



# Newsletter

February 2006

The big news this month is that due to almost all our members having Internet access the costs of running the club are extremely low. It has therefore been decided to waive all annual subscriptions and if the club does need any funds these will be raised by either special fund raising events or by obtaining sponsorship. So any one that has been too embarrassed to come to our meetings because you haven't paid the subs, can now attend and feel very relaxed.

## LAST EVENTS

### **GARAGE MEETING – Turbo charging by Pierre Hayward**



Pierre gave us a very informative talk, to one of our best turnouts, on the history and theory of turbo charging which included the developments made by Lancia. The parts he brought to illustrate the subject and tales of some of his practical experiences further enhanced this. All left with a very good information pack put together by Pierre and one or two with the idea of fitting turbo's to their vehicles.

### **Timor Hall Classic Car & Bike Show – 29<sup>th</sup> January 2006**



We just managed to squeeze in eleven Lancias in this now very popular and therefore crowded event. The weather was perfect and we had many club members visit during the day, some of whom stayed for a picnic lunch. To top it all we recruited three new members.

## FORTHCOMING EVENTS

### **Breakfast at Natida Wine Estate – ?<sup>th</sup> March 2006**

Unfortunately we have had to postpone this event, hopefully only until 12<sup>th</sup> March, due to the power problem. All the Wine Estates are having major problems due to the ongoing power outs, as it is their harvest season, this has been further compounded by the early rain. We will review the situation early next week and keep you informed.

### Garage Meeting – 1st April 2006

For a change this will be held in the Baldwin Garage and I will go through some basic bodywork restoration techniques and show the tools that are required to carry them out. Laurence will also show the progress he has made in gas flowing his new Monte head.

### Classics in the Bay – 1<sup>st</sup> October 2006

This is the third year of this Hout Bay event and first time we have been invited. It will be great if we can put on a good show to celebrate Lancia's 100<sup>th</sup> anniversary. Please contact me if you are interested in showing your vehicle.

Jim

### A HISTORY OF THE LANCIA – Part 3



Astura



Aprilla

Just at the end of the vintage period, Lancia supplemented the Lambda with the Di-Lambda, a rather larger and more imposing touring car. Chassis design followed closely that of the Lambda, but wheelbase was lengthened to 3480mm and the engine was a revised and developed version of that used in the Tri-Kappa. This was, of course, of vee-8 design, but capacity had been reduced to 3,960 cc (79.37x 100 mm.) and power output was 75kw at 3,800 rpm. The engine was cast in two blocks of four cylinders and the head was, detachable.

The increased power output was countered to a considerable extent by increased weight—a typical tourer weighed around 1930kg. Top speed was just under 130km/h, with 90km/h obtainable in 3rd and a maximum in 2nd of 65km/h. This early vee-8 had tone characteristic in common with the majority of its type, there being a remarkable freedom from vibration and engine noise.

Quite a large proportion of Di-Lambda production has survived simply because the model was toughly built. Apart from the maker's own Torpedo 4-seater tourer and saloon coachwork, a wide selection of bodies by specialist builders was available. The majority sold in the U.K. were saloons by either H.J.Mulliner or Weymann, but other available styles included a rakish cabriolet designed by Lancias and built by Mulliner, known as the "Bachelor's Two-Seater". The Di-Lambda was one of the less significant Lancia models and was withdrawn from general production in 1933; it was, however, available to special order until 1937.

Two new models, the Artena and Astura, were introduced in 1931, as successors to the Lambda, and were in fact identical apart from wheelbase length and engine type and size. The Astura used a vee-8 2,604cc engine, based on the Di-Lambda unit, while the Artena had a development of the Lambda engine, but with stroke reduced to 90 mm., giving a capacity of 1,925cc. Standard features of both cars included the usual Lancia ifs, 4-speed gearbox and a central lubrication system.

The Artena never achieved great popularity and was quietly withdrawn from production in 1933. The Astura, on the other hand, sold well and in its various forms continued in production until the outbreak of war. There was little distinction between the first and second series, but the third series had much more modern styling. The fourth series, which was available in standard forms as a 4/5-seater pillar less saloon or as a drophead coupé, differed in a number of points from the earlier versions. The overall length of the chassis was slightly greater, and was now the type adopted for the Aprilia (to which reference is made later). The brakes were Lockheed hydraulics.

