

Ferrari news

www.ferrariownersclub.co.uk

First major event of the year beckons

Springtime beckons through the medium of our first major event of the year, the Spring Ball, Annual General Meeting and prize giving luncheon, being held over the weekend of April 17/18.

We are again at Whittlebury Hall, Whittlebury, Northants, a familiar venue to many members, which offers excellent accommodation and Spa facilities.

This year we will be entertained at the Spring Ball by a terrific band called Metropolis. The following day, the Chairman will make you welcome (without, we hope, bursting into song!) at the AGM, after which the Club will honour all those Concours, PMFC, FHCC and other award winners from the 2003 season at the prize giving lunch. Following this, there is just time for a chat at the bar and a good night's sleep before our first track day of the year on April 19, using the Grand

Prix Circuit at Silverstone just across the road. With any luck the sun will shine and it will prove to be a great start to another busy year. Application forms for all the activities are in this issue and I need not remind you that these have always been popular events.

In addition, when you book your hotel room please, please, return your application (and vice versa) as once again last year we had members in the hotel who could not attend the Ball as they had forgotten to book tickets after booking their room and by the time they did it was fully subscribed.

Whittlebury Hall - tel: 01327 857857, fax: 01327 857867. Double room with full breakfast £95 (inc VAT), but please mention Ferrari Owners' Club event.

Email: reservations@whittleburyhall.co.uk

All change for Concours (again)

In view of the date change of the British Grand Prix to July 10/11 this year, we have had to revise our own National Meet and Concours date (for the second time) to July 3/4. This is not to avoid a clash, rather that the venue



Glittering London launch for 612 Scaglietti

We were lucky enough to be invited to attend the 'unveiling' in London of the new 612 Scaglietti. This took place in the evening at the Science Museum, a spectacular venue for an event of this sort.

Inside the foyer of the museum, the lucky band of enthusiasts and future owners of this exceptional Ferrari gathered alongside a beautiful 250 SWB and a fabulous 375 MM, surrounded by the historical ancestors of the internal combustion engine - some remarkable and huge stationary steam engines. After about an hour of meeting, greeting and enthusiastic



Richard Allen, Suzanne Everingham and Paul Hargreaves at the launch.

discussion, we were called into the body of the museum for the unveiling itself. The walk through two of the main halls in the museum reminded me both of my youth, when I was a regular visitor, and the fact that it is about time I visited the place again! Some fantastic exhibits, steam, petrol, avgas and liquid oxygen propelled, made the stroll a great experience.

Finally, the two cars, discreetly covered, were in view. Robert Hazlewood, Maranello Concessionaires MD, welcomed all and provided a short introduction to the new car, then handed over to Mario Micheli, Commercial and Marketing Director of Ferrari, who provided more detail and oversaw the 'unveiling' itself. Two 612 Scagliettis were present, one in Rosso Fiorano and the other in Azzuro, both colours complementing the cars very well. All were invited to explore and sit in the cars and, as you can imagine, there

was no shortage of takers. Having sampled both the driving and passenger seats, Richard Allen, Keith Bluemel, Martin McGlone and I decided to try the 'full four seats'. We are all of average height and build (well I am) and were considerably surprised that there was ample space for us all comfortably seated in the car with good legroom all round.

It is an impressive Ferrari, certainly, all and more that it is described as being, and will be a fitting replacement for the beautifully curvaceous 456 series.

Peter Everingham

we have chosen, Heythrop Park (off the M40 close to Chipping Norton), has contracts with a number of organisations over the Grand Prix weekend.

So there it is, we will hold the Summer Ball on the evening of July 3, with the Concours on July 4 all in the grounds of Heythrop Park. As noted on page 3 of December *Ferrari News*, accom-



Track day dates

For reasons largely outside of our control, three track day dates have had to be changed.

Bedford is now on July 8, Oulton is on July 28 (not Oct 5) and Brands is still to be confirmed for Oct 4 (not July 29).

modation is available to a choice of standards at Heythrop, from £80 a double (including breakfast) up to £130 per person for the luxury rooms and suites.

