

# FERRARI

US\$5.00

Volume 25 Number 2  
29 January 2000



# MARKET LETTER®

## FERRARI BY FANTUZZI

by Marcel Massini

The tradition of craftsmanship in the famous Emilian area of Modena has its roots in the pre-war period (specifically the Orlandi, Padane and Autodromo bus body shops) but which immediately after World War II and especially in the 1950s and 1960s saw its heyday in the best-known Sport, Formula and GT road and racetrack body shops in and around Modena.

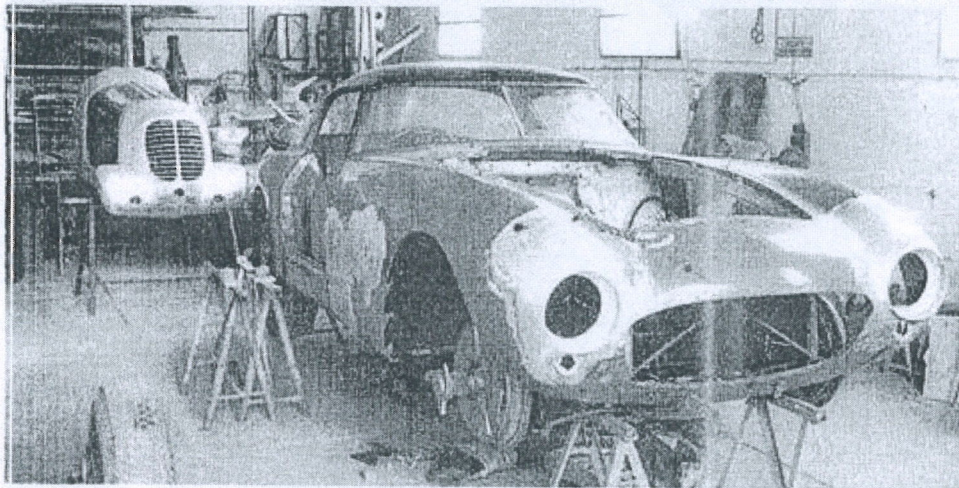
Scaglietti, Fantuzzi, Campana, Sport Cars (Drogo), Gran Sport, Autodromo, Campana, Orlandi and Padane are the names of these great Modenese coachbuilders. The most famous and "sing" of these historic sheet-metal workers is certainly Sergio Scaglietti. But there is also Fantuzzi, a very special name in the Ferrari history.

In those days the artisans worked without drawings. In fact, the drawings were practically made from iron wire which gave both the mask and the drawing itself for the form of the body. Starting with the finished mechanical chassis, the wire was wrapped around the entire shape, compensating for the body shake and axle rotation, and the regulation height of the headlights (45 cm from the ground). At the end of this process a little structure resulted, the so-called "manichino" or "filon" (in Modenese slang), on which to shape and test the sheet metal. The difference between these two structures was the type of metal used: "filon" (round, thin iron wire) for a single or very limited number of examples and "manichino" (more heavy duty rectangular iron bars)

on which the sheet metal could even be riveted for limited series production.

The sheet metal was shaped by hand on flat surfaces using hammers and wooden mallets without molters or other more recent equipment. But the original method, used in the immediate postwar period, called for the creation of iron "filansen" that were bent by hand. Then, on the "filon", it was marked where the sheets were to be bent and, using a block, it was bent. The various hammered pieces were then "tried" in their correct position. Following that, under the "filon" a small structure of the body itself for supporting and anchoring to the chassis was constructed using small welded iron piping. At this point, the "filon" could be removed and re-used, if needed, for shaping other bodies following the same procedure. The actual sheet metal was then assembled by hand (using rivets, screws or welded joints) onto the support structure and then welded together, thus creating a complete car body attached to the main chassis.