The Augusta, another model with a comparatively brief production life, replaced the short-lived Artena. Not only was the Augusta the smallest Lancia yet produced, but it was also a stop-gap model until the introduction of the design which was intended to be, and was, the successful climax to Vincenzo Lancia's career in the motor industry. Nevertheless the Augusta is a much-loved Lancia model.

Powered by a 1,196cc (69.85x78 mm.) vee-4, developing a modest 26kw, the Augusta had a dry weight of only 864kg and this enabled it to attain a top speed of 112km/h without fuss; 80km/h was obtainable in 3rd gear, but fuel consumption, at around 11.5l/100km., was expensive for such a small-capacity and light car. Apart from an indefinable charm, which makes the Augusta appeal to all who have driven it, there were such practical features as 4-door pillarless bodywork, which proved surprisingly rigid and durable and was to become an accepted Lancia feature. In addition the usual Lancia ifs gave it a considerable advantage over

many of its rivals. Other good points were the excellent hydraulic brakes, a very nice centre-change and the comparatively modest price.

Development work on the Augusta's successor started in 1934, shortly after production had commenced, but it was not until 1937 that the Aprilia entered production a month or so before the death of Vincenzo Lancia. Although subsequent models had been good, none had achieved the popularity of the Lambda and Lancia's aim was to produce a small and light high-performance car that would do just this.

At first glance, the most striking feature of the Aprilia was the exceedingly neat and aerodynamic coachwork, but the mechanical features were equally intriguing. The engine was a 1,352 cc (72x83mm) narrow vee-4 unit, evolved from that used in the Augusta and largely of aluminium-alloy construction; this was used in conjunction with a 4-speed "crash" gearbox. Not only was there Lancia ifs but the same system, combining torsion bars and a transverse leaf-spring, was applied at the rear. The Aprilia had the best suspension of nearly any small saloon, as it combined exceptional adhesion and almost complete freedom from roll; the springing was, however, a little on the harsh side, giving a somewhat pitchy ride.

The pillarless saloon bodywork had no separate chassis, but a flat steel " floor," with a streamlined underside (the only projection was the exhaust), to which the body was welded. Most vulnerable panels, such as wings, were bolted on and easy to replace. Styling was particularly clean and uncluttered, with a sloping roof and tail, in which a divided rear window and adequate luggage accommodation were provided. There were no running boards and the headlamps merged into the wings.

In view of the small capacity engine, performance was quite exceptional. Top speed, aided by the clean shape and low weight of 864kg was an easy 130km/h, with effortless sustained cruising in the 100-110km/h band. It would accelerate from 0-80km/h in under 13 sec., and could cover the standing quarter-mile in 21 sec. The speeds obtainable in 2nd and 3rd gears were 65 and 95km/h, and fuel consumption rarely fell below 9,5l/100km. The steering was light and high-g geared and turning circle a mere 9 metres. It can be truly said of the Aprilia that it was one of the great cars of the 'thirties, with a specification and performance up to 'sixties standards.

Two years later, in 1939, a Series-2 version with an enlarged engine of 1,486cc replaced the earlier model, and this remained in production until replaced by the Aurelia in 1950. Other features of the Series-2 model were pierced wheels to permit better cooling of the brake drums and a fuel gauge consisting of a series of numbers, which lit up in turn as the tank level fell. The Aprilia was always available in chassis form, and a considerable number of drophead coupés were built on the pre-war chassis by Farina and Eagle; these were pretty enough little cars, but lacked the body rigidity of the saloon versions.

## **The Baldwin Garage**

Laurence has given you feedback on his cars for the last to months, so I think it's time for me to give an update on my projects.



I'm going through a series of minor problems with the Series 1 Fulvia. This started when I heard a crash outside and on looking out the window, found that the Fulvia had rolled back into the gate. This was due to a tooth coming off the handbrake ratchet. Fortunately the one on my spares vehicle was in good condition and it was only a one-hour job to change. The fan bearing then started making embarrassing noises. It is belt driven on the Series 1. Again it was a relatively easy job as it takes two standard ball bearings at R20 each. The only complication was that one bearing had been moving in its housing so I stuck the new bearing in with plastic metal. A simple fix I've used before on lightly loaded bearings. So with the engine running quieter than ever before I was looking forward to some trouble free motoring. This was not to be as rev-counter then pack up as the cable had broken. It is cable driven from the exhaust cam on the Series 1. Brake Super Service quickly made up a new inner cable from our sample for R80. So we then had a very pleasant drive to Timor Hall but I was very frustrated when the speedometer packed up on the way home. So back to Brake Super Service for a new inner and outer cable for R140 and I'm now ready for Natida.

