

### Parker Hall raised the question of which Borrani wheel spinners are correct?

From the Borrani archives and from Matteo Bosisio, Head of Classic Wheels, Ruote Borrani, we know that the name of the company was changed from Rudge Whitworth Milano to Carlo Borrani SA in January 1933. There was then another name change in 1961 to Ruote Borrani, when the company was sold and at that time, production of the domed, convex wheel spinners, marked Carlo Borrani changed to the concave type, marked Ruote Borrani. The question is, then, when did this change in the type of wheel spinner reach the production line at Ferrari?

At first it was thought that this occurred around about chassis numbers in the high 3800s. Massimo Delbo then reported a conversation that he had with Mr Scaglietti:

"Warehouse organization was not as today. We had several rims, left over from replacement, new ones, spares, and, of course, the concept first in-first out was quite far in the future. We had rims in Maranello, we had rims in Modena and there were rims at Scaglietti's. There were rims owned by racing customers simply left there, ready to be installed on their cars. Nobody was giving too much attention to the "numbers" of the set that was installed on a car. Maybe a chassis was manufactured with Borrani rims number "X", and delivered to the customer with number "Y" just to be replaced soon after with number "Z". I don't think it would ever be possible to know exactly from when the new Borrani wheels and spinners were used, because nobody wrote it down. Maybe we installed them on a car, because we had them 'there', and several weeks or months later, we installed the older version on a later car, simply because that was we had ready at the shop."

Matteo Bosisio then added some further thoughts:

"Consider the reaction time to make new tooling before manufacturing the new production and also that older stock must be kept in consideration and a year or more could be going by. Usually caps are produced once a year by the thousands. Also consider that Ferrari was our top customer and orders were by the hundreds back then, especially for central lug nuts, which were really consumable items. So, add all of this together and you can decide whatever should be proper or not.

To be clear, no one really knows if cars were equipped with 2 or 3 eared spinners in the late 50's either ... Being born and raised in Italy, I'm guessing: whatever was available in the nearest shelf!"



Early, convex Carlo Borrani spinner



Later, concave Ruote Borrani spinner

Stimulated by this discussion, I set about researching what information we have on the wheels and spinners fitted to our 250 GTEs. Scouring through my GTE photos it looks like the change happened after **4295**, which has convex, domed spinners. The photos we have of 4299 are not clear as to the type of spinners, 4301 is long gone but **4303** has concave centres to the wheel spinners. Of course, I can't be certain that these cars are still fitted with their original spinners but there seems to be a clear cut-off on the GTEs as all the later ones appear to have concave spinners. Unless you know better, of course! Please let me have any different information on when the spinners were changed to the "new" type, marked Ruote Borrani with concave centres.

The information so far, indicates that although the Borrani wheel company changed its name in 1961 there was a considerable stock of the old spinners on hand as the new spinners were not fitted to GTEs, at least until the end of 1962. [Ed.]



Photo: Julius Horvath  
4295 with convex spinners



4303 with concave spinners