

Owners Club News

June 2002 Newsletter

barchetta



UK Owner's Club

While Geoff is away, Rosemary has a say

It's official your Barchetta is not the most important thing in your life!

I for one am shocked – the World Cup is more important than the Barchetta. Some of you have been asking when is the next meeting, but more have been asking when is the next match. It has been impossible to find days people will move away from the tv set during the month of June. (ok – I have been one of the worst) What's more our Leader is currently in Japan and the irony – he's not really bothered about the football! So now it is over and Brazil has won. Turn the tv off, get out the polish and go out and pamper your car. You could buy it an aluminium tax disc holder to say sorry for the month of football, and then take it for a nice spin down a country lane.

NOW ITS TIME TO GO OUT AND PLAY WITH THE BARCHETTA!!!

The UK International meeting is behind us and we had a great weekend – now we need to start planning next year's. If any of you would like to suggest venues and things to do, please let me know and if you can help with the organisation – even better. It is a big job and the sooner we start the better it will be. You could volunteer your services as a regional coordinator or help with the redesign of the web site.

In the meantime you could join Nick and Rachel at Brooklands on 27th/28th July for Auto Italia. You could even send a provisional registration for the Club's Annual Dinner and AGM to be held 30th November / 1st December in Derbyshire. Most of all give your barchetta some love and attention.

Finally a note of sincere thanks to Neal Harvey who has served the club as treasurer since the club was formed. Neal continued to look after the funds long after he parted with his barchetta and will be a hard act to follow. On behalf of all of us, thank you Neal.



Congratulations to....

Richard Keogh. His entry for the last competition was:

"One dog whose barch' is as good as his bite!"

A club polo shirt is on it's way Richard.

UK International Meeting May 2002



Friday - Portsmouth or Bust

Arrived at the hotel the evening before the official start of the meeting having had to catch an early ferry. Rosemary, Richard, Jos, Erna and a few others had already arrived and we arranged to go to the nearby Port Solent for something to eat. While we were in the foyer about to leave some of the Scottish contingent arrived after their mammoth trek south as well as Susan and Mark from Switzerland who were surprised to see us still hanging around having forgotten the hour time difference. We had a nice meal in a pub overlooking the marina filled with large boats where we were joined by Geoff and Bernadette. We returned to the hotel and those that weren't too tired managed a couple of drinks in the bar before retiring ready for the official start of the meeting.

Saturday - Cars, Cars and More Cars

Faced with the novelty of a large help yourself breakfast I did just that and, carrying an extra few pounds, joined the growing crowd registering. I collected my meeting information pack and made my way into the car park where I was greeted by the sight of a flotilla of barchetta's filling a corner of the car park. A sight which never fails to put a smile on my face and get me in the mood for a meeting.

After a little bit of 'tyre kicking' and meeting a few new faces a new UK meeting record of no less than 29 barchetta's set out for Beaulieu. Geoff led the way and after a small detour round the nearby Tesco's car park we headed off and almost immediately the worst fear of a lone driver befell me - I was the first in a long row of b's at the traffic lights with no-one to follow. Whilst desperately reading the first few directions the traffic lights turned green and I headed off in what I hoped was the right direction up the motorway, fortunately I soon caught sight of two yellow b's in the distance and started to relax and enjoy driving in convoy. I caught up Geoff who managed to shake off the following pack again by taking a sneaky exit from the dual carriageway to go the scenic route while Ian Barnett took the lead and got the following group to Beaulieu first.

We were in the motor museum for about six hours which was enough time to have a good look round but not long enough to get bored, Rosemary had arranged for us to be given a guided tour in several groups, I was in the last tour group so had a look around the 'James Bond Boats' exhibit, took a ride on the somewhat rickety monorail which actually passes right through the museum and had a little look around the museum. By this time breakfast was a not so distant memory so I used my lunch voucher to get a very tasty bacon sandwich and headed off for a better look around the museum before my tour.



An early Fiat Tipo

There is a fascinating selection of cars on display, as soon as you enter you see a lovely Ferrari Dino, Ford GT40, Jaguar XJ220 and a stainless steel DeLorean. Inside there is a great selection of earlier cars and the history of some of these were explained on the tour including the Bugatti which is actually owned by the Government since it was accepted in lieu of death duties, the Rolls Royce Silver Shadow you can hire for £250 a day and the Manx bubble car with 3 wheels, 1 cylinder and no reverse gear - there is a handle at the back where you pick it up and turn it around! There was a very early Fiat Tipo on show together with my favourite - a white 1920's American gangster type car every one of which came complete with a certificate signed by the test driver to prove it had actually done 100mph. The museum also had no less than 4 holders of the world land speed record on show.

After Beaulieu the convoy headed off once more on our way back to Portsmouth, I positioned myself near the back of the group to give myself plenty of cars to follow and was treated to the usual mixture of reactions so that you just can't help but smile. These ranged from the excited children frantically pointing out of car windows to the woman patiently waiting at a junction, the picture of dejection arms around the steering, head on hands waiting for us to get out of her way. There was just time for Geoff to pull into a lay-by for the traditional roadside photo, the somewhat outnumbered Toyota Corolla which was previously alone was soon scared away.



The peak of Manx automotive engineering!

The day was rounded off with a 3 course evening meal in the hotel, the Scots went all out and were looking mighty fine dressed up in their kilts - in honour of Kenny Hannah who was to part with his barchetta the following Tuesday. Not only was the food good but the company was excellent and it was nice to have some time to get to know a few of the members I hadn't met before and great to find out that so many of them were brave enough to be coming to their first meeting. Once you've been to one you just can't stop.

Sunday - Lanes, Ships and Automobiles

Another large breakfast set me up nicely for another day behind the wheel and after meeting outside on a bright and clear morning we set off for a drive taking in East and West Wittering, once again after early promise the group



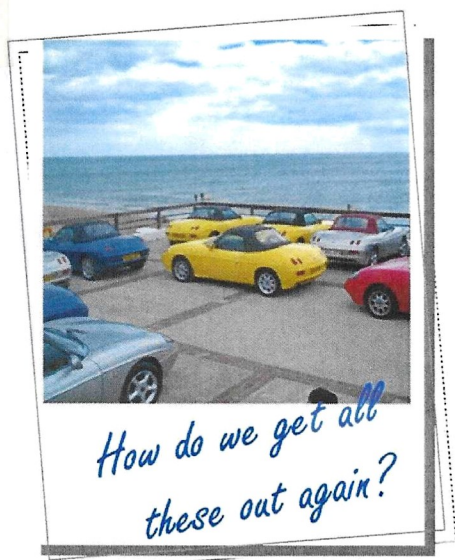
got split up and I found myself in a small group of three b's having our own little tour of the Witterings. We made our way to the site of a Roman Villa and awaited the arrival of the main group and after a brief stop with just enough time for a quick cup of tea we headed off to Hayling Island for lunch. We arrived at Hayling Island but once again got a bit split up although this did result in an entertaining drive trying to find the lunch stop going up and down the seafront more than once with barchetta's appearing from all directions. At the pub we parked up but then had to move all the cars into the unfeasibly small terrace of the pub, somehow they were all manoeuvred into place. After a carvery lunch followed by pudding it was time to extract all the cars and set off again for the drive to Portsmouth, there was a slight detour on the motorway after which a large line of b's triumphantly arrived at the main gates to the Naval Dockyard where, thanks to Rosemary, we were waved in and directed to park right in front of HMS Victory to the fascination of the other visitors. The remainder of the afternoon was spent looking around the dockyard including a visit to see the Mary Rose, raised in 1982 after 450 years at the bottom of Portsmouth harbour, followed by a trip around the exhibition about the ship. There was also time for a tour of HMS Victory, where I can only imagine sailors used to be much shorter or had very sore heads. The barchetta owners could easily be spotted because they were looking out at the cars parked beside the ship rather than at the historic surroundings.

We then had to head off back to the hotel to prepare for another meal but despite it only being a few miles the trip took about half an hour as Portsmouth seemed to grind to a halt around us. The final evening meal at the hotel was a lovely buffet but because of all I had eaten earlier in the day I couldn't do justice to it, plus there were some lovely puddings on display which I had to leave room for. I admit I like the occasional bit of chocolate and, living up to my reputation, I did take two puddings but I would like to point out to whoever has the

Photo of me surrounded by several desserts (you know who you are) not all of them were mine and only actually ate one and a half.

Monday - Wine and b's Party

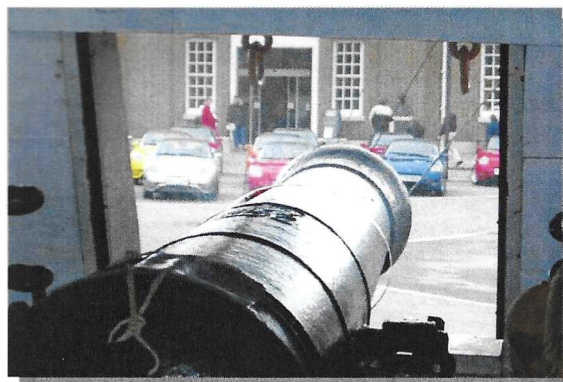
The final morning of the meeting got underway with the traditional hearty breakfast after which we all gathered in the car park for the last time. Because of the long drive the Scots were heading back home so we said our goodbye's and set off on our morning drive. The weather was overcast but since I don't get the chance very often I decided to put the top down, and was rewarded as the sun made a brief appearance. The morning drive took in some nice rural scenery passing Goodwood on the way to Wickham Vineyard where we had our final stop of the meeting. Once again there was a lovely lunch, this time a great buffet, which was accompanied by some of the Vineyard's own wine.



After lunch and a quick trip round the shop the meeting officially finished and the b's and their respective owners headed for home. Once again at the end of a club meeting, as the various club members departed, I felt the strange mixture of emotions - happy that I'd made the effort to join the meeting and met a lot of friends old and new and a little sad that the meeting was over and I'd have to go back to driving with no other b's around.

I'd like to finish by thanking all the organisers for a great meeting, all those people who attended from all over Europe and the UK for making such fun and to all those members who have yet to attend a meeting what's keeping you?

Luke Rochester



Gearbox oil replacement

Some find the barchetta gearbox a bit stiff. Replacing the gearbox oil can help, especially if you use something like Redline MTL oil.

Parts:

Gearbox oil - between 2.5 and 3.0 litres.

Tools:

12mm Allen key.

Warning! - Make sure the engine is cool before attempting this.

Step 1

If you look under the car, the gearbox is behind the engine. There's one plug in the bottom, which you can undo with an allen key.

The gearbox oil should be much clearer than engine oil you should see the difference when it is draining.

You should also notice a collection of swarf or bits of metal on the gearbox sump plug. This is because there is a magnet on the plug to collect bits of metal so they are not crushed between the cogs, this helps to reduce cog wear in the gearbox.



Step 2

Then there's a second plug at the front of the gearbox, a little way up for filling up (also allen key). Undo this one as well.

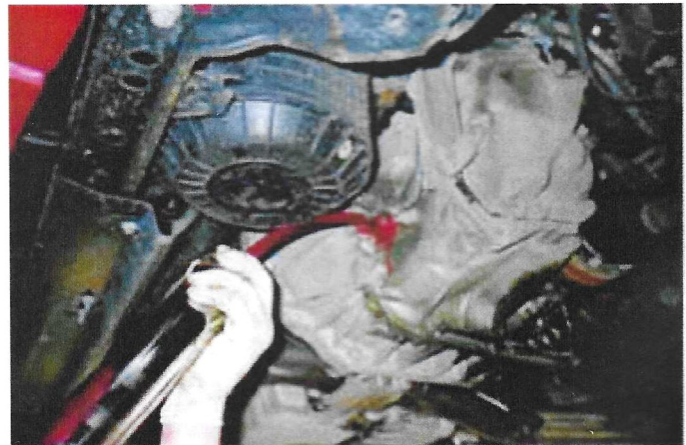
Step 3

When refilling, first put in the bottom plug (after making sure it is spotlessly clean - of course!), then fill up through the second upper plug.

Step 4

The gearbox oil filling hole is just behind the air filter (DTR use this bicycle pump device to inject the oil into the gearbox). By the way not all gearbox oil is red in colour.

This picture is of Redline MTL fully synthetic gearbox oil, the barchetta gearbox takes about 2.5 American Quarts of oil (the units Redline MTL is sold in).



Step 5

The level is correct when the oil is up to the level of this plug, i.e. when the oil starts to flow out. Easiest is to use a funnel with a hose. You can insert the hose from the top of the engine bay into the hole of the top plug.

Once full, fit and tighten the plug. Take the car for a drive for a few miles, allow the engine to cool then check the plug again to ensure it is tight and check for any leaks or surplus oil.