

1967 LANCIA FULVIA COUPE VIN 818.330\*002066\*



CORRECT REPLICA OF THE 1970 SAFARI RALLY CAR



Replica of the famous Lancia Fulvia Gr4 rally car that was sent over to Kenia in 1970 for Munari to do the Safari Rally. The original car never came back to Italy since it ended it's life in a ditch. That's why marque specialist Vere Lancia used a sound 1967 body to recreate her to almost the last detail. Now she is ready for heavy duty use.

This car has a very strong **148,5Hp @ 7101rpm / 170,6Nm @ 5195rpm – 818.540 S2** engine ( 45 mm Webers, standard ignition, 45 Amp alternator, 4>2>1 inox spaghetti exhaust with Gr4 silencers ) that did one succesfull outing in the Monte Carlo Historic by a professional driver ( rolling road sheet of performance taken after the event is available ) mated to a rebuild five speed gearbox of the 818.612 specs.

The body of this car has been completely rebuild to the highest standards with a 6 point roll over cage (according to Appendix K) on strengthened sills and with many strengthening plates welded over the usually weaker spots of the first series body - as in period.

New paint layers all over after being stripped and sandblasted to bare. No filler used. Now in Rosso Corse as original with the bonnet in black. Only some smaller traces of use underline the fact the car was upto now only used for engine tests.

Doors, bonnet and hood in aluminum.

**Exterior:** de-mountable bull bar front and rear, long sumpguard to protect both the engine and the gearbox. One Hella fog-light in front/wing mounted Cibie drive fog-light/rear mounted Carello spot light. All crystal windows except for the rear polycarbonate screen.

The subframe – as well as the alu rear axle – was rebuilt using only the strongest members available. All parts powder coated in matt black. Negative camber and castor trailing arms of the 540 type carry the S2 swivels to allow the use of

Girling double caliper brakes on the front hubs, standard Dunlop brakes with external handbrake arms on the rear all connected to the master cylinder and new lining using Lockheed flexible brake hoses.

The raised suspension needed for the use of the car in rougher terrain, is achieved by the use of higher curved springleaves that allow heavier loading of the car ( double spare tyre plus 80 liter fuel tank with filler cap on wing and spares/tools ) damped by stronger Koni rally shock absorbers. As in period the wheelarch openings have been raised one inch to allow greater travel of the wheels. Bumpstops of the Fanalone type.

Standard 1st series steering houses with a 1,5:1 turn reducer incorporated in the upper half of the 1st series steering column giving 2,7 turns L < > R.

A 3 piece safety shaft is used to connect the steering wheel with the house.

A standard heater with blower is installed.

**Interior** in black only, two BF period correct rally seats with 3 inch securon 4 point harnesses. With a Gr4 rally dashboard showing all VDO gauges and the 10.000 rev counter plus spy only. Double speed wiper activator on long stick switch. All new wiring all through the car with the fuses in front of the co-driver. FIA OMP fire extinguisher system with 5 nozzles in the compartment and one on the right and one on the left side of the engine.

All new electric loom with relais per function.

The car is sold on one set of 5 Chromadora 13" x 6J rims, all used.

**Price:** 78.500 euro, privat sale.



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La LANCIA è appena partita per Nairobi per l'East African Safari a cui prenderanno parte tre vetture da noi fotografate al reparto corse e che probabilmente non vedremo più in Italia perché con ogni probabilità terminato il rally rimarranno in Africa per le corse della stagione.

Le vetture all'interno non presentano particolari soluzioni mentre all'esterno, nella parte anteriore è visibile (vedi foto accanto) una robusta protezione soprattutto studiata per gli animali. Si vede anteriormente anche uno solo dei due fari supplementari annessi, mentre l'altro è posto sul cofano a portata di mano, in posizione protetta e con la possibilità di pulirlo dal fango direttamente dall'abitacolo.

Posteriormente oltre alle due maniglie sulla parte alta delle fiancate ormai classiche nei raid, notare l'esile paraurti in robusto tubo di acciaio che non ha la funzione di paraurti ma permetterà ai negri sbucanti da ogni parte e che si dice assistano con molto interesse alla corsa di aiutare l'equipaggio in caso di panne o di uscita di «pista» a rimettere la vettura in linea di marcia. Questa sbarra è adatta a sopportare tutto il peso del retrotreno della vettura, abbastanza leggero in verità, mentre la protezione anteriore ha quattro robusti punti di ancoraggio.



