



## Newsletter 2/2019



The Lambda World Register ([www.lambdaworldregister.org](http://www.lambdaworldregister.org)) is managed by

- Joachim Griese ([jgriese0@gmail.com](mailto:jgriese0@gmail.com)) and
- Bill Jamieson ([bill.jamieson@bigpond.com](mailto:bill.jamieson@bigpond.com))

and supported by regional coordinators for

- Australia: Iain Simpson ([iains@patash.com.au](mailto:iains@patash.com.au))
- Austria, Germany, Switzerland: Joachim Griese
- Belgium: Leo Van Hoorick ([leo@vanhoorick.com](mailto:leo@vanhoorick.com))
- France: Sébastien Simon ([sebastien.simon@bluewin.ch](mailto:sebastien.simon@bluewin.ch))
- Ireland: Roland Frayne ([rjfvintage@gmail.com](mailto:rjfvintage@gmail.com))
- Italy: Aldo Cimenti ([aldo@cimentimarco.it](mailto:aldo@cimentimarco.it))
- The Netherlands: Joost Koning ([konpop@kpnmail.nl](mailto:konpop@kpnmail.nl))
- Scandinavia: Magnus Nilsson ([fanalone62@gmail.com](mailto:fanalone62@gmail.com))
- The United Kingdom: Mike Benwell ([mike@mikebenwell.com](mailto:mike@mikebenwell.com))
- The United States: Neil Pering ([nc-es.pering@prodigy.com](mailto:nc-es.pering@prodigy.com))

The Newsletter will be published 4 times a year and is edited by Bill Jamieson and Sébastien Simon

### **Contents of Newsletter 2/2019**

<i>Editorial: Sébastien Simon, Bill Jamieson.....</i>	<i>page 3</i>
<i>The LWR Newsletter Online Archive: Robert Griese.....</i>	<i>page 4</i>
<i>Lambda Winter Lunch at The George: Sébastien Simon.....</i>	<i>page 5</i>
<i>The Australian Lambda Alpine Tour: Steve Boyle.....</i>	<i>page 6</i>
<i>Some Further Notes on the 2019 First Australian Lambda Alpine Tour: Bill Jamieson.....</i>	<i>page 8</i>
<i>Sales Promotion for the Lambda: Joachim Griese .....</i>	<i>page 10</i>
<i>The Lambda Torpedo Hood – Part 1a: Jonathan Reeve, Mike Benwell, Joachim Griese.....</i>	<i>page 16</i>
<i>Magnetic Particle Examination of Lambda Stub Axles : Joachim Griese.....</i>	<i>page 20</i>
<i>Installing New Stub Axles : Sebastien Simon.....</i>	<i>page 21</i>
<i>Lambda cars and spare parts.....</i>	<i>page 23</i>
<i>Where are they now? .....</i>	<i>page 25</i>

Cover: A Lambda at Maastricht InterClassics (Photo by Jan Huner)

## Editorial

Dear Lambda owner,

We are happy to offer you issue 2/2019 of our Newsletter.

In this issue we describe an invaluable tool to all Lambda owners, the search engine dedicated to Lambda matters, that will give you in a very short time the article you remember from an old LWR Newsletter or from the first Lambda Consortium sheets, or all the published information on a specific subject, for example *crown wheel and pinion*. This tool is available only for registered users, after the login procedure, and in the English language version of the LWR website.

Your Swiss editor was at *Rétromobile* this year, where a magnificent Lambda 2<sup>nd</sup> series was part of the Lancia exhibition organized by Lukas Hüni. This exhibition, of exceptional Lancias was an excellent reminder of the great cars that were once produced by our beloved marque.

By the time you receive this issue, the first edition of the Lancia Lambda Australian Alpine Tour will have taken place in NSW. We postponed distribution of this issue for a few days to make sure that we could include a report with pictures in this Newsletter.

This brings me to the state of my own car, which might be a good example of what can happen: it went into maintenance just to change the stub axles, while the front suspension was overhauled, because of bad shock absorption on the road (a broken flap valve, as we found out). Listening to the engine, which sounded like an old tractor, we thought we should at the same time change the gears that drive the camshaft. While letting the engine oil out, we were rather surprised to have 2 litres or so of water come out of the sump before the lubricant! So a small maintenance job has now developed into a full-blown engine repair. I report in this issue about changing the stub axles; future issues will cover other necessary work, but I hope to have my Lambda back on the road this Spring! Thankfully, the parts required are all available from different sources. As those parts are now manufactured from the original Lancia drawings, (or in case of the new stub axles, with some technical improvements,) our cars, although soon 100 years old, will continue to be enjoyed on the roads for long into the future.

We hope to see many Lambdas either at events all around the world, and especially at Castlemaine this October, or being worked on to be made ready for the big event, the Lambda Centenary in Turin and Fobello / Varallo in 2021. We encourage you to send us an article (preferably illustrated) on the restoration, use or maintenance of your Lambda, wherever in the world you are.

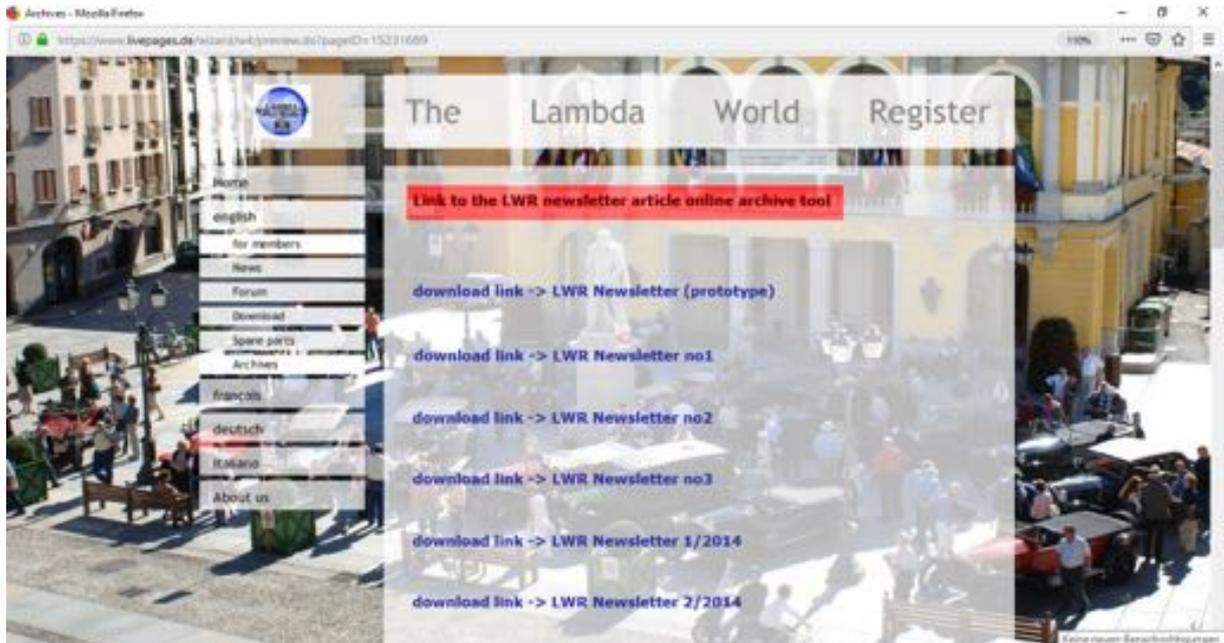
Our best wishes to you and your Lambda.

