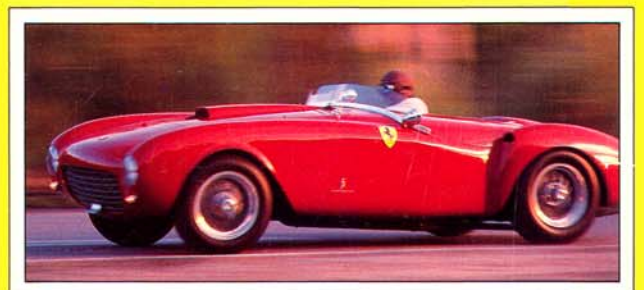


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**CAVALLINO**

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# 330 GT 2+2

*Somewhat Plain, Somewhat Tame,  
But Still A Ferrari All The Same.*

*W*e must admit, at times, to being elitist in our approach to Ferraris, in that we often gravitate to the more notable, and often notorious, examples of the Ferrari marque, with the natural result that we just as often overlook, or file away for future study and appreciation, the more prosaic and mundane specimens of Ferrari production. For every GTO (new and old), every Testarossa (new and old), and every piece of thrilling exotica (new and old) we run to examine, we tend to hasten past the stout and sturdy passenger Ferraris, if that adequately describes the subtype, relegating these sober 2+2s to background status, a welcome but secondary chorus behind the starring tenors and baritones.

At a recent Concours d'Elegance, therefore, we were quite taken aback when we chanced upon a row of 250 GTE 2+2s and 330 GT 2+2s (notice that word "chanced", since we were indeed headed to a shining line of 275 GTBs and GTB/4s that was beckoning to us from afar, like the Sirens calling Odysseus to delights unknown). The run of 2+2s there was "nice", almost a perjorative description at times, but in their midst was one 330 GT 2+2, an unassuming four headlight model, s/n 6573, that positively shone, both figuratively and literally. It was a freshly restored car, and the owner/restorer had been inspired to paint the body a lustrous black, which was (although it doesn't seem possible) absolutely dazzling. ➤

*No one really hates the 330 GT 2+2s, but these cars have often been overlooked, passed over, ignored, omitted, disregarded, skipped... (our thesaurus ran out of words), by the faithful, perhaps because of the four headlights of the first models, possibly because of the overall unflavored aspect of the body, but we hope to rectify that. Take a look at this surprising example, s/n 6573. That deep lustrous black paint, set off by the generous glass and the appropriate chrome work, makes this model look exactly like what it really was, and is—a high speed luxury touring machine.*





Steven Napolitano Photograph

The paint job itself was excellent, so not only was the black acrylic lacquer miles deep, but it also reflected beautifully, showing off to good effect all the subtle curves and shapes of the Pininfarina body. Which is a good thing, because in the opinion of most observers, the 330 GT 2+2 is not an endearing design, not a shape to make men pine and women swoon. It is a very simple and refined design, to be sure, which no doubt was Pininfarina's intent, since the 2+2s were designed to be high class luxury tourers, something for the mature gentleman and gentlewoman to voyage in, leaving the sportier Ferraris for those days when serious fun was being contemplated.

As on many Ferraris, but particularly on the 2+2s, the external color can make or break the car. Red is not always a good choice for these tourers, since it does absorb many highlights, reflections, and shadows, and its very brilliant "redness" tends to overwhelm everything else. One almost gets the sense that Pininfarina detested red from the very earliest days, as nearly all their Ferrari prototypes and showcars were in any other color but red. Very often they used metallic colors, which brought out and indeed highlighted the long curves of the fenders, the small creases running along the sides of the body, the artful breaks between fender and hood, for example. Since the 330 GT 2+2 styling is not therefore *exciting*, it does need the right paint scheme to keep it from being utterly bland. We've seen them in red (which makes them look chunky), in white (not much better), in blues and greens (very much better), silver and metallic brown (better still), and now this black, which made it look outstanding.

The black performed another trick as well; it was brilliant in its own right but not so bright that it masked all the jeweled reflections gleaming off the fine strips of chrome—around the windows, along the lower body edges, around the front and rear lights, and including also the broader and larger areas of the front grill, the bumpers, and the wire wheels. The overall effect was to make the car appear like a scaled down Rolls-Royce of another era, which come to think of it, may have been the intent of the men at Maranello all along. They may have shrewdly surmised that the customer for these 2+2s was well heeled to be sure, but also had a certain classical and "elegant" outlook on life. We all have our dreams, and we all have a feel for where we are in life, or would like to be in life, so the harmonious and polished 2+2s may have been just the elite and discriminating transportation many people of the time were looking for. This was a car not meant to impress the locals or terrorize the neighborhood, but one which would, we feel, transport a group of self-confident people from the townhouse to the country house, from the country club to the yacht club—all in relative speed, safety, and comfort.

