



The Pavilion Gardens (73)

Thu, 28th Jul 2005, The Pavilion Gardens

Lot 49

Estimate: £42000 - £45000 + Fees

1970 Ferrari Dino 246 GT

Registration No: RPE 209

Chassis No: 2469T00656

Mot Expiry: None

Heavily influenced by the Dino 206 GT Berlinetta Speciale concept car (a thinly disguised 206 S racer) that appeared on Pininfarina's stand at the 1965 Paris Salon, the road going Dino 206 GT was launched at the Turin Motor Show some two years later. Named after Enzo Ferrari's beloved, deceased son Alfredino, its tubular steel framed chassis was clothed with sensuous aluminium bodywork (initially fabricated by Scaglietti). Equipped with all round, independent double wishbone suspension, Koni shock absorbers, anti-roll bars and Girling disc brakes, it was the first Maranello built production design to feature either rack and pinion steering or a mid-mounted engine. Although, the 1987cc 'quad-cam' unit in question was the work of Franco Rocchi, it owed its inspiration to Alfredino and the legendary Vittorio Jano who between them had convinced Enzo Ferrari of a compact V6 powerplant's inherent engineering merits as early as 1956. Developing some 180bhp at 8,000rpm, it was mated to a five-speed manual gearbox and gave a top speed of over 140mph. However, despite its sensational looks and inspired, race-bred handling, the announcement of an even faster variant at the March 1969 Geneva Motor Show saw 206 GT production cease in August 1969 after just 152 cars. Thankfully, its successor - christened the 246GT on account of its larger 2418cc engine - retained the same sublime Pininfarina styling (albeit wrapped around a 60mm wheelbase stretch). With a quoted 195bhp and 166lbft of torque on tap, it was reputedly capable of 151mph and 0-60mph in 6.2 seconds. To ease manufacture, these Series 1 (or Tipo L) 246GTs utilized cast iron cylinder blocks and steel bodywork (although, in practice many of them wore aluminium paneling like the 206GT). Inheriting their forebear's cabin architecture with its steeply raked bucket seats, aluminium fascia, sued-topped dashboard and three-spoke Nardi wood-rimmed steering wheel, they also rode on the same 'knock-off' Cromodora alloy wheels. Recognisable by their buttress mounted fuel filler caps, a mere 357 Series I / Tipo Ls - available in left-hand drive only - had been assembled before the Series II (or Tipo M) was phased in during Summer 1970 (from chassis 1118 onwards). Finished in rosso corsa with nero leather upholstery, this particular example is described by the vendor as a "perfect car in stunning order". A bold claim, it is one that prospective purchasers must test to their satisfaction. Having spent most of its life in South Africa, the seller also believes this super Series I to have covered a mere 50,000kms (approximately 32,000 miles) from new. Widely regarded as among the prettiest and best handling of all the Maranello models, Dino prices appear to be one the rise once more.

PLEASE NOTE: This car was manufactured in 1970 and not

1972 as it appears in the catalogue strapline (though the correct date may be inferred from the accompanying text). A faxed letter from Ferrari UK confirming this is included in the history file.