Call 01608 673333 or fax 01608 673799 to make your bookings (state 'Ferrari Owners' Club' to get the special rate).

Circuits sold

We are all, I believe, happy to see that Interpublic has sold Brands Hatch, Snetterton, Cadwell Park and Oulton Park to Jonathan Palmer's company, MotorSport Vision, whose aim is to 'revitalise' UK motor sport.

Firstly, this does mean that none of the sites is likely to become a housing development in the near future, but more than this JP runs a tight ship, as we know from Bedford Autodrome.

His attitude is that those who use the facilities are customers and deserve to be treated as such and that high standards are possible to achieve and maintain. I look forward to some changes for the better and the Club would like to wish JP good fortune in this new venture. IPE



Getting a grip on wheel bearings and bolts

Travelling home from Italy with the unmistakable rumble and roar of a worn wheel bearing was not much fun. In hindsight, a 3,000 mile trip in a 34 year old Ferrari within a few months of purchase had been a gamble anyway and it was with a sense of relief that I drove our 365 GTC back into its garage.

At least we now knew what was wrong with the car (unfortunately much more than just a wheel bearing) and although it was still early August I knew that this car would not be back on the road until well into 2004!

Writing now nearly four months later, with the best part of a front end rebuild behind me, which has included suspension and steering as well as the errant bearings, not to mention all the sundry under wing paraphernalia of heaters and ducts and culminating in stripping all unseen reverse side of panels back to bare metal and satin black repaint, I was tempted to launch into a full blooded description. To spare you such an onslaught, however, I thought I would concentrate on the hubs and wheel bearings only.

Hub assembly

Jacking up the car and releasing the castellated nut buried deep inside the splined section I was able to pull off the hub assembly, complete with the disc, quite easily. This was despite not having an original Ferrari toolkit for my car, which came as standard with front and rear hub pullers!

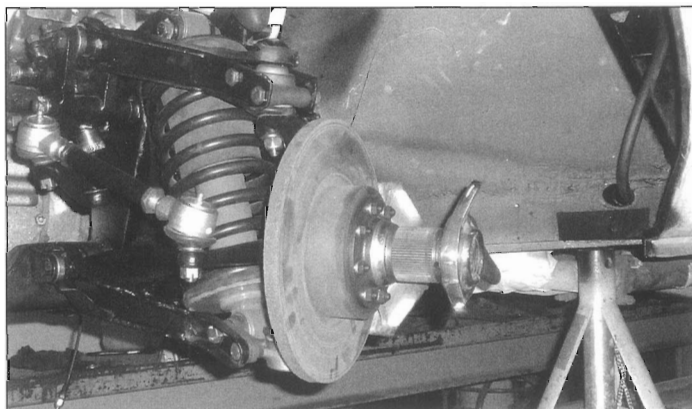
There are no taper roller bearings on these cars, which I guess may be common on earlier Ferraris? Rather there is a ball bearing inner and roller bearing outer, held apart with a precision ground spacer and cleverly nipped up by the nut on the stub axle. Grease is kept off the disc with an effective O-ring oil seal at the inner end of the hub.

The inner race is held in place against a shoulder by a threaded ring, which has four blind holes drilled into the face to allow

The grub screw on the near side wheel had been over-tightened which had led to the slot being sheared off, making removal impossible.

by Colin Angel

More by good luck than judgement I managed to exactly centre a 4mm drill and then pick out the remaining 5mm screw, leaving the threaded hole in perfect condition. Removing the threaded



ring even without its securing screw, however, was not easy. Basically I had to drift it out, part turn by part turn, chewing up the face even more than the sorry state I found it in.

With the ring eventually removed it was an easy job to remove the two bearings, together with the cast iron spacer tube and circlip fastener. On close inspection, it was easy to find the cause of the rumble. The inner bearing races were very badly marked up and pitted, but they are off-the-shelf bearings, economically available from any bearing supplier.

