



330 GT Buyer's Guide

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FORUM



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Introduction

If there ever was a model which summed up Enzo Ferrari's statement "I don't sell cars, I sell engines. The cars I throw in for free since something has to hold the engine." It was the 330 GT 2+2. Given the magnitude of the changes between the Series I 330 GT and the Series II 330 GT, just about any other car manufacturer would have introduced the latter as a new model. Not Ferrari, to Enzo it was the engine that defined the car, therefore same engine, same model. This also explains why 330 Americas were not called 250 GTEs despite sharing the same body and chassis.

The 330 GT 2+2 was launched to the public at the

Brussels Salon in January 1964. During its four year production run, the 330 GT 2+2 would account for about half of Ferrari's total unit sales. It was actually the second Ferrari to wear a "330" badge coming directly after the very short 330 America production run of 50 units. The 330 GT was developed as a follow up to the risky, but hugely successful 250 GTE, with the goal of providing both more power and luxury. The 330 GT delivered brilliantly on both counts.

If the 250 GTE was the last of the great 50's Ferraris in terms of the overall "feel" of the car and the 365 GT was the first of the modern cars, the 330 has a complete split personality. The 330 GT Series I cars launched

in 1964 have a much more classic 50's feel to drive, where as the 330 GT Series II introduced in the middle of 1965 feel like much more of a modern car. It is very easy to tell the Series I cars from the Series II. The Series I cars have four headlights vs. 2 headlights on the later Series II cars. However to confuse future Ferrari historians, 125 "Interim" models were built. These cars kept the Series I bodies but were fitted with Series II transmissions. Keeping with the more luxurious Grand Touring concept first introduced with the 250 GTE, the 330 GT sounded like a proper Ferrari, accelerated like a proper Ferrari, but was much more civilized to live with on a daily basis. While not being an out and out luxury car, nor in-





tended to be given the sporting image of Ferrari, it still was a Ferrari that you could cruise in style and comfort in for hours then alight from refreshed. It was designed for European style grand cross continental touring with plenty of interior room and luggage space.

Other than Borani wheels, the factory did not offer any options with the exception of electric windows, air conditioning and power assisted steering on late Series II cars. The 330 GT was a comfortable driver's car. It was designed to forgive some driving mistakes where other earlier Ferrari's would have extracted a high repair bill from the driver's wallet. Body roll simply was not a factor that needed to be taken into account when cornering.

Pininfarina both styled and built the 330 GT bodies. As per most Ferraris, the 330 GT was an evolution of past models with both the front and tail ends borrowing heavily from the 275 GTS. From the tail of the car looking forwards, the 330 GT lines are clean and flowing. On Series I cars, the front projects a feeling of girth which disappears on Series II cars with the move to dual single headlight clusters. The body is constructed of steel with aluminum used for the front hood and trunk. On Series II cars, the floor pan, foot wells, and firewalls are all fiberglass. The engine bay exhaust vents were also changed from eleven slot louvers to triple louvers on Series II 330 GT's. Power was provided by a 60 degree 12 cylinder engine producing 300

bhp at 6600 rpm. The Type 209 engine delivered a top speed of 150 mph with a 0-60 time of 6.8 seconds. Performance was top of class for a 2+2 GT when the 330 GT was launched and it will still keep pace with most Sports Coupes today. Acceleration was not bad for a car weighting a little over 3,000 lbs, and as usual for a Ferrari, handling was exceptional and lauded in the press.