*Sébastien Simon, Bill Jamieson*

## The LWR Newsletter Online Archive

Currently you will find in the „archives“ chapter of the English section of the LWR Website (<http://www.lambdaworldregister.org/english.html>), the offer in the « for members » section – (login necessary) - to download all LWR Newsletters from the first until the last one. We have now added an online archive of all the LWR Newsletter articles and a free text search tool for all the LWR articles, including the 1978-1981 Lambda Bulletins.

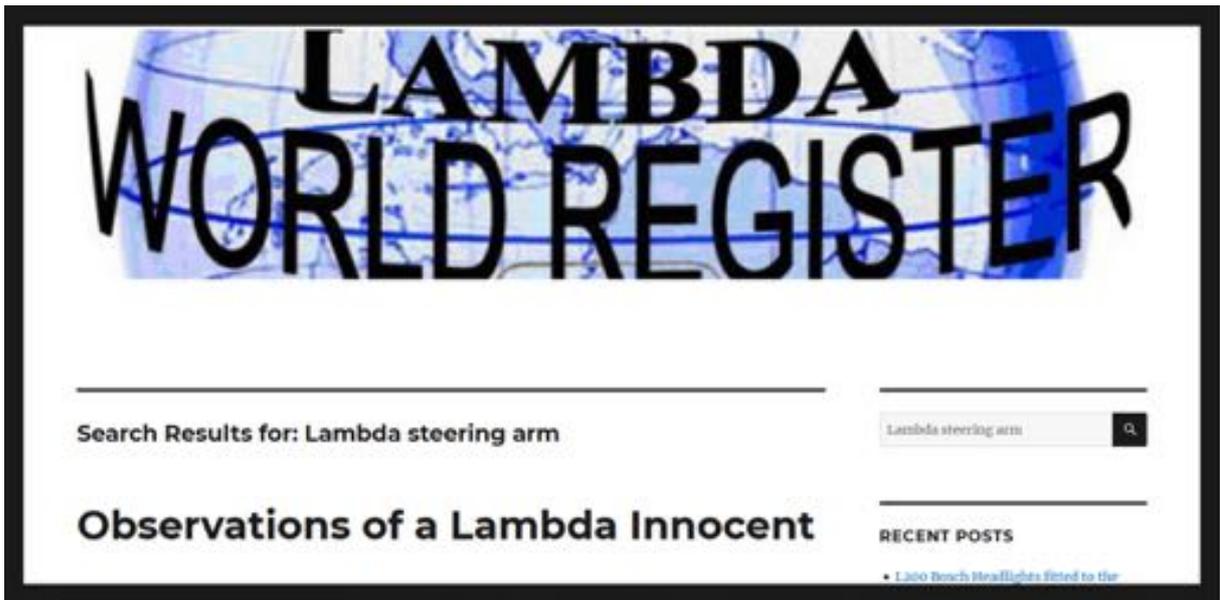
At the beginning of the „archives chapter“ there is the link to the free text search tool (red colour in screen 1).



As an example we search for all the articles containing „Lambda steering arm“ (red color in screen 2).



In screen 3 you see the beginning of the results (all the articles containing the free text „Lambda steering arm“).



Robert Griese [rgriese@genion.de](mailto:rgriese@genion.de)

## Lambda Winter Lunch at The George, London, 2 March, 2019



- 1. Book this date in your diary, Saturday 2nd MARCH 2019.*
- 2. Travel to The George Inn, Southwark, London SE1.*
- 3. Park your Lambda in the historic waggon yard\*.*
- 4. Attend the Lambda London Lunch.*
- 5. Catch up with your Lambda Friends.*
- 6. Hear the latest Worldwide Lambda news.*
- 7. Eat good food and drink fine ales and wines.*

It was great being back in London again, for this fine event, perfectly organized by Olivia Stephens, in the absence of Mike Benwell.

The yard of the George was occupied by the Lambda Berlina 8<sup>th</sup> series of Rupert Marks, (ex John Vessey / Brin Edwards) and the Lambda 8th series torpedo of Sebastien Welch (UL 5460). The yard was perfect for animated discussions over opened bonnets. Over lunch Rupert Marks told us of his successful trip to Eastern

Europe as far as Albania in 2018, with his just-purchased Lambda and 3 friends. Everyone was pleased to discuss Lambda matters with friends, share experiences and plan for future events. All too soon it was time to go to London Bridge station to take the train back to Gatwick airport for the return flight to Switzerland.



*At the George (Photo by Hugo Modderman)*

Sébastien Simon [sebastien.simon@bluewin.ch](mailto:sebastien.simon@bluewin.ch)

## **The 2019 Australian Lambda Alpine Tour**



Steve Boyle [yboyle3@bigpond.com](mailto:yboyle3@bigpond.com)

As I sit here scribbling and reflecting upon the recent week away on the Lambda Alpine Tour, in which I enjoyed the company and generosity of quite a number of our continent's Lambda owners, it has become clear to me that my education in all things Lambda has been greatly enriched.

It started with an invitation from Iain Simpson to fly over from Perth WA (3500km's) to occupy the passenger seat in his 8<sup>th</sup> series Torpedo. I accepted without hesitation. Iain had informed me that morning of my responsibility to do the bulk of the driving during this foray so I found myself at the controls of this very well sorted Lambda. I had driven this car previously, though not in a touring role, so the ability to cover vast distances in quick time and comfort was a very pleasant surprise. Putting a genuine 100km behind you in an hour is quite achievable.

We heard news of another Lambda encountering a problem with a rocker pin roller set. No one had a spare on board. However a very ingenious fix had been achieved, and the car was again on the road with only a 2 hour delay. Arrangements were made to have the correct replacements sent on to our final destination, Jindabyne, by the following day.

It was top down and plenty of sunscreen for us as we made our way to our first overnight gathering for the Victorian contingent at Bright, some 300km covered on Day 1. We gathered at a Motel in the late afternoon. A total of 6 of the 7 Lambda's entered from Victoria were waiting for us. The missing Lambda was not present due to mechanical issues.

Day 2, and Friday dawned to thunderstorms and persistent rain, provoking a flurry of activity erecting hoods & side curtains. As it turned out, after a short wet run to morning tea (At the very impressive Stoewer Museum) the day fined up considerably. Just as well for us, as we had over 300 km of driving on some fantastic and challenging roads. We followed the Alpine Way up to the "Snowy Mountains" high country plateau, reaching altitudes over 1500m. The ability of these cars to tackle some of these climbs and descents is remarkable, and must have been a complete revelation in the 1920s.



In Jindabyne we met up with the other 4 (of the 5 entered) Lambdas coming from the northern states, and tales tall and true of the journey were shared over dinner that evening in a fine Italian Restaurant. On Saturday the driving was kept brief, and we had plenty of time to relax and share lunch. I was offered a drive in John Brenan's 4<sup>th</sup> series which I greatly enjoyed, noting how much lighter many aspects of the car were.

