

# KILIMANJARO DESIGNS, LTD.



*"We reached Rome four minutes ahead of the record breaking time set by Moss in 1955, and had a huge lead until the F.F. differential packed up. But what a ride it was. On the long straights to Pescara we were doing 300 K.P.H. for minute after minute after minute..."*

*In car photo by Louis Klemantowski*

# Kilimanjaro Designs, Ltd.

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Phone: 601-638-7856



My interest in vintage sports racers and formula one cars is focused on the period 1957-62 when I was in my most impressionable "car years". Phil Hill, Stirling Moss, Wolfgang Von Tripps, Peter Collins and Mike Hawthorn were leading the charge. This period was the most successful for Ferrari with three sports car manufacturers' championships and the Formula One Drivers Championship for Mike Hawthorn in 1958 and for Phil Hill in 1961. The Ferrari 250 series cars, at this same period, were the last of the real dual purpose cars with the Californias and S.W.B.s finishing well in all of the major endurance events. It seemed like a very special time then and is even more magical now through the softening filter of the years.

The emphasis of these pieces is on the 250 series Ferraris with the natural overlap to the earliest cars and an occasional piece for the later cars. While these pieces are intended for Ferraris, all of the Italian manufacturers were buying components from the same suppliers so a lot of them are also appropriate for Maseratis, Alfas, Siatas, Lancias, Stanquellinis, Oscas, Fiats and the other smaller manufacturers. The "norms" for what is appropriate for a particular Ferrari are fairly well known; however, the early cars were often detailed to satisfy a special

client or to try out a new component or simply modified due to a change in one of the suppliers' specifications. It's always best to call to check on availability and to talk over the suitability of a particular piece.

Guarantee: Each piece has been made from an original and is guaranteed to be accurate. Any item can be returned at any time for a full and prompt refund.

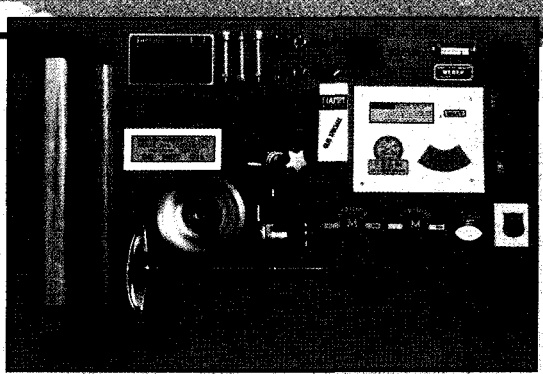
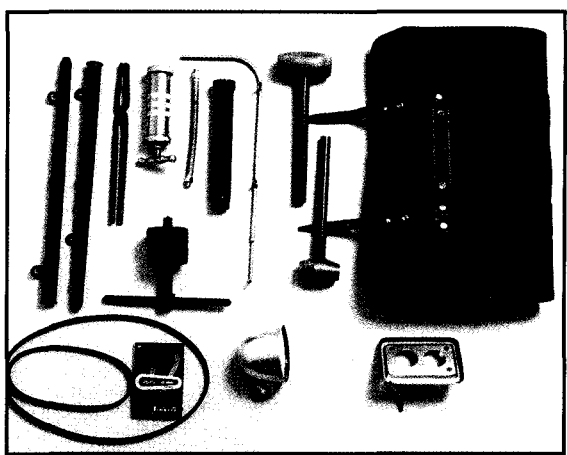
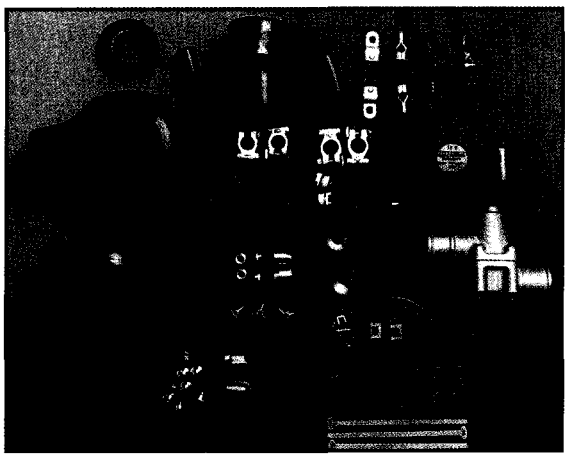
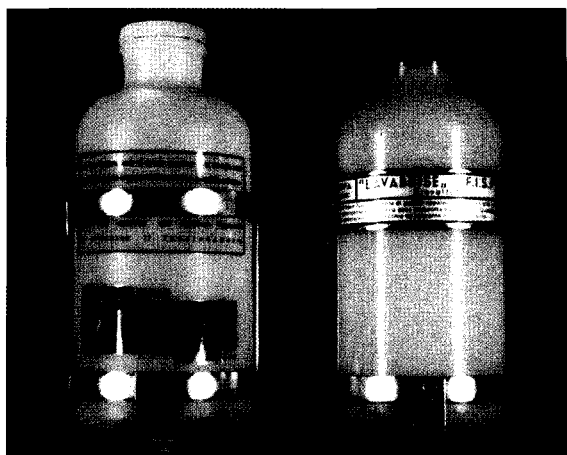
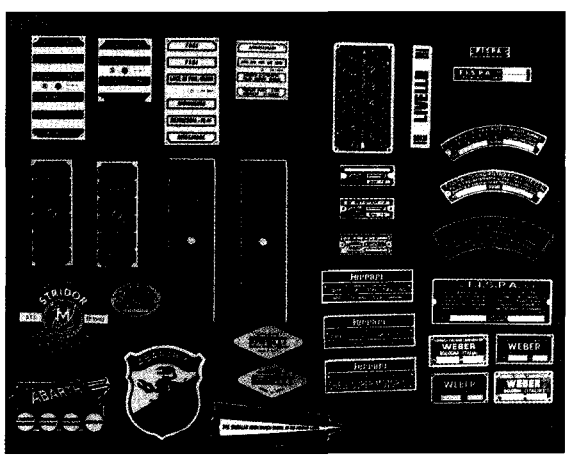
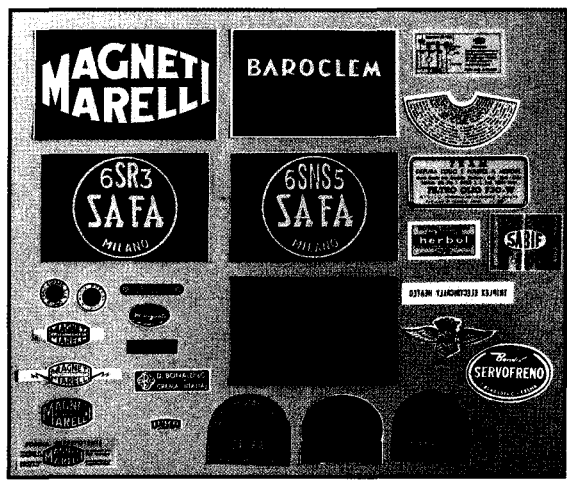
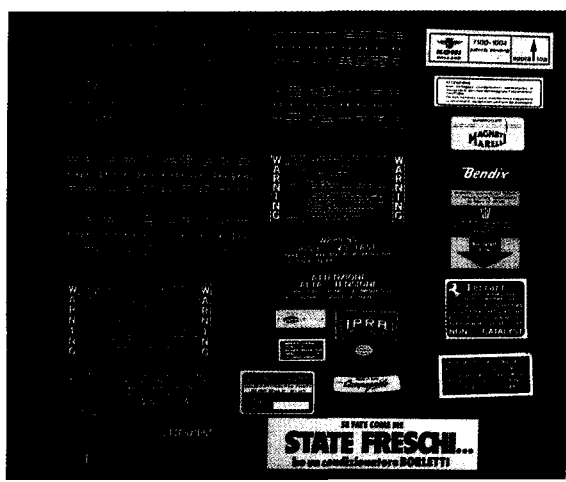
Prices: The prices quoted are correct at the time that the catalog is printed. Due to fluctuations in international currency rates the prices cannot be guaranteed until the next catalog printing. I will notify you of any increases over 10% prior to shipping the material.

