Newsletter 3/2016

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The Newsletter will be published 4 times a year and is edited by Bill Jamieson and Joachim Griese

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Cover: Lambdas at the Swiss Lambda Lunch 2016 (photo: Joachim Griese)
Editorial

While this year we are concentrating on the Fobello 2016 activity, it is also worthwhile having a look at the other contemporary Lambda events: The five Italian Lambdas participating successfully in the Mille Miglia 2016, (see the report in this Newsletter) or the even more impressive Peking – Paris Rally 2016 – you may remember Leo Schildkamp’s article about this Rally in 2007 in the 2015 Newsletters – where again a Lambda is participating. Remon and Emma Vos have already mastered the most difficult part – Mongolia – and are somewhere between Russia and Poland as you begin to read this Newsletter. If you wish to trace their path more closely, use the following link [http://www2.endurrorally.com/pp2016/tracking.html](http://www2.endurrorally.com/pp2016/tracking.html). Their Lambda has the number 10, and we wish them a safe arrival in Paris on July 17th.

Besides the Mille Miglia 2016 information, this Newsletter contains further reports about events in Europe where Lambdas participated. Following some comments about the historical patents associated with the Lambda, we have the opportunity to see some of the changes the coachbuilder Mario Casaro made to form his marvellous Spider body from the original Lambda Torpedo frame. Repairs to a Magneti Marelli Magneto, the preparation of an Australian Lambda for Fobello 2016, and part 4 of the Song of the Lambda, complete the contents of this edition of the Newsletter.

As you will recall, there are now two offerings of Lambda cylinder blocks. On the cylinder block we find the number of the engine. This may raise the question of how the new cylinder blocks should be identified. If the new cylinder block is manufactured according to the original Lambda drawings, we could argue that if the original cylinder block is destroyed, then the new one could be given the same number as the original. But of course this is not the only choice. We therefore invite you to give us your opinion, and we will open a discussion on identifying new cylinder blocks in our next Newsletter.

The next great event for all Lambda owners will be Fobello 2016. It looks as though we will see a large number of Lambda owners coming with their cars to Fobello. We hope that all the Lambdas, starting from many places in the world, arrive safely in Italy, and we wish all attending the event a safe and enjoyable holiday with our extended Lambda family.

Best wishes to you and to your Lambda!

*Bill Jamieson   Joachim Griese*
The Swiss Lambda Lunch, 2016

It was raining – like in 2015 and in 2014, but nevertheless 6 Lambdas arrived at the Restaurant Bären in Utzenstorf on May 1st for our Swiss Lambda Lunch this year; in addition one Lambda owner who came with his Aurelia.

It was much nicer sitting inside, having a good lunch, talking about the little defects some of our Lambdas had and giving some details about the Grand Tour of the Lambdas this year (Fobello, Swiss Alps Tour, Meeting of the Lancia Club Suisse, Grand Rally of the Lancia Club France). Happily enough in the afternoon the rain stopped for a while and we took the opportunity to start the engines for the drive home, hoping that at least next year there will be some sunshine at our Swiss Lambda Lunch 2017.

Joachim Griese jgriese0@gmail.com

The Phoenix Lunch in May 2016

It was a good lunch with around 24 Lambda owners attending in eight Lambdas and other Lancias. And we celebrated Pat Ure’s birthday. The next Phoenix Lunch will be at the end of July (the date has yet to be announced).

Michael Harvey Benwell mike@mikebenwell.com
Coppa della Perugina, 2016

Already last year some Italian Lambdas participated in the Coppa della Perugina, a rally event at Perugia. Their comments were mixed, because all the cars followed the same course, which was very difficult for the vintage cars. In the 2016 rally, from May 6th to 8th, the organisation changed it and provided a separate course for vintage cars. Three Italian Lambdas participated, and in the pre-1930 class, Mario Beccerica with his son Federico as Navigator won the first prize. Our hope is that next year even more Lambda owners will be interested to participate in the Coppa della Perugina.

Joachim Griese  jgriese0@gmail.com

Mille Miglia, 2016

In Italy, the Mille Miglia is a national event. The original Mille Miglia took place from 1927 to 1955, and since 1977 there has been a Mille Miglia re-enactment for historic cars, which takes place every year in May; in 2016 from May 19th to 22nd. The Mille Miglia always starts in Brescia, goes to Rome and then returns to Brescia to cover the 1000 Miles. In today’s situation, usually more than 400 historic cars participate – a further 400 or so enthusiastic car drivers accompany the historic cars.

