


CLASSIC DRIVER

1974 Ferrari 246 'Dino'

- Lot sold USD 0
- **Year of manufacture** 1974
- **Lot number** 51
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
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Description

Named in honor of Enzo Ferrari's heir and late son, Alfredo "Dino", the V-6-powered Dino premiered at the 1967 Torino Motor Show after intense lobbying from dealers and close collaborator Sergio Pininfarina for a lower-priced, mid-engine model. Powered by a 2.0-liter V-6 mounted transversely behind the driver and wearing an attractive, compact Pininfarina-styled body, the Dino 206 GT was a hit upon introduction, boasting well-balanced handling and a top speed of over 140 mph. Ferrari's first foray into mid-engine sports cars, the Dino would become the company's best-selling series to date with 3,569 built by the time manufacturing ceased in June 1974.

For 1969, the Dino received its first major revisions. The wheelbase was stretched 2.4" to increase cabin room, while more durable steel replaced the previous aluminum coachwork. The V-6 was enlarged to 2.4 liters – hence the 246 moniker – for a substantial increase in power and drivability. Possibly the Dino's largest change, transpired at the 1972 Geneva Motor Show with the unveiling of a 246 GTS variant featuring a stowable, one-piece targa top panel for an open-air driving experience.

According to model authority Matthias Bartz, the author of the definitive reference book *Dino Compendium - Ferrari Dino 206 GT/246 GT/246 GTS*, this US-specification Ferrari Dino 246 GTS was completed at Modena on May 13th, 1974. Finished in Rosso Chiaro (Light Red) over a black leather interior and additionally equipped with Daytona seats, air-conditioning (removed under previous ownership), and power windows, this example currently wears fitted headlight covers. Presented during the model's introduction in 1967, the streamlined and stylish headlight covers completed the Dino's silhouette and reduced air drag, but were never produced over concerns about compromised light output through increased condensation and dirt on the lenses. Later, certain Ferrari importers would offer the covers as part of their own dealer-installed equipment programs.

While the car's early history is unknown, this Dino is believed by the consignor to have been the recipient of restorative work during the 1990s. In current enthusiast ownership for the past quarter-century, this Dino presents very well today with a good balance of patina and has been used and enjoyed as intended by the consignor.

Late production "E-series" Dino models are widely viewed as the most complete "driver's car" of all three series and consolidate all the refinements, updates, and lessons learned over earlier models. Accompanied by its tools, jack, and spare tire, this Dino is one of just 313 GTS models produced for 1974. Possessing timeless styling and a sonorous exhaust note, this Dino 246 GTS is ready to be enjoyed by a new custodian and is eligible for a variety of concours and driving events.

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