The 330 GT was built on a 2650mm wheelbase with front and rear tracks of 1397mm and 1389mm respectively to provide for an airy and large cabin. Luggage and leg room was increased over the preceding 250 GTE. The front suspension is typical Ferrari unequal length wishbones with coil spring and an anti-roll bar. The rear suspension is a live

Specifications

General:

Number Made:	330 GT 2+2: 1080 330 GTC: 598 330 GTS: 100
Chassis:	Elliptical section steel tubes
Transmission:	Series I: Single plate clutch, 4-speed all synchromesh gearbox and overdrive + reverse Series II: 5-speed all synchromesh gearbox with overdrive + reverse
Steering:	Worm and Roller

Engine:

Type:	Front longitudinal 60° V12, light alloy cylinder block and head
Power:	300 bhp @ 6,600 RPMs
Displacement:	3,967 CC
Bore & Stroke:	77 x 71 mm
Compression Ratio:	8.8:1

Suspension:

Front:	Independent, double wishbones, coil springs, anti roll bar
Rear:	Live axle, semi-elliptic leaf springs

Dimensions:

Wheelbase:	2,650 mm
Front/Rear Track:	1,397 mm / 1,389 mm
Weight:	1,380 kg
Fuel Tank:	90 liters

Performance:

Top Speed:	150 mph
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Note:

Series I - 500

Interim - 125

Series II - 455

Our Rating: 3 Stars

axle with a coil over setup and semi-elliptic leaf springs. Steering is via unassisted worm and roller. Heavy to start, it lightens up with speed and provides excellent feedback to the driver. The brakes were a carry over from the 250 GTE with Dunlop discs on all four wheels. On Series I models, the pedal box was floor mounted. This was changed to a suspended hinged set up on the Series II 330 GT's.

In 1966, Ferrari introduced a short wheel base version of the 330 GT in both 2 seat coupe and spider form. These were badged 330 GTC and GTS respectfully and shared the same engine with the 330 GT 2+2. However for the 330 GTC and 330 GTS a wheelbase of 2400mm was used with the brakes, steering, suspension, and transmission being lifted from the 275 GTB. This essentially created a car which bridged the gap between the civilized Grand Tourer 330 GT and the hard core racing 275 GTB. Production of these two models lasted until 1968. A total of 698 units were produced in over two years. They were replaced by the 365 GTC and 365 GTS in 1969. Other than the larger engine, these cars were identical to the earlier series.

Following on the success of the 250 GTE, the 330 GT 2+2 was the best selling Ferrari of its era. It was replaced by the 365 GT 2+2 in the Ferrari line up in 1967.

The 330 GT 2+2 wears a leather and wood trimmed classic luxury interior. The front seats are well padded and comfortable with an adjustable back rest. Map pockets are mounted on the backs of the front seats. The rear buckets provide an acceptable amount of seating room with a central arm rest mounted

over the transmission tunnel. The 4 liter V12 provides plenty of power for high speed highway cruising, with good acceleration across the rev range. The Colombo designed engine uses single overhead chain driven camshafts, one per cylinder bank. The engine is feed by 3 twin choke Weber carburetors. The Veglia instruments are mounted on a teak facia panel with the speedometer and rev counter, split by the oil temperature and oil pressure gauges, sitting directly in front of the driver. All controls are within easy reach. With Series II models, several of the rocker switches were relocated to an extended center consul and an extra air vent was added to the center of the facia panel. The wood rimmed Nardi steering wheel coupled with the optional Borrani wire wheels represents the height of mid 60's classic Italian motoring style. It is a car you can live in for hours and always emerge from with a smile.

The worm and roller steering is quick and light at speed while providing very good feedback to the driver. With a stiff, well set up suspension, the 330 GT goes exactly to the point where it is aimed and does so with a minimum of dramatics. Original tires are Dunlop 205-15 inch or Pirelli 210HR-15 on both front and rear. The single dry plate clutch is light and easy on Series I cars but much stiffer on Series II. Both the 4 and 5 speed gearboxes are laid out in a conventional pattern. First gear is up on the left and reverse is down on the right on 5 speed boxes. On the 4 speed, reverse is up and on the right. Trunk room is good and sufficient to carry enough luggage for several passengers on holiday.



Driving Impressions

Series I

By Yale Evelev

It is 1964 and you are quite all that. Not only the head of a company but someone who knows what wine goes with dinner and the best place to stay in cities around the world. A foreign car to most Americans in 1964 was a Volkswagen Beetle; you however, bought yourself a Ferrari. A legendary and race proven marque that the wisp of a dealer network, and a reputation for unreliability and expensive maintenance did not put you off of. In fact, the addition of two extra seats from the normal Ferrari arrangement allows you to take the kids on you high-speed jaunts on the un-crowded highways of the early '60's and makes the car "practical."