My long-term Fulvia Series 2 project is still slowly progressing and I have now cut out and repaired all the rusty panels from behind the front axle. I have now removed the accident damaged rear axle and have stripped this and the one from my spares car. I'm now in the process of selecting and refurbishing the best parts from both to make up one good axle assembly. I'm hoping to have this completed ready to show off at the next Garage Meeting. - **Jim**

My Monte was off the road for just over a week as I tried to sort out the steering rack. The bushing that supports the rack had totally disintegrated, so I did not even have a sample to work from. After spending much time trying to source one locally I found I could get the part cheaply from the Monte Hospital in the UK. It is actually cheaper to get it shipped to Cape Town than to an English address, as we do not have to pay tax on it. That is if customs do not notice it as it comes in.

Monte Hospital is an amazing supplier they seem to stock just about everything for Montecarlos from brand new taillights to body panels. The websites <http://www.montehospital.co.uk> has their catalogue and prices online.

I am busy gas flowing and porting a Lancia Twin Cam head which I'll probably use in my Beta. Following the techniques in Guy Crofts Workshop Manual I hope to get about 10% more power from the engine at least. If anyone does not have the book I can recommend Guy Crofts website, there is just as much information on the site about porting as in his book and a lot more pictures <http://www.guy-croft.com>

Other modifications I am doing to the head include fitting bigger 43.5mm inlet valves; the standards are 42.8mm and fitting unleaded valve seats on the exhaust port.

I am still looking for a local supplier for inlet valves and valve guides, the exhaust valves where available from Masterparts for R30 each, they stock inlet valves but only the standard 42.8mm ones and not the 43.5mm ones that came fitted on some FIAT 2L models. Masterparts do also stock valve guides but these are for the old 1.6 cylinder head and have an outside diameter of 15mm and not 14mm like all the modern FIAT / Lancia twincam heads.

**Laurence**



**Illustration 1** On the left is my brand new 36mm exhaust valve. On the right is a very coked up inlet valve, from my scrap head

### **LANCIA CLUB of SA**

**Elefantino Dinner & Video Evening** – Saturday 25th of March 18h00 Full details to be advised later.

#### **For Sale:**

**Lancia Appia Series 3 1961.** Extensively overhauled. In daily use. R18,000 o.n.c.o.

Phone Phil on 082 667 4934 or (011) 827 6951.

**Lancia HPE Volumex VX @ R18,000-00.** Good running condition. Contact Tom Mc Donald on (011) 838 7178 ( Work) or on [tom@tdutoit.co.za](mailto:tom@tdutoit.co.za)

**1998 KAPPA V6 Auto** - full house, white gold colour. 140,000Km. recent cambelt, water pump and power steering replacements. Offers around R110,000. Contact Tony (011) 440 6851.

**1986 Beta HPE IE** - Red, one owner since new – in daily use. R18,000. Contact Tony (011) 440 6851.

**1980 Lancia Beta Spyder 1600** – Red needs attention. R12,500 contact Ladi 082 9205907

**Lancia Appia Series 2 1958.** R42,000 with RWC.” Sedgefield Classic Cars 044 343-1035

**Lancia Trevi Volumex VX 1985.** “One owner car. Genuine 84,400 kms. Just been serviced. R36,000 with RWC.” Sedgefield Classic Cars 044 343-1035

<u>Committee:</u>	<u>Home</u>	<u>Work</u>	<u>Mobile</u>	<u>e-mail</u>
Johann du Toit	685 6824			<a href="mailto:dutoit@intekom.co.za">dutoit@intekom.co.za</a>
Laurence Baldwin	557 1266	657 1786	083 649 9445	<a href="mailto:laurence@mindspring.co.za">laurence@mindspring.co.za</a>
Jim Baldwin	557 1266	710 6823	083 717 2646	<a href="mailto:jimb@ananzi.co.za">jimb@ananzi.co.za</a>
Peter Immelman	686 3305	Fax689 1498	083 300 7666	<a href="mailto:peter_i@iafrica.com">peter_i@iafrica.com</a>
Julian Schut			082 339 1988	<a href="mailto:jschut@iafrica.com">jschut@iafrica.com</a>
Chris Pretorius	712 7463		083 401 2043	<a href="mailto:chris.pretorius2@za.bp.com">chris.pretorius2@za.bp.com</a>

*Club Website: [www.lancia.za.org](http://www.lancia.za.org) – lots of pictures on this site!*