



Dino Berlinetta Speciale

Unique model - 1965

A prototype that foreshadows the formal structure of the "berlinetta" series that was conceived three years later, the Dino Berlinetta Speciale debuted at the Paris Show of 1965 and immediately left its imprint on the press and public for some unusual solutions such as the short tail, the rear concave window, the very low hood compared to the wings and the side scoop that extended the rear air vents.

Since 1967, the Dino has been part of the Automobile Club de l'Ouest collection and is exhibited along with other historic prestige cars in the Musée de l'Automobile of Le Mans. Sergio Pininfarina, during a visit to France, had donated this unique piece to the Club, which as a tribute to the Senator pledged never to sell it.

In Geneva, 2013, the Dino is displayed on the Pininfarina stand next to the new Sergio. "*The reason why we are exhibiting the Dino Berlinetta Speciale*", Paolo Pininfarina explains, *is because my Father often put it at the top of his preferences, among dozens of masterpieces designed for Ferrari. The Dino was also the last Ferrari on which he worked with my grandfather Pinin, who passed away in 1966. Furthermore, it is quintessential Pininfarina design: sleek, pure, sensual, and with great attention paid to aerodynamic details*".

The power of the engine, the lightweight, durable chassis, and the aerodynamics of the body, are the basic premises of this unique model design.

Aesthetically, the car has a very low, sleek line developed on the basis of a simple lenticular shape, from which the roof fairings and wheels have been obtained. The front, which slopes steeply towards the front end, is designed to offer the least air resistance. This is also why the headlights are enclosed in a winding perspex casing, which continues the car's arched profile. The bonnet presents a completely smooth surface, interrupted only by an adjustable slit as an air outlet, cooling the water in the radiator. The wings, despite being very pronounced because of the large tyre size, flow seamlessly into the sides.

The side view is characterised by the particular belt line that develops upwards to terminate in a truncated section. The windscreen is very wide. The roof panel is fine and small. It ends in a particular rear window design, while it laterally extends to the tip of the tail. The side lights are composed of two fully descending door windows and two fixed rear windows. A dihedral, running along the entire perimeter of the side lightens the effect of the whole. A scoop of original design located beneath the side lights, acts as an air intake for the brakes.

The rear part, where the majestic powertrain is located, ends in a truncated section which houses the rear lights delimiting a double panel with slits. The bonnet is rather large and is raised completely up to the height of the rear window, so as to allow ready access to the engine.

Inside, the foam padded instrument panel, shock-resistant and anti-reflective, contains the on-board equipment and the various commands. The two special seats are upholstered in leather. The rear compartment is equipped with special bulkheads padded with anti-thermal material. All the elements that make up the internal structure of the passenger compartment, including the roof and pillars, are padded with anti-shock natural rubber and coated with elastic leather.