


CLASSIC DRIVER

1964 Ferrari 330

- Lot sold
USD 182 458 - 218 950
GBP 150 000 - 180 000 (listed)
Year of manufacture 1964
- **Chassis number** 6155
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 368
-
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
-

Description

1964 Ferrari 330 GT 2+2 Coupé
Registration no. EPC 1B
Chassis no. 6155

On 10th June 1963, Duncan Hamilton & Co wrote to the official UK Ferrari importer, Maranello Concessionaires Ltd, requesting a four-seater for his client, the Hon A G Samuel of merchant bank Hill Samuel; specifically: a 4.0-litre Ferrari Super America with a price of £9,500 inclusive of British import duty and Purchase Tax. Unfortunately, he was told these cars were made to special order only. On 4th November 1963, Duncan Hamilton wrote to Colonel Ronnie Hoare, Maranello Concessionaires' proprietor, after hearing of the new 4.0-litre Ferrari 2+2, asking for photographs of the 'four seater which is to be announced in January 1964', and would he be kind enough to lend them to him so he show them to his possible 'victim'.

As confirmed by Ferrari historian, Mr Tony Willis, Ferrari 330 GT 2+2, chassis number '06155', was imported by Maranello Concessionaires Ltd in July 1964. The Archive Certificate is on file together with a copy of the factory order (Fattura no. 1180/64) for £5,150 from Ferrari Modena to Messrs Maranello Concessionaires Ltd, and the Certificato D'Origine quoting a purchase price of £5,579 dated 27th July 1964. A letter on file from Duncan Hamilton states: 'The new 4 seater has 340bhp as opposed to 240bhp on the 3-Litre and the weight has only been increased by approximately 1cwt... the road holding is even better and I can assure you that the car is really quite something.' The Ferrari was fitted with two roof aerals linked to Mr Samuel's hearing aid.

After approximately 3,000 miles had been covered, the 330 GT was sold back to Duncan Hamilton, who used the Ferrari as his personal car for a number of years. Dating from this period, there is interesting correspondence on file between Col Hoare and Duncan Hamilton concerning, among other things, suitable grades of sparking plug and Maranello Concessionaires' labour rates, which Duncan considered exorbitant.

The Ferrari was subsequently sold, with 14,000 miles recorded, to a Midlands electrical firm: Alfa Electrics. The firm went bust a few weeks after purchase and the Ferrari was never registered in its name. The car was then sold to S G Hicks and registered 'SGH 2'. Mr Hicks sold the Ferrari 2½ years later (in mid-1975) to Mr Jack Hamilton (no relation to Duncan).

The next owner, from 28th October 1978, was Brian Somerset Kern of Hadley Wood, Hertfordshire. All receipts for repairs and serving accumulated during his ownership are on file, issued by the likes of Neil Twyman, Greypaul Motors, Maranello Concessionaires, J Bruce (Vintage and Classic Car Specials), Moto Technique, and Eurospares. Maranello Concessionaires receipts dated 28th January 1993 confirm the mileage at that time as 20,897. The next owner was Mr Busby of Tower Hill, Dorking, who had Talacrest carry out servicing works in March 2000 at 23,398 miles. On 3rd July 2004, the car was purchased by famous Ferrari 250 GTO owner and collector, Mr Stephen Pilkington of Aughton, Lancashire. The car was purchased by the present owner (a good friend of Stephen Pilkington) on 10th June 2005.

Recently reunited with its original registration number, 'EPC 1B', the car has been used for many tours and rallies across the UK and has never let the owner down (he is Chairman of the Ferrari V12 Group). 'EPC 1B' has recently participated in the Coast to Coast Rally and the Janet Lancaster Rally, as well as all Ferrari V12 Group events in the last five years, and has been shown at the Ferrari Owners Club Concours. Currently MoT'd and ready to be driven across Europe, this beautiful four-seater Ferrari comes complete with service books, owner's manuals, workshop manual, and two large files of continuous history containing MoT certificates dating from 6th January 1969, which show the mileage to be correct. The car comes with a 12 month mot and two full comprehensive full history files which make very interesting reading

Bonhams 1793

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