

1967 Ferrari 330 GTC

- Lot sold
USD 600 000 - 700 000
- **Baujahr** 1967
- **Losnummer** 119
- **Lenkung** Links
- **Zustand** Gebraucht
- **Standort** 
- **Außenfarbe** Sonstige
- **Automobiltyp** Sonstige
-

Beschreibung

PROVENANCE

Vittorio Balestra, Castiglione Della Valle, Italy (acquired by 1968)

Herbert L. Jackson, Malden, Massachusetts (acquired by 1974)

Donald Millard Jr., Lincoln, Massachusetts (acquired from the above in June 1974)

Current Owner (acquired from the above)

LITERATURE

Hilary A. Raab Jr., , chassis no. is listed

THIS CAR

Debuted at the March 1966 Geneva Auto Show, Ferrari's 330 GTC was a svelte, high-speed coupe for two with a luxurious and remarkably spacious interior compartment. Pininfarina designed and built the subtly elegant coachwork of the 330 GTC to exceptional standards at its Grugliasco production facility near Torino; the masterful styling combines the best elements of the 500 Superfast and 275 GTS, with a light, airy greenhouse yielding outstanding visibility.

Power was provided by the four-liter 209 SOHC V-12 engine, which delivered 300 bhp and effortless torque across a wide power band. Sharing its basic chassis design with the contemporary Ferrari 275 - including four-wheel independent suspension, four-wheel disc brakes, and five-speed transaxle - the 330 GTC delivered uncanny balance and excellent handling.

Approximately 600 examples of these potent and handsome performers were produced through 1968. Highly acclaimed from the time of its introduction, the 330 GTC was capable of accelerating to 60 mph in less than seven seconds and hitting 150 mph flat out, exemplifying the classic Enzo-era V-12 Ferrari Grand Touring concept as never before.

According to the research of Ferrari historian Marcel Massini, this 330 GTC, chassis 10513, was completed at the factory in fall 1967 and is the 336th example built. As recorded in an accompanying Ferrari , this car's

Pininfarina coachwork, numbered C0410, was originally finished in the attractive color scheme of (Smoke Gray) with beige Connolly leather upholstery. Destined for the Italian market, 10513 was equipped with metric instruments, electric window lifts, and Campagnolo cast-alloy wheels.

In November 1967, the new 330 GTC was delivered to Romeo Pedini, the official Ferrari concessionaire in Perugia; by 1968, it was owned by Vittorio Balestra, a resident of Castiglione della Valle. In 1972, Italian exotic car dealer Viviano Corradini sold the Ferrari to an American client and arranged for it to be exported to the US.

The first known US owner of the Ferrari was Herbert L. Jackson of Malden, Massachusetts. Mr. Jackson was a career public servant, who became the first African-American elected to the city council of Malden, Massachusetts, and then served as its president four times during his lengthy political career. In 1950, Mr. Jackson became the first African-American elected as a member of the Massachusetts House of Representatives. During the time he owned the 330 GTC in the early 1970s, Mr. Jackson was serving as Malden's city councilor-at-large.

When Donald Millard Jr. of Lincoln, Massachusetts, purchased the 330 GTC from Mr. Jackson in June 1974, it had already been driven approximately 19,000 km (11,800 miles) and repainted metallic gold, a shade similar to Pininfarina's. Mr. Millard, an avid Italian car enthusiast, soon joined the Ferrari Owners Club, and eventually acquired several other 12-cylinder models, including a 275 GTB/4 and a Daytona. One of his favorite collector cars, the 330 GTC remained in Mr. Millard's care for over four decades, during which time it was regularly driven and maintained as needed.

Today, the Ferrari presents in charming, unrestored condition, with an even, inviting patina throughout and beautifully preserved original leather upholstery. The well-kept overall condition appears consistent with the car's relatively low mileage, with the odometer recording just over 52,000 km (32,375 miles) at the time of cataloguing.

Most important, the original Ferrari data tags remain intact in the engine bay, and the engine pad is correctly stamped 10513 with corresponding internal no. 3064. Accompanying the car at auction are the original jack kit and a history report prepared by Marcel Massini.

As offered, this Ferrari provides a number of enticing possibilities for its new owner. Whether it continues to be preserved and enjoyed in its current condition as a charismatic event car or restored to concours standards in its elegant original color scheme, 10513 stands as a wonderful example of one of Ferrari's most handsome and best-performing V-12 Grand Touring models of the 1960s.

Possessing an ideal factory specification, a fascinating provenance, and uncommon originality, 10513 is surely one of the most appealing 330 GTCs to appear at public auction in recent memory. For the collector in search of a great, unrestored 12-cylinder Ferrari, this is an opportunity not to be missed.

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