**B**ut we muse for no further purpose here. For whatever reason, the 330 GT 2+2 was a success, and despite its subdued appearance and despite the outright disfavor which descended later on those early examples

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with the four headlights (a curious and unusual bowing by Ferrari and Pininfarina to a current fad), the model sold close to 1,100 examples from its beginnings in early 1964 to its finale in 1967, a not altogether small number for Ferrari at the time.

What certainly helped to sell the car then, and what surely makes them enticing to many owners today, is the fact that the car is *all* Ferrari underneath. There is a living, breathing four litre V-12 Ferrari engine in there, the same style Ferrari engine as used in the sportier berlinettas of the same years, and in the same family of V-12 engines used in the racing Ferraris of the

### 330 GT 2+2—Specifications

<b>Years made:</b>	1964-1967
<b>Engine type:</b>	209, 209/65, 209/66
<b>Cylinders:</b>	12, in 60°V
<b>Bore:</b>	77 mm / 3.03 in
<b>Stroke:</b>	71 mm / 2.79 in
<b>Capacity:</b>	3967 cc / 242.08 cu in
<b>Compression ratio:</b>	8.8 to 1
<b>Horsepower:</b>	300 bhp / 6,600 rpm
<b>Camshafts:</b>	2, SOHC
<b>Valves:</b>	2 per cylinder
<b>Ignition:</b>	2 distributors
<b>Sparkplugs:</b>	1 per cylinder
<b>Fuel system:</b>	3 Weber 40 DCZ 6 or 40 DFI 2
<b>Lubrication:</b>	Wet sump
<b>Cooling:</b>	Water
<b>Gearbox type:</b>	Manual, synchromesh
<b>Gears:</b>	a. 4 forward with overdrive, 1 reverse b. 5 forward, 1 reverse
<b>Clutch:</b>	a. Single dry plate, Fichtel & Sachs b. Single dry plate, Borg & Beck
<b>Chassis type:</b>	571, 571/65, 571/66
<b>Chassis construction:</b>	Multi-tube steel
<b>Body:</b>	Steel with aluminum trunk lid, 2+2 coupé; a. four headlight b. two headlight
<b>Body designer:</b>	Pininfarina
<b>Body builder:</b>	Pininfarina
<b>Body: length:</b>	4840 mm / 190.7 in
<b>width:</b>	1715 mm / 67.57 in
<b>height:</b>	1360 mm / 53.58 in
<b>Wheelbase:</b>	2650 mm / 104.4 in
<b>Track: front:</b>	1397 mm / 55.04 in
<b>rear:</b>	1389 mm / 54.73 in
<b>Weight (with oil and water):</b>	1497 kg / 3300 lb
<b>Suspension: front:</b>	Independent, unequal A arms, coil springs, Koni tubular shock absorbers, anti-roll bar
<b>rear:</b>	Solid live axle, semi-elliptic leaf springs, coil springs, Koni tubular shock absorbers, radius rods
<b>Brakes: front:</b>	Dunlop disc
<b>rear:</b>	Dunlop disc
<b>Tires: front:</b>	210 × 15, Pirelli or Dunlop
<b>rear:</b>	210 × 15, Pirelli or Dunlop
<b>Wheels: front:</b>	a. Borrani wire, 6.5L × 15, RW 3801 b. Cast light alloy, 7L × 15, or Borrani wire, 7L × 15, RW 3812
<b>rear:</b>	a. Borrani wire, 6.5L × 15, RW 3801 b. Cast light alloy, 7L × 15, or Borrani wire, 7L × 15, RW 3812
<b>Options:</b>	Power steering Air conditioning
<b>Top speed:</b>	152 mph / 6,400 rpm
<b>0 to 60 mph:</b>	6.1-6.9 seconds



Steven Napolitano Photograph

*Inviting, comfortable, secure, and made for long distance travel. A small sitting room on wheels. Leather, carpet, wood and a touch of chrome was all that was needed.*

time. The 330 GT 2+2's top speed was over 152 mph, which meant it could cruise at close to that speed for hours on end, unruffled and unperturbed. Think about that for a moment—a 1960s four passenger sedan that could attain those speeds without blowing itself up or shaking itself to death. Add in a four speed (plus overdrive) gearbox, and later a five speed, plus disc brakes all around, and you had a car that was anything but a miniature Rolls when it came to performance and handling.