You had to really know something back then to buy a Ferrari. Croquet and Tubs did not exist, drug dealers were not flashy and the whole gold chain

Ferrari thing was twenty years in the future. Clothed with fantastic coachwork by the acclaimed Pininfarina, to own one of these exotic 12 cylinder cars you were a man of style and grace. You had to have a good bit of confidence to buy a car costing \$12,000, the price of 10 Volkswagens or a house in many places. You were buying into a world of achievement where everyone in your neighborhood would know you had a Ferrari, even if many of them really had no idea what one looked like.

1964 was half a year before Ford introduced the Mustang, and in a way Ferrari got there first with the 330 GT. A fast, fine handling, four seat Italian Pony car writ to perfection. One that really can handle as well as it looks and actually reach 140 mph and not just have that printed on the speedometer dial.

You get in the airy and roomy four-seat compartment; notice the very British wooden dash (a body colored metal dash



was used on some of the earliest cars, a holdover from the more '50s era look of the GTE.) The seat adjusts both as to angle and distance from the pedals. If it is the first time in the car you try out the pedal travel and notice there is quite a bit. The floor mounted Series One cars have a comparatively easy amount of pressure needed, with the Series Two's you are going to get a work out on your left leg.

As with all Ferrari's of the era, after you turn the ignition key to the first indent, you flip the second switch, (unmarked except for a simple "A") in the row of rocker switches. This starts the electric fuel pump nervously clicking away. As that slows to a tick you pump the gas pedal a few times, turn and push the ignition key. Vrooom! The beast springs to life.

After a few minutes or so

you turn the heavy steering and, keeping the revs under 3000, and drive off. Depending on the weather, the water temp needle should start to move after five minutes or so. In the meantime the car feels it's era, with the smell of fuel and oil, the long clutch travel, and the deliberate definitiveness of the gear change. After the oil temperature needle moves off the peg, on a 75 degree day this will take about 15 minutes, you start pushing it a little more.

All the period clichés come to mind. The car's size and weight shrink around you and the controls feel more and more right as you spend time in the car. Even the little finger sized indent on the black plastic gear knob feels perfectly placed. The steering, quite heavy at rest, is perfectly tactile on the move. There is some play of course and

you will find that it weights up on a tight curve, (though some later cars had power steering). It does not feel like some small underpowered British roadster, what it does feel like is an exhilarating mix of unending locomotive power with a wide track and planted road holding. Unlike the other gentleman's exotic sedans of the day, the full theatricality of sound is present, with a mash of exhaust noise, metallic chains and valves filling the cabin. But like them the acceleration is constant, not explosive.

At 65 mph in fourth gear, around 4000 rpm, it starts to come on cam. The patented Ferrari yowl starts to take over so that you have to yell to your companion. The big smile on your face is in no way moderated by noticing that you are going the same speed as that Chevy Lumina ahead of you.

If your passenger doesn't look over at the speedometer (or notice you are going no faster than the Chevy), they are holding on, sure that your over the top driving is going to get you both crashed into some tree.

Highway entrance ramps and wide curvy roads are your friends with this car. Blasting onto a highway, all four wheels fighting for grip and power sliding in third gear or passing every other car on the road going up hill, comfortable in the notion that you have a Ferrari, a super car of the 1960's with power to spare.

In the days when your Ford van topped out at 80 and your fathers Chevy started lifting off the road at 90 you would have felt quite stable in this car at speed. The umpf of this engine would carry you steadily up to 125 or so at which point

you could continue to accelerate more slowly up until the 6600 rpm red line or about 140, though you might not be able to have a conversation with the engine and wind noise.

