

ISSUE 682/ MAY 2025

Viva LANCIA

THE MAGAZINE OF THE LANCIA MOTOR CLUB

www.lanciamc.co.uk



INSIDE

THE LANCIA BETA TRUCK

Omicron Engineering

Lancia Spares and restorations

LANCIAS FOR SALE

Our customers inform us that the following cars are available.

FULVIA COUPE 1.3S S2 —LHD Italian import. £ 22,0000

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PARTS

New: batch of Fulvia air cleaner breather elbows
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: ignition lead sets for many models including Delta S4 & 037
New: Fulvia wheel bearing retaining nuts & hub nuts
New: Fulvia crank core plugs, 1300 and 1600. Correct weight
New: Beta brake discs, front
New: Fulvia S2/3 brake discs, front & rear
Also: Hub nuts and Hub tools for Flavia, 2000 and Fulvias
New: Flaminia (and some Aurelia) shock absorbers
New: Fulvia / Flavia leaf spring clamping straps
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New: supplies of Fulvia S2 5 in 1 instrument panel lenses
New: Fulvia S2/3 major & minor instrument lenses
New: Fulvia S2/3 alternator and lubrication stickers
New: front spring mounting blocks in three sizes

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Viva LANCIA



MAY 2025 No. 682



Battered Fulvia 1.6HF on a stop at the Safari Rally 1974. The roof of the Lancia was painted white to deflect the sun. TO K87878 was driven by Sandro Munari and Kenyan Lofty Drews, and finished 3rd. Drews appeared regularly at the Safari Rally until 1990.

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Remembering Peter Harding

I was saddened to hear of the death of Peter Harding. I got to know Peter quite well in the early 1990s – I liked him and had a high regard for the work he did on Aurelias and other Lancias. The restoration of my 6th Series B20 had stalled in 1989 and it was a natural choice for it to go Peter for finishing off, and there was still a lot of work to be done. At that time, Peter had learnt a lot from rebuilding his own 3rd Series B20, and the work he had done on other cars had established the reputation of his Hampshire workshop as the preferred place to go to. The workshop was in farm buildings near Hook, which from the outside looked undistinguished, but it was a historic listed tithe-barn with wonderful huge wooden beams and roof – a pleasing contrast to all the lovely machinery being worked on below. It is an additional tragedy that Peter's barn workshop has recently been lost to fire.

I visited frequently in early 1991 and it was great to know Peter better and to have confidence in his work. This was at a time when he was establishing his reputation and developing his contacts in Italy. I was envious when he and others went off to the Aurelia Registro's tour of Sardinia. I have an additional reason to be grateful to Peter – he reluctantly agreed to let me work on my car while it was with him. Quite rightly he feared this might be a slippery slope to a Harry Manning situation with self-helpers taking over. Fortunately, it didn't work out that way, but I recall many wasted hours, lying on my back trying to get the wretched hydraulic clutch on the 6th Series B20 to work as it should, before giving in and installing Peter's own design of a simple mechanical push-rod alternative, which worked well. Thank you, Peter, I valued knowing you.

These were busy times and only few photos were taken – some attached, to show Peter at work and to show something of the barn workshop.

Colin Marr



Editorial

Luigi De Virgilio epitomised the Lancia way. Modest, unassuming and never seeking the limelight, his quiet demeanour hid a very good engineer, a good rally driver, a clever businessman and above all a great historian, determined to keep his father's legacy at the forefront. Too many are fixated with Francesco De Virgilio's work on the V6, when in fact his career spanned pre and post-war Lancia and he had a major input into the design of dozens of engines and drive-trains, from the Appia to the Gamma and Esagamma lorry. Some of his designs are still in use today, others like the 4-cam 4-litre engine designed for the Gamma never saw the light of day, and remain only as 'what might have been' detailed sketches. As Geoff Goldberg remembers (p.7) Luigi was painstakingly sorting through his father's voluminous papers and correspondence often revealing new insights into how many of Lancia's classic cars and trucks were developed. Those who knew Luigi all attest to his great knowledge and his desire to help. No query went unanswered, no request ignored. When you got your reply there was no need to check or cross refer, it was right first time, if necessary carefully explained and annotated. It was typical of Luigi to downplay his part in the film *Vincenzo Lancia and the birth of modern motoring*. While it was his brother Giovanni (guest of honour at this year's National Rally) who provided much of the narrative and voiceover it was Luigi who provided and verified the information. We have lost a true gentleman and one of the Lancia family.

By the time you receive this the National Rally/AGM won't be too far away, but there's still

time to book your package or make alternative arrangements. We also require nominations for the committee awarded trophies (see p9) so if you know of any deserving member who falls into the categories listed please get in touch. Concours entrants will need to fill in the form enclosed with this issue, and return it by June 18. This year there are 17 sections including one for modified Lancias plus best restoration, sporting cars and master-class. The only criterion is that entrants must be members of the LMC. Too many times we find the same cars being entered and many of them are – quite rightly – multiple winners, but why not enter yours and give them a run for their money? It's not necessarily about 'factory finish' an original, well maintained example stands as good a chance as a chequebook rebuild; moreover several categories have surprisingly few entries so competition isn't always too intense.

No Fridd this issue due to a) the good Captain being away and I didn't want to rush him on his return and b) we needed the space for two very good articles in particular the piece on Bolzano from Manfredi Lancia which gives a rare insight into how the firm was run during the Hitler War (see p18). But worry not Fridd fans, he's back next month, as dapper and obscure as ever.

Cover: 'Concorso d'Eleganza Japan' held at Yakushiji temple in the former Japanese capital Nara. Photo Kenji Omori see letters p19.

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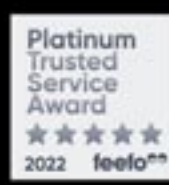
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Forthcoming events

LMC events diary

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

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 CARS AT THE CASTLE AND BROMLEY PAGEANT OF MOTORING, JUNE 14

Cars at the Castle (Hever) will again be on Father's Day weekend this year and I propose that we as a group attend on just the Saturday June 14 as last year. We used to do both days but it tended to dilute our display and the single day worked well in 2024. I do not have confirmation as yet but I expect the admission will be the same as last year ie: £10 per car which gives access to the whole site with a small extra charge for those wishing to enter the Castle itself. Would all those who would or even might be interested please email me directly derek@uwood.co.uk

We had a total of 13 cars last year and it would be great if we could do even better this year.

Derek Creasy
Tel. 01622814103

JURASSIC JOSTLE SATURDAY JUNE 14

As in previous years the 'Jostle' will be held at the Red Lion at Winfrith Newburgh DT2 8LE, tel 01305 852814, a traditional friendly pub on the A352 with a large private car park, serving good food at reasonable prices. I'll issue menus nearer the time so you can pre-select your meals. All Lancias are welcome, the more the merrier, last year over a dozen cars enjoyed a pleasant drive out including integrales, Fulvias, Ypsilons, Appias and Aurelias, most in excellent condition, from all over the Dorset region and beyond. 11 o'clock meet for 1 pm lunch. Full details next issue but in the first instance please contact Robert Richmond-Jones on 01929 555189 or robwenrj@btinternet.com

LMC NATIONAL RALLY JUNE 20 22

Planning for the National Rally continues apace as we strive to deliver the best possible showcase of Lancia for members, enthusiasts, family and friends. Since last month's magazine we have been able to confirm four new highlights for the weekend.

Saturday's driving tour will now take in a stop at the renowned Sywell aerodrome where tour guides will be on hand to add colour and context to the on-site museum exhibits. Furthermore, providing the weather plays ball, there will be a Spitfire and a Mustang giving flights to some very lucky people (maybe now's the chance to spend your children's inheritance!), with the loading and unloading taking place right in front of the art-deco Pilot's Mess café and Aviator restaurant.

Immediately adjacent to our weekend base is the Northampton and Lamport Railway, which will now be open on Sunday and running a diesel service. With a round trip taking less than an hour, you could enjoy a heritage train ride and still not miss out on the Lancia Festival – a great reason to bring children (or grandchildren) for an exciting day out.

In recognition of the 75th anniversary of the Aurelia, we are excited to hear that maybe the most famous Aurelia in the UK, that of former Formula One World Champion Mike Hawthorn, will be joining us. It would be amazing if it could be joined by other famous cars to reflect the 60th anniversary of the Fulvia Coupé or the 50th anniversary of the Montecarlo – do get in touch if you own one, or know someone who does.

Lunch on Sunday will be provided by some Caribbean street food experts who had the longest queues at the Silverstone Festival last year, so even if the British Summer fails to deliver, we can guarantee there will be sunshine in your food!

