

TONY WILLIS
The Maranello Concessionaires Archive

Cottingham Blue Chip London Ltd
81 Cadogan Avenue
Belgravia
London
SW1Z 9DU

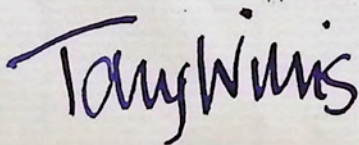
August 27th 2022

Ref: Dino 246GTS Chassis Number 06026

We confirm the above right drive Dino was produced by Ferrari SpA, Maranello, Italy in March 1973 for the UK market importer Maranello Concessionaires Ltd and their dealer H. R. Owen, London.

MCL order D/428 was Grigio Ferro met 106-E-8 Salchi, all Nero VM85900 hide interior and Black carpets.

Yours faithfully,



Tony Willis



H.R. OWEN Ltd

33 ~~SELOANE STREET, BELGRAVIA,~~
LONDON, S.W.1.
Telephone ~~01-235-7317 (9 lines)~~

ORDER No 4351

To Maranello Concessionaires,
Egham-By-Pass,
Egham.

Ref: Ours

Yours

22nd November, 1972

Make..... Reg. No..... Chassis No.....

PLEASE SUPPLY February Allocation

One Ferrari 246 GTS

Grigio Ferro.

Silver (106-E-8) /Black Leather

Air Conditioning if available by then

H. R. Owen, Ltd.,

177 Golders Green Road,

London, NW 11

Important. Please quote : Order No. on Invoice ; Retail price and trade discount on advice note.

1154-72

p.p. H. R. OWEN LTD.

Signed *Bryan J. Davies*

23rd. November, 1972

D/428

Dino 246 GT Spyder

RHD

Grigio Ferro Metallizzato

Black leather

February allocation

Owen

TONY WILLIS

Ferrari

SOCIETÀ PER AZIONI ESERCIZIO MANIFICAZIONE AUTOMOBILI E CORSE
CAPITALE SOCIALE UN MILIARDO

SEDE SOCIALE - SERVIZI COMMERCIALE E ASSISTENZA CLIENTI:
41100 MODENA - VIALE TRENTO TRIESTE, 31 - TEL. 224081 - TELEX MO 51147
DIREZIONE - AMMINISTRAZIONE - GESTIONE SPORTIVA - OFFICINE:
41053 MARANELLO - TEL. 941161 - 941182 - TELEX - FERRARI - 51013
CASSELLA POSTALE: 589 MODENA - TELEGRAMMI: FERRARI - MODENA
ISCR. TRIB. MODENA N. 3559

COPIA

20th March 1973

MODENA.

FATTURA N. 998/73 = SF.573

S/CONFERMA N.

S/ORDINE D/428

SPEDIZIONE by lorry

S/RIMESSO N.

ACQUISTO deferred.

MARANELLO CONCESSIONAIRES LTD/
Tower Service Station
EGHAM BY PASS - Surrey

England

La presente fornitura effettuata alle condizioni retroscritte comprende, specificatamente, quelle che stabiliscono limitazioni di responsabilità facoltà di retrocedere dal contratto o di sospendere l'esecuzione nonché quelle che stabiliscono decadenza limitazioni alle facoltà di opporre eccezioni restrizioni alla libertà contrattuale nei rapporti con terzi e quelle che riportano clausole compromissorie o deroghe alla competenza dell'Autorità Giudiziaria

ONE	<p>"DINO" 246/GTS = SPYDER = GRAN TURISMO automobile, complete with five wheels and tyres, toolkit. (rhd) <u>CHASSIS N. 06026</u> Metallic paint Power-operated windows All leather interior</p> <p>TOTAL</p> <p>Colour: Grigio Ferro Met. 106.E.8 Salchi Upholstery: Black VM 8500</p> <p>Free Italian Border *****</p>	Lit.	<p>4.550.000.= 96.000.= 96.000.= 160.000.=</p> <hr/> <p>4.902.000.=</p> <hr/> <p>E.&O.E.</p>
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Uchiaro sotto la mia piena personale responsabilità e in particolare agli effetti delle vigenti disposizioni valutarie che il prezzo indicato nella presente fattura è vero e reale e che pertanto nessun'altra integrazione in qualsiasi forma o con qualsiasi modalità va a favore o a carico della impresa da me rappresentata in relazione all'operazione per cui è stata emessa la fattura stessa.

