



Newsletter

March 2007

After the disappointment of having to cancel the D'aria breakfast it was great to meet the guys on the Girocapa from Jo'berg and PE and share in their enthusiasm for the marque. It would be wonderful if we could have an annual event were we all met up. If anyone has any ideas on how this could be arranged please let me know.

Note that due to the clash with the Easter weekend the April garage meeting has been moved to Saturday the 14th. See below for details.

LAST EVENTS

Breakfast at D'aria

Unfortunately this had to be cancelled due to insufficient numbers.

Flaminia 50th Anniversary Tour - GiroCapa

This was a great event. Laurence & I only managed the Wednesday, Friday, & Sunday events. Others participated on Thursday, Saturday, & Monday and hopefully one of them will give me a report for next months Newsletter.

Wednesday – Dave Lyons Collection

After introductions to all the Tour members, their cars and catching up on the changes to Dave's collection the event became a proper garage meeting. One of the Flaminias was only running on three cylinders as all the sediment from the fuel tank blocking up the jets. So out came the spanners and carb cleaner and within a few minutes Tony Sailer had stripped and cleaned the carb and all six cylinders on full song. The Tour members then drove over Constantia Nek to have lunch at the River Café.



Friday – Nose Bar & Lemocello Restaurant

After a few good jars and yarns at the Nose Bar we all moved on to the Lemocello Restaurant for a wonderful truly Italian meal with so many courses that I lost count and each one surpassing the last. This was complemented by the range of Leopards Leap wine kindly donated by the winery. This was all capped off with a glass of the restaurant's own Lemocello, which certainly outshone my efforts at brewing it. It was a very fitting way of not only celebrating the 50 years of the Flaminia but also Johann & Ina's 45 wedding anniversary.

Sunday – Crankhandle Club Meeting

The tour was very honoured to be invited to the Crankhandle Club meeting and to be given the opportunity of meeting their members, view their cars and show off ours. It was another perfect day and after tea under the shade of the trees the Tour went off to Lunch in Kalk Bay.



FORTHCOMING EVENTS

Garage Meeting – Saturday 14th April

Time – 3pm

Venue – The Laing Garage

Theme – Fulvia, I will bring some facts on the lifecycle of the Fulvia and Phil is hoping for some help in dismantling the sub-frame of his Series I, so come in your working clothes.

Directions - From the M5 take the Grassy park turnoff into Victoria Rd

Travel down Victoria Rd, pass 2 sets of traffic lights, pass a 4 way stop (Rondevelei on RHS) to next stop street (wooden hut on RHS)

Turn right into Peninsula rd and follow the road all the way round.

Pass a stop street

Take first right (or second right) after stop street into Flamingo Crescent.

If you get lost, Phil's contact details are Tel: 706 7663 Cell: 082 346 0127

Jim

The Baldwin Garage

From the Fulvia side.

Still no progress on the Series II this month as I am getting too carried away with the garage cleanout and am busy breaking up the remains of my Mini's before they have rusted away completely. Let me know if you need any Mini spares.

I have not even done anything constructive about the Series I generator. I had an offer of one from Johannesbug but have decided to try getting it rewound as I have been told that this is a common problem and that they can be rewound successfully.

Jim

From the Monte side.

My Montecarlo has a thing about breaking down when I am on a date. A common comment people make when they see my car is how "the girls must love it" in fact they do not. My Prisma was far better in that department, because of the dodgy central locking, I had to open the passenger door before I could open mine. This together with the fact that it was straightforward to get into while wearing a skirt and had a sunroof made it a good car date wise.

Once a girl is inside the Monte they soon realize it is noisy and they will have to shout if they want to talk to me. The first time they try and get out is equally stressful as the door handles are all hidden up underneath a part of the armrest, I can imagine some of them have visions of being trapped in a car with a serial killer. Luckily it has never broken down on the way out that would have killed off my dating life. This month driving back down the N1 with a date in the car, the lead lights flickered and then went off. My date a golf owner was not familiar with cars breaking down and was slightly taken a back. Instinctively I felt around under the dash, and while driving found the warm bit of wiring, got some melted plastic on my hand and the lights popped back on. For about 20 seconds and then they went out again, so I pulled over, whipped out my Leatherman and using my cell phone as a torch started rewiring the switch that had burnt out. After a couple of minutes we were on our way again, with a very relieved date.

The next day I was recounting the story to members of the Jo'burg club, after hearing the last bit Tony Seiler chipped in with "its got to be a Beta or Montecarlo they all do that". The solution he tells me is to fit in relays so the power comes directly off the battery rather than via the ignition.

Also this month I bought 2 more Pirelli P6000 tyres 185/60 R14 to match the front. The 205/50 tyres that came off made it look mean but together with the bad wheel alignment gave the rear some bump steer. With the new tyres on it handles like a dream and is quieter, but not as quite as a modern car.

The Beta coupe starts and runs but needs so much work I am not really sure where to start. The easiest would be to go with the race theme, put the bonnet on with pins and not worry too much about the electronics. This I fear probably would make the car pretty unsaleable, and it would be hard to get rid of before I leave for overseas next year sometime.

Maybe once it is running reliably enough to drive on the weekends I'll be more motivated to get things done on it.

Laurence

For Sale

Montecarlo – Very good condition - Contact Coenrad Spamer 0829514658 email nikoen@telkomsa.net

Thema 2I 16V – ex Vigiletti family car – only R12000 - Contact John Simpson 021 557 2530

LANCIA CLUB SA

Wanted

Set of Thema Foglamps regardless of condition, may even be damaged, as long as the reflectors are OK.

Contact Jack Joubert on 082 441 6545 or jack.joubert@lifehealthcare.co.za

LHS Thema Foglamp to swap for RHS or R 600.00 Contact Enzo Ferrari on 082 567 7371 or enzo@switchtechnique.co.za

Ten Orders for Thema Foglamp lenses. Only R350 per set. A real gift, assuming you could buy them anywhere! Contact Deon on [082 469 3744](tel:0824693744) or Deon.VonBenecke@sanlam.co.za

Ten Orders for Beta Windscreens. Only R1,500 each. Contact Guy McDougall on 073 510 5424 or comega@mweb.co.za

For Sale

Integrale brakepads. Front R600.00 rear R320.00. Also Thema, Dedra & Montecarlo parts. See www.ompracing.it Distributor Slipstream Racing in Centurion.

1984 Lancia Gamma 2500 IE manual coupe' metallic blue 200,000km. Blue cloth upholstery. Pride & joy of original owner, excellent condition, always kept in garage, recent big service & new tyres. R30,000 (spent R20,000 on parts!) Contact Franco on 031 7811853

7 Fulvias in various stages of repair: Some runners, some projects, some with little to do...Also cylinder heads, gearboxes, engines & trim, wheel rims etc. etc. Prices very negotiable. Contact Peter Berry on pwb@lantic.net 011 887-1026 or 083 325 9237.

CAPE LANCIA CLUB

Club Website: www.lancia.za.org

2007 Calendar (Provisional)

April 14th - Garage Meeting (Saturday)
May 6th - Social Meeting (Sunday)
June 2nd - Garage Meeting (Saturday)
July 15th - Social Meeting (Sunday)
August 4th - Garage Meeting (Saturday)
September 2nd - Social Meeting (Sunday)
October 6th - Garage Meeting (Saturday)
November 4th - Social Meeting (Sunday)
December 1st - Garage Meeting (Saturday)

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