

# Ferrari 340MM

## Project 2022

### L'IMPORTANTE È VINCERE

*Festeggiamenti per la quinta vittoria, la seconda consecutiva, di Giuliano Cané, a bordo di una Ferrari «340 MM». Qui sotto, una delle otto Osca «MT 4 1100» iscritte alla gara.*



**Una storia in cassetta**

I filmati originali della Mille Miglia da

This 340MM project started off with the body that was on the car that won the Mille Miglia in 1999. The project was born with the idea of hanging a vintage Ferrari body from the ceiling as a chandelier for the new American owner building a large living room in his new house. It evolved to building the entire car with a correct

Italian-made chassis when we learned the body was made by Franco Ferrari when, as a young craftsman, he made this exact body when an employee of Fantuzzi. Franco is still building chassis and bodies in his own shop in Modena, Italy and would be the one to build the chassis. His son Daniele, our partner in the project, is the manager of the shop.

The car was built in the early 50's, raced and then crashed during one race. It was in storage from the 50's until about 1969 when the car was purchased and assigned to Fantuzzi to restore. In the early 70's as a finished 340MM Touring Barchetta it was campaigned in rallies and different events around Italy. For more than 30 years. Its most newsworthy outing was winning the Mille Miglia in 1999. The Touring Barchetta body was removed in the mid 2000's when Ferrari Classiche Certification was requested by the then owner. It was learned the car was born with a Vignale Barchetta body so the present

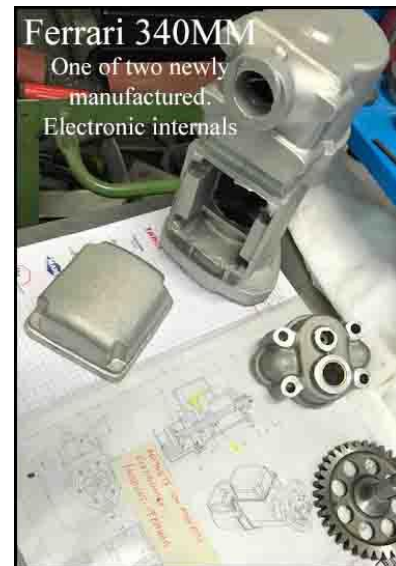
Touring Barchetta body on the project car came off, was mounted on a roll-around tube frame and a new Vignale body was made for the car. The newly bodied Vignale Barchetta became Classiche Certified. It is on display in Italy as of 2022.

We contacted the Ferrari machine shop in Italy directly as Matteo is friends with the owners. He asked them to make a proper, exact Lampredi motor for this soon to be “work of art”. The shop had all the original Ferrari casting dies and bucks and cast the new pieces.



During the engine-building process some modifications were made to make the vintage

design more reliable. The original motor had “clothespin” style valve springs which in the past had proved unreliable. The modification was made to the heads to incorporate standard coil springs for the valves. When the new magnetos were cast, the design was modified to incorporate digital components so once set, the timing would not change which would enhance the reliability and drivability.