Hours: 6p.m. - 10p.m. C.S.T. (US). Monday - Friday, plus all day Saturday. If I'm out I will have the recorder on and will return your call within a couple of hours. It is always best to call, to insure availability and to talk over the correctness of a particular component for a specific car. I usually go to 3 or 4 of the Ferrari Shows each year, so please stop in to say hello.

Shipping: The U.S. Post Office is easiest for me and I've had good luck with them. U.P.S. is also a possibility but a little more difficult.

Thanks very much for your interest and support. Our objective is to provide 100% correct parts at a fair price, and prompt, courteous service. Please give me a call if I can help in any way.

Sincerely,  
Parker Hall  
601-638-7856





**Air Cleaner Tags:** The very early cars used a cast aluminum "Rams Horn" assembly with small louvered cans at each end. The next series, probably about 1953, began using the individual "COFFEE CAN" assembly, with an electrolus nickel plated perforated side panel and a satin black painted top and bottom. This same configuration of satin black and electrolus nickel was used until the 275 series.

These small tags were mounted on the tops of the small "COFFEE CAN" air cleaners on the early cars with two barrel carburetors. The tags were generally on the front of the top, installed to be read from the front of the car.....\$15 ea.



The larger rectangular tags were riveted to the side screens on the "COFFEE CAN" air cleaners on the cars with four barrel carburetors.....\$15 ea.



The small crescent-shaped tags were used on the individual "COFFEE CAN" assemblies and are on the very early "Three in One" filter housing on the 250 series cars. The chord length between the mounting holes is 50 mm.....\$20 ea.



The larger crescent-shaped tags had a blue fill with natural aluminum lettering. These were appropriate for inside plug 250. The chord length between the mounting holes is 70 mm.....\$20 ea.



The third generation of crescent-shaped tags was used on the 410 series and are very similar to the 250 pieces. The only difference is the layout of the top line of lettering with the word "RETEX" at the center. ....\$25 ea.

With the introduction of the outside plug 250's a change was made to a yellow decal. The outside-plug engines were used in cars beginning with numbers about 1500. However, it is thought that several features common to the early inside plug design were retained until the introduction of the G.T.E. model, # 2031. These transition details include silver painted timing chain covers, two ear wing nuts and "Fispa" tags on the air cleaners. The 330's and 275 2 cam cars reverted to the 250 inside plug tags. Yellow "outside plug" stickers. ....\$15



35 x 93 mm Blue F.I S.P.A. Tags as used on 275 G.T.B. 4'S .....\$40

**"B-5" Coil Tags:** The very early cars from 1948 until the mid 1950's used the Magneti Marelli "B-5" Coils. These coils had a slot on each side of the mounting brackets into which the tag tabs could be inserted. No rivets were used. The bracket and coil canister were spot welded together and the assembly was painted a satin black. Etched "B-5" coil tags.....\$30/pair



**"B-7" Coil Tags:** The second series of coils was the "B-7's". These were similar to the B-5's, but the tags were attached with small U-drive rivets. Normally the tabs were cut off to a length of 1/2" and were attached with one rivet on each tab. However, I have seen an original "B-5" coil which had full length tabs with 2 rivets in each tab.