This year, 5 Italian Lambdas participated. Two of them had new cylinder blocks, so it was an
interesting stress test. These days, you can follow every car during the rally over the internet. Four of the 5 Lambdas arrived in Brescia, 3 of them were in the first 50 positions. And – happily enough – the two Lambdas with the new cylinder blocks both arrived safely.

Joachim Griese  jgriese0@gmail.com

Sliding Pillar Rally, 2016,  Derbyshire, U.K.

It was a long way for me this year to the Sliding Pillar Rally (June 3rd - 6th) in Derbyshire. I crossed France with my Appia, took the ferry from Zeebrugge to Hull, and after another 3-hour drive I arrived at a wonderful place in Dovedale with an excellent hotel surrounded by green hills. The Slinding Pillar Rally is one of the few international Lancia events in Europe and it attracts Lancia car owners from a lot of European countries and also some overseas Lancia enthusiasts (this year Diana and Peter Renou from Australia). Among the about 40 Lancia cars there were 10 Lambdas and a great variety of other Lancia models.

On Saturday and Sunday we had interesting visits (Peak Cavern, Tramway Museum) and an exciting drive on hill and valley roads. Lunches and dinners also offered the opportunity to chat with friends. Our thanks go to Sarah and Ade Rudler for the excellent organisation. Next year’s Sliding Pillar Rally will be in northern France from June 9th – 12th.

Joachim Griese  jgriese0@gmail.com
We know from contemporary reports that Vincenzo Lancia was somewhat ambivalent to the idea of protecting his inventions with patents, often expressing the view that he wished to share his ideas for the benefit of automotive development. However, as early as December, 1918, he had applied for a patent in Italy which described a car without a separate chassis, and which importantly also included a central transmission tunnel, thus permitting a much lower body line. The sketches which accompanied this patent specification clearly show the distinctive shape of what was to become the prototype Lambda.

The prototype, whilst it fulfilled the vital role of a test vehicle, bore little resemblance to the car which was unveiled to the public in October, 1922. Jak Guyomar, in Queensland, Australia, located a rare copy of the United Kingdom 1923 Patent granted to Lancia to cover the design of the Lambda body structure. Jak has generously presented this document to us, and we have reproduced it below.
20 Figure 1 is a longitudinal section of the body structure;

25 Figure 2 is a plan view;

30 Figure 3 is a detail view in plan of the rear portion showing the case for the folding hood;

35 Figure 4 is a transverse section on X—X of Figure 1 and

Figure 5 is a transverse section on Y—Y of Figure 1.

30 The body structure comprises two sides 1 of sheet metal, preferably having openings 2 for reducing their weight, said sides being bent to obtain the desired shape both in plan and in transverse direction. Said sides extend from end to end of the vehicle and are shaped in such a manner as to have a reduced height in the forward end portion 3 occupied by the engine, and other devices such as the change-speed gear 5, which are located on bars 6 carried by transverse bars fastened to the sides (see Figures 2 and 5).

40 The sides 1 have a greater height in their rear portion in register with the body space, having at these points large opening in the lowest portion of the structure, the body being thus near to the ground and under the plane lying through the wheel axes, the driving shaft being received in the channel 15 extending along the axis of the structure.

45 On the outer portion of the structure consisting of the sides 1, are secured the sheets providing the body shell.

50 Of course, the described construction may be used in connection with the structures of motor cars of a type and construction different from that illustrated by way of example in the annexed drawing, and in any case it gives the advantage that the frame and the wood portion of the body are omitted, a lighter metal structure having all the requisite strength being substituted therefor.

20 Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:

1. A structure for motor cars in which the body skeleton is combined with the frame, characterised by the fact that it consists of two sides of sheet metal having a reduced height in the portion in register with the engine and a greater height in the portion in register with the seats, these sides being interconnected by transverse bars and by the transverse members required for constituting the vehicle.

2. A structure according to Claim 1, characterised by the fact that the sides and, if desired, also the transverse bars, consist of metal sheets having openings and upturned portions along their edges, in order to provide a rigid skeleton.