Unfinished engine 2021



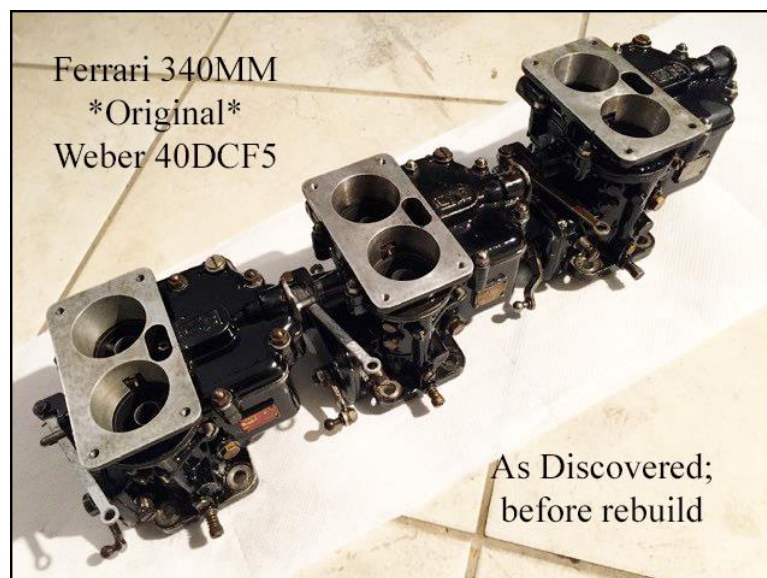
Finished engine and dynoed April 2022

The finished engine was then welcomed at the official Ferrari dyno shop in Modena called Sauros'. As of April 2022, the engine was run-in and dynoed.

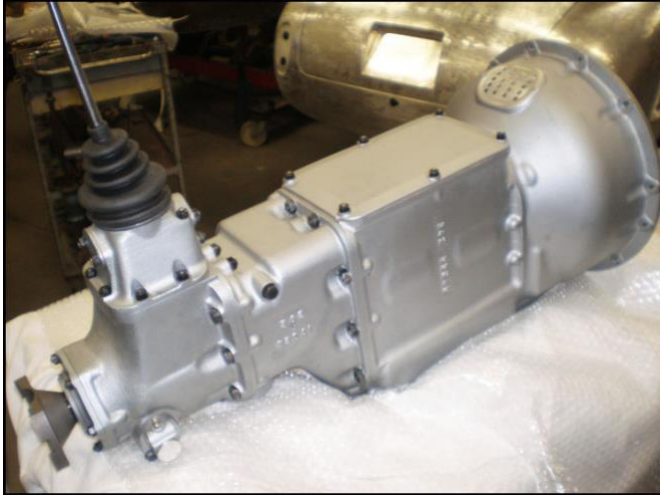




We were fortunate to find an original set of the rare carburetors and had them rebuilt.



The correct design 5 speed was built and finished 2021 by the Ferrari machine shop.



Proposal for the original style brakes and hubs. The engineering drawings and the capability of the Ferrari machine shop are already organized to make the full set of front and rear brakes, complete.

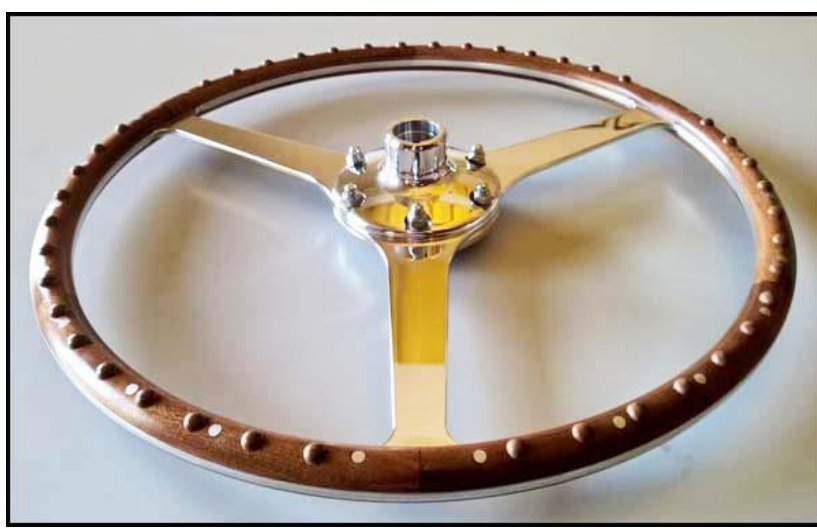




The differential is quite unique for Ferrari in this model. The Sauro shop in Italy had a bare differential casing in for a rebuild when I visited in 2019. They suggested I have them do the engineering drawings and scan the casing to help make a future production easier. We authorized that work as well as the same needed for the brakes which are also unique for these models.



The engineering drawings and capability of the Ferrari machine shop have already been organized to make the complete front suspension.