Dinner Saturday night was at the resort where most entrants lodged, and where we were treated to a most interesting talk by Bill Jamieson about the Alpine Trial of 1926, won outright by John Barber in a 1<sup>st</sup> series Lambda.

Come Sunday morning entrants set sail for home. Heading either north or south depending. Sunday night saw us from the South meet for our last night in Beechworth, again about 300km's drive for the day and about halfway home.

The final day of the tour but still with a morning tea stop (copious and delicious) just down the road as some of us gathered with Dorie Wood's in Benalla to view her late husband Jim's Lambda's. The 2<sup>nd</sup> series and 8<sup>th</sup> series cars on display for the first time in living memory. After Dorie's, everyone went in separate directions to home.

I believe only one of the 10 Lambdas who attended required “assisted passage” home on the last day, which is creditable for an event covering more than 1500km.

As an enthusiastic Lancista who does not own a Lambda and has had very little to do with prewar cars, I felt privileged to attend this gathering. The experience was unforgettable.

## Some Further Notes on the 2019 First Australian Lambda Alpine Tour



Bill Jamieson [bill.jamieson@bigpond.com.au](mailto:bill.jamieson@bigpond.com.au)

Without wishing to detract from Steve Boyle’s useful comments as a fairly new Lambda driver, I thought that LWR members may like some background information on the history and significance of this event, and may also wish to read some details of the engine problem and subsequent roadside repair of one of the Lambdas involved.

The 2019 event was the brainchild of Alistair Palmer, son of Sydney-sider Ken Palmer, a longtime Lambda owner and driver. In consultation with Melbourne-based Iain Simpson, the two organised a most successful five day event, structured around the Royal Automobile Club of Victoria’s (RACV) 1926 Alpine Contest. This original contest was run over ten days in March, 1926, and was comprehensively won by John Barber, driving his 1<sup>st</sup> Series Lambda, a car which was then 2 ½ years old and which had already covered some 21,000 miles on the rough Australian roads of the time.

This year’s tour attracted 27 entries from Lambdas and their owners in Queensland, New South Wales and Victoria, plus a long-distance (3,500 Km) attendance by Steve Boyle from Western Australia. Although the emphasis was clearly on Lambda, other Lancia models were welcome, and Augusta, Aurelia and Flaminia were noted amongst the Lambdas.



Victorian participants met up at Healesville on the morning of Thursday, 21<sup>st</sup> of March, with a target of Bright, in the State's north-east, for the first overnight stop. On the way, passing through the country town of Alexandra, we encountered our first mechanical problem, when the engine of Mark McKibbin's 6<sup>th</sup> Series Lambda produced unfamiliar noises. To Mark's credit, he quickly shut down the engine to investigate.

With the domed rocker cover off, the problem was revealed. A simple split pin, securing the central axis of one of the roller-bearing cam followers had failed, allowing the central axis, the eight needle-rollers and the outer race of the bearing to be scattered around the top of the cylinder head. Mark's prompt reaction had prevented further damage, and with the aid of Peter Renou's portable magnet, we were able to recover all but one of the needle-rollers. The missing roller was suspected of having fallen through into the sump, but at least it was not mixed up with one of the bearings in the vertical drive.

Following the usual rule, no-one in the group who stopped to help was carrying a spare roller, but a friendly local passer-by offered the use of his workshop. A quick discussion produced a possible solution. A new 4.00 mm twist drill was purchased at the local hardware shop, and two 6.00 mm lengths (1 extra spare, just in case!) were cut to length on the passer-by's grinder. Re-assembly was straight-forward, and the car was back on the road in about 1.5 hours. The sequel to the story was that someone from Melbourne, who was planning to join the group later in the Tour, was contacted and requested to bring some genuine spare rollers to Jindabyne. This was done, and in the comfort of the Jindabyne hotel garage, the repair sequence was repeated. Needless to say, the twist drill substitute, on removal, looked perfect!

The 2019 route covered many of the roads and towns featured in the 1926 event and was based at Jindabyne, just 32 Km from Australia's highest peak, Mount Kosciuszko. But the programme was not just about competitive motoring, and featured some interesting diversions as well. The first of these was a visit on the Friday to John Stanley's Australian Stoewer Museum at Tawonga, in Victoria's Kiewa Valley. John, a former Lambda owner and Lancia Register member, is regarded as a world authority on the German-made Stoewer, and has moved his remarkable collection from his former home at Armidale in NSW. We were treated to a brief but fascinating address on Stoewer history.

The second non-Lancia visit was to the Snowy Mountains Authority museum at Adaminaby, NSW. It was good to be reminded of this visionary hydroelectricity and irrigation project with its 16 major dams, 7 power stations and 225 kilometres of tunnels. With construction beginning in 1949 and a 25-year programme, I came away from the museum with admiration for the foresight of the planners, and some serious doubts as to whether today's politicians could even agree on what needed to be done. It was an impressive and thought-provoking display.

The formal programme concluded with a dinner at Jindabyne on Saturday evening, and on the Sunday morning the group divided to head home, either north or south. We all resolved to do it again, perhaps in a couple of years.

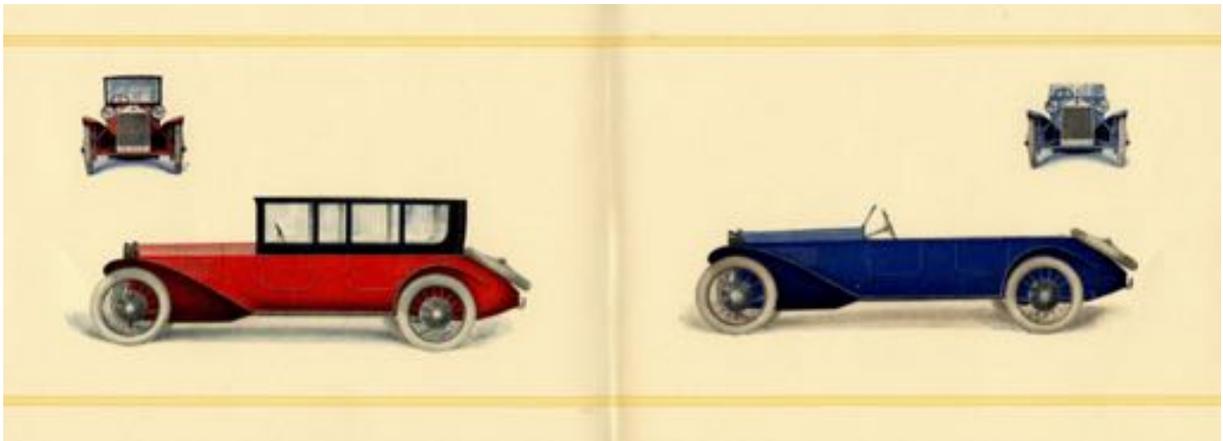
On reflection, there seemed to be two important results from this event. Firstly, the decision to base the Tour on the 1926 RACV Contest focussed attention on one of the major competition successes of the Lambda in Australia; a success which was probably responsible for significant sales of the car in this country, and secondly, I believe that this event also signals the emergence of another generation of Lambda enthusiasts, just as passionate and certainly as capable as their ageing parents.