Ferrari decided for safety's sake to use a front and rear, double brake booster system in the Series One cars. Though quite effective, the brake feel of this is vague and you find yourself making sure to brake earlier when other cars are slowing in front of you. (Series 2 cars have the simpler single system, which has a more modern feel.) In the corners, you find the fact that driving a car that doesn't insulate you and is so enjoyable to drive fast makes your speed quite a bit more than the other more plebian cars on the road. Here you have to be careful, though the car is quite stable and handled better than almost any other car

of it's day, you are still; riding on tires that use the period pattern and you don't want to be standing on the brakes if you come up to another car quickly in a turn.

Back in town, driving through traffic you can feel the heat of the engine and exhaust, which is right under your feet, through the floorboards. The typical Ferrari style of the clutch which is either engaged or not, takes a little getting used to in traffic. (Supposedly one of the reasons Ferruccio Lamborghini started his car company.) The huge turning radius makes you think twice about any u-turns. And parallel parking won't be the most fun you've had on four wheels. That said every drive will be an event and you will approach your car for every new outing with a sense excitement.





Driving Impressions Series II

By Kerry Chesbro

Getting into a 330 GT is like putting on a well broken-in set of boots, soft in the right places, but firm where you need it. Something you can use all day and still feel comfortable. From the foot rest by the clutch to the location of the arm rests, everything is close at hand, yet the car is roomy, at least compared to most Ferraris. Even the back seat can be used by adults (though you might have a mutiny after 30 miles or so). One of the nice things is going to a meet and pulling full sized lawn chairs out of the huge trunk while those in later models are getting out blankets or collapsing chairs.

Starting a model II from cold is similar to other V-12s of the era. It has a choke, but after many years of using it, I find that I no longer need it. On with the electric fuel pump, wait for it to quit ticking, four full presses of the accelerator and turn the key. If it doesn't start with a few rotations of the crank, switch off and repeat. One would think that you need to worry about flooding the carbs, but I think that is impossible in a Ferrari V-12. Once the engine catches, short strokes to add fuel using the accelerator pumps gets it going. After 15-20 seconds, the engine settles down and a slight depression of the accelerator keeps it at 2000 RPM. A minute or two of warm-up and you are ready to move off, keeping the revs down until the engine is fully warmed up, about 20 minutes to bring

the oil up to temperature. It takes a while to heat up eleven liters of oil. I skip second gear for the first few shifts as it takes a while for the transmission oil to thin allowing the synchro to work properly.

Once everything is warmed up, all bets are off. The torque of a properly tuned V-12 is amazing. I have been told that a good test of the tuning is to pull onto a freeway at about 10 MPH, put the car into fifth and floor it to the redline. It should accelerate smoothly, no coughs or sputtering, slowly picking up speed until about 3000 RPM where you get into the horsepower band (and when you've just hit the speed limit). From there the car will accelerate faster to a factory claimed 152 MPH at 6600 RPM.

The car is quite fast considering that it's 40 years old now. The mid-60s were a time of big cubes in the American motor scene. I fondly remember my high school buddies whose families had Chevrolet Super Sports, Pontiac GTOs, Dodge Hemis and the like. There was a Road & Track road test done back then comparing the Series I 330 GT with the Pontiac 2+2 (larger version of the GTO). A quote from the article likens the differences:

"If the Ferrari was a woman, she'd be about thirty-five with an athletic figure and sad eyes. She'd be a lousy cook, sensational in bed, and utterly unfaithful.

"The Pontiac would have an enormous bosom and the pretty-but-empty face of an airline stewardess. She'd be earnest but uninspired in both kitchen and boudoir, and your friends would think you were the luckiest guy in the world."

When the Pontiac was run-

ning (in between replacing fan belts that liked to flip off and refilling the radiator), it was faster in the straights, but the Ferrari had better lap times, thus making up for speed with better handling.

Trail braking into corners is smooth and well controlled.

The Series II cars have a single brake booster that is more effective than the double ones used on the earlier cars. Wash board corners and bumpy roads tend to make the live rear axle walk some. When pushing hard on rough surfaces, one wonders how far over the rear of the car is going to be by the end of the corner. This is just something more to expect and get used to.

