



# DINO SKETCH COMPETITION

ALFREDO FERRARI  
PERITO INDUSTRIALE

Caro papà

io sto bene come spero di te.

Il mio parere per ciò che riguarda i nuovi motori, è il seguente: per quanto riguarda l'attuale formula penso che sia meglio rielaborare l'attuale motore Lancia visti i buoni risultati che dà specie dal lato ripresa e numero di giri e di dotarlo di zampe e di attacco frizione per poterlo montare sul nostro telaio.

Per la nuova formula di 1500 C.C., trovo che il motore 8 C. sia la soluzione migliore perchè penso che il 4 C., sia pure in misura minore data la cilindrata più ridotta, dia luogo ai ben noti inconvenienti.

Reputo che sia importante programmare per il prossimo inverno prove con l'iniezione diretta, ~~perchè~~ anche se molto lunghe, perchè penso sia l'unica strada unitamente ai giri per superare i 100 C.V./litro.

Tanti baci tuo

Cavaliere del Lavoro

ENZO FERRARI

Auto Ferrari

Viserbella, li 30 agosto 1955

VIALE TRENTO TRIESTE, 79 - MODENA - TELEFONO 24-081

This letter, dated the 30th of August 1955, proves how Enzo sought his son's opinion on engine strategies. In fact, in it, Dino states that he thinks Ferrari should continue development of the Lancia V8 for F1, because of its good torque and the high revs it could reach (8,000 rpm compared to the 7,200 rpm of Ferrari's 555 F1). He also mentions the new F2 Formula that would come into play in 1957, strangely recommending a version of the V8 for the new 1.5 litre limit instead of a 4-cylinder 'due to the problems we are aware of'. The final architecture for that engine, which Dino would be credited for, was the V6 layout. Dino also recommends testing direct injection that winter as he considers it the only way to exceed the 100 hp per litre barrier.

1) Question: Where does the script on the Dino badge originate from?

Answer: From the signature of Dino Ferrari.

2) Q.: What is the name Dino the diminutive of?

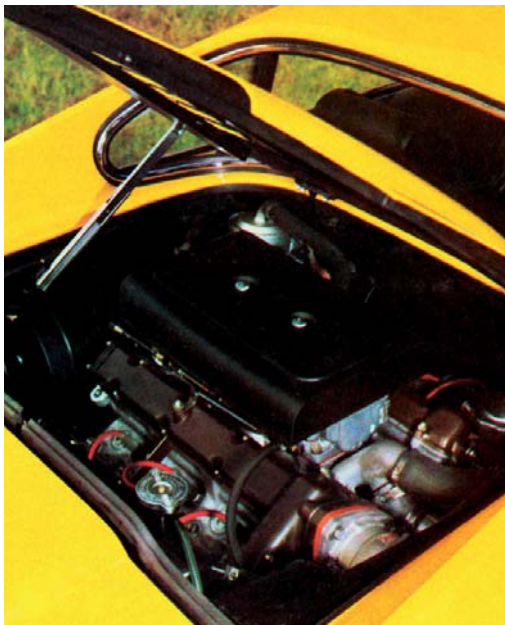
A.: Alfredo (Dino).



3) Q.: Where and when was the Pininfarina design concept Dino road car first shown?  
A.: The Paris Salon in 1965.

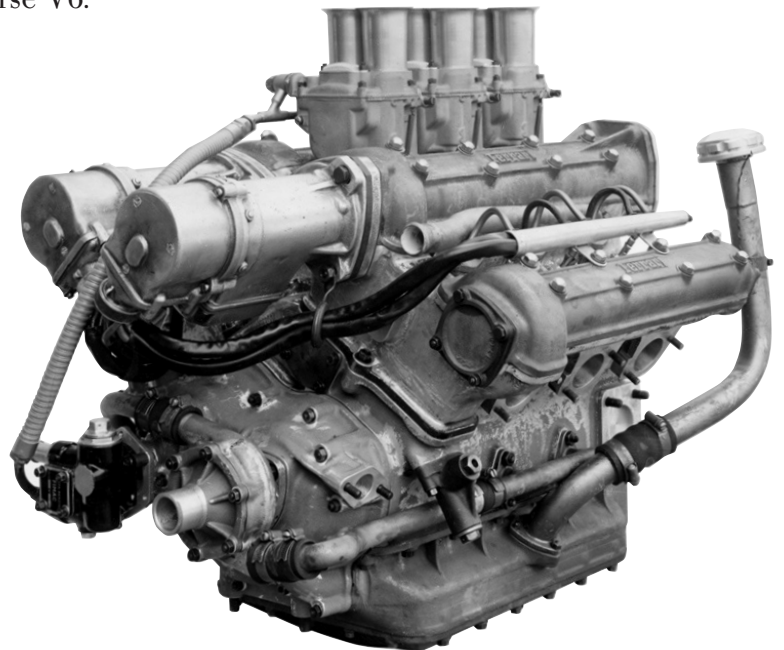
4) Q.: What was the main mechanical difference between the prototype Dino concept car and the final production version?