Credit card bookings are already tumbling in from the Club website – go to lanciamc.co.uk, click on 'Meetings & Events' and follow the big red button at the top of the page. There should be a booking form in this magazine if your preference is to pay by cheque or bank transfer – email nationalrally@lanciamc.co.uk if you'd like us to send you a digital version you can fill in on screen and email or post back.

Remember, the booking deadline is Bank Holiday Monday May 5. Up until Easter you can choose to split your payments to ease cashflow, but after that any payments 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 we expect to hit the capacity of the function room for Saturday night's dinner and presentation by Giovanni de Virgilio.

We want the National Rally to be the best showcase for Lancia, so please feel free to invite family and friends to join you, even if they're not already members. This is our opportunity to excite the next generation of Lancisti.

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

Mark and Jo Hall

ROSEMOOR GARDENS CLASSIC CARS, JULY 26/27

We are invited to display our Lancias at RHS Rosemoor Gardens, Great Torrington, Devon on July 26 and 27. It's a weekend of classic and vintage cars, steam engines, tractors, motor-bikes and caravans which last year attracted the best part of 3000 visitors a day. This is a beautiful setting with full amenities, plus additional catering around the site. LMC members exhibiting a car get free entry (plus a guest), unlimited free tea and coffee throughout, and private toilets/washing amenities. Anyone wishing to stay overnight can book preferential rates at the nearby Smytham Manor <https://smytham.co.uk/>. Dogs welcome but as it is a garden, not on site. We don't get offered many events in Devon so if you fancy going contact Jack Romano on Jackromano2@yahoo.com or Neil Sims on neil_sims@icloud.com for an entry form. For full details contact Carrieann Moore at carriann-moore@rhs.org.uk

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 the club has been invited

to attend Super Car Saturday August 30 which is the biggest day of the four-day event.

Super Car Saturday sees the North and South lawns of historic Blenheim Palace occupied by a display of over 1,500 classic and super-cars. 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 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 UK's prestige car clubs with a Manufacturer's Award and 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 Barzilay will be bringing his 1954 Aurelia. In 2020 it won third place in Class E: Post War Grand Tourers 1945 - 1961 (Judge's 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 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 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



LMC WELSH WEEKEND SEPTEMBER 5 - 7

We will once again have the Lancia Motor Club Welsh Weekend at the Tynycornel hotel, nestled on the picturesque Tal-y-Llyn Lake in



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It will be the weekend of September 5-7. Details of the plan 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.

Lanica weekend prices: Dinner package – two-night stay £70pp; three-night stay £95pp.

Room rates: All rooms to be booked on a bed and breakfast basis – prices ranging from £110 - £170 per night bed and breakfast.

Very limited numbers available. Please book via enquiries@tynycornel.com or 01654 782282

Christo and Malcolm

DELTADAYS IN FRANCE
MAY 31 - JUNE 1

I invite all Delta friends to this very special weekend, a tour and rally incorporating the Montecarlo tracks. Please look at the website www.deltadays.fr if you need further information about this event in the south of France or details regarding Montecarlo tracks. If you need to know more feel free to text me, I live in Brittany, Delta owner and member of the Scuderia Lancia Integrale. Best regards to all,

Philippe Bertel
Tel. 00 33 6165 12899

Film update

May 22, Bicester Motion, Bicester, OX26 5HA hosted by Hagerty and Startermotor. Doors open at 18.00hrs, there will be a display of cars including two from the film, and catering onsite, tickets £10. For more information and tickets please contact Alison Ure on alijoure@hotmail.com

September 11, Bourne Corn Exchange, 3 Abbey Road PE10 9EF, Lincolnshire, 8pm, £10. Please contact Peter Smith on peterasmith49@gmail.com for more information

Personal copies – 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 alijoure@hotmail.com if you would like a copy and I will let you have the film bank details.

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Regional meetings

There are currently 17 regional organisers who co-ordinate LMC activities within their areas. Many of them organise monthly meetings as well as visits to car shows or other attractions, they are listed on the inside back page of *Viva Lancia!* every other month.

If you live in an area where you feel there might be potential for activity which is not currently covered by the existing regions then consider whether you could pick up the reins for your locality.

The Club can supply you with contact details for the members in your area, simply select your favourite suitable pub, invite them, and see what happens. If there is a demand you may well manage a monthly get together with like-minded enthusiasts to everyone's advantage.

Alternatively, if you feel that there is a gap in your neck of the woods but you don't want to fill it yourself get in touch with Jon Radgick at membership@lanciamc.co.uk and he can canvass local members to see if anyone else agrees with your assessment.

The heart of the Club is members getting together and enjoying the company and support of other members. We should all do more of that.

YORKSHIRE REGION

Yorkshire members are invited to meet at the following events through this Summer:

Viva Italia - The Motorist, Sherburn-in-Elmet Saturday May 17

Forza Italia - Brighton Airfield, Selby (as guests of Club Alfa) Saturday May 31

Auto Italia - Raby Castle. Sunday July 27

Auto Italia - Carlton Towers, Sunday August 31

Coffee & Cars - The Motorist, Sherburn-in-Elmet Sunday September 28

Local member Hugh Allen is also organising the Royal Armouries Classic Car Show on Sunday June 22.

Remaining places are limited. Contact details on request.

Yorkshire Members are urged to join our WhatsApp group by sending me their name and phone number in order to keep up to date with local events.

Neil Priestman
Tel. 07422336533
dvla@lanciamc.co.uk

NORTHWEST LANCISTI JOIN FORCES WITH CITROEN CLUB FOR A WINTER MEET

The NorthWest Lancisti joined the Citroën Club for a joint gathering this month – proving that even in the depths of winter, the passion for classic motoring endures. While attendance was modest, many regulars have promised to return in force for the next meeting.

Notably absent from the lineup were my own stablemates, with the Fulvia undergoing wheel arch repairs and the Thema sidelined for a water pump replacement. In their place, the Goldwing made a diplomatically neutral appearance – neither Citroën nor Lancia, an interesting stand-in nonetheless.

Among the highlights of the evening was Richard's ever-graceful Lancia Thesis, which recently earned praise from the popular Smith & Sniff automotive podcast. New member Eric brought along his striking HF2000, finished in a deep shade of blue that turned more than a few heads.

The evening's conversation was as rich as the car park, with 2CV owner Andrew delighting the group with idiosyncrasies of driving his other vintage machine – a Ford Model T – and its unique approach to starting and gear-changing.

Photographic evidence was scarce this time, but with the clocks now changed and spring in the air, anticipation is building for a well-attended meet on May 8 at the Swan with Two Nicks. Lancias and non-Lancias alike are warmly welcome, weather is guaranteed.

Mihran Hovnanian



Following on from the showcase screenings in Torino and Varallo last year, and smaller showings in Rome and Sicily, the classic car clubs of Umbria came together under the umbrella of ASI (Automotoclub Storico Italiano) for a delightul event in Foligno at the end of March.

Once again, pulling the strings was Giovanni De Virgilio, who works so tirelessly in the name of Lancia’s heritage. However, it was Paolo Battistelli, President of the Terni Classic Car Club who coordinated the nine local clubs and worked with the Commune di Foligno and the local cinema to deliver such an accomplished and enjoyable day.

Foligno is 20 kms south of Perugia and is somewhat overshadowed by its more glamorous hilltop neighbours which include Assisi and Spello. Being unusually flat and pleasantly tourist free, its medieval square, Piazza San Domenico, provided the perfect location for an eclectic gathering of Lancias on Saturday March 29.

Representing the Brits were Alison, myself and my better half and we were so cordially welcomed that it felt like our very own Royal visit. Following a relaxed lunch in the square and much car admiration, the growing assembly headed for the local cinema, aptly named ‘Supercinema’ as it turned out to be a plush 300 seat venue.

Before the curtain could be raised, there were speeches to be made. Each of the Presidents of the nine car clubs, a Councillor from the Commune, Giovanni, myself and Alison. Adding to the pomp and ceremony, national anthems were played as we stood in front of our national flags projected on the screen overlaid on a montage of Lancias.

The occasion was made somewhat more poignant by the passing earlier in the week of Giovanni’s brother Luigi De Virgilio. Luigi was a quiet and gentle man but also a passionate and encyclopaedic protector of his father, Francesco’s legacy. He was kind enough to offer his generous help and wealth of knowledge in the making of the documentary and I was privileged to get to know him during the production. He was my guide at Centro Storico Fiat as we worked our way through the Lancia archive and his attention to detail ensured that obscure photos were always correctly identified and dated. I am now so pleased that we also persuaded him to go on camera and be interviewed for the documentary.

