MUSEO DINAMICO

Alfa Romeo storiche da competizione

Scuderia del Portello

Alfa Romeo

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MUSEO DINAMICO SCUDERIA DEL PORTELLO
ALFA ROMEO STORICHE DA COMPETIZIONE
YOUR EXCLUSIVE EVENT WITH STATIC AND DYNAMIC SHOW

ABOUT US

Scuderia del Portello is a sports association founded in Arese on **3 February 1982** in the Centro Direzionale Alfa Romeo, as an emanation of the brand, and its historical venue was in Milan, in via Traiano 35. Its name recalled the zone of the Milanese periphery where the first factories of the company were born.

The team was conceived as a support and technical assistance structure for the drivers who took part in races with Alfa Romeo cars of ceased production. Furthermore, its chart indicated as an aim also the promotion of the brand as well as the protection of its historical and technological patrimony, as a contribution to the history of racing.

Scuderia del Portello represents the **"history of the Alfa Romeo Sports Brand"**, organizing and taking part in major international races and in the most prestigious events dedicated to motorsport and to the historic cars racing.

Scuderia del Portello's logistic vehicles, and the vehicle fleet with prestigious running cars belonging to its members, make up the only **Museo Dinamico Alfa Romeo storiche da competizione"** in the world.

MUSEO DINAMICO ALFA ROMEO STORICHE DA COMPETIZIONE

Scuderia del Portello puts at your disposal some of the most significant cars belonging to its collection, starting from the F1 and the historic single-seater cars with Alfa Romeo engines, to the Tipo 33 specimen and the rarest Tourism and GT cars.

Those cars can be shown in static exhibitions and, if you want to, they can also be started for dynamic shows / hot laps.

In addition to the cars, Scuderia del Portello has a staff and a logistical structure both for the transportation and the exhibition of the cars for every kind of event, thus becoming an ideal mean for enhancing the visual impact and to support the official Alfa Romeo hospitality in its calendar of events, both in Italy and abroad.

The following pages show images and descriptions of the logistical structure and of the cars; every business trip includes 4 cars to be chosen by you.

THE LOGISTICAL STRUCTURE

IVECO TRUCK FOR TRANSPORTING 4 CARS

OCHRE GAZEBO 3 x 3 meters

TENDIFLEX TO PREVENT ACCESS TO THE CARS

THE LOGISTICAL STRUCTURE

HOSPITALITY MOTORHOME WITH COFFEE STATION AND KITCHEN

Scuderia del Portello

www.scuderiadelportello.org

MUSEO DINAMICO
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Formula Alfa
Scuderia del Portello

F1 DE TOMASO ALFA ROMEO 1961

F1 ALFA ROMEO 183T 1983

F1 OSELLA ALFA ROMEO FA1G 1985

THE CARS

Model: Alfa Romeo 33/2 Fléron

Year: 1967

Body: prototype

Engine size: 2000 c.c.

Also called "Periscopio", this car was built in 1967 and it is the only example in the world. It won the race in Fléron (Belgium) in 1967 driven by Teodoro Zeccoli who, on occasion of the celebrations for the 50th anniversary of Autodelta, deeply moved put his signature on the car. Its restoration required almost 12 years for its rarity; every year it appears on magazines and in tv programs all around the world. Even the rockstar Brian Johnson of the AC/DC, in 2015, wanted to make a special service in his well-known TV program on Discovery Channel. Lord March, patron of Goodwood, chose to have it as a guest in many editions of the Goodwood Festival Of Speed and of the Goodwood Revival.

THE CARS

Model: Alfa Romeo 33/3 TT

Year: 1970

Body: prototype, 2 seats

Engine: 8 V-cylinders of 90°

Engine size: 3000 c.c.

Power: 400 HP

Gearshifts: 5 + Reverse

This car, chassis 01, has a very frontal seat and the 5 shifts gear is placed between the engine and the differential to enhance its manoeuvrability.

The Scuderia del Portello's car was used in 1971 for the tests at the Targa Florio driven by Vaccarella and Stommelen. In the same year it took part in the 1000 km of the Nürburgring with Teodoro Zeccoli and in the race at Montlhéry with Henri Pescarolo.

Lord March, the patron of Goodwood, wanted to have it as a guest in several editions of the "Goodwood Festival of Speed" and of the "Goodwood Revival". It participated many times in the Coppa Intereuropa in Monza driven by Arturo Merzario.