3. A structure according to Claim 1, characterised by the fact that the sides have an inwardly turned portion along their lower edge for supporting the bottom, while along the axis of the structure is provided a channel receiving the driving shaft which is at a level above that of the lower edge of each side.

4. A structure according to Claim 3, characterised by a channel in which is located the rear axle and having its ends connected with the two sides.

5. A structure according to Claim 1, characterised by the fact that the back supports are provided by metal plates connected at their end edges with the sides of the structure.

6. A structure according to Claim 1, characterised by the fact that at the front end the two sides are secured to a frame intended for the mounting of the radiator.

7. A structure according to Claim 1, characterised by the fact that the case for the hood consists of a sheet metal box comprising two sides which are secured to the upper edges of the two sides and of a body extending transversely between the same sides.

Dated this 1st day of May, 1923.

LANCIA & C.

Per Bonil, Wade & Tennant,
111 & 112, Hatton Garden, London,
E.C.,
This is very much the Lambda we know, with familiar body shape and recognisable layout of engine and gearbox. We are grateful to Jak for his gift of this small piece of early Lambda history.

**Restoration of a Lambda Casaro**

**Part 1: Restoration of the body**

**Introduction**

Between buying the Lambda Casaro and the arrival of the car I had time to study the literature about the Lancia Lambda, especially Bill Jamieson’s book. I was enthusiastic about the technical innovations of the car and the courageous action of the coach builders at the early Lambda time to take an already completed car and change the body according to their own ideas. When the Lambda Casaro arrived, I was even more enthusiastic about the aesthetic transformation

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*Carlo Confidati* carlo.confidati@msvonline.it
Casaro had done with the original Lancia Lambda body. After confirming that the car was really original, I decided to do a professional and well-structured restoration in a reasonable amount of time.

But as the first activity, I was interested in the history of my Lambda Casaro. In addition to the documents I had got with the car, the Lambda World Register helped me to get as much as possible historical data about the former owners of the Lambda: It turned out that one of the famous owners was the Founder and first President of the American Lancia Club.

- John English, USA, until 1943
- Fred Roe, USA, 1943-1949
- Hayden Shepley, USA, Founder and first President of the American Lancia Club 1949-1956
- Arthur Funai, USA, 1956-1995
- Paul Tullius, USA, 1995-2002
This article consists of two parts: The first part describes the restoration of the body – where one of the most interesting aspects for me was the discovery of the original Lancia Lambda body and the way Mario Casaro had changed it. In the second part you will see the restoration of the well-known Lambda mechanical parts.

**Dismantling the body**

As expected in the dismantling process, some heavily corroded parts of the body emerged, but also the original colour and some of the original materials. And then I saw the interesting...
aspects I was waiting for: You can see clearly how Mario Casaro changed the original Lancia Lambda body.

You see here the original location of the door and the changes which Casaro made.

Here you see clearly how the single door on each side is positioned.

**Restoration work**

The following photos show the work which had to be done to restore the body; the last photo is a preview of the completed restoration.

This photo shows the entire body; in the following photo you see the circled detail.
Due to corrosion, some new metal had to be inserted.

Here the body is completely prepared for the painting process.

A sneak preview of the completely restored Lambda Casaro.
From April 1924 (chassis number 11501) until December 1925 (chassis number 14600) the electrical equipment of the Lambda came from Magneti Marelli. In the Lambda World Register there are about 100 Lambdas with a Magneti Marelli installation; among them my Lambda with the registration number IB3165. In my Magneti Marelli magneto, two teeth of the fibre gear were broken. The repair was a team work: I did the dis-assembly/assembly, Nigel Spender g.h.spengerengineering@gmail.com did the the machining and „The Magneto Guys“ workshop@themagnetoguys gave us advice.

The magneto can only be taken apart after the dis-assembly of the dynamo that is in front of it. Thus it is difficult to assemble the gearing of the magneto, to align with the rotor arm when it’s inside the magneto and inside the dynamo. Each time the setting of the magneto gearing is adjusted, the whole dynamo must be dis-assembled first for access. The photos show the steps of the repair.

Photo 1: Two teeth missing.  
Photo 2: Armature +flywheel + new fibre gear and bearing + internal rotor arm.
Photo 3: Setting timing with paper cutout. Magnetoguys recommendation works well.

Photo 4: Gears correctly set for rotor. Screw hole damage on old repair.

