

THE FIAT DINO- CHASSIS-NUMBER MYTHOLOGY – 2400 SPIDER (BS)

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.

135BS – 2400 Spider:

As you can see not only the Ricambi No. is a continuation from the AS series, but also the Pininfarina Body No.! The last Ricambi No. I have documented on a AS is 1129. Ricambi No.1129 is from the parts catalog, so I don't have the Chassis No. here. So it might be that Ricambi No.1129 belongs to Chassis No.135AS0001158, but I don't know. The first Ricambi No. I have documented on a BS is 1133. Ricambi No. 1133 belongs to Chassis No.135BS0001181. But there is also a continuation on the Chassis No. if you look at the document sorted by Chassis No.

Regarding the last Pininfarina Body No. I have documented on AS is 191120. The first Pininfarina Body No. I have documented on a BS is 191142, which belongs to Chassis No. 135BS0001191

Chassis 135AS0001158, last known AS Chassis No. (Documented)

Chassis 135BS0001159, is according to MMB (Mike Morris Book) Page 63, the first production vehicle. I have not managed to find any additional information regarding *1159.

Chassis 135BS0001181, is the earliest Spider 2400 I have managed to discover during this 2-year project. Chassis *1181 also have the AS homologation No. stamped on the chassis plate: OM4954

Chassis 135BS0001189, is the Homologation vehicle for OM7809. The declaration of conformity was issued 16. March 1970 on chassis *0001189.

Chassis 135BS0001191, is the red Spider 2400 previously exhibited at Centro Storico Fiat, in Turin. Now it is located at the Stellantis Heritage Hub Collection at the Mirafiori plant.

Here we also 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. 1385 & 1390. 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 know. Maybe Chassis No. 135BS0001378 have a Ricambi No. between 1385 & 1390???

Regarding production figures, there are several aspects.

First we have the number of prototypes, where I suspect the difference I have noted in the figures between the Chassis No. and Pininfarina No. gives us the answer. On the AS there is 23 digits between chassis No. AS0240 - AS0861, from there it is slowly increasing to 28. On the BS it starts on 46 & 49, then it is steadily on 47 from chassis No. BS1223 – BS1569. So In my opinion there were 23 – 28 prototypes of the AS and 20 - 24 prototypes of the BS. But I need more Chassis No. & Pininfarina Body No. documentation, to get closer to the answer.

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Then we have the info on page 39 in MMB, where he writes that he 14. January 1983 received a letter from Pininfarina, signed by Fredi Valentini from the Bureau de presse, stating:

“Production of the Dino Spider by Pininfarina commenced on the 8. October 1966 and terminate on the 1. January 1972. The cars produced totaled 1532 precisely and 500 had the 2000cc motor and 1032 had the 2400cc motors”

Today we know that the “2000cc motor part” here is wrong. But the number of produced vehicles is interesting, because I think Sig. Valentini are talking about number of Pininfarina Body No. built/ supplied and not number of Chassis No.!

According to MMB, the last produced Chassis No. is 135BS0001583. Chassis No. 135BS0001569 have Pininfarina Body No. 191522, so 47 digits between! $BS1583 - 47 = 1536$. So if there has been wrecked 4 more chassis between Chassis BS1569 & BS1583, we get $BS1583 - 51 = 1532$. I have so far NO evidence of this, but it could be a plausible explanation?

Then I have some documentation from Pininfarina explaining their total yearly production from 1970 – 2005, where they states the following production figures of the Fiat Dino Spider:

1970: 193

1971: 192

1972: 5

Total: 390

I suspect Pininfarina talks about the number of supplied body No. here, and not the chassis No. But one thing is for sure, Pininfarina is NOT talking about Fiat Ricambi No.!