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1968 FERRARI 166/246 DINO

This exceptionally historic Dino is one of just two cars modified by Ferrari to Tasman specification between 1968 and 1970. Originally built for the 1968 Formula Two season as a Tipo 166 F2, it was raced during that year by Jacky Ickx, Derek Bell and Brambilla.

In its Formula Two configuration, the car is referenced in *Autosport* magazine on October 18, 1968, 'Ernesto Brambilla gave Ferrari their first Formula 2 win in last Sunday's Preis von Wurttemberg at Hockenheim. Driving a wild race, little Tino came from behind, taking the lead on the last lap literally on the grass and winning by 0.2 sec....Brambilla drove chassis 0010....'.

0010 was rapidly snapped up by New Zealander Chris Amon for his Tasman racing programme. The Tasman Championship was a motor racing series staged in Australia and New Zealand. Following Amon's success down under in 1968, where he came second in the championship, he asked Enzo Ferrari for two cars – 0010 and 0008 - which were to be shipped from Modena to Sydney-based race team Scuderia Veloce, who took on the mantle of Ferrari's antipodean racing arm.

Amon said, 'I greatly appreciate what Ferrari did for me because it's a helluva long way from them, they airfreighted out any parts we needed and they supplied all the information we asked for.... I was supposed to be their number one driver, so it was a responsibility to do well every time I got in the car' (*Dino the Little Ferrari*, Doug Nye 1979).

The cars were updated by Ferrari with a 2.4 litre V6 engine producing some 300 bhp, having originally housed a 1596cc engine and benefited from Lucas indirect fuel injection and a straight gearbox housing five gears, integral with final drive. A limited slip differential, rack and pinion steering, coil spring damper units and girling ventilated two-pot caliper brakes completed the configuration.

Throughout the 1969 Tasman season, the two Dinos were very competitive. Chris Amon, driving 0008, won the championship and Derek Bell, in this car – 0010 – took a respectable fourth position overall. Racing highlights for Bell and 0010 that year include a win at Levin in January, which was Derek's first race win in a Ferrari, fourth at Teretonga and second at both Brisbane's Lakeside circuit and Sydney's Warwick Farm.

At the end of its works career, the car passed into the hands of Sir Anthony Bamford to join his fabled Ferrari collection and was then acquired by fellow revered Ferrari collectors, Dudley and Sally Mason-Styron, who hill climbed the car selectively in the 1980s at events such as the Goodwood Festival of Speed. The car is presented for sale with a superb history file with many period photographs and would be welcomed at the very best historic events.

SOLD