Recently I was on a tour in some mountainous terrain with a 246 Dino following me. Afterwards, the Dino owner and I talked about the drive. He was surprised at how little body lean the 330

had. He was even more surprised that I was in fifth gear most of the time except for the very tight corners where I down-shifted to third. The torque of the V-12 really stood out as he had to keep the Dino in the upper RPMs to keep up.

Around town, the limited ability to slip the clutch makes starting on Seattle hills interesting, particularly since the hand brake location makes it difficult to use in those situations. Power steering, optionally installed on some of the later models, helps in tight situations but doesn't shorten the turning radius any. Those cars were equipped with a smaller steering wheel, so you have some clearance between your thighs and the wheel. On the road, you don't notice the power steering at all. Cooling is marginal at best and some owners have replaced the original fans with modern high-efficiency ones.



Recently I had the chance to drive Yale's Series I 330 GT. Getting in was as nice and comfortable as mine. The first thing I noticed was that the accelerator pedal (floor mounted) was much stiffer. The next thing was trying to select reverse. The overdrive transmission has reverse to the upper right (where fifth is on mine) instead of the lower right. I was expecting the mechanical clutch to be easier, but it felt as stiff as the hydraulic one in my car. After that, everything else felt normal just like the broken-in boots. Of course the switches were all in different places, but other than a quick lesson on engaging and dis-engaging the over-drive, I didn't need them. Accel-

eration and handling felt comparable, but the brakes weren't as solid. The brakes were effective in stopping the car, but they felt mushy. I felt I had to use more pressure to get the same deceleration.

Yale has had his brakes completely rebuilt and bled several times, so I guess there was a reason that Ferrari changed the design between the two models.

A long drive in a 330 GT is tiring. The clutch is stiff; the accelerator makes your foot bend at an awkward angle to keep the car at legal freeway speeds and the heat and engine noise all contribute.

But as you cruise down the

freeway, you see people point out your car, come up fast and then hang along side as they take a good look. But most wouldn't recognize it as a Ferrari without seeing the badge on the trunk.

On 2-lane roads, I've even had people pull over to let me by. That never happens in the mini-van! I don't know if they were scared that I would run them off the road or just wanted to see the car, but I don't care as long as I get past safely.

These cars were really designed for the Autostrada where one can cruise at 130-140 MPH all day long. Too bad the US doesn't have such roads for our cars!



Life with a 330 GT

By Daniel Reese MD

I don't think there could be a cooler car to own than a vintage Ferrari! I also own a 328 GTB, a great car in its own right, but getting an old Ferrari takes it to the next level (in more ways than one). I yearned to buy a car that was closely related to the cars that put Ferrari on the map, with its history and mystique. You know, to be a part of the "12 or walk" crowd.

Buying the 330GT series 2 was pretty straightforward and painless. I was the first to call on an ad placed in Ferrari Market Letter. I waited a couple months while the dealer did things he promised like painting it, re-dying the interior, new exhaust, some engine work, etc. He gave me invoices for about \$12,000, mostly cosmetic stuff. I paid the asking price which I thought was quite reasonable (one year later I see series 1 examples with stories with the same asking price as my car). I

knew the car would be a nice driver, but it would not be perfect. However, there was so much right with the car that no amount of money could fix such as its un-molested originality, matching numbers, and ownership history. Later through my own research I was able to prove it was sold new to Prince Bernhard of the Netherlands. So I took the plunge into "the dark side".

I drove it home 200 miles without a problem. I was by myself laughing out loud like a fool with the joy of driving it. Holding the big wood steering wheel and taking her down the highway was one of the happiest moments of my life! The car was absolutely trouble-free for the first two months and 1,000 miles. Then the deferred maintenance monster reared its ugly head. While these cars were just as expensive when new as its siblings such as the 275 GTB and 330 GTS, their current value is only a fraction of these sportier models. As such, a lot of issues, both mechanical and cosmetic,

can be found with the vintage 2+2s.

