell is almost non-existent, and I found it very 'user friendly'.



A small cloth patch is carefully positioned behind the tear.



The leather glue is then used to fix the patch in place.



Imperfections are 'filled' with 'Repair Compound' and coloured. The colour is first 'dabbed' on with a sponge, working into creases (below).



These splits had been repaired previously, with poor results.



The splits have been repaired with patches glued behind the damage, filled with 'Repair Compound', and recoloured (below).



Once the repairs had been made, all of the leather was gently rubbed with a scourer and a cotton bud soaked with the leather prep solution, and then wiped over with a cloth dampened with the product, a second solution is used to remove any waxes and silicone that might be contaminating the leather. Using the sponge provided, I then 'dabbed' the colour onto the leather, paying close attention to the seams and creases. The product was then left to dry and a repeat application added, the appearance at this point is awful, it looks blotchy and uneven, however the instructions explain that at this stage the intention is to give a background colour and to get pigment into the seams. The next step is to add a couple of coats of colour with an airbrush; the colouring kit comes with one, along with several compressed air canisters. These work very well but are a little slow to use, I preferred my 'spotting gun' attached to a small compressor, 'The Furniture Clinic' will actually loan

ing a split or tear and not re-colouring the entire seat you need to simply, 'dab' some colouring on to the repair. With practice, invisible repairs are possible, I found with the method I adopted, the repairs took on the appearance of a crease; in my opinion this effect is perfect for well used leather. As my seats required full re-colouring, I also purchased a full colour kit, (again the product supplied was first class). I have previously used a chemical based pigment

you a compressor free of charge! Once the colour had been applied and a good even finish achieved, I sprayed on the top coat sealant, this is an important part of the process and provides the final satin surface which is apparently 'breathable' but prevents the colour from rubbing off. It looked so good that I had to resist the temptation to touch it! The next day I finished with a light application of my favourite hide food, (see also "Hell For Leather on

Page 21) My leather was at the point where it needed replacement, several people had commented that it spoils an otherwise nice car, it really did look awful. The driver's seat base had many splits and tears, and some areas had worn into holes, the seat back top sections were horrible, the driver's seat had three distinct gaping tears between 3 and 4 inches long, the huge split on the passenger seat had what I can best describe as a large 'W' shaped rip (see photograph opposite page top r/h col), was well over a foot long and ran just above the piping. I was advised by 'The Furniture Clinic' that their repair method was only suitable for splits of up to about 4 inches, and that this damage would probably require professional attention. However as I progressed with my smaller repairs (and there were literally dozens of them), I became confident that this split could be tackled. Using a long strip of linen (sourced from the scrap bin at a fabric shop), I cut a suitable patch and glued it to the back of the piping, I left it to set overnight then carefully glued the damaged leather onto it, the large split was then filled with the compound as earlier described and later the entire seat was coloured. The repairs have not brought the leather back to a brand new appearance, but it is now very tidy, looking used but presentable, rather like an antique chesterfield sofa should look. I think the photographs on the opposite page speak for themselves and the entire effect is so pleasing, that the critical eye is no longer drawn to the defects.

As a satisfied customer I would recommend this product, I had set a budget of several thousands of pounds to replace this leather, in the event I spent only a very small fraction of this sum, the repair kit in particular I thought excellent value for money. 'The Furniture Clinic' have a range of stock colours which are ideal if you plan to re-colour the entire interior, but I imagine a colour matched to your own leather will give a far better result, especially if you are only making a localised repair. A sample of your leather needs to be sent and the colour will be closely matched (I have not tried this service).

I am assured by 'The Furniture Clinic' that the repairs will stand up to wear and tear, I have now used the car on dozens of occasions and so far none of the new repairs have failed, this contrasts with previous repair attempts; several splits on the driver's seat, repaired using leather patches and super glue, failed almost as soon as the car was put back into use!

Hell for Leather

CLAYTON SPEAR

This year's Spring Conference was a well talk given by Aline Angus, a member of staff from the Leather Conservation Centre based at the University of Northampton Campus, about the techniques of conserving, renovating, and repairing of items made from this material with special interest, to all those present, given to car interiors and trim. We all know from past experience that no matter how much Hide Food or any other of our favourite concoctions we use on our seats, door panels or dashboards we do not achieve our desired effect of returning the items back to their original condition. In fact, in some cases making the item less stable in durability.