Photo 5: Rotor arm in correct position. Points open as it makes contact.

Photo 6: Re-assembly, note wiring of flywheel and date of rewind of armature.

Photo 7: Dynamo, note magneto at back – all this has to be taken out before repair works.

Photo 8: Layout magneto attached to the dynamo.
A 90th Birthday in Fobello

My wife, Joanne, and I are relative newcomers to the world of Lambda ownership and, though we own various Lancia models dating from 1954, we were amazed at the many tales of 'daring do' and the great exploits of Lambda owners with their cars. To us, mere, modern Lancia owners the larger than life stories of the travels and events Australian Lambda owners participated in seemed to be the stories of legend. It was fair to say that we were slightly in awe of the reputations and characters of those larger than life Lambda personalities. Back in 2007 a dear friend, who certainly was one such 'personality', had spoken affectionately of the first Lambda he 'rescued' from a wrecking yard in 1947, though he'd long since sold it. Occasionally, he would suggest we enquire about the car to see whether it was possibly available but nothing came of it and, sadly, he passed away in 2011. But fate has a funny way of working her tricks and so by the end of October 2013 we were the proud owners of that very car, a short 1926 Lambda 7th Series Torpedo.

We enjoyed the car for the next 12 months but then a tantalising prospect started to emerge. Why not take our Lambda to the Fobello celebrations in 2016? Everything seemed right for such a grand expedition. The car would be 90 years old at that time. Our two children would be well immersed in their university studies and exams. We could arrange our busy lives to make the time available to commit to such an adventure. But would the car make it? Was it in good
enough condition to venture so far away from our network of advice, support and help? Although we knew it had a good engine and gearbox, we were worried about all the other things that could go wrong so we consulted our good friends - John Shellard, Bill Jamieson, Bill Smith and others about our prospects. Needless to say it was suggested that we do something about the Lambda's noisy front suspension. And maybe the brakes should be looked at? Oh, and had we noticed that the rear cross member was bent, probably, from years gone by when it was inverted to lower the car to give it a more sporty look in keeping with its, then, two door body style! And why was this like that and that like this? Dreams of making it to Fobello were fast disappearing until John Shellard kindly offered to let us trailer the car 1800 kilometres to his workshop where we could pull the car down and properly evaluate it. We had the car to the workshop by October 2014 whereupon we attacked the front suspension without delay.

But we didn't stop there. We just kept going with the fitting 2 new stub axles after the original ones (which had never been repaired) failed a crack test, new king pins, new bottom guides, new snubber springs, new bearings. And that was just the sliding pillars! Then we straightened a bent steering drop arm from the steering box before we focused on the front wheels and axles with new tapered roller bearings, new brake linings on carefully checked brake shoes, honed and balanced brake drums and new brake cables. Luckily the front splines/hubs were in good order but we still fitted 5 new 21” wheels and tyres. Later, after our crack testing surprise with the stub axles, we crack tested the steering arm which, of course, failed the crack test miserably. No one had any specifications for this arm no.11-1216. And it was obvious we could not make it from a mere sample. We searched for a good second hand replacement but of the 9 spare arms available only one was sound. Desperately we put out a call to the LAMBDA WORLD REGISTER for help and in very short time, with great relief, we had the Factory Drawing. An initial batch of 10 new steering arms have been produced from the very best material for Grant Cowie, proprietor of Up The Creek Workshop, who specialises in Vintage & Veteran restorations. Grant has been a very available and understanding advisor and facilitator throughout the preparation of our car.

As we finished the front end we reviewed the radiator which had a modern core and was 'wrong' in various ways including the 3 bolt mounting method. As our car is an early 7th Series, we set out to find and restore a radiator with a Gallay core. We sourced a new core and started to recondition the old Gallay radiator case. Again, urgent calls went to LWR for information
regarding the transitional type of Gallay radiator with twin inlets to the top tank. And again our calls were answered with the supply of Factory Drawings for the Early Radiator No. C.151; the Later 7th Radiator No. C.151/1 (for certain dimensions); the Filler Neck No.10-1302; the Filler Neck Nut No.10-1312; the Support Chairs No.10-1311; and even the Support Chair Buffers No.10-1316. However, in the end and even with everybody's help we didn't get the new radiator finished in time to properly test it in the car so we refurbished the existing radiator as we knew it would be reliable. Factory Drawing Nos.10-1314 and 10-1344, again, kindly supplied by LWR, allowed us to make front and rear crank handle guides. And just to finish the front end we fitted a pair of correct Bosch headlights in place of the early Bosch lights than came with the car.

