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**Aussie Exotics > General Discussion (public) > Ferrari > Chassis cracks, rust, and PPis... oh my!**

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**ianb**  In Traffic (15+ posts) - Wed, 19 Sep, 2007 - 12:41

**Quote from: Aircon on Wed, 19 Sep, 2007 - 11:19**  
 now THIS is a sexy blue car...with standard wheels, a strong engine and no chassis cracks.

When have you ever seen a Ferrari with chassis cracks? Rust yes, flex yes, but you'd only get cracks from accident damage.

Location:

**[355]**  Hard Drivin (250+ posts) Reply #1 - Wed, 19 Sep, 2007 - 12:44

Token WRX Driver



Starring RICHARD DEAN ANDERSON  
 COPTER CHAMPION

Location: milf county, VIC Team <200mph

**Quote from: ianb on Wed, 19 Sep, 2007 - 12:41**  
 When have you ever seen a Ferrari with chassis cracks? Rust yes, flex yes, but you'd only get cracks from accident damage.

not from bigger wheels?

**ianb**  In Traffic (15+ posts) Reply #2 - Wed, 19 Sep, 2007 - 13:03



**Quote from: [355] on Wed, 19 Sep, 2007 - 12:44**  
 not from bigger wheels?

early Ferrari chassis are over-engineered. Plenty of people used to run 246's on 16's with grippy modern rubber at track days, probably double the mechanical grip compared to stock. I've never heard of a problem.

Spin a 355/360/430 into a curb backwards on the other hand and you'll be in a world of pain...

Location:

**Aircon**  In Top Gear (500+ posts) Reply #3 - Wed, 19 Sep, 2007 - 13:03

Phil loves me



Some call me a mother.

Location: Melbourne, Australia

**Quote from: ianb on Wed, 19 Sep, 2007 - 12:41**  
 When have you ever seen a Ferrari with chassis cracks? Rust yes, flex yes, but you'd only get cracks from accident damage.

i've seen it....nothing to do with accident damage.

usually 308s with sticky tyres and too much track work.

obviously a daytona won't get chassis cracks...nothing flexible cracks.

Phil's disclaimer "anything i say may or may not be an accurate assessment of the facts, and is based purely on my experience as an umbrella boy and is only my opinion"

**ianb**  Reply #4 - Wed, 19 Sep, 2007 - 13:24

In Traffic (15+ posts)



Location:



**Quote from: Aircon on Wed, 19 Sep, 2007 - 13:03**

I've seen it....nothing to do with accident damage.  
usually 308s with sticky tyres and too much track work.  
obviously a daytona won't get chassis cracks...nothing flexible cracks.

Where do they crack? Where the control arm pickups bolt through the chassis rail?

I told you flex was a good thing! 🤔

quote

**ferrarifixer**

In Top Gear (500+ posts)



Location:



**Reply #5 - Wed, 19 Sep, 2007 - 17:42**

**Quote from: Aircon on Wed, 19 Sep, 2007 - 11:09**

most likely. just get FF to do a PPI on it to check for rust and cracks in the chassis before you buy it.

Happy to do it..

BUT, I did exactly that for someone we all know once before. I pointed out on page 2, paragraph 2, line 2 of my PPI to him that the car had serious rust requiring significant repairs..

and he STILL bought the car for very close to asking price without even following up the clearly written and itemised PPI findings..

you can only lead the horse to water..(not that it was Horse).

Yes, 308 series cars crack around the rear-most engine support rail... where the lower control arms attach either side of it and stress the main oval rail connection... this will happen eventually on any 308 pre QV, even with std tyres if driven far/hard enough..

but if you fit bigger tyres/wheels... it will happen much sooner..

Later 308QV and all 328 had a strengthening procedure doen. I have made these brackets, have them in stock (I made 5 sets, have 1 left) and weld them on as a factory replica upgrade.

edit.... Just to clarify... not all QV have the upgrade.. only the later ones, and then ALL 328's have it.

« Last Edit: Wed, 19 Sep, 2007 - 17:56 by ferrarifixer »

quote

**Aircon**

In Top Gear (500+ posts)

Phil loves me



Some call me a mother.

Location: Melbourne, Australia



**Reply #6 - Thu, 20 Sep, 2007 - 07:22**

**Quote from: ferrarifixer on Wed, 19 Sep, 2007 - 17:42**

Happy to do it..

BUT, I did exactly that for someone we all know once before. I pointed out on page 2, paragraph 2, line 2 of my PPI to him that the car had serious rust requiring significant repairs..

and he STILL bought the car for very close to asking price without even following up the clearly written and itemised PPI findings..