THE CARS

Model: De Tomaso F1 Alfa Romeo

Year: 1961

Body: single-seater F1

Weight: 520 kg

Engine size: 1478 c.c.

Power: 152 HP

Gearshifts: 5 + Reverse

Alejandro De Tomaso, an Argentinian living in Modena, in 1959 founded the De Tomaso which made its debut in the World F1 championship in 1961 with this single-seater car with an Alfa Romeo engine, prepared by Conrero and driven by R. Bussinello, N. Vaccarella, R. Lippi and G. Scarlatti. This actual car took part in the Gran Premio d'Italia in 1961 driven by Bussinello. Being the only currently running F1 Alfa Romeo of the '60s, it participates in prestigious events and races for historic single-seater cars, such as the Coppa Intereuropa in Monza, the "Goodwood Festival of Speed", the "Goodwood Revival" and the GP de Monaco Historique.

THE CARS

Model: F1 Alfa Romeo 183T Scuderia Marlboro Team Alfa Romeo

Drivers :22 Andrea De Cesaris 23 Mauro Baldi

Engine: Alfa Romeo 890T V8T 1496 c.c .

Chassis: monocoque in carbon fibre

GP 15. Podiums 2. Fastest laps 1.

After the experiments done with the 182T, Gerard Ducarouge conceived the first Alfa Romeo Turbo which went on the tracks: the 183T, driven by the new Tipo 890 engine with 630 HP, conceived by the engineer Chiti. Despite a podium in Kyalami, at the end of the season the entire F.1 project went under the direction of Pavanello. Carlo Chiti left Alfa Romeo and founded the Motori Moderni; several 183T chassis were sold to the Osella which used them for its cars between 1984 and 1988. This 183T car, chassis 02, was then used for the first tests under the Benetton "colours" on the Balocco track on 11 January 1984, driven by Riccardo Patrese. This was the last Alfa Romeo of the Ducarouge era. After the tests, the car was given to the communication and press office of Alfa Romeo. It has been part of the Scuderia del Portello's collection since 1990.

THE CARS

Model: Alfa Romeo 1900 Corto Gara

Year: 1952

Body: coupé

Power: 115 HP

Engine size: 1884 c.c.

Max speed: 190 km/h

Gearshifts: 4 at the steering wheel + Reverse

It is the official Esperienza Alfa Romeo car used for the tests during the Mille Miglia in 1952, with an experimental AR1308 engine – drivers: Fangio, Cortese, Sanesi, Tadini and Dätwyler.

Only 7 specimens of this model were created, exclusively for the competitions; it took part in many editions of the 1000 Miglia (in 2015 it was driven by Joe Ricciardo, the father of the Formula 1 driver).

Only 2 specimens of this car currently exist in the world; it is an icon of the Alfa Romeo history in the races for its speed, performances and elegance. It was used by Scuderia del Portello also for some European championships for historic cars.

THE CARS

Model: Alfa Romeo 1900 C Super Sprint

Year: 1957

Body: coupé

Weight: 1000 kg

Engine size: 1975 cc

Gear: 4 gearshifts + R.M.

In 1956 the second variation of the 1900 coupé Super Sprint was introduced to the public, with Touring bodywork, too. The Milanese atelier made an actual miracle, by considerably reducing the height and creating a modern, pleasant car. This particular car, bought fully original by the Scuderia del Portello, is used to take part in the most glamorous and prestigious Italian events. The first owner of this car was Mr. Giacomo Mazzini from Cremona, the father of the famous Italian singer Mina.

THE CARS

Model: Alfa Romeo 75 Super Turismo

Year: 1988/89

Body: sedan

Engine: 1800 Turbo

Power: 490 HP

Specimens built: 28

The Alfa 75 is the last car made by Alfa Romeo before its transfer to the Fiat venue. Its engine represented the symbol of the Alfa Romeo racing cars through the end of the Eighties, and the 75 Turbo evoluzione, brought on the tracks for the Campionato Italiano Velocità Turismo 1987 by Alfa Corse, driven by Giorgio Pianta, immediately won the S1 Championship with Nicola Larini and Gianni Morbidelli, doing the same the following year.

This specimen is the number 28, the last one made by Alfa Corse to take part in the Tourism World Championship.

It took part in several editions of the "Goodwood Festival of Speed" under the "colours" of the Scuderia del Portello.

THE CARS

Model: Alfa Romeo GTAM

Year: 1970

Engine size: 2000 c.c.

Power: 210 HP

Gearshifs: 5 + Reverse

Official Autodelta car in the international races between 1970 and 1973, it boasts a palmarès with participations and triumphs in famous races at the Nürburgring, Spa-Francorchamps, Zandvoort, Jarama, Imola, Paul Ricard, Saltzburgring and Mantorp Park, driven by champions such as de Adamich, Picchi, Hezemans, Facetti, Zeccoli, Venturi, Dini, Donà, Colzani, Steenberg, van Lennep and Larini – the last one died in the tragic accident at Spa-Francorchamps on 21 July 1973. In 2018 the car was restored and prepared by Scuderia del Portello in collaboration with the Alfa Romeo Classiche workshop of FCA Heritage and it was taken back to the race tracks. With the race number 27, it was 1st overall at the Nürburgring 6 Hours in 1970 driven by the crew Picchi – de Adamich.

THE CARS

Model: Alfa Romeo Giulia 1600 "Peking to Paris 2016"

Year: 1973

Engine size: 1600 c.c.

Power: 129 HP

Gearshifts: 5 + Reverse

The most ancient "still living" car race – after the Targa Florio (1906) – is the Peking to Paris rally. The first edition started in June 1907 and was won by the Prince Scipione Borghese with the car *Itala*. The race was not organized for many years because both Russia and China did not consider the idea that a Western caravan could cross their lands. The second one was the 100th anniversary edition. Since then, the race has been taking place every three years. Scuderia del Portello participated in the 2016 Peking to Paris with two Alfa Giulia cars, respectively driven by the crews Marco Cajani – Alessandro Morteo and Roberto Chiodi – Maria Rita Degli Esposti. They gained the 3rd and 2nd class placements.

THE CARS

Model: Alfa Romeo Giulia "London-Sydney Marathon"

Year: 1964

Body: sedan

Engine size: 1600 c.c.

This car was prepared by Scuderia del Portello to take part in the London-Sydney Marathon 2000 with the crew Marco Cajani – Marco Rossi, in collaboration with the association AVSI (Associazione Volontari per il Servizio Internazionale), to support the reconstruction of two homes-shelters at the Vidra (Bucarest) hospital, for 87 HIV-affected children. The car arrived at the finish line after covering 18,000 kilometres, starting from London and crossing countries such as Romania, Bulgaria, Turkey, Malaysia and the whole Australia up to Sydney. This endeavour had been already made in 1993 by another Alfa Giulia TI Super 1600, driven by the crew Cajani – Macellari.

THE CARS

Model: Alfa Romeo Giulietta Sprint Speciale "low nose"

Year: 1959

Body: coupé

Engine size: 1290 c.c.

This Giulietta SS kept by Scuderia del Portello, called "low nose", is one of the 101 specimens built by Alfa Romeo, with aluminium hood and doors.

It was restored and it took part in the 2009 edition of the "Goodwood Revival" in the UK, as well as in several editions of the Coppa Intereuropa at the Monza track and of the European Championship.

THE CARS

Model: Alfa Romeo Giulietta Spider prototype

“Carrera Panamericana 2002”

Year: 1963

Engine size: 1600 c.c.

Gearshifts: 5 (centre stick) + Reverse

This car was re-elaborated in its chassis parts by GiPi Cars: the rear axle of the Giulietta was replaced with the De Dion axle of an Alfa Romeo Alfetta 1800. The gear is on the rear axle. Doors and bonnet are in aluminium, the windscreen is of the Giulietta SS model.

It was prepared by Scuderia del Portello to participate in the Carrera Panamericana 2002 with Arturo Merzario and Vinicio Marta; it gained the 6th overall place in the “Sport Minor” category. The race, which started in Tuxtla Gutierrez, at the border with Guatemala, ended in Nuevo Laredo, New Mexico, after 3,200 kilometres covered in one week,

One of its kind for the changes made for the race in Mexico, it has complete roll bar, light alloy wheels and “enveloping” seats.

CONTACTS

Scuderia del Portello

www.scuderiadelportello.org | info@scuderiadelportello.org | +39 339 7373298