A.: The concept car had a longitudinal engine/transmission assembly as opposed to the transverse unit of the production car.



5) Q.: What is the Dino engine configuration?

A.: Transverse V6.



6) Q.: What 65° V6 inspired the Dino 206/246 GT production engine?

A.: The 1957 Dino 156 F2 engine. The original displacement was 1,489 cc, subsequently bored and stroked to 2.4 litres for the 1958 F1 car, the 246 F1.



This interim interpretation of the Dino theme in Giallo Fly was shown at Turin in November 1966. The car was built over the Dino 206 S chassis number 020 which had never been built up as a racing car. The car was subsequently numbered 00106. It was fitted with a type 135B engine and is considered the first prototype. Note the rear one-piece hatch for the engine bay and the side strake in the engine bay intake.



7) Q.: In what year did the Dino 206 GT go into production?

A.: From the launch of that very first proposal in 1965, the Dino had quite a long gestation phase. An interim model was shown by Pininfarina in 1966, and then the red prototype of the production version was eventually shown in 1967, again in Turin from the 1st to the 12th of November of that year. This was one of two cars actually produced and readied by the Reparto Esperienze (the development testing department) in October 1967. The first production cars were instead delivered in August 1968.



1967 - Another interim version photographed, presumably, by Pininfarina. Note the side lights mounted on the front bumpers, the fuel filler panel on the passenger side of this LHD car, as opposed to the driver's side on the production version, and the different door handle. The bonnet is also devoid of the characteristic air intakes, and the tail is longer than the production version, recalling the 1966 car.

Another 1967 shot, this time of the 'definitive' production version. This was taken during another press shoot, this time at Ferrari's habitual location - the Gatto Verde restaurant's car park in San Venanzio, in the hills south of Maranello.





A view of the production line in 1970.



**AUTOTELAIO.** Cambio posteriore a 5 velocità; comando a leva centrale - Sospensioni anteriori e posteriori indipendenti a quadrilateri trasversali - Telaio tubolare - Scatola guida a cremagliera - Freni idraulici a disco ventilato sulle 4 ruote, con servofreno; freno meccanico sulle ruote posteriori mediante comando a leva - Passo mm 2340 - Carreggiata anteriore mm 1425 - Carreggiata posteriore mm 1430 - Peso a vuoto della vettura kg 1080 - Serbatoi carburante in lega leggera lt 65 - Consumo di carburante ogni 100 km: lt 12/14 - Riote fuse in lega leggera - Pneumatici 205/70 VR 14 X.

**CHASSIS.** Bolte AR, à 5 vitesses, commandées par levier central - Suspension avant et arrière indépendantes, à traverses quadrilatères - Châssis tubulaire - Boîtier de direction à crémaillère - Freins à disque ventilé sur les 4 roues, avec servofrein, mécanique sur les roues arrières, commandé par levier - Empattement 2340 mm - Voie avant 1425 mm - Voie arrière 1430 mm - Poids à vide 1080 kgs - Réservoirs d'essence: 65 lt env. - Consommation de carburant par 100 km: 12/14 lt env. - Roues en alliage léger coulé - Pneu 205/70 VR 14 X.

**CHASSIS.** 5-speed rear mounted gearbox operated by central floor lever - Independent front and rear suspension with transverse wishbones - Tubular chassis - Rack and pinion steering - Ventilated hydraulic disc brakes on the 4 wheels with booster brake, hand-brake on the rear wheels operated by lever - Wheelbase 92.2 in. - Front track 56.1 in. - Rear track 56.5 in. - Empty weight: 2376 lbs - Capacity of the light-alloy fuel tanks: 14.1 Imperial gallons - Fuel consumption 24 miles per Imperial gallon - Cast light-alloy wheels - Tyre size: 205/70 VR 14 X.

