

# CLASSIC DRIVER

## [The Ferrari 330 GTC is the ultimate showcase of mid-1960s grace and pace](#)

### Lead

With just 600 examples ever produced during Ferrari's wonder years of the 1960s, the 330 GTC is arguably one of the ultimate classic Ferraris to add to your stable. This example from Copley Motorcars is the one we'd be driving home...



Ferrari have had arguably more periods of brilliance than any other brand, and the mid-1960s was a time that many count among their greatest. It's easy to see why, with cars like the 400 Superamerica kicking off the swinging sixties, right through to the 365 GTB/4 'Daytona' rounding out the decade in pure style. Almost bang in the middle of the 1960s came the 330 GTC, a car that oozed grace, presence and style across every inch of its bodywork. A mere 600 examples were built, and this uniquely-shaded example from [Copley Motorcars](#) caught our eye.

Released at the 1966 Geneva Motor Show, the 330 GTC slotted in between the 275 GTB Berlinetta, whose chassis it shared, and the more tranquil 330 2+2 Coupé, from which it inherited its glorious 4-litre V12 engine. Thankfully for Maranello, the car was an instant hit, with many clients eager to experience a car that truly could do it all. That V12, complete with three Weber carburetors, produced 300 horsepower and was mated to a 5-speed gated gearbox. This enabled the 330 GTC to take on a far more agile persona than the 2+2 it shared its name with, especially thanks to disc brakes at all four corners, hidden away behind 14-inch Campagnolo alloy wheels.



While so many will immediately jump to the elegance of the earlier 250 GT models as being among the beautiful cars ever made, let alone by Ferrari, we can't help but feel models like the 330 GTC deserve their place right up there with them as true automotive works of art. Designed by Pininfarina, its charming looks act as a celebration of many other Ferraris of the same era, with shallow-recessed headlights and front styling similar to that of the 400 and 500 Superfast. At the rear, the resemblance to the 275-based cars becomes apparent, with an almost identical swooping tail-end to that of the 275 GTS, blended seamlessly into a spacious cabin and high roofline. The 330 GTC received an all-new interior upon its release and allowed the driver to feel more connected than previous grand tourers, showcasing once more the strong genetic ties to the punchier 275 models rather than the 330 it shares its name with.





It is out on the open road that the 330 GTC really does show its true identity. Parked up, it may be considered as a weighty, somewhat lethargic iteration of the 2+2 lineup, but instead Ferrari had successfully cherry-picked the best elements of several road cars to create a truly enthralling driver's car. Sharing the same short wheelbase of the 275, as well as its independent rear suspension, it allows the driver to feel the car's character almost immediately, with the roar of that punchy V12 engine providing ample torque when exiting corners. Of the millions of cars we could have chosen from for a sun-filled blast along the French Riviera, it would be a 330 finished in a shade like this that we'd select over just about anything else.

That shade is the stunning Bleu Sera metallic, which this example carries perfectly with a sophisticated Nero leather interior. While key components of this Ferrari were restored and rejuvenated, including servicing to all systems tallying nearly 200,000 dollars alongside an engine and gearbox rebuild, this example is largely original throughout. Today it presents beautifully with its original paint and bodywork, with only extremely minor blemishes, only adding to this original and perfectly usable classic's undeniable charm and allure!

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