



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



*Exclusive Drive
Experience*



“ARRIVE AND DRIVE”

TRANSPORTATION AND CAR RENTAL • OUTFIT
TECHNICAL AND ADMINISTRATIVE ASSISTANCE
PHOTOS AND VIDEOS REPORTAGE



*Scuderia del Portello
Alfa Romeo*



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**REGULARITY RACES • SPEED RACES ON THE TRACKS
HILL CLIMB RACES • TRACK DAYS • MOTOR FESTIVAL
INTERNATIONAL RAID • RALLY • INCENTIVE EVENTS**

**SCUDERIA DEL PORTELLO
HISTORIC ALFA ROMEO CARS**



**UNIQUE DRIVE EXPERIENCES
TOP INCENTIVES AND EVENTS**



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**Driving a piece of
Alfa Romeo history**



Scuderia del Portello Alfa Romeo

Scuderia del Portello was 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 built. The team was conceived as a support and technical assistance structure for the Gentlemen 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”, by 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 “Museo Dinamico Alfa Romeo storiche da competizione”, 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 they can also be started for dynamic shows / hot laps.

With our Servizio Corse “Arrive & Drive” is possible to enjoy exclusive drive experiences in the most important events of the historic automotive world and to arrange incentive and team building events for companies as well.

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 events, both in Italy and abroad.

The following pages show images and descriptions of the logistical structure and of the cars.



THE LOGISTICAL STRUCTURE



**IVECO TRUCKS FOR
COVERED
TRANSPORTING
4 CARS AND 5 CARS**

MODULAR DEHOR HOSPITALITY:

**No.6 3 x 3 meters
WITH ROOF OCHER COLOUR
AND OPEN SIDES**

**No.1 3 x 3 meters
No.1 3 x 4,5 meters
WITH ROOF SILVER COLOUR
AND RED COLOUR COVER SIDES**



THE LOGISTICAL STRUCTURE

HOSPITALITY MOTORHOME WITH COFFEE STATION AND KITCHEN, CAPACITY 40 PEOPLE





Scuderia del Portello

SERVIZIO CORSE "ARRIVE AND DRIVE"



TRANSPORTATION AND CAR RENTAL - TECHNICAL ASSISTANCE - RACES ENROLLMENTS AND EVENTS
- ASSISTANCE DURING THE SCRUTINEERING - OUTFIT - HOSPITALITY SERVICE - PHOTOS AND VIDEOS



ALFA ROMEO 33/2 FLÉRON

Year: 1967

Body: prototype, 2 seats

Weight: 580 kg

Engine size: 2000 c.c.

Power: 270 HP

Gearbox: 6 speeds + Reverse



Also called "Periscopio", this car was built in 1967 and it is one of the three pieces 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 rock star 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, the patron of Goodwood, chose to have it as a guest in many editions of the Goodwood Festival of Speed and of the Goodwood Revival.

ALFA ROMEO 33/TT/3

Year: 1971

Body: prototype, 2 seats

Engine: 8 V-cylinders, 90°

Engine size: 3000 c.c.

Power: 400 HP

Gearbox: 5 speeds + Reverse



This car, chassis 01, has a very frontal seat and the 5 speeds gearbox is located between the engine and the differential to enhance its manoeuvrability.

This Scuderia del Portello's car was used in 1971 for the tests at the Targa Florio driven by Vaccarella and Stommelen. In that 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.

AVAILABLE FOR: STATIC AND DYNAMIC SHOWS



DE TOMASO F1 ALFA ROMEO

Year: 1961

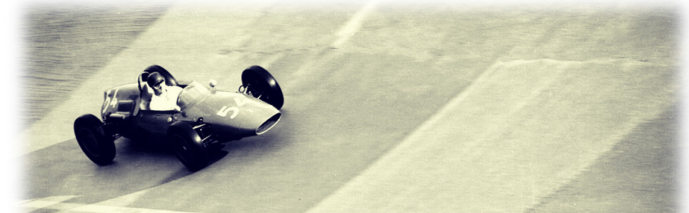
Body: F1 , single seater

Weight: 520 kg

Engine size: 1478 c.c.

Power: 152 HP

Gearbox : 5 speeds + 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. The car took part in the Gran Premio d'Italia in 1961 driven by Bussinello. Being the only currently running F1 Alfa Romeo of the Sixties, 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 Grand Prix de Monaco Historique.

AVAILABLE FOR: STATIC AND DYNAMIC SHOWS, MONACO GP HISTORIQUE, GOODWOOD F.O.S. AND MOTOR FESTIVALS

F1 ALFA ROMEO 183T

SCUDERIA MARLBORO TEAM ALFA ROMEO

Year: 1982/83. Drivers: 22 Andrea De Cesaris 23 Mauro Baldi

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

Chassis: monocoque in carbon fiber

GP 15. Podiums 2. Fastest laps 1.

After the experiments made with the 182, Gerard Ducarouge conceived the first Alfa Romeo Turbo for the tracks: the 183T, powered 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 whole F1 project went under the direction of Pavanello. Carlo Chiti left Alfa Romeo and founded the Motori Moderni company; several 183T chassis were sold to the Osella company 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 "colors" 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 and it participated in many editions of the Goodwood Festival of Speed.



ALFA ROMEO 75 TURBO SUPER TURISMO

Year: 1988/89

Body: sedan

Engine: 1800 Turbo

Power: 490 HP

Built pieces: 28



The Alfa 75 is the last car made by Alfa Romeo before moving to the FIAT venue. Its engine represented the symbol of the Alfa Romeo racing cars till the end of the Eighties, and the 75 Turbo Evoluzione, brought to 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 piece 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 Scuderia del Portello's "colors".

AVAILABLE FOR: STATIC AND DYNAMIC SHOWS



ALFA ROMEO GIULIETTA SPIDER “SEBRING”

Year: 1956

Body: spider, 1 - 2 seats

Engine size: 1290 c.c.

Power: 94 HP

4 speeds at the gearbox + Reverse

The car raced in the Fifties/Sixties in America, in the SCCA, gaining a few victories. In 1956 and 1957 Alfa Romeo produced 17 Giulietta Spider Veloce cars of the kind 750G, developed from the common Spider Veloce (750F kind), in order to make them suitable for the races. Up to 1956, the rules and regulations for the Sports cars allowed to cover the passenger's seat with a metal sheet and to use as a “windscreen” a small “windbreak” in front of the driver's seat. Fifteen 750G cars were produced in this version, while two pieces were set up as two-seats cars, with the usual panoramic windscreen. After an in-depth restoration, the car was prepared by Scuderia del Portello to take part in the 1000 Miglia and in several other international races, on the streets as well as on the race tracks.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES, SPEED RACES ON THE TRACKS, STATIC AND DYNAMIC SHOWS



DALLARA F3 ALFA ROMEO

Year: 1989

Engine size: 2000 c.c.

Power: 190 HP

Gearbox: 5 speeds (gearsets with dog clutch)

In 1988 reflourished in Italy a Formula which brought the young drivers towards F1: the F3, a springboard for the promises of the modern motorsport. In those years the brand to be defeated was Alfa Romeo: by using a framework designed by engineer Dallara, Alfa Corse created a propeller with electronic ignition and 4 cylinders in line. The result was stunning and in Italy Alfa Romeo became the only producer of this series. The Novamotor company of the Pedrazzani brothers became the indisputable leader of this championship which had as protagonists all the most important Italian drivers, even the World Champions J. Villeneuve and A. Senna. With this single seater car Luca Badoer won in 1991 the Italian F3 Championship.

AVAILABLE FOR: SPEED RACES ON THE TRACKS, MOTOR FESTIVALS AND TRACK DAYS



AMS ALFA ROMEO SPORT PROTOTYPE

Year: 1974

Body: prototype

Engine size: 2000 c.c.

Chassis: 00045



Official Scuderia Monzeglio Corse car.

It was driven by Luigi Pozzo who, with cars prepared by Monzeglio, had great results in the Seventies and Eighties in the races for experimental Sport prototypes cars with at least 2 seats, expressly built for speed and endurance races and for hill climb races. Like all the AMS prototypes, each model is the only one in the world.

AVAILABLE FOR: MOTOR FESTIVALS AND TRACK DAYS



ALFA ROMEO 1900 CORTO GARA

Year: 1952

Body: coupé

Engine size: 1884 c.c.

Power: 115 HP

Max speed: 190 km/h

Gearbox: 4 gears 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 pieces 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 F1 driver).

Only 2 pieces 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 also used by Scuderia del Portello for some European championships for historic cars.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, STATIC AND DYNAMIC SHOWS AND CONCOURS D'ELEGANCE

ALFA 1900 TI "Clay Regazzoni"

Year: 1954

Body: sedan

Weight: 1140 kg

Engine size: 2300 c.c. (elaborated)

Power: 190 HP

5 speeds at the gearbox + Reverse – modified by Guidosimplex to be used by Clay Regazzoni and by **disabled drivers**.

This car took part in several editions of the Carrera Panamericana in Mexico: in 1954 with the Equipe FINMECCANICA-Alfa Romeo, in 1990 with the crew Cajani – Bonini, in 1991 driven by Chiavelli – Macellari and finally, in 2002, with Regazzoni – Hohenlohe. For the 2002 edition, the car was elaborated to race in the category "Turismo Mayor", aiming to win the 1st overall place. In 2015 the total restoration begun, in order to bring the car to its current conditions, with the characteristics with which it participated in the Carrera Panamericana 2002, also with the same driving system wanted by Clay Regazzoni for disabled drivers.

It attended the 1000 Miglia 2020 and 2021 for the project "*Barrier-free mobility*" as *guest car* with the no. 500.

AVAILABLE FOR: **ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS**



ALFA ROMEO 1900 SUPER SPRINT

Year: 1955

Body: coupé

Weight: 1020 kg

Engine size: 1975 c.c.

Gearbox: 4 gears at the steering wheel + Reverse



In 1955 Alfa Romeo began producing the 1900 coupé Super Sprint, asking the coachbuilder Touring to set it up. The 1900 Sprint Touring made its debut at the Salone dell'automobile in Turin in 1951. This Scuderia del Portello's car, fully restored, won the European Challenge for historic cars in 1989, participated in the 1000 Miglia race in 2016, in several editions of the Coppa Intereuropa in Monza and of the prestigious Goodwood Revival, driven by Arturo Merzario; in 2006 it won the 1st overall place in the Tour de España y Portugal, driven by the crew Marco Cajani – Savina Confaloni.

AVAILABLE FOR: ELIGIBILE 1000 MIGLIA, SPEED RACES ON THE TRACKS, REGULARITY RACES, MOTOR FESTIVALS AND CONCOURS D'ELEGANCE

ALFA ROMEO 1900 C SUPER SPRINT

Year: 1957

Body: coupé

Weight: 1000 kg

Engine size: 1975 c.c.

4 speeds at
the gearbox + Reverse



In 1956 the second variation of the 1900 coupé Super Sprint was introduced to the public, with Touring body. The Milanese atelier made an actual miracle, by considerably reducing the height and creating a modern, pleasant vehicle. This car, kept fully original by Scuderia del Portello, has taken part in the most glamorous and prestigious Italian events.



AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES, CONCOURS D'ELEGANCE AND INCENTIVE EVENTS



ALFA ROMEO 1900 TI

Year: 1954

Body: sedan

Weight: 1620 kg

Engine size: 1975 c.c.

Gearbox: 4 gears at the steering wheel + Reverse

This car took part in the 1954 edition of the famous Carrera Panamericana in Mexico with the crew Bonini – Zanaboni.

Perfectly restored, it still has the same equipment used 65 years ago for that event. The names of the sponsors on the hood and on the doors and the Mexican race numbers have been painted by hand like then. The 1900 TI is not different from the common 1900 as far as the body is concerned. The radical change is under the hood, in the carburetors and in the driveshaft which has been enhanced. Other changes are in the competition exhaust pipes, made of steel, and in the drum of the brakes that boasts a big diameter, anticipating those of the Super Sprint model.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS



ALFA ROMEO 1900 TI SUPER

Year: 1954

Body: sedan, 4 seats

Weight: 1200 kg

Engine size: 1895 c.c.

Power: 115 HP

Gearbox: 4 gears at the steering wheel + Reverse

¹ This car of the Scuderia del Portello Alfa Romeo, original and perfectly preserved, took part in ten consecutive editions of the 1000 Miglia and in several editions of the Gran Premio Nuvolari and of the Coppa Intereuropa at the Monza race circuit. The “heart” of the 1900 TI Super is the engine, tuned up to meet the requirements of the drivers who took part in races in its category. This particular car is one of the only 10 models produced with a race 1308 engine, inspired by the coupé variation. It's a real jewel for its comfort, elegance and speed, despite the fact that it is 65 years old.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES, INCENTIVE EVENTS AND CONCOURS D'ELEGANCE



ALFA ROMEO 1900 TI SUPER

Year: 1957

Body: sedan, 4 seats

Weight: 1200 kg

Engine size: 1975 c.c.

Power: 115 HP

Gearbox: 4 gears at the steering wheel + Reverse



1900 Super tuned up to a TI Super by Alfa Romeo.

It attended since 1986 to very important events like: 1000 Miglia 1989 and 1990 driven by Edi Orioli - many times winner of the Dakar Rally - Montecarlo-Sestriere (editions 1986 - 1991), Coppa Delle Alpi (editions 1986 - 1991) and Rally Di Sanremo 1987.

Driven by Bruno Bonini: European FIA Championship winner 1991, Gran Prix Historique De Provence 1993 and Oldtimer Gran Prix Salzburgring 1993.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS

ALFA ROMEO GIULIETTA SEDAN, FIRST SERIES

Year: 1956

Body: sedan, 4 seats

Engine size: 1290 c.c.

Power: 53 HP

Max speed: 140 km/h

Gearbox: 4 gears at the steering wheel + Reverse

In 1950, the management clearly understood that the new Giulietta model would have become the most important in the Alfa Romeo history, representing the passage to the industrial modernity. With the Giulietta it was possible to enter in the “mass motorization”, with a production of at least 200 pieces per day. It was introduced to the public at the Salone dell’automobile in Turin in 1955, and almost 132,000 pieces were built at the Portello factory in Milan – impressive figures at that time. Scuderia del Portello, over time, has restored and prepared 3 models from the 1st series and 3 from the 2nd series. This car, completely original, has often taken part in the 1000 Miglia.

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS



ALFA ROMEO 1900 "MATTA"

Year: 1951

Body: jeep

Engine size: 1884 c.c.



In 1949/50, the Ministry of Defence made a competition announcement for the realization of a light SUV which could replace the indefatigable Jeep Willys and Ford bought from America. The FIAT company answered with the model "Alpina", while Alfa Romeo with the "1900M".

Six prototypes and 2,059 pieces were built from 1951 to 1955. Giuseppe Busso, Guido Moroni, and the colonel Ferruccio Garbari were among the designers and the test drivers of the first prototypes and of the advertising campaign. The "Matta" had also a career in the sports field: in 1952 it won the Mille Miglia in its category (Military Vehicles).

AVAILABLE FOR: ELIGIBLE 1000 MIGLIA, REGULARITY RACES AND INCENTIVE EVENTS

ALFA ROMEO GTV 2000 GROUP 1, FORMER AUTODELTA

Year: 1974

Body: sedan

Engine size: 1962 c.c.

Power: 132 HP

Gearbox: 5 speeds

+ Reverse



This car took part in 1974 in the 24H of Spa-Francorchamps with Zeccoli – Donà and, that same year, in the Giro d'Italia with de Adamich – Avenoso; the road race equipment was reproduced in its total originality. It was restored and prepared to participate in races, both on the track and on the road, by Alberto Spotti at the Scuderia del Portello's workshop. This car made its debut during the 4th Trofeo GTA at the Motor Show in Bologna (2017) and in 2018 it won the first place in its class at the 3 hours endurance of the 24H Nürburgring on the historic Nordschleife and the first place in its class at the AvD-Oldtimer-Grand-Prix at the Nürburgring.

AVAILABLE FOR: SPEED RACES ON THE TRACKS, REGULARITY RACES, HILL CLIMB RACES, MOTOR FESTIVALS AND TRACK DAYS



ALFA ROMEO GTAM

Year: 1970

Engine size: 2000 c.c.

Power: 210 HP

Gearbox: 5 speeds + 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, Salzburgring 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 this car was restored and prepared by Scuderia del Portello in collaboration with the Alfa Romeo Classiche workshop of FCA Heritage and it was brought back to the race tracks. In 1970, with the race number 27, it won the 1st overall place at the Nürburgring 6 Hours driven by the crew Picchi – de Adamich.



AVAILABLE FOR: SPEED RACES ON THE TRACKS, HILL CLIMB RACES, MOTOR FESTIVALS AND TRACK DAYS

ALFA ROMEO GIULIETTA SPRINT VELOCE

Year: 1956

Body: coupé, 2 seats

Weight: 800 kg

Engine size: 1290 c.c.

Power: 90 HP

4 speeds at the gearbox

+ Reverse

This car was prepared by Scuderia del Portello to participate in the Carrera Panamericana 2002 with Prisca Taruffi, and it won the 2nd place in its class. After the success achieved in Mexico, it took part in several regularity and hill climb races, such as the Coppa d'Oro delle Dolomiti, the Targa Florio, the Modena Cento Ore Classic, the Cesana-Sestriere, the French Tour Auto, the Gran Premio Nuvolari and the Vernasca Silver Flag. It also took part in races on circuits such as the Nürburgring, the Autodromo Nazionale in Monza and the race track of Spa-Francorchamps.

AVAILABLE FOR: SPEED RACES ON THE TRACKS, REGULARITY RACES, HILL CLIMB RACES, MOTOR FESTIVALS AND TRACK DAYS



ALFA ROMEO GIULIA GT 1750 VELOCE

"LONDON-MEXICO RALLY '95"

Year: 1969

Weight: coupé alleggerita

Weight: 1040 kg

Engine size: 1800 c.c.

Power: 135 HP

5 speeds at the gearbox

+ Reverse



This car was prepared by Scuderia del Portello to take part in the London-Mexico rally in 1995.

Later, it participated in several regularity and hill climb races, such as the Targa Florio, the Modena Cento Ore Classic, the Cesana-Sestriere, the Gran Premio Nuvolari, the Bergamo Historic Gran Prix and the French Tour Auto.

AVAILABLE FOR: REGULARITY RACES, MOTOR FESTIVALS, TRACK DAYS AND INCENTIVE EVENTS

ALFA ROMEO GIULIETTA TI

Year: 1957

Body: sedan

Weight: 910 kg

Engine size: 1290 c.c.

Power: 105 HP

Gearbox: 4 gears at the steering wheel + Reverse

This car boasts a rich palmarès: among the races, an Italian Championship and a FIA European Championship for historic Tourism cars. It raced on all the Italian and European race circuits and has all the necessary documents to race both in Italy and in Europe. With a high coefficient as a period E car, this Giulietta TI is highly competitive and it is perfect also for drivers at their first experience with historic racing cars, both on track and for hill climb races. Its engine capacity is 1290 c.c., with single carburetor and 4 cylinders in line, and it can reach 190 km/hour.

AVAILABLE FOR: SPEED RACES ON THE TRACKS, HILL CLIMB RACES, MOTOR FESTIVALS AND TRACK DAYS



ALFA ROMEO GIULIETTA TI

Year: 1958

Body: sedan

Weight: 910 kg

Engine size: 1290 c.c.

Power: 105 CV

Gearbox: 4 gears at the steering wheel + Reverse

The car, whose engine was prepared by Baggioli, has a prestigious palmarès. It begun taking part in races in 1988 in the FIA European Championship at the Paul Ricard circuit, in Montlhéry, in Croix en Ternois and in Dijon. Through the years it became the “official car” of Bruno Bonini, who won the Italian championship in 1990. In 2000 and in 2002 it participated in the Goodwood Revival. In 2007, for the Tour Auto, it was driven by Gino Munaron. It took part in the Rallye Monte-Carlo in 2008, 2009 and 2010, in Cesana-Sestriere (Italian Championship hill climb race) in 2018 and 2019 and in several editions of the Coppa Intereuropa in Monza.

AVAILABLE FOR: SPEED RACES ON THE TRACKS, HILL CLIMB RACES, MOTOR FESTIVALS AND TRACK DAYS



ALFA ROMEO 1900 TI SUPER

Year: 1955

Body: sedan

Weight: 1100 kg

Engine size: 1975 c.c.

Power: 150 HP

Gearbox: 4 gears at the steering wheel + Reverse

This car was used in several races, among which can be mentioned the European Championship ("Tourism" category), the Targa Florio and the Carrera Panamericana in Mexico (many times, the last one in 2002).

Its peculiarities are the engine, prepared by Sergio Gamberini in Bologna, as well as the body, which is still the one of the 2002 Carrera Panamericana, with the race numbers and the names of the sponsors of that year.

It took part in many speed races on the tracks in Europe and it won, 1st overall, an edition of the Tour Auto Optic 2000 (Tour de France).

AVAILABLE FOR: SPEED RACES ON THE TRACKS, REGULARITY RACES, HILL CLIMB RACES, MOTOR FESTIVALS AND TRACK DAYS



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 pieces built by Alfa Romeo, