



2004 UK International Meeting

The West Country Friday 2nd – Sunday 4th July 2004

Prices and details have now been finalised

Our base will be the **Marriott Hotel, Swindon** (www.marriott.com). The programme will begin at 10am on Friday and finish after lunch on Sunday, and will include visits to some of the region's attractions both historic and modern. Activities will include for the first time a **Treasure Hunt** around the Wiltshire countryside **on Friday afternoon**, as well as the usual mix of driving, socialising, eating, drinking and entertainment. For football fans, timings should allow you to watch the Euro 2004 final on Sunday evening!

Various cost options are available as follows - prices include all meals and visits as well as accommodation:

- OPTION 1** Arrive Friday morning by 10am, full programme leaving Sunday after lunch (approx 3pm).
£170 per person twin/double; £220 per person single.
- OPTION 2** Arrive Friday evening (meeting at the hotel in time for dinner), leaving Sunday after lunch.
£155 per person twin/double; £205 per person single.
- OPTION 3** Arrive Saturday morning by 10am, leaving Sunday after lunch.
£105 per person twin/double; £130 single.

barchetta coupé !

Those of you who attended the 2002 UK International Meeting based in Portsmouth may remember that we were joined by French owner Frederic Gasson in his yellow barchetta.

When he was a design student, one of Fred's projects was a design for a coupé hardtop kit for the barchetta. This kit is now in production and Fred has already sold a few in France. Fred can also supply the hardtop as a finished product rather than in kit form. It gives the barchetta a completely different look from just fitting the normal Fiat or Wiesmann hardtop.

Thanks to member Peter Yeo for passing on this info.



What's wrong with this picture?

Answer on Page 8

Tech Corner

DISCLAIMER

The Club wishes to point out that all technical advice is given in good faith, and that any work you undertake on your barchetta is entirely at your own risk. None of these technical projects have been approved by Fiat.

Please read ALL the instructions for a project BEFORE commencing any work, and if you are unsure about **ANYTHING**, do not start work which you may regret later.

All technical projects have a “spanner rating”, ranging from one (simplest) to five (scariest).

There's been a lot of discussion recently about flooded hood wells and the problems of sealing them.

Ian Barnett offers a simple solution ...

Repair Tonneau Gasket

PARTS REQUIRED

- Rubber Gasket - Part No. 46734683 (current UK price approx. £80).

TOOLS REQUIRED

- Duck tape or rubber repair kit.

SYMPTOMS AND SOLUTIONS

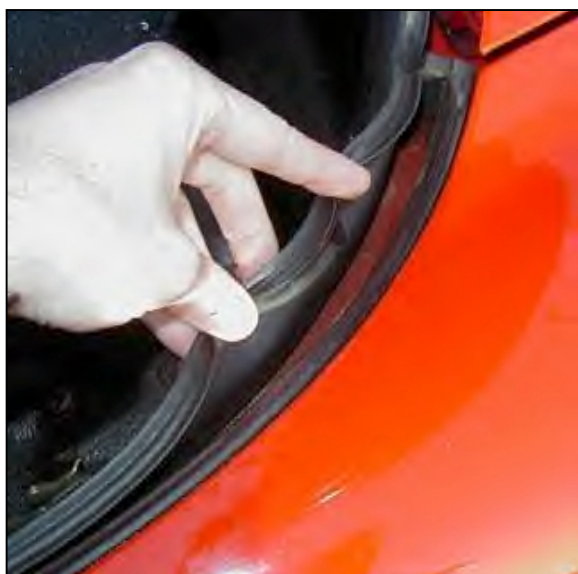
The rubber gasket which stops water getting into the roof storage area can, over time, become torn by the action of raising and lowering the roof. This means that the roof storage area can fill with water if the car is left outdoors, particularly if it is parked nose-downwards on a slope and water cannot drain away naturally through the small slot by the boot-lid lock. Water collection can lead to problems with mildew in the car if it is unused for any length of time.

To stop water getting into the roof storage area you can either replace the tonneau gasket or simply repair it.

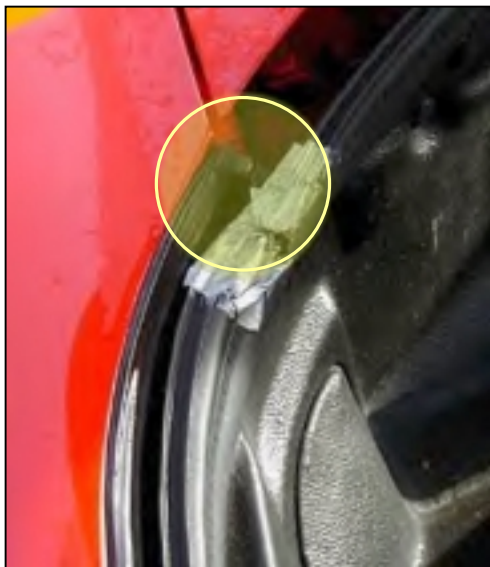
Undo the roof lock handles (as if you were lowering the roof) and push up the front of the roof. This will allow you to open the tonneau cover. Once the tonneau cover is open, gently lower the rear of the roof so that it hangs above the roof storage area. Examine the gasket for any signs of wear, in particular the area between the boot lid seam and the doors, where there is a gully for water to drain away. Make sure that you examine both sides of the gasket for holes and damage (*see photo, below left*).

Place tape or repair patch over any holes (*see photo, below right*).

Spanner Rating:



Any water should drain down the gully to the drain hole just behind the seat belt mounting. The start and end points of the gully are marked by the yellow circles in the pictures below.



When you close the tonneau cover it will locate in the top of the gasket and form a waterproof seal.



Mini Tech Tip

Gentlemen, please forgive the personal question, but are your nuts rusty?

(Ladies, please forgive the sexist nature of the query).

At many of the meetings I have attended, even the most pristine of barchettas is often let down by rusting wheel nuts. This seems to be a general problem on many Fiats, not just the barchetta.

Fear not, if you want your pride and joy to look "the mutt's nuts" there is a simple solution to curing your little boat's rusty nuts.

Allow a full day for this task.

Go to your local hardware store (or even Halfords) and buy a small can of silver Hammerite in smooth finish **not** hammered finish – this will set you back less than a fiver. Also buy a small can of Hammerite paint thinners / brush cleaner which you will need when you have finished painting.

Next, take four empty beer bottles (if they're full, just drink the contents first!) which most people should have lying around the house (or in the dustbin).

Take one rusty wheel nut from each wheel, clean off any loose rust and dirt using sandpaper, and place in the neck of each beer bottle. It's then a simple job to totally paint the head of each of the four wheel nuts with the Hammerite – I suggest using two coats on each nut. Allow the Hammerite to thoroughly dry between coats and before replacing back on the wheel and tightening up with the wheel brace.

Repeat until all wheel nuts have been painted.

As an added bonus, the Hammerite silver is an excellent match for the colour of the standard 8 hole Fiat alloys fitted to many barchettas.



Steve Auty





We've previously seen Geoff Bowles wearing his Club fleece half-way up Mount Fuji in Japan and Richard Keogh wearing his polo shirt at the South Rim of the Grand Canyon.

So, here's Yours Truly, the Editor, wearing a Club baseball cap at a depth of around 10 metres in the Caribbean just off Grenada last November! I had to hold it on otherwise the peak caught the bubbles every time I breathed out through my regulator and it floated off my head!

Photo: Eileen Furr

What's wrong with the photo at the bottom of Page 2? It's back to front – look where the fuel filler flap is compared to your car!