



# FERRARI 330 GTS

*Go ahead, give yourself a treat, buy one*



**SPEAK SOFTLY** AND carry a big stick, Teddy Roosevelt used to say. Enzo Ferrari must be in basic agreement with Teddy, if his latest sports cars are any indication, because that's exactly what they do. The test car certainly did, and each succeeding one we test seems to carry a bit larger stick and speak a little more softly. When you can do both, that's progress.

The 330 GTS is closely related to the 275 GTS and 275 GTS/4 models. Compared with the 275 GTS, the 330 GTS has the same chassis but is equipped with the 2-cam 4-liter 330 engine (in place of the 3.3-liter 275) and appropriately taller gearing. The body is also the same except for a restyled and slightly stretched front end. The GTS/4 has the same chassis, suspension and running gear as the other two but uses a higher-revving 4-cam 3.3-liter engine and lighter bodywork—a sportier vehicle than our test car.

Though the 330 GTS is a luxurious car—ours even had air conditioning—it's a Ferrari sports car through and through. One whir of the starter and the famous V-12 comes to life, sounding like some sort of cross between an electric motor, a turbine and a reciprocating engine. In easy driving there is no mechanical knock, no induction roar, no feel of

cylinders firing—nothing but 24 tappets clicking away and a rather distant purr from the twin tailpipes. This engine is redlined at 7000 rpm and idles smoothly at a tenth of that; it has generous torque and requires no juggling of the clutch at all for driving in traffic. In all-out performance it offers a healthy improvement over the discontinued 275 GTS. It is not quite as fast on acceleration as the GTS/4 but reaches a top speed greater than either of the 3.3-liter models and comes much closer to being a top-gear car. The engine is quieter and the fact that it runs at lower rpm adds to the refinement of this later model.

The all-independent, transaxle chassis was introduced in 1965 and has undergone considerable refinement until it is fully sorted out now. It gives a soft, level ride, wonderful adhesion and excellent cornering behavior; any traces of cantankerousness in the shift linkage (which must reach back to the transaxle) have long since disappeared. Though the single-plate clutch did develop some chatter when the car was repeatedly stopped and started, the gearbox is silent and the shifting easy, precise and strongly synchronized. Ferrari uses Porsche synchronizers and even the Porsche shift pattern, with 1st gear at far left and back, but with no



*Air conditioning outlets go nicely on console between seats.*

GORDON CHITTENDEN PHOTOS



trick gating between 1st and 2nd. Though we really prefer 5th gear (instead of 1st) to be out of the H, we can't complain about anything here. We never heard any final-drive noise in this car, but wind noise would mask it anyway.

Out on the road, once the driver has the feel of things, he feels he could do almost anything with this car. The steering is light enough without power assist (it is optionally available) and as precise as any, but not particularly quick. It's one of those nice neutral-handling chassis with plenty of torque to bring the rear end out at any time, and the sticky Dunlop SPs on 7-in. rims give a great combination of sheer cornering power, good road feel and overall drivability.

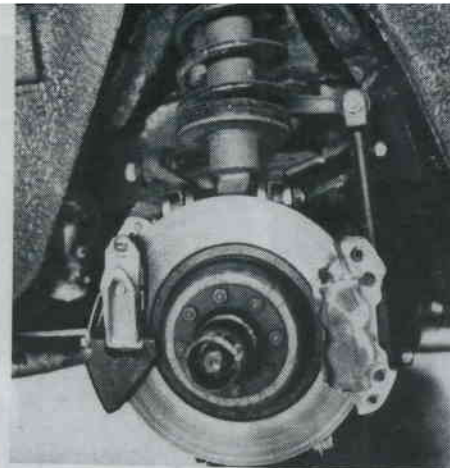
Our reaction to the 330's brakes is not so positive. It has huge brakes, to be sure, with enough swept area to make fade an academic subject. But, like the Lamborghini Miura's, these brakes aren't necessarily right for general road use. When cool—and this will be 99% of the time—they are slightly erratic in action and not properly balanced for a really fast stop. Once warmed up by hard use they pull straight and give a 90%-g deceleration rate, indicating that they were planned strictly for hard driving. Surprisingly enough, they are also over-assisted by the vacuum booster and much too light to the touch for most male drivers. For American driving—even in Nevada—we would suggest less boost and softer pads. Just to be fair, the test car had very few miles on its odometer and perhaps the brakes would improve with a few thousand miles bedding-in.

