

CLASSIC DRIVER

Some might say the hand of God designed this Dino 206S

Lead

Highly successful, breathtakingly beautiful and incredibly rare – the Ferrari Dino 206S ranks among the most desirable racing horses ever bred in the Maranello stables. Now the very last one of them is up for sale with RM Sotheby's.



If anyone tells you they doubt the theory that from form and function springs forth beauty, show them this Dino 206S which is about to become the subject of a low-key battle for ownership this week when [RM Sotheby's](#) offers it through the increasingly popular 'Sotheby's Sealed' private bidding system.

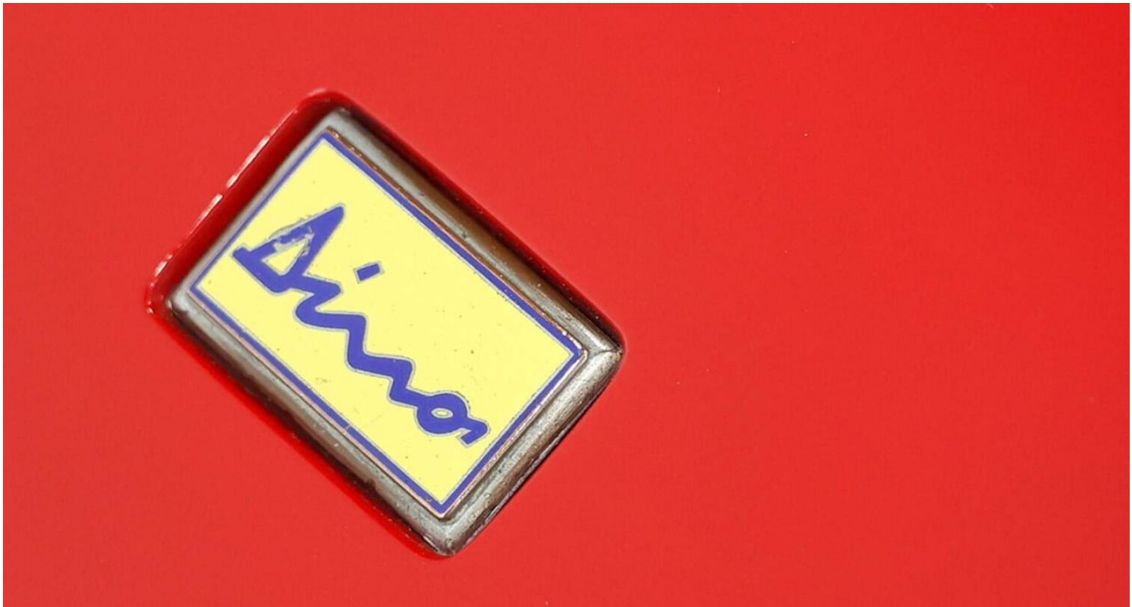
Just 18 examples of the 206S were built, of which the most attractive – and arguably the most desirable – were the 13 clothed in Spyder bodywork built by the Modena-based Carrozzeria Sports Cars run by racer and Ferrari dealer Piero Drogo.



Add to that the fact that this car is the very last Dino 206S ever created and it seems likely that quite a few 'sealed envelopes' will be dropping onto the RM Sotheby's doormat next week.

Chassis number 032 was officially manufactured in 1967, but it is recorded as having raced in a series of hillclimbs during the 1966/67 season after being sold new to Neapolitan engineer and property developer Corrado Ferlaino – who, at around the same time, became a shareholder in Napoli FC and subsequently signed the late and legendary Diego Maradona.

Some might say 'the hand of God' had an influence in the design of the Dino 206s, which was originally conceived as a homologation model to run in the two-litre Group 4 class. In true Ferrari style, however, the requisite 50 cars were never produced, meaning the model had to compete as a prototype.



But Drogo's aerodynamic coachwork – made from stressed alloy panels and glass fibre attached to a tubular frame – combined with the most highly tuned, fuel injected, 217 horsepower version of the celebrated 'Dino' V6 engine made the 206S a force to be reckoned with.

By the end of 1966, 206S cars had placed second in the Targa Florio, third at the Nurburgring and sixth at Spa in gruelling 1000km races, with the model also posting exceptional results in European hillclimb events.

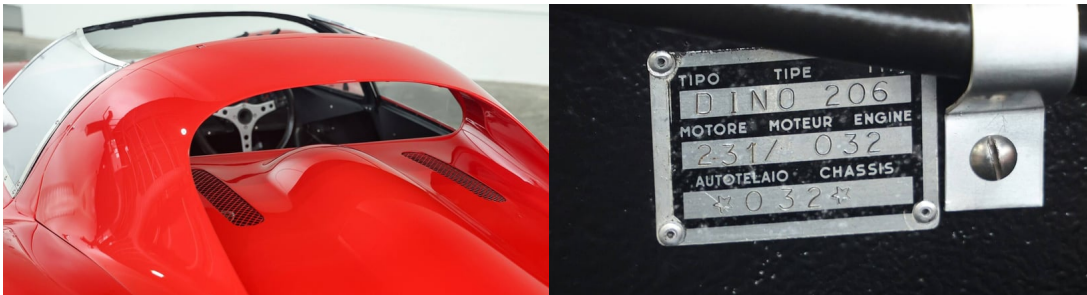
As mentioned, it was in this discipline that chassis 032 competed in the first year of its life before being returned to Maranello for a factory service in advance of being moved on to the first of what was to be a series of Italian owners.