In queste tre foto (sopra e sotto), i particolari dei fari e delle speciali maniglie di sollevamento studiate apposta per... i negri gentili



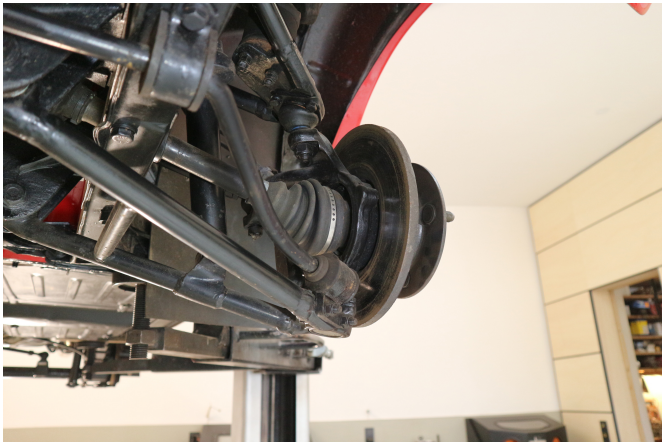
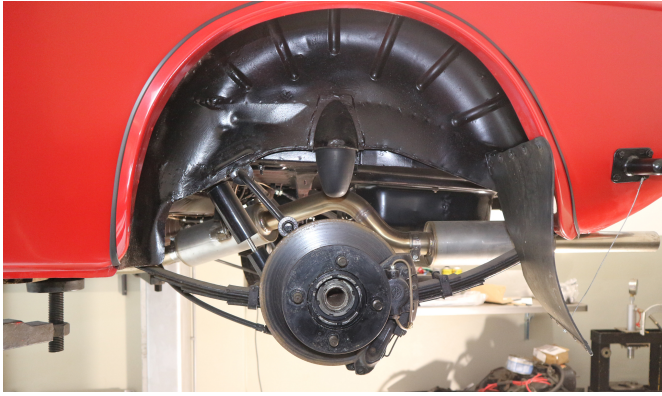
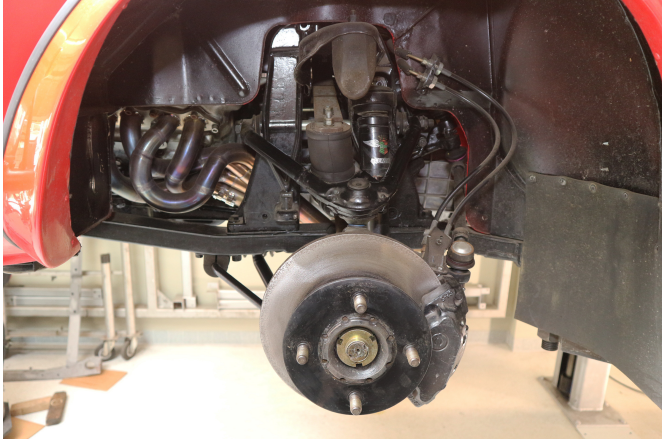




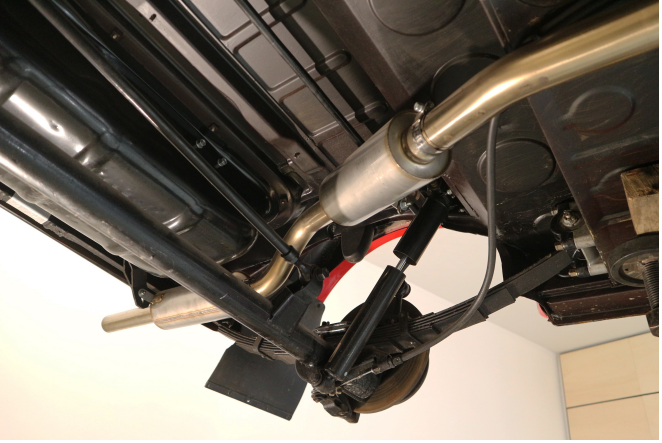














The car's ride height can easily be returned back to standard or race settings using a second set of rear and front springs (not included in the sale).

