

Lancia Auto ® Sales

From: Lancia Auto ® Sales
Sent: 24 December 2014 06:17 PM
Subject: Reflections on Lancia in 2014
Attachments: Lancia Auto SA.vcf

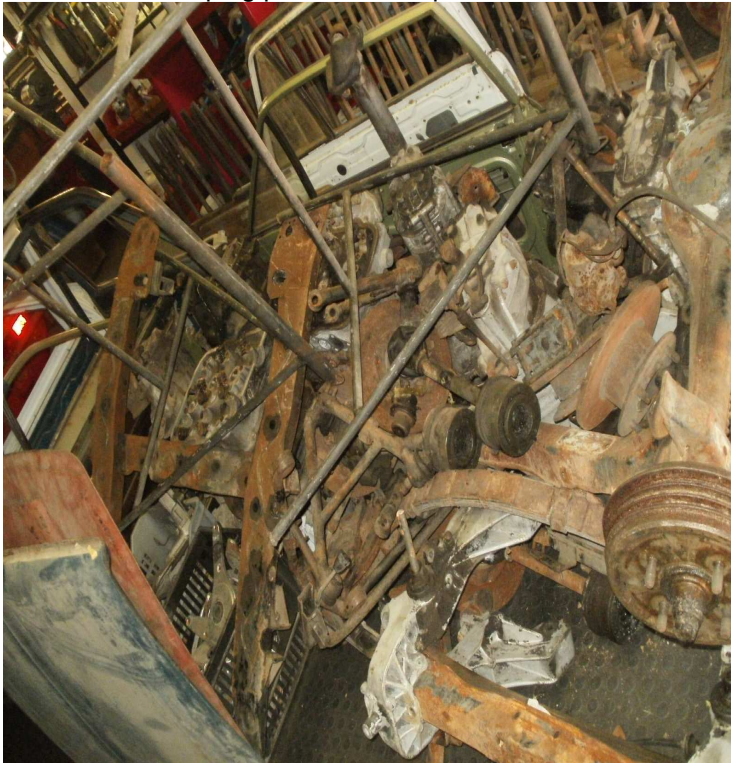
**Dear South African Lancia Driver
current, former and future**

Last years blog was an unexpected success. We got a lot of positive feedback. As it is this time of the year again, I believe I have to write a sequel.

While 2013 there were quite a lot of cars, 2014 was clearly marked by the takeover of the barn. This made work on cars for this year next to impossible due to space constraints.

Only today I made a last ditched effort to uncover the remained parts that were sitting under a tarpaulin outside on the stoep since may,

so that I can use the stoep for sitting and relaxing over Christmas. All the parts are now loaded in the garage, and I have to find the strength to dismantled and clean it all. Needless to say that everything on those pictures is available for dumping prices as we speak.





2014 also marked the ringing of the death-bells for Lancia. Enough was said about it, but not, that the petition on change.org is only **796** signatories short. So please make an effort end sign at: <https://www.change.org/p/salviamo-lo-storico-brand-lancia>



Back to local news, the Cape Lancia Club will have its own stand on the upcoming Timour Hall Classic car show: <http://www.classiccarandbikeshow.co.za/>
Please go and visit the Cape Lancia Club on <http://lancia.org.za> for more details.

OK at least some news on the car front: The famous black Volumex finally found its way back to the owner. After endless troubles with the fuel system (3 tanks and 3 fuel pumps) and a lot of arms soaked in lead-free fuel, it was finally discovered the the reverse fuel line was new, but faulty. The two rubber layers of the hose separated when pushed on the pipe and the inner layer formed some sort of valve which upset the rather delicate fuel system. As you may know the Volumex employs the most elaborate system to run a carburettor on a high pressure fuel injection pump. The details far exceed the space here though.....







The car is now out in the wild and may someday come back to us. Just like Goldhills Fulvia that came back after 15 years.....

Another progress was made on the gargantuan Gamma project. When we finished the engine:





Some international cognoscenti remarked: " If is only will run as well as it looks...." and that got me severely worried. The first day the engine was reluctant to start.

We used the PR01 for a full injection check-up, but only found a sticky injector . In the end it eventually started, the problem being most likely a combination of wrong ignition timing and faulty new imported HT leads . So here is the proof:

<https://www.youtube.com/watch?v=0l4bC5RBDRw&list=UUFVdblvBP4XSaQDdyHqLMyw>

However, the power steering conversion is not finished, the clearances are VERY tight.

On our own car front, not much moved forward:

The 16V Thema got bumper 4 times in a row on the front right....

- first time by a passing truck
- second time by a woman that came flying over the bonnet (she survived)
- third time by a 18 year olds first driving experience: he hit the curb
- last not least we very fully hit by a truck and that was not pretty..... and the truck driver refuses to pay. so that's not even funny no more...

The V6 Thema is running, but the breaks are leaking, the boot lock broke and the engine is still not attended to
The 5 Speed Fulvia Saloon is still fine awaiting its roadworthy, and is only short of a few square meters of sheet metal..

The GTE: A sad case: I sold the 5 speed engine which was never supposed to be put in 20 years ago, and it is still awaiting fitment of the 4 speed unit.

The open car: is covered in rubbish and therefore immobilised.

The Gamma: The conversion to a statue of doom is nearly completed :(

The 2000 HF,: the only progress: After 11 years of immobility the engine got restated. Only needed a recon tank, and a new fuel pump, the started first turn.

This car will always be dear to me due to its unbelievable mechanical reliability, which is belying the vanishing body.

For those of you who want to read more Lancia nonsense, there is now a blog on:

<http://lancia.co.za/blog/>

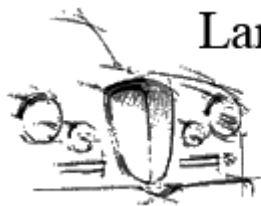
And herewith I will say goodbye to 2014 and will attend to a profane occupation, wash and sit next to the braai the my dear wife is preparing.
At least now we do have the space...

See you all in 2015

Felix

Yours Sincerely
Felix Furtak B.Eng. (Hons.)

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