

**1964 LANCIA FLAVIA SPORT 1,8 VIN 8155321266**



*The design probably has an imaginative touch that's recognised by the most creative of people.*

**Ercole Spada for Zagato**

In 1962 Carlo Pesenti, the new owner of the Lancia works in Turin, briefed the Milano based Carrozzeria Zagato to create a car that made heads turn when driving by, on the shortened floorpan of the rather boxy Flavia Berlina.

The then young designer Ercole Spada sketches several conventional shapes but against all odds his most outstanding design is preferred by mr Pesenti.

**Spada:**

*Pesenti wanted a totally fresh design, so that's what I gave him. But the Flavia Sport was not artistic for the sake of it. It was merely smooth and clean, obviously with respect for the laws of aerodynamics.*

To emphasise the pioneering character, Ercole reinterprets the classic Lancia grille with a twist at two thirds. A sort of golden ratio, Ercole-style.

As the peculiar side windows can't be opened, the concave rear window lifts electrically in order to evacuate air, taking advantage of this depression in cabin space.

In 1963 Zagato's infrastructure at Terrazzano di Rho was too small sized to produce enough bodies to satisfy the expected demand. The production of the skinn panels was therefor outsourced to a Turin company called Martelleria – the name says it all.

*The smell and noise were terrible at Martelleria. It was like a walk through hell.*

In the Milano Zagato works the skinn was then mouted to the steel structure on the platforms that came from Lancia.

After painting and the mounting of the windows, interior and other parts that differ from the run-of-the-mill Flavia's the cars were then transported back to the Lancia factory in Turin where they received their drivetrain, suspension and other mechanical parts.

The design and it's final overall looks may not be totally in line with the car's technology, but the name didn't. Lancia Bella Figura would have suited this expression of creative flamboyance far better. Yet, Zagato's design statement shows much more sportiness than Pininfarina's Coupé. The Flavia Sport may never have been developed with an eye on the checkered flag, it still is quite a bloodthirsty racer duet o it's lighter aluminium body and it's shorter wheelbase. It's competitiveness is almost a lucky coincidence.

*Above all, we wanted the Flavia Sport to be truly special.  
Exactly what Mr Pesenti had asked for.*

**Copy partially taken from the book on Ercole Spada  
by Bart Lenaerts**

## 1964 LANCIA FLAVIA SPORT 1,8 VIN 8155321266



### THE RESTORATION

This long time neglected Flavia Sport - with a Dutch first owner - came to my workshop in 2007 as a complete but challenging project. After previously having been stored in all kind of conditions she was badly in need of repair.

One of it's former owners started his recondition attempt by grinding down all paint layers on the skinn – even with the remaining windows still mounted. The original front screen didn't come with the car. It's spectacular bright-work did.

Under the later added dark red layers the original light grey paint was still visible.



Changing ideas about fashionable coloring not only made one earlier owner decide to repaint the exterior: the original Zagato marine light blue interior was over-painted black as

still can be seen on the original clothing that stays with the car.

The engine and gearbox though were still in rotating condition with all hoses beyond use. Same for the spring leafs, the shock absorbers and brakesystem: complete but beyond use. There was no fuel tank installed and the original steel rims were unsafe.

The original Nardi steering wheel had it's wooden parts all cracked into 4 bigger pieces that came loose from the aluminum center. It's very special marbled blue center was overpainted in black.

### **Dismantling and repair of the body**

In the workshop the car lost contact with it's subframe and rear axle before being mounted to our very stiff repair frame that mimics the factory mounting points. Secured like this major parts of the floors and the sills can be removed and repaired without causing destortion to the cars body.

No signs of any accident damage were found, no stress cracks were visible.



During the renewal of the sills an extra stiffening plate was welded in along the full length of the cars sides. To this much stronger construction the lower ends of the A and B pillar were welded thus prohibiting the body from further flex.



With the car now structurally sound it was safe to remove the complete aluminum skin and send the car to the sandblaster whose work revealed some extra corrosion damage in the rear boot sections floor. Complete sections had to be reproduced and welded in. Now correct in all detail the steel structure was painted in 3 layers with the top one in black.



