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## **CAR AUCTIONS**



### **1969 Ferrari Dino 246 GT RHD with 25.153 miles**

**FOR AUCTION TUESDAY 15TH JUNE 2021 AT 10.30AM  
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This Ferrari Dino 246 GT is a restored example of the rare and coveted interim 'L-series' model that bridges the gap between the early Dino 206 GT and the main series Dino 246 GT. It is powered by a 2.4-litre V6 engine producing around 195hp, driving the rear wheels through a five-speed manual transmission. The odometer shows 25,153 miles.

A development of the 2.0-litre 206 GT, the 2.4-litre L-series had a 60mm longer wheelbase, but retained many of the features of the previous Dino, including knock-off wheel nuts, headrests mounted on the firewall, a passenger foot rest, ventilation controls on the centre console, an external bonnet lock, and a few of the aluminium opening panels. There was a total of 357 cars built, all LHD from April 1969 to October 1970.

Completed at the factory on the 5th September 1969, this Dino was sold to American, Mr Evan E Kimble (rumoured to be the heir to Coca-Cola) and delivered to Germany. The car was however registered on New Jersey licence number UCL 368. It is unclear whether the car ever went to the USA but did certainly end up in Puerto Andratx, Majorca. This is where it was sold on the 18th September 1988 for £10,000 to Mr Christopher Joel of Surrey, England. The car cleared English customs at Dover, possibly having been driven there on the 23rd September 1988, where £2,648 car tax and VAT was paid.

The car was immediately sent to the respected Ferrari specialist Kevin O'Rourke of Moto Technique Ltd of Surrey. This is where they began stripping the car to a bare chassis which was cleaned and

shot blasted before applying an anti-corrosion primer (all this work is detailed with invoices and photographs which show the original Dino Blu Paintwork in the door shuts and around the rear windows). From September 1988 to June 1990, the car was completely restored, engine-rebored to .05" +/-, gearbox, brakes, suspension, bodywork and interior trim restored. The opportunity was taken to convert the car to RHD, which apparently, is easily reversible. A new speedometer was fitted with zero miles (originally it showed 50,000 miles according to Mr Joel).

A note about Kevin O'Rourke of Moto Technique. He is regarded as one of the top specialists in the business when it comes to Ferrari restorations, and is especially known for extremely high quality interior leather works. Please take the time to watch a video by Kevin on the standard and quality of the work they carry out on Dino interiors ->  
[https://www.youtube.com/watch?v=6H\\_pQUPBO5k](https://www.youtube.com/watch?v=6H_pQUPBO5k)

The "Daytona" style interior in this car with the combination of black and tan is simply stunning and gives a fantastic contrast against the blue paintwork. To say that the quality, fit and finish of the interior is great is an understatement. This surely helps anyone considering buying this car to get a better overall feel for the general condition and standard of the rest of the works carried out at time of restoration.

A total of 1,910 hours was spent on the bodywork, a further 255 hours on the engine and gearbox and new parts fitted worth £25,785.82, bringing the total restoration costs to £83,763.33. Interestingly Mr Joel didn't register the car in the UK, apparently too scared to do so. It appeared in the 1990 Ferrari Owners Club concours at Brockett Hall, with the registration number CDJ 6, where it scored 369 points, three points behind the winning one.

The third owner Mr Simon Lee-Milne of Worcestershire bought the car from Andrew Turner of the then Ferrari agents MHT of Gloucestershire with 1,982 miles, it was first registered in the UK on the 5th November 1996 with registration number YPH 112G. Maintenance continued with MHT and Moto Technique with one service by MDL cars of West Bromwich.

Purchased from Mr Lees-Milne by Mr Adam Taylor of Surrey on 23rd June 2004 with 15,000 miles, he re-registered the car to his wife's name on the 25th June 2007. Maintenance and repairs returned to Mototechnique Ltd with later works by former Maranello Concessionaires technician, Neil Lucas.

Purchased by the sixth owner, it joined his collection which included a 365 GTB/4 Daytona, a 365 GT4BB and a 512 BB

The current owner has owned this car for roughly 12 months and bought it along with a few others at the same time for him and his son. Since then his son, who is 6 foot 8 inches has struggled to use it, so hence now there is a change in direction with the type of cars within his collection and the car being put for resale.

The car was recently re-registered in Ireland - November 2020 with registration number 69D120020.

Chassis Number: 00448

Brakes 3 pot from Daytona

Aluminium panels with steel front and rear wings

Knock on alloys

"Daytona" bucket seats

Original Nardi wood steering wheel.

The original handbooks come with the the car, along with a spare key. There is a good history file with the car, along with a record of the restoration, as previewed in the photo gallery. There are

numerous restoration and maintenance invoices that provide a clear picture as to the car's condition and recent history.

#### MOT's

08/08/2016 - 24,187 miles  
05/08/2015 - 23,494 miles  
25/06/2014 - 23,025 miles  
16/06/2014 - 23,020 miles  
20/02/2013 - 22,354 miles  
01/02/2013 - 22,344 miles  
23/07/2011 - 21,962 miles  
14/11/2009 - 21,744 miles  
27/03/2008 - 19,406 miles  
28/06/2006 - 17,472 miles  
04/07/2002 - 14,097 miles  
26/10/2000 - 12,141 miles  
03/11/1999 - 10,226 miles  
27/10/1998 - 8,867 miles  
28/10/1997 - 6,347 miles  
04/11/1996 - 1,999 miles

Mechanically, this Dino 246 GT is reported to be in great shape. This Ferrari Dino is an iconic classic that will make a great addition to any collection. While it has been the subject of an older restoration, it still presents well today. Some minor paintwork cosmetic refurbishment would bring this Dino up to a near concours standard, though of course it is in eminently usable condition as is. It is sure to attract admiring glances wherever the next owner chooses to take it.

The description of this lot is, to the best of the seller's knowledge, accurate and not misleading. Merlin Car Auctions requests a range of detail about the lot from the seller, and performs a level of due diligence where available. However, bidders must satisfy themselves as to the accuracy of the description, and conduct any research they feel is necessary before committing to a bid. T&C's apply

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Please register early here -> [www.merlin.ie/register](http://www.merlin.ie/register)

If you have any queries about this car, please email us on [info@merlin.ie](mailto:info@merlin.ie)