

1966 FERRARI 330 GTC LHD



DETAILS

Year: 1966

Configuration: LHD

Price: SOLD

DESCRIPTION

The Ferrari 330 GTC offered here was constructed in 1966 and sold to a Mr Milos via Franco-Britannic Autos, of Paris, France. Mr Milos retained the car for the next 17 years before selling it to another French resident, a Mr Jean-Francois Thoviste, of Boug-de-Thizy. The car remained with its second owner for the next 31 years before being sold in 1997 to a noted Ferrari collector by which time it had travelled only 15,000 kms from new. Purchased in partly restored condition by JD Classics in 2015, this GTC is currently benefitting from a full restoration by marque specialists Le Coq and is being returned to its factory original colour specification of Grigio Argento bodywork and black Franzi leather interior. With full matching numbers, excellent provenance and offered in immaculate condition this example will provide the new owner with an excellent opportunity to acquire one of the most useable and stylish of Ferraris of the Enzo era.

Please contact us for further details, price on application.

The Ferrari 330 range was introduced in 1963 as a successor to the famous Ferrari 250. The first model, the 330 America, was little more than a 250 GT/E with a larger engine and was quickly replaced by the 330 GT 2+2 in January 1964. This was an entirely new car with a redesigned nose and tail, four headlights, a wider grille, longer wheel base and adjustable koni shock absorbers. The 330 GT 2+2 was intended to be the ultimate grand touring car with a luxurious interior, seating for four and strong performance provided by the 4.0 L Tipo 209 V12 with triple Weber carburettors.

Whilst successful, many customers wanted to retain the luxury of the 330 GT 2+2 but desired the enhanced handling characteristics and more muscular performance of the 275s. Ferrari's answer was the Pininfarina-styled GTC, which debuted at the Geneva Motor Show in March 1966 and was essentially a hard top version of the 275 Spider. The GTC shared the same two seat configuration, short wheelbase, independent rear suspension and five-speed manual transaxle as the 275s, which significantly improved weight distribution and handling. The same 4 litre V12 was used as in the 330 GT 2+2 but the reduced weight yielded an improved power output of 300 bhp, 0 to 60 acceleration of below seven seconds and a top speed of around 150 mph.

The 330 GTC not only incorporated mechanical features of different Ferrari models but also blended a number of different design features and did so successfully thanks to the skill of the Pininfarina design team. Stylistically the nose acknowledges that of the Series II 500 Superfast and the tail is strongly reminiscent of that seen on the 275 GTS. Like the 250 Lusso, the A and B pillars are slender, which greatly improves visibility in the cabin as well as adding to the sense of refinement and elegance that the well-appointed interior created. Being a two seater, a parcel shelf was inserted in place of the rear seats and luggage space was ample for two adults. Other refinements included vastly improved sound deadening, electric windows and a heated rear screen with a radio and air conditioning offered as optional extras. The 330 GTC was replaced by the 365 series in 1968 by which time only 598 coupes and approximately 100 spiders had been had been built. SOLD