All of the aluminum skinn sections were externally and internally cleaned to bare and repaired where needed. Along the areas where the skinn is mounted to the steel frame a grey paint was used to keep the two metals – alu and steel - separated.

Putting the skinn back onto it's frame was then executed using aluminum rivets with additional welding along the door openings to correct the wide original gaps. To complete the shape new panelling was made to cover the sills and some lower parts of the body.



The thus corrected body was then send over to our paintshop that used as little as possible filler before giving her her period correct bright yellow protection.



#### **Dismantling all other parts and their repair**

While the body was repaired the complet subframe and rear axle were taken apart. Parts like the wheel bearings, ball joints, silentbushes and engine mountings were all replaced by new original items. The shockabsorbers are now of the Koni uprated type. All 5 rims – sandblasted and powder coated in black - are of the Berlina size 5,5J allowing the use of slightly wider tyres. With the Berlina rims came the inox rim covers that match the other brightwork of the car beautifully.

All four Dunlop brakes with external hand brake were overhauled. The Super Duplex brake assistant and the main cylinder were overhauled and all function as new.



#### **Engine and gearbox**

The original Flavia Sport engine was opened but showed corrosion of the cylinder liners supports being beyond repair. A little used Flavia Sport 818.500 engine of the same specification was then bought to replace her. Of this engine the bearings were checked and found to be in good order. Both heads then were reconditioned with new valves, seats and springs and mounted back on the engine using new stronger gaskets.

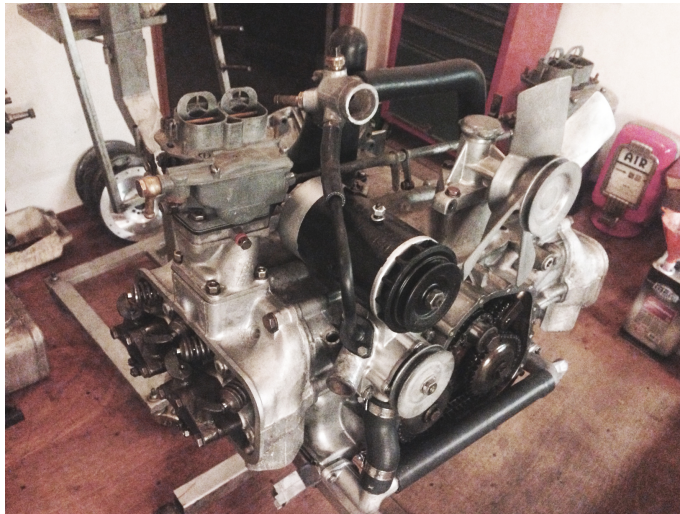
Both Weber 40DCN double choke downdraft carburetors were completely overhauled, their manifolds flowed to the heads. The ignition was serviced but remained of the contact/breaker type as standard.



The car comes with it's complete new original exhaust system with an extra pipe replacing the end silencer for a more sporty sound.



The original 4 speed gearbox was taken apart and examined in detail. Two synchromesh rings were replaced as were several ball bearings and all seals. She now operates very smooth in all gears.



#### **Small parts**

All steel parts that were re-usable were sandblasted and powder coated in matte black. All aluminium parts were cleaned manually and polished if needed. The brightwork was cleaned and reshaped where needed. The frontscreen was bought new from Pilkington GB, all other windows are the original Protex items with some light signs of use still visible.

The Flavia Sport's striking shape shows best when the car has it's bumpers removed. To allow later use of these parts – that are available new – the mounting points and their body openings were kept. In the front area they were used



to house the mounting brackets of the period correct Pirelli fog lights, in the rear two hand made remouvable cups close the holes. For the Dutch MOT rules two reflectors are glued to the rear that can be removed without leaving a trace on the paint.



#### **Interior**

All instruments and further electric equipment were overhauled with the center instrument having it's facia painted black. The whole electric loom has been build new using the correct colour code and brass connectors. All lights and the electric motor of the rear window function as when new.



In the center console a period correct UHF radio – connected to the one speaker under the rear window - is installed but she will only connect you to the howl of the

Mexican Dog when switched on. No antenna is mounted as there is no UHF available.