Blue Aluminum "B-7" Coil Tags .....\$30/pair



**Oval Coil Stickers:** The third series of coils was the red outside resistor type which used a silver foil, truncated oval sticker. The stickers were mounted on the same face of the canister as the resistor with the bottom edge of the sticker 1/4" from the flat surface or the "bottom" of the coil can. Two configurations were used: the "Tootsie Roll" type with a cylindrical resistor which was painted red as an assembly with the mounting bracket, and the square resistor type in which the resistor and coil canister were painted red and the mounting bracket and bolt were plated with silver cadmium. These red coils were adopted at about the same time as the outside plug engines, car # 1500 in 1959.

These changes were probably dictated by improvements at Magneti Marelli and any coincidence with a Ferrari model change is purely incidental.

"Oval" Coil Stickers.....\$15/pair



**Rectangular Coil Stickers:** A rectangular coil sticker was adopted sometime during the 250 G.T.E. series, probably about 1963. These stickers are correct through the 330 series. Again the cans and resistors were painted red with a cad plated mounting bracket.

Rectangular stickers for 250/275/330 coils.....\$15/pair



**Blue/Gold Daytona Sticker:** At about the same time as the introduction of the 365 G.T.B/4 Daytona series the Magneti Marelli coils began using a gold cadmium-plated can. These blue/gold stickers are correct for the Daytona Series. (I have also seen a rectangular silver foil sticker similar to, but different from this one).

Blue/Gold Daytona Coil Sticker .....\$20/pair

**Fan Clutch Carbon Brush:** The early outside plug 250's used a carbon brush to activate the fan clutch. The later 250's used a second carbon brush for the ground. The early set-up is shown in the G.T.E. manual page 285 of Merritt's manual reprint. The later configuration is shown on the 330, page 170 of the "Carbooks" 275/330 manual reprint.



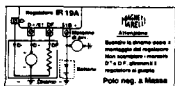
"Hot" brush, holder assembly & spring.....\$20 ea.

Ground brush only for late set-up .....\$6 ea.

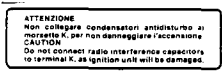


**Battery Stickers:** Through the years Ferrari used a variety of different manufacturers of batteries. Fortunately, the choice of manufacturer and the battery model are included on page 4 of the factory build sheets. These are reproductions of the original logos, 4" x 6", for use on reproduction batteries.

- Magneti Marelli.....\$15 ea.
- Baroclem — P.F. Coupes, Lussos, Cabriolets.....\$15 ea.
- FIAMM — Early 1950's cars.....\$15 ea.
- SAFA 65R3 — 410 S.A. ....\$15 ea.
- SAFA 65NS5 — 275 GTB/4.....\$15 ea.



**Voltage Regulator Sticker:** Yellow and black reproduction of Marelli R-19 stickers for 250's and earlier cars.....\$ 10 ea.



**365 Electrical Caution Sticker:** This one is from a 365 2 + 2 and has red markings on a matt finish silver foil. It reads, "CAUTION do not connect radio interference capacitors", in Italian and English.....\$10 ea.



**Bendix Fuel Pump Stickers:** A red and yellow sticker, in German, for the Bendix fuel pumps for the 365 series cars, 2 + 2s, Daytonas and C-4s .....\$15 ea.



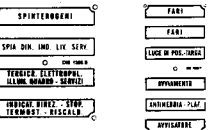
**Firing Order Tags:** Black on aluminum tag as used from the very early cars until the switch to the foil stickers on the Daytonas. ....\$25 ea.



**Firing Order Stickers:** Heavy foil sticker as used on Daytonas and C-4s .....\$25 ea.

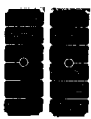


**Early Fuse Cover Tags:** The familiar 4 and 6 block fuse cover tags as used on the mid fifties cars. These have black panels with silver letters. The small "SPINTEROGENI" tag is marked SC 138/F while the larger "ABBAGLIANTE" tag is marked SC 137/F.....\$20 ea.



**P.F. Fuse Cover Tags:** This type was used from about 1958 on P.F. Coupes and Cabriolets. There is a very good photo of this electrical panel on page 28 of the book "Inside Ferrari". .....\$25 ea.





**Late 250/275 Fuse Cover Tags:** These cars switched to two six block tags, which are shown on page 104 of the "Carbooks" reprint of the 275/330 manuals. .~~\$25~~ ea.



**330 Fuse Cover Tags:** The 330's changed to two eight block panels as shown on page 308 of the "Carbooks" reprint of the 275/330 manuals.....\$25 ea.



**Fuse Shield Knob:** These knobs are used to secure an aluminum heat shield which mounts over the fuses and electrical components and is used to protect the electrical gear from the heat, dirt and moisture in the engine compartment...~~\$25~~<sup>40</sup> ea.



**207 Black Distributor Tags:** The early 250's (inside plug) used these black tags. These are marked "ST. 207 DTEM-A" .....\$10 ea.



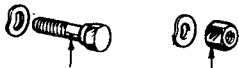
**Unmarked Black Distributor Tags:** These are exactly the same pattern as the "207" tags above, but are left with the model designation unstamped .....\$10 ea.