Ferrari
Soc. per azioni s.p.a.
Manassis

C/

Queen

Ferrari

SOCIETÀ PER AZIONI ESERCIZIO FABBRICHE AUTOMOBILI E CORSE

CAPITALE SOCIALE UN MILIARDO

ISCRITTA AL TRIBUNALE DI MODENA AL N. 3658

Our. Ref. CO2/GS n. 1292

Modena, 30th Nov. 1972

MARANELLO CONCESSIONAIRES LTD/

Tower Service Station

EGHAM BY PASS - Surrey

England

Subject: Your order D/428

We thank you for your kind letter/~~dated~~ dated 23rd Nov. 1972 concerning the specifications for the above mentioned car which we are glad to confirm as follows:

- ONE "DINO" 246/GT Spyder Gran Turismo, complete with five cast-alloy wheels and tyres, toolkit. (rhd)
- Colour : Grigio Ferro Met. 106.E.8 Salchi
- Upholstery : Black leather VM 8500
- Extra : Metallized paint
All leather interior
Power-operated windows.

Best regards.

~~RECEIVED~~
S.p.a. SEFAC
Servizio Commerciale
[Signature]

[Signature]

Stock No. 604280

Nº 08325

VAT Registration No. 211 7626 88

16th. April, 1973

Tax Point 18th May, 1973

Messrs. H.R. Owen Ltd.,
177 Golders Green Road,
NW11 9BY.

Your Order No. 4351

To Supplying one new Ferrari Dino 246 GT Spyder finished in Grigio Ferro Metallizzato with Black leather interior as per Manufacturer's current specification	£5,250.00
Leather interior	177.00
Metallic paint	<u>97.00</u>
	5,524.00
Less: 17½%	<u>966.69</u>
	4,557.31
Car Tax	460.33
Delivery ex Dover	<u>15.00</u>
	5,032.64
VAT @ 10%	503.26
Petrol - 4 galls.	<u>1.46</u>
	<u>£5,537.36</u>

