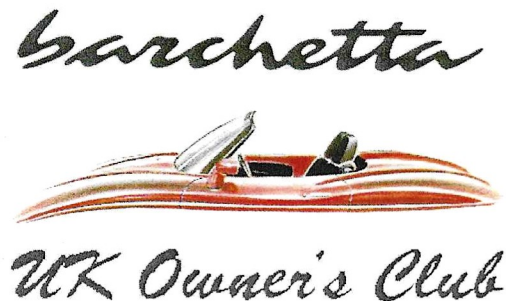


Owners Club News

September 2002 Newsletter



So Much Happening in Your Club...

There is a lot to report this month whether you prefer to spend your winter months just looking at barchettas or out there driving them.

Firstly there is the club website – a complete rewrite has been done and I think you will agree the new site looks great. Like all websites it is a living thing and will need a lot of continuing development. So, please send us your feedback and ideas and if there are additional links you can suggest or pages you would like to see developed please let us know.

If you want to get out there and drive there are a number of meetings over the next few weeks including a

northern meeting, a Midlands meeting and the AGM weekend.

The club also now has a new bank account with our own cheque book which will make paying for continuing developments to our range of merchandise a lot easier. It will also enable us to look at accepting payments to us electronically.

One of our members is working hard to establish an agreed position with Fiat over the variator replacement and hopefully we will shortly be in a position to offer guidance to members who run into difficulties.

So whatever you're doing Happy Motoring.

Rosemary

Forthcoming Meetings

Northern Meeting – Sunday September 29th 11am large layby on A58 on outskirts of Weatherby for drive and visit to Black Sheep Brewery Masham. Contact

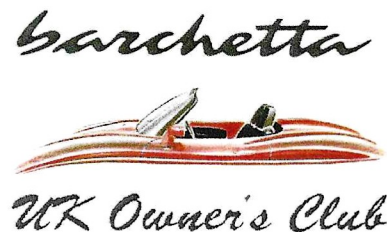
Midlands Meeting Sunday October 20th. Drive and Visit to the Donington Grand Prix Collection. Meeting 10am Northbound service area at Leicester Forest East near J21 of M1. Contact

UK barchetta Owners Club AGM and Weekend Meeting Derbyshire 30th November / 1st December 2002. See page 2 for further details.

Newsletter Deadline

The deadline for content is 1st November.
Email to:

UK barchetta Owners Club
AGM and Weekend Meeting
Derbyshire 30th November / 1st December 2002



The first official AGM of the UK barchetta Owners Club will be held at 4pm at the Alison Park Hotel, Buxton, Derbyshire on Saturday 30th November. This is open to any paid up member of the UK club. You do not need to stay for the whole weekend to attend the AGM however for those who would like a whole weekend to enjoy your barchetta and meet with other club members the programme is as follows.

Accommodation

We will be staying at the Alison Park Hotel, Buxton, Derbyshire www.alison-park-hotel.co.uk and hopefully will come close to filling the hotels 17 rooms. The rooms are either £60 or £68 double/twin and £30 or £34 single including breakfast. They have a special offer running which means that it is the same price if you want to stay for Friday and Saturday as it would normally be for just Saturday (2 for the price of 1). On top of this there will be the cost of dinner on Saturday at £12 per person and any meal on Friday night depending on what time you arrive.

Programme

Saturday

9.30 Leave hotel for drive and photos shoot in and around Chatsworth to include lunch stop.
2.00 Arrival and registration for those joining for the Saturday / Sunday only.
4.00 AGM at the hotel.
7.00 Dinner.

Sunday

9.30 Leave hotel for drive to Denby village.
11.45 Visit to Denby Visitor centre and tour - including gift of Denby barchetta mug.
Lunch at unspecified time! In Belper.

Situations Vacant

The Committee has the following vacancies. If you are passionate about the barchetta, have some free time and skills to offer, please email

Newsletter Editor – to compile the quarterly newsletter

Web Researcher – to pull together information on suitable links, other car events and check that current links remain valid

Regional Coordinators - to be responsible for arranging local evening and Sunday meets and keeping everyone abreast of local shows/events which maybe of interest

Brooklands 27 July 2002

Review by Ian Barnett

Pictures by Ian Barnett and Ewen Brown

Getting up early on a Saturday morning shouldn't be allowed, but when you're off to take part in an Italian car event there is polishing to be done. So 6:30am it's out of bed and out with the bucket and sponge!

8:00am and it's off to rendezvous with the south travelling barchetta convoy, at junction 17 of that well know car park, the M25.

8:55am looks like the 5 of us who arranged to meet are ready to roll. Now who knows where we are going? Oh yes Brooklands, so that will be junction err, 11, yes that's the one.

Back on the M25 and things are not looking too good as

the variable speed limit indicates 60mph then 40mph and the weight of traffic doesn't even allow that. Still we are early and top down, whilst the MX's, Zzzz's and MR2's we see appear to have a faulty component, THEIR ROOF!