**S-85-A Distributor Tags:** This type was used on the V-12's, from the 1959, for all cars having the S-85 Marelli Distributors. They are red printing on aluminum tags.....\$10 ea.



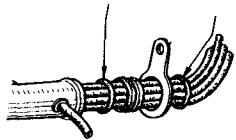
**Battery Cable Ends:** Original style, cast in solid brass .....~~\$20~~<sup>40</sup> pr.



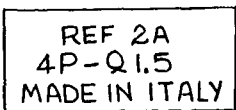
**Distributor Nuts:** The distributor mounting right angle drive is attached with extra thick nuts and with special bolts designed with a built in spacer. Both pieces are intended to facilitate distributor removal.

Extra thick nuts ..... 8 per car .....\$4 ea.

Distributor Bolts .....4 per car .....\$10 ea.



**Plug Wire "O" Rings:** It was said that Enzo liked neat plumbing. These will help. The 250/275/330 series used one "O" ring above and one below the bracket attached to the distributor to gather the plug wires. Set of 4 .....\$6 set



**Coil Resistor Stamp Kit:** The red square ceramic resistors used on the outside plug 250's were stamped on top in yellow ink with the rated OHMS of resistance. This kit includes stamp, ink and ink pad to duplicate the original marking after repainting the resistors .....\$45 ea.



**Distributor Drive Links:** "Elemento Centrale Quinto". This is the composite fiber disc that joins the distributor to the right angle drive .....\$80/pair



**Spark Plug Wire Tubes:** These are the round tapered plug tubes as used on two cam V-12's. They are beautifully made and correctly finished with black wrinkle paint. These are fabricated to order, so please allow 6 weeks for delivery .....~~\$400~~/pair



**Marchal Stridor Tags:** The Marchal Horns were used on Ferrari's until the introduction of the Lusso series in 1962. These are a translucent green color or black.....\$40 ea.



**Fiamm Horn Tag:** Ferrari switched from Marshal Horns to Fiamm Horns about 1964, during the 250G.T.E. production run. This is the small, black, aluminum tag which is glued to the top of the horn compressor .....\$25 ea.

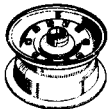


**Fiamm Oil Bottle Box:**

When Ferrari adopted the Fiamm Horns they began supplying the small "Fiamm" oil bottle for lubricating the compressor. The bottle was supplied complete with its own cardboard box. This is the box only. The bottle is in the works.....\$20 ea.



**Magneti Marelli Horn Tag:** The very early cars such as the 166's used electric horns made by Magneti Marelli. Etched aluminum tag with dark blue fill .....\$20 ea.



**Hub Caps:** The 275's began using the cast alloy wheels with a small hub cap at the center. These pieces are often damaged when the wheels are repainted..\$50 ea.



**F.I.S.P.A. "Brevettato" Cap:** The auxiliary electric fuel pump is located above the rear axle and is occasionally damaged. Perfectly detailed replacement caps are now available .....~~\$60~~ ea. 80

TRIPLEX ELECTRICALLY HEATED

**330 Heated Rear Window Sticker:** The rear window on the 330 G.T.C.'s was heated with electrical wires. This sticker was mounted on the inside of the window.....\$10 ea.



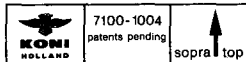
**Small Oil Filter Decal Set:**

This is a 4 piece set of water transfer decals for use on the short filter as used on the cars in 1955/56/57, prior to the P.F. Coupes. These are all in English .....\$40 set of 4



**Fram Oil Filter Stickers:** The inside plug V-12's typically used a fender-mounted cartridge type oil filter manufactured under license from FRAM. These were painted with the orange body and black top and had a sticker on each piece.

- Fram Orange Paint .....\$9.50 ea.
- Oil Filter Top Decal.....\$20 ea.
- Oil Filter Side Decal.....\$20 ea



**Koni Shock Sticker:** The early Ferrari's were generally equipped with lever type shock absorbers. In the late 1950's. Prince Bernard returned to the factory with his car freshly equipped with the Dutch made "Koni" telescopic type which then became the standard. I know of a 250 G.T.F. which was equipped with "Allinquant" shock absorbers and George Carrick's California Spyder book also lists G.M.F. and Miletto Shocks, so while Koni's were the standard, other types were occasionally used.

- "Koni" shock absorber spray paint .....\$9.50 ea.
- "Koni" winged shield stickers (until 1974).....\$6.50 ea.
- "Koni" Air shock stickers for 365 2 + 2.....\$10.00 ea.



**Borrani Wheel Stickers:** Until the advent of the cast aluminum wheels on the 275 G.T.B.'s, Borrani wheels were the standard for all of the Ferrari's, both street and race cars.

- Carlo Borrani Stickers- correct through 1961.....\$7.50 ea.
- Ruote Borrani Stickers- correct after 1962 .....\$7.50 ea.



**Servofreno Vacuum Booster Stickers:** With the advent of disc brakes on the 250 series cars Ferrari chose the Bonaldi Booster made in Italy under license from Bendix. The Booster was typically mounted over the driver's footbox and was connected to the rear intake manifold with a ribbed hose using Cheney clamps at each end. The Vacuum Can was plated with silver cadmium, the cast aluminum pieces were left unpainted and the retaining hooks were either cad plated or blackened. The "Servofreno" sticker is mounted on the vacuum can, centered front to rear and centered between the top vacuum line and the adjacent retaining hook, facing to be read from the front of the car. ....\$15 ea.

