

CAVALLINO



Dear readers,

What a blast!

I simply cannot describe the sheer emotion of seeing Alessandro Pier Guidi crossing the finish line under the checkered flag in his Ferrari 499P, race number 51. After 24 hours battling with strong competitors, and a few moments that had us catching our breath, Ferrari brought home a legendary victory.

Huge congrats to Antonio Giovinazzi, Alessandro Pier Guidi and James Calado, and to Antonello Coletta, the man who wanted this mission and pursued it with all his strength.

"Veni, vidi, vici", said Julius Caesar after his decisive victory in the Battle of Zela in 47 B.C. Antonello might well say the same, and maybe it's no coincidence that they are both from Rome!

The 2023 "24 Heures du Mans" is a new page in the already thick book of Ferrari's legendary successes, and the importance of this victory will reverberate for years to come. Cavallino was there, with many clients, friends and readers, some of them enjoying our very special hospitality program, to witness this milestone in the history of the prancing horse. If you missed the race, read our report in this issue. It is very comprehensive and also includes amazing pictures of the two LMH cars being celebrated in the crowded streets of Maranello.

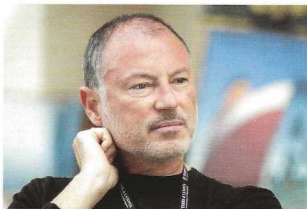
The cover, featuring the beautiful yellow 1959 250 Interim Berlinetta 1461 GT, is another tribute to Le Mans. The photos for this feature were taken in Spain while the lucky owner was there enjoying the car. Actually, not only the owner, Max Serra, the photographer, had a lot of fun, too. There's only one thing better than driving a Ferrari: driving a Ferrari with friends. I hope you will enjoy the article and the amazing pictures.

The second featured car keeps us in the racing spirit: it's a very special car, an F1 that raced only twice, both times with Michael Schumacher, finishing first and third respectively. F2001b 215 is not ageing in a garage, it's still being used on circuits in the Ferrari F1 Clienti program, organized by Federica Santoro. Look out for our interesting interview with her in this issue.

But Ferraris are not just racing machines. The GT cars are amazing toys, too. Don't miss Donald Osborne talking about his Roma and how he loves to spend time behind the wheel, and about the thrill he got from specifying his very first new Ferrari. I agree, it's a moment you never forget!

I hope to see many of you soon on the shores of the Pacific Ocean at the Monterey Car Week. My best wishes to all our friends there, and in particular to Sandra Button and Sir Michael Kadoorie for their fantastic events!

Luigi Orlandini
Chairman and CEO of Cavallino and Canossa



"After 24 hours battling with strong competitors, and a few moments that had us catching our breath, Ferrari brought home a legendary victory."

PS: You may have noticed that *Cavallino* is now a bit more expensive. We did our best to keep the old price for as long as we could, but we have to deal with increasing costs, especially of paper. We will strive to give you great content for those extra dollars.

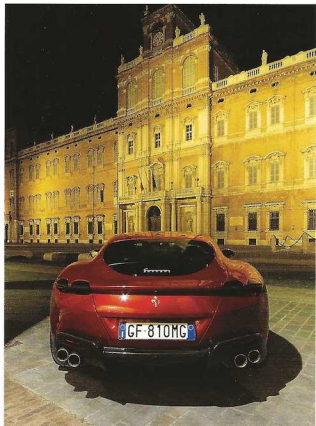


A PERSONAL DREAM

WORDS Donald Osborne | IMAGES Angelo Bionchetti

It is most likely that anyone who is reading this article in Cavallino is already passionate about the Ferrari marque. How we all came to share this passion is perhaps the topic for another piece, but I am grateful for the opportunity to bring my story to these pages, specifically how I came to own a 2022 Roma GT, my very first new Ferrari. Foremost, I bought my Roma because of its unmistakable and undeniable beauty, and of course the driving experience. When I first saw images of the Roma, I thought it was the most esthetically thrilling product from Ferrari in decades. It has the remarkable ability to recall many of the legendary Ferraris of the past without being a retro or derivative design. I can look at the car and see hints of the Daytona, 365 California, 250 GT/L, 250 GT "SWB", Dino 206 Competizione prototipo, and so many others.

I am a person drawn to the esthetic. Design is a deeply held interest of mine, from my days studying as an artist, dreaming of a career in automotive styling. As it happened, music instead captured my heart and I went in a different direction, but automotive form, its influences and its expressions remain at the core of my being. Many of the automotive designers with whom I am friends often observe that the most memorable, successful, evocative and emotionally stirring automobiles



are a combination of what might be considered “feminine” and “masculine” elements. Which is to say soft, gentle curves and rounded areas and sharper edged, more aggressive parts. The Roma is, to my eyes, the perfect example of this. Its sharply pointed nose, low greenhouse, broad stance on its wheels, and crisply sculptured rear panel and bold exhaust pipes all give it great dynamism – like an Italian futurist painting in real life. But all that is combined with the voluptuous arch of the fenders over the front and rear wheels, and the smooth, wasp-waisted shape of the body, which constantly moves in compound curves from front to back, top to bottom. It is full of subtle details, many of

the broad haunches of the rear fenders, all promising a visceral and immediately present driving experience.

I don’t need to write a road test of the Roma here either – others have done that before and many better than I ever could. Indeed, I am, primarily, an “old car” guy. I respond most to vintage, antique and historic cars that, through the seat and pedals, directly communicate the road and the environment to you, who are seated behind the wheel. For me, too many modern high-performance cars are too big, heavy, quiet, damped and isolating to provide that kind of feeling, and many others have performance windows that mean that the car can only be truly



Z78170, Courtesy of Luke Magnuson

which will go unnoticed to the casual observer. For instance, there is the sharp crease which appears on the top of the front and rear fenders, but actually comes out of a smooth panel and disappears again at the end of the panel. It is the kind of touch only seen in a very carefully crafted design. The exterior door handles are functional yet unobtrusive, completely integrated into the panel yet comfortable to use. Inside, looking through the windshield, the Roma gives me my favorite view – I see the front fenders rising on either side and the gentle bulge in the middle of the hood –, while glances in the side mirrors show

enjoyed when operating at high speed in a track setting. I enjoy my Roma at every speed, from 25 miles per hour in town to 60-90 on the highway, to over 100 on the track. It satisfies in every mode, from Wet to Race, on straight highway, long sweepers and climbing hairpins.

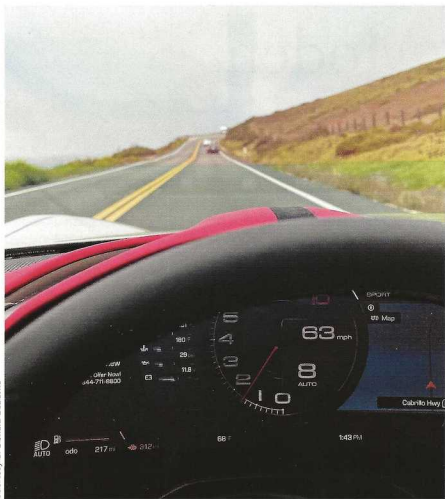
Then there is the romance. From the time I first discovered cars at 8 years old, I have been drawn to the cars of Italy. My fascination with all things Italian – art, architecture, music, food and the people – soon followed. Of course, anyone who loves this nation finds their way to Ferrari. The sports



racing prototypes of the 1960s were everything – beautiful, powerful, fast and successful. To me, the image of Gianni Agnelli – impossibly handsome, spectacularly dressed, and pictured in the most beautiful settings – combined with the sleek, incredibly beautiful Ferraris he drove seemed like the epitome of what Italian art and life meant – effortless style and presence, or “sprezzatura”.

During the opportunities I have had to spend time in Italy, for both work and relaxation, the pull of the culture has only grown greater. Perhaps in spite of not infrequent encounters with the often bureaucratic nature of the nation, the appeal of the spirit of the people and the beauty they create have combined to fuel my enthusiasm. Some have asked me “Why spend all the money it takes to buy a Ferrari, when you can get the performance for so much less in another car?” My answer to that is that there is a quickening of my pulse when I sit behind a wheel with a black prancing horse in a yellow circle. It’s all about feeling the history, the heritage, the attention to detail and, yes, the spirit of the marque in my own car.

I worked hard and planned well in order to one day buy a brand-new Ferrari, and it has not disappointed. I am, of course, well aware that my own adventure has also been a very special one indeed. Thanks to the kind and generous intervention of a good acquaintance at Ferrari I was able to see my car for the first time at the factory in Maranello, a week after it was completed and a few days after its first on-the-road test drives. I was left truly speechless, and, as those who know me well will testify, that is a very rare thing indeed! Owning this car, s/n ZFF98RNA0N0278170, Grigio Ingrid with Rosso/Cioccolato/Testa di Moro interior, is truly a dream fulfilled.



SPECIFICATIONS

Roma #252716

EXTERIOR

Extraranghe Rosso Portofino (205111)

INTERIOR

Sabbia 4310

MATS

Nero 152

EQUIPMENT

- Apple car play
- ADAS full pack
- Glossy black brake calipers
- Rear diffuser in carbon fibre
- Carbon fibre underdoor cover
- Coloured inner details (Rosso Ferrari)
- Cavallino stitched on headrests (Rosso)
- Sport tailpipe tips
- Carbon fibre front spoiler
- Additional coloured mats with logo
- Heat insulating windscreen
- Magniride dual mode suspension
- Passenger display
- Leather passenger compartment inserts
- Aluminium driver and passenger footrest
- 20-inch forged wheels
- Full electric seats
- Leather headliner
- Foldable rearseat backrest
- High power Hi-Fi system
- Coloured special stitching O.R.
- Surround view
- Michelin tyres
- Active matrix LED headlights