Luigi will be greatly missed. Tributes were paid to him during the speeches and the screening was dedicated to his memory.

Once again the local audience gave the film a resounding ovation, surprised by its scale and how multinational it is. There was just time for final speeches, thanks, a final photo call and awarding of plaques, before we packed into a convoy of Lancias heading off into the night to a rustic restaurant to remember and celebrate.



Above: Luigi De Virgilio ‘At the Center’ in Fobello flanked by cameraman Tony May and Director Josh Goode in Fobello.

Umbrian screening

by Josh Goode



Colourful Piazza San Domenico, Foligno, perfect backdrop for a Lancia gathering.



Giovanni De Virgilio with glamorous companions Jill Goode (left) and Alison Ure.

Alison and I continue to be delighted at how the film is being embraced by the Lancia and enthusiast community internationally and is such a catalyst for bringing people together to discover about Vincenzo Lancia and his cars. The very same week as our trip to Foligno, the US premiere took place on the west coast of America.



Right: Luigi De Virgilio on camera.

Luigi De Virgilio died in Torino after a short illness, 75 years old, on March 23, 2025. His father was Francesco De Virgilio, an important and key Lancia engineer; his mother, Rita, was one of two daughters of Giovanni Lancia, Vincenzo’s brother and associate for many years. Luigi had a deep interest in design and engineering and was key in maintaining and collecting information about the company and his family, along with his brother Giovanni and his cousin Manfredi Lancia. Luigi was known by all as thoughtful, precise and very astute. He was also my very good friend, and we worked together closely for some 20 years. With his passing, the Lancia world loses a very important hub and a person of deep knowledge.

Luigi and his brother Giovanni grew up around their father’s work and shared an interest in Lancias. They participated in rallying together, went to events and with their cousin, Manfredi Lancia, maintained the Lancia heritage. Luigi also kept the family records, papers, drawings and photos but was not fond of large social events, participating only if urged. We had many adventures together, researching the family, the company and the cars, and I had much chance to enjoy his shrewd humor, pointed but never unkind.

We first met in 2007, when Joachim Griesse and I showed up at his apartment in Turin. That afternoon, we looked through binder after binder, seeing original sketches, notes, factory memoranda, family photos. The next day we joined Luigi, Dr Masala (long time Lancia historian and archivist) and Manfredi Lancia, at the factory museum, spending hours looking at cars and having in depth discussions about the enduring qualities of the marque, and the difficult times of the 1950s. At the end of that day, Luigi handed me a CD and said, “these are all my father’s papers, scanned”. Stunned, I asked “what should I do with these?” to which he replied, “as you wish”. Nothing without his permission. It was the beginning of a long and wonderful co-operation.

Information seemed to flow his way. Thorough, thoughtful, and meticulous, serious people knew him and all respected him deeply. In the many trips to Torino, Luigi and I would work together, diving ever deeper into Lancia history. I’d visit the apartment, where his parents had lived, overlooking the river and the road for the 1955 Valentino Grand Prix, which Luigi vaguely remembered... We would go through drawings and papers, photographing, notating, investigating, looking for the unknown or previously unseen. I remember Luigi opening a folded drawing on trace (original pencil drawing by his father) for the intake manifolds used in the racing B20s. No one had seen these some 60 years. Over time, more and more was found, tucked away, as he used to say, “in the basement”, sometimes even tucked inside other books.

We labored many years in Centro Storico, the Fiat archives holding many Lancia drawings, located just some blocks away. Over time, we became a skillful team, picking some 20 boxes to investigate, and over a long day, Luigi would open a drawing, slide it over, and quietly point to a note, a date or a correction, key to unlocking some mystery. Early on, he would say “look here” in his impeccable way. Once we were reviewing a page of balancing calculations done on the Appia motor, when his father was less involved. He turned the page over, and there was his father’s correction, on just one line.

To say that Luigi opened the door is too simplistic. Rather he navigated complex waters and provided protection against winds that would sometimes blow across our path. We met all sorts of people, heard all sorts of stories. When faced with difficulties, he would chart a path to clarity, calmly, thoughtfully, without drama, and above all, always correctly. Trying to wrestle secrets from long ago, we worked to find things thought long lost. He found great satisfaction in this, enjoying these unusual expeditions.

When a Lambda in Torino for the Centenario broke down, Luigi found the place for repair. Regarding the book on his father and Lancia history, Luigi said of an early draft “it’s not good enough” and felt it had to be something more significant, something not done before. Together we looked at thousands of drawings and documents, skyping frequently, often weekly, for many years, to figure out what was and was not revealed. When De Virgilio noted that Gianni Lancia showed Ing. Colombo through the design room, I noted the event, Luigi explained the context: it was a test to see how the group would feel about bringing in a new and different engineer. Gianni then went in a different direction, and promoted Zaccone from within.

With his father’s notes, he was able to reconstruct the famous meeting at Ferrari where they discussed the early Stratos. Luigi saw into the shadows to find the deeper story.

Memories of Luigi

by Geoffrey Goldberg



Happier times, 2016 Luigi De Virgilio (left) enjoys a meal with Geoff Goldberg, Bistro Borgo San Paolo. A reluctant restaurant-goer Luigi was happiest at his local trattoria: ‘I prefer big food on small plates’.

We followed this by going to see Marcello Gandini and discuss early Stratos development. With his five German shepherds lounging around our feet waiting for any inauspicious comment, Gandini talked openly to Luigi with high respect remembering his father’s work. The talk was of early prototypes, how decisions were made and what ideas were not pursued. Theirs was a conversation as if it were yesterday.

We visited Guido Rosani many times – who was yet another treasure, knowledgeable about the Lancia racing effort. Guido showed Luigi his father’s early model of a Fulvia with variable valve timing, or the original drawings of the inside of the D50 fuel tank, thoughtfully riveted as it was originally done, even though no one would ever know of it. Arcane details became the points of conversation as history came alive.

A deeply private man, Luigi’s gentility and discretion was immediately obvious. Always polite, he had strong opinions. I was unable to get him out of Italy, much less to America. Efforts to indulge in fine dining were met with little interest: “they serve small food on big plates; I prefer big food on small plates”. He was happiest at the 1950’s bistro in the Borgo San Paolo.

In one of my first visits to him in Torino, Luigi took me to the Superga, the major basilica up high in the hills. There we walked down the hill in the back to visit the memorial for the Grande Torino championship football team who all perished in 1948 when their plane crashed in the fog. There were fresh flowers always there, as it should be. Memories ran deep for Luigi. Our journey into history went on – to old rail stations, to factories, to churches. He would point out aspects of the past, who were collaborators in the war, who were part of the resistance.

Our family became friends with his family, especially with his sister Anna and brother Giovanni. We stayed in their small family hamlet in Fobello which dated from 1841, and Luigi thought likely where Vincenzo was born. It was there he taught my son how to use a lathe in Terenzio’s workshop. In our last visit, Anna, Giovanni and Luigi went directly to the spot where 60 years earlier they were photographed with their mother and father alongside the beloved Appia, and we got an updated view.

In 2014, we went to the fair at Padova to introduce the book on his father. It was a joyous day, capped by us talking with Sandro Munari who was quite passionate about history and capturing these memories, making sure that Luigi signed his copy of the book too. Luigi refused to take official credit for the book, but with some arm twisting, he did contribute a preface. Later, we studied balancing and crankshafts, Luigi tried hard to teach me about moments and vector analysis. He built 3D computer models to determine what was needed for balancing. He assembled his own computer boards, and in his early years, set up (or founded) Sparco, a specialist supplier of competition parts, with a couple of friends. Trained as an engineer, he loved that work.

While his knowledge of Lancia history was remarkable, more importantly he was willing to engage serious investigation and push frontiers forward. There was no agenda, just a search for truth. Without his participation and his generosity, much of this history would have been lost and never rediscovered. He found connections no one else had thought of. He had no interest in acclaim or public recognition, but only a deep sense of duty and a strong commitment to family, history and the work of others. Rare are people with such a sense of honour. I think of him often, and believe he is still there, waiting for our next adventure.



GOODWOOD TRACK DAY

6th September 2025

Once again, we are due to hold the club's annual track day at the world famous historic Goodwood Circuit in Sussex on 6th September 2025. As in previous years club members will have priority to book a day's drive at the circuit, then non-members will be able to book later subject to availability.

Why not come and experience one of the UK's most challenging racetracks and drive in the tracks of legends such as Jim Clark and Sir Jackie Stewart? Meet up with other Lanciisti both on the track and in the paddock and share in the experience of one of the Club's major annual events.