**275 Bonaldi Booster Sticker:** The green and white Bonaldi stickers were used on the brake boosters from the 275's through to the Daytonas. (For some of the cars a Dunlop or Girling Booster was also used. The correct original type is detailed on the factory build sheets). Green/white Bonaldi booster sticker .....\$10 ea.

**Dunlop Brake Booster Stickers:** The 275 G.T.S.'s uses the Dunlop Vacuum Boosters with these stickers. These are water transfer decals, black print with yellow background 32 mm by 8 mm .....\$15 ea.

**Early Hydraulic Reservoir Tag:** These are for the small black reservoirs. The brake reservoirs were almost always corroded by the fluid and few of the original tags or stickers have survived. If the mounting bracket for the can has four small slotted holes this is probably the correct piece .....\$40 ea.

**Livello Brake Reservoir Sticker:** This sticker is mounted on the small aluminum brake fluid reservoirs as used on the cars in the mid 1950's. Because of the corrosive nature of the brake fluid, few of these stickers can be seen. They are shown on the 342 America Chassis on page 30 of the Fitzgerald and Merritt Book, "Ferrari, The Sports and Grand Turismo Cars" .....\$10 ea.

**"Sabif" Brake Reservoir Sticker:** The 250 series cars with the black steel reservoirs had a sticker on the front of the can. This is a beautiful reproduction of one type .....\$20 ea.

**CIMA Jack Sticker:** This sticker was used on the barrel of the early dark blue jack. This one from an early 250mm, probably 1952/53 .....\$10 ea.

**A. Rejna Jack Tag:** This tag is correct for the round head "clamshell" jack as used in the early 250's. Originals were either green or red. This one is red, for the jack shown on page 256 of Richard Merritt's Handbook Reprint Book .....\$15 ea.

**M. Riganti Jack Sticker:** The outside plug cars, G.T.F.'s, and G.T.E.'s, Lusso's, switched to a "square" head jack. This one is shown in the G.T.E. Tool in Merritt's Manual Reprint page 304. The oval M. Riganti sticker is applied to the round section, below the rubber bumper, on the head, facing the car.....\$10 ea.

**Battaini Jack Sticker:** Sometime after the G.T.E. series Ferrari changed to a blue scissors jack which used these red Battaini stickers. These jacks were included in the Daytona tool kit and perhaps for some of the earlier 365's and 330's. ....\$10 ea.



**Abarth Exhaust Stickers:** Exhaust systems manufactured by the Carlo Abarth Firm were used on "all" Ferraris until the middle of the 275 G.T.B. series in 1966. By the introduction of the "production" series (250 G.T.'s, G.T.F.'s and G.T.E.'s in the late 1950's) a standard configuration had evolved. Typically three stickers were used on each of the two main mufflers (the rear pair on cars with four mufflers) and one of the Abarth shields was used on each of the two outside exhaust pipes just ahead of the chrome tips.



- Abarth Shield Decal (center of muffler & exhaust tips).....\$15 ea.(4)
- Abarth 4 Ball World Champion Decal (front of muffler).....\$15 ea.(2)
- Abarth Made in Italy Decal (rear of muffler) .....\$15 ea.(2)



**"ANSA" Exhaust sticker:** ANSA exhaust systems were adopted by Ferrari in 1967/68 during the run of 275's. The correct original manufacturer is indicated on each car's build sheets. I've seen several sizes of stickers; these are 30mm high and should be placed on the chrome tips .....\$5 ea.

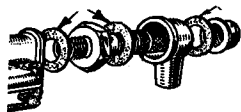


**F.I.S.P.A. Benzina Filter Decal:** The rear-mounted filter assembly was identified with a small tag on the top of the filter and a silk-screened F.I.S.P.A. message instructing the mechanic to replace the filter element, rather than attempting to wash it. Three different silk screens were used:



- Yellow F.I.S.P.A. sticker (F.I.S.P.A. letters printed yellow) .....\$15 ea.
- Multicolored F.I.S.P.A. (F.I.S.P.A. cars near # 1500).....\$15 ea.
- Yellow F.I.S.P.A. sticker (F.I.S.P.A. name unprinted in yellow block) .....\$15 ea.

**Fuel Line Washers:** Red fiber washers were used to seal the mating surfaces between the elements on the fuel manifold. The inside plug engines use a different configuration than the later outside plug engines.



- 12 pc. Fuel line washers for outside plug engines.....\$12 set.
- 9 pc. Fuel line washers for inside plug engines.....\$10 set.



**Pirelli Hose Stickers:** Pirelli hoses were the norm through the 1960's. These stickers are original pieces which were molded into the hoses during the vulcanization process. Typically the "Calore" (heater) sticker had the long axis along the length of the hose while the radiator hose sticker was attached with the long axis around the circumference of the hose.

- "Calore" heater hose sticker .....\$6 ea.
- Radiator hose sticker .....\$6 ea.



**Very Early Weber Carburetor Tag:** These were used on the cast aluminum rams horn air cleaners on the very early 166s'. They measure 18x45mm and are riveted to a small flat on top of the aluminum air cleaner casting .....\$10 ea.

**Weber Carburetor Tags:** Ferrari used Weber Carburetors from the beginning until the mid 1970's. A few of the I.D. Tags are available.



- (a) 24.8 x 46 mm, "Weber" script is 5 mm high, hole spacing is 21 x 41 mm .....\$10 ea.