While there has always been great joy in owning this car, there has been a lot of heart-ache too. Within a six month period the car was in the shop for a total of 15 weeks. The work done included (and not limited to): radiator repair, rebuilding brakes, adjusting valves, new ignition wires, rebuilt alternator, new ignition coils, new cam seals, new tires, new light switch, etc. One time after the car returned I took it out and the clutch started slipping! It went back for a take-the-tranny-out-thru-the-interior clutch replacement. The bills soon surpassed the five figure mark. There is a lot of truth to the statement that anyone who purchases a vintage Ferrari should have banked at least \$10,000 for immediate needs. The transmission and differential are fine and the engine is OK now but one day will need a rebuild to the tune of at least \$25,000. I plan on keeping the 330 GT forever, so I consider this part of the ownership.



The car has been home for many months with nary a problem. I get the sense that once set up properly, these 330 GTs are bullet-proof. The only thing needed in the near future are wheel bearings which are expensive (what Ferrari part isn't?) and hard to find. I now can hop in and drive anywhere and I am starting to gain confidence in her.

Driving the car is always a special event. Oh the sounds the car makes! It is truly spine tingling. It actually drives not too differently than a modern car. The acceleration is more than adequate, the brakes are quite good, and with power steering one can drive around town with ease. I'm

always thinking how so little has changed in cars in the last 40 years. My Dad drove it and said there was nothing he used to own in the 1960's that could compare. I guess that is because in its time (as now), nothing even comes close to a Ferrari.

I have taken the 330 GT to several events and it is always well appreciated. It is definitely not your typical "look at me" red Ferrari, particularly in its Verde Scuro color. It is often mistaken for a Jaguar, Aston Martin, or (yikes) a Volvo. I can definitely fly under the radar in this car. I showed it at a regional Ferrari concours and took home a gold, but it really isn't a show car. I bought it for driving and I

look forward to the patina it will acquire.

Owning any Ferrari is special, but to get a vintage one is completely in a different league. I derive so much happiness in this car yet sometimes can experience the pain in owning one of these old beasts, both emotionally and financially. As is often said, you only live once, so fulfill your automotive dream. Just go into it with eyes wide open and by all means get a pre-purchase inspection first! Finally, unlike buying a newer Ferrari, the depreciation is done. Not only should 330 GTs never go down in value, lately they have been making a nice march upwards.

Maintenance, Reliability, & Known Issues

There are several common issues found on many 330 GT 2+2. Build quality varied from car to car and rust is an almost universal problem. Given the severity of the rust problem, checking the body for filler is highly recommended. Most 330 GT 2+2, especially the less well loved Series I cars, suffered from inadequate maintenance at some stage in their lives so reviewing service history is important. Many have been subjected to some restoration work so reviewing the quality of work done is important. Several other areas that should be checked are:

- Check the tension on the timing chain. It can stretch to the point where it will jump a tooth leading to dire consequences for the valves.
- Very Weak 2nd gear synchros
- Paint work is fragile
- All things electrical. Connections corrode and motors wear out.
- Camshaft wear

- Valve clearances

Other potential issues:

- Poor oil circulation and pressure, blown oil filters
- All gauges have a tendency to be both unreliable and inaccurate
- Exhaust systems rust out
- Radiators can become blocked and corroded
- Poor Engine compression
- All hoses and rubber fittings corrode and leak with age
- Accident damage and improper repair
- Cracked brake discs, weight of the car takes its toll on the brakes.

In general, if you service the car regularly, fix issues as they arise, and keep the car dry, 330 GT 2+2 are reliable for a car their age. These cars need to be run regularly, serviced properly, and treated with respect. If you do, it is a great classic weekend grand tourer.

