

# CLASSIC DRIVER



## 1966 Ferrari 330 - GT 2+2 Series II

GT 2+2 Series II

Price	<b>USD 454 047</b> GBP 330 000 (listed)	Drive	LHD
Year of manufacture	1966	Interior colour	Black
Mileage	27 266 km / 16 943 mi	Condition	Restored
Gearbox	Manual	Location	
Chassis number	08575	Fuel type	Petrol
Number of seats	4	Exterior colour	Silver
Number of doors	2	Car type	Coupé
Performance	300 BHP / 305 PS / 224 kW	Engine number	08575
Drivetrain	2wd	Exterior brand colour	Argento
Interior type	Leather	Interior brand colour	Nero Franzi
		Electric windows	Yes

### Description

What is it?

It's a Ferrari 330 GT 2+2, a sexy, fast and opulent four-seater Gran Turismo favoured not only by Il Commendatore himself, but also by many of his wealthiest and most famous clients. People who personified the glamour and romance of the 'Dolce Vita' era.

The faster and grander successor to the 250 GTE, the 330 GT 2+2 was designed by a young Tom Tjaarda working under the Pininfarina banner. It was the designer's very first Ferrari - Il Commendatore believed that an American designer up to date with the aesthetic trends from 'across the pond' would be perfectly placed to broaden his new car's appeal in the incredibly lucrative US

market.

At the imposing Ferrari's heart was the intoxicatingly powerful Colombo V12, now in 300HP four-litre guise. Disc brakes could be found at all four corners and performed a damned shade better than most of its competitors at the time (Jaguar E-type, we're looking at you). And the spacious and incredibly comfortable interior was a cocktail of expensive wood and rich-smelling leather.

While the 330 GT 2+2 was the first Ferrari to exceed a production number of 1,000, just 455 of them were the most desirable Series II versions. These cars were noticeably prettier, foregoing the ungainly quad headlight arrangement for two simple round lamps, and boasted the same style side vents as the 275 GTS.

They were also considerably more enjoyable to drive, with a five-speed gearbox, alloy wheels, and (optional) air-conditioning and power steering systems.

Can you tell us about the history of this particular car?

The beautiful matching-numbers Ferrari 330 GT 2+2 is chassis number 08575, a US-specification Series II example which left the factory in 1966. It was finished in the understated colour combination of Argento over a Nero Franzi interior and was specified with the optional powered windows.

Chassis 08575 spent the first 46 years of its life Stateside, spending time first in Mississippi before moving to California. While the car was in the Golden State, it was displayed prominently at the Marconi Automotive Museum in Tustin. In 2012, the Ferrari was sold via Beverly Hills Car Club to the UK, where it's remained ever since.

A prominent British musician added chassis 08575 to his collection in 2015. So charmed was he by the 330 GT 2+2 that he commissioned a fastidious frame-off restoration to its original specification. Presenting like it did the day it left the factory in Modena, this Ferrari was bought by its current owner in 2018.

What's it like to drive?

Fantastic! It's everything you want from a long-distance Grand Tourer, except it feels more modern than its age suggests. That glorious V12 has that elusive balance of torque and height - it encourages you to rev right round to its 7,000rpm redline, yet it's got enough shove lower down to inspire confidence at even the most docile of motorway drives.

The way the 330 GT 2+2 travels defies its imposing size. The wheels constantly update you as to what they're doing via the large wooden-rimmed steering wheel and the ride is supple and light once on the move. They just don't make interiors like they used to, do they? We'd gladly take this Ferrari on a weeklong cross-continental jaunt. Not only will be following in the spiritual tyre tracks of Enzo Ferrari himself, but you can also take the family along for the ride.

Sell it to me in a sentence...

We're baffled why these rare and handsome Gran Turismos aren't as well understood - and thus valuable - as certain other Ferrari 2+2s such as the Superamerica, especially considering what a joy they are to drive.

Price: £330,000 (GBP)

Girardo & Co.

**Girardo & Co.**

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