## Sales promotion for the Lambda



Joachim Griese [jgriese0@gmail.com](mailto:jgriese0@gmail.com)

When Lancia began Lambda production, they had a well established sales and service organization in Italy and also in about 20 other countries, which had already been built for earlier models like the Theta and the Kappa. Before the Auto shows in Paris (October 1922) and London (November 1922), Lancia presented in August/September 1922 a preseries Lambda to journalists, whose articles appeared in September 1922 - for example in THE AUTOCAR edition of September 29th (1). Presumably together with the presentation of the preseries Lambda, Lancia also distributed a brochure « LAMBDA » MODEL LIGHT CAR 1922 with wonderful pictures of the Lambda (using artists impressions or fashion sketches (figurini) rather than actual photographs of production cars),



together with the following text (2):

## PREFACE

The motorist of the past demanded a car that was strong and reliable but the motorist of today has a much higher ideal. He requires not only strength and reliability, which all modern cars are supposed to possess, but expects all the qualities obtainable as the result of modern technical developments, viz. high speed, rapid hill climbing, lightning acceleration, comfortable springing, smooth and powerful brakes and above all, a car which holds the road perfectly.

Such a combination, desired by all motorists, is generally the most costly to arrive at and manufacturers who have aimed at producing cars with these qualities have found that the result has been a high priced vehicle - a car which was costly to maintain, of considerable weight and therefore suitable to a limited clientele.

These difficulties were not however insuperable and the new type Lancia, -Lambda Model-, has been produced uniting all the essential qualities detailed above in a car of moderate price. To do this it was necessary to depart from many practices of the past, to test theories and to make experiments of considerable originality. The LAMBDA therefore differs radically from cars already known to the public. Its mechanical qualities, efficiency, exceptional acceleration, the speed which it actually attains, the smoothness and power of the brakes, the perfect hold it has upon the road, the comfort of the body and the elegance and distinction of its lines lead to its classification with the highest grade cars but as regards price, engine dimensions, weight, low consumption and general running economy, it must be classed with Voiturettes.

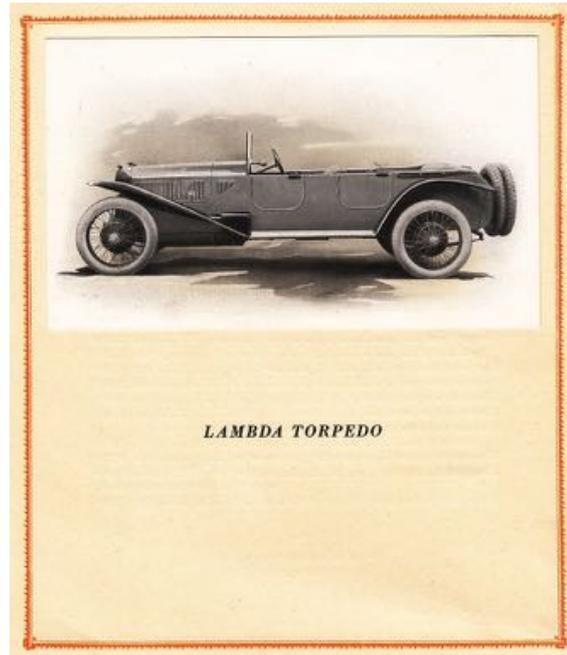
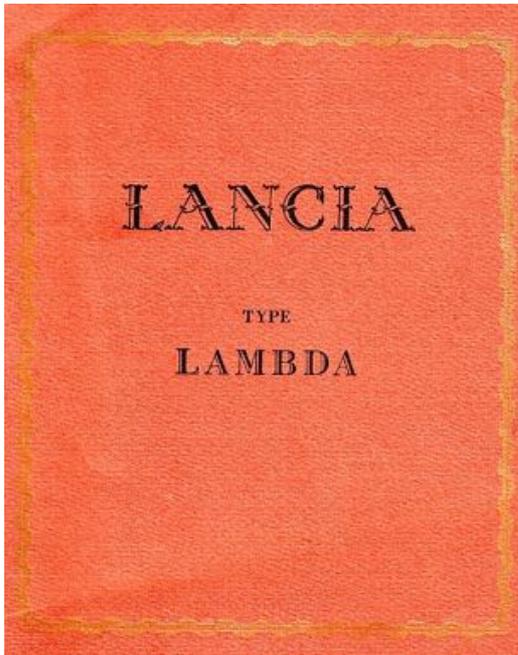
We are therefore confident that we are offering our clients a car which, although low in price, equals, if it does not surpass, in all respects, any motor vehicle ever offered to the public.

LANCIA & C.

In 1923 when Lancia produced the 400 cars of the 1st series Lambda and about 500 cars of the 2nd series, the first newspaper advertisements appeared, and those having a strong interest



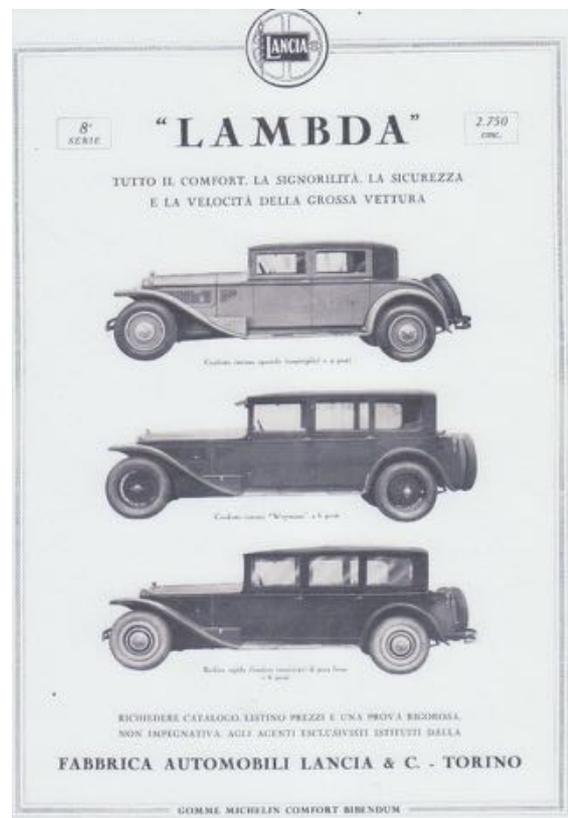
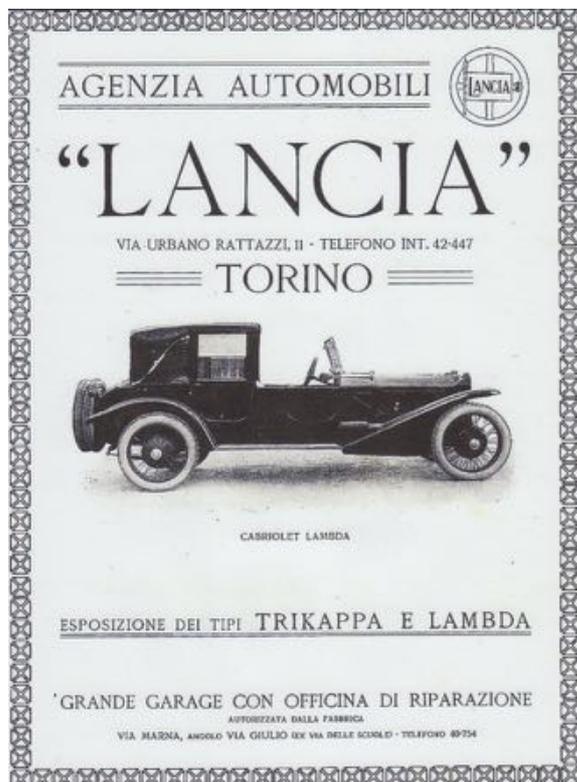
in the Lambda could obtain detailed brochures, using the then state of the art in graphic design.