**MOTORE.** Numero dei cilindri 6, disposti a V con apertura di 65° - Alesaggio e corsa mm 92,5x60 - Cilindrata cc 2418 - Rapporto di compressione 9:1 - Potenza massima a 7600 giri/minuto CV 195 - Monoblocco cilindri e basamento di ghisa - Albero motore su 4 supporti, bielle su cuscinetti a guscio sottile - Valvole in testa disposte a V comandate da 4 alberi a camme a mezzo di bicchierini e pastiglie - Alberi distribuzione azionati da 2 catene silenziose, con 2 tenditori - Lubrificazione con pompa a ingranaggi - Accensione elettronica - Bobina ad alta tensione, splinterogeno con anticipo automatico - Alimentazione con pompa elettrica e 3 carburatori Weber 40 DCF - Frizione a disco con mozzo elastico - Raffreddamento con pompa centrifuga, radiatore acqua, serbatoio di espansione e ventilatori elettrici automatici.

**MOTEUR.** Nombre des cylindres 6, disposés en V avec ouverture de 65° - Alesage et course 92,5x60 mm - Cylindrée 2418 - Taux de compression 9:1 - Puissance maximum 195 CV à 7600 t/m - Monobloc cylindres et carter en fonte - Vilebrequin sur 4 supports, bielles sur coussinets du type à gousse mince - Soupapes en tête disposées en V actionnées par 4 arbres à cames, au moyen de poussoirs et pastilles - Arbres à cames actionnés par 2 chaînes silencieuses avec 2 tendeurs - Lubrification par pompe à engrenages - Allumage électronique - Bobine à haute tension, allumer avec avance automatique - Alimentation par pompe électrique et 3 carburateurs Weber 40 DCF - Embrayage à disque et moyeu élastique - Refroidissement avec pompe centrifuge, radiateur à eau, réservoir à expansion et ventilateurs électriques automatiques.

**ENGINE.** Number and arrangement of cylinders: 6 V 65° - Bore and stroke 3.641"x2.362" - Piston displacement 147.038 cu.in. - Compression ratio 9:1 - Maximum b.h.p. 195 at 7600 r.p.m. - Cylinder block and crankcase in cast iron - Crankshaft on 4 bearings and connecting rods on thin-wall bearings - V-overhead valves actuated by 4 camshafts and thimble type tappets - Camshafts driven by 2 silent chains with 2 tensioners - Lubrication by geared pump - Electronic ignition - High tension coil, distributor with automatic advance - Fuel supply by electrical pump and 3 Weber carburetors type 40 DCF - Disc clutch with cushion center - Cooling by centrifugal pump, water radiator, expansion tank and automatic electric fans.

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8) Q.: What is the most noticeable visual difference between a Dino 206 GT and a Dino 246 GT?

A.: The former has an exposed fuel filler cap on the sail panel.

© Pininfarina/Moncchio



9) Q.: What is the main construction difference between the Dino 206 GT and the Dino 246 GT?

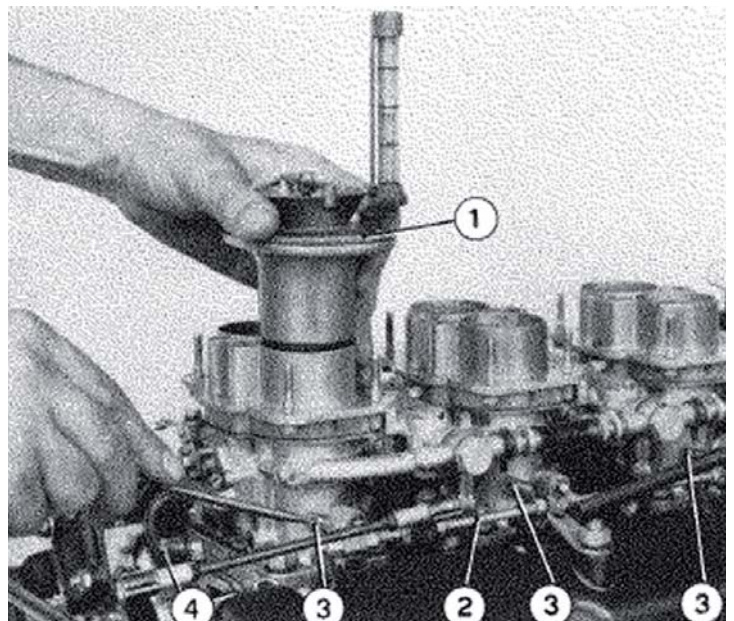
A.: The 206 GT had an all-aluminium body, whilst the 246 GT had a steel body with an aluminium front bonnet.