There was nothing in the interior as well to show that this kind of performance was at hand, unless one chanced to peek at the numbers inscribed on the speedometer and tachometer. The 330's passenger compartment was typically Ferrari of the day, neat areas of leather, carpet and wood, offset and outlined by neat strips of beveled chrome. To Europeans in the 1960s,

this spartan, well manicured look was true luxury, and the complete antithesis of the acres of sumptuous decoration found in American luxury cars of the time. While we here in the U.S. have a fond spot in our hearts for these big, be-chromed battleships of the 1960s, the Europeans thought these cars downright ghastly. Being true Ferrari-philes that we all are, we have become educated to this representation of Ferrari luxury, and today we don't give it a second thought; it is now an accepted hallmark of a Ferrari interior—spartan and spare, but refined and in good taste.

Our owner/restorer, Doug Pirrone of Berlinetta Motorcars, bought this particular example back in 1979 for a paltry \$8,100.00, and while he has never mentioned what his original intentions were for the car, to hold or to sell, he does remember that it was a wonderful car to drive. Being in the business, he had the car's body stripped to bare metal, had it primed with feather-▶



Steven Napolitano Photograph

*Yes, it is sedate, but that suited the conservative, well-moneyed, discriminating buyer of the mid-1960s. If you required speed, comfort, and elegant fittings, but you had an inbred or acquired distaste for flash, then the 330 GT 2+2 was perfect. You traveled well, but you also went unnoticed except by those few kindred souls who could spot and appreciate your selective taste in automobiles.*

fill and urethane primers, and then had it painted in that lustrous black. Other work intruded, and the 330 was put aside for four years, even before its first compounding.

When pulled out again, the car became a perfect example of one of those projects where one task leads to another, and another, and another, but here it was all to the good. The valve covers were removed to adjust the valves, and as a consequence, the covers themselves were repainted in that wrinkle paint. This, of course, 32 Cavallino

made the rest of the engine and engine compartment somewhat wanting, so the engine was removed. Since the engine was now out, and since it smoked a bit, the heads were pulled and new valve guides put in. Since the heads were now off...well, you get the picture. New pistons, new liners, new valves, new guides and new bearings were all installed, and the engine was completely balanced. Before installation into the car, both the engine and the compartment were thoroughly detailed. This led to the suspension and the exhaust, then the wheels and the chrome, and finally, the complete interior. The result? A superb automobile that impressed a cynical and jaded group of judges at last year's FCA National Concours, where it took home a Best in Class.

Our thanks to Berlinetta Motorcars, Antoine Prunet, Dyke Ridgley, and Hilary Raab, for their help on this 330, and on the specification and serial number lists.