## FERRARI 330 GTS AT A GLANCE

Price as tested.....	\$16,426
Engine.....	sohc V-12, 3967 cc, 345 bhp
Curb weight, lb.....	3105
Top speed, mph.....	146
Acceleration, 0-¼ mi, sec.....	14.9
Average fuel consumption, mpg.....	12
Summary: Quieter, more refined but has lost none of the essential virtues that give a Ferrari that special aura.	

A good independent suspension system needs a rigid platform from which to work, and the Pininfarina body of the 330 GTS provides just that—a superbly rigid, totally rattle-free body built of steel panels over a 3-dimensional tubular frame. The soft yellow paint job of our test car was flawless, and atop the body is a black fabric top very much like the Fiat 124 Spider's—also a Pininfarina body. This top has been improved somewhat since the 275 GTS in that it





*Ferrari solves parking brake problem by use of cable-actuated clamp (left).*

## FERRARI 330 GTS

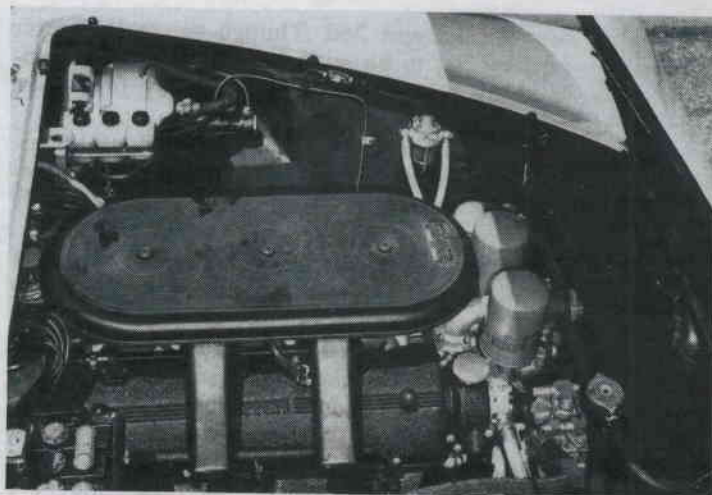
has better sealing around the side windows. The top goes up and down just as easily as the Fiat's—release two clamps over the windshield and fold it back. A rubberized vinyl boot covers the top when it is folded. The clear plastic back window is vulnerable to chafing, though, when folded and we wonder when someone will adapt Ford's "better idea" thin glass convertible window to a 2-seater like this Ferrari. Wind noise is about as low as it can be with a ragtop, but at the high speeds at which this car is capable of cruising wind noise does get pretty ferocious.

Set into the simple but handsome wood veneer fascia are the usual black-on-white, no-nonsense Veglia instruments with large speedometer and tach directly in front of the driver, the oil pressure and temperature and water temperature gauges between; the less critical instruments are splayed out across the dash center. We were disappointed with the entire layout: all instruments are surrounded by rigid, sharp plastic rims probably there to cut glare; these rims obscure parts of the minor gauges, which aren't angled toward the driver anyway. Heater controls are simple and there's only a one-speed blower for the heating-ventilating system, which is common for an Italian car but hardly excusable in a \$15,000 one.

The air conditioning system, which starts with an American York compressor mounted between the engine and radiator (where all the belt-driven ancillaries are on this model) and ends with circular, adjustable outlets in the center console, is fairly well designed and satisfactory in operation. It has a quiet 3-speed blower controlled by the *aria* switch which also engages the compressor clutch in the usual manner. A *freddo* knob sets the temperature, determining how often the compressor cycles. This A/C system isn't as up-to-date as the most modern American integral systems, but nevertheless it will be a great blessing to many Ferrari owners. We don't know how much weight it adds to the car, as we didn't have a comparable car without it to weigh, but it must be about 100 lb; whatever the penalty, the car can handle it and its character isn't in the least spoiled by the equipment.

Among the other amenities of this model are the very comfortable, generously proportioned leather seats with the most easily adjustable backrests we have experienced, and electric window lifts that are typically European-slow. That Ducellier outfit that makes all the European window lifts sure could learn a thing or two from the Americans. The trunk is finished off as you'd expect at the price and contains a comprehensive tool kit.