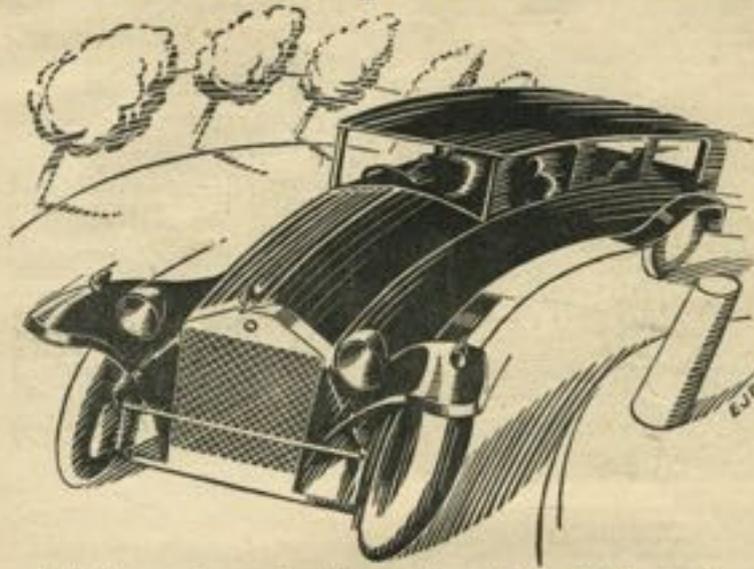
In 1923 and 1924, road tests of the Lambda appeared in some national motor magazines. (3,4).

With the market success of the Lambda, sales agents and specialist suppliers (for example Michelin in the case of tyres) participated in this sales promotion. Some advertisements, looking more like works of art, (5) were used to emphasise certain attributes of the Lambda, like the road holding, for example.

The drivers and the passengers also came into the picture as advertisement targets, first as the necessary occupants of the cars (6), then as a symbol for the courageous and sporty driver (7), and finally as the high society or theatre audience group (8).



# you can always tell a Lancia



**See it cornering . . . how it holds the road! Low-built, steady, smooth—the safest and most comfortable car you can drive.**

See it on hills. It ignores them. See it in traffic, accelerating past anything, running round everything, doing things in a flash that other cars couldn't attempt. See it above all on a bad road, still at its usual high speed, riding it as a good ship rides a slight sea, gliding like a swallow over stuff that would shake another car's doors off its hinges.

owner of a standard saloon Lancia came from Glasgow to London at an average of 46 by the stop watch. There are perhaps a dozen other cars—most of them far more expensive—which given a clear flat road could do something to beat the Lancia's humble seventy miles an hour. We say "perhaps," because they never get the chance to prove it in England. But there is no car that can touch a Lancia, let alone beat it, on a long run over ordinary roads. No other car is as

comfortable. No other car can average the same speed. The Lancia Coach costs £795, including wings, lamps, scuttle, dashboard, till, valances, running boards, floor boards and tool box. The English built Weymann Saloon and the Two-seater Coupé both cost £745. The Open Two-seater costs £775 and the Four-seater £725. Make an appointment by telephone for a trial run or write for the book: "The Low-built Lancia."

Curtis Automobili Company Ltd., Sole Lancia Commissionaire, Curtis Buildings, Park Road, London, N.W. 25  
Phone: Willesden 3626. Telegrams: Curlemark, Harin, London.  
West End Showrooms, London and Curwin Auto Distributors Ltd., 18 Berkeley Street, Piccadilly, London, W. 1  
Phone: Mayfair 3050. Telegrams: Curlemark, Picay, London.

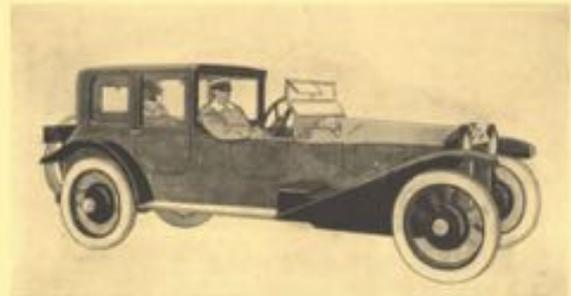
## ... the low-built Lancia

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS

B25



LANCIA "LANCIA"  
TOURING SPORT  
Four and Six Passengers



LANCIA "LANCIA"  
TOWN BROCHURE  
Four and Six Passengers




**LANCIA**  
 "LAMBDA"  
 17 H.P.

*"THE ITALIAN MASTERPIECE"*

SOLE AGENTS  
 SHIELDS MOTOR COMPANY PTY. LTD.  
 Cor. FLINDERS and SPRING STREETS  
 MELBOURNE





It looks as though the ones who did the sales promotion for the Lambda already had many of the ideas of today's marketing people.

Sources :

- (1) NN, Novel Lancia light car, THE AUTOCAR, September 29th, 1922; reprinted in: Peter Garnier, Lancia – compiled from the archives of Autocar, Tom Hamlyn Publishing Group, London 1981, page 43-45.
- (2) This brochure was taken with the permission of the author from a CD which is attached to the book: Bruce Lindsay, Lancia – 70 years of Trailblazing, Eastwood, South Australia 2009.
- (3) NN, On the road with the 13.9 h.p. Lancia, THE AUTOCAR, May 4th, 1923; reprinted in: Peter Garnier, Lancia – compiled from the archives of Autocar, Tom Hamlyn Publishing Group London 1981, page 46-47.
- (4) L. Cazalis, Essay del la Lancia « Lambda », LA VIE AUTOMOBILE, 25-9-24, page 378-379.
- (5) Bruce Lindsay, Lancia – 70 years of Trailblazing, Eastwood, South Australia 2009, page 92.
- (6) This picture was taken with the permission of the author from a CD which is attached to the book: Bruce Lindsay, Lancia – 70 years of Trailblazing, Eastwood, South Australia 2009.
- (7) This picture was taken with the permission of the author from a CD which is attached to the book: Bruce Lindsay, Lancia – 70 years of Trailblazing, Eastwood, South Australia 2009.
- (8) Jack Romano, Lancia in Britain, Lancia Motor Club 2013, page 194.