Here are a few facts I learned from the talk. Should the seat, panel or whatever, be in a good state of repair a thorough cleaning is the first step. This takes the minimum of water with perhaps a drop of detergent on a soft cloth the cloth should be barely damp and with lots and lots of elbow grease, the object is cleaned. Several applications may be necessary, forget about trying to restore the colour at this stage. Taking special care to make sure the deep creases, if they are present, are given a thorough clean as well. When dry the item is then given a small amount of colour to match the original on a dry cloth then a buff-up with

either another dry cloth or soft brush. No other treatment is required and the item should be fit for future service, only once a year needing any further treatment such as the above with perhaps a small application of a good wax furniture polish. Should the leather be torn then a repair can be made by inserting a patch of leather dyed to the same colour as the original and of the same thickness and larger in area than the repair, with the edges feathered down so as not to form a ridge round the repair, through the hole and adhering with a good quality PVA adhesive. The edges of the tear should not be forced together but the resulting gap filled with a flexible material under the trade name of "Beaver" coloured to match in to the surrounding leather. Sounds easy! If suitable patching leather cannot be found then a piece of cloth such as linen may be substituted. There are other propriety materials which may be substituted for "Beaver".

The main point of all this is to preserve what you have got, so the trim matches the age of the car. Leather has a finite life; we can do as much as possible to keep it in good condition just by keeping it clean with the minimum of polish and not use products such as Hide Food. An effect of too much feeding is to weaken the inner fibres of the leather thus causing them to part and form a split. If the leather has deteriorated to such an extent that repairs cannot be undertaken then one has to bight the bullet and replace with new. Three front seats were on exhibit in various states of distress; these were then examined in turn by our guest and a rundown given as to what was needed to treat them. The first having two tears plus a smallish hole and needed a good clean. Recommended treatment was as above with the addition that the small hole if it could not be lived with could be made larger then repaired as for the other two tears. The sec-

ond seat just required a good clean. The third seat had sagged due to the under-pinning being tired and the only answer to this was a reconstruction of the said cushion after the covering had been removed, and this was the only time that there was any mention of removing the covers from the seats, should the stitching come apart then this would be re-stitched from the "outside". So now what do we do with all our bottles and jars of patent cleaners and leather feeds?

The above articles on restoring leather seats were originally in the Wolseley owner's club magazine. Thanks to John Newton for supplying them for reproduction.

Glazebrook Tea Rooms

An invite through John Greatbanks for something a little was taken up by a few of us one Sunday in October.



In Glazebrook there is a traditional tea rooms combined with a sweet shop selling all your old favourites.

The proprietors asked for about eight cars



to park outside as a display. In return for turning up they would provide a cream tea for free. Unfortunately, the proprietors plans for attracting some extra business came to nothing as the local church, whose people usually passed by and dropped in, were holding an event themselves and were supplying free lunches. No contest, I suppose.



Still, the cream teas were tasty, the sun shone sometimes and the proprietors were lovely people.

IS YOUR CAR *really* SAFE



SAVE YOUR CAR

Let your Esso Dealer do these jobs now!

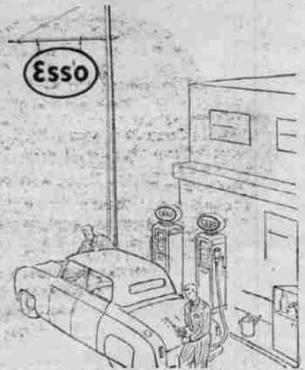
- Change your oil*
- Grease the chassis*
- Inspect your tyres*
- Check your battery*
- Inspect your brakes*

That depends on the care you take. Regular servicing and greasing, changing the engine oil at proper intervals, and, above all, skilled attention, *can* make even an older car last longer, and last with safety on the road.

Drive in regularly to your Esso Dealer, and let him check your car and keep it up to the mark with the famous Essolube motor oil and Esso greases.

FOR *happy* ^{safe} *motoring*

SEE YOUR ESSO DEALER



ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1