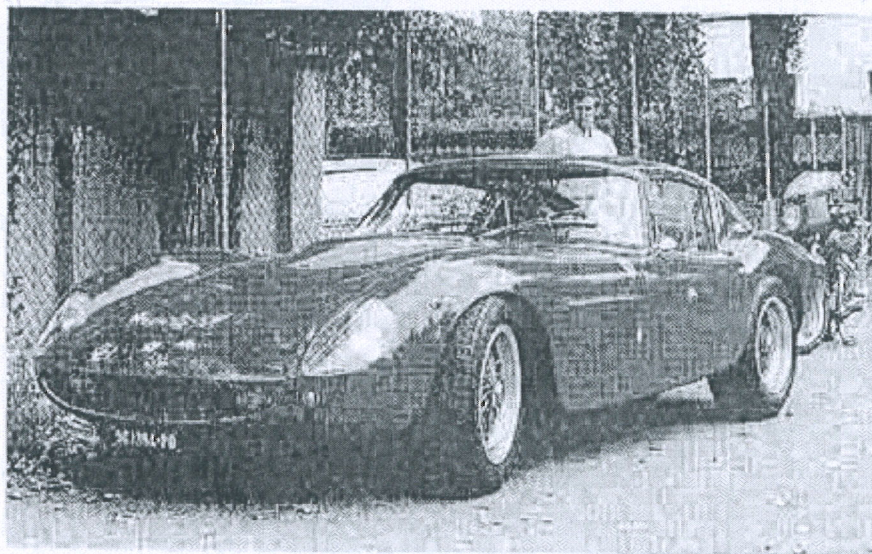
In those years it was the fastest and simplest way of creating



Ferrari 375 AEM Berlinetta Pinin Farina S/N 0358 at Carrozzeria Fantuzzi, Modena, July 1971.

Peter Coltrin photo

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*Fantuzzi bodywork on S/N 1087.*

*Marcel Massini photo*

removed and in the 1980s installed on S/N 1087 GT (originally a 250 GT Coupé Pinin Farina).

The Modenese coachbuilder also fabricated two special spyder bodies in the mid-1960s. One was put on S/N 2235 GT, originally a 250 GTE, for Luigi Chinetti. This car today is well known and can regularly be seen at events in the USA. It belongs to a dealer on the US East Coast and its last appearance was at the RM Auction at the Doubletree Hotel in Monterey August 1999. A second special spyder body was constructed by Fantuzzi in 1965 and installed on the first of only four 330 LMBs. That spyder body remained on chassis 4381 SA for 15 years and in 1980 was taken off and attached to 330 GT 2+2 S/N 8733 GT, then owned by Giulio Dubbini in Italy. This unique automobile today belongs to a German and has recently been color featured in a well-known European glossy car magazine.

In 1969 and 1970 Carrozzeria Fantuzzi did three replica bodies of Touring Barchettas for Italian and French customers. Collectors Artom, Auteri and Bardinon shared the cost for the "manichino".

- 166 MM/53 Spyder S/N 0264 M for Pierre Bardinon. This car originally had an Autodromo Spyder body. For the last 15 years it has belonged to a Ferrari salesperson in Düsseldorf, Germany.

- 225 Export Spyder with S/N 0176 ED (and engine S/N 025 S) for Guido Artom. The unusual skimpy, much narrower but original one-off Vignale body with suggestion of external fenders had been too much modified over the years and was simply scrapped. It is still in the same family ownership today.

- 340 MM v one of just five 4 been damaged in was last seen at tl

It appears th further Touring E

- 212 Inter S vehicle started lif has resided in a J

In July 1971 Marchese Gianfra Pinin Farina with

Medardo Far own restoration a main clients were both collectors se ground-up restor

The new Car ies or did compl Ferraris:

- 375 Plus S
  - 330 TRI S
  - 335 S Spyc
  - 250 TR Sp
  - 330 P4 Sp
  - 330 P Spyc
  - 250 LM B
  - 250 TR59
  - 375 Form
  - 250 GT S
- GT, for Obrist.

- 250 GT SV
  - 330 LMB I
- Violati.

- 750 Monz
  - 250 GT S
- GT, for Richard F
- 195 Inter C
  - 275 GTB/4

In the 1980s come a real indus Like his father, F and a maniac for July 1986 at the a shop was closed in metal workers wa opened his own be