Chassis No. 06026
Engine No. 06026

SALE

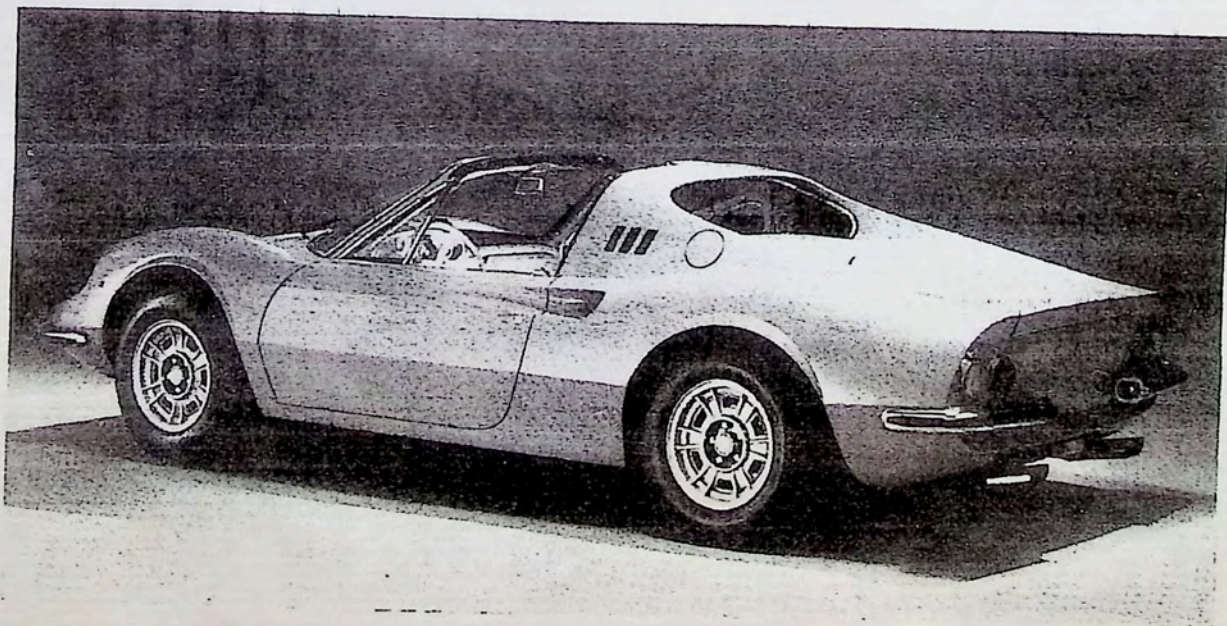
246 GTS DINO SPYDER

2.4 Litre V6 4 Overhead camshaft engine
195 b.h.p. at 7,600 r.p.m.

Body designed by: PININFARINA
Built by: SCAGLIETTI

Right or left hand drive
Speed: 150 mph
Length: 13' 10"
Width: 5' 7"
Height: 3' 8"
Wheelbase 7' 8"
Front track 4' 8"
Rear track 4' 8"
Dry weight: 21½ cwt.
Capacity of tank: 14½ gallons
Electric windows

Basic Price: £5,250
Car Tax: £437.50
V.A.T.: £568.75
Total: £6,256.25



1996

Foc Concours
Cottesbrooke Hall





Marenello Sales
Tower Garage

Class H (246 GT/S series)

Peter Lloyd 246 GTS

I always enjoy reading articles written by Concours winners in which they describe how they toiled and sweated over their cars during the period leading up to the event.

Consequently, I feel somewhat of a hypocrite since the nearest I got to breaking out into a sweat was when I settled the final bill at Ferrari UK following an extensive restoration of the Dino.

In my defence, I had been looking for a suitable Ferrari restoration project that I could enjoy and when I came across this car at Egham, looking very sorry for itself, I felt this was a perfect candidate.

I was bravely offered a fixed price contract for purchase and restoration to Concours standard and, having previously trodden that treacherous course of ever increasing restoration costs with no escape until completion, the offer of a fixed price from a company with such a sound reputation was very tempting indeed.



The fact that they will probably 'read this and weep' provides some idea of how much more the actual cost overshoot the original estimate! To their credit they never asked for a penny more.

The car was initially finished in time for the 1996 Norwich Union Rally and as I had entered a number of cars for this event, my youngest brother drove the Dino.

It successfully completed the day without a hitch (unless you count his spin in the wet!), although we were able to identify

some minor problems. However, the car was far from Concours standard at this stage and clearly a lot of detail work was still needed.

By the time the FOC Concours arrived, the car was true perfection and it was a great thrill to secure my first-ever Concours win. I am sure it was also some consolation to Ferrari UK for their perseverance.

My brother, who had fallen for the car when driving it on the Norwich Union Rally, then bullied me into selling it to him! Onto the next project ...

Class K (Pinninfarina 2+2s)

Margaret and Geoffrey Williams 365 GTC4

The first class win for the GTC4 in 1991 was, perhaps, not a surprise as it had just been completely repainted. This time it was!

Over the past five years the car has been used, where practical, as our first choice of family transport, being less 'OTT' than the other cars. This year alone it has been on the Continent twice, the last of which was a journey to a wedding in France which involved travelling almost 500 miles in 24 hours, out



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After a wonderful dinner party at Sedgebrook Hall, it was early to bed and early to rise. Early for us, at least, but when we arrived at Cottesbrooke Hall we found others hard at work. Another hour was spent putting the final touches to the car and we were ready, the Ferrari and I that is, Sandra seemed a little more concerned about lunch!

The whole event was professionally run and judging very thorough. I was extremely pleased and a little surprised to win in my class and against such tough competition.

All in all, we had a most enjoyable weekend and would like to thank Peter and Suzanne Everingham and helpers for their efforts in organising the whole event.

