
1971 Ferrari 246 'Dino' - GT

GT

Price	Price on Request	Drive	LHD
Year of manufacture	1971	Interior colour	Beige
Mileage	11 372 km / 7 067 mi	Condition	Used
Gearbox	Manual	Location	
Chassis number	02334	Fuel type	Petrol
Performance	195 PS / 144 kW / 193 BHP	Exterior colour	Red
Drivetrain	2wd	Car type	Coupé
Interior type	Leather	Exterior brand colour	Rosso Chiaro

Description

European version, Italian first registration

Classic color combination of Rosso Chiaro over Beige leather interior

Complete renovation in 2016/17 in UK (Moto Technique) for over 100.000 EUR

Full interior retrim, Dayton style seats

Second series (M) with five-bolt wheels and headrests

Complete history, lots of invoices and bills

Superb all-round shape and condition

Other features: possibility of assisting with transport, storage and Trusted Checkout payment

History

When the age of mid-engine performance cars started in mid-1960s (basically because switch in motorsport from front-engined cars to mid-engined), even Ferrari reacted. Ferrari's competitors were quickly switching to mid-engine machines, the most popular yet being the Lamborghini Miura with its mid-mounted V12. Designer Sergio Pininfarina showed Enzo sketches he had made of a small, swoopy, mid-engine sports car that he felt Enzo should build. As the story goes, Enzo relented and

agreed to build the car, but only if it had a relatively small, less-powerful engine so his clients couldn't get into too much trouble with not so familiar concept of power train.

Enzo chose V6 engine, designed by Vittorio Jano. This choice of engine for the Dino road cars was again a motorsports decision-Ferrari needed to mass produce a 2.0-liter engine for homologation in the Formula 2 series. Lacking the facility to build so many engines, Ferrari called on Fiat to cast and assemble the 2.0-liter V-6 in a partnership that saw Fiat able to produce its own run of front-engine Fiat Dino road cars.

Dino was something like sub-brand for Ferrari, meaning that there were no Ferrari badges around the car. First Dino 206 GT was born in 1968 and had mid-mounted 2.0-liter, all-aluminium V6 and the most of bodywork made of aluminium. Only 152 Dino 206 GT models were built before Ferrari decided to enlarge the engine to 2.4-liter.

First 246 GT were built for 1970 model year. Manual 5-speed gearbox remained the same, but there were many changes on cars - notably the most parts of bodywork were made out of steel, not aluminium. The wheelbase was also lengthened (for more stable handling). During 1972, Ferrari introduced GTS version with targa-style removable roof panel.

Numbers/Market position

Dino was built under partnership between Ferrari and Fiat from 1968 to 1974, but all cars were hand assembled in Modena, in Ferrari workshops. In total, there were 152 Dino 206 GT (two RHD). During 1969 to 1974, total of 2487 pieces of Dino 246 GT (of which 488 were RHD) and from 1971 to 1974, there were 1274 models of Dino 246 GTS (235 RHD). Dino was a success, because until that time, Ferrari did not build that much cars from one model line.

If you want to buy one, please remember that the days when Dino was considered an "inferior" Ferrari (after all, period advertising described Dino as "almost" Ferrari) are long gone. Today it is a very popular classic with Ferrari DNA, and while in the US there is more interest in Targa (GTS) models, in Europe you often pay more money for a closed coupe (GT).

Problems

The V6 engines do not have that much problems, they are fairly robust, and service is cheaper than in case of V12 models. But bodywork can show some issues - it is fragile and rust-prone. The cost of restoring a decrepit Ferrari Dino today will vastly eclipse the price of a car already in excellent condition. So, to buy renovated car is definitely good choice.

Particular vehicle

There were three series of 246, referred as L, M and E. This car from M series, produced in early 1971. It can be distinguished by five-bolt road wheels, and internal rear boot lid release catch, and seat-mounted headrests.

This Dino 246 GT coming in classic combination of Rosso Chiaro on exterior in combination with beige leather interior was made in 1971. Its VIN code 02334 says, that it was first registered in Italy, from where it moved to San Diego in California. It left California (sold by Motors of La Jolla) in 1989 and then moved to Great Britain. There was made a huge, complex renovation in 2016 in well established specialised company Moto Technique Ltd. (whole process is documented by invoices, bills etc.). The cost of restoration (including retriming of interior) was worth about £91.000. We can mention, its lovely Dino in good all-round condition and it said to drive superbly.

In 2017, the car was bought by Czech collector at the auction and moved to the heart of Europe. It still has British registration, but can be registered to normal or historic plates. Dino is in good hands, runs well, have no problems at all. Fast car with a potential: a good investment and lot of fun.

Auctomobile

Title Mr

First name Jari

Last name Brzon

Wankelstrasse, 40

50996Cologne

Germany

Phone +420-777356993

<http://www.auctomobile.com>

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