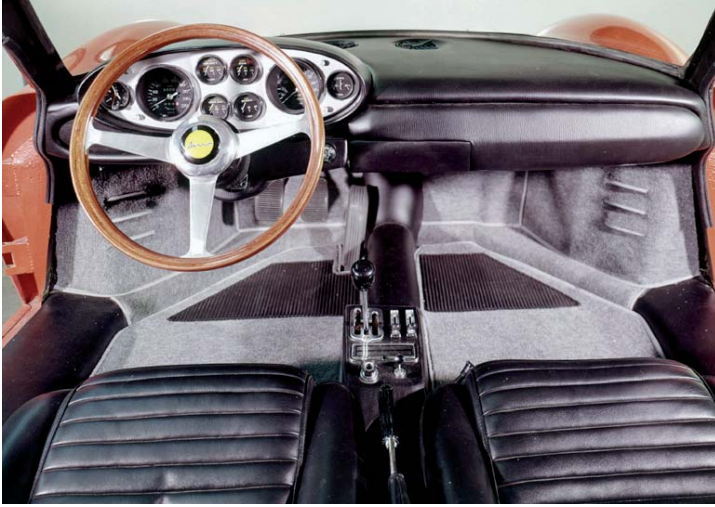
10) Q.: What do the numerals "246" in the Dino model title refer to?

A.: The swept volume of the engine, 2.4 litres, and the number of cylinders - 6.

11) Q.: How many twin-choke carburetors are fitted to a Dino 246 engine?

A. Three.





12) Q.: What other car in the Ferrari range shared a similar instrument binnacle layout?

A.: The 365 GTB4 "Daytona".



13) Q.: What was the name of the 1970s British TV series starring Tony Curtis and Roger Moore that featured the Dino?

A.: The Persuaders (1971-72).

Tony Curtis on set with the other automotive star – the Aston – in the foreground of the photo, bottom left.