09:45am and we pull in to Brooklands Motor Museum where we are directed up towards the legendary banked track to form our display of little

boats. Almost every colour of barchetta is here, the only ones missing are the 2 shades of green. There seem to be a lot of Alfa's round here and look over there, is that the X-19 Owners Club we see before us, could be, well it is Auto Italia after all.



Time to go off for a wander, everywhere you look there are expensive looking cars of all ages, Maserati, Ferrari, Fiat, Alfa Romeo, Lancia, now where did I put my lottery ticket?

Brooklands was the first ever purpose built motor racing circuit, constructed in 1907. As well as many exhibits showing items from those early years there is a Grand Prix exhibit containing F1 cars driven by Hunt, Senna and Hakkinen. And if we were a school trip maybe we also could have had a little sit in the F1 cars?

12 noon and is it lunch time, oh no there is something far more interesting to take part in, a few parade (that's what the guide says) laps of the track. So it's off to sign your life away and then join the queue to get on the circuit. That Maserati 3200GT isn't going very fast, I wonder if a barchetta could blast past? Ok maybe not on the straight but his tyres are a bit more expensive than mine so I think the corner will be a good place to pass, and

indeed it is. Now it's not every day you get to do that kind of manoeuvre and have the grin to match. Right now it's time to find some food, there was no room for the picnic basket, I had a boot full of Club merchandise. Anyone wanna buy a fleece? Talking of shopping, which of these would you choose, the barchetta for around 6 grand or the Ferrari for 40 grand?

2:00pm Must be time for another "parade" lap of the track. This time the queue is a bit longer and the eager barchetta drivers have to wait for some of the more sporty and NOISY racers to wow the crowd. Looks like the competition might have the edge on us this time. Who let that Lotus 7 on the track anyway?



And what on earth is this???? A Dolphin? 90mpg, top speed around 70mph, from a what? 200cc engine weighing in at 475lbs or 215 kg. Oh and just one more thing, no reverse gear, well it takes all sorts.

Back at the parking area and time to compare tyre wear and brake pad dust. My Green Stuff discs and pads seem to have held their own, but some of the other barchetta alloys will now need another good wash. Time for popping the hoods, looking at strut braces, replacement speakers and why ashtrays don't close correctly. There are also the perennial stone chip and third brake light conversations as well as giving advice to prospective new owners.

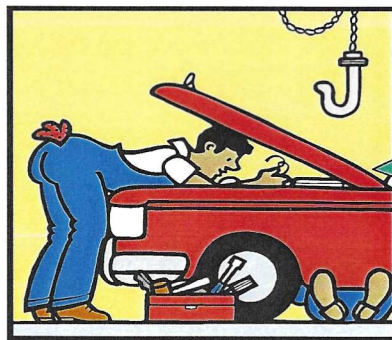
3:45pm as everyone starts to head home it's been a very enjoyable day, meeting some old friends, making some new ones and even seeing the sun shine. Just have to remember the M25 has speed cameras and is not a race track. Just as well really I think I may need some new tyres.



Tech corner

Winter Hand Brake Check

Symptoms



With winter just around the corner, check your handbrake now, otherwise you will be doing a lot more than cleaning the windscreen in the snow like my friend below!

A very common problem is finding the handbrake frozen on in the morning. This can be caused by slush collecting on the handbrake mechanism on the back wheels then freezing overnight, or it may be caused a split in the small rubber boot at the end of the handbrake cable which lets water collect in the U-bend between the caliper and the brake mechanism (Thanks to Bert Reid for working that one out).

If you're expecting a cold night after a wet or slushy day, leave the handbrake off. Put the car into gear, turn the wheels into the kerb and put a brick under the tyre instead. If your handbrake does freeze up, don't bother crawling under the car with a kettle of hot water, as it's hard to pour water upwards (believe it or not this has been attempted!). A hair dryer on an extension lead is more likely to succeed, but don't leave the hair dryer where it can be run over - again, this has been done!



Picture left. Here is the end of the hand brake cable (on the passenger side) with the rubber boot in the red box.

Picture below. This shows the (drivers side) rubber boot with a gap where water can seep or splash in during damp conditions. For a permanent repair, you have two choices:

- 1) Replace the rubber boots. With the car jacked up securely release the handbrake, then release the handbrake cable. Remove the two parts of the old boot. Give the cable a good clean with WD40 or similar and dry it thoroughly. Then apply a good lube working it into the cable sheath. A good quality motorcycle chain lube works well and won't evaporate quickly. Then fit the new rubber boots and reattach the handbrake cable.
- 2) Repair the rubber boots. Again jack the car up securely. Clean the cable and rubber boot parts and dry them thoroughly. Lube the cable sheath as described above but keep the rubber boot parts clean and dry at all times. Then push the two rubber parts together and apply a couple of strips of tape such as Duck Tape around the two parts. It should be noted that this repair only works when there is sufficient space on both rubber parts to secure the tape and will need checking periodically to ensure the tape is still secure.

For both repairs, check for normal braking operation and that the handbrakes works well before embarking on any journey.