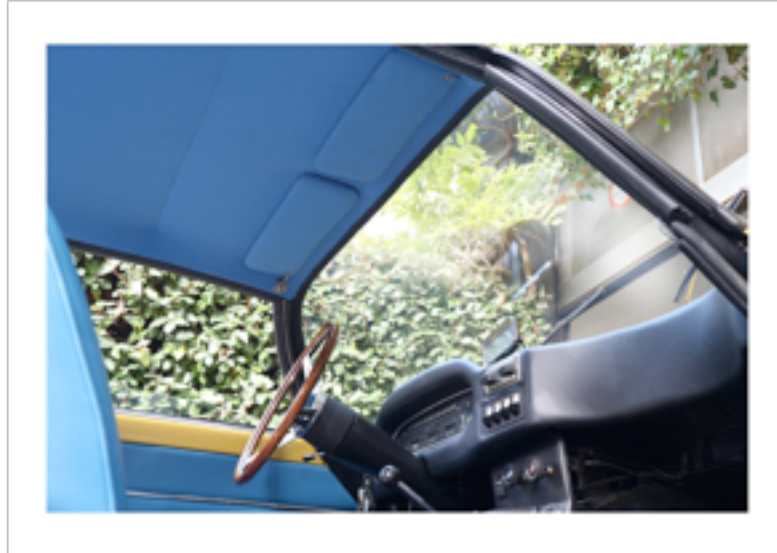


The original Sport interior was newly clothed using the correct shade of blue leather on all seats and the side panelling. For the door panels the originally used pressed wood was replaced by moist resistant black plastic of the same thickness. Onto them all the original ornaments and brightwork were mounted.



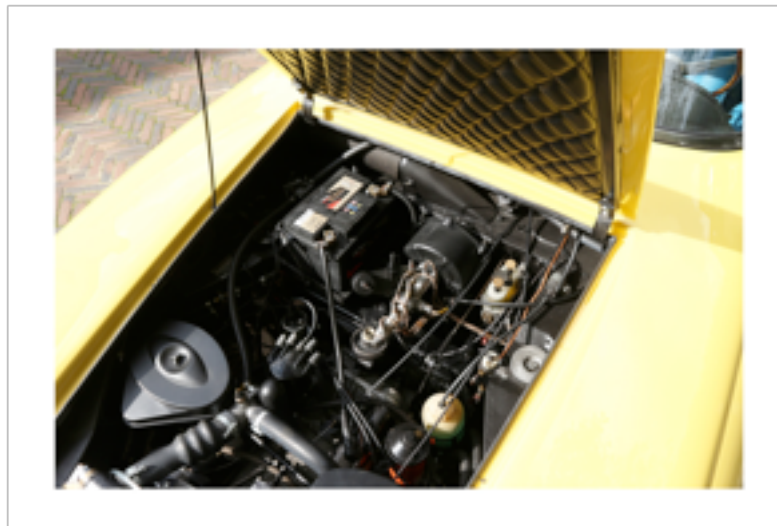
The steel interiors of the front chairs were sandblasted and powdercoated black. They received new springs of the original type and new foam to get back in shape.

Along the whole roof a matching blue colored wool cloth was used, all four sun vizors being clothed in the same material.



On the floor, the sills and against the bulkhead a sound deadening material was glued over which a black carpet is fixed. All sealing rubbers used are of the original shape as produced by Cicognani, Italy.

Underneath the bonnet a sound deadening black leather blanket has been made in the wafer pattern as used in the era. In the boot hall side panels have been recreated including the special small parts storage doors on both side.



**During the rebuild we tried to reproduce the car as much as she would have looked when finished by Zagato. We think Mr Spada will be pleased.**



**On the 26th of January 2023 Centro Storico FIAT notified us by letter that the Lancia Flavia Sport 1,8 VIN \*15.5321266 was produced by Lancia on Januari 23rd 1964 under bodycoach number 299.**

**On the 2nd of October 2023 the car was taken to the RDW – road registration and test center –in Amsterdam to be tested and inspected in all detail. No faults were found and the inspector expressed his positive feel saying: if only all other cars came to us so well prepared.**

**The car now has a Dutch license plate numbered PM-68-46. She has only run short distances to test the engine and gearbox but likes to be taken for a longer run along boulevards, to be parked in front of fine dining restaurants.**

**Selling price: 97.500 euro, privat sale**