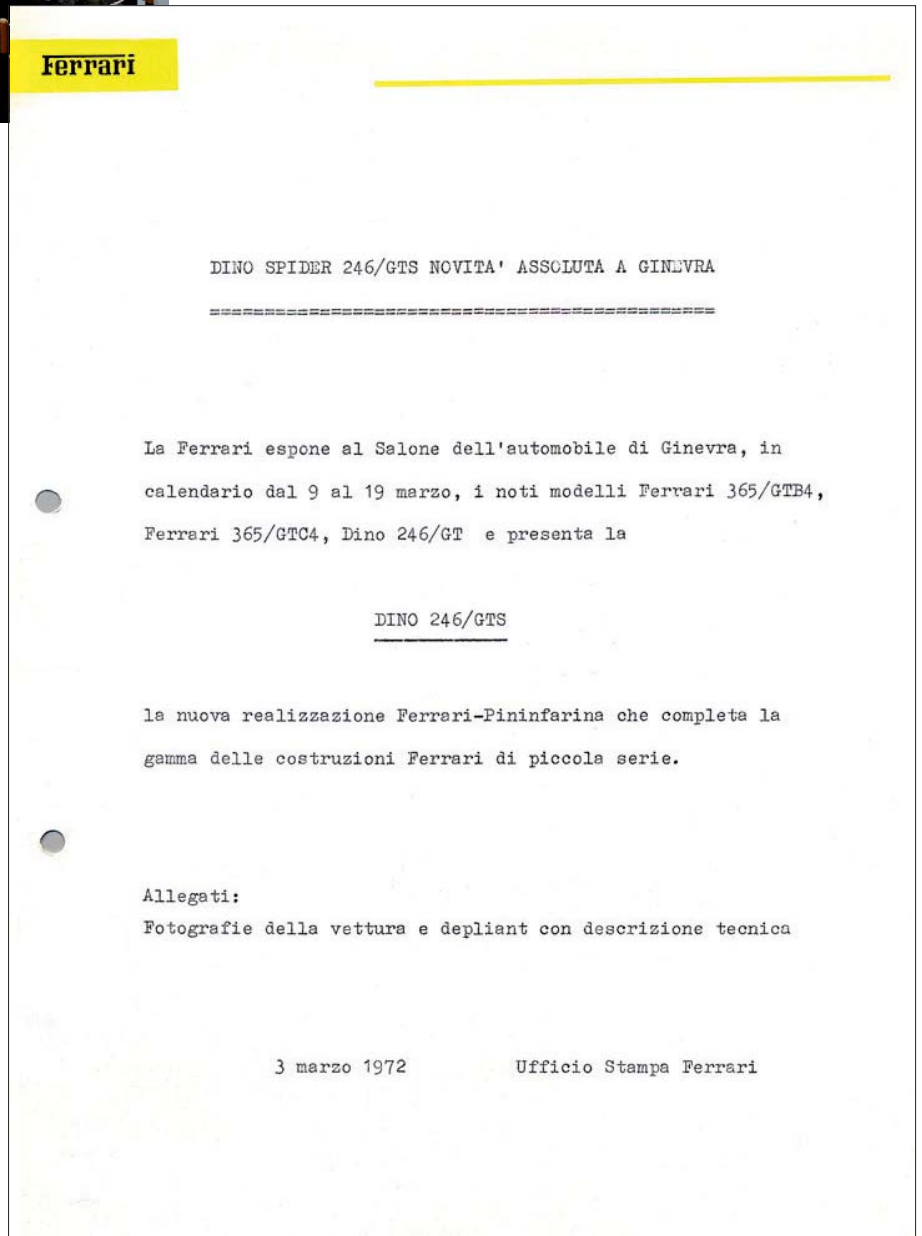
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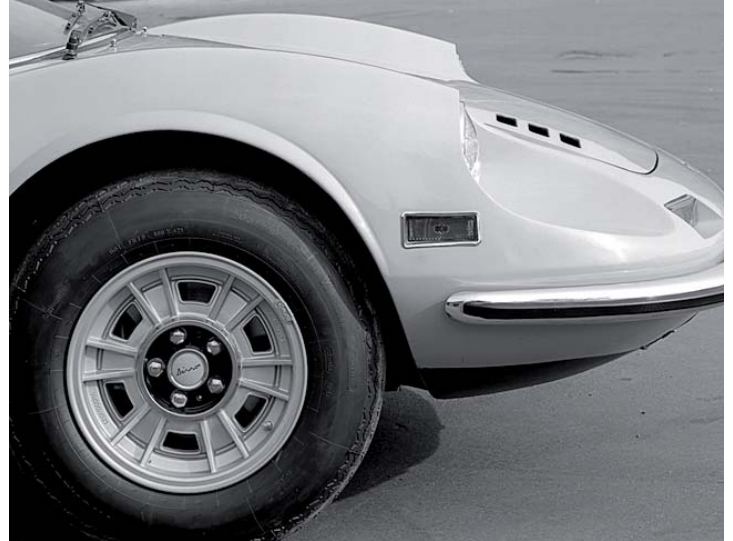
14) Q.: In what year did the targa roof 246 GTS model join the range?  
A.: 1972.



The GTS pictured in the centre of Ferrari's stand at Geneva, 1972.



The original Geneva Show press release dated the 3rd of March 1972.



15) Q.: What is the main visual difference between US and EU market models?  
A.: The US models have side marker lights in the wing sides, and the front indicator lights are vertical in a recess instead of flush to the body.



16) Q.: The windscreen wipers were modified during production. How did they change?  
A.: The wiper movement went from a 'clap hands' movement to a parallel movement.



17) Q.: Apart from the Dino 206/246 series was any other “Ferrari” road car badged as a Dino, and if so what was it?

A.: Yes, the Dino 308 GT4, and the 208 GT4 for the Italian market.



8) Q.: What other road cars were produced concurrently with the Dino series carrying a Dino badge?

A.: The Fiat Dino Coupé and Spider.

The Fiat Dino Spider at its launch at the Turin Motor Show in 1966.