Ferraris are somewhat in limbo at this time as far as sales



in the U.S. are concerned. The test car was officially a 1967 model as are all Ferraris now being sold new here; it showed vestiges of "safety" thinking, being the first Ferrari we have tested to have 3-point seat belts, but it appears to be some time away before Ferrari can conform to the safety and emission regulations. The Bayh Bill exempts only manufacturers of less than 500 cars per year and Ferrari builds more cars than that, so he will have to conform to the safety regs. There is no escape from the emission standards, though the 1970 ones should be much more favorable to the Ferrari sort of engine than the present ones. We are assured by our Italian correspondents that the work to conform is going as fast as possible and have even heard an amusing story about the crash testing of one Ferrari. . . It seems that the Pininfarina people were doing such a test with a radio-controlled Ferrari, the radio equipment being carried in a Fiat running alongside the Ferrari. Somehow the electronic driver drove the Ferrari a little too fast, the little Fiat couldn't keep up and the Ferrari got out of radio range—whereupon it crashed through a fence and came to a grinding halt somewhere in an adjacent farm—hardly the crash the testers planned!

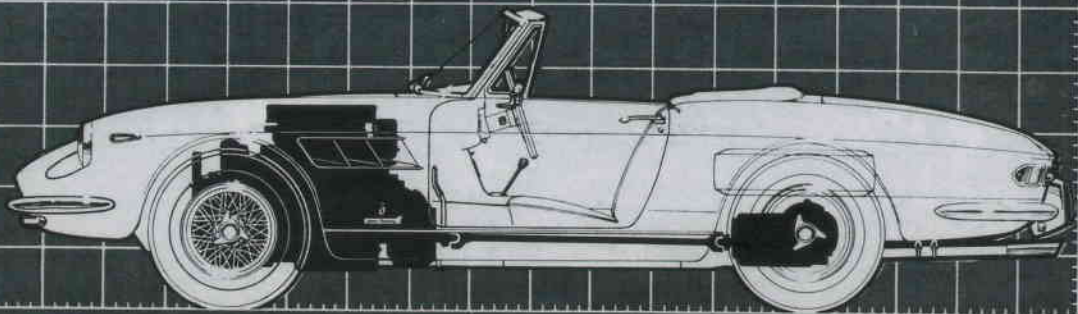
Ferrari continues to progress toward the perfect sports car. The 330 GTS is not just a wonderful, exciting open roadster but also a comfortable (at least for moderate-sized people) everyday car that doesn't mind being driven to the supermarket. If it's still tough to justify that \$15,000 tag, just remember that you can't get anything like it for anything less.

The test car was loaned to us by Bill Harrah's Modern Classic Motors in Reno. We respectfully suggest that those in charge of writing Federal Safety Standards try to borrow one, too. Cars don't have to be slow to be safe.





# ROAD TEST FERRARI 330 GTS



SCALE: 10" DIVISIONS

## PRICE

Basic list.....\$14,900  
As tested.....\$16,426

## ENGINE

Type.....60° V-12, sohc  
Bore x stroke, mm.....77.0 x 71.0  
Equivalent in.....3.03 x 2.80  
Displacement, cc/cu in.....3967/242  
Compression ratio.....8.8:1  
Bhp @ rpm.....345 @ 7000  
Equivalent mph.....163  
Torque @ rpm, lb.-ft.....277 @ 5000  
Equivalent mph.....115  
Carburetion.....3 Weber 40 DFI  
Type fuel required.....premium

## DRIVE TRAIN

Clutch diameter, in.....9.5  
Gear ratios: 5th (0.961).....3.31:1  
4th (1.250).....4.30:1  
3rd (1.582).....5.45:1  
2nd (2.119).....7.30:1  
1st (3.077).....10.60:1  
Synchronesh.....on all 5  
Final drive ratio.....3.44:1

## CHASSIS & BODY

Body/frame: tubular chassis with stressed steel panels  
Brake type: disc; 12 4-in. diameter front, 11.73-in. rear; dual vacuum assists  
Swept area, sq in.....670  
Wheels.....Borrani wire, 14x7  
Tires.....Dunlop SP 205-14  
Steering type.....worm & roller  
Turns, lock-to-lock.....3.5  
Turning circle, ft.....29.6  
Front suspension: unequal-length A-arms, coil springs, tube shocks, anti-roll bar  
Rear suspension: unequal-length A-arms, coil springs, tube shocks, anti-roll bar

## OPTIONAL EQUIPMENT

Included in "as tested" price: wire wheels, air conditioning  
Other: radio

## ACCOMMODATION

Seating capacity, persons.....2  
Seat width.....2 x 18.0  
Head room.....37.0  
Seat back adjustment, deg.....30  
Driver comfort rating (scale of 100):  
Driver 69 in. tall.....80  
Driver 72 in. tall.....70  
Driver 75 in. tall.....55

## INSTRUMENTATION

Instruments: 180-mph speedo, 8000-rpm tach, oil press & temp, water temp, fuel level, 99,999 odo, 999.9 trip odo, clock  
Warning lights: high beam, directional signals, fuel level, auxiliary fuel pump, choke, defroster

