

All of the above available from BILL FARRITA, Replacements Parts Company, (Division of Thomas Co.), 4224 Doublegate Dr., Douglasville, GA 30135 (404) 942 8779 or (4304) 942-6926

MANUALS, Various, types and extent unknown. ANGELO WALLACE, Toledo, OH, (419) 729-9065 after 5 PM.

GREASE SEALS: rear axle, half shaft, left or right. Original part number unknown. Workable replacement, #470-950, National Bearing Inc., 736 South 1st St., San Jose, CA 95113.

FERRARI PARTS, The following two resources advertise in English car magazines and show a number of Ferrari parts and many are not illustrated or listed, (also see Eurospares above), so write for your specific needs.

Vintage & Classic Car Spares Company, Unit 142C, Hartlebury Trading Estate, Kidderminster, Worcester, England, (0299) 251353, 9-5 Weekdays.

Alfetta Racing Center, Swan Wroks, 416-418 London Road, Isleworth, Middlesex, England TV7 5AE, 01-560 6194.

TECHNICAL/MECHANICAL (and cries for HELP !!!).

The following is a solution to the problem of replacing clutch and brake pedal boots. Credit for this information is courtesy of Bill Orth, Orlando, Florida. A sheet is attached showing the modification necessary to make this work.

"On 250 GTEs, 330 Americas and four-headlight 330 2+2s there are pleated rubber boots on the clutch and brake pedal arms where they pass up through the floors. These boots keep dirt, heat and noise out of the footwell, and are fashioned to give and take accordion-style as the arms move through their travel.

During renovation of my 330 2+2 I was faced with the necessity of replacing these boots. Since the original items were not available from Ferrari and I could find no reproductions being offered, I began to look around for a substitute that would work. The biggest problem to overcome is the extremely long throw of the clutch arm. Very few boots had sufficient reach to accommodate this, or those which could didn't look anything like the originals. Fortunately for the owner of suspended pedal Ferraris, a perfect pleated boot is available from GMC truck dealers as part #6274166, from a '77 half ton pickup with four wheel drive and automatic transmission. It is used on the control lever for the transfer case. To install the boots, first remove the pedal heads from the arms; then remove the floor panel to which they

attach. Remove the remains of the originals by grinding off their rivets . It is necessary to overlap the boots' flaps between the pedals, and to modify the metal retainers so they will fit closely together and clear the 6mm bolts that hold the floor panel in place. For trimming details refer to the illustration (attached). It is a good idea to buff the ends of the pedal arms with emory cloth to remove any burrs or rough spots that could tear the new boots, then apply a little silicone, rubber lube or dish detergent to help the boots slide over them. Spray the metal retainers and the pedal arms with Krylon semi-flat black.

Lay the floor panel back in place and slip the boots over over the arms so you can locate and mark the holes you must drill for the retainer plates. Take everything back out of the car, drill the holes and fasten boots and retainers to the panel using sheet metal screws. You will find that the innermost screw hole on the brake retainer falls over the car's permanent floor. I drill this hole as well, but it could be waived. Slide the whole assembly back over the pedal arms and fasten it down with the original 6mm bolts. Replace the pedal heads and you're through.

A friendly suggestion, however while you are squirming around down there, is to look at your left foot rest and see if its covering is getting shabby. The black rubber ribbon stair tread covering that most hardware stores carry is a very good substitute for the original. Another tip, since driving one of these cars on a hot day is like having a front seat in Hell, is to fit 1/2" styrofoam to the car's floor under the carpets. If done neatly, this is not noticable and certainly keeps the floor cooler."

David W. Palmeter, S/N 4959, 4818 Collbran Drive, Fort Wayne IN 46815 (219) 485-7475, has volunteered his help to anyone who has electric problems. He has had a lot of experience and is willing to share it with anyone needing help.

Here are some more sources for HELP.....

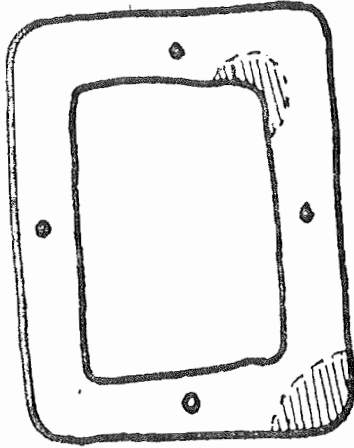
Glendon C. Parks, 3141 Country Club Drive, Glendale CA, (818) 249-2719 home and office. An "old hand" who has owned his S/N 3167 since 1969, may also be able to help with parts sources.

Gardiner D. Harris, 689 E. Wutchumna, Woodlake, CA 93286, (209) 564-8644 home and office. A Porche expert now on to Ferrari's. Knowledgeable about what is going on in the older Ferrari car scene. Has good resources for parts (some he contributed in this issue) for 250GTes and 330's. Gardiner modestly says "Will give help in whatever areas I can. Don't know everything, but glad to share what I do know".

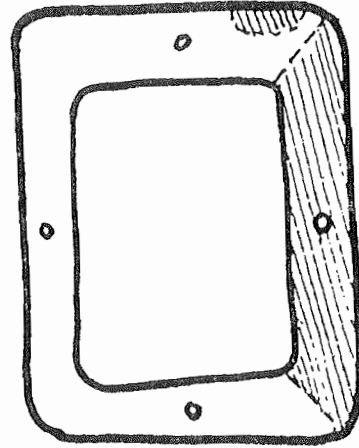
SWAP.....FOR SALE.....WANTED.

FOR SALE:

GASKET SET, complete for 128E engine, includes head and exhaust gaskets, seals, O-rings, etc., \$120.00, U.S.

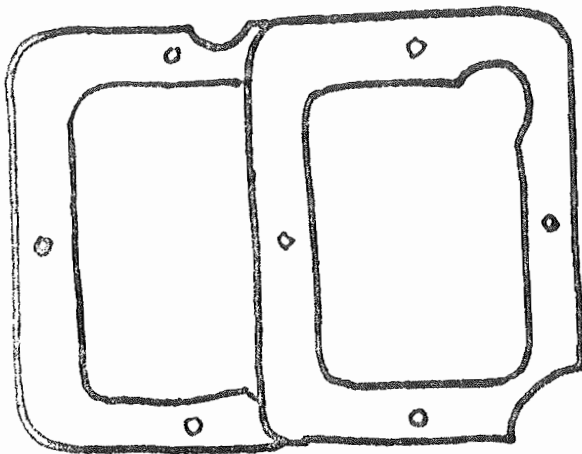


BRAKE

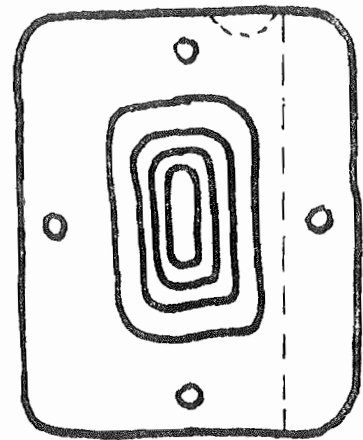


CLUTCH

Trim away the shaded areas so that they will fit together as below:



The semicircular cutouts are to clear the 6mm bolts that attach the floor panel



The flap on the clutch boot must be trimmed as illustrated so the brake boot can overlap