## The Lambda Torpedo Hood – Part 1a



Jonathan Reeve [casarokardo@btinternet.com](mailto:casarokardo@btinternet.com), Mike Benwell [mike@mikebenwell.com](mailto:mike@mikebenwell.com),  
Joachim Griese [jgriese0@gmail.com](mailto:jgriese0@gmail.com)

The diversity of hoods (tops in the USA) you see currently mounted on Lambda torpedoes is fairly large. The needs of Lambda owners are diverse, too. While some, perhaps only a minority, may need to restore the mechanism, the majority of long-term owners are likely to need to re-cover their hood after a couple of decades of active use in a temperate climate. Whatever topping material you use, it is essential that it is guaranteed against shrinkage from getting wet. Shrinkage is likely to result in damage to the frame, or else inability to attach the hood to the screen at the most inconvenient moment. One of the authors has a 5th series torpedo with a hood frame that has been clearly damaged in this way. As we shall show, the 3rd-5th series cars exert particularly high leverage when the front hood bow is attached to the screen and if the topping material has shrunk and does not tear, the frame buckles or the rivets break. In addition, the front hood bow, which like all the bows is made of thin-walled steel tube covered in brass, can be broken off the rest of the frame.

A brief scan of the internet reveals that Austin Seven owners complain of shrinkage and fading when they have used double duck or similar materials such as “Wigan weave”, as are still available from suppliers (Austin in fact supplied their touring cars with a material similar to Pantasote or Neverleek when new – see below). These materials appeal to some owners because they do not shine; but, Lambda owners, there are complaints about shrinkage on the chat forums of several other car clubs concerning some of these non-shiny materials, so you have been warned! Use a material that your supplier will guarantee that not only will it not fade but also that it WILL NOT SHRINK or STRETCH!

### Hood or Topping Material

There is some evidence, from contemporary advertisements seen on eBay, that at least in cars exported to Argentina the topping material used was **NEVERLEEK** – a Surface-coated, 4 ply material made by the F.S. Car Company in Massachusetts between 1912 and 1930. Neverleek was also widely advertised in Italy, by their agent Paolo Casalotto of Turin.



However the remnants of the topping material found on my torpedo located in the USA at least from the late 1920s - 13504 - was the material a local ex-Rolls Royce trimmer classes as “Wigan weave” – and this on a car which was exported to the USA either directly or as part of Lancia’s policy of selling to Americans who crossed the Atlantic and began their ownership with a Grand Tour of Europe starting at the Turin Factory Gate. Perhaps the hood of my Torpedo had been re-covered in Wigan weave or similar. Generally, among those topping materials sold in the Americas and perhaps also sold in the rest of the Southern hemisphere besides Argentina, Neverleek was similar to the rival Pantasote material used by Packard and other high-class American autos. Haartz when last contacted had at least 2 versions of their own brand replacement for Pantasote, one lined inside in black and the other in a lightly patterned material that would be suitable for those desiring a less dark and gloomy interior when the top (hood) is up. To contact Haartz: [http://www.haartz.com/en/contact\\_us.asp](http://www.haartz.com/en/contact_us.asp) and seek the personal advice of Mr Eric Haartz about your Lambda’s requirements.

### The Hood Frame

Many Lambda hood frames have been modified, a common alteration of the 1930s onwards being to remove the rear-most hood bow, which gives the erected hood a markedly sloping rear aspect, which contrasts disagreeably with the near verticality of the windscreen. This has some disadvantages, perhaps mainly but not entirely aesthetic, especially when there are rear seat passengers who may feel claustrophobic with such a hood.

Having now a high number of original Lambda factory drawings at hand it seems interesting to review – as far as possible – the original solutions for the Torpedo hood. In part 1 we shall demonstrate the known solutions for the Lambda series 1 to 6, in part 2 the solutions for the rest of the Lambda series.

For the Lambdas series 1 to 6 the evidence from the drawings to hand and from the Parts catalogues suggest 3 different solutions:

- Solution 1: For the Lambdas with construction numbers 1 to 999
- Solution 2: For the construction numbers 1000 to 4200
- Solution 3: For the construction numbers 4201 to 5500

### **Solution 1**

Unfortunately the original Lambda factory drawing for the hood frame and the fixing mechanism of the hood at the windscreen 10-1895-A doesn’t exist anymore. But from the Lambda with the chassis number 10394 we have a hood which apparently is original. This Lambda was fitted with the 1 piece windscreen option; and the plated steel columns that hold the front of the hood when it is erected are detachable. This means that the columns and their lower fixings need to be stored in the car if they are detached. The following photos show the

hood, and the fixing mechanism of the hood at the windscreen, The only drawing which exists is the one for the small oval rear window 10-2119.



