

TECHNICAL - MECHANICAL

Brakes. The attached information 'Self "Tech" Guide for your Favorite Cars" was obtained from the October FOC San Francisco Region Newsletter, contributed by Ron Profili, Safety Chairman. Some excellent suggestions and tips on brakes. Note the suggestion that you copy and keep it in your car, a good idea for symptoms checks.

Replacing Rear Springs. Several issues ago we were discussing how to remove and replace rear springs on GTEs without, fear of decapitation or serious loss of other personal parts, to say nothing of destruction of a perfectly good fender etc.. Almost simultaneously two of my best correspondents, Jacques Jean Bonnin of Varces, France and Tom Meadows from all points west, sent a drawing of a "Ferrari Rear Spring Tamer". This is reproduced as another attachment to this Newsletter. It originally appeared in the British FOC Newsletter, it must work as the writer obviously survived....This article is mis-titled "The Ferrari 250 GT Rear Axle", but read on.

Special Tools. In the last issue I asked for information on a "Redline Tool" and Glendon Parks S/N 3167, dropped me a note "The Redline tool has not been made for about 8 years and sold for approximately \$400.00! The current tool is vastly superior and sells for \$56.00 list. This multiple carburetor timing tool can be purchased thru any Weber dealer (MONAs, BAP etc.) it is called the Synchrometer #STE SK."

Checking the Oil Level in a Ferrari . This should be simple enough right?....Well, maybe but in Gerald Roush's "Ferrari Market Letter" of October 1st there was an article by Dyke Ridgley that may change your mind. I will extract with Gerald's permission only the part pertaining to GTEs, but if you have other Ferrari's it would pay you to get a copy, better still subscribe. Here is what Dyke has to say:

"250, 275 and 330 V12's using the Fram PH2815 and PB50 Oil Filters - the oil level in these engines should be checked 5 to 10 minutes after shutting off the engine. A longer delay in checking the oil level will allow the oil in the filters to drain back into the sump and create a false reading of too much oil. When the oil level is checked on a cold engine of this type, expect the level to be about 1/2 inch above the full mark on the dipstick... A few comments are appropriate here. Don't wait until the oil level is at the minimum mark on the dipstick to add oil! The difference between maximum and minimum can be as much as 4 to 5 quarts on some engines