

ON THE CARPET

Since completing re-carpeting (using carpet from the roll) on my '72 BGT, I have noticed many other GT DIY re-carpet jobs where, due to the curvature of the rear wheel arch, carpet joins have been placed directly in the line of sight. A far neater appearance is created if the segment to be cut out is directly in line with the rear seat back, when in the upright position and beneath its securing latch.

The method I used is to place a suitable piece of carpet on top of and around the wheel arch after removing adjacent trim panels. With a sharp blade, cut vertically from the bottom of the carpet and in line with the latch, up to just above the latch position. Two short (about 50mm) horizontal cuts to form an elongated fether 'T' can then be made each side at the top of the vertical cut.

The carpet can then be wrapped around the face of the arch and over the seat latch, to determine the segment amount to be cut out from the resultant vertical cut overlap (at the same angle as and in line with the seat back). Additional segments will need to be cut from the horizontal part of the 'T' to ensure no 'bumps' occur. The carpet can be further trimmed on the bench following each fitting, until you are satisfied with the fit.

Using contact adhesive and working from the centre of the top of the arch, the carpet can be progressively glued and suitably trimmed as you work first around the arch and then the inner face, ensuring that all segment edges are cleanly cut and tightly butted. Any rough outside edges are hidden when panels, seats and rear carpets are replaced. The seat back securing catch protrudes through the top of our elongated 'T' and the rear seat back hides the centre join.

'Dylon' type dye can be wet-scrubbed into existing but tired looking carpets and the edge binding can be masked and sprayed with PVC fabric spray to bring them up to "as new" condition.

The resultant visual effect is very pleasing.

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