Ownership: Experience & Expectations

When you purchase a Ferrari, you are not buying a car but rather a work of engineering art and a piece of history. A Ferrari has a soul and character unique in the automotive world. A Ferrari comes filled with Italian passion, for both better and occasionally worse. Driving a Ferrari is never boring. It is engaging. You are always involved and interacting with the car across a multitude of senses. While driving, this includes the constantly changing sound track as the engine moves through the rpm range, the heavy but exact clutch, and the metallic click with every gear change. There really is nothing else on the road that sounds like a Ferrari. Until you have driven one, it is impossible to appreciate the totality of the experience. It is this emotional link between car and owner that sets Ferrari's apart from other sports cars

Two other cars that many first time Ferrari owners consider are Lamborghini and Porsche. Lamborghini has similar roots in the Modena area. It however does not have the racing heritage or, for the majority of its life, the single minded guidance of a brilliant owner. Lamborghini's ownership history has included everyone from Chrysler, an Indonesian Conglomerate, to Audi. This is reflected in the history of the models. Lamborghinis tend to be overly flamboyant, difficult to drive, and highly temperamental. Porsche, on the other hand, is efficient, reliable, and an engineering masterpiece. It is also highly predictable and after a time, can be construed as boring. A Porsche does every-

thing with extreme competence, to the extent that you begin to wonder if you, the driver, is really needed.

The fact is Ferrari's are expensive to maintain and less reliable than many other cars. This is simply a small part of the deal that comes with being a member of the small and special club of Ferrari owners. The Porsche is a cold rationale machine, a Lamborghini is pure emotion, and a Ferrari gives you both.

Purchasing Options

In general most Ferrari Buyers purchase their cars through one of four channels:

- Official Ferrari Dealers
- Independent Specialist Dealers
- Private Sellers
- Auctions

each has it's own strengths and weaknesses. In summary:

Official Ferrari Dealers

Purchasing through an official dealer will provide the most piece of mind when making the rather considerable investment in a Prancing Horse badged automobile. In almost all cases the car will come with some sort of warranty, a comprehensive service history, and a clean bill of health. All of this comes with a cost and you will likely pay a 10-20% premium vs. other options. One other limitation is that dealers normally only stock the current, plus 1-2 generations of prior models. As a result, dealers are really only an option for the modern (1990's -) model enthusiast.

Independent Specialist

Independent Specialist Dealers can provide both outstanding service and a wide range of models to choose from, covering all price ranges. Reputation is critical and so is doing your research on an Independent Specialist Dealer before writing out a check.

Information and insights on different specialists can be obtained both through your local Ferrari Owners Club members and via posts on the Ferrari Forum. Like official dealers, many specialists can provide warranties (via 3rd parties) and on-going maintenance facilities.

The quality of the maintenance for modern models can be on par with the official dealers as many independents employ Ferrari trained mechanics. For modern models though it is critical to confirm that the service center has the necessary diagnostic equipment and software (SD1 or SD2) for your model. For Classic and Vintage Ferrari's, independents may be your only, or best (for more recent models) option. Prices at Independent's should be 5-20% less than Official Dealers.

In most countries, purchasing from either an Official Ferrari Dealer or an Independent Specialist will provide you with the strongest legal rights should anything go wrong.

Private Sellers

Caveat Emptor. Buying from a private seller is both the lowest cost and highest risk option. In all Ferrari purchases, a Pre Purchase Inspection (PPI) by a specialist is recommended, in the case of a private purchase, it is critical. Purchasing well privately is both a matter of form and substance. First the form which

Pros

- Classic 60's design
- A real usable Vintage Ferrari
- Reliable engine
- Excellent trunk space
- Fun to Drive
- Useable back seats, can even carry 4 adults
- Affordable, but values are rising
- Air-conditioning available on some models
- Most maintenance can be done by the owner
- Classic V12 Ferrari soundtrack

Cons

- Series I cars are not universally loved
- High service and running costs
- Costs as much as any other 1960's Ferrari to restore but unlikely to have the same long term appreciation potential
- Many electrical items, lots of small things to go wrong
- Repairing or replacing major components can be amazingly expensive
- Some components are now hard to find

General Buying Rules

1. Demand to see the Service book and Maintenance History file. Make sure you have solid answers to at least any major holes in the recent history (10-15 years). If the car has been restored, ask to see the pictures documenting the work and talk to the garage who did the work. If this information is not forthcoming, move on.