- (b) ..23.5 x 45 mm, "Weber" script is 6 mm high, hole spacing is 19.5 x 41 mm, deeply etched .....\$15 ea.



- (c) 24 x 45.7 mm, "Weber" script is 6 mm high, hole spacing is 21 x 41 mm .....\$10 ea.



- (d) 25 x 46.4 mm, "Weber" script is 6 mm high, hole spacing is 20 x 40.5 mm .....\$10 ea.



**Z. F. Steering Gearbox Tag:** This is a 20x50mm aluminum tag which identifies the part number and serial number of the steering gearbox. There are black and natural mill finish aluminum, this one from an outside plug late 250 S.W.B. .... \$20 ea.



**"Herbol" Paint Sticker:** This one is red and yellow and is appropriate for 250 G.T.E.'s and has also been seen on a 330 2+2. A similar blue and yellow sticker was also used on some of the G.T.E.'s.....\$10 ea.

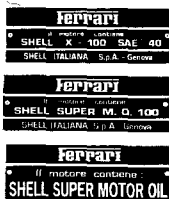


**330 Paint Sticker:** Black on chrome foil sticker used on 330's. This one from a 330 G.T.C. ....\$10 ea.



**212 Lube Tag:** 60M.M. x 100M.M. Shell Oil tag for the 212 series .....\$25 ea.

**Shell Oil Tags:**

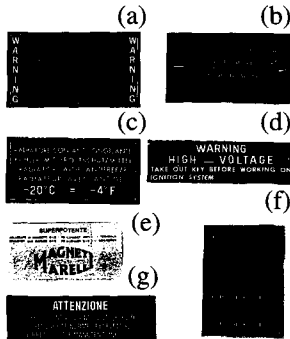


- (a) The S.A.E. 40 tags were used on the 275 and 330 series of cars.....\$15 ea.
- (b) The shell super M.O. 100 tags were used on the early Daytonas .....\$15 ea.
- (c) The tags eventually evolved to the "Shell Super Motor Oil" configuration on the later Daytonas .....\$15 ea.

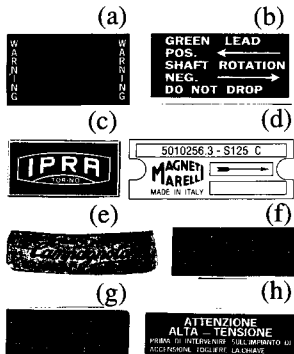
**I.P.R.A. Heater Sticker:** The Boanos, California Spyderys, and T.D.F.'s used a small round heater. This red/foil sticker was mounted in a blank on the center of the panel facing the driver .....\$15 ea.



**Daytona Stickers:**



- (a) Service Stickers.....\$25 ea.
- (b) Firing Order Sticker.....\$20 ea.
- (c) Surge Tank Anti Freeze Sticker ....\$15 ea.
- (d) Hi Voltage Sticker.....\$10 ea.
- (e) Coil Sticker - Blue on Gold Foil....\$10 ea. (2)
- (f) U.S. Model Fuse Cover Stickers....\$20 ea. (2)
- (g) European Fuse Cover Stickers .....\$20 ea. (2)
- (h) Oil tank stickers .....\$15 ea.



**246 Dino Sticker:**

- (a) European service stickers.....\$25 ea.
- (b) Lucas fan stickers.....\$10 ea. (2)
- (c) I.P.R.A. oil tank sticker .....\$10 ea.
- (d) Distributor tag .....\$10 ea.
- (e) Campagnolo wheels stickers .....5 pieces .....\$40 set.
- (f,g) European fuse cover sticker.....\$20 ea. (2)
- (h) High tension.....\$10 ea.
- (i) 206/Early 246 fuse cover sticker .....20 ea.

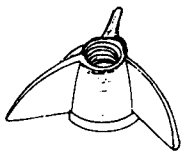


**308 Non-Catalyst Sticker:** Black/Foil sticker as used on the door jambs on the driver's side .....\$10 ea.

**308/328 Anti Freeze Sticker:** Used on the surge tank on the 308 and later cars .....\$10 ea.



**2 Ear Wing Nuts:** The inside plug 250's typically used these 2 ear light alloy wing nuts to attach the air cleaners. The usual pattern is 3-ear wing nuts for the 250 outside plug engines, and 2 ears for the earlier inside plug engines. I believe the change in wing nuts was made at the introduction of the G.T.E.'s #2031 ...~~\$20~~ ea. <sup>25</sup>

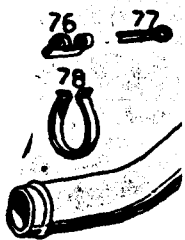


**3 Ear Wing Nuts:** The three ear wing nuts were used on the outside plug 250 engines, probably from # 2031, the first production G.T.E., until the end of the series. The earlier inside-plug 250's typically used the two ear wing nuts and the later 275's adapted a flat, round nut with a knurled edge. These are perfect reproductions of the 3 ear configuration .....\$20 ea. (3) <sup>25</sup>



**A. Cagnola Sticker:** These tiny yellow stickers were found on the springs and anti sway bars on the 308 and later cars .....\$5 ea.





**Copiglia (Cotter Key) Clamps:** Almost all of the European manufacturers used the Copiglia Clamps: They were either 5 mm or 9 mm and were cadmium plated. The 5 mm size was typically used for the steam tubes on the inside-plug 250's while the 9 mm size was used for radiator, heater and air duct hoses.