The day is organised exclusively for the Lancia Motor Club, plus other invited clubs and guests. All you need is a full road licence, a roadworthy car and a helmet which can be hired on the day. Drive at your own pace, and in your own space.

There will be Aurelia 75th and Montecarlo 50th anniversaries parade at lunchtime, please contact events@lanciamc.co.uk to book your place, free for members and £5 per car for non-members

Your experience includes:

- Full drivers briefing with Chief Driving Instructor
- At least three 15-minute driving sessions for a half-day and six 15-minute sessions for a full-day
- Noise testing before you head out onto the circuit (limit 98dBA)
- Buffet lunch plus the option to add additional lunches for guests
- Barista style tea and coffee available

LMC Member Driver	£355
Non-member Full Day	£380
Morning session	£240
Non-member Morning session	£255
Afternoon Session	£250
Non-member Afternoon session	£265
Second Driver	£50
Helmet Hire	£10
Overalls Hire	£5
Non-member Passenger	£25
Extra Lunch and Coffee Service	£50



Please book via the club website events page (club cancellations policy as per the booking page):

<https://lanciamc.co.uk/meetings-and-events/#levent/2025/8/23/goodwood-track-day>

Track day insurance is available in advance please contact events@lanciamc.co.uk for more details.

Photographs by Tony Harrison

Follow ups to recent issues of *Viva Lancia!*

ENZO FERRARI AND THE D50

Another fascinating cabinet of curiosities from Captain Fridd last month.

On the subject of the Lancia GP team being gifted to Ferrari it is common for Lanciisti to comment on Enzo Ferrari's lack of gratitude. However, a little more context may put a slightly different complexion on it. I believe Enzo Ferrari saw himself as racing for the glory of Italy. In the pre-war years when he managed the Alfa Romeo team he received government funding to uphold the honour of the state in motor racing. After the war, with his own team, he similarly pressed for state support for his racing activities. Being given last year's cars from a rival team would be very much not what he had in mind! Imagine what Christian Horner's reaction might be if a campaign for state development funding resulted in being given last year's Mercedes. 'Not amused' would be an understatement. However I share the view that having been given the excellent Lancia racing operation Ferrari might have done rather more than look a gift horse in the mouth

Frank Tierney

JOAN CUNEO'S TROPHIES

Regarding Ken Shibata's letter and the recent Lampo article (March) the few remaining trophies won by Joan Cuneo which escaped misappropriation and meltdown are currently for sale. One or two of them are quite spectacular cups and I hope they find the right home. Clippings on the net from March 18, 1911 *Automobile Topics* magazine and August 15, 1915 *The Horseless Age* list Joan's exploits. For a full summary see <https://www.oldcarsweekly.com/new/s/race-pioneer-joan-newton-cuneo-trophies-sold>. I also direct reader's attention to <https://www.vintag.es/2023/04/joan-newton-cuneo.html?m=1> which carries 50 photos of Joan 'the woman

who got women banned from racing' some showing the Lampo. I attach a colour photo of Joan from *Car Guy* which has been reworked and looks somewhat posed, but it does illustrate just how diminutive she was!

Richard Fridd

THE BISCARETTI MUSEUM

Regarding the article on the Biscaretti, March issue, I read about the founder of this Turin 'must see' with some sadness. About 10 years ago on a foodie trip to Alba, I persuaded my friends and wife to make a day trip to see it. As it happens, they loved it, even my long suffering wife, who is dragged along to car events with minimal enthusiasm. I, on the other hand, was disappointed. For sure, it was all well done, but amongst the forest of Fiats, there were only four Lancias!

Mike Powell

SAHARIANA AND MORE FILMS

I enjoyed the Viberti and Lancia Bolzano story (April) but I wouldn't be me if I didn't find one little fault to quibble over. There was no such thing as a Fiat TM40. Both the TL37 and the TM40 were SPA products, even if SPA was a subsidiary company of Fiat. I don't know where 'TM49' came from. The figure on all Army possessions, lorries or guns indifferently, refers to the year the object was first accepted. By 1949 the war had been over by four years, but at least there was less likelihood of people firing guns at the jerry cans full of petrol all the way round the vehicle.

Richard Fridd always comes up with amusing stories but I am surprised that his list of films featuring lorries didn't include *Esterina* or *Fari nella Nebbia*. The latter is a sad tale about the marital problems of lorry drivers but contains some wild and careless driving of road train tanker lorries, almost all Fiats. *Esterina* is a beautiful film, though it too is sad in places. One of the two star driver-actors is Englishman Geoffrey Horne who

speaks perfect Italian in the film so he was probably dubbed. The other actor-driver is Domenico Modugno who when he wasn't making films also wrote and sang songs beautifully. The starring lorry is an old Fiat 634 but it manages brief encounters with various Lancia models, mostly the three different stages of the Esatau range. The Fiat, also a road train, (wagon and drag!) has Viberti badges on the doors but, unlike British lorries of that era, also has a modest sleeper cab. I recommend both films and I believe they are available on Youtube in their entirety

Nicky Armstrong

THE DALMATIAN LAMBDA

Re. Capt. Fridd's query (March) of what happened to the 1928 Lambda 8th series chassis 19228 since it was auctioned in 2006, I can complete the story:

To start, the car is an original UK supplied and UK Weyman bodied car registered XV1076. Fellow Lambda owner Robert Swan believes that his grandfather bought the car from the Olympia Motorshow in 1928, which explains the London number plate. His grandfather then took the car to Scotland and sold it a few years later. The 2006 Bonhams auction catalogue states that the then owners (a renowned Scottish manufacturing family) bought the Lambda in 1934. This ties up with Robert's view. One of the family took this, and another Lambda to South Africa, from where they returned in 2006 for auction in the UK.

The car was bought by another fellow Lambda owner, Roland Frayne,

who took the great decision to restore it in its original Weyman saloon format. The car retains its original engine including its cast iron head, its matching numbers gearbox and rear axle. On inspection by Nick Benwell the internals of the gearbox tally with the car's low mileage.

Louise and I bought the car from Roland. The original number plates, the 1946 tax disc and period photos, were not enough evidence for the DVLA to enable us to use the original registration. So XV1076 is currently BF9758, but known as 'No.7' due its similarity to the No.7 bulletproof car in the *Wacky Races* cartoon series.

We have taken the Lambda to the 2023 Sliding Pillar, the VSCC River Rother Ramble, the 2023 AGM, and last year tore up the Shere Hill Climb in No.7. We have also made numerous trips to Brooklands, Goodwood and The Pheonix in Hartley Whitney.

After Richard showed the picture of the dog mascot in *Viva Lancia!* I contacted Roland who is going to see if he has it amongst his spares, and if so I hope to reunite it with the car.

Jason Kennedy



Committee awards 2025

We are fast approaching the National Rally and AGM 2025 and therefore have a number of trophies to be awarded. We – the committee – don't know everyone in the Club or what activities they are up to so if any member can recommend suitable winners of the trophies outlined below, we would love to hear from you.

Please send nominations to chair@lanciamc.co.uk Thank you.

John Maltby Trophy	Greatest contribution by an ordinary member
John Borthwick Trophy	Best performance in a non-LMC event
Hugo Boyd Lambda Trophy	Services to Lambda owners
Arther Keeeling Plate	Good use of a "Vincenzo" car
Chairman's Trophy	Giving best help and support to the Chairman
Toyo Tyres Competition Trophy	Fulvia competition award
Lancia Plaque	Best performance not a Lambda or Fulvia
Cumbria Trophy	Best regional meeting
Farnham Aprilia Trophy	Regular use of an Aprilia
Aurelia Mille Miglia	Best use of an Aurelia
MacLagan Spring	Best organised event
HiFi Award	Regular use of a post Sliding Pillar Lancia
Harry Manning Award	Technical excellence
Bob Haydon 'Oh Dear' Trophy	Overcoming a disaster
Social Media and Forum Award	Contribution to the LMC Forum or social media

NATIONAL RALLY 2025



Fulvia 60



June 20-22, Sedgebrook Hall, Northampton



Seeking pastures new, our National Rally will land just outside Northampton this year, over the midsummer weekend. Situated in peaceful countryside, Sedgebrook Hall offers a rare blend of size and facilities – small enough for us to effectively take over, but with the added bonus of extensive grounds and lovely leisure facilities including a pool and jacuzzi! Spa treatments are also offered if you should feel the need for a bit of pampering.