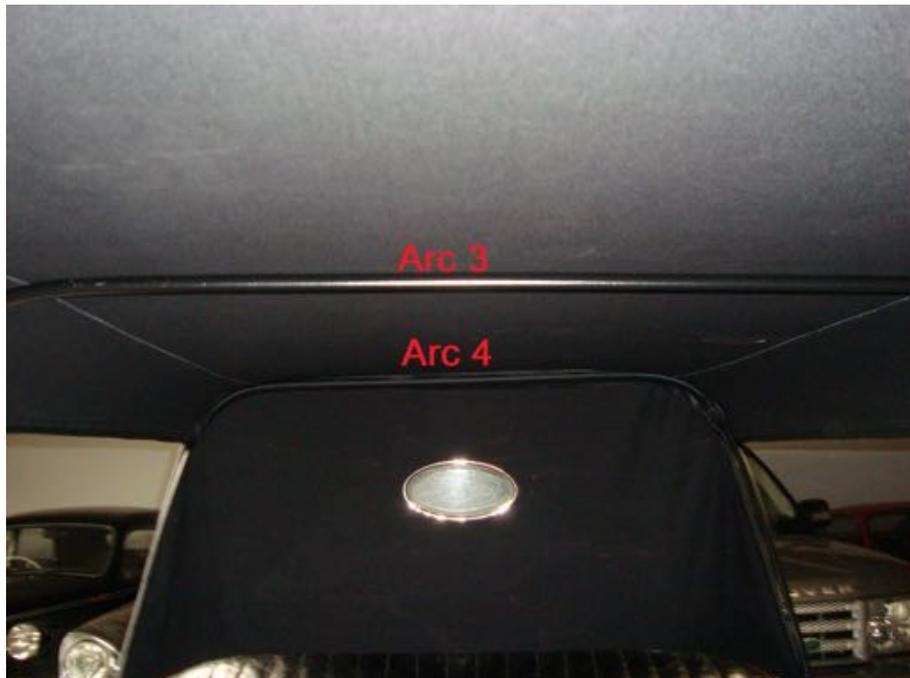
*The hood in its storing space.*



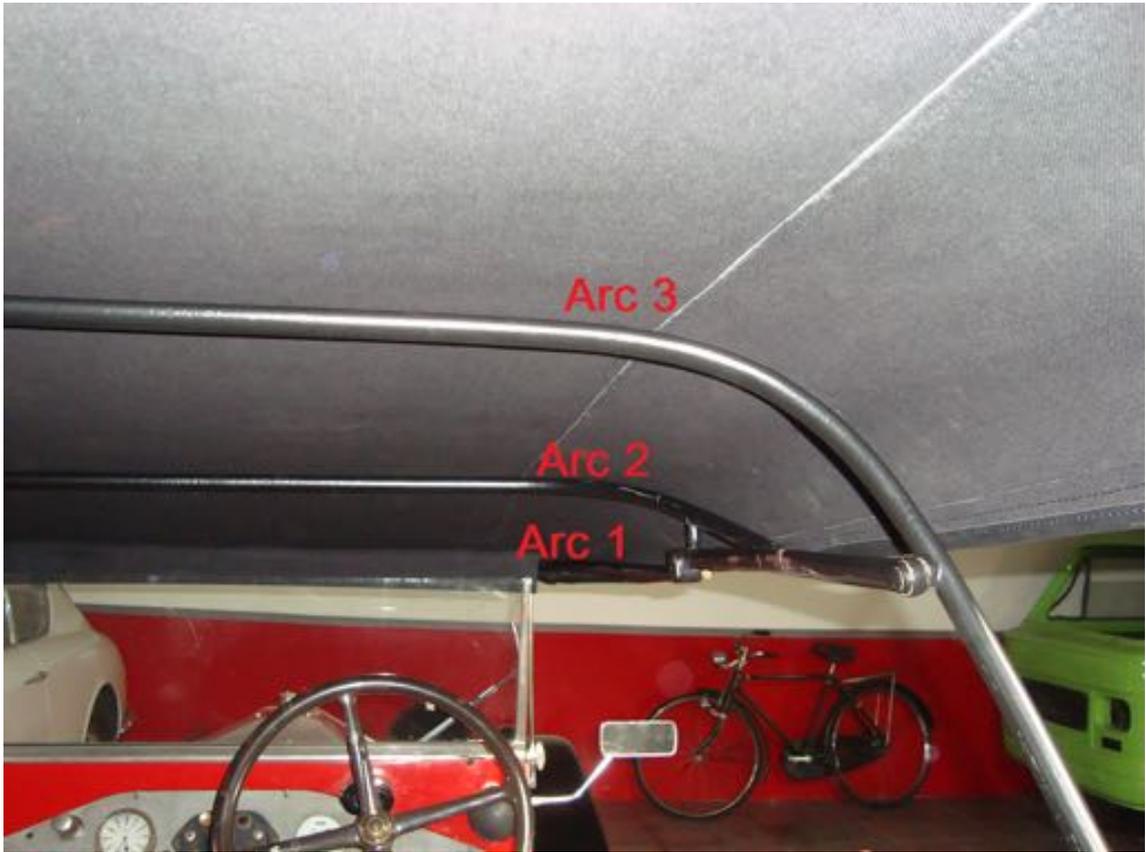
*The bolt and nut (originally a winged nut) for fixing the hood at the windscreen.*



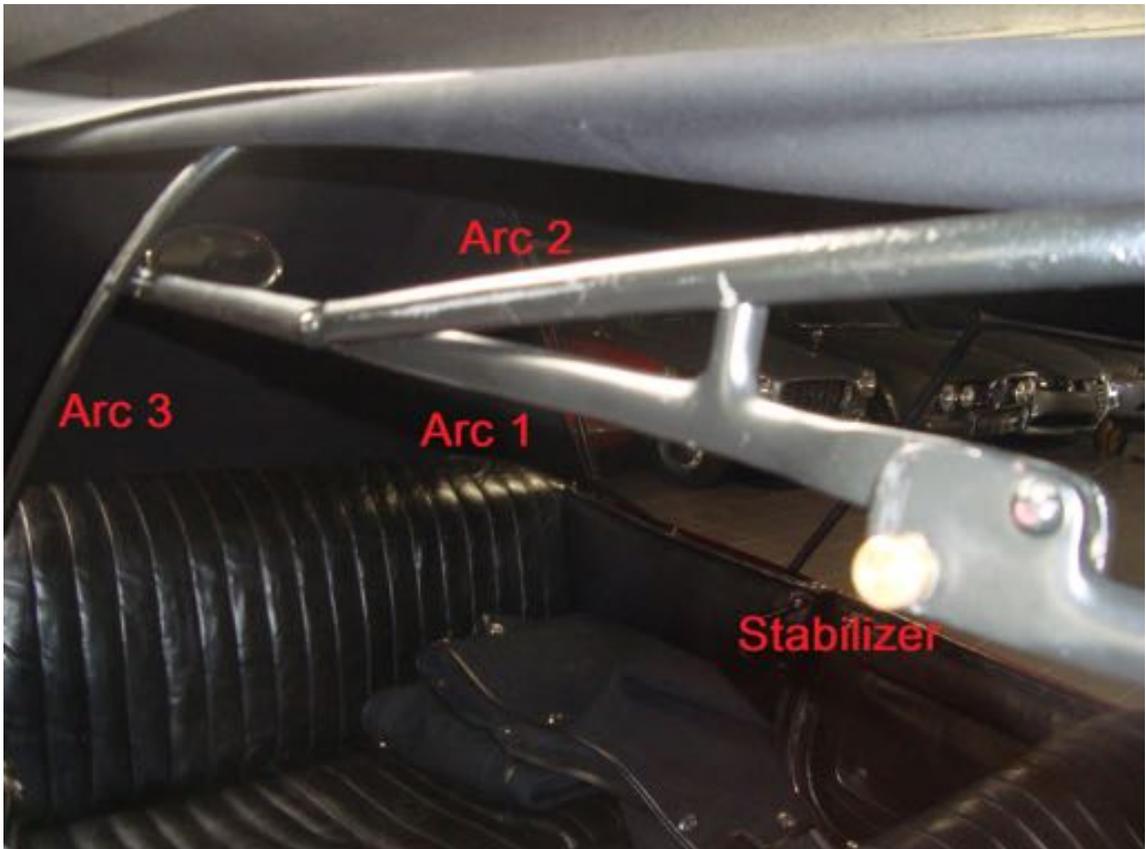
*The two columns which are attached at the windscreen, the two nuts for fixing the frame at the columns, and two stabilizers for the frame.*



*From the inside (looking backward) you see Arc 3 and Arc 4.*



*From the inside (looking forward) you see the Arc 1, Arc 2 and Arc 3.*



*From the outside (the hood is a little bit lifted) you see Arc 1, Arc 2, Arc 3 and the Stabilizer.*

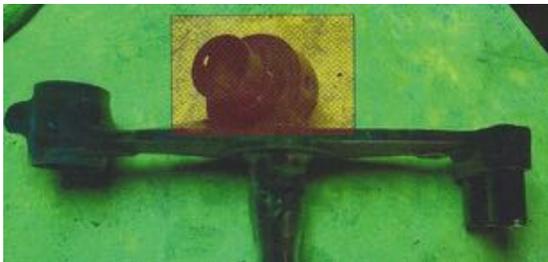


*The solution 1 hood up; the small rear window you see will be the same for all the three solutions. The drawing for the small rear window is available.*