## MAINTENANCE

Engine oil capacity, qt.....10.0  
Change interval, mi.....6000  
Filter change interval, mi.....6000  
Chassis lube interval, mi.....3000  
Tire pressures, psi.....34/37

## MISCELLANEOUS

Body styles available: roadster as tested, coupe  
Warranty period, mo.....12

## GENERAL

Curb weight, lb.....3105  
Test weight.....3415  
Weight distribution (with driver), front/rear, %.....50/50  
Wheelbase, in.....94.5  
Track, front/rear.....55.2/55.8  
Overall length.....174.4  
Width.....65.9  
Height.....49.2  
Frontal area, sq ft.....18.0  
Ground clearance, in.....4.9  
Overhang, front/rear.....36.2/43.7  
Usable trunk space, cu ft.....6.5  
Fuel tank capacity, gal.....23.8

## CALCULATED DATA

Lb/hp (test wt).....9.9  
Mph/1000 rpm (5th gear).....22.1  
Engine revs/mi (60 mph).....2710  
Piston travel, ft/mi.....1265  
Rpm @ 2500 ft/min.....5360  
Equivalent mph.....123  
Cu ft/ton mi.....111  
R&T wear index.....34  
Brake swept area sq in/ton.....392

## ROAD TEST RESULTS

### ACCELERATION

Time to distance, sec:  
0-100 ft.....3.1  
0-250 ft.....5.4  
0-500 ft.....8.0  
0-750 ft.....10.1  
0-1000 ft.....12.4  
0-1320 ft (1/4 mi).....14.9  
Speed at end of 1/4 mi, mph.....95  
Time to speed, sec:  
0-30 mph.....3.0  
0-40 mph.....4.0  
0-50 mph.....5.5  
0-60 mph.....6.9  
0-80 mph.....10.3  
0-100 mph.....17.1  
0-120 mph.....26.4  
Passing exposure time, sec:  
To pass car going 50 mph.....3.7

### FUEL CONSUMPTION

Normal driving, mpg.....10-15  
Cruising range, mi.....235-355

### SPEEDS IN GEARS

5th gear (6300 rpm), mph.....146  
4th (7000).....124  
3rd (7000).....97  
2nd (7000).....71  
1st (7000).....49

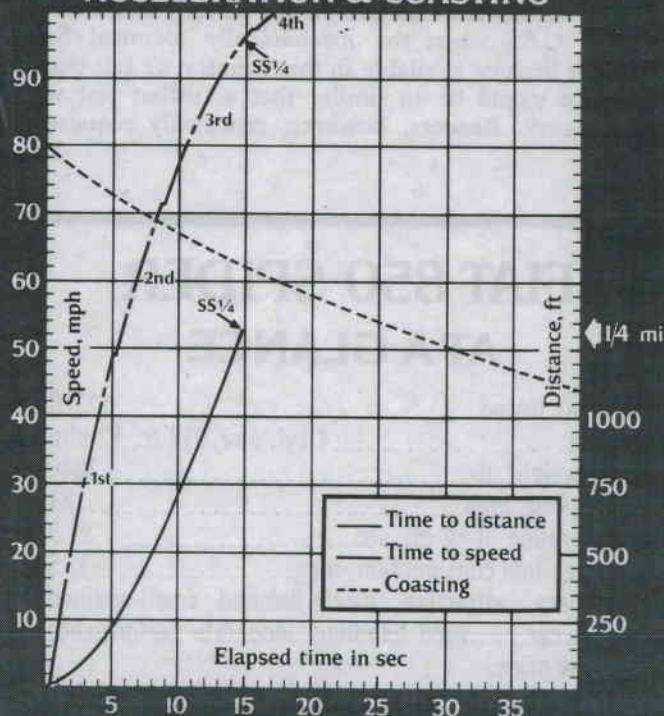
### BRAKES

Panic stop from 80 mph:  
Deceleration, % g.....74  
Control.....fair  
Fade test: percent of increase in pedal effort required to maintain 50%-g deceleration rate in six stops from 60 mph.....nil  
Parking brake: hold 30% grade, yes  
Overall brake rating.....good

### SPEEDOMETER ERROR

indicated.....actual  
40 mph.....38.0  
60 mph.....57.4  
80 mph.....76.7  
100 mph.....95.9  
120 mph.....115.5  
Odometer, 10.0 mi.....actual 9.85

## ACCELERATION & COASTING





# 330 GTS