
1969 Fiat Dino

Lot sold	USD 105 471 - 140 628 EUR 90 000 - 120 000 (listed)	Drive	LHD
Year of manufacture	1969	Condition	Used
Country VAT	IT	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Red
Lot number	33	Car type	Convertible / Roadster

Description

- Sought-after Spider version.
- Ferrari engine.
- Flawless conditions.
- Investment car

The model

When introduced in 1966, the Dino model became the best in Fiat's high-performance car range on the market during the mid 1960s and early 70s. Dino is a car brand born in 1965, from an agreement between Ferrari and FIAT, and active until 1980. Following the premature death of his son Dino and in his memory, Enzo Ferrari wanted to add the name Dino to some racing models. In order to obtain the FIA homologation for its 2.0 litre F2 engine, Ferrari had to produce 500 cars for road use; something that the company was unable to do, due to its very limited production capacity. To solve this problem, Ferrari turned to Fiat signing a deal, where the first one had to produce the engines while the second one had to build a production car to suite homologation requirements. For a low production of Dino-powered road cars, the two automakers chose different ways. The Ferrari remained faithful to the prototype scheme and built its first road car with the all behind scheme. Fiat, on the other hand, decided to set up two different models: a spider commissioned to Pininfarina and a coupe commissioned to Bertone, but structurally designed in Fiat, according to the classic layout with front engine and rear-wheel drive. Developed by Giancarlo Bussi, the new 65° alloy V6 was the

right engine to power the new Fiat Dino. Presented as a spider at the 1966 Salone dell'Auto di Torino and, a few months later, as a coupe at the 1967 Geneva Motor Show, the Dino was Fiat's first production model with four overhead cams and a limited slip differential. Designed by Pininfarina, the Dino Spider had a steel body, 5 speed gearbox and had independent front suspensions with wishbones and coil springs, a live rear axle and disc brakes. With 160 hp, the Dino had a brisk acceleration but provided comfort and style. Also offered as a gorgeous 2+2 coupe variant on the longer wheelbase chassis, it was also well suited for those sporty family-men. Initially produced in the 2.000 cc version, in 1969, Fiat upgraded the Dino with a new 2.400cc V6, producing 20 more hp than the previous generation and independent suspensions on the four corners. FIAT included its Dino models in the official list, while Ferrari had created a separate price list. Production of the Dino Coupé and Spider ceased in 1973 with 7,651 cars produced, including all the versions. The Dino Spider 2.0, less widespread than the coupe, was produced in only 1,163 units in 3 years. Early seventies Italy, had an increasingly less colourful and darker atmosphere, giving less and less space to cars of this kind and no car took up the legacy of the Dino; if not, in part, the Lancia Strato's, that continued the adventure of the Dino engine.

The car

The Fiat Dino Spider, chassis 135AS001062 is an AS Frame, which identifies the 2.0-liter spiders of the so-called first series and is a car from 1969. The first produced in series models, both from Fiat and from Ferrari, were marketed without the badge of the respective manufacturers, replaced by the common emblem Dino, round for Fiat and rectangular for Ferrari. Later, unlike the Ferrari that continued to call it just Dino, the Turin-based company kept the word Dino as the model's name, but matched to the Fiat logo, with the round badge with a laurel wreath identifying the sports models of the factory. The Fiat Dino Spider, chassis 135AS001062 is believed to be a late production 1968 2.0 litre Spider, before the renewal of the model; it was first registered in March 1969, and it is finished in the classic Rosso Corsa 121 red with black interior. It has been restored some years ago and it is presented in excellent conditions of bodywork, interiors and mechanics, having been used sparingly and with loving care by the actual owner. The canvas soft top with plexiglas rear window is also in excellent condition. The car also has the rare optional hardtop with glass rear window, in black color and practically new. The passenger compartment is of the 2 + 2 type, with two comfortable front seats and two rear jump seats. This wonderful car is an excellent opportunity to acquire one of the best and most beautiful classic Italian spiders, a fascinating symbol of the 1960s. The model has always been an excellent investment.

State of the art

Full restoration.

Litterature

- Jean Pierre Gabriel, Dino Ferrari-Fiat-Lancia, E.p.a., Italia 1984.
- Jean Pierre Gabriel, Dino, Le vetture che hanno fatto la storia, Giorgio Nada Ed., Milano 1994.

Documents

Swiss registration and plates.

Elegibility

- Giro di Sicilia. Eligible.
- Targa Florio. Eligible.
- Goodwood Revival. Eligible
- Le Mans Classic. Eligible.
- Coppa d'Oro delle Dolomiti. Eligible.
- Coppa delle Alpi by 1000 Miglia. Eligible.
- Nürburgring Classic. Eligible.
- Pebble Beach Concours d'Elegance. Eligible.
- Amelia Island Concours d'Elegance. Eligible.
- Chantilly Arts & Elegance Richard Mille. Eligible

- Concorso d'eleganza Villa D'Este. Eligible

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