The big question was, "after all this work, would the car be reliable"? The answer was that we still couldn't be sure so we pushed on towards the back of the car by overhauling the clutch and the Laycock overdrive. Then we fitted a new diff carrier with a new crown wheel, pinion and bearings plus new rear axle bearings, seals, splines/hubs and did the rear brakes to match the front. Then we realised we needed new shackle pins and new Hartford Shock Absorbers complete with the body mounts. Well wouldn't this be a good time to straighten the rear cross member we thought! But it was too fatigued to repair so Grant Cowie took on the daunting task of cutting the centre tube away from the dumb irons and fitting a new tube of the correct outer diameter but a greater wall thickness for strength. Phew!! This preparation for Fobello was becoming serious. Then calls came from Grant - "did you know your spare wheel carrying tube is bent"? "Oh, and by the way, your fuel tank is badly clogged". And, before long the car was a completely dismantled body shell. Well, what better time than now to repaint it a new colour of grey. And while we're at it let's re-plate all the nickel parts after we've made new catch pins, hinge pins and every other sort of hardware piece that was needed - not to mention re-wiring the electrics. Finally after a very short 15 months we started road testing the car just 2 weeks before it was due to be loaded in a container to sail on 24th June 2016 for Europe. Yes, there were teething problems and various adjustments needed and, yes, it was bitter weather to be testing a mainly open car in an Australian winter in Victoria but we got it done and with a great deal of pride too!

We will be eternally indebted to the previously mentioned gentlemen who saw us through this project even as it grew bigger and bigger beyond belief or apparent available time. Lastly, we are grateful to the LWR for providing the Factory Drawings that answered so many questions and allowed us to reproduce components to original Factory standard. With the Lambda as our transport, Joanne and I look forward to attending Fobello 2016 and meeting fellow Lambda enthusiasts as we celebrate our car's 90th birthday.
It’s 28th June, the wheels and engine haven’t turned on my 1925 Lambda Casaro. With the journey to Fobello and The Alps now only two months away I am not panicking. For three months most of my conscious hours have been spent in the garage working on the car. My wife says I’ve become a hermit accusing me of behaving as if I was under house arrest, never venturing out or getting any exercise. However she hopes we will drive triumphantly into Italy on 1st September. Right now the only song comes from the garage radio competing with my bad language when I strip another thread or swear at a politician messing up. I am not panicking. Has anyone out there got a spare 7th series head gasket?

The burning of the midnight oil in Lambda garages has gone on forever whether it be the original testing of the prototype in 1921 to preparing our cars for Fobello in 2016. Why do we suffer like this, it’s only a car, an old car at that. It’s no longer the cutting edge of automobile technology and young people just laugh at it and take a selfie for their grandfather who remembers his first car, a Ford Popular and doesn’t have an iPhone. Whatever! Well it’s like this.

The Lambda brings joy and wonderment to your heart the moment it fires up. Once underway life gets better, the accuracy of the controls, the handling, brakes that stop, and that magic sound. A timemachine that takes us back to The Jazz age where it is one of the most advanced cars in the world. We sit in the seats where the people who originally purchased Lambdas are now 20th Century legends. Forgetting it’s 92 years old and you’re only 21 years younger you sing with joy.
Vincenzo Lancia enjoyed Opera and most certainly would have sung the Romantic arias of the Italian composers Verdi and Puccini whilst racing FIATS and driving Lambda.

Giacomo Puccini, a friend of Vincenzo loved automobiles and wrote “Amo la caccia, adoro l’automobile: e a quella nelle solitudini di Torre del Lago serve intera la mia fede.” (I love hunting, adore the automobile: and for these things, in the isolation of Torre del Lago, I keep the faith.”). I’m not sure if Puccini owned a Lambda as he died in November 1924. As a friend of Vincenzo he must have seen and been in one. Puccini’s Romantic arias have been sung in Lambda ever since. In 2007 as part of the ‘Lancia 100’ celebrations an aria from Madama Butterfly was sung in London’s Covent Garden from John Turner’s Lambda.

