

ISSUE 680/ MARCH 2025

Viva LANCIA

THE MAGAZINE OF THE LANCIA MOTOR CLUB

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LANCIA FLAMINIA TOURING GT (PROJECT)

Flaminia Touring 2.5 3C. Imported from USA in late 1980's, one UK owner since. Body restoration started, but not finished, requires aluminium finishing and painting. Interior needs retrimming.

LANCIA ARDEA

Arrived from Spain for some engine repair work, owner has indicated a desire to sell and thinks that the UK may be more appreciative of an Ardea. Engine has been running with repaired water pump and dynamo.



PARTS

New: Aurelia rear spring mounting brackets
New: Aurelia B12 rear lamp internal gaskets (prototype)
New: stocks of air filters incl. exotic 037/Delta S4
New: ignition lead sets incl. exotics – 037/Delta S4
New: stocks of Ignition 123 electronic ignition distributors
New: batch of Fulvia air cleaner breather elbows
New: batch of Fulvia S2 Coupe 1.3 chassis plates
New: Fulvia brake compensator rod bushes
New: batch of Fulvia etc., exhausts inc. some stainless steel ones
New: batch of steering wheel bosses – Momo Nardi for many cars
New: Fulvia wheel bearing retaining nuts & hub nuts
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New: Fulvia S2/3 brake discs, front & rear
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New: Fulvia / Flavia leaf spring clamping straps
New: Fulvia and Flavia / 2000 shock absorbers, front and rear
Also: Fulvia S2 / 2000 steering idler box rebuilds
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Also: Aurelia drag link lock tabs
New: Fulvia S2/3 alternator and lubrication stickers
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Viva LANCIA



MARCH 2025 No. 680



Glido Strazza, factory sponsored Lambda special leads an Alfa Romeo 6C 1500 Sports.

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Editorial

At this point I'd normally be writing about the National Rally or recommending various tours and events but I forgo all for something just as imperative so without further ado:

The Federation of British Historic Vehicle Clubs has launched its major five-yearly research to the entire road transport heritage community, and we need your help!

Please participate in the crucial National Historic Vehicle Survey and keep transport heritage on our roads. The survey takes around 10-15 minutes to complete and is best done in 'one sitting' – <https://fbhvc.co.uk/survey>

Why the survey is vital: The Federation of British Historic Vehicle Clubs are having to argue ever more strongly for historic vehicles to retain their current access and freedoms on our roads in the coming years as we navigate the most challenging period in our history.

To defend our freedom to use yesterday's vehicles on tomorrow's roads, we need your help completing this crucial survey.

We conduct this major research every five years and more than 15,000 enthusiasts participated last time around. We want to make this survey the largest and most comprehensive of its kind in the world, so please take part, have your say, and help keep the historic vehicles that we love on the road for the benefit of everyone in the future.

The Federation represents more than 500 clubs, museums, and individual members passionate about historic vehicles older than 30 years, including cars, motorcycles, buses, coaches, lorries, agricultural, military and steam vehicles.

Due to changing political and environmental influences, the historic vehicle community, events, the freedom to use the roads, and even the fuel we use are under increasing threats and pressures.

The FBHVC aims to lobby the Government against detrimental legislation and restrictions that

could impact the future of historic vehicles. However, to secure a successful outcome, the organisation needs dependable data on the significance and scope of the historic vehicle movement. The responses you provide will help shape the future of historic vehicles in Great Britain over the next five years by providing crucial data.

The Federation first conducted research in 1997 and has repeated the process at least every five years since then. HM Government values this research for providing a consistent approach that demonstrates accurate traceability and the development of the historic vehicle movement over time. Such transparency fosters trust in the Government and ensures that the 1.9 million historic vehicles recorded on the DVLA database are treated fairly and appropriately.

The survey encompasses all historic road vehicles, including, as mentioned cars, bikes, lorries, vans, motorhomes, military vehicles, buses/coaches, agricultural vehicles, and steam vehicles.

We have tested the survey to ensure that it works on all modern computers, laptops, tablets and smartphones. If you are having problems and are using 'modern' equipment, please let us know.

The survey closes at 23:59hrs on 31 May 2025 and the results will be published in the Autumn.

For this, and all other questions, in the first instance please contact the Secretary secretary@fbhvc.co.uk

We thank you for your support.

Mel Holley

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Cover photo: Courtesy Sergio Limone, Miki Biasion stands by the new Ypsilon Rally, Verona Motor Show. See p17.

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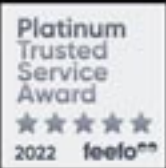
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Forthcoming events

LMC events diary

April 2025
25 - 27 Great Northern Weekend, Lake District
25 - 27 Lancia Motor Club Ireland Rally

May 2025
30 - 2 Sliding Pillar Rally

June 2025
20 - 22 LMC National Rally

August
30 Super Car Saturday

September 2025
5 - 7 LMC Welsh Weekend
6 Goodwood Track Day - provisionally booked

GREAT NORTHERN WEEKEND, LAKE DISTRICT, APRIL 25 - 27

The chosen venue for the 2025 GNW is the absolutely fabulous Lakeside Hotel and Spa set directly on the shores of Lake Windermere just North of Newby Bridge in the heart of the Lake District. Besides being a wonderful and luxurious 4-star hotel there is plenty to do with the Lakeside Steamer service to Bowness and Ambleside within 100 yards of the hotel as is the Lakeside and Haverthwaite railway and Lakes Aquarium plus within two miles is the Lakes Motor Museum and there are also plenty of countryside walks for all levels too. It is dog friendly and very popular with classic car clubs and will have its own Lancia-only allocated car parking facility and separate function room suite for the Gala dinner. All in all it's quite a coup. We have managed to secure a block booking of 40 rooms (with more available should the demand be high enough) so we will all be required to act relatively quickly to confirm our bookings as set out below.

- The tariffs are as follows-
- The Lakeside Hotel and Spa, Friday April 25, 2025 x 2 nights £575.00 for double/twin occupancy room including bed and breakfast Friday and Saturday and Saturday evening Gala dinner. Price is for two people sharing.
 - £330.00 for double occupancy bed and breakfast and Gala dinner for Saturday evening only for two people sharing.
 - £435.00 for single occupancy room including bed and breakfast and Saturday evening Gala dinner for one person.
 - £260.00 for single occupancy bed and breakfast and Gala dinner for Saturday evening only for one person.
 - £25 per night for dogs.

The above rates including bed and breakfast, Saturday evening meal, service and VAT. Members are requested to contact the hotel directly to book and

need to quote reference Lancia Motor Club GNW Event – Lakeside Hotel and Spa GA001004. The hotel have advised that bookings are made between now and January 31, 2025 which is 12 weeks before the event. Phone number 01257 238730 It will be on a first come first served basis for room and the hotel would request £200.00 per room non-refundable deposit then the balance settled in full six weeks prior to arrival.

Early booking is essential to avoid disappointment.

As usual the itinerary is as follows: On Friday arrive at the Hotel throughout the day – the car park will be on the left, signposted and opposite the hotel with Paul endeavoring to be in attendance to guide guests upon arrival once dropped off at the hotel entrance-meet old and new friends and acquaintances throughout the evening whilst settling in and choosing whether to dine at the restaurant or elsewhere, Saturday morning after breakfast, there will be time for that boat or train ride or a wander before the touring rally takes place – just the one this time. The Gala dinner will be 7.00 for 7.30pm meet, followed by prize giving and speeches, then a few drinks before bed. Following Sunday morning breakfast it will be time to check out and leave at your leisure.

If you haven't experienced a GNW before, it really ought to be tried, one of the early LMC events when most of the cars are out of hibernation and the weather improves.

We look forward to seeing you all there!

Paul and Claire Greenway

LANCIA MOTOR CLUB IRELAND 2025 RALLY, APRIL 25 - 27

Base: Carrickdale Hotel and Spa, Dundalk Co Louth. Hotel Tel. +353 (0) 42 938 0900 – Event reference 229195 / Lancia Motor Club Ireland.

€130pp for Fri/Sat Night – including Saturday night dinner. Twenty five rooms reserved.

Lancia Motor Club Ireland are proud to announce their 2025 Rally to be based out of the Carrickdale Hotel and Spa, right beside the scenic Cooley Mountains and Carlingford Peninsula right on the border with Northern Ireland. The venue is easily accessible from both Dublin and Belfast, being approximately one hour's drive from either city.

Activities include the usual meal and welcoming drinks on Friday evening, a scenic drive on Saturday, featuring plenty of the areas outstanding natural beauty, mountains and one of Irelands famed 'Magic Roads', then a gala dinner to follow and a shorter run on the Sunday.

Hotel Bookings are available now, please book directly with the hotel – Tel. +353 42 938 0900 – Quote Event reference 229195 / Lancia Motor Club Ireland.

Please email edfahey@gmail.com and let us know you are coming - We need numbers so I can plan accordingly.

For discounted ferries please see www.nutttravel.com

Looking forward to the event and plenty of Craic.

Ed Fahey

SLIDING PILLAR RALLY 2025 MAY 30 - JUNE 2

All rooms for the 2025 event at the Hotel du Casino in Saint Valery en Caux, France have now been reserved.

A waiting list is now open. If you would like to attend, please register your interest as soon as possible to be in for a chance for any cancellations.

Ade Rudler
aderudler@outlook.com
or
Eduard De Landtsheer
eduard@busybee.be

CIRCUIT-HISTORIQUE DE LAON JUNE 7 - 9

Circuit-Historique de Laon is a large event with about 700 cars descending on the medieval town of Laon, Northern France for a tour on the Saturday and a 6km cavalcade through the closed streets of the town on Sunday.

In 2025 the featured marque will be Lancia. Information and application forms on the website www.circuit-historique-laon.com. Scenic Car Tours offer a tour package with a variety of accommodation options www.sceniccartours.com/laon-historique

LMC NATIONAL RALLY JUNE 20 22

At the time of writing this, under incessant grey skies and near-freezing temperatures, it's difficult to appreciate that we're only four

months away from Midsummer and the highlight of the LMC events calendar – the National Rally.

Being a couple of months earlier this year has brought its own logistical challenges, trying to work with suppliers and local attractions who were unprepared to open their diaries until the New Year, but perseverance has paid off and the details are in the middle of this issue. Bookings should also be live on the Club website now – go to lanciamc.co.uk, click on 'Meetings & Events' and follow the big red button at the top of the page. A paper booking form will be included with next month's magazine for those of you who prefer to pay by cheque or bank transfer, or you can download and print a form from the forum.

The earlier event date this year also means a compressed timeframe to get your bookings in – the deadline is Bank Holiday Monday May 5. Up until Easter you can choose to split your payments to ease cash-flow, but after that any bookings will have to be made in full. After May 5, bookings are at the mercy of availability and create a lot of time-consuming admin, so please don't hang around! There is also a very real limit to numbers this year as the function room has a tight capacity for dinner.

We are constantly striving to make the event better and more inclusive, especially to family and friends, so don't be afraid to invite them along to the Sunday festival and let them see what a friendly bunch we all are!

We look forward to seeing old and new friends under sunny skies.

Mark and Jo Hall

SUPER CAR SATURDAY, AUGUST 30

This year marks the 20th anniversary of Salon Privé, and the 75th anniversary of the launch of the Lancia Aurelia and your club has been invited to attend on Super Car Saturday August 30 which is the biggest single day of the four-day event.