I was relieved to find the threaded ring was also a relatively inexpensive stock item with Ferrari UK spares department, where by now I was a frequent visitor. I was less enthusiastic about the prospect of having to purchase a new hub as close inspection of the female threaded section, which receives the ring, showed signs of damage.

A phone call to an old friend, who is a toolmaker, resulted in a

bottle of wine changed hands in payment. It was a more simple matter, however, to manufacture a four-pin "spanner" to tighten the new ring into position and reassembly of the hub was quick and easy. It will be interesting to see if after a further few thousand miles my little spanner will as easily remove the threaded ring again.

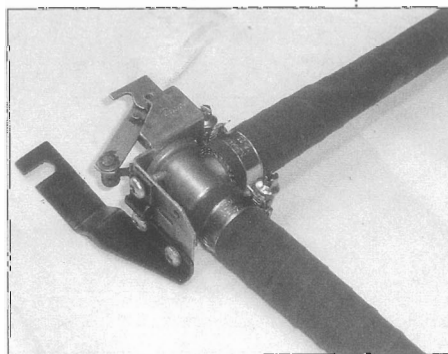
During removal of the disc from the hub, I had found two or three cracked spring washers and it became apparent that some heavy

handed earlier work had caused some damage. Over tightening of high tensile bolts and setscrews is at least as dangerous as under tightening and can lead to stretched bolts, deformed threads etc. I decided to replace all the fixings.

Workmanship

The bolts are M8 x 30mm with a 1.00 fine pitch, rated at a 10.9 grade, not available at Ferrari and quite difficult to find.

I eventually found a supplier but had to purchase a minimum quantity of 250. As I only required 32 for my immediate needs I would be happy to supply any club member undertaking similar work.



This was not the first sign of previous bad workmanship I had come across, although my car had been maintained by several well known "specialists" and I thought it may be helpful to set out some very basic rule-of-thumb data to help avoid over-tightening in the future.

Special made to measure hoses

I had removed the radiator from my car to gain access to the inside of the nose panels and it was quite obvious that replacement hoses would be required when I put it back. I was rather dismayed, therefore, to discover that the bottom hose on my 365 GTC, with a list price of about £43.00, was nevertheless out of stock at Ferrari UK.

Quite by chance, whilst visiting a local industrial estate, I noticed a small unit advertising itself as the home of "Goodflex Rubber Ltd, specialist hose manufacturers". I was fortunate to meet the proprietor, Mark Duffy, who showed me around and explained the various processes of tube/hose making.

Mark was interested in my problem and I arranged to call back with the old hoses as a pattern. The bottom hose is quite simple, but includes a 135-degree bend and a reduction in diameter from 39mm ID to 32mm ID. I was pleasantly surprised to be quoted £22.00 for the manufacture of this one-off hose!

He had been able to make use of part of an existing mould tool, which kept the cost to a minimum, and he explained that the tooling cost for any one-off project was often the key to a happy customer! I was so delighted that I ordered all the other hoses too.

This included some more specials for my heater system. At some time in the past my car had been fitted with non-standard heater valves, I think from a 308. They work perfectly, but the connections are for 15mm hose, not 12mm as the original. To overcome the problem an

unknown hand had simply forced the 12mm hose over the 15mm spigots, probably first immersing it in boiling water. As you can imagine the hose was not in very good condition and I took the opportunity to have new hoses manufactured with a short 15mm section, reducing to 12mm thereafter.

Mark said that he would be very pleased to supply specials for older Ferraris and I have no hesitation in recommending the company. Contact details are: Goodflex Rubber Co Ltd, Unit 4, Weston Industrial Estate, Evesham WR11 7QB, tel: 01386 841480.

Bolt diameter	Maximum torque for 8.8 bolt in Nm	Maximum torque for 10.9 bolt in Nm	Maximum torque for 12.9 bolt in Nm
M6	10	14	20
M8	24	40	47
M10	55	75	82
M12	80	108	135

tightening and release. The ring is then locked into position with a slotted head, pointed grub screw driven into the thread (a bit crude).

perfectly executed reconstruction of the internal left-hand thread, which would certainly have taxed my limited machining abilities. A