A good friend and Lambda owner, Ian Young, was an excellent bass singer and would frequently burst into operatic song. Jonathan Wood told me of an occasion when he was asked to turn off his car stereo whilst parked. It was actually Ian singing from the back seat of his Lambda! Ian had a very strong voice and always sang when his Lambda was in good tune.

On this happy note I am going to return to the garage, fire up my Lambda and look forward to driving Jennifer safely to Fobello in it.

Happy Lambdaring!
The Ethanol Issue – an Update

My thanks to those members who wrote to me in response to the Ethanol article in the last Newsletter. Mostly, their use of ethanol-modified fuel reflected my own experience, but some further information on the subject also emerged.

Jonathan Wood brought me up to date with the situation in Europe, and also directed me to some treatment available in U.K. He wrote: “There is a U.K. kit for washing Ethanol out of petrol … http://www.ethanil.co.uk. One can’t avoid Ethanol here, as petrol companies have to put 5% in, even in the 98 RON higher grades. In Europe I try to avoid the 10%, but most supermarkets, often the only fuel source, only sell the 10%. … The brass collar on the Zenith (carburettor float) needle had been stuck on with Araldite. Ethanol softened it, and it would move, with erratic running finally bringing me to a halt in France.”

Bill Jamieson  bill.jamieson@bigpond.com.au

Lambda spare parts

Stub-axles

New Vintage Parts Ltd. has been formed to provide new replacement parts for “vintage” cars, specifically for Lancia Lambdas. The promoters of the company between them have one Lambda, two Asturas, and one and a half Aprilias.

The intention is to be able to supply complete front suspension replacement units to include stub axles, sliding pillars, dampers, and the bottom cup and any other of the component parts not available to the Consortium.

All parts are manufactured from original Lancia drawings. They will be identical to original parts, but the “stub axles” have been slightly modified in the two areas where breakages have occurred. Visually, the modifications are not likely to be noticeable.

Specifications for stub axles;

Forging:
- Forged high tensile steel
- Hardened and Tempered
- Shotblast Descaled
- 100% MPI Crack Detection
- Certificate of Conformity
- Mill Certificates

Machining:
- Machined using CNC Lathe and 5Axis Milling machine.
- Machining will be checked for accuracy on a fully automated CMM machine with reading accuracy of 1/1000mm and results in three dimensions.

Price: Price per pair of “stub axles” €2,535.00 Euro.

Packing and delivery extra.
Sterling cheques will be accepted.
Terms; 25% deposit with order.
It is necessary for the promoters to order a substantial batch of forgings in order to keep the price down. It would be much appreciated if a minimum of 15 pairs could be ordered to ensure the manufacturing can proceed. Regrettably, it is not possible to guarantee this price for future batches.

**Sliding pillars;** details of the exact specification will be available shortly.

**Price;** the price per pair of sliding pillar units is expected to be approx; €1,500.00 Euro.

**New Vintage Parts Ltd**  newvintageparts@gmail.com
Aghmorough,
Rathtoe
Co Carlow
Ireland
+353 59 9148810

**Rolled Aluminium Sheet for early series Dashboard replacement**

Price for a 100 x 30 cm sheet: 50 Euro + postage

**Walter Seidenfaden**  walter@ialvis.de

**Lambda Owners Handbook - Early Series (Italian language)**

Istruzioni per Manutenzione della vettura Lancia Tipo Lambda 1923-24. 1a Edizione - Gennaio 1924 (complete but used copy).

Price: $Aus 360.00 plus packing and postage

**Grahame Ward**  lancia@futureweb.com.au

**Crankshaft from 1st Series Lambda**

No. 174 for engine type 67. The crankshaft has been cleaned internally. It has also been crack-tested and found to be in sound condition. The bearing measurements are as follows (all
dimensions in cm): Main Journals; 5.440; 5.344; 5.346. Big End Journals; 5.372; 5.367; 5.364; 5.369.

Price; Offers over $AUD 800 (plus postage/freight costs) are invited.

**David Couper**
Postal Address: 810 Mt. Dandenong Road, Montrose, Victoria, 3765, Australia.
E-mail: dacpmm@bigpond.net.au  Telephone (613) 9728 3041

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**Alec Daly has sent us this foto from Argentina. Does anyone know more about the situation?**