Super Car Saturday sees both the North and South lawns of the historic Blenheim Palace occupied with a display of over 1,500 privately owned classic and supercars. On the South Lawn, Aston Martin, Bentley, Ferrari, Lamborghini, Lotus, McLaren and Rolls-Royce among others will be presenting their latest models. In the centre of the South Lawn, on the Cricket Pitch, will be concept and prototype cars, showcasing the cutting edge of motoring technology.

Mix with fellow Lancia enthusiasts at our Club's dedicated paddock and enjoy the wide variety of luxury shopping and places to eat with Club friends old and new.

Salon Privé also offers car club members the exclusive opportunity to compete for both manufacturer and club awards. Central to the day's awards is the Salon Privé Club Trophy presented by Lockton, which honours the UK's prestige car clubs with a Manufacturer's Award and



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Secretary's Award for each. The winning cars will be displayed on the South Lawn to be admired by event-goers.

To take part we have agreed to provide a minimum of 25 Lancias and because of our anniversary we want to see as many Lancia Aurelias as possible. Club President Adrian Donovan will be bringing his Aurelia B20 Coupé, an original matching numbers car and Club Concours Class winner.

Committee member David Barzilai will be bringing his 1954 Lancia Aurelia. In 2020 it won third place in Class E: Post War Grand Tourers 1945 - 1961 (Judges Vote) at the Magneto global virtual classic and Supercar Concours and was a special runner up in the RAC's Restoration of the Year. In 2021 it was concours and class winner at the UK Lancia Motor Club's annual Concours.

We would also like to invite Lancia owners who are not members to take part. It will be a fun day for them, a chance to meet fellow Lancia enthusiasts and learn about more about the Lancia Motor Club.

Ticket pricing – preferential Club rate: Adult: £50; child (age 5 - 16)

£25; family (two adults and two children aged 5 - 16) £120.

Book your tickets at www.salon-priveconcours.com/car-clubs
Or use the QR code:



LMC WELSH WEEKEND SEPTEMBER 5 - 7

Hi all, we will once again have the Lancia Motor Club Welsh Weekend at the Tynycornel hotel.
www.Tynycornel.com

It will be the weekend of September 5 - 7 2025. Details of the plan for the weekend are still being finalised but it will be a gathering the Friday and Saturday usual dinner affair.

The steamboat will hopefully be out too weather permitting.

Please book via enquiries@tynycornel.com or 01654 782282

Christo and Malcolm

Snippets



Author claims that the Lambda couldn't boast a separate chassis, but by 1929 coachbuilders had been producing bespoke Lambdas for at least three years.

DILAMBDA MUSINGS

Here's a little book I picked up for next to nothing, a 1962 pocket guide to Veteran and Vintage cars by Peter Roberts (another one surely – not our esteemed member based in Canterbury?) It features the usual suspects Benz, Leon Bollee, Panhard, Daimler, Wolseley, Darracq and so on but this actual book belonged to the printers,

Odhams and was their file copy – a little note pasted in by the flyleaf reminds us to return it to Odhams, Long Acre, London. Odd then that it turned up in the Clumber Park bookshop. Anyway that's by the by, no book of this nature would be complete without a Lancia and this time it's the Dilambda that gets the nod, a pretty cursory review, above.

We could do with more on the Dilambda in general, it's a rare car in the UK despite an eight-year production life and the few comments we get seem to be divisive; some say it lacks the agility and poise of the Lambda, it's too big, unwieldy and so on; others like Victor Lane who some will remember, a US citizen based in Wales and a great advocate of the car, insist it's Vincenzo's third 'Capolavoro' and those who carp simply haven't driven a good one, they are fantastic long distance cruisers, good enough for Erich Maria Remarque. Some years ago Gerald Batt and myself viewed a formal looking six-light beauty near Huddersfield, the owner's father who had a successful mill had bought it new, so it was a genuine 'one family' car. The owner recalled his father taking the family to Scarborough in it every summer and despite the hills and inclines 'only changed gear about four times'. I was impressed both by the car – a muted colour scheme, in traditional Lancia blue over black, plus a superb mid-blue art deco leather interior – and also the garage which housed this lovely car, because it had a turntable so you drove straight in, pulled a lever and it rotated 180 degrees so the car faced outwards. Class. You don't want to be doing 10-point turns in something as hefty and magnificent as this. Batt wasn't too thrilled over some engine work, but the car ran beautifully, the compact engine barely giving away the fact it was running. For reasons unknown negotiations fell through and the car ended up in Italy. The one shown here is (obviously) a convertible and you can just about make out the reg which we think is GF 2511 does this mean anything to anyone and is this car still in the UK?

Aurelia 75



Looking back is, almost by definition, an essential part of the world of 'classic car' ownership. Whether or not we admit to being nostalgic about the past, celebrations of old dates feature largely in our calendars.

2025 is an important anniversary of one of Lancia's landmark cars. The Aurelia was introduced 75 years ago in Turin in May 1950, and there are several events this year to celebrate this.

Some years the anniversary itself is particularly notable as the photograph here demonstrates. This was the 50th anniversary of the debut of the Aurelia B24 Spider in Brussels. The Sliding Pillar Rally and the Registro Aurelia Italiano jointly

gathered in Bruges in 2005, with no less than 47 Aurelias present.

In this total were no less than 22 B24s and this picture shows exactly that – 10 B24 Convertibles, on the left and 12 B24 Spiders on the right. To arrange this so perfectly and to capture the result makes for a very striking image, not easily repeated – but perhaps it may encourage owners to participate?

The Committee will make Aurelia 75 the leading anniversary to be remembered at this year's National Rally, to be held on June 21-22 at Sedgbrook Hall, Northampton. I hope that all Aurelia owners can make a big effort to be there – and that an

example of each model of Aurelia can be displayed.

William Corke revived the Aurelia Lunch last year and has been encouraged to repeat it. He has already had an enthusiastic response to the date – May 11 – exactly 75 years on.

Finally, the Committee is keen to have 25 Lancias to display at the Salon Privé at Blenheim Palace on Saturday August 30. It would be very appropriate if a significant number of Aurelias was there to represent the marque in a new venture for the Club.

Please make a note of these dates – we will keep you up to date in *Viva Lancia!* and on the Forum.
Adrian Donovan

You don't see the Esagamma much in *Viva Lancia!* or anywhere else for that matter. The last Lancia heavy before the IVECO merger, this was once Europe's most powerful lorry featuring a number of innovations and a magnificent 6-cylinder engine giving 228 bhp in its final form, designed mainly by Francesco De Virgilio. Built from 1962 to 1973 around 6,700 were produced, some as 42-seater long-distance luxury buses bodied by Carrozzeria Bianchi 1965-70. You can find plenty on the Esagamma on the net, there are various sites dealing with 'heavies' but what I find surprising is just how modern it looks, especially the cab; note the generous bunk behind the driver, the orthopaedic-looking seat and ease of access for all the controls. As far as buses were concerned in 1968 air conditioning, air suspension, television, chilled beverage service and a top speed over 110 km/h were not normal for an Italian touring coach, the Esagamma had the lot but it came at a price: Esagammas were expensive, a factor that caused the last one to be sold as late as 1978. Many were still in use up to 30 years later but sadly, the best place to see one now – if you're lucky – is at a rally, or in a specialist museum.



Colin Marr is a regular correspondent and he wrote recently describing a 'south of the river' stroll which took in what remains of Barry Waterhouse's old premises: 'It was a cold bright day when I ventured south of Elephant & Castle along the Walworth Road to do the walk across to Barry Waterhouse's old base in Pelier Street. It's almost unrecognisable and it's difficult to recall how it once was. A few steps west of Otto Street through a low level housing estate and there on a grassy hummock is the Henry Moore sculpture that dominates the view. It looks really good and unmolested – I hope the residents enjoy it too. Long may it remain there and not get lifted for scrap! A few more paces and I found myself on Pelier Street itself, sadly all now soulless and devoid of character. There is nothing there to suggest past history, whatever might have been there once is long gone. In the photo you can see a recently built block of flats and centre right, what's left of the railway arches from which Barry once traded'.



Capt. Fridd's table talk

The column that deals with the rarely seen and often overlooked



I suppose this is the fate that awaits many UK Lancia landmarks, and I gather it's no different in Turin where the Borgo San Paolo has been virtually obliterated. Alperton Head Office, Albemarle Street and others have gone, usually replaced by housing; thankfully the likes of Barry, Fernando of Guildford (Lancia-trained at the Scuola, see p8 last issue), Norman Stewart, Morris Parry, Harry Manning, Peter Gerrish and now Peter Harding are not forgotten among the Lancia cognoscenti who owe them so much.



This photo (top) from *Motor Racing* October 1955 is part of an oft-reprinted page giving details of the Lancia-Ferrari handover where the D50s plus spares and technology were given to an ungrateful Enzo Ferrari. He is said to have commented 'why do they give me this junk?' when he knew full well that the cars were streets ahead of anything he could produce and indeed with minimal tweaks (many said they were deleterious) won him the Championship the following year. The accompanying text tells us that 'Lancia will devote their activities to producing GT cars and commercial vehicles'. The image has been analysed many times over, however I'm with the Editor, who says it's been somewhat hacked about and one or two of those present, weren't; they've been pasted in as cut outs, some of them not particularly professionally done. I vaguely recall seeing versions of it with fewer/more people present. Note the rotund figure of Domenico Jappelli (handkerchief in top pocket) described as Lancia's Commercial Director. Having improved matters greatly in Lancia France, from late 1936-39 this jovial but effective character was in charge of Lancia (England) and despite speaking very little English made himself extremely popular with the staff at Alperton and with every agency he visited. He tried hard to put Lancia UK on a level keel but embargoes and high import duties hampered his efforts. He was recalled to Italy in 1939 and after his time at Lancia had a second career



with the municipality of Turin, advising on traffic flow, road layouts and control. Nobody in this photo looks happy, but I find the sad figure of an ageing Biscaretti (extreme right, both photos) – friend of Vincenzo Lancia from the start – to be especially poignant, the great artist, designer, journalist and car enthusiast was dead less than four years later, after a long battle with the Agnelli family to establish his eponymous museum of motoring. Almost as sad is a strange out of focus figure spotted by the Editor on enlarging the photo; I've never noticed it but it appears to be someone – perhaps an operative – hiding by the set of windows, virtually behind the Lancia race transporter. I don't think anyone in the main shot knew he was there and I don't suppose anyone can identify him. Editor seems to think it might be a woman and may have some connection with the scruffy broken cardboard box behind and left of race team manager Attilio Pasquarelli. Once alerted to it, I'm surprised just how shabby the yard looks in general especially given that this is an official photo. I'm more inclined to think the figure is a gent wearing a beret, either way what's he doing there? The great Scuderia Lancia transporter (built by Garavini on an Esatau 30V chassis) was subsequently sold on, converted to a horse transporter, and finally dismantled for scrap.

