



Newsletter

September 2006

After some last minute nerves when I imagined no one was going to turn up I was relieved to find the Centenary Celebrations ended up being a great success. The main credit for this must go to Julian for all the background work in arranging publicity plus liaising with the other clubs along with Pierre and Johann. Not forgetting to mention Jenny who did all the organizing with the Italian Club. Special mention is also required for those who took special effort to get their vehicles there, such as the Immlmans, Schuts, Harvey-Schmitz, Hayward families plus John Ryall and Dave Lyons. See below for full report.

Classic Car Shows are getting more popular and therefore more frequent. There have been to recent ones where we were invited but due to organizing the Centenary Celebrations I did not advertise them as widely as I should. The first was earlier in the month at the Whale Festival at Hermanus and the second held last weekend was Classics in the Bay in Hout Bay. I have also just had a call from the organizer of the Timor Hall event saying that it will be held in February next year and will now be a two-day event. Some members have also show interest in taking part in the large George event. If you are interested in taking part in this type of event, let me know and I will make sure you get full details of each event as soon as they become available.

Jim

LAST EVENTS

Italian Race Day – Killarney Saturday 2nd September

Even with little notice and the proximity of the Centenary Celebrations we were able to get together a varied selection of Lancias to display proudly alongside our cousins from Alfa Romeo, Ferrari, Fiat, and Lamborghini. Along with our Fulvia and Montecarlo, Dion had is now very smart Spider and Pierre with his Integrale. A pleasant surprise was to see Julian and Kyle arrive in Peter's B20 and Fulvia Sport. We were even joined by Stirling Kotze with his very smart newly restored Monte. We made some good contacts who had either Lancia spares looking for a good home or complete cars. The highlight of the day however was the demonstration lap which turned into a four lap high speed trial. I was pleasantly surprised how well the Fulvia went considering the state of its tyres but it was still amazing how quickly the Ferraris and Lamborghinis came flying past on the straights.



Centenary Celebrations – Sunday 3rd September



Unfortunately we didn't have the brilliant weather we normally associate with Lancia events, but at least the promised rain held off and we just had to put up with a cool Southeaster. This did not dampen anyone's enthusiasm and we ended up with a show of 18 Lancias, which almost made my target of 20. This was matched by a similar number of Italian Bikes and Cars of other manufacturers. The star of the show was definitely Peter's Lambda, the Bikers being particularly intrigued with the engine layout. The Italian Club did us a wonderful lunch and as there was over 50 of us we had the main hall all to ourselves. Julian got a bit carried away when giving the toast and has invited us all back for the bi-centenary event. I trust that I will see you there as I suspect that we will all be celebrating it with Vincenzo himself.





FORTHCOMING EVENTS

Garage Meeting – Saturday 7th October

This month we will have a CO meter available for those who would like to check out their cars carburetion. It will be held in the Immelman garage starting at 3pm.

Classic Racing Car Open Day – Killarney - Sunday 22nd October

As last year we will have a pit to display some cars plus you will be able to do as many laps of the circuit as you like. We had a great day there last year, especially Julian who was able to do few few laps in Peter's B20 and also in his own Integrale. All going well, it should be the track debut of Laurence's Beta Coupe. Give me a call if you need more details.

Presidents Braai – Sunday 5th November

Make sure that you keep your diary clear for the social event of the year.

Timor Hall Classic Car Show – Saturday & Sunday 3rd/4th February

This year the show will be spread over 2 days. The Saturday will be for vehicles pre 1945 and the Sunday post 1945. Let me know soon if you are interested in attending so that I can ensure we get a big enough area for us all.

NEW MODELS

The big news is that Lancia have announced that they are going to restart production of right hand drive vehicles. The first will be the Delta HPE, a five-door hatch back with a smoked glass roof and very striking styling. It will be sold through selected Alfa dealers in the UK in about 18 months, so start pestering all the Fiat and Alfa dealers here to try and order yours. It will be great if we get Lancia reintroduced into SA.



The Market Place

Dion Tromp has a very good contact that does amazing things restoring mag wheels at very good prices. Check out Dion's for proof. If yours need sprucing up or straightening out contact Dion and he will negotiate a very good deal for you. You can contact him on 021 797 0326 or 082 9649220.

The Baldwin Garage

From the Fulvia side.

Had an annoying problem with the Fulvia this month. The battery kept going flat when the car was left standing. I eventually found that it was because the interior light switch had been turned on. I had not noticed this because I had taken the globe out as I could not get the correct one. I had found that if you put too high a wattage globe in it melts the lens and I didn't want to destroy my new lens. What I did not realize was that this switch also turns on the red lights in the door, so these had been on all the time and flattening the battery. So it was an amazingly simple fix once I had worked out the cause.

I managed to sort out the alignment of the rear panel of the Series II with a jack and judicious use of the hammer. There is only the rear valence left to have finish stripping all the paint off the rear of the car. I have however started to do some filling to relieve the monotony of paint stripping. I was interested to find the website on another Fulvia restoration where the guy states that he spent 300 hours stripping the paint from his car using paint stripper. The link is www.geocities.com/neil.cundy@btinternet.com/index.html if you are interested in checking it out.



Jim

From the Beta side

After some more fine-tuning of my Montecarlo dual downdraught carbs and my best attempts at economical driving I have managed to get my fuel consumption down to 10.5l per a 100km.

The technique we used to set the mixture on the carbs was, to first screw all the balancing screws in fully and all the mixture screws out. With this setting we were able to get the car to run, using the idle screw we set it to run at about 1500 rpm so it could get warm and would not keep on stalling while we set the mixture. Once the car was warmed up, using the very accurate tachometer on my timing light we adjusted the mixture on each carb until the revs peaked. The theory being that this is the point where the optimum combustion takes place hence the increased revs.

Once the mixture was set, we balanced the carbs by adjusting the linkage between the two carbs and the balancing screws. By placing a flexible pipe in your ear and the other end of the pipe into the carb you can compare the suction of each one. This part is a very inexact science for me, but I am very happy with the results.

Once all that was done we were able to drop the idle down to 700rpm, which was very smooth. As a compromise for the lack of choke I finally set the idle to be 1000rpm once the car is warm. This means that from cold the car will just idle ok at 700rpm, which makes the first 10 minutes of my morning drive to work a lot more relaxed than trying to keep it from stalling while the engine warms up.

The Beta has seen some work, I spent an evening trying to fit my new gas flowed cylinder head only to realize that the FIAT cylinder head is in fact slightly different from the Lancia version. I had to cut off a small part of the head that was fouling the water pump and drill and tap holes for the engine mountings. The FIAT the head came off was rear wheel drive and so situated a totally different way in the engine bay, which explains the different engine mountings.

This time next month, my exams will be over and the Beta should be running. Well that's what I always hope.

Laurence

Lancia Club SA

MARKET PLACE

For Sale: As a unit or separate neg. **Beta Volumex engine block** - balanced crank f/wheel , rods , pistons , new belt. VX gearbox - 19/62 final drive , modified f/wheel to take slightly smaller clutch & p/plate
Used VX pistons in good condition with new rings - Block needs re-sleeve back to std (I can have it done - extra) Recon. water pump, used oil pump, Baffled sump (a la Guy Croft) Cylinderhead - Complete with blower, manifold, carb, airbox (new tensioner), new guides (not fitted) - needs seats to be cut (can have guides fitted and seats cut to 3 angles @ extra cost) , s/steel water pipes (top and bottom), new t/stat, cambelt. Complete gasket set. R4,250.00. Contact Deon.VonBenecke@sanlam.co.za or 082 469 3744.

For Sale: 1970 Beta coupe Series I, 2 litre, manual gearbox. Metallic gold, newish tyres, motor good. Gearlinkage needs attention. R10,000. Contact Roger on swanfoto@iafrica.com 083 226 1935 or 011 802 4887 h.

For Sale: 1988 Thema V6 2.8 litre, manual gearbox. Lancia Blu, new windscreen, Stilauto mag wheels. Regularly serviced. R12,000. Contact Roger on swanfoto@iafrica.com 083 226 1935 or 011 802 4887 h.

CAPE LANCIA CLUB

Club Website: www.lancia.za.org - now updated

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