The weekend format will be familiar to anyone who has attended a National Rally before, while welcoming to newcomers with a variety of social activities to make you feel like a regular. Friday night's dinner will be a hot buffet, followed by Andy Collins' annual effort to confound and entertain us with one of his light-hearted quizzes. A driving tour on Saturday will take in local places of interest followed by a Gala Dinner in the evening.



In recognition of the 75th anniversary of the Aurelia, we are particularly thrilled and honoured that Giovanni de Virgilio will be joining us for the weekend and presenting an homage to his father, Francesco, after dinner. As a young engineer during the Second World War, Francesco was the first in the world to crack the challenge of making a vibration-free V6 engine, which went on to cement the Aurelia as the best sports-touring car of its era. Giovanni's mother was Rita Lancia, Vincenzo's niece, and as a member of the Lancia 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 some 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.



No, not the one you know and love. This is the one we never got, an almost forgotten Lancia for which the firm rarely gets credit, but an article from *Auto d’Epoca* December 2024 goes some way to putting the record straight. It was sent in by Nicky Armstrong who tells us:

‘So few of these vans remain that the Marazzato Foundation (Stroppiana, Vercelli) fitters restoring a Beta for display, didn’t know how to wire up the electrics on their pretty little pajama-stripe truck, until they were able to photocopy the manuals sent by Peter Renou (Australia). The Lancia factory code for this vehicle began with a Z but the marketing people only called it a Beta, full stop. Oddly enough, Beta is a fairly common surname in the Aosta valley

The red stripe on the Turin vehicle (there is no number plate but we are told that it was seen at an event in Turin) indicates that the vehicle was licenced for the owner’s private needs, not for third party transport. Hauliers carried a white stripe. Vehicles complete with a white stripe could be sold for twice the price. That system is no longer in use. At one stage the white or red stripe was also applied to the front wheelarches but during the war, white paint was visible to night time bombers so it was discontinued and applied only to the front.

The little Beta lorry was not as commercially successful as the equivalent OM or Ford models but the owners were very proud of them’ – Nicky Armstrong

‘It’s well-known that Lancia have always had a dislike for the ordinary, it was virtually a house rule to go against the flow. Immediately post-war, the firm had a strong presence in the ‘heavy’ haulage sector but in the light haulage market, virtually nothing. Admittedly we had the Ardea Furgoncino but in truth this was adapted from the car, there was no light van custom built from scratch.

With the economy growing fast and demand for transport likewise, Lancia’s technicians came up with an innovative solution, a completely new project. Their foray into what was essentially for them a new sector was based around the idea of a small truck, the Beta which could carry 20 Quintali (viz. 4,440lbs/2 tonnes), was aesthetically attractive, had typical Lancia refinement but above all was

Want one? Survivors are rare, you’ve got find one first! This well used 1960 Diesel engine’d example located in Lombardy was used latterly as a car transporter complete with electric winch and ramps. The extra equipment (see notes from Nicky Armstrong) suggests that it may have started life as an Army model. It would doubtless benefit from a front to back restoration and was sold by Sothebys in May 2021 for 7,000 Euros plus commission.

The Lancia Beta

Translated and adapted by J. Romano, from *Auto d’Epoca* Nov/Dec 2004, based on an original article by Gianpaolo Arborio. Additional material J. Romano, N. Armstrong, G. De Virgilio, L. De Virgilio.



reliable and cheap to run. These were the years when the D24 triumphed in the Carrera PanAmericana and the Scuderia Lancia cars were transported on an Esatau V30 built by Garavini, an impressive 3-axle truck that was featured in press, posters and even cinema. Everyone knew what a Lancia commercial should look like.

This wasn’t lost on the designers, and the new Beta had a ‘family feel’ deliberately echoing the look of its bigger brothers, especially at the front where the roomy and ergonomically efficient 2-seater cab carried the classic Lancia ‘shield’ grille and badge. Vision through the twin windscreens was also excellent, and the design team went to great lengths to incorpo-



rate the refinement, reliability and driving experience that had endeared Lancia trucks to drivers and owners alike.

As a utility vehicle the Beta needed to be versatile, especially considering it was up against strong opposition, the Fiat 615, OM Leoncino, Bianchi Visconteo being the most obvious. As a result various extras became standard. The autobus version for example whether bodied by Viberti, Varesina or Borsani was beautifully built as if for ‘Gran Turismo’ and came with radio, seats with adjustable headrests, and a panoramic glazed roof. Lancia felt they had a winner on their hands and to promote their new Beta entered two Z11 Pullmans in the first Mediterranean-Le Cap rally 1951 (Algeria-Cape Town). At almost 16,000 kms. and run over three and a half weeks, it was one of the longest and most demanding rallies in history.

The first series denominated Z10 and Z11, appeared in 1950 and at first glance looked for all the world like a scaled down Esatau; the second series (always bodied by Viberti) adopted a different style of front nicknamed ‘Cat’s whiskers’ with the traditional grille proudly placed in the centre, above it a Viberti/Lancia badge, which could be flipped open to reveal the radiator and tank.

As ever with Lancia, innovations abounded. The truck’s length was 2.55 metres,

1951 Mediterranean-Le Cap rally

With several of the 75 entrants dropping out early on, the 1951 Rally was won by a French Military team in a Delahaye pick up. One team left a member in the desert, considering him ‘undesirable’ while another team found themselves without transport as the main driver sold the car, made off with the proceeds and flew home as a stowaway in a decrepit wartime German Junkers. But amid the chaos, the two Betas met with few problems and finished with some credit. The drivers were Ferdinando Gatta/L. Selaro who finished 15th and Emilio Christillin/A. Capelli, who finished 20th overall. Only 31 teams made it to the end,

one of them a privateer Aprilia driven by Roberto Battaco/M. Quaranta who finished a very creditable 19th. The Torino Lancia concessionaire and son-in-law of Adele Lancia, (married to Mimma Lancia, Gianni’s sister) Gatta – nicknamed ‘Duccio’ – was an experienced and well-regarded rally driver, his career 1950-55 included two podium places in major races, driving Aurelia B20s, one of them a Zagato-bodied special.

The history of this biennial rally is covered on various websites, most comprehensive: cockpitdz.com.



Beta Pullman Z11 as entered by Lancia in the Dec 1950 - Jan ‘51 Mediterranean Rally. The B20 had yet to carry all before it (Mille Miglia April 28, 1951, Le Mans June 28) so for a punishing rally of this nature, the Beta made sense. Both Gatta/Selaro and Christillin/Capelli finished in a field decimated by incidents.

deliberately reduced for optimum handling. (The OM and Bianchi developed a reputation for tricky handling when fully loaded). The engine, situated at the front inside the cab was a 4-cylinder U-configuration 1,908cc unit, designed by Francesco De Virgilio, who once jokingly referred to it as ‘four staggered tomato cans’. Two designs had been put forward, one staggered one not, but the staggered unit was slimmer, compact and efficient. It gave 46cv at 3500 rpm, making it

good for 80 km/h; had pressurised lubrication, inclined valves and a centrifugal water pump, plus a laminated radiator with built-in thermostat, single plate clutch and five forward speeds. Independent front suspension was by wishbone and coil, rear by transverse leaf spring. Four-wheel hydraulic brakes were standard. Fuel consumption was considered reasonable and importantly, the engine was able to cope with the poor octane fuel of the day. The load bed was



reinforced with steel longerons and sat just 0.9m above road level.

On launch in 1950 it was marketed as the ‘Lancia Beta Autocarro’ the Z10 being a short wheelbase and Z11 long wheelbase, 30cm longer and 20cm wider. A three-axle Z12 version, with or without tilt back was proposed in 1951 but never produced.

As anticipated, the Beta was sold as a van, minibus, ambulance and pickup, its versatility underlined by the uses it was put to – milk deliveries, wood, steel, farm produce, newspapers, groceries, ice and more. The beefed-up military version, the Z20 specially built 1957-63 had a slightly different frontal aspect and a slightly higher ground clearance. The Z20’s engine, although still a staggered design, was a 2.5-litre unit with several major differences from the civilian version (see box p.14). Those destined as ‘radio command vehicles’ had twin generators. A correspondent claims to have regularly seen an electric version of the Beta around Padova; if he’s correct this was probably an experimental vehicle. However, we note that pre-war, Lancia had experimented with an ‘Elletrico’ the E290 and E291, a medium-sized truck powered by a 10Kw Brown Boveri motor. Some 200 or so were built 1941-47 mainly for use during the war. Figures are sketchy but in total, it’s believed that 6,700 of all of the civilian Beta versions were produced, Italian market only, it was never exported.