By 1979, however, it had entered the famed collection of French enthusiast Pierre Bardinon. Bardinon became legendary in historic Ferrari circles for his shrewd purchase of former competition cars during the 1970s and '80s, when values were still a fraction of what they were to become.

His impressive family wealth (from the Chapal tannery and leather good business) enabled him to live in high style at Mas du Clos, the estate near Aubusson where he built a state-of-the-art, museum-like storage facility for his beloved Ferraris, of which there were 50 at the collection's peak.

But keeping the cars dormant as many major collectors do was not Bardinon's bag.



He wanted them to be used in the manner for which they were intended – so, in 1963, he arranged for a short, 400 metre race track to be built in the grounds of Mas du Clos which, by the time he took delivery of the 206S, had grown to comprise 3km of fast curves, challenging corners and swooping straights.

Bardinon claimed to have driven on his private track ‘seriously’ for between 40 and 50 hours per year – and, although he didn’t own the 206S for long, it’s almost certain that he enjoyed stretching its legs there on more than one occasion.

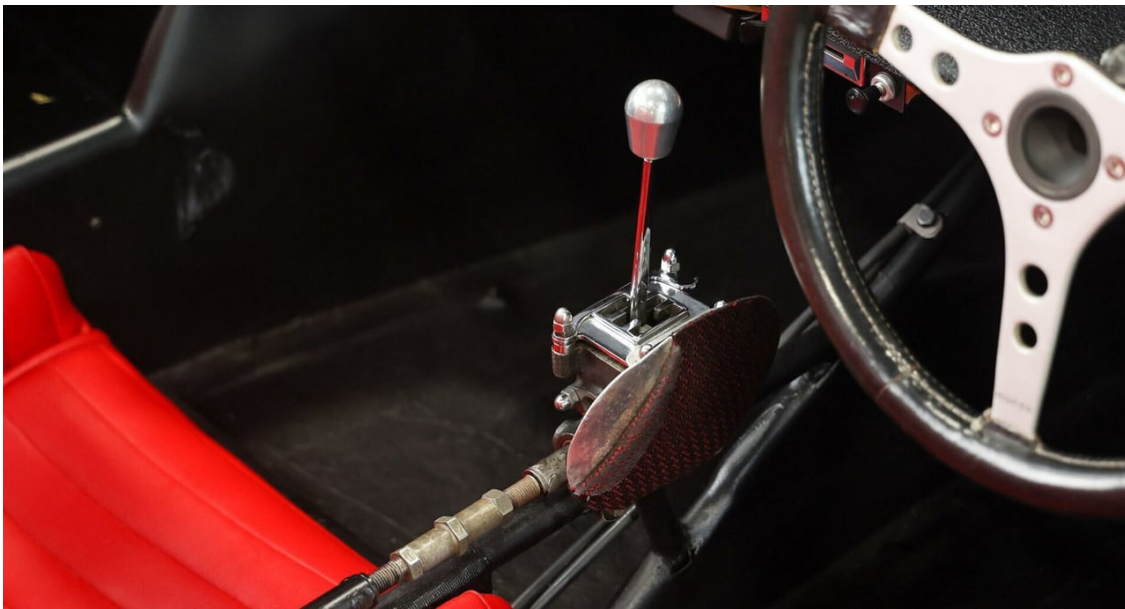
Some time during the 1980s Bardinon sold the car to an equally passionate French Ferrari fan, Jacques Setton, who focused on Formula One cars but liked anything powered by the evocative Dino V6.



Indeed, the 206S holds such ‘blue chip’ status that it has not formed part of anything other than exceptional collections for the past 50 years – after Bardinon and Setton , it went to British connoisseur Rob Lamplough and was then acquired by Carlos Monteverde who raced it multiple times in the Ferrari Historic Challenge series.

A decade ago, however, it was acquired by a U.S. collector who returned it to the Ferrari factory for a ground-up restoration – a process that earned it coveted ‘Red Book’ certification and confirmation that it was still fitted with its correct type Dino 206 engine, matching numbers gearbox and original body and chassis.

The Sotheby’s Sealed sale represents the first time the last-ever Dino 206S has been made available to buy in more than a decade – and it’s fair to say that it’s an even better car now than when it first rolled out of Maranello back in 1966.



Here's what Jarrett Rothmeier, Senior Vice President at RM Sotheby's Private Sales had to say about this unique machine, "The Dino 206 S is widely regarded as one of the best looking sports racers of the 1960s, with an extremely successful racing record to match. With multiple podium finishes at World Championship sports car races including the 1000 Km Nurburgring and Targa Florio, as well as dozens of hillclimb victories, it is nearly impossible to find a better even numbered sports racer from Ferrari's glory years at this value level. Chassis 032 presents a rare opportunity to acquire a Ferrari Classiche Red Book certified example with the final evolution tipo 233 engine, believed to be one of only 2 built, that is ready to be enjoyed on the track or concours circuit."

If you're tempted (and have a decent seven-figure sum to stuff into a virtual envelope) check out the listing at [rmsothebys.com](https://www.rmsothebys.com) where the sealed bid sale will run for just three days from February 15 - 17 inclusive.

And remember, if you end up making the highest offer- no one will ever know....

Gallery