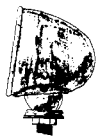
- 5 mm clamp and short strap .....\$5 ea.
- 9 mm clamp and short strap (Rad. Hoses) .....\$5.50 ea.
- 9 mm clamp and long strap (For Air Duct hoses).....\$6 ea.



**Tie Wraps:** These tie wraps were used to gather up hoses, wires, cables to minimize the plumbing mess in the engine compartment. These are typically seen on the heater hose, venetian blind control cable, hood light wire junction on the 250 P.F. series cars. Normally 3 or 4 would be appropriate for a car .....\$3.50 ea.



**Carburetor Drip Trays:** The inside plug 250 series cars had three small trays or catch pans under the carburetors. These were designed to drain off any gasoline leakage or overflow and to channel it through an aluminum manifold to the rear of the engine. These are 100 points reproductions and are beautifully plated with the correct nickel finish.....\$600 set <sup>150</sup>



**Race Car Mirrors:** The Italian cars used a beautiful, streamlined, spun aluminum mirror, distinguished by the spring steel clip used to retain the mirror glass. These are appropriate for most of the sports racers from the mid 1950's until the end of the Testa-Rossa era .....\$90 ea. <sup>150</sup>



**Valve Stem Protectors:** Valve stem damage occasionally occurred in both the race and street cars. These brass protectors were designed to minimize the possibility of such an incident. The set includes the protector sleeve, a retaining nut and the valve cap for each of the five wheels — total 15 pieces.....\$125 set. <sup>150</sup>



**Button type Grease Fittings:** Typically the 250's used this style fitting on all the suspension points that required greasing. Originals were brass with a very thin nickel plating – These are brass reproductions:

- 8 x 1 mm for 250 suspension .....\$6 ea.
- 10 x 1 mm for 250 clutch .....\$6 ea.
- 6 x 1 mm for early cars, suspension.....\$6 ea.



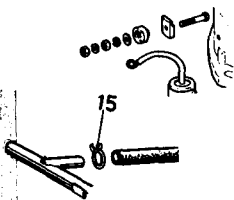
**"Scodellino" or Small Cups:** The tie-rod ends on the early cars used these small brass cups to retain the sealing rubbers to hold the grease in the joint. These are solid brass .....\$9.50 ea. <sup>150</sup>



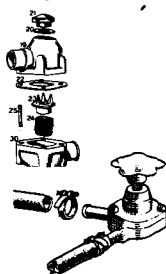
**Tie Rod End Lock Washers:** Steel locking tab washers to retain the tie rod end nuts .....\$10 ea.



**Distributor Hot Lead Insulator:** These are the small plastic insulators for the hot lead to the point set. Two pieces of plastic with a small nut and bolt.....\$10 ea.



**Spring Clamps:** The 275 and later cars began re-injecting the crankcase vent air. These spring clips are used on these air lines and on the fuel lines and are exact duplicates of the original .....\$4 ea.



**Cast Aluminum Thermostat:** A reproduction of the components shown on page 204 of Richard Merritt's Manual Reprint-parts 19 through 30. Complete Assembly .....\$400 ea. <sup>150</sup>

**Heater Valve:** The cars prior to the G.T.E.'s used a hand activated hot water valve to turn on/off the supply of water to the heat exchanger located under the dash. This is a 100 point reproduction of an original.....\$200 <sup>250</sup>



**Tool Bags:** The 250 series cars adopted the synthetic "leather" tool roll about 1957. The 250's usually were black with a textured grain pattern (like a football). The later 275's and 330's usually had a smooth textured bag in either black or dark brown.

- 250 Bag-Black textured finish-100 point, "As original" .....\$400 ea. 650
- 275 /330 Bag-Black smooth finish-100 point, "As original" .....\$400 ea.

**Lead Hammers:** Tools were usually bought from the "lowest bidder" or the supplier with the best credit terms so it is difficult to be precise. The best evidence of correctness is the owner's manual photographs or drawings and contemporary magazine road test photographs.

- Early 250 design-from a 250 mm racer .....\$50 ea.
- Inside plug 250 design-from a series I spyder.....\$70 ea. 100

**G.T.E. Type Lead Hammers:** This one is similar to the smaller 250mm hammer but slightly larger. These are appropriate for the late 250s after the introduction of the 250 G.T.E.s. The 275s and later cars used a different hammer. The supply of these hammers is fairly irregular so please call prior to ordering them.....\$70 ea.

**Steel Hammer:** This is a reproduction of the 500gm "french pattern" carpenter's hammer which was supplied with the early tool kits. It is intended for emergency use when the lead hammers wouldn't work to remove a stuck "knock-off" .....\$125

**Spark Plug Tongs:** The inside plug cars used a set of tongs to pull off the plug wire ends when changing plugs. These are exact reproductions of an original piece.

- Black .....\$250 ea. 300
- Plated.....\$300 ea. 350

**Hub Pullers:** Hub pullers are used to remove the brake drums and discs. Two different sizes are available, the R.W. 42 model for 250 and most others, the R.W. 32 model for the 275's .....\$350 ea. 400

**"Chiave Per Tambura":** Part # 84066 for 250's and earlier cars .....\$250 ea.

**Grease Guns:** A perfect reproduction of the early grease guns with the machined handle, correct for inside plug 250's and earlier cars.....\$350 ea. 400

**G.T.E. Type Grease Gun:** Similar to the earlier grease gun but with the cast flat type Handle .....\$400 ea. 450

**Grease Gun Hoses:** Correct flex hose for the tool bag grease guns .....\$50 ea. 100

**Grease Gun Adapter:** a special pull-on adapter is required to grease the button style grease fittings .....\$25 ea.

**U-Joint Greasing Extension:** This is a small tubular extension which is used to lubricate the drive shaft U-joint. It measures 60mm long with 8x1mm male and female threads and 12mm wrench size across the flats. CAD. plated 100 point reproduction of an original piece .....\$40 ea

**Spare Tire Hold Down:** This is a reproduction of the assembly used to secure the spare tire in the trunk .....\$200 ea.