2. Get the car inspected by a Ferrari trained mechanic. He will find things you miss. Given the age of all 330 GT's this is absolutely critical and will help you negotiate the purchase price with the seller. When looking at the PPI report, make sure engine compression is normal. Engine rebuilds are hugely expensive. Also check the body for filler, condition of the live rear axle, and the exhaust for rust.

3. If the asking price is very low, there is a reason for it. Major restoration work on a 330 GT will easily exceed the purchase price of the car. If you are buying a project car, get a good idea of restoration costs before proceeding with the purchase.

4. Never buy the first car you see, look and test drive several. Make sure that the 2nd gear synchromesh and brakes work.

5. Make sure the car has all the original Books, Tools, and Records. These are very expensive and difficult to replace later. Also check the condition of the Borrani (if fitted), body trim, chrome, and interior. Replacing or repairing all will cost several thousand dollars.

6. Talk to other owners, join the Ferrari Forum and TomYang.net.

7. Talk to the Mechanics that have historically serviced the car.

A note about Pre Purchase Inspections (PPI)

Not meaning to offend anyone in the business of selling exotic cars, but to protect people who are ready to buy, always remember whether it is a Ferrari or a Honda we are still in the realm of used car sales. Everyone has a right to make a living, but there are also plenty of people in this business that practice less than honest means to separate you from your money.

A buyer can be especially vulnerable when the emotions of realizing the dream of owning a Ferrari are involved. A pre-purchase inspection, by a third party mechanic is one step that I highly recommend you have done on a car you are about to purchase.

Many dealers and shops will offer mechanical inspections or compression numbers, but these numbers can be easily doctored to favor the sale of the car. Hiring a third party mechanic that you know or trust gives you an objective eye towards buying the car. In some cases, dealers have commissions arrangements split between their salesmen and mechanics which can result in more favorable opinions, so having someone who is not involved with the sale is your defense in not having later unpleasant surprises. The cost of a few hundred dollars or pounds can well be the best money you spend on your new Ferrari.

is mostly related to general appearance and presentation:

- Check the condition of the interior, is the leather conditioned and cleaned
- Pull up the mats, check the condition of the under carpet
- Spray water on the car, make sure it beads up immediately
- Look in the engine bay
- Is the owner a member of the local Ferrari Owner's Club

Positives on the above are an initial indication of a careful owner, but could also be the result of a pre-sale clean up. Then move onto the substance:

- Review the service records, a comprehensive file is always a good sign
- Check the history of the car, make sure it has always been well cared for
- Always check that the mileage on the odometer matches the other records
- Confirm that the seller is the car's owner and that the title is clear
- Spend time both test driving the car and talking to the owner. No car is perfect, does the owner point out both the good points of the car and the issues needing attention ?



Buying from a private seller will provide both the lowest cost of acquisition and the highest risk should any major undisclosed issue emerge post purchase. Doing your homework properly is critical and in many cases it is a rewarding and enjoyable experience for both parties. Private classified ads are available on both www.ferrariforum.com and www.tomyang.net.

Auctions

As a very broad guideline, cars that appear at auction are either very high value recent models (example – Enzo) or models no longer carried in the Official Dealer network. As per purchasing from a private seller, it is critical to do your homework ahead of time. All auction houses provide for pre-sale viewing but it is very unlikely that a PPI or test drive will be permitted.

Both need to be included in the buyer's purchase risk consideration. Auction Houses act as agents on behalf of the sellers so your legal protection in many countries is not much greater than in the case of a private sale. On the positive side, auctions provide both the opportunity to acquire very rare, unique cars

with important histories and other models at a potentially outstanding value. As many Independent Specialist Dealers attend auctions, it is critical that a private buyer understand the environment that he is competing in. Fee schedules differ significantly between the different auction houses, so it is strongly advised that these be reviewed ahead of time. Currently the most famous Ferrari Auction is Bonhams December Auction in Gstaad, Switzerland. Other well known auction houses include: Christies, R&M (North America), Barlett Jackson (North America), Barons (UK), H&H (UK), Coys (UK), and Artcurial (France).



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