



3 Plein Street, Woodstock, 7925, South Africa

PH +27(0)21 447 8350  
FAX +27(0)21 447 1923  
VAT: 4110155415

Email : sales@lancia.co.za  
Web : http://www.lancia.co.za  
Registration: 1996/000483/23

## Reflections on Lancia 2024

Some will remember that I tried to set up a yearly blog here:

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

But that somehow faded quickly. So what happened? Did we stop operations or were there no disaster to tell about? Truth be told we were diverted by building our home, a project that is now going for 8 years, you can follow it here: <http://album.furtak.info/home/renovations/>

There is an album for each year. The other reason is that I simply had no time to write anything. Disasters on the car come in quick succession, it would be a full time occupation to bring it all to paper. The issue is not being helped that the cars are no over half a century old, and have suffered yet another restoration attempt by some less than suitable mechanic.

Today I spend the whole day unsuccessfully rebuilding a steering box, and I will take the remaining minutes of the day to chronicle it.

We are talking about a 1.3 Rallye S that we sold to Ireland. The car looks very nice, decent paint, no body filler, so rust underneath, decent dash and seats. The car came from a client of hours, who ran a respectable business, lot of parts were purchased from us, so I was confident the car would be worth the amount requested.



As you can see, the front is low, so we proceeded to change the front spring. In the process I discovered that virtually everything on the car was broken, Brakes, Steering, Suspension, the lot. Any localized repairs seemed impossible, so I ended up ripping everything apart. That despite the fact that the car was supposed to leave for Ireland by the end of 2024. To list all the damages found on the car, would fill volumes. Needless to say, that ALL of them were man-made. The mechanic in charge broke everything possible. The absolute highlight was the brake pipe (not the rubber hose) scraping on the brake disc. Death was certain within a few miles.



**3 Plein Street, Woodstock, 7925, South Africa**

PH +27(0)21 447 8350  
FAX +27(0)21 447 1923  
VAT: 4110155415

Email : [sales@lancia.co.za](mailto:sales@lancia.co.za)  
Web : <http://www.lancia.co.za>  
Registration: 1996/000483/23

Today I spend my time with the steering box: As you know it is difficult to get the steering arm off, so, we have a special puller made, that so far managed to remove all arms, but not this one. I tried hammering it with large lump hammers, to loosen the fit before applying the puller, but it did not want to budge. As we don't have an oxy acetylene torch, that was the only option left:



Not pretty, but it came off



Needless to say, that the box ran dry for decades:



The top bearing of course suffered the longest, so it was totally seized:



As the shops are closed here, I tried to clean it up and reassemble..... but it runs very rough. While I could wait until the bearing supplier opens, the real issue is that the shaft itself is damaged, which would have to be sleeved. Unless I get a shaft from some other steering box,



3 Plein Street, Woodstock, 7925, South Africa

PH +27(0)21 447 8350  
FAX +27(0)21 447 1923  
VAT: 4110155415

Email : sales@lancia.co.za  
Web : http://www.lancia.co.za  
Registration: 1996/000483/23

which entails taking off more arms, ouch. The arm could easily be replaced with a new one, accidentally from our first stock clearance we bought in 1993



But for some reason, the oil seal which has the correct size of 28.58mm x 39.69mm x 6.35mm Does not want to fit, the hole is only 39mm  
So after sweating the whole day, the job is NOT done:



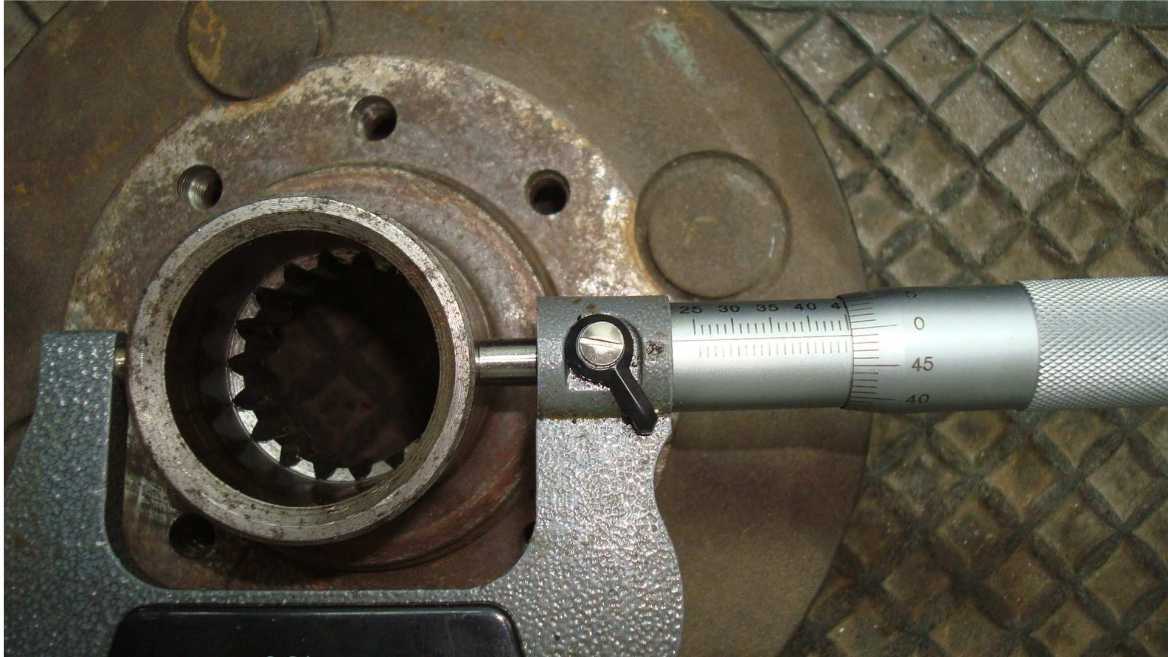


3 Plein Street, Woodstock, 7925, South Africa

PH +27(0)21 447 8350  
FAX +27(0)21 447 1923  
VAT: 4110155415

Email : sales@lancia.co.za  
Web : http://www.lancia.co.za  
Registration: 1996/000483/23

Here is another entertaining detail: This is standard Fulvia hub, note the diameter:



However on this car the mechanic did a good job by increasing the factory diameter:



It is only 0.05 mm difference..... They managed to press the bearing on somehow....  
On removal, the bearing disintegrated. To remove the remaining race took hours it was so tight.  
The details of press/interference fits are something for the engineers, but this one was certainly out of line.....



**3 Plein Street, Woodstock, 7925, South Africa**

PH +27(0)21 447 8350  
FAX +27(0)21 447 1923  
VAT: 4110155415

Email : [sales@lancia.co.za](mailto:sales@lancia.co.za)  
Web : <http://www.lancia.co.za>  
Registration: 1996/000483/23

In closing it brings be back to the old adage:

“The biggest enemy of a motor vehicle is its owner and by extension his mechanic.”

Let me of course assume that non of those misfortunes have befallen your Fulvia/Flavia and wish you happy motoring in 2025. Who would have thought that our cars would ever make it that far.....