Steven Napolitano Photograph

**330 GT 2+2—Four Headlight with Four Speed and Overdrive**

2947, 3105, 4085, 4963, 4967, 5263, 5265, 5267, 5271, 5273, 5293, 5327, 5331, 5333, 5343, 5347, 5349, 5355, 5357, 5365, 5391, 5393, 5401, 5403, 5405, 5407, 5409, 5411, 5413, 5415, 5421, 5423, 5429, 5431, 5435, 5437, 5439, 5445, 5447, 5453, 5455, 5457, 5459, 5465, 5479, 5481, 5483, 5489, 5491, 5493, 5495, 5501, 5503, 5507, 5513, 5517, 5519, 5523, 5527, 5539, 5547, 5549, 5551, 5553, 5555, 5559, 5561, 5563, 5569, 5577, 5579, 5581, 5583, 5601, 5603, 5605, 5613, 5615, 5617, 5619, 5621, 5623, 5625, 5629, 5631, 5633, 5635, 5641, 5643, 5645, 5647, 5649, 5657, 5659, 5663, 5665, 5669, 5699, 5701, 5703, 5705, 5707, 5717, 5719, 5721, 5723, 5725, 5727, 5731, 5737, 5739, 5741, 5743, 5745, 5747, 5749, 5751, 5753, 5755, 5757, 5759, 5761, 5763, 5765, 5767, 5769, 5771, 5773, 5775, 5777, 5779, 5781, 5787, 5789, 5793, 5797, 5799, 5801, 5803, 5805, 5807, 5809, 5811, 5813, 5815, 5819, 5821, 5823, 5825, 5827, 5829, 5831, 5833, 5835, 5837, 5839, 5853, 5855, 5857, 5863, 5865, 5877, 5879, 5881, 5887, 5889, 5911, 5917, 5919, 5921, 5923, 5925, 5927, 5929, 5933, 5935, 5957, 5959, 5961, 5963, 5965, 5967, 5969, 5971, 5973, 5987, 5991, 5993, 5997, 6007, 6009, 6011, 6013, 6015, 6017, 6019, 6027, 6029, 6031, 6035, 6037, 6055, 6057, 6059, 6061, 6063, 6065, 6067, 6069, 6071, 6073, 6075, 6077, 6079, 6081, 6083, 6085, 6087, 6089, 6091, 6093, 6095, 6097, 6099, 6101, 6103, 6109, 6111, 6113, 6115, 6117, 6121, 6123, 6127, 6129, 6131, 6133, 6135, 6137, 6139, 6141, 6143, 6145, 6147, 6149, 6151, 6153, 6155, 6157, 6159, 6161, 6163, 6165, 6169, 6171, 6175, 6177, 6179, 6181, 6183, 6185, 6187, 6189, 6191, 6193, 6195, 6197, 6199, 6201, 6203, 6205, 6207, 6209, 6211, 6213, 6215, 6219, 6221, 6223, 6225, 6227, 6229, 6231, 6235, 6237, 6239, 6241, 6243, 6245, 6247, 6249, 6251, 6253, 6255, 6257, 6259, 6261, 6263, 6265, 6269, 6271, 6273, 6275, 6277, 6279, 6281, 6283, 6285, 6287, 6289, 6291, 6293, 6295, 6297, 6299, 6301, 6311, 6317, 6319, 6323, 6325, 6327, 6329, 6331, 6333, 6335, 6337, 6339, 6341, 6343, 6347, 6349, 6353, 6355, 6359, 6361, 6363, 6365, 6367, 6369, 6371, 6373, 6375, 6377, 6379, 6381, 6383, 6385, 6387, 6389, 6391, 6393, 6395, 6397, 6399, 6401, 6403, 6405, 6407, 6409, 6411, 6413, 6415, 6419, 6421, 6423, 6425, 6427, 6429, 6433, 6435, 6439, 6441, 6443, 6445, 6447, 6451, 6453, 6455, 6459, 6463, 6465, 6467, 6469, 6473, 6475, 6477, 6479, 6481, 6483, 6485, 6487, 6491, 6493, 6495, 6497, 6499, 6501, 6503, 6509, 6511, 6513, 6515, 6519, 6523, 6525, 6531, 6533, 6535, 6537, 6539, 6541, 6545, 6547, 6549, 6551, 6553, 6555, 6559, 6561, 6565, 6567, 6571, 6573, 6579, 6581, 6583, 6591, 6593, 6595, 6597, 6607, 6613, 6623, 6625, 6627, 6633, 6635, 6637, 6641, 6647, 6649, 6657, 6667, 6675, 6685, 6687, 6689, 6697, 6699, 6713, 6727, 6729, 6735, 6737, 6739, 6743, 6745, 6747, 6753, 6755, 6757, 6759, 6763, 6767, 6769, 6771, 6775, 6777, 6781, 6783, 6793, 6795, 6797, 6799, 6801, 6803, 6811, 6813, 6815, 6821, 6823, 6825, 6829, 6833, 6835, 6837, 6843, 6845, 6847, 6849, 6851, 6857, 6859, 6861, 6863, 6869, 6871, 6873, 6875, 6879, 6883, 6911, 6921, 6907, 6929, 6937.

*Bold type indicates right hand drive.*

*Serial Number List Compiled By Dyke Ridgley and Hilary Raab*

**330 GT 2+2—Four Headlight with Five Speed**

6939, 6945, 6947, 6953, 6955, 6957, 6961, 6965, 6969, 6971, 6975, 6979, 6981, 6985, 6991, 6993, 6997, 7005, 7011, 7015, 7017, 7023, 7025, 7029, 7033, 7041, 7043, 7047, 7051, 7055, 7059, 7063, 7069, 7077, 7081, 7083, 7087, 7091, 7095, 7099, 7103, 7113, 7115, 7119, 7123, 7125, 7129, 7131, 7137, 7139, 7141, 7149, 7151, 7157, 7161, 7167, 7175, 7179, 7183, 7187, 7191, 7195, 7201, 7213, 7219, 7225, 7229, 7231, 7245, 7251, 7253, 7255, 7259, 7265, 7267, 7273, 7279, 7281, 7291, 7303, 7313, 7321, 7323, 7329, 7335, 7339, 7343, 7349, 7353, 7355, 7363, 7369, 7375, 7377, 7387, 7393, 7399, 7405, 7411, 7415, 7417, 7429, 7433, 7439, 7445, 7455, 7461, 7467, 7471, 7481, 7483, 7489, 7507, 7515, 7519, 7527, 7533, 7537, 7547.