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Yes, 308 series cars crack around the rear-most engine support rail... where the lower control arms attach either side of it and stress the main oval rail connection... this will happen eventually on any 308 pre QV, even with std tyres if driven far/hard enough..

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Later 308QV and all 328 had a strengthening procedure doen. I have made these brackets, have them in stock (I made 5 sets, have 1 left) and weld them on as a factory replica upgrade.

edit.... Just to clarify... not all QV have the upgrade.. only the later ones, and then ALL 328's have it.

actually.....

"there is corrosion around the chassis rail support brackets for the radiator. "

So, it wasn't a lie, per se, but I think it would be fair to say that that was a massive understatement and quite transparent, with hindsight. I'll leave it to the person affected to elaborate.

Phil's disclaimer "anything i say may or may not be an accurate assessment of the facts, and is based purely on my experience as an umbrella boy and is only my opinion"

quote

**308GTSqv**

Cruising (50+ posts)



Location: Gold Coast



**Reply #7 - Thu, 20 Sep, 2007 - 08:29**

**Quote from: ferrarifixer on Wed, 19 Sep, 2007 - 17:42**

Happy to do it.  
BUT, I did exactly that for someone we all know once before. I pointed out on page 2, paragraph 2, line 2 of my PPI to him that the car had serious rust requiring significant repairs.  
and he STILL bought the car for very close to asking price without even following up the clearly written and itemised PPI findings..  
you can only lead the horse to water..(not that it was Horse).

serious rust ??!!!

you wouldn't know serious rust if you fell over it !!

I've posted the PPI on fchat so all could see what your idea of a PPI is and just to refresh your memory it took a "highly trained exotic professional" (NOT) at the local garage to find in less than 2 minutes the rusted out CHASSIS rail.

I'll certainly be recommending others follow in my footsteps 😊

if you think you're faster than me you're wrong

quote

**Aircon**

In Top Gear (500+ posts)

**Reply #8 - Thu, 20 Sep, 2007 - 08:36**

Phil loves me



Some call me a mother.

Location: Melbourne, Australia



**Quote from: 308GTSqv on Thu, 20 Sep, 2007 - 08:29**

serious rust ??!!!  
you wouldn't know serious rust if you fell over it !!  
I've posted the PPI on fchat so all could see what your idea of a PPI is and just to refresh your memory it took a "highly trained exotic professional" (NOT) at the local garage to find in less than 2 minutes the rusted out CHASSIS rail.  
I'll certainly be recommending others follow in my footsteps 😊

i think you missed the point. the point is that the PPI DIDN'T say serious rust..it was sort of glossed over...understated....in a "let's get this car sold" sort of way. (at least, that's the way \*I\* read it)

Phil's disclaimer "anything i say may or may not be an accurate assessment of the facts, and is based purely on my experience as an umbrella boy and is only my opinion"

quote

**ferrarifixer**

In Top Gear (500+ posts)

**Reply #9 - Thu, 20 Sep, 2007 - 08:43**



Location:



Well, if you want to discuss it, I'm happy to.

Keeping things in context, which is a problem for the stupid it would seem, the WHOLE paragraph says how the radiator is leaking and "may" be repairable, and the same paragraph says how there is rust AROUND the support brackets (thereby pointing out where to look to see for yourself)...

ANY normal person of sound mind would have had an alarm bell ring with that... Not only is the radiator leaking requiring immediate repair (ie removal), removing the leaking radiator will immediately involve attending to the rust.

All aspects of your "problems" were not only found, they were pin pointed 100% accurately.

You chose to proceed without even contacting me to follow up the findings...

quote

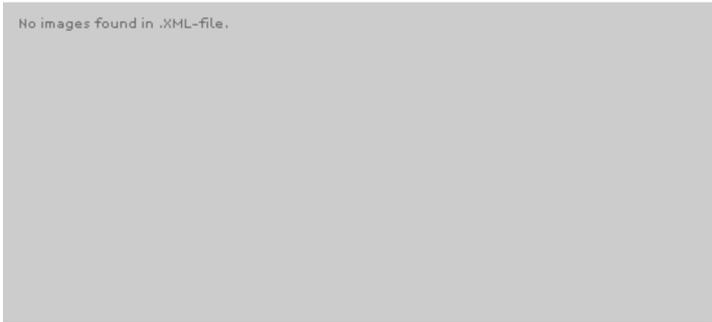
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