

## 1973 Ferrari 'Dino' 246 GT

- Lot sold  
USD 306 286 - 343 790  
GBP 245 000 - 275 000 (listed)  
**Year of manufacture** 1973
- **Chassis number** 06176
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 359
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Engine number** 10898
- 

### Description

Ferrari Classiche certified  
1973 Ferrari Dino 246GTS  
Coachwork by Pininfarina  
Chassis no. 06176  
Engine no. 10898

It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino the 246GT in 1972, the authoritative American motoring magazine Road & Track enthused, 'it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high... ' Truly a driver's car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GT Spydery by the time the model was deleted in 1974.

A matching-numbers example, this left-hand drive 246GT Spyder was built to European specification and sold new via the Ferrari dealer Crepaldi in Milan, Italy. The car was delivered finished in Argento Metalizzato with black leather interior, and was equipped with standard Cromodora alloy wheels. Nothing else is known of the Dino's history prior to 2012 when it was offered for sale in Belgium and later that same year participated in the Ferrari FF60 event at Spa- Francorchamps. Chassis number '06176' benefits from several very desirable upgrades including modern air conditioning, lead-free cylinder head conversion, stainless steel exhaust, twin rear-view mirrors, tool roll with jack, and a period Blaupunkt 'Madrid 23' radio/cassette. Recently serviced (April 2014) and currently Belgian registered, the car comes with invoices from 2013 totalling 13,754, Massini Report and the all important Ferrari Classiche certification confirming matching numbers.

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