**330 GT 2+2—Two Headlight**

7353, 7497, 7553, 7557, 7567, 7575, 7581, 7589, 7595, 7601, 7607, 7613, 7621, 7625, 7647, 7663, 7669, 7673, 7679, 7685, 7687, 7693, 7695, 7697, 7703, 7709, 7713, 7717, 7721, 7725, 7729, 7755, 7757, 7759, 7761, 7763, 7775, 7777, 7801, 7815, 7823, 7829, 7831, 7837, 7843, 7849, 7857, 7859, 7863, 7875, 7877, 7879, 7883, 7889, 7895, 7901, 7909, 7917, 7919, 7925, 7941, 7943, 7947, 7951, 7963, 7973, 7979, 8023, 8025, 8073, 8075, 8093, 8095, 8097, 8099, 8101, 8103, 8105, 8107, 8109, 8115, 8127, 8129, 8131, 8133, 8139, 8141, 8147, 8149, 8153, 8161, 8167, 8169, 8171, 8173, 8175, 8177, 8183, 8185, 8189, 8195, 8197, 8201, 8203, 8205, 8207, 8211, 8215, 8217, 8223, 8227, 8231, 8235, 8237, 8239, 8243, 8245, 8251, 8257, 8261, 8265, 8267, 8269, 8271, 8275, 8279, 8281, 8283, 8285, 8289, 8291, 8293, 8295, 8301, 8307, 8309, 8315, 8319, 8321, 8325, 8331, 8333, 8339, 8345, 8351, 8357, 8361, 8363, 8367, 8373, 8379, 8383, 8387, 8393, 8399, 8401, 8405, 8409, 8411, 8415, 8417, 8421, 8425, 8427, 8429, 8433, 8435, 8437, 8441, 8443, 8447, 8449, 8453, 8455, 8461, 8463, 8467, 8469, 8473, 8475, 8479, 8481, 8485, 8487, 8491, 8495, 8499, 8505, 8509, 8515, 8519, 8523, 8527, 8531, 8533, 8535, 8537, 8543, 8547, 8551, 8553, 8555, 8559, 8561, 8563, 8569, 8571, 8575, 8581, 8585, 8587, 8589, 8591, 8599, 8601, 8605, 8607, 8609, 8613, 8617, 8623, 8627, 8629, 8635, 8637, 8639, 8643, 8645, 8649, 8651, 8655, 8657, 8661, 8663, 8665, 8667, 8671, 8673, 8679, 8685, 8687, 8689, 8693, 8695, 8701, 8703, 8705, 8709, 8711, 8713, 8715, 8719, 8721, 8725, 8731, 8733, 8735, 8741, 8745, 8751, 8755, 8759, 8765, 8767, 8771, 8779, 8781, 8783, 8787, 8793, 8799, 8805, 8809, 8819, 8825, 8829, 8831, 8837, 8845, 8851, 8855, 8861, 8865, 8871, 8875, 8881, 8885, 8889, 8893, 8903, 8909, 8913, 8917, 8919, 8925, 8937, 8941, 8943, 8947, 8953, 8959, 8965, 8967, 8975, 8981, 8985, 8989, 8993, 8997, 9001, 9005, 9011, 9017, 9023, 9029, 9033, 9043, 9047, 9053, 9059, 9071, 9083, 9087, 9089, 9095, 9097, 9101, 9105, 9109, 9113, 9119, 9123, 9129, 9133, 9137, 9141, 9143, 9145, 9147, 9149, 9151, 9153, 9161, 9165, 9177, 9183, 9187, 9193, 9203, 9205, 9209, 9211, 9213, 9219, 9221, 9227, 9229, 9235, 9263, 9267, 9269, 9271, 9275, 9279, 9291, 9299, 9305, 9309, 9315, 9319, 9325, 9331, 9347, 9349, 9357, 9373, 9379, 9385, 9391, 9397, 9403, 9405, 9409, 9419, 9423, 9429, 9435, 9443, 9453, 9461, 9471, 9477, 9483, 9491, 9499, 9521, 9533, 9541, 9549, 9557, 9629, 9637, 9645, 9665, 9667, 9673, 9675, 9693, 9697, 9707, 9717, 9719, 9723, 9727, 9731, 9739, 9745, 9753, 9757, 9763, 9773, 9793, 9809, 9811, 9823, 9835, 9841, 9915, 9929, 9933, 9965, 9969, 9977, 9991, 10015, 10019, 10027, 10029, 10041, 10043, 10057, 10069, 10083, 10085, 10089, 10091, 10117, 10121, 10125, 10131, 10145, 10149, 10153, 10161, 10165, 10175, 10181, 10193.