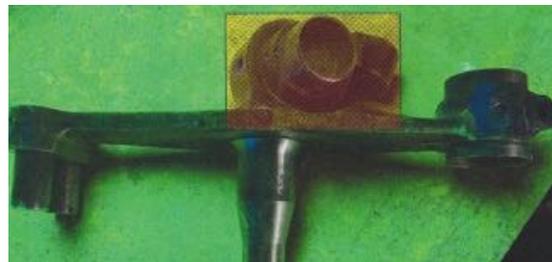
(TO BE CONTINUED)

### **Magnetic-Particle Examination of Lambda Stub Axles**

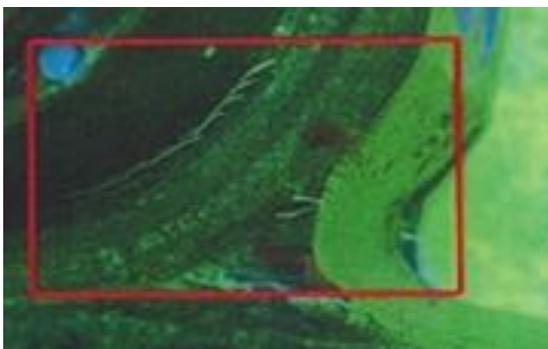
Analyzing the damage of an accident on the left front side of my Lambda, I decided to analyze also the stub axles. The Swiss company Qualitec AG proposed to conduct a magnetic particle examination to locate any cracks in the chrome-nickel-steel material of my stub axles. The following pictures illustrate the analysis and the findings.



*Analysis area of the left stub axle.*



*Analysis area of the right stub axle*



*The magnetic particle examination showed cracks in the left stub axle.*

I was not happy about the cracks, but on the other hand happy to have done the analysis. New stub axles for the Lambda are available – I will buy and install them, and as a result, whoever drives my Lambda will face a considerably smaller risk of a life-threatening situation associated with the stub axles.

Joachim Griese [jgriese0@gmail.com](mailto:jgriese0@gmail.com)

## Installing New Stub Axles



Sébastien Simon [sebastien.simon@bluewin.ch](mailto:sebastien.simon@bluewin.ch)

In the interest of safety, and for my peace of mind, I had decided to order a set of the new stub axles manufactured in Ireland. They were received in early Spring 2018, and what a superb piece of manufacturing they are! In late 2018 we started dismantling the front suspension. Once the suspension is totally dismantled, you are left with the stub axle tightly fitting the front suspension (king-pin) cylinder 10-1004. The stub axle must then be separated from the cylinder using a vertical press, and suitable supporting pieces.



*Heating up the stub axle*



*Inserting the very cold fulcrum pins*

The two front brake shoe fulcrum pins (11-1136) received with the new stub axles must then be inserted, and crimped in place. Insertion was done by heating up the stub axles and cooling the pins in liquid Nitrogen (-196°C).



*Fulcrum pins inserted*



*After crimping*

After crimping the pins in place, the same method was applied to shrink-fit the new stub axles on the front suspension cylinder. The cylinder was immersed in the liquid Nitrogen receptacle for 2 hours, and the stub axle put in an oven. Having taken out both parts (use thick gloves!), it was easy to slide the stub axle over the front suspension cylinder. Then the steering arm was put in place on the RHS stub axle, and the complete assembly painted satin black.

Although I was very apprehensive about the process of dismantling and mounting of the new stub axles on the front suspension cylinder, the whole operation was painless, and very quick, thanks to the use of the liquid Nitrogen for cooling the internal parts to be shrink-fitted.

Since then, the whole sliding pillar has been rebuilt, and the flap valves exchanged for the latest versions. The front brakes have also been relined, so that the car should be ready for spring motoring.

If I have one regret, it is that those beautiful stub axles will from now on be almost hidden underneath the car, and only visible to trained eyes.



*Stub axle on front suspension cylinder*



*During reassembly, with steering arm*

## Fobello 2021 Lambda Centenary Rally.

Alison Ure, Pat Ure's daughter, and member of the organizing committee, writes:

*The website for this event is now live in Italian as well as English. [www.lancialambda100.com](http://www.lancialambda100.com) will take you there. The website will continue to be added to as time progresses and confirmations occur, so checking it regularly will keep you up to date with information.*

*Time is marching on so get fettling!*

**Alison Ure**

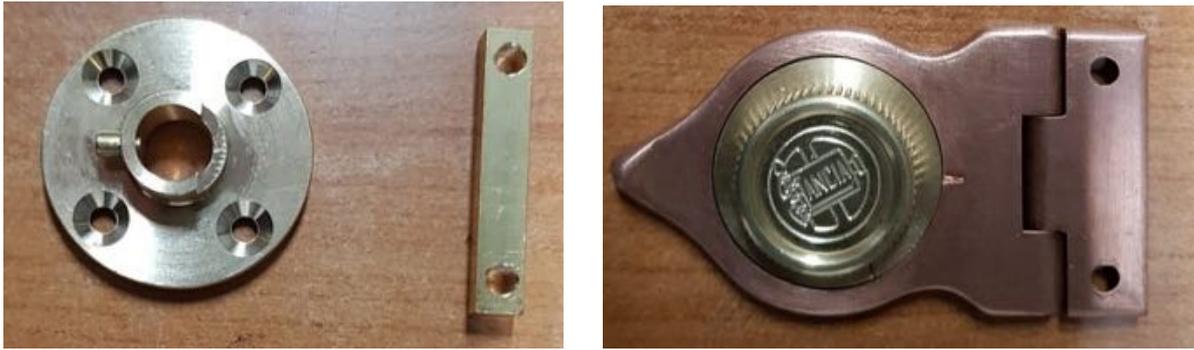
## Lambda cars and Lambda spare parts



This marvellous Lambda Boneschi Coupé de Ville is for sale. If you are interested please contact Paolo Parigi [olga.belp@hotmail.it](mailto:olga.belp@hotmail.it).

---

## Toolbox Catches



*This is a preliminary photo; in the final version the parts are nickel-plated*

These toolbox catches were used in later 7th and the 8th series.(in fact all Lambdas with rectangular tool boxes) They were remade according to the original drawings. The price per piece is 375 Euro plus delivery costs. If you are interested please contact Marco Geeratz [marco.geeratz@gmail.com](mailto:marco.geeratz@gmail.com).

## Looking for a present ? Preparing for Fobello 2021 ?



Purchase a Lambda Centenario Watch, handmade in Switzerland !

For Australians and 2019 Castlemaine participants: delivery there is no problem!

More information from :

**Sébastien Simon** [sebastien.simon@bluewin.ch](mailto:sebastien.simon@bluewin.ch)

---

## Where are they now ?

In the last LWR Newsletter I have presented 6 Lambdas to our readers asking for help to identify them in their today's environment. Three of the Lambdas could be identified:



Bill Jamieson identified the yellow Lambda which is now in the UK. Laurence Roe had the solution for the blue Lambda which is now in Ireland. For Don Williamson it was very easy to identify the green Lambda which is also in the UK. My thanks go to all of them; it was really a great help.

Happy about this success, I would like to repeat the procedure. Below you see again 6 Lambdas and I hope that our readers will again help me to identify at least some of them.



179 – 154



BB 9801



?



?



?



BF 7614

Joachim Griese [jgriese0@gmail.com](mailto:jgriese0@gmail.com)