

THE FIAT DINO- CHASSIS-NUMBER MYTHOLOGY – 2400 COUPE (BC)

I have made two documents, where one is sorted by the chassis number, and the other one is sorted by the Ricambi number, but in increasing order. Everything in the document with “**BOLD LETTERS**” I have some kind of documentation on it. Either a picture of the chassis plate etc. or the original document, or a copy of the original document. I have also inserted all the modifications with descriptions from the parts catalog/ B.I.T., and as you can see it all make sense when you look at the document sorted by the Ricambi number.

135BC – 2400 Coupe:

Firstly, I will again mention the Ricambi No., and as you can see, they are a continuation of the Ricambi No. from the AC series! The last Ricambi No. I have documented on an AC is 3641. And the first I have documented on an BC is 3657, so 15 vehicles between!

Chassis 135BC0003655, is according to MMB (Mike Morris Book) Page 72, the first production vehicle. I have not managed to find any additional information regarding *3655.

OM7308 – 2. December 1969 Declaration of conformity was approved by the Ministry of Transport & Civil Aviation.

Chassis 135BC0003712 - The 1. declaration of conformity of OM7308 was issued 3. December 1969 on chassis *0003712.

Chassis 135BC0003715, is the Fiat Collection vehicle exhibited at Centro Storico Fiat, in Turin. Interesting to see that the Homologation No. on this vehicle is 5061, so the homologation No. from the AC! I have also documented this on 2 other BC chassis: *3725 & *3726.

Chassis 135BC0003726, is the F.I.A. Homologation vehicle for F.I.A. No.1640. This chassis plate is also pictured on page 6 in the owner's manual 603.01.211 R from January 1971. Picture of the chassis plate is of bad quality, so not 100% on the Ricambi No. but it fits in.

Chassis 135BC0003976, was Nuccio Bertone's private car. I have this chassis No. documented from a picture of the ASI poster in the Bertone Collection at Volandia, where the Bertone Collection is exhibited, so should be correct. I have also been in contact with Volandia, but ASI the owner of the Bertone collection, don't allow Volandia employees to open the car's (The cars are locked)!

Then we have the discussion of when the color code stamp was implemented on the Chassis plate. When you look at the excel sheet filtered on Chassis No., it looks a little random when the color code stamp appeared on the chassis plate. But when you look at the excel sheet filtered on Ricambi No. there is a “clean cut” between Ricambi No. 4610 & 4616. So this change must have been implemented in the production line between this 5 Ricambi No. For me this is also an evidence that they were produced in increasing order by the Ricambi No. I also suspect that the color stamp is implemented on the first chassis of the 1971 production, but I don't have any proof of that.

Also interesting to see that the highest Ricambi No. I have registered is 6181. So in my view, this means that the total production of the Fiat Dino Coupe must at least be 6181, and not 6068!!! In total I have documented seven Ricambi No. higher than 6068!