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## 1969 Alfa Romeo GT Junior

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Lot sold	<b>USD 28 190 - 50 742</b> EUR 25 000 - 45 000 (listed)	Condition	Used
Year of manufacture	1969	Location	
Chassis number	AR10530* 1226094	Exterior colour	Other
Lot number	24	Car type	Coupé
		Engine number	AR00530*28776

### Description

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- Only 42,918 km indicated on speedometer
- Body colour bianco spino
- Original blue skai interior
- ASI certified
- Year of Construction 1968
- First Series
- Matching Number and Matching colour
- Alfa Romeo certificate of origin

The Alfa Romeo Giulia GT was presented in 1963 as a replacement for the Giulietta Sprint. Based on the Giulia berlina floorpan, but with a 235 cm wheelbase, it was an elegant 2+2 coupé (two seats in the front and two smaller ones in the rear) designed by Giorgetto Giugiaro for Bertone. The main aesthetic feature of this first version was the famous front overhang between the bonnet and the radiator grille, which gave the impression of a step (hence the car's famous nickname, Scalino). This gap was the result of a last-minute rethink. Initially, in fact, the design envisaged an air inlet in that position, which was then eliminated shortly before production for cost containment reasons. The problem was that many of the calanders had already been printed, so it was decided to send the car into production until the calanders had been used up and then remedy the "problem". On the other hand, the public liked this "defect", as it gave the car a unique characteristic, so much so that those responsible decided not to remedy the problem.

Various models followed over the years, until 1966, when the 1.3 GT Junior version was presented.

The idea for this model was to appeal to a younger clientele because of its low cost. In order to achieve this, it was necessary to use a smaller engine and give up a few finishing touches without compromising the car's beauty and elegance. What the carmaker could not have predicted was that this model would soon account for the majority of GT sales and remain the most popular.

In implementation of this commercial strategy, in 1966, alongside the Sprint GT versions with 1.6-litre engines, a version with a reduced displacement of 1290 cm<sup>3</sup> with 89 hp, engine series 00530, named GT 1300 Junior (series 105.30) entered the list. The Junior had a simplified equipment: no brake servo, rubber floor, plastic dashboard without centre console, two-spoke steering wheel, less profiled seats, no cigarette lighter and different hubcaps studs, without plastic inserts. The success exceeded expectations and, thanks also to the performance that was not much lower than the 1600 models, the Junior versions soon represented the vast majority of Giulia GTs sold.

The stunning example we are offering at auction was first registered in 1969 but is part of a 1968 production lot. In fact, it is one of the last examples of the so-called first series. That is, with its iconic front bonnet step and beautiful 4-instrument dashboard with light wood inserts. The interior is original blue skai with the central gear tunnel entirely covered in quilted black skai. The car was repainted in its entirety about 5 years ago and has since been beautifully preserved in its snow-white colour. The interior has been fully restored and preserved (not rebuilt) with the exception of the driver's seat which has been rebuilt from scratch by a well-known craftsman and is in extraordinary condition. The engine has been completely overhauled in all its mechanical and electrical components and runs as if it just left the factory. This car is part of a beautiful collection of Alfa Romeos belonging to an Italian gentleman who has taken excellent care of all aspects of the preservation of his cars over the years. The car has its original number plates and all original documentation and is registered with the ASI historic register. The car will be auctioned at Milano AutoClassica 2021 in extraordinary condition.

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