Many drivers considered the cabin relatively Spartan by Lancia standards but it was comfortable, well lit, and roomy, with plenty of space for two. Lancia were aware that cabin comfort didn’t initially match the level of its bigger siblings and as the series developed, together with Viberti, made numerous changes and improvements. The dashboard was clear and simple with easy to read dials. The engine lasted only for the life of the Beta model, it never saw application elsewhere. Built at the Bolzano works, the truck’s final dimensions were length 4.825m, width 1.78m and height 1.950m.

Nicky Armstrong regarding the ‘Sothebys’ Beta: ‘While it was latterly used as car transporter, the driver’s seat and controls are not from a normal, general haulage or passenger carrying vehicle. Anyone believing that Betas are ‘simple’ needs to think again. I think this is,

This is the cab and interior of the ‘Sothebys’ Beta, as described and explained above by Nicky Armstrong. The ‘extras’ suggest it was perhaps a hybrid of a standard Beta and an Army model, we surmise it could perhaps have been a special for Forestry or a Telephone Utilities company. Sold in 2021 presumably to a UK bidder, where is it now?

This is an early open bodied Beta, in Italian a 'Cassone Aperto' (literally 'open chest') the most versatile, hence most numerous of the three main bodystyles .



Simple, easy read dash never saw an upgrade.

or was at one stage an army lorry, a 4 x 4 with an extra reduction gearbox, perhaps one or two might have been sold to the telephone people or the forestry brigade. The truck is described as having a 1.9 diesel engine but army lorries had the 2.5L staggered petrol unit, so either Sothebys are mistaken, or perhaps the truck had the smaller engine installed by a subsequent owner. It seems an odd mix though I suppose over 65 years there has been ample time for people to make modifications, but frankly all that equipment just

for pulling cars is unnecessary. Another giveaway is that in other photos, the truck has two plates rivetted on the A-pillar, one showing the basic electrical layout; and the other, lubrication points.

To summarise the extras on this vehicle, the long lever is the normal one for changing gear while the one nearest the engine cover is the one that puts the gears into the high or low ratios, beside that is a shorter lever which I believe engages or dis-engages four wheel

drive. Behind this short lever there are two more small levers that both work on the same horizontal shaft. One is upright and the other is flat on its face. There are two small reservoirs for brake fluid beside the shaft so it could be that these make the hydraulic brakes work. The one that is not engaged, flat on its face, might be for a trailer connection, to pull the trailer brake on. Alongside the driver's seat is the mechanical hand-brake lever, which is in the released, horizontal position. I think the little lever on the shaft works the hydraulic brakes of the rear axle.

Francesco De Virgilio's staggered four engine



Francesco De Virgilio had been working on a staggered four concept since 1947 and finalised it in 1950. The detailed drawings for this engine still exist among his meticulously kept papers. (Image courtesy L. uigi De Virgilio)



'The parallel cylinder engine was proposed by my father and this solution pushed to the limit the concept of the Lancia narrow V off-centre layout. He often told me that one of his goals was to simplify the maintenance of military trucks since in their workshops the soldiers were seldom expert mechanics.

Refurbishing the cylinder bores was easier for a 0 degree angle than a V configuration. Another advantage was the narrowest block width possible for a given bore.

Two types were built: the gasoline Beta truck and the CL51 military truck. The latter equipped the Italian Army until the seventies and more than 5000 were built. These two engines were both staggered but, as usual for Lancia, were completely different in their design. If I remember well, the crankshaft of the CL51 was not in the middle of the two cylinder banks, but slightly moved to one side.

However the ancestor of this family of engines was the C15 (902 cmc that was initially planned for the Ardea replacement model (later C10 995 cmc). In the end the Appia production engine was a traditional narrow V 1.1 litre, which was not designed by my father.

One interesting point is that the effective displacement of the narrow V offset engines is slightly bigger than in a centered engine with the same bore and stroke (by around one per cent). In all Lancia documents there is no evidence of this. It seems that it was kept secret, possibly because of vehicle taxation issues – **Luigi De Virgilio**

The engine (shown above without cover) could be dropped and then pulled forward for ease of servicing and maintenance, an important factor for the Z20 (CL51) military model.



Only the footbrake on the floor would brake both axles at the same time. Many more of these army Lancia Betas were made than the civilian Beta models. There is a curious lever and cables on the rear panel, behind the driver. This may or may not be a PTO (power take off) lever to send power to equipment outside the cab'.

In 1954 in response to requests from hauliers, the van was offered with either a petrol engine or a twin cylinder, two-stroke 1963cc diesel, built under licence from Detroit Diesel. These vans were denominated Z50 and Z51. This was an advanced engine with direct injection for each cylinder from a single pump. With the Diesel unit, output dropped slightly to 41cv at 1900 rpm and top speed to 72km/h. It consumed around 10 litres every 100Km. Unlike the Z10 and Z11, which had slightly differing dimensions, the Z50 and 51 were both the same width, only the length differed.

In 1957 the last modifications were made, and the range was unified under one model, the 190 Z50 which was built until 1961 with one body length only, of 3.25m including 'cassone' (viz. load bed) and a width of 1.9m. The majority of changes were at the front, the new reinforced cab built exclusively by Viberti, was immediately identifiable by the front turn indicators which were fitted just behind the doors, in line with the new directive 'Codice della Strada 1956'. The 190 Z50 was produced in 969 examples.

Various sources quote a figure of 6,700 over its 11 year life, but we believe that less than 4,000 civilian market Betas were built, a decent but not spectacular number, not enough to continue Lancia's adventure into the world of light haulage. By 1963 Lancia was represented in this sector by the SuperJolly, itself another quality product'.

Best site (Italian only) <https://www.dan-natavincage.com/2018/07/28/autocarro-lancia-beta-con-lo-z-1/>

Best books: Geoffrey Goldberg *De Virgilio at the Centre* pp.190 – 195
W.O. Weernink *Lancia 70 Years of Excellence* 1st edition pp. 277-80.



Final series, the 190 Z50, built until 1961 with Viberti's updated and reinforced cab, 'cat's whiskers' front, and repositioned turn indicators, available only in one length/width configuration.



Although there were numerous variants for different applications, there were three main body styles for general haulage:

This period photo shows a very early Beta with a canvas top, and is thus a 'Telonato' (viz. sheeted or covered).



The early Beta truck, here a 'cassone aperto' deliberately bore a strong resemblance to the Esatau, both built by Viberti at Bolzano. Driving position, controls and general comfort also mirrored the Esatau.



Beta 'cassone chiuso' this one used for transporting grain. The trafficators behind the side window identify it as a pre-1956 model



Big, roomy and with excellent vision, the cab was upgraded several times. This photo shows the cab from the 1960 truck sold by Sotheby's in 2021, but there are some anomalies. Despite being described by as a 2.0-litre civilian model (the chassis number, Z50-3406 backs this up) it may have started life as an Army truck or perhaps a special for the Forestry or Telephone Companies, before being adapted for car transportation.

Christo and Malcolm's Tyn y Cornel Hotel, with its own Tal-y-llyn Lake under Cadre Idris, is now firmly established as a very popular location for Lancia meetings and rallies.

But the Lancia connection goes back a long way, starting with a little Fulvia 1.3s in South Africa when Christo was a student. Since then, he has accumulated a great many Lancias, and the need to maintain them and store them has led to a wide circle of Lancia friends. The social side of Lancia ownership has been very important over many years, with the hotel now becoming a focus of Lancia activity.

That Fulvia was used 'enthusiastically' as a daily driver for five years, but without missing a beat. Owning a Lancia was not straightforward when parts were required, so this led to meeting members of the South African club, familiarity with other models, and the purchase of his first Appia, the model he is most associated with. This was a great success, again used daily, but also for special occasions such as prom nights and weddings. The Appia had the benefit of being "a car that the common car thief had no idea about" – not a plus point that appears very often in road test reports...

But not being happy with just one, Christo bought no less than four Lancias – and kept them – between leaving school and coming to the UK. This collecting urge and the need for more projects has continued ever since.

He visited the UK in 1994 and met Don and Margaret Cross, a friendship that continued for many years. They visited South Africa later that year and a local meeting of 15 Appias was arranged for them.

Christo returned here in 1998 for a gap year, which turned out to be a bit longer... he met Malcolm who helped buy their first UK car, a Mini, a reliable fun car, but which was replaced before long with the inevitable Appia, found by Don. The local Club meetings provided a good starting place for meeting many new friends, while Malcolm, a civil engineer and a commercial pilot, was soon impressed by the quality of the Lancia, quickly becoming a convert.

But about this time came the need to move cars from South Africa – parents' patience is not inexhaustible. So those first four cars came over in 2003, followed by a further three shipments later on.

And then the trips abroad, long weekends away, often providing some unlikely travellers' tales in unusual locations. One such was when a Series 3 Appia "was spotted in Turin". Of course it had to be brought back, but via the country route, well off the beaten track in the days when maps, not phones, were used.

The owner of the chateau was very helpful but could not provide food. However the village restaurant offered a celebration of frog legs from starter to desert, not a standard tourist menu by any means, but a convivial local gathering. The locals came to the rescue in the morning when the car needed the petrol tank cleaning out and new tyres – all on a Sunday morning in rural France.

They arrived back in time for work on Monday, and the car is now a regular at Club events.

Another, epic adventure was the purchase of a delightful Ardea. But this was in Balestrate, in Sicily, the far end of Italy. But Malcolm and Christo decided there and then to drive it back to the UK – a car that barely left its own village, and had certainly not left Sicily. The obvious time to do this was in

Member of the month

Christo Smal



Christo Smal: Car collector, hotelier and Lancia fanatic. Host of the popular 'Welsh Weekend' and venue for the local meet. See 'Events' pages 3 and 4 for more details of this September's 'Welsh Weekend'.

winter, and to drive over the Alps and have some impromptu skiing. The faulty windscreen wipers and lack of winter tyres were not regarded as serious difficulties – that is, not until the white-out visibility conditions meant that Malcolm had to hang out of the window in his ski gear, operate the wipers by hand and shout out directions. One of the wettest ever journeys ever in France, but the little car (and, I am pleased to add, the passengers) made it out of Sicily for the first time and back to the UK without missing a beat.

The list of Lancias bought and sold (well, a few were) grew steadily longer, and many were used as daily drivers, or for exciting European trips and Club events. Although the Appia has been a feature throughout this story, Christo and Malcolm have owned a wide range of others, even including a Lambda, an Aprilia, a Fulvia Zagato – and so on.

West London is not the easiest of locations for storing cars, and a considerable number of garages and lock-ups were needed. So the possibility of a move to the country was considered.

A property with 11 garages and a 250 acre lake was an ideal choice. This did come with an hotel, with the associated obligations of staffing, catering, marketing, maintenance and improvements, but these not were regarded as a significant impediment.

The result after eight years, a great deal of learning and very hard work is a real destination hotel by the side of the lake in a spectacular location. The traditional walkers and climbers were the original visitors but last year 25 different car clubs stayed there, enjoying the Welsh roads and the opportunity to park a car in the lakeside car park, a must do for any visitor, as of course is a ride in Malcolm's delightful steam launch. There are nine Lancias in the stable now, from a Furgoncino van via Flaminias to an Ypsilon, and most of these are kept in a purpose built garage with high ceilings and lifts at the house – a far cry from a lock-up in Uxbridge.

The Hotel is a frequent venue for the Club, not just the Welsh Rally, but for local meetings. Christo's dream was "to make it a favourite for car enthusiasts, an Ace Café, but in rural Wales." In this he has certainly succeeded.

Lancias have played a big part in his story, with the huge range of cars mentioned providing not just basic transport, but the chance to travel to see many different places and people and of course the joy of owning something so well designed and engineered. Long may it continue!



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Lancia in Bolzano - 1943 - 1945

The story written by Valerio Lancia

After last month's article on Lancia and Viberti at Bolzano, Manfredi Lancia has supplied this superb piece which answers many questions and fills a gap in Lancia history. Manfredi's father, Valerio was in charge of the Bolzano factory for the latter part of WW2 and communicated with his father and family via weekly letters, over a hundred neatly written missives dealing with politics, lack of raw materials, difficulties with labour, the supply chain and latterly, German demands. It's clear that Valerio was a patriot, aware of the sabotage that his staff were committing almost daily, and he risked his life more than once in challenging what he called 'the Germanic Marshal' who was charged with overseeing production. His dilemma was to ensure the safety of his staff while minimising deliveries to the Germans. For Viva Lancia! Manfredi has summarised the key letters and provided notes and period photographs. Perhaps the best thing to come out of this saga is that Valerio met his wife Geny through his stint at Bolzano, in a sense making the whole thing worthwhile.

In the mid-1930s, the Italian Fascist government, wanting to consolidate the Italian presence in South Tyrol and Alto Adige, with predominantly German-speaking inhabitants, incentivized with tax benefits the opening of new industrial plants in the Bolzano area.

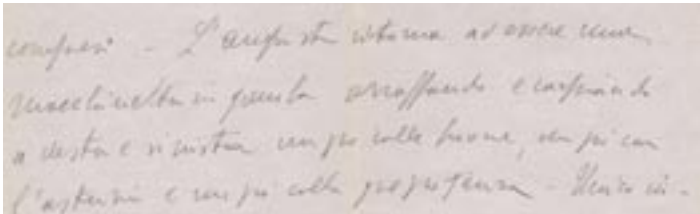
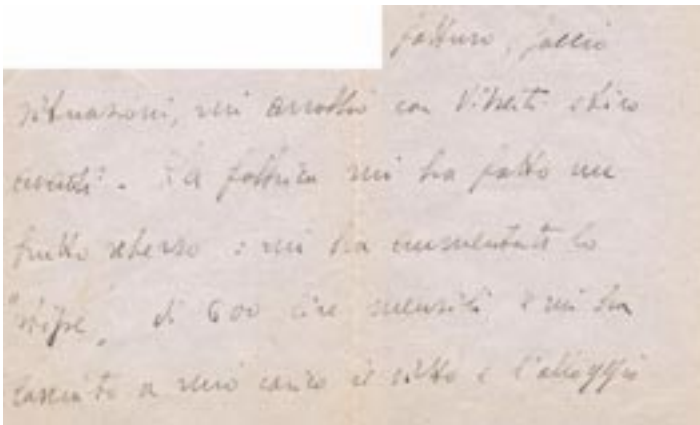
Workers from other regions, with their families, moved to work in the new plants that were being built: the Montecatini foundries, the Falk Group Steelworks, the Viberti body shop, Magnesio S.A. for light alloy production, etc.

The Cardano hydroelectric power plant in the north of Bolzano, at the time the largest in Europe supplied the energy, while raw materials came from Germany. Vincenzo Lancia joined the project as he needed a new modern foundry to be opened in 1938. Almost immediately, because of the cost of transportation to Turin to process the castings, a mechanical machining department was added, the assembly and finally testing of production, which, at the outbreak of war in 1940, was concentrated on the heavy military vehicle 3RO destined for the Royal Army.

At the end of 1942, after two years of war in North Africa, Artillery Lieutenant Valerio Lancia (1909/1963), Giovanni's eldest son and Vincenzo's grandson, was discharged and was installed as Director, from Jan. 1, 1943, of the Bolzano factory, which employed about 3,000 workers at that time.

In regular weekly correspondence with his father, Valerio recounts the daily activities of the factory:

Caro Papà,
17/01/43 "...I was also able to get permission to drive around in an electric Ardea car...." The electric motor was supplied by the Swiss Brown-Boveri factory while the batteries were placed on a small trailer that could be replaced



with one already charged in a few minutes. (Drawings of such a car still exist.) Undated: "Work is proceeding a little slowly due to shortage of personnel and material which is not sent to me from Turin as I wish and which I solicit daily."

12/03/43 "...production is about 7/11 trucks a day which I deliver tested to the military in batches of 30/50."

03/04/43 "...delivered 49 vehicles to the military tuned up and I have another 50 or so."

The Director at that time moves the finished vehicles along the Adige River valley to Mezzocorona, about 20 kilometres from Trento, to a depot for over a hundred 3ROs, which has been fenced off and put close to the mountains to shelter them from future bombings already taking place in Turin. It has a little wooden house built for the armed guards to prevent any attempts at robbery.

06/05/43 "The factory has played a nasty trick on me: it has increased my salary by 600 liras per month but left my board and lodging to be paid for".

15/06/43 "Gianni has arrived and he will stay for a month and a half and he is in charge of testing trucks." The young 19-year-old cousin has just graduated from high school and is spending his summer vacation, before enrolling in the University of Engineering in Pisa, working as a labourer in his factory.

Undated: "...I solicit suppliers, I get angry with Viberti, with the Mayor, I put my nose just about everywhere and one day drives out the next".

At that time the Lancia Technical Management, moved to Padova to shelter from air raids on Turin, studies the captured British armoured car, the 'Dingo.' Thus the design of a very similar reconnaissance vehicle, the 'Lince,' 4X4, fully armoured, with a detuned Astura engine, that will be produced in Bolzano in about 250 examples.

On September 8, 1943 the Armistice was signed and, after a brief, dark and tragic period of confusion, production re-started under the supervision of the Wehrmacht Command.

Undated "Many workers do not show up for work, I deliver one or two 3ROs a day for which the Germans issue me a regular receipt and.... the promise of payment."

20/02/44 "I am back from Padua where a bomb hit the railway station. The Branch lost all the glass, the workers are working in the cold and repairing all kinds of vehicles ...except those of our brand !!!"

20/06/44 letter to displaced sisters Rita and Teresa in Fobello "I finally got the Augusta from Turin, with six almost new shoes (tyres). It is a fine little car that a little by kindness, a little by bullying, does its duty."



With that car he travels occasionally to Verona where he is summoned by the German Command. At the back of a salon in an old Venetian villa he is received by a Colonel who asks him in a polite way, "Herr Director, how many trucks have you delivered to us this week?" but adds "Mr. Lancia, you can do better..."

In fact some time later, Valerio found himself on a station platform in a padded coat waiting for a train. Only a phone call from the factory in Turin, "if you take away our Director... trucks will no longer be manufactured." saved him from an unpleasant journey.

Due to lack of material, the cabins of the 3RO are now built on a simple, square German design. The material used is Faesite, a steam-pressed wood particle board produced since 1936 in Bolzano under a patent from the Feltrinelli Factory. Gears for propeller pitch variators on Messerschmitt air-planes, some light alloy castings of parts for landing gears, etc., are also now produced at Lancia. The few trucks produced are sabotaged by workers during construction, either in the mechanical parts, with deliberate assembly errors, or before that by altering the proportions of the foundry materials, thus creating cracks and blowholes in the parts intended for machining.

26/08/ 44 "...the vehicles cannot be completed, something is always missing, the German Marshal is a stubborn one and there is no way to make him understand things." The Lince lie finished, but "..."for many we lack the armour that should be coming to us from Ansaldo."

06/03/45. "...and so back to the workshop to persuade bomb-damaged vehicles to be repaired, to argue again with the Germanic Marshal, and then to the office to take care of grit, sign the departing mail, and finally take a breather."

In 1945 contact with Turin became increasingly difficult. For connections the 'stainless' Director is helped by the headquarters of EIAR, Ente Italiano Audizioni Radiofoniche (the Italian BBC), where telephone lines and teletype-writers are more efficient. There, warnings about air raids arrive by radio in advance. At EIAR he meets Eugenia (Geny), a blue-eyed young employee who warns him by telephone when the bombings are coming.

Undated "Everyone runs for shelter and we linger to stop everything mechanical that is still in motion, turn off the lights and close the Shack."

15/10/45 "Finally restored the vehicle repair department, which now looks almost like a real workshop."

At the end of the year, Italian prisoners who escaped from labour camps in abandoned German factories begin to arrive. Among them, Terenzio his brother comes back: he will later become head of the 'Experience Department' at the time of the Aurelia. The youngest brother, Fausto, a soldier in Taranto, also arrives adventurously in Bolzano travelling up Italy. Many of them ask for help at Lancia. According to numerous witnesses, Valerio sneaks some of them in with the regular workers, others in the Magnesium Factory where, refreshed and clothed, they return to their homes or join the partisans.

Valerio and Geny were married on Christmas Eve 1945, while her father, a former Austro-Hungarian soldier of the Kaiser in the background comments "with so many good guys here, she had to find an Italian!"

From January 1, 1946 my father returned to work in the factory in Turin under the General Manager, Arturo Lancia. In 1948 he was sent to head the Genoa Branch, and in 1950 he opened the AUREA company in Turin, a dealership selling Lancia spare parts.

The summary of that period from 100 letters ends here. The Lancia Factory in Bolzano, where the workers proudly said, "Here the iron goes in and the trucks come out," would continue to produce still-appreciated and sophisticated industrial vehicles approximately until 1971.

On 05/07/1974 The foundry furnaces were shut down after 36 years of operation. The castings of the last two ladles of aluminum and cast iron cool in the commemorative moulds of the Lancia brand.



Above – The last things to be cast at Bolzano, commemorative plaques in cast iron and aluminium. Left - Precisely modelled 3RO owned by Manfredi, one of a small number built by the factory. All images courtesy of Manfredi Lancia

Mailbox



STRATOS ZERO AT YAKUSHIJI

Dear Sir,

Still in the freezing cold and rain on the weekend of the 15th and 16th in mid-March, an exhibition event titled 'Concorso d'Eleganza Japan' and featuring many elegant cars, was held at Yakushiji a well-known temple in the ancient Japanese Capital, Nara.

Despite the unfortunate bad weather and a ridiculous admission fee, many visitors made the effort to visit this World Heritage site and admired the more than 60 wonderful cars on display.

Amongst these many gemlike beautiful and precious cars, the highlight was Marcello Gandini's masterpiece, the Stratos HF Zero which now wears Californian licence plates.

Parked against the backdrop of the Yakushi Triad National Treasures the principal images of Yakushiji Temple founded in 680 AD, the gilt-bronze Stratos stood out in a solemn setting amid the majestic atmosphere.

Other Lancias on display included Lambda 8th Torpedo, Appia Sport GTE, Flavia Sport 1.8, Fulvia Coupe 1.3 and Delta S4.

There were 10 classes in total and each class category had its own award and of course the Stratos 'Zero' won the 'Best of Show' the overall winner.

I've attached a photo taken by my good friend Kenji Omori.

Kenji Omori & Ken G. Shibata

ROSEMOOR CLASSIC WEEKEND

Dear Sir,

On receiving last month's Viva Lancia! I saw the note about

Rosemoor classic weekend. Just to say, it is a nice show in a beautiful setting that I can recommend. A couple of Lancias represented the family last year – me on the Sunday, see below, and (I think) Chris Long (also Fulvia HF) on the Saturday. Unfortunately, I can seldom do the Saturday because it usually clashes with the Mid Devon Show. It does so again this year but I plan to be at Rosemoor on the Sunday, a great day out, not to be missed.

Robert Hodgson



ITALIAN CHARABANC TRIP

Dear Sir,

This is a photo of a photo (hence the hazy quality) I saw hanging, while on a recent trip to Italy. Obviously 1920's and featuring a very well dressed group – clearly charabanc tours were not unique to England. It's a long shot I know, but does anyone know who or where?

Derek Creasy



Welcome new members

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

Alexander Fey, Germany
Sean Gill, Surrey
Dave Glasgow, Hampshire
Julian Muggridge, London
Isaac Young, Suffolk
Michael and Kathy Aikey, USA

Richard Bowden, Oxfordshire
Dean Goff, Essex
Alan Carter, Gloucestershire
Matthew Easter, West Yorkshire
David Morris, Oxfordshire
Richard Cockerill, North Yorkshire

Omicron

Aurelia • Flaminia • Flavia • Fulvia • 2000 • Stratos

A Montecarlo Series 2 has been here having a new soft-top fitted which necessitated some reconstruction of the frame underneath. As well as this work, new roof straps fitted, repairing the wing mirrors and mechanical work too.

The Montecarlo Series 1 has driven for the first time since August 2000, which is promising.

The Aurelia B20 from Norway has had its engine rebuilt, with liners re-seated, plus a replacement camshaft. We have also stripped down and rebuilt the gearbox to improve gear selections. Whilst the car was here, we have also cleaned surface rust from the floor of the car.

The Augusta is now ready to go home after a new starter motor was fitted. We found that the flange to which the starter motor was also broken, and had been for a long time judging by the colour of the exposed material.

A Fulvia Coupe is here for subframe, engine and gearbox mount change, to fix the horn, and identify the source of an oil leak.

Another Fulvia has been here for a cylinder head rebuild, and to fit new valve guides.

A Flavia Vignale is here for power steering conversion, fixing a brake issue and a number of other smaller jobs.

A Flaminia Saloon has been here to have rear wheel bearings fitted and to fix a number of smaller problems.

A Flaminia Touring GT has been sent to with running problems following a carburettor rebuild. We are also improving door locking and window winding whilst the car is here.

Non Lancias this month include a Toyota Sera has been standing for 7 years, and also a Fiat 500 that has been slightly 'Abarthed', which has cylinder head and barrel problems. We've also had a Jaguar E-Type V12 convertible with cooling issues and a Sunbeam Alpine here with idling problems.

We now have some spare workshop capacity so if you would like us to do some work on your Lancia (or other car), then please get in touch. We can collect the car if necessary.

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

- **restoration** – full or partial restorations to Concours standards
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- **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

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