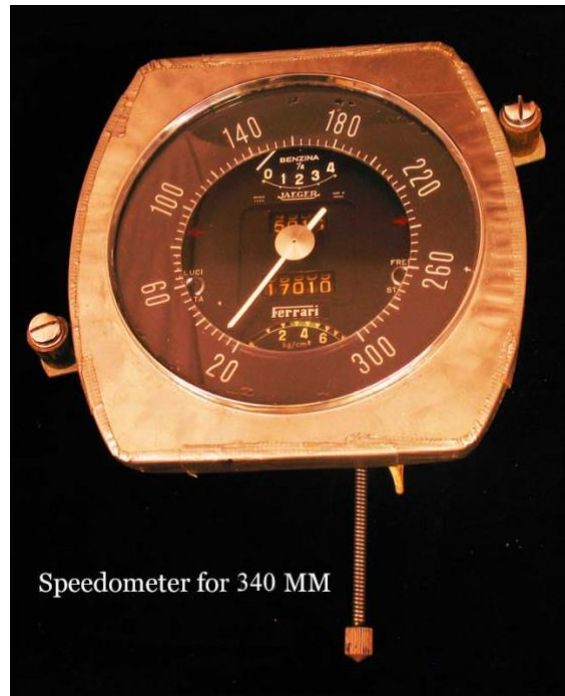
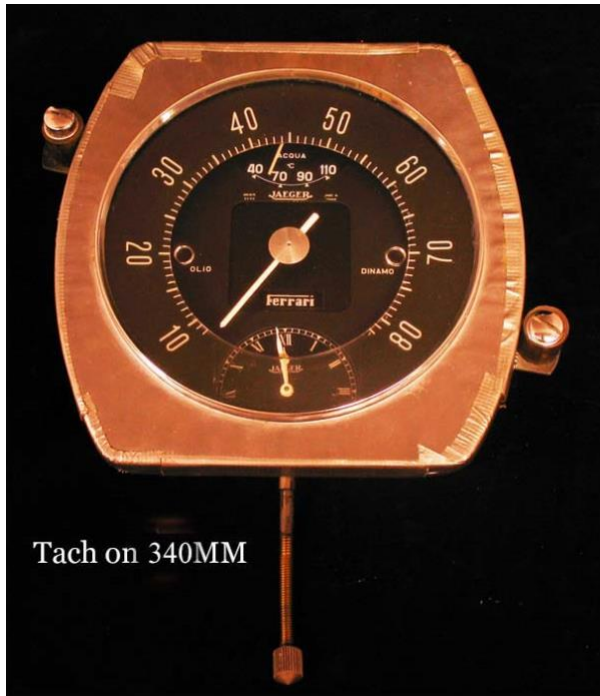
The new steering wheel was made in Italy by the craftsman who makes these for Ferrari.

It is a work of art!



Body photo before shipping to us from Italy





Both are original to the car and included



Original folding windscreens included.

What is included in the car project.

- 1.The Fantuzzi-made body that was on 340MM 0284AM, built in 1969-72 during the cars restoration.
- 2.A new 340MM Lampredi motor built by a Ferrari machine shop and dynoed by Ferrari's dyno shop (Sauros)
- 3.A new, correct 5 speed gearbox correct for the car, built by a Ferrari machine shop.
- 4.The original body includes the original seats, original door panels and original

dashboard already re-upholstered. The original gauges are present. The original grille, Marchal headlight assemblies, engine compartment inner panels, twin folding windscreens are also included.

5. A roll of the same leather used to upholster the interior pieces
6. A roll of 100% Italian wool carpet selected to match the interior leather color which is 3218.
7. A set of 4 original, NOS Borrani wire wheels, RW 2841 that were purchased when the car was going to be a chandelier. Not original for a 340MM, they are a sellable item to help defray the cost of the proper wheels. The proper wheels should cost \$12,400 for a set of 5. These are destined to be made with heavier stainless steel spokes

and a stainless center, eliminating the possibility of future rust.

8. Borrani knockoffs (spinners) are included with the car already. Hubs would have to be made. We make these routinely in Europe.



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