



365 GT 2+2 Buyer's Guide

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FORUM



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Introduction

Christened the “Queen Mother” by Road & Track, the 365 GT 2+2 was introduced at Ferrari’s favorite launch site, the Paris Salon in late 1967. During its four year production run, the 365 GT 2+2 would account for about half of Ferrari’s total unit sales. For a time it was the only car Ferrari sold in the United States due to stronger emission regulations that came into effect in 1968. It would be the last luxury 12 cylinder 2+2 GT Ferrari would sell in the US until the launch of the 456 GT in the mid 90’s

If the 250 GTE was developed for the original Ferrari buyers from the 50’s who had now settled a bit and started fami-

lies, the 365 GT 2+2 was clearly aimed at this same target market at a later stage of their lives. The 365 GT sounded like a proper Ferrari, accelerated like a proper Ferrari, but was much more civilized to live with on a daily basis. This was a Ferrari that you could cruise in style and comfort in for hours then alight from in a Tuxedo or evening gown with dignity. The 365 GT was the first true well mannered luxury car to roll out of the Maranello factory gates. It was designed to be able to take you from Paris to Monaco for an evening and then back the next day in comfort and style. It was designed for true grand cross continental touring with plenty of interior room and luggage space. Other than Borani wheels, the factory did

not offer any options because everything they could think of was already included. Standard equipment included air-conditioning, stereo, electric windows, and leather interior. The 365 GT pampered the driver and was designed to forgive driving mistakes where other earlier Ferrari’s would have extracted a high cost on the driver.

Pininfarina both styled and built the 365 GT bodies. As per most Ferraris, the 365 GT was an evolution of past models with the front end borrowing heavily from the 550 Superfast and the rear being an evolution from the 330 GTC special editions. From the front and side the 365 GT lines are clean and flowing. Only the rear is angular and seems a bit “chopped”.





Left: The wire Boranis wheels are hard to keep clean. **Above:** Good conditioned interior with an all wood dash.

The body is constructed of steel with an aluminum front hood and trunk. The floor pan, footwells, and firewalls are all fiberglass. Power was provided by a 60 degree 12 cylinder engine producing 320 bhp at 6600 rpm. The Type 245 engine delivered a top speed of 153 mph with a 0-60 time of 7.2 seconds. Performance was top of class for a true luxury 2+2 GT when the 365 GT was launched and remains impressive even today. While acceleration might have been hampered by the over 2 ton curb weight, handling was exceptional and lauded in the press. It was a car designed for the new highways crossing Europe and the US, not for weekend racers. Production started in late 1967 and ran for 801 units through very early

1971. Early in the production run, the headlight covers were dropped. The only other change was the switch from electric to manual operation on the quarterlights.

The 365 GT 2+2 was built of the same wheelbase used for the 330 GT but with the front and rear tracks increased 90mm and 69mm respectively to provide for a larger, roomier cabin. The front and rear overhangs were also extended to provide extra luggage and leg room. For the first time on a Ferrari, Koni self leveling suspension was fitted to the rear to provide for a constant ride height. The front suspension is typical Ferrari unequal length A arms with coil spring and anti-roll bars front and rear. The brakes had improved stop-

ping power vs. the 330 GT 2+2 and are ventilated discs on all four wheels.

In 1970, Ferrari produced a small run of approximately 6 units fitted with automatic transmissions. All six cars were supplied to Luigi Chinetti for sale in the US market. It is not known how many of them have survived. Ferrari also fitted the 4.4 liter engine from the 365 GT 2+2 into the 330 GTC & 330 GTS bodies and rebadged them as 365 GTC, 365 GTS in 1968. A total of 170 units were produced in a little over two years. Other than the larger engine, these cars were identical to the earlier series and will be covered in more detail in the 330 GT Buyer's Guide.

During its production

Specifications

General:

Number Made:	365 GT 2+2: 801 365 GTC: 150 365 GTS: 20
Chassis:	Elliptical section steel tubes
Transmission:	Single plate clutch, 5-speed all synchromesh gearbox + reverse
Steering:	ZF power steering

Engine:

Type:	Front longitudinal 60° V12, light alloy cylinder block and head; 2 valves per cylinder
Power:	320 bhp @ 6,600 rpm
Displacement:	4390 cc
Bore & Stroke:	81 x 71 mm
Compression Ratio:	8.8:1

Suspension:

Front:	Independent, double wishbones, coil springs, anti roll bar
Rear:	Koni self leveling, anti roll bar

Dimensions:

Wheelbase:	2,650 mm
Front/Rear Track:	1,438 mm / 1,468 mm
Weight:	1,580 kg
Tires:	
Fuel Tank:	100 liters

Performance:

Acceleration:	
Top Speed:	152 mph

Our Rating: 3 Stars

run, the 365 GT 2+2 was the best selling Ferrari of its era. It was one of the last Ferraris conceived before Fiats involvement. It was replaced by the 365 GTC/4 in the Ferrari line up in 1971.

The 365 GT 2+2 sport's a leather and wood trimmed classic luxury interior. The front seats are well padded and comfortable with an adjustable back rest. The rear buckets provide a generous amount of seating room. Rear legroom is significantly improved vs. prior Ferrari 2+2s and the rear windows can be swung out for added ventilation. The 4.4 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. For US market cars, an air pump was fitted which injected pressurized air into the manifolds at engine speeds under 3100 rpm to meet emission standards. The Veglia instruments are easily readable and all controls are within reach of the driver. The wood rimmed Nardi steering wheel coupled with the optional Borrani wire wheels represents the height of classic Italian motoring style. It is a car you can live in for hours at a time and emerge from refreshed.

The power steering is quick and light while providing a reasonable amount of feedback to the driver. With the self leveling rear suspension, the 365 GT remains very poised regardless of load and speed. It turns exactly to the point where it is aimed and does so with a minimum of dramatics or fuss. Original tires are Michelin 205 VR 15 on both front and rear. Brakes are ven-



tilated discs on all four wheels with vacuum servo assistances. A pressure valve balances braking pressure between the front and rear wheels. The single dry plate clutch is light and easy, by Ferrari standards, to master. The 5 speed gearbox is laid out in a conventional pattern. First gear is up on the left and reverse is down on the right. Trunk room is excellent and sufficient to carry enough luggage for several passengers on holiday.

Driving Impressions

By Zac Dugger

On approach the first thing that strikes you is its size, at sixteen feet long this is a big car. Almost as long as a contemporary American luxury car, probably not the image that first comes to mind when the name Ferrari is

mentioned. Aside from its size there is no mistaking the Pininfarina styling and the cues from past models.

With a small pull of a finger on the door handle it swings wide open inviting the driver and passengers into the luxurious interior. For the rear passengers the front seats fold forward allowing access to the more than adequate rear compartment. From the drivers compartment the experience is luxurious with a full array of gauges and a large wood rimmed steering wheel. There are plenty of switches and knobs to keep even the modern car purist busy. The gearshift is wrapped in a more traditional leather boot rather than the familiar chrome gate.

A couple pumps of the throttle and a brief turn of the key bring the rumble of all twelve cylinders to life. Clutch effort is about average with a

slightly longer throw than normal. First gear is straight up and with a little throttle the cars is away. A brief glance through the steering wheel gives the driver all the necessary information as to fluid temperatures, speed and engine revs. The pull is smooth and acceleration is better the expected for such a large car. With little difficulty 40mph is reached and time for the dreaded shift to second gear. The 365 uses a traditional 5-speed transmission mounted directly to the engine and connected to the differential via a torque tube, even with that second gear remains a challenge until the oil is warmed. At speeds exceeding most traffic laws is where the 365 GT truly comes to life as its added weight and size makes for very comfortable high speed driving even for extended distances. When driven hard on the twisty bits the 365 GT is surprisingly nimble and will re-



mind even the most demanding driver that this is a thoroughbred rightfully carrying the Ferrari badge. Town driving and parking is ease is enhanced by the standard power steering. The driving experience is both exhilarating and soothing at once, with all the power and all the refinements expected, with the 365 GT, Ferrari created a true Grand Turismo.

Left: The 365 GT's V12. Below: The nose of a 365 GT 2+2 with the classic chrome cavallino horse in the center of the grille.



Pros

- Classic '60s style
- A real usable Vintage Ferrari
- Reliable engine
- Excellent trunk space
- Light power steering, easy to drive
- Useable back seats, can even carry 4 adults
- Affordable, but values are rising
- Almost all are fitted with air-conditioning
- Most maintenance can be done by the owner
- Classic V12 Ferrari soundtrack

Cons

- High service and running costs,
- Costs as much as any other 1960's Ferrari to restore
- Koni self leveling rear suspension, hugely expensive to fix or replace
- 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

Maintenance, Reliability, & Known Issues

There are several common issues found on many 365 GT 2+2s. 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. Many 365 GT 2+2 suffered from inadequate maintenance at some stage in their lives so reviewing service history is important. Many also 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 chains. 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
- Koni self leveling suspension can collapse

- All things electrical.
- Connections corrode and motors wear out.
- Camshaft wear
- Valve clearances

Other potential issues:

- Poor oil circulation, blown oil filters
- All gauges have a tendency to be both unreliable and inaccurate
- Exhaust systems rust out
- Poor Engine compression
- All hoses 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, 365 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.

Below: The tail-light assembly of the 365 GT which houses three lights.



General Buying Rules

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 365 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, operation of the Koni rear self leveling suspension, and the exhaust for rust.

3. If the asking price is very low, there is a reason for it. Major restoration work on a 365 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 sev-

eral. Make sure that the 2nd gear synchromesh works.

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's (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 Tom Yang.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're 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.

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 everything 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 be-

ing 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 its 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 warrantee, 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 warrantees (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 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 buyers 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 know 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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