



## FERRARI 275 GTS - JAYNE MANSFIELD + CLAPTON

**This 275 GTS is one of the 5 (or possibly 6) RHD 275 GTS's that received the "Chinetti Hot Upgrades" from new at the factory - including 6 carburetors and cast wheels fitted to cope with the extra power.**

The 275 GTS features restrained styling resulting in a slightly de-tuned, often-underestimated yet chic looking model from Ferrari's past. The engine used for this model was almost identical to that of the early berlinetta, the underpinings were also identical resulting in its top speed of 147mph and 0-60 in just 6.6 seconds, with great handling characteristics - little else could match it as a great all-rounder. Where undoubtedly the most striking difference between the GTB and Spyder lay though was the roadsters totally new bodywork.

Bearing no resemblance whatsoever to the Berlinetta, the GTS incorporated a fusion of Pininfarina's tried and tested features. The GTS's were designed and built in Turin. Constructed from steel with alloy doors, bonnets and boot lids, they got open headlights, boat-like tails and strict two-seater cockpits. There was a full-width front bumper and simple quarter units at the rear. Inside marked another departure from the GTB, Spyder cockpits coming with less heavily bolstered seats trimmed in full Connolly leather. A beautiful teak veneered dash appeared outwardly similar to the Berlinetta facia, this actually featuring several minor switchgear differences. Launched alongside the 275 GTB at October 1964's Paris Salon, the GTS was an overdue replacement for Ferrari's Series II 250 GT PF Cabriolet that had ceased production back in 1962.

Early on in production a few design tweaks were made. Most noticeable was the switch from a bank with 11 engine cooling vents to a triple louvred panel behind each front wheel in early 1965.

Production continued until early 1966 when the 4 litre 330 GTS replaced it. Ferrari's torque tube coupling was never used on the GTS because the Tipo 563/66 chassis did not become available on the Berlinetta until January 1966, by which time the Spyder was soon to be discontinued. During its short production just 200 examples were completed.

A 275 GTS is without doubt a rare motorcar, this example is rarer still not only being one of just 14 right hand drive cars produced but one of five with desirable upgrades from new. When Maranello concessionaires failed to place all of their allocation Luigi Chinetti in New York agreed to accept them on the condition that they returned to the factory for upgrades first. These upgrades included the fitment of 6 carburetors and cast wheels to help cope with the resultant extra power. This 275 GTS is one of the 5 (or possibly 6) RHD 275 GTS's that received the "Chinetti Hot Upgrades" from new at the factory. It is thought this car was first supplied to Jayne Mansfield who was one of the leading blonde sex symbols of the 1950s. Mansfield starred in several popular Hollywood films that emphasized her platinum-blonde hair, hourglass figure and cleavage-revealing costumes. Mansfield was tragically killed in a road accident in 1967 (please note, not in this car). DK Engineering maintained this car since 2005, having rebuilt the suspension, brakes, carburetors and gearbox during this time.

In 2007 whilst in the ownership of Rock Legend Eric Clapton the car was subjected to a bare metal respray to its original colour of Azzuro Metallizzato and a partial retrim back to blue carpets and black leather.

A rare and ultimate example of this magnificent and iconic 60's spyder Ferrari presented in stunning condition with, original RHD configuration, factory 6 Carb setup, cast wheels and two celebrity owners - a terrific example of this model.

Video below featuring the 1965 Ferrari 275 GTS (one of 14 RHD cars out of 200 produced), formerly

owned by Jayne Mansfield and Eric Clapton, leaving the 2011 Concorso Ferrari and driving onto a transporter

## **SPECIFICATION**

**CONFIGURATION:** RHD

**PRICE:** SOLD - VIDEO



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