

1973 Ferrari 246 'Dino' - GTS

GTS

- Lot sold
USD 360 000 - 425 000
Baujahr 1973
- **Kilometerstand** 44 576 mi / 71 739 km
- **Getriebe** Schaltgetriebe
- **Chassisnummer** 04494
- **Zahl der Sitze** 2
- **Anzahl der Türen** 2
- **Antrieb** Zweirad
- **Innenausstattung** Leder
- **Losnummer** 5
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- **Lenkung** Links
- **Innenfarbe** Beige
- **Zustand** Originalzustand
- **Standort** 
- **Kraftstoff** Benzin
- **Außenfarbe** Grün
- **Automobiltyp** Targa
- **Markenfarbe außen** Verde Medio
- **Markenfarbe innen** Beige
Scurio
- **Elektrische Fensterheber** ja
-

Beschreibung

Stunning and Rare "Verde" Dino Spider

This is an extremely well preserved example of one of Ferrari's most endearing and drivable road cars. This stunning Dino really stands out, having just 43,000 miles, the same collector owner for last 20 years, in outstanding and rare Verde Medio (Medium Green) paint, excellent original tan leather, excellent original mouse-hair dash, power windows, air conditioning and retaining it's original toolkit.

This Car's Past

Completed at the factory on January 11, 1973 in eye-catching Verde Medio, this Dino was then delivered to Chinetti Garthwaite in Paoli, PA. In 1989, after three owners and showing 37,000 miles, the car was publicly offered by Nick Soprano's Motor Classic & Competition Corporation. The fourth owner held the car for the next twenty years, showing at Greenwich Concours 2001. Approximately 1,500 miles ago, he commissioned a factory quality repaint in the original color and had the engine rebuilt including new rings, bearings and a valve job, before selling it back to Motor Classic & Competition Corporation, whose car it has been under since.

History of the Dino

In the 1960's Sergio Pininfarina and a number of Ferrari dealers began pushing Enzo to make a mid-engine road car, in an effort to replicate the feeling of the early Ferrari race

cars. However, Enzo kept insisting it was too dangerous. While he felt it was fine for racing and professional drivers, he was against making mid-engine sports cars for customers. In 1965, Enzo finally relented, however he insisted that the car be made with as a "Dino" and not a Ferrari. The name memorialized Enzo's son, Dino, who had died in 1956. The Dino 206 S prototype made its debut at the Paris Auto Show in October 1965, while the final 246GTS version was first shown to the public at the Geneva Motor Show of 1972. Production continued until 1974, after 1274 were produced.

Preservation

This beautiful car has only ever been thoughtfully cared for and serviced. It had one bare-metal repaint in it's original color, which was commissioned by it's long term owner and carried out to the highest standard approximately 1,500 miles ago. The paint which remains in exceptional condition today. It features it's original leather interior, which is also in exceptional condition, a very slightly aged mouse-hair dash and excellent carpet.

Market Trend

In recent years, the 246GTS has reached the dizzying heights of \$500,000 sales results. However, the recent readjustment of Ferrari values has seen it come back down to earth and settle in the \$350,000 "plus" range for outstanding examples. The closest comparable to the car on offer here is another green car, with lower mileage, but without the same originality, which sold for \$396,000 at RM Sotheby's Arizona 2016 auction.

Summary

With just one factory quality repaint in it's original, highly sought after "Verde" color, with original interior, dashboard and matching numbers engine, this stunning Dino is ready to participate in any Ferrari event. Having been given an engine rebuild by it's previous owner and routine maintenance since, it is also in excellent mechanical order and ready to be driven by the most avid enthusiast.

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