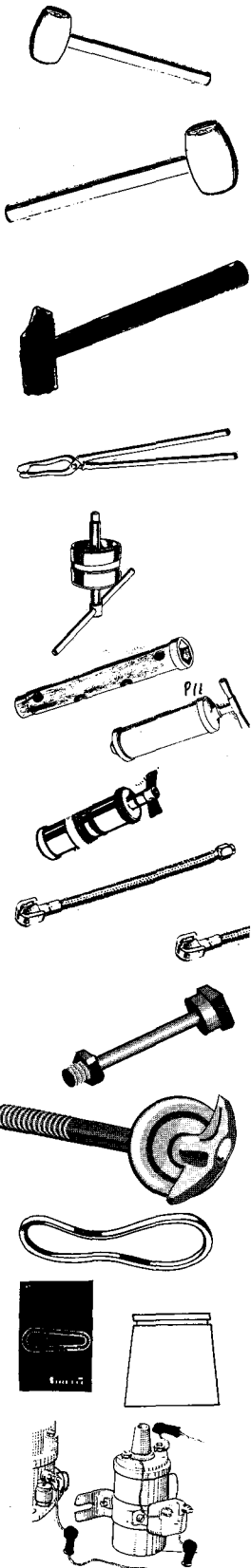
**Fan Belts:** These are new belts with correct original markings.

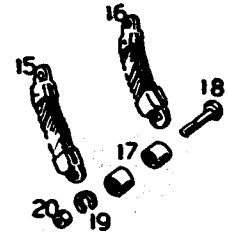
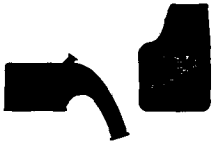
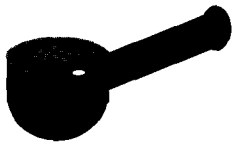
- 1. Long belt for outside plug 250's w/generators .....\$20 ea.
- 2. Short belt for inside plug 250's .....\$20 ea.

**Fan Belt Boxes:** The belts came in these cardboard boxes and are shown in the tool kits with the boxes .....\$25 ea.

**Scaglietti Hood Bumpers:** These round hood bumpers are correct for the Scaglietti cars, 250 S.W.B's and California Spyderys and others.....\$6 ea. 8

**Wire Terminal Boots:** The rubber boots are correct for the 250 series cars. They are perfectly molded with the proper black finish. The same piece is used on the generator, coils, temperature sending unit, horn compressor, fuel pump, usually 12 or 13 pieces per car .....\$6 ea. 8





**Small Wire Terminal Boots:** These are a little smaller than the ones "typically" seen on G.T.E.s. The "typical" G.T.E. ones have an 11mm barrel while these are 9mm. The smaller ones are from a 1952 car and may be an earlier design or possibly just a different supplier. If you have knowlege of these pieces I would like to have it to share in the next catalog.....~~\$6~~ ea. <sup>8</sup>

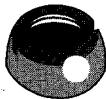
**Distributor Boots:** The race cars typically used rubber boots to enclose the distributors and wires during the long distance races when rain was a possibility. The old photos show all the cars at LeMans equipped with these boots.

1. Small Boots for front-mounted distributors .....~~\$275~~ w/pair <sup>500</sup>
2. Large Boot for 4, 6 & 12 Lyc. cars.....~~\$200~~ ea. <sup>350</sup>

**Steering Shaft Grommet:** This one is a perfect reproduction of the piece used on the Pininfarina cars, specifically the 250 P.F. cab and G.T.E.s.....~~\$50~~ ea. <sup>75</sup>

**"Center Pull" Exhaust Hangers:** All the Ferraris used center pull exhaust hangers until midway through the G.T.E. series, probably in 1962. These pieces were originally made of very light gauge steel and left unpainted. The second series was a little heavier and was dipped in black paint. Sometime in the mid-fifties a change was made to the "cad" plated ends.

- Black center pull exhaust hangers .....~~\$10~~ ea. <sup>15</sup>  
Cadmium plated center pull exhaust hangers.....~~\$10~~ ea.



**Gear Shift Knob Locknut:** This is a small slotted jam nut which is used to secure the gear shift knob. There are 100pt. reproductions .....\$20 ea. <sup>30</sup>



**Plastic Washer Bottles:** These are exact reproductions of the early plastic windshield washer bottles. Package includes bottle, top, correctly built and plated basket and appropriate stickers and tags.

Scaglietti Bottle .....\$450 ea.

Pinin Farina Bottle .....\$450 ea.



**Testa Rossa Tape:** A couple of years ago I had the opportunity to tape several of the 250 T.R.'s and their owners, notably # 0666 the first prototype, # 0704 the second prototype, # 0754, # 0768 and # 0794 the last T.R., along with Chuck Betz, David Love, Pete Lovely and Peter Sachs. The video is well made with professional editing and the recorded voices of the drivers during the races at Sebring .....\$52 ea.