Has any member revived this 1928 Lambda 8th series since it was auctioned at Bonhams a while ago? Chassis 19228/ engine 9191. It seems to have disappeared since, hopefully for restoration and not abroad. The wonderful Dalmatian mascot, possibly the former property of Cruella DeVille must stay! Even if the Editor says it might be a German Pointer. Anybody recognise it (the car, that is) or know the story behind it? From *101 Dalmatians* we now switch to car number 202:



For stock car racing I suppose the vehicle hardly matters as long as it's robust enough, if not you can always weld in a couple of RSJs or whatever to stiffen it up. 'Luxury' isn't a word you'd normally associate with the sport, unless you come across this Thesis campaigned by one Steve 'Psycho' Hemmings of Wisbech Cambs. who retired in 2013 after a 20-year career Banger racing. Psycho was a cult figure, we are told responsible for more spectacular crashes and dramatic action than anyone else and his name on the entry list was guaranteed to create a stir. There is film of him on Youtube where he is described as 'illustrious' and rightly so, apart from the Thesis he drove other classics including Jaguars, Rovers, a London Black Cab and a Ford Galaxie. To honour him on retirement a special 168-car race was hosted by his team 'Predators'. Dubbed 'Axe-tinction' it drew record crowds to Swaffham some coming from mainland Europe and in particular, Ireland where Psycho was especially revered. You can still order a DVD of the event, but sorry, 'Psycho' hoodies, Sweatshirts and T-Shirts are long sold out. Does anyone know the story behind the Thesis, presumably an accident recovered vehicle, still relatively new when Psycho worked his magic on it?

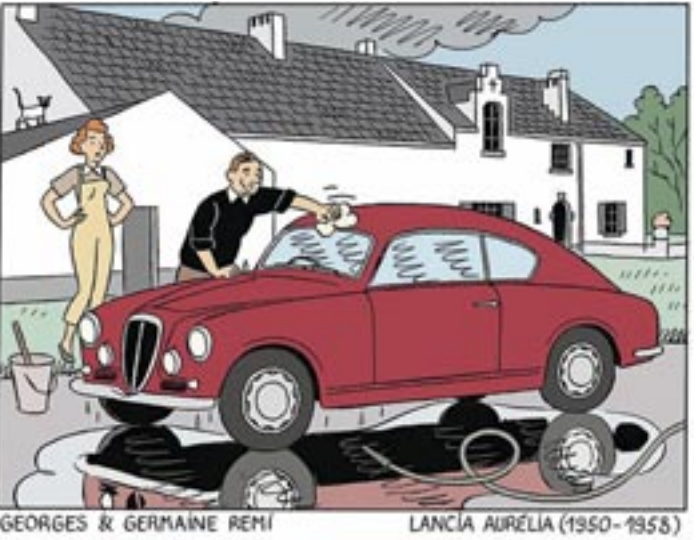


Does Rodolfo Haller mean anything to readers? Despite the German-sounding name he was Italian, a respected hill climber and rally driver active from 1937-50, driving Healeys, Frazer Nashes and Aprilias. He competed in the Mille Miglia, co-driving with Nick Haines in 1948 and 1950 and Dorino Serafini in 1949. He also competed in the Targa Florio and the Coppa d'Oro delle Dolomiti, amongst others. But prior to all this he drove Alfas before the War, finishing second in the 1937 Benghazi-Tripoli race, and the following year's

Mille Miglia, again finishing second in class. In 1939 a series of hillclimbs for the Volante d'Argento was run, and Haller in an Aprilia was one of its most successful competitors. We learn from last July's *Automobile* (Simon Moore, p12) that Haller had not one but two Aprilias, the first was chassis number 438/23422 engine number 24111, purchased new in 1947 registered MI 96859 and he entered it in the Stella Alpina Rally (August 1947) finishing 4th, Taruffi in a similar car won overall. In 1948 he sold the car to Attilio Bozzi and bought a second Aprilia registered MI 112173 chassis 438/25046 engine 26369. The only major difference between the cars was that the former had 6v electrics; the latter, 12v. Haller switched allegiance several times over the years but finally came back to Lancia in 1953 with a B21, registered MI 237162 chassis 2251, engine 2517 which he kept for two years. I don't suppose for one minute that anyone knows of the whereabouts or history of these cars. I've mentioned Simon Moore before in this column and its no secret I'm a big fan of his work, when you see how meticulous his research is (and let's face it, Haller was a relatively minor figure in the racing annals, never competing outside Italy) you can't help but be impressed.



Lastly, what about this lovely vignette that's doing the rounds on the net? It depicts Georges and Germaine Remi in a homely scene, drawn in the famed 'Tin Tin' style. Fans will already have noted that Remi is of course Herge (his initials GR reversed). The cartoon is by Stanislaus Barthelemy and hand-coloured by Dominique Thomas, a 30 x 20cm print, limited edition of just 22. Herge married Germaine in 1932, but in 1956 began an affair with Fanny Vlamynk an artist in his studio, though he didn't divorce Germaine until 1975. He died in 1983, loaded with honours. It's all on the superb site tintinologist.org but the question is, while we know (via Mike Powell, letters last issue) that Herge owned a B12, did he ever own a B20? By the late 1950's with a dozen titles on the shelves and selling worldwide, a B20 was well within his means. A few prints are still available on Etsy; Editor shelled out £82 for one but saw his payment reversed as 'this site doesn't deliver to the UK'. Bad luck, or as Captain Haddock might say: 'Suffering Swordfish!'



Welcome new members

We extend a warm welcome to new members who joined the LMC last month.

- | | |
|------------------------------------|--------------------------------|
| Glen Dobbs , East Yorkshire | Fergal McArdle , London |
| Lois de Jorna , France | Simon Martin , Surrey |
| Robin Armstrong , Worcs | John Liles , Cheshire |
| Mark Fereday , Hampshire | Neil Lazenby , Surrey |

Ade Rudler is the UK organiser of the Sliding Pillar Rally and has been for many years. But the lucky ones who have participated in these are only a small percentage of our 1,300 members, and so his Lancia history justifies a wider circulation.

Sometimes our earliest memories go on to define our whole life, and that is certainly the case here. He recalls a family outing, when they went to Faringdon so that his father, Frank, could look at a car. In the showroom was a gleaming Lancia blue Flavia 1500 Sedan. The next week, Ade, his brother Ed and their father collected it, and that journey home is still etched in his mind. He has no recollection of a previous family Singer, but the Flavia was a different world. He was fixated by those piano style dashboard switches – “what does this one do Dad?” This Flavia served the family well for a number of years, they joined the Club and went to local meetings and the AGM (as it was then). The next family car was a Beta 1400 Saloon and the first Lancia that Ade drove.

His own first car was a Fulvia Coupé, but by this time the bug had bitten which meant that several more Fulvias followed, HF, Sport Zagato, sedans and more coupés. And then the Flavias, including a Zagato, and an 815 Sedan (just like his dad’s!) and even a couple of Superjollys.

Those early meetings led to more involvement with the Club, when Ade served on the Committee and also edited the *Newsheet*, in the days before *Viva Lancia!*

Ade was introduced to Aurelias by the late Norman Stewart, and a B20 extracted from Harry Manning’s garage in Farnham started the Sliding Pillar love affair. This was replaced by a B24 Convertible, used on many European Rallies and probably the car he has enjoyed the most, although the Flaminia Supersport at around that time must have been a close contender. Note the HiFi badge on this car’s photo – you had to have owned several Lancias to become a member...

This love of the earlier cars, (which also included a Lambda project and a memorable Aprilia) led to the first Sliding Pillar Rally. These were modest one day affairs at first, traditionally finishing with a Rudler home barbecue. Then Jan van Hoorick asked if he could use the Sliding Pillar Rally name in Belgium. Ade agreed, if UK members could also come. This was the start of the very successful international events, important gatherings of early Lancias, and now usually booked up very quickly.



Member of the month - Ade Rudler



When son Louis arrived in 2006, the B24 came impractical (I can sympathise, I do seem to remember this...) and replaced with a B50 Pininfarina cabriolet, a delightful car, but then changed for his current car, the B12 “the most comfortable and refined of all the Aurelias.”

Modern, everyday Lancia’s have included Betas, Deltas, Y10s and Kappas. He must now be one of the best qualified owners to compare and contrast such a variety.

The photos show a few of the favourite Lancias, and a happy Francesco de Virgilio, when the Registro visited the Cotswolds. Ade enjoys photography, with his pictures often appearing in *Viva Lancia!* and he somehow finds time for gardening. This provides an excuse for another passion, Lamborghini trac-

tors. Originally intended for steep vineyards and olive groves, they are apparently very suitable for Wiltshire allotments.

Ade and his wife Sarah have taken us much further afield in recent years, including Suffolk, Shropshire, the Peak District and the Isle of Portland. They continue to organise the Sliding Pillar Rally on alternate years, with the help of Louis, who has just passed his driving test – perhaps continuing the Rudler tradition?

Sorry – no spoilers for next year, but rest assured, Ade knows where we are going – and I am not the only one who is very pleased to say thank you to a Member of the Month who has done so much for the Club.

Adrian Donovan



LAON HISTORIQUE 2025



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* All prices are per person and based on 2 people in a car and sharing a twin/double room at the hotel

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SPA CLASSIC FRANCORCHAMPS	From £389.00



LAON HISTORIQUE

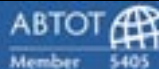
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ISLE OF MAN CLASSIC CAR WEEKEND	From £459.00



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NATIONAL RALLY 2025



Fulvia 60



June 20-22, Sedgebrook Hall, Northampton



family and the LMC, Giovanni was not only on the organising committee for the Lambda Centenary but also Executive Producer for the recent Vincenzo Lancia documentary.

Sunday morning's AGM will be quickly followed by an afternoon of festivities on the adjoining event field – lunch will be served with musical accompaniment in the marquee while our cars are proudly displayed in model groups. Ice cream and coffee vans will ensure that it won't be the best weekend to be on a diet... did I mention cake?

This year we have a wealth of significant anniversaries with the Aurelia 75th, Fulvia Coupé 60th and Montecarlo 50th. We are expecting particularly good displays as owners' groups and consortia pull out all the stops to make sure their cars are there! We are also appealing to owners of Y10 (40 years) and Y (30 years) to join us and Frank Tierney, who has consistently flown the flag for these diminutive cars over the years. Giovanni will be handing out the awards to the deserving winners of the Concours competition.

As usual, it is free for any day visitors to attend on Sunday but due to the remote location of the hotel, we recommend you book lunch as there will be no other catering facilities on site. But given the packed itinerary, lovely hotel and fabulous company, you really should make a weekend of it and book one of the all-inclusive residential packages which offer amazing value for money.

This year it is particularly important to get your booking in early, as there is an upper limit on seating everyone for Friday and Saturday night. There are ground floor accessible rooms available and the good news for fur-parents is that the hotel is designated dog friendly too, so there really is no excuse not to be there!

Bookings

All residential packages include *all* activities and catering – there is nothing more to pay (unless you want to add a child or a dog to share your room). Single dogs can be accommodated in the hotel bedrooms and lounge (but not the dining room) if included on the booking form; dogs are welcome in the hotel grounds and event field on Sunday without charge.

Sunday-only attendance is free for people too! Day visitors are strongly encouraged to pre-book Sunday lunch as there will be no other catering on-site, although picnics are welcome and there will be a coffee/tea van and ice-cream, with the hotel bar open for drinks. (Note: Sunday lunch is already included in any residential package).

If you book before Easter Monday (April 21) you can choose to split your payments; after April 21, bookings must be accompanied by payment in full. **The booking deadline is Monday, May 5, by which time all balances must also be paid;** after this date, unsold rooms from our reservation will be released to the general public, so early booking is essential to be sure of a place.

The Club's website allows you to book and pay online using debit or credit cards. Simply navigate to www.lanciamc.co.uk and click on the 'Meetings & Events' tab, then click on the red 'Book Your Place Now' button to take you directly to the National Rally page. Click on the 'Register Now' button and choose your preferred package or individual options.

Should you prefer to pay by cheque or bank transfer, you can download a copy of the booking form from the forum or email us to request one. Please ensure you complete the information box and sign the form to confirm acceptance.

The hotel operates a cash-free payment system throughout and cannot bill purchases to your room.

Spa treatments at the hotel are popular and need to be booked in advance – please visit sedgebrookbeauty.co.uk

To make early booking risk-free, cancellations up to the booking deadline (May 5) will be accepted and deposits returned. After the booking deadline, there will be no refunds for any cancellations (and any outstanding balance will still be payable) unless the Lancia Motor Club is able to re-sell the booking to another member, in which case a 10 per cent admin charge will apply. Most annual travel insurance policies cover the UK as well, so we recommend checking to see if you're covered. Should the event be unable to take place due to government-imposed restrictions, all deposits will be returned or held over to a following event at your choice, so you can book in confidence.

Any questions?

Please contact Mark and Jo Hall on 01327 351407 or 07946 079222 (leave message if during working hours), or nationalrally@lanciamc.co.uk if you need to know anything else.



LMC National Rally terms & conditions of booking

(Please note that a number of the terms and conditions mirror those imposed on the Club by the venue and are included to protect the Club and members).

Bookings for the National Rally (the Event) made to the LMC can only be accepted with the required deposit and duly completed online registration or booking form published by LMC. Completion of an online registration or booking form confirms acceptance of the following conditions (and those contained specifically in the booking form):

1. Payments in £ sterling only will be made by Bank Transfer, credit card or cheque.
2. Cancellations in writing to the address or email on the booking form (NOT THE HOTEL) will be accepted up to May 5, 2025, and your deposit will be returned. After May 5, 2025 the Lancia Motor Club regrets there will be no refund unless the room is resold, in which case the deposit will be refunded less 10 per cent administration fee.
3. If the event is postponed due to pandemic or other force majeure reasons, bookings will be held over until the event can be rescheduled, or a refund given by request.
4. If the event is cancelled by LMC or the hotel, booking payments will be reimbursed, but no other liability is accepted.
5. All prices include VAT at the standard rate in force at the time of booking.
6. You are required to retain a copy of your completed booking form.
7. No bookings can be taken after May 5, 2025 unless made in writing/email and agreed with the event organiser.
8. The balance outstanding is required to be paid in full by May 5, 2025 or the booking is deemed to be cancelled. The Lancia Motor Club regrets there will be no refund unless the room is resold, in which case the deposit will be refunded less 10 per cent administration fee.
9. Bedrooms are available from 3pm on the day of your arrival and must be vacated by 10am on the day of departure.
10. Event participants are required to comply with all Health and Safety and general instructions issued. Emergency procedures are displayed in all rooms and should be referred to at the start of the event.
11. The Lancia Motor Club accepts no liability for any loss, injury or death suffered by you or other members of your party or other persons visiting the venue where caused or contributed to by such persons.
12. The Lancia Motor Club accepts no responsibility or liability for articles of property left, lost, stolen, or damaged on the premises.
13. The Lancia Motor Club accepts no responsibility or liability for any damage to vehicles parked at the venue.
14. Use of the venue and/or participation is at the Event participant's risk and the participants will abide by the hotel's standard conditions and regulations.

Lancia Motor Club recommends participants take out appropriate insurance to cover cancellation costs.



Count Carlo Biscaretti di Ruffia

by Jack Romano

By 1899 Vincenzo Lancia already had a reputation as a gifted engineer and mechanic, and his employer, Ceirano, often sent him out to repair and recover broken down or damaged vehicles. More often than not Vincenzo was able to effect the repairs on site but at times the stricken car had to be bought back to the workshops. On one occasion Vincenzo was called out to repair a defective Benz driven by Count Carlo Biscaretti di Ruffia. By the time the car was running again the two had become friends.

It all began with his father, Count Roberto Biscaretti (b.1845) who enjoyed a long and distinguished military career, followed by an equally long and even more distinguished political career, ending up as a Senator. He was involved in the administration of Turin, and was a major figure in the highly successful 1884 'Exposizione di Torino'. Descended from a long line of aristocrats, he was a 'liberal-clerical' who worked with the community, founding schools, libraries, hospitals and charitable institutions, one of a new dynamic and progressive political class, which worked to alleviate the suffering caused by a series of banking crises and the commercial stagnation that followed. The list of orders, medals, ribbons and other honours that he accrued is too long to show here, suffice that the family cemented its reputation in Rome as well as Savoy.

But Roberto also had an interest in a new invention – the motorcar. He rightly saw it as the future of transport, all that was required was technological improvement, plus the building of new roads. As early as 1898 he was importing German-built cars into Italy, and together with lawyer, car enthusiast and Welleyes director Cesare Goria Gatti, and Michele Lanza of the Martina workshops, formed a company to market and distribute the cars. He also founded and promoted the Automobile Club d'Italia and was its President from 1903. But in July that year he met with Ludovico Scarfiotti, G. Agnelli and six others to create FIAT which in 1906 became a limited company. From now on he would dedicate much of his time and energy to the firm, acting as administrator. Alongside this in 1912 he became Secretary to the Italian Senate, and in 1917 a member of the committee for the 'Mobilisation of industry in Piedmont'. When Mussolini visited the area in 1932 to inaugurate the Milan-Torino Motorway, Biscaretti together with Gatti mooted the idea of a museum and technical centre in Turin. Mussolini liked the concept and rubber-stamped the go ahead in 1933, but at this stage it was merely an idea. It was opposed by Agnelli who felt Italy hadn't yet achieved the level of technology to warrant a dedicated museum. It later emerged that Agnelli owned most of the land on the west bank of the Po where the museum was to be built, and had earmarked part of it for housing. He couldn't overrule Mussolini but due to his delaying tactics, by the time funds were in place war put a stop to any

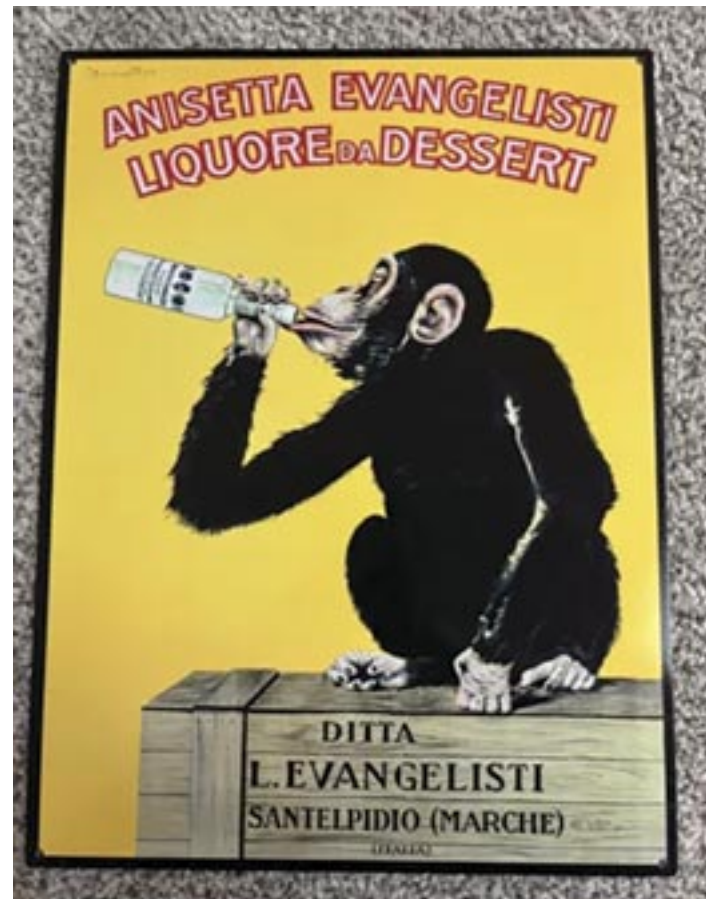
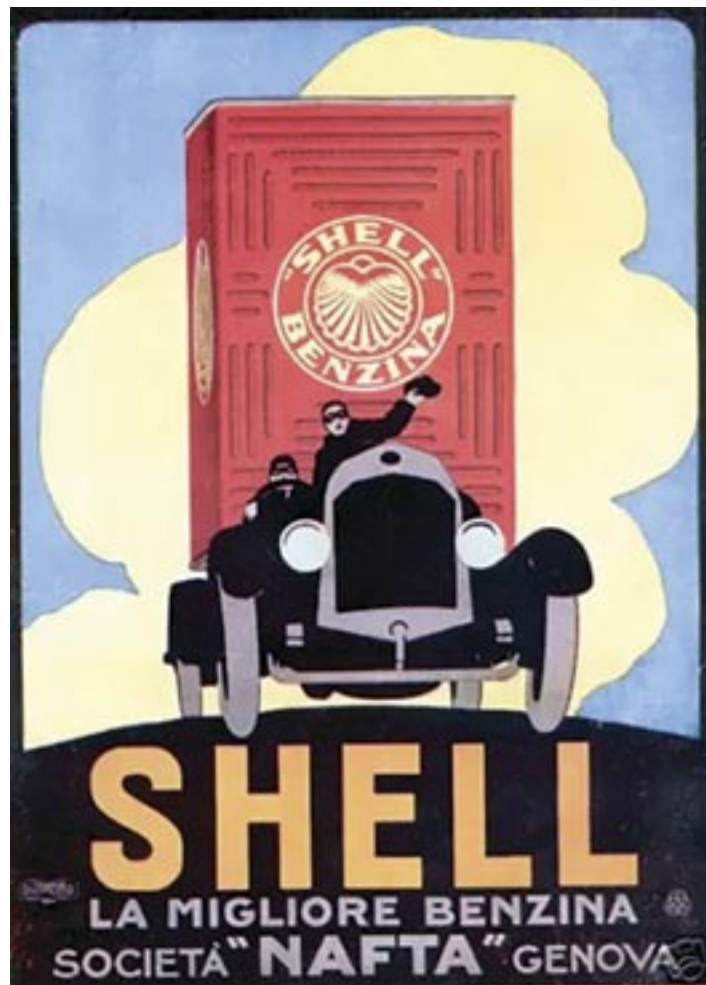


development. Paradoxically, postwar Agnelli became one of its greatest supporters.

With his sons pursuing their own impressive careers, Roberto retired to Mulinetti di Recco (Genova), but even in retirement his energy continued unabated and he involved himself in numerous local municipal projects before his death in August 1940.

His son Carlo inherited his father's passion for automobiles as well as his seemingly limitless energy and drive. In 1896 he assisted in the running of Italy's first automobile race, Turin-Asti-Turin; in 1898 before he was even of age he founded the Automobile Club di Torino (it was later absorbed into the Automobile Club di Italia) and in 1901 having only just received his driving licence, the first in Italy, took part in the inaugural Giro Automobilistico d'Italia. While his father's skills were of an administrative nature, from early on it was clear that Carlo was a gifted designer, artist and publicist and he put aside his studies in Law (he graduated with a degree in 1904) to pursue a career working with automobile manufacturers, producing technical designs. To please his father he consented to take a job in Genoa with an agency for Fabbre & Gagliardi who sold accessories for cars and bicycles; he later moved to Rome working for Carrozzeria Alessio. But it was never going to be enough, in 1907 he moved back to Turin and founded Studio Tecnico Carlo Biscaretti in via della Rocca 22.

He never looked back. His studio quickly developed a reputation for producing innovative high quality work, including designs for FIAT, Isotta-Fraschini, OM, Michelin, Itala, Ceirano, Shell, SPA, SCAT, Nazzaro, Ansaldo, and of course Lancia. It's a roster of the 'greats' from the early days of Italian motoring. From 1916 - '30 the studio was exclusively responsible for advertising, promotion and design for Itala. He has been described as 'master of the exploded diagram' and one look at any of his exquisite manuals for Lancia and others, every 'tavola' a beautifully drawn, clearly marked and precisely laid out painstaking work of art, tells you why. But it wasn't limited to motoring; other work included commissions for foodstuffs, oils, lubricants, fuel, toothpaste, electrical equipment, drinks and more. Firms like Olivetti, Aurora, Solex, and Alberto Sassi all gave him long-term commissions over the years. In 1911 he



designed the Lancia Shield and Flag badge. Biscaretti was in demand all over Europe but especially the UK and Germany where his unconventional but highly effective approach and typical eye-catching artwork was appreciated. He employed only the best and he trusted them. This gave him scope to pursue other interests in particular writing and publishing. As early as 1905 he'd compiled and published *Un Album Sportivo* covering horse trials, competition skiing, yachting and aeronautica. Now journalism virtually became a parallel career, and he wrote many articles for leading newspapers regarding new developments in motoring, he also contributed to, edited, or published various motoring yearbooks, and regularly published the journal of the Automobile Club d'Italia often writing witty stories, some fanciful, others semi-biographical and illustrating them himself. The stern-faced, but kindly, unfailingly polite old-school Biscaretti had a keen sense of humour and a light, engaging manner of writing. One jocular tale *Da Strambino a Torino con l'aiuta di Dio* (Touring Club 1946) has become a collectible classic. Volumes on aircraft including the highly regarded *Conquest of the Air* followed, and he regularly issued updates and amendments to his earlier work as technology developed. He wrote *A brief history of the Automobile*, and followed it up with *Coachbuilders of Yesterday and Today* and went on to produce many other motoring associated booklets and pamphlets. He was also a leading member of the committee for the Salone dell'Auto, Torino.

He died in 1959 at his home in the tiny village of Rocca di Ripafratta (Pisa). On his passing in 1959 the *Gazzetta dello Sport* (September 8th edition) relegated even the Inter-Juventus rivalry to a subheading in order to accommodate his obituary.

But despite all this he is perhaps best known for the fabulous museum that bears his name. He began collecting cars from 1933 onwards, and picked up where his father left off. After some five years of haggling and uncertainty by 1939 he managed to obtain space on the edge of town, in the arches under the 'Stadio Benito Mussolini' (Later renamed 'Stadio Olimpico Grande Torino' a multipurpose arena and home of Torino FC). It was clearly unsatisfactory and he was restricted to exhibiting just 73 of the 180 cars he had acquired. The few visitors tended to be curious football fans who looked in at half time or after a game, but with war looming at least this was a safe haven, out of town and away from the centre of operations. Postwar, things continued in a similar vein, but in the mid-1950's Biscaretti lost patience and began looking for an adequate site to display the vehicles. Work began on a strikingly bold new modernist edifice in 1957 but Biscaretti wasn't to see it finished, he died two

From Studio Biscaretti: Far left: Psychedelic-looking advert for German accumulators. Left a well-known advert for Shell petrol one of many campaigns the firm devised for numerous clients. For a period, Italian petrol was sold in glass jars or tins. Above: Equally well-known advert for an after dinner liqueur.

years later. The breathtaking new modernist building was opened in November 1960 and dedicated to him, but the arguments rumbled on, in 2011 after some restructuring, it was somewhat indelicately renamed in honour of Giovanni Agnelli (1921-2003) with Biscaretti's name demoted to just one suite. Since then its become MAUTO, viz: Museo Nazionale dell'Automobile di Torino. Does it matter? No, locals still refer to it as the Biscaretti. It houses a collection of almost 200 milestone cars encompassing eighty automobile brands representing eight countries, spread over three floors. The museum also has its own library, with over 7,000 volumes, a research and documentation centre, bookshop and auditorium and an enormous archive. The New York Times ranks it in the world's top 50 museums.

Collection

The beautifully displayed collection includes the first Italian cars, a Bernardi from 1896 and an 1899 Fiat. Many of the early exhibits have direct links with the Biscaretti family. The Isotta Fraschini from the film *Sunset Boulevard* is on display as well as Prince Scipione's Peking-Paris Itala, an Alfa P2, Lancia D23 and D24. Camille Jenatzy's electric-driven legendary 'La Jamais Contente' record breaker takes pride of place, plus examples of Benz motors, Ferrari's, Bugatti's, Rolls Royce, numerous racing cars and rare prototypes like the spectacular 1954 Fiat Turbina. There are also thousands of photos, 'mascherini' (bucks), brochures, plus publicity material and various mementoes.

Best Book: *ACI Torino Carlo Biscaretti di Ruffia* by Antonio Filigno, 2018. Italian only, this is one of a series commissioned by the municipality of Turin to celebrate the life and achievements of some of the great figures who contributed to the city's history.

Ludovico Scarfiotti 1933 - 1968

When your grandfather Ludovico is a founding member of Fiat and its first President; your father Luigi a wealthy cement magnate a Member of Parliament, and a gentleman driver of some repute, and your uncle is Giovanni Agnelli there is a fair chance that you're going to be involved with sportscars. And Ludovico Scarfiotti did just that. Almost forgotten in the UK and Europe he never made the top echelons with just one Formula 1 win – Monza 1966 in a Ferrari 312 – but that was enough to propel him to stardom, because no Italian driver since Ascari had won the Italian Grand Prix, and none has managed it again. To dismiss Scarfiotti as a 'one hit wonder' is grossly unfair because he had a long and successful career. Scarfiotti first raced in 1953 and he won his class in the 1956 Mille Miglia. In 1959 he won the Italian Hillclimb Championship. In 1960 he came to the attention of Enzo Ferrari, who offered him a drive in the Targa Florio; he repaid him by finishing fourth. He then drove for OSCA and Scuderia Serenissima, but returned to Ferrari in 1962 and won the European Hillclimb Championship for the marque. By 1963 Scarfiotti had become a leading light at Ferrari, winning at both Sebring and Le Mans and finishing second on the Targa Florio. He also made his Formula 1 championship debut that year, replacing the injured Willy Mairesse in the Dutch Grand Prix. He finished sixth and thus became the 31st driver to score points on his GP debut. After a serious accident sidelined him for several months he returned to the track in 1964 and won at Nuremburg, then finished 9th in the Italian GP. He won the Nuremburg again the following year. When Surtees walked away from Ferrari in 1966 Scarfiotti was offered his seat and had several successes including Daytona and Le Mans, plus the famous win at Monza. But the inevitable row with Ferrari management loomed and it was so bitter that the rift became permanent. In 1968 Scarfiotti moved to Porsche but was killed while testing for a hillclimb in a Porsche 910.



My Lancia story started back in early 1982 just before I got married in April of that year to my wife Helen, who has put up with my car/motorbike antics for over 40 years now. As was the norm back in those days I had my fair share of ‘normal’ cars, including some good and some bad. A Mk 2 Cortina was my first car (okay), followed by a Vauxhall Viva (surprisingly good), a Mini Cooper (terrible) and a couple of three litre Capris which at the time I thought were fast, but thinking back 128/138 BHP from three litres isn’t really that impressive when one thinks about it, especially when Fulvias produce 90BHP from 1300cc.

My first foray into Italian motoring was the purchase of a 105 Series Alfa Guilia GTV SE coupe in a rather striking if not entirely attractive green with a beige vinyl roof (remember those) which served me well for some time until for some reason I decided to sell it for yet another Capri, which was of course a bad move as the Alfa was such a wonderful car to drive. The Capri was a 3000 GT XLR, weren’t car names so much better back in those days?

After coming to my senses I went on to own another two 105 GTVs, an Alfasud, an Alfetta GT, an Alfasud Sprint and some others that I have forgotten about before an old, good friend of mine (you know who you are John) bought himself a Lancia 2000 Coupe in traditional Lancia Blue. Well, that was it, I just had to have one. I don’t remember exactly what car I had at that time as it was such a long time and many cars ago, but whatever it was it was sold and the search for a 2000 Coupe began.

I finally found a silver 1973 example in North London TRX 606M (if it’s still out there) which I owned for a couple of years. At one point I went out to start it and plumes of smoke appeared from behind the dashboard, being a London Fire Brigade officer at the time this was no problem to me and I swiftly dealt with it with a fire extinguisher that I had. Knowing that I would need to put in an insurance claim I decided to give the local fire station a call in order to get a fire report to substantiate my claim, I asked them to just pop down quietly and go through the motions. Big mistake! Sure enough a few minutes later down they came all guns blazing, two-tones, blue lights, the whole business just to embarrass me, which of course they did. The insurance company couldn’t repair it due to lack of parts even though the car was only nine years old at the time so paid me a figure for me to sort it out myself. I managed to get a secondhand dashboard to replace the burnt one from the late Barry Waterhouse and re-wired it myself, heaven knows how I did it as I didn’t have any experience with car wiring, amazingly when I fired it up everything worked perfectly.

Eventually I decided to sell it and moved on to a red 2000 Beta Coupe, which was a fantastic car and was followed by another black example before I then decided to buy a Series 1 Beta Montecarlo. It wasn’t the best example but was sound and drove well but was yellow with a red interior, not the best combination to say the least.

My life with Lancias

by Bob Dow



Sadly the Montecarlo story didn’t end well. After owning it for some months I decided that it was time for a change which was the template for my early car ownership years as some of you will be familiar with. Anyway, as was usual in those pre-internet days a three line advert was duly posted off to the *Exchange and Mart*. The following week a chap came round to view the car and I took him off for a test drive which didn’t end well to say the least. I was going down Nags Head Lane in Brentwood, which some of you Essex members are familiar with, when we came across a furniture removal truck, I braked and yes you guessed it (Series 1 Montecarlo) the front brakes locked up and we slid unceremoniously into the truck. The car was a write off so no



sale there. Fortunately we were both fine, so I reversed it out and drove back home. The saddest thing was that the chap said that he was going to buy it. Unfortunately as was normal in those days I only had third party, fire and theft insurance so only got the scrap value of the car back which if my memory serves me right was about £400.

Eventually I came round to the idea of another Flavia and bought an 815 Vignale convertible (4061KP) in Southend, it was a sound car which was painted in a rather sad faded gold, so I had it re-painted in a more sober silver. Many years later it ended up with Colin Clamp in a rather sorry state before being scrapped after he had removed what was salvageable which wasn’t much.

Over the years I have owned a number of Flavia/2000s including a lovely 2000 sedan in silver with a blue interior that won the Club concours back in 2003 which ended up in Germany, along with a couple of 2000HF, one of which I bought as a bare shell up in Norfolk. The body had been restored some years earlier into primer by Neale Shepard. I bought it with the rest of the car in boxes in the boot/interior. I spent six months putting it back together with the help of the Flavia/2000 consortium getting the missing bits and it was resprayed in Lancia Blue, re-upholstered and sold on.

I took a Series one Gamma Coupe in part exchange for it which had a wonderful interior but was a bit challenged bodily, so I sold it on.

At some point I decided that I wanted an 815 Coupe and went on the search. I eventually bought a Coupe (PZT 555) from Geoffrey Burgon, he of *Life of Brian* fame. It was a nice car which drove beautifully and is featured in the book *Lancia Sporting Coupes* by Brian Long, but I was always terrified of the Kugelfischer injection system going wrong so after a year or so I sold it on. I do think that the fuel injected cars whether it be Kugelfischer or Bosch do give the cars an added pep to the way that they drive.

Eventually in 2011 I decided that with prices of good 815 Coupes rising that I should get another before they became too expensive for me. I looked at a number here in the UK but most were either corroded or had poor past corrosion repairs due to our predeliction for putting salt on the roads during winter so I started looking in Italy. After some time a contact of mine found an example which was part of a large collection owned by an Italian industrialist named Meliga Oreste in Turin. Apparently he was a big cog in the metal folding world (no, me either). His collection was being sold off and included amongst others some wonderful Lancias including my Flavia along with an Aurelia B20, Flaminia Coupe, Astura Pininfarina convertible etc.

A deal was done and then I began the long journey home from Turin back home via Pordenone to collect a couple of Guilias that my friend had bought, and we then set off in convoy for the journey home.

When I regale this story most people say: ‘That must have been wonderful’, but sadly it wasn’t. It was February, in a near 50 year old car, no radio and marginal heating. I think that they all imagine the opening credits of *The Italian Job* where Rossano Brazzi is driving the Miura along those beautiful coastal roads in the sunshine – which it wasn’t.

Anyway, once back home the car has been a joy to own over the last 13 years. I’ll admit to using it sparingly, but whenever the weather is dry I love taking it out despite the steering becoming a little heavy due to my advancing age.

I don’t use it during the winter months and generally pop it away at the end of the summer in my heated garage under its dust cover until the following spring. Whenever we go out in it it always gets lovely comments from people which is a testament to Lancia and Pininfarina’s beautiful design.

Over the years I have slowly improved it with the help of Colin at the Flavia/2000 consortium and of course the lovely folk at Omicron. This has resulted in it winning the Flavia/2000 class, overall concours and Masterclass in the last couple of years at the National Rallies. I was also proud to have it displayed on the Club stand at the NEC and at Olympia in London along with some other beautiful Lancias.

I know that those of us who appreciate and love the cars from the 1950’s, 60’s, 70’s etc. are getting older now and are getting on in age, but I feel that it is important that we keep on using them and letting younger generations see and appreciate the designs and beauty of the cars from those times.

With modern cars becoming more and more sterile to the point that they are almost like appliances with no emotion attached to them, we must celebrate and enjoy old cars like ours, cars that have style, character and personalities.

For those of you who haven’t tried a Flavia/2000 I urge you to do so. They are wonderful, and a testament to Antonio Fessia and Lancia’s vision and appreciation of quality engineering and design along with all the other Lancias over the years.

Over the years I have owned 13 or 14 variants of Flavia/2000 including 815s, 819s and 820s in sedan, coupe and convertible form, all of which were memorable in different ways. The only ones that I have yet to own, and probably never will now are an original 815 sedan and the wonderful Sport. Strangely, despite having owned my 815 Coupe for 13 years now, the one that I really thought was the best to own was a 1970 2000LX Milleotto that I had some 25 years ago. To me it had the nicer looks compared to the early cars but had the performance of the later ones, a nice combination. Either way, they were and are still fabulous cars to own and admire for their styling and engineering excellence.

Film upcoming dates

UK

April 14 – Southport Bijou Cinema, 8 Post Office Avenue, Southport, PR9 0US. Doors and bar open at 18.00hrs film at 19.00hrs. Tickets £7.50 via the link below, priority booking for LMC members using code: Lambda 100. There is a booking fee of 56p. <https://www.ticketsource.co.uk/southport-bijou-cinema/t-rpvpjrg>
September 11 – Bourne Corn Exchange, 3 Abbey Road PE10 9EF, Lincolnshire, 8pm, £10. Please contact Peter Smith on petera-smith49@gmail.com for more information.

Italy

March 29 – Cinema Clarici, Foligno, Umbria. Presented by ASI federated Umbria clubs. For more details please contact Giovanni de Virgilio on giodevir@gmail.com. Individuals can now buy a password protected Vimeo streaming link for £10 or 12 euros so you can watch the film whenever you like. Please email me on aljioure@hotmail.com if you would like a copy and I will let you have the film bank details.

WILTSHIRE SCREENING REVIEW

Over 60 people attended the showing of *Vincenzo Lancia and the Birth of Modern Motoring* at Broad Hinton village hall in Wiltshire on a wet and windy Sunday morning in January, and about 30 of them had lunch in the local Italian restaurant, La Strada afterwards.

Thanks are due to Alison Ure for taking bookings and Geoff and Marilyn from the village for serving tea and coffee.

Ade Rudler

London to Baghdad in nine days

Reprinted courtesy of *The Times*, November 15, 1924
Spotted and sent in by Ian Sutherland.

At a meeting of the Central Asian Society last evening Major D. McCallum, late British liaison officer in Syria, lectured on ‘The Discovery and Development of the New Land Route to the East’, tracing the development of motor transport across the Syrian Desert.

The first attempt was made by Mr Palmer, late Consul in Damascus, and Major McCallum, accompanied by Mahommed Ibn Bassam, a gold trader. The Syrian Desert is not composed of sand dunes, but of ‘barren steppe land’, hard in dry weather and muddy in wet. Motor transport is comparatively easy, though the soft soil is calcareous and gives way under the weight of a car in places.

On April 1, 1923, Mr Palmer and party started on the first official reconnaissance of the direct cross-desert route, Syria to Baghdad. The convoy consisted of three cars, a Lancia, a Buick, and an Oldsmobile. On the first day they covered 216 miles. The Lancia ran into a wadi, striking a rock which tore a hole in the sump casing, but repairs were effected. Ramadi was reached the third day and, in spite of abnormal floods in the Tigris, the party arrived at Baghdad safely via the Maude Bridge. Except for the mishap to the Lancia, no accidents occurred, and the return journey was uneventful. The Buick travelled from Beirut to Baghdad and back without a change of tyre or adjustment of the engine. It had already done 38,000 miles over Syria and Palestine without any special overhaul.

The motor service now run by the Nairn Transport Company brings Baghdad within nine days of London, and 48 hours’ journey from Port Said, the journey by sea formerly taking over 30 days. The motor route is also considerably cheaper. From Baghdad the route is now being extended to Tehran, a three days’ journey. Comparing motor transport with air transport, the lecturer said motor transport is much cheaper, more reliable, and equally fast. Complete repair outfits and food supplies are carried on the cars, as well as warm clothing. American cars have been proved most suitable for desert work, British cars being too expensive and with insufficient clearance for the rough country. There is no car on the British market specially built for desert work, and America has thus absorbed the car trade in the East.

The Winter Marathon Classic Car Rally in Madonna Di Campiglio

By Alan and Deborah Parkes

It was a non-skiing day in Madonna di Campiglio, a picturesque and fashionable Italian ski resort set high up in the Dolomites, which we had first visited the previous year. The view from our hotel window that morning was certainly not appealing, with low cloud hanging heavily over the town. Even the slope on which GB's Dave Ryding had been competing in a World Cup Slalom Race only 10 days earlier, was shrouded in mist, with little or nothing visible apart from the bases of the floodlight towers.

After breakfast, we set off for a short walk into the centre of the village, for a bit of essential retail therapy ie: a birthday present for our second grandson's first birthday and Deborah might also have had in mind a visit to a cashmere shop to nudge Alan into buying her a present for an upcoming birthday! We also wanted to find the town's relatively new micro-brewery as Alan would need a stiff drink after all that shopping! As we made our way down onto the main street, we noticed that hoardings and barricades were being put up and a start/finish line was being erected for a 'Winter Marathon' event. Strange we thought that the town should be holding a marathon running event in freezing conditions in the middle of January, with snow and ice on the ground just about everywhere. We soon realised that our assumptions were completely wrong.

Approaching the rather imposing Savoia Palace Hotel, we spied the first of a large gathering of classic cars – no surprises that they were nearly all Italian as were their owners/drivers who were busily strapping rally plates and numbers to their precious vehicles. Having a Lancia owner as a husband and also being a sad case (if you can't beat them, join them!), Deborah was very quick to spot two Fulvia Zagatos (orange and white respectively) just like the blue one sitting in the garage at home, while Alan's attention was immediately drawn by the fabulous looking blue Stratos.

Alan immediately reached for his mobile phone and started snapping away at the gathering group of Lancias which came into view, which also included several Fulvia Coupes, a Fulvia Berlina HF, plus a couple of Flaminias and Aprilias. No sooner than when we thought we'd seen all of the cars, yet more would arrive and, of course, simply had to be photographed!



Whilst Alan was off photographing cars to his heart's content, Deborah saw a driver emerge from one of the Fulvia Zagatos and heard American voices. Although being part Italian, Deborah's command of the language is not up to the technicalities of classic cars, so she immediately went over to them and they were delighted to speak to somebody who was not only familiar with the car but also married to the owner of one! They explained the background to the event and introduced Deborah to one of the organisers (an American lady who lived in Madonna di Campiglio). Unfortunately, we had only just missed the visit of Signor and Signora Zagato who had been inspecting the line up of cars.

All of these classic cars and their owners were about to participate in the 37th anniversary of the Winter Marathon classic car race/rally. Since its inception in 1989, the event has been staged every year from Madonna di Campiglio as its principal base. It features a three day series of races, which includes a night-time race and also a driving competition on the frozen lake. There is also a spin-off competition (please forgive the pun) on the frozen lake for non-Italian driving crews. However the vast majority of the driving crews in the competition are Italian and nearly all the winning crews since



its inception have also been Italian. Entry to the event is quite exclusive and many of the competing crews are experienced racing/rallying drivers in their own right in Italy. However there is a bit more diversity in the cars, and although the majority of the entries are Italian (Lancia, Alfa Romeo, Fiat etc), we also spotted a Mini Cooper, a MGB Roadster, an MGA, a number of Porsche 356s and 911s, and even a Triumph TR7. The main qualifying criteria for all cars appears to be that they must have been manufactured prior to 1977, although having said that there is also a special non-competitive event, for a limited number of cars manufactured up to 1990. This year that list included a 1989 Lancia Stratos Replica and a 1992 Lancia Delta HF integrale.

The competitive aspects of the event feature a 540 km route, with a total of 17 hours of driving through magnificent mountain scenery, including 14 Dolomite mountain passes, with 65 precision time trials and six regularity tests. However, with it being an Italian event, good food was also an important aspect and the first night's racing included a dinner stop at a well known local restaurant in Passo Del Tonale. The cars are divided up into four different classes by age band and different weightings are applied to each age band, a bit like having a golfing handicap. The earliest cars to compete in the rally this year were the two Lancia Aprilias mentioned earlier, plus a number of Fiat 508Cs, all of which dated back to 1937.

Later that day we wandered back down to the town square to see the start of the night rally, which commenced at 7pm and was due to finish around midnight. Indeed we were awoken in our hotel room between midnight and about 1am by the glorious sound of classic rally car engines as the competitors reached the finish line in the centre of town. Alan took some video footage of some of the Lancias setting off earlier that evening (including a few of the Fulvia Coupes). These video clips, as well as the photographs Alan took, can be found on the LMC's Facebook page.

This year's Winter Marathon rally was won by Signori Aliverti and Merlo in a 1937 Fiat 508C, with Lorenzo and Mario Turelli taking 2nd place, driving a 1937 Lancia Aurelia (car no. 4 in the photo above) Further information about this annual event can be found on the event organisers website at: <https://www.wintermarathon.it/index.php?l=1>.

To finish, we never did find the actual micro-brewery, but we did visit their bar where we enjoyed a selection of their latest brews, whilst discussing all the wonderful cars we had seen that morning. Not surprisingly a return ski trip to Madonna di Campiglio is being considered to coincide with the Winter Marathon 2026!



Lancia is back - Rally Ypsilon launch, Verona

It's still early in the year but here in Italy the show/rally season has opened and it has started with a bang at the recent Verona motorshow where we witnessed a Rally Racing Meeting organised and hosted by Miki Biasion. The show was dedicated to the 'Return of Lancia to Rallying' and there was an amazing display of rally cars from the Fulvia to the new Rally Ypsilon, itself incorporating much input from Miki. I have to admit for business reasons I couldn't attend but a good friend of mine (an Alfista!) was there and he kindly provided photos and documentation including the text of a speech by Luca Napolitana outlining the plans, and what is expected from the new Ypsilon Rally. Interest and anticipation is growing rapidly regarding Lancia's plans; more on this in due course. A photo of Miki and the car is on the front cover, so for now enjoy the fantastic display of wonderful Lancias from times past!

Sergio Limone



Obituary: Peter Harding

As we go to press we are informed that Peter passed away peacefully on Monday January 27. We know that he was a much-liked and popular member who over the years participated in numerous rallies and tours in the UK and Europe in his superb B20. He also worked on many members' cars. Anyone who knew Peter well and would like to contribute a few words please do so and we will be happy to print them.



Peter Harding left with the unmistakable figure of Harry Manning. Rudlerphoto.



LAMBDA IN THE WATER

Dear Sir,

In regards to last issue of *Viva Lancia!* of Feb 2025, for the Snippets section: 'Lambda: Who is it?' I attach the scan of the same picture taken from *The Lancia Lambda Brochure - Profile Publication*. The caption says: "Lambda hull takes to the water on a Barnstaple Trial. Light 'cycle' wings have replaced the flared mudguards and running-board on this Fifth Series car." (Photo: Montagu Motor Museum).

Does anybody knows more about the event?

Manfredi Lancia

STILL IN THE WATER

Dear Sir

Regarding the photo of a Lambda in a river p.5 February issue. Quite by chance I was looking back through my collection of the highly acclaimed 'Profile Publications' eclectic mix of cars in a series numbered 1 - 99 from 1966 - 69 issued monthly. Fortunately for us devotees of brand Lancia the Lambda is included in this series, no. 44 and on p.6 is the very picture stating "Lambda takes to the water on a Barnstable trial." Clearly inflation was not a problem at that time as the price for the 'Profile' collection remained at a modest two shillings each throughout the series.

Brian Fenton

STILL NOT OUT OF THE WATER

Dear Sir,

As soon as I saw the splendid photograph of the unidentified Lambda on page 5 of the February issue of *Viva Lancia!* two things struck me straight away – first I had seen the photograph before and secondly that the event was definitely not a VSCC Measham Rally. That event is held at night (usually) in January and even by hardy Lancia standards the occupants are not exactly dressed for the conditions which are often icy and cold. The leaves on the trees are another giveaway.

The photograph – credited to the Montagu Motor Museum – appears on page 6 of Bunny Tubbs 1967 Profile of the Lambda (No 44 in the series of *Profiles*). The caption reads

"Lambda hull takes to the water on a Barnstaple Trial. Light 'cycle' wings have replaced the flared mudguards and running-board on this fifth series car." Having trawled through a fair amount of interesting – but irrelevant! – material on the internet, I think the location can be confidently identified as Tarr Steps, a well-known landmark on the River Barle. As to the likely date or driver, I am not so sure – the year might be 1935.

Incidentally the VSCC still runs its annual Measham Rally – this year's edition was held over the weekend of January 11 - 12 starting and finishing at Stonehurst Farm, Mountsorrel. The VSCC has resumed its tradition of allowing some post-war cars to compete and this year saw Paul and Sandra Heaney in their 1969 Fulvia Coupé win Class 4f (Invited Trophy Speed Class 1).

Michael Elsom

JOHN MALTBY

Dear Sir,

Some Club members might be interested in a great politically charged picture taken by John Maltby on page 12 of the *FT* magazine from February 2. It was part of a cache discovered by a researcher looking at The Workers Film and Photo League. For copyright reasons I know you can't reproduce it but Maltby should be remembered as a great Lancista as well as a superb photographer.

Ian G Harmond

TWO LAMBDA SPECIALS

Dear Sir,

Below is a picture of a Lambda special presumably made here in



Australia. The engine bay has been extended to accommodate a different engine, I wonder what it was? Someone has gone to a lot of trouble to make this special, extending the front and shortening the back but for what purpose and where is it now after all that work? This is not the famous Ray Pank Lambda Terraplane car which went to the ex-Australian Henk Elfrink in USA along with all of the mechanical bits from the Airway. What happened to that lot? I think he lived in California. Just to clarify matters I also attach a photo of the Ray Pank Lambda Terraplane special which he used for hill climbs and some track racing. I knew Ray slightly and I asked him about the car and its history. He told me who he had bought the Lambda from (a prominent Adelaide doctor) and that it was a perfectly good Lambda tourer when he started on the rebuild and he commented to me that he should not have cut it up; the curved back is from a Model B Ford roadster boot (trunk).

Denis Basson



Above: Australian Ray Pank's Lambda fitted with a Terraplane engine.

MONTE CARLO LAMBDA

Dear Sir,

Jonathan Reeve asks "Does anyone have any more photos of Lambdas on the Monte Carlo?"

Maurice Louche has provided the above image via the 1928 section of his book *le Rallye Monte-Carlo au XXe siècle*. Geradts' no.17 Lambda being classified 20th, two shy of his 1927 result according to the tables.

Richard Fridd

THREE CLASSICS, ONE OWNER

Dear Sir,

I cannot tell anything about the owner of the cars in last month's edition, but the picture of the Aprilia must have been taken in wartime as there are black-out screens installed on the head lights.

The Aprilia was registered in Switzerland, in the canton of Geneva. The Augusta has an Aprilia front bumper installed.

Karl Saenger

THE D50 BLUES

Dear Sir

Great 'Fridd', column in Feb *Viva Lancia!* as usual. However several correspondents, (understandably) think the D50's were blue at Monaco. They were red like Ferraris. The photo in December's *Viva Lancia!* has simply discoloured over time and lost its red hue.

As you probably know, in the 50's and most of the 60's, until the coming of applied advertising on race cars, GP cars (but not sports cars) had to be painted the official colour of the country of the entrant. That meant red for Italy but blue for only France, the comment about the House of Savoy I think applies mainly to football.

There is a video of the race with the correct colours on youtube. The car numbers change because Ascari (26) and Castellotti (30) swapped cars in practice and they used footage from both.

<https://www.youtube.com/watch?v=Z6lbfEMQVxY>

James Trigwell

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MOTUL

Classified advertising

This issue contains all adverts received up to February 12

BUYERS: The Cars, Spares and services listed here are descriptions from the vendors and although we are sure that items are described accurately, we cannot accept responsibility for variations, misrepresentation, or any other problems that might arise. Always try and view any car or item you intend to purchase, or at least check out its provenance before parting with money. Be clear about what you expect.

VENDORS: Please try to describe your services as accurately as possible, and avoid any hidden extras. Do not accept the first offer that comes along – Viva Lancia is distributed via 'Presstream', a GPO service which can vary from region to region, and full distribution can take up to 3 days. The first offer is not always the best.

Cars for sale

Dilambda



1930 LANCIA DILAMBDA TIPO 227/71. 4 litre 100hp V8, 4 speed gearbox. Very original car, history from new. Original chassis and mechanicals with original James Flood tourer body. Mechanically excellent, Connolly hide interior, new hood, recent repaint in original colours. Original handbook and parts catalogue, plus restoration history. Well known VSCC Victoria and ALR car. Fast, imposing, with excellent handling and brakes. Eligible for the Mille Miglia. Car is in Australia but I can assist with shipping. Please call or email to discuss price. **Tel. Terry Francis +61419989891 terrencefrancis@yahoo.com**

Artena

ARTENA SALOON. 1931. I believe this is the oldest known still running Artena. Older restoration. Price on request. **Dick Jansen, Kerkbeemd 22, 5511AN Knegsel, The Netherlands, madickmm@gmail.com** **Tel. 0031-650485670.**

Ardea



ARDEA 4th Series – 1952. Final series Ardea, 903 cc motor with 30 HP. Dark blue body with Lancia grey cloth interior. The car is complete and running. Located in Belgium, Brussels area. £6250. **Tel. Eduard De Landtsheer – Mobile: +32 475 27 00 03, eduard@busybee.be**

Appia

LANCIA APPIA S3 PROJECT. Reg 1963, owned 30 years but at 74, unlikely to get going on it. Did run OK and gearbox and clutch OK. Stored in lockup, poor paint, have quite a lot of parts. Floors OK. No pics due to space. Think it could restore. In Scotland. **Contact Alan Borthwick, borthwickalan710@gmail.com.**



1972 1600 HF S2, RHD. Alloy boot, bonnet and doors. 3 owners from new. Lots of history. £34k. For full details contact **Tim Jewell: 07444 034310.**

Belna

OUR PRETTY two tone Blue Belna, is going up for auction with HH Car Auctions Duxford on April 9. We drove it to the Carcassonne may 2023, trouble free and is trophy winner at national rallies. Extensive sound damping makes it a lovely car to drive. **daniel.b@wwr.co.uk** for more info.

Aurelia

AURELIA B21, RHD, Green, very good condition overall, B12 engine extensively rebuilt. Located in Belgium. **koen.keutgens@telenet.be**

Flavia



LANCIA FLAVIA BERLINA 1967. LHD (UK registered, V5 in my name). Recently converted to carburettors (was Kugelfischer injection). Mechanically sound, 4 new tyres, new shockers and suspension bushes, all new brake discs and pads, new clutch, radiator flushed and much more. Bodywork has signs of time but in presentable condition. Interior follows the same with some worn out fabric on the front passenger seat. Starts, stops, steers as it should. Location: Rugby, Warwickshire. £14000. **Tel. Carlos Silva 07359445011 or alfa2300martini@gmail.com**

Fulvia

FULVIA 1600HF. 1972. Full history of ownership. Delivered new right hand drive in UK. Large file showing all work carried out. Recent engine re-build (still running in). Photographs of front sub-frame work etc. House move reason for sale. £33,000. **Tel. 01488 687080.**

FULVIA COUPE 1.3S S2. 1971 RHD. 5-speed manual. Bare-metal restoration 2015. Rosso Corsa Red. Original V4 Engine overhaul in 2020 by RSD Rallysport Development in Malton, North Yorkshire. 62K miles. Location: Cirencester. Lovely Car £25,000. **Tel. 07990 891011, peterbarefoot@icloud.com**

FULVIA SPORT 1600 ZAGATO. 1972 road-registered UK car, lightened and converted into a race car with the support and inspiration of the Lancia legend Claudio Maglioli. It was campaigned in the late 80s and early 90s. It is a Gruppo 4 specification and features a 5-speed factory 'Solo Pistie' close-ratio racing gearbox. The engine is rebuilt and the preliminary stage of 'running-in' has been completed. I have owned this car for over 30 years. It is a Group 4 Fulvia Sport ready for its next owner to enjoy on the track (currently not road legal)... a spares package is also available subject to separate negotiation. £35,000. **Tel. 0741 221 9199.**

1600 SPORT 1972. 818 751 001316. Nigel Trow, life long Lancia enthusiast and author of many books on Italian motoring history is selling his last Lancia. This 1600 Sport, bought from Mike Scott in 1975 with 1100 miles on the clock, has now covered 114,235 miles on its original engine transmission and

running gear. Remarkably the inevitable body repairs were not needed until the early 2000's when they included new factory original front and rear valances, new rear wing, new passenger door and tailgate and retrimming in black Connolly hide. For more information, **Tel. 01291420317, nitrow@talktalk.net**

Delta

LANCIA DELTA LX 1.3, 1989, blue, MOT until October 2025, very good condition, low mileage, at present on SORN. Located in W. Sussex.£5,000 ono. **Tel. James Anderson 07818 808213.**

Cars wanted

FULVIA COUPE project wanted any condition on wheels, private buy. **Tel. Gino 07900 443532.**

LANCIA AUGUSTA LUSSO, Keith Canouse, Florida, kcanouse@aol.com, **Tel. (001) 407 273 8312.**

Spares for sale

FULVIA spares for sale collected over many years including some new bits (filters, pads, exhaust, gaskets etc.), some glass and literature .Also 5 professionally framed LMC library photos. Don't want to post but well worth a look if you are in the N Derbys.,S Yorks area. **Tel. Bob Berry. 07712345496 rby.berry@gmail.com**

FULVIA COUPE SAFARI. Five alloy wheels by F.P.S. Centre hole machined to fit S1 cars, so should fit all types of coupes that use 4.5J x 14 wheels. Decent condition, photos available. £350. Buyer collects from BN21 (Eastbourne). **john.morton66@btinternet.com**

MONTECARLO. After selling my Montecarlo I have a large number of spares available. Highlights include: New parts: nearside headlight (4345493), offside indicator/sidelight (4332413), rear buttress glass, rear quarterlight glass, 3 rear wishbone bushes. Used parts: brake calipers, headlights, rear lights, internal trim, S2 radiator grille, glass, cam cover etc. Too much to list it all here, enquire what I have. **Tel: 07881 648042, pannellm956@gmail.com**

MAGNETI MARELLI FULVIA 1.3 Distributor with crack in cap £40.00. Pair of Solex carbs 35mm 818303 with manifold, will properly need a clean out £350.00. 1.3 head with most of rockers still there. Think it's off a mark two engine as it has no rev counter take off £150.00. Complete set of sub frame rubbers (new) £150.00. Pair of Koni nearly new rear adjustable shocks £75.00. Located Bucks. **Tel. Terry 07742 002216, terencesibley123@btinternet.com**

LAMBDA cylinder head. New and unused aluminium late series head as machined by George Laycock. Complete with side plates, studs, valves and guides. £2950. Also available, late series camshaft and rocker assembly with followers and a set of used valves – all in good condition. Photos available. **Tel. Steve Lister 01629 650933 stevelister6421@btinternet.com.**

FULVIA 1.3. Complete engine, gearbox, carburettors. Believed 1970 version stored 30 years in dry garage. Offers. Reading area. **iansland356@gmail.com**

FULVIA SEAT BASES. Re-manufactured polyurethane mouldised seat bases to original specification. £140 a pair excluding shipping. **Tel. Giuseppe 07967 242752, fulviaseatbases@icloud.com**

LANCIA FULVIA S2/3 UK RHD front end including bulkhead. Includes two full front wings, lower front valance, headlamp panels with UK eyebrow lift. Finished in Grigio Escoli Metallizzato - Silver/Grey metallic chassis number 818631 078805. Original and virtually unobtainable parts ideal for a restoration project. Stored in dry unit on wheeled pallet with inspection welcome by appointment in Shrewsbury £2,000.00. For more details and images contact **Richard at pottspeelplace@hotmail.co.uk** or **Tel. 07771 912500.**

BETA SPIDER. Various second hand spares: Lights (some lenses missing), back bumper (slightly bent), grille (broken but probably mendable), wiper blade, door handle, window winder, sump gasket, seat belt mountings, heater control (old), fuel pump (old) radiator hose, driver's mirror, rear view mirror, drive shaft. Also engine. Offers welcomed. Can send photos. **carolinemarler@hotmail.co.uk**

THEMA Alloy Wheels. Set of four white 17 inch alloy wheels, average condition £80. Available for collection in North Cardiff or by post. **Tel. Andy Davies 07548433722, martinisix@googlemail.com**

AURELIA. (Mainly). 60 odd years of infatuation and indulgence with Aurelias has left me with a large quantity of surplus spare parts, large and small. The time has come for me to make a serious effort to dispose of them. I have compiled lists of hundreds of parts, far too many to list here, but I can send lists to interested parties by post or email. The lists are by no means complete so please enquire if that elusive part you need is not there. Also many parts for Aprilia and Astura. **Tel Ron Francis 01497 820792 or email ronfrancis1942@gmail.com.**

FULVIA ENGINE SERIES 2 Bored to 80mm to give 1400cc. New CPS pistons from Italy. Big valve head. Standard crank journals. New bearings, gaskets, seals, timing chain etc. Looks like new. Could be fitted to Series 1 with minor adjustments. Fitting and commissioning can also be arranged. £5,500. **Tel. 01206 543828, tim348@aol.com.**

Spares wanted

FULVIA COUPE S1 Four hubcaps **john.morton66@btinternet.com**
SET OF LANCIA DELTA mudflaps -in as good a condition as possible-for 1988 delta hf turbo. These would also have fitted all Delta's, Prisma etc. Mine have split so looking to replace. **Tel. Andrew Plater 07736385877, the4platers@hotmail.co.uk .**

FULVIA COUPE first series screen washer bottle ,rectangular box type. **robert.g.pilgrim@gmail.com** **Tel. 02084287712.**

1973 FULVIA SPORT 1600. Front Bumper and rear off-side half bumper required please. **Tel. Chris Hopkins 07818 444333, eastbury.lancia@gmail.com**

FULVIA COUPE S1. underbonnet heater air intake metal channel box for s 1 only. **michaelkerr2808@gmail.com** **Tel: 07771 160446.**

LAMBDA 8th series bonnet side panels wanted. Could offer complete 7th series bonnet. **Tel. Charles Hobbs 07961 182294 anytime, charles@charleshobbs.co.uk**

FLAVIA VIGNALE. 1962, 1.8. Wanted, water pump, fan, radiator, thermostat and thermostat housing, a starter motor and dynamo with brackets. **Tel: Panos, 07710 630464, eurocarcentre@btconnect.com**

Misc

LANCIA MOTOR CLUB NEWS SHEETS, 1970-1984. A historic look at the more informal and immediate view of club life back in the day. Problems and tips, notes on regular and irregular meetings, cars for sale, readers contributions on anything and everything. Voices and cars long goneand when many of our founding fathers were active. From July 1970 (2 sides)- March 1972 (4 sides)- foolscap, April 1972 (4 sides) - July 1976 (6 sides) - A4, August 1976 (2 sides) - Jan/Feb 1984 (12 sides) - folded A4, All in two ring-binders. £10 including postage. **Jim - jatbeverley8@gmail.com**

Useful contacts

LMC Online Resources

WEBSITE www.lanciamc.co.uk

FORUM

www.lanciamc.co.uk - click "Forum" button

REGALIA

www.lanciamc.co.uk – click "Regalia" Button

FORUM HELP

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membership@lanciamontecarlo.club

THEMA & DEDRA CONSORTIUM

PHILIP DAY, philip.j.day@manchester.ac.uk

All the above people are unpaid volunteers, so please be considerate about the time of your call. Advice is given in good faith and without any liability to the advisor or Club.

Monthly meetings

Generally speaking Lancia Motor Club members turn up at monthly meetings at around 8.0pm or at 12 noon for lunchtime meetings. If you don't want to be disappointed however, please telephone the area contact.

Three Counties Meet – Gloucs, Hereford & Worcs – flexible timing

Offering evening pub meetings, drives and breakfast meets on the weekend depending on the time of year, with venues being weather dependent too. **Contact:** Justin Eacock 07985 164 842 jreacock@gmail.com

Bristol – 4th Wednesday

Bristol Area will be meeting at the Fox & Hounds, Acton Turville, GL9 1HW until April 2025.

Contact: Simon Davis 07971 991019

Devon – 2nd Tuesday of each month

Joint meeting with the local Alfa Romeo group. The Ley Arms, Kenn, Near Exeter, EX6 7UW from 7:30pm. **Contact:** Christopher Long 07796385890 chris.long12@btinternet.com

Dublin - 1st Tuesday of each month

The Goat Inn, Goatstown, 14 Lower Kilmacud Rd, Drummartin, Dublin, D14 PY56 **Contact:** Ed Fahey: 0868078327 edfahey@gmail.com

Edinburgh – Last Tuesday

Miller & Carter, Cramond Brig, Queensferry Road, Edinburgh, EH4 6DY. Meeting from 8pm **Contact:** Leo Capaldi 07711 298183

Omicron

Aurelia • Flaminia • Flavia • Fulvia • 2000 • Stratos

The Aurelia B20 body renovation continues. Exploration has started behind one front wheelarch before moving into one of the sills. Another B20 is here having some repairs to the floor pan and a third is due shortly for some engine work.

A B24 Convertible is also here for a series of minor jobs before the driving season starts.

An Aprilia is here at the moment requiring some fettling to engine and clutch. The bearing clearances were found to be a little tight, and the car has now moved the furthest distance under its own power for 60 years. Whilst the car is here there is a small amount of paintwork needed, and the doors require some adjustment before they are a good fit.

We also have an Ardea here, it has received a water pump rebuild but also one of the valves was burnt, necessitating removal of the cylinder head. The owner has indicated a desire to sell the car, so if anyone is looking for one of these under appreciated models, contact us for an introduction.

The Fulvia 1600 competition engine refresh is approaching completion. New pistons were needed and the block required liners to recover the bores. The gearbox has been rebuilt too.

A Fulvia 1300 (with a 1600 engine) had also had a rebuilt gearbox fitted.

The Flavia 819 Saloon has been returned to its owner.

A Gamma Berlina is here. Some broken clips in one door meant that one door handle no longer worked, so this was replaced, with the same clips replaced on the other side in case it was a case of plastic clips going brittle with age. We have also done a timing belt change as there was no record of its last change.

The Montecarlo has run for the first time since August 2000, and the car also has new brake components, front wheel bearings, timing belt and ignition components. Repairs to front grille as well as new tyres.

The Bristol has had a water pump rebuild, plus replacement crankshaft thrust bearings and a carburettor rebuild. A Lotus Esprit Turbo has arrived for cam belt change. The Toyota Sera has been returned back to its owner following a long job list.

Elizabeth's small holding has seen its first new arrival of 2025, with a new lamb born a fortnight ago.

If the pictures don't show enough, come and see for yourself...

- **restoration** – full or partial restorations to Concours standards
- **parts** – new, reproduction and secondhand
- **engines** – from standard to competition tune
- **mechanical** – all mechanical servicing & repairs
- **bodywork** – minor or major repairs to panelwork and paintwork
- **machining** – full engine machining service. Call for details
- **trim shop** – re-trimming of carpets, headlining, seats
- **others** – Servicing, inspections and more...
- **competition** preparation for historic racing or rallying
- **car sales** – Lancia imports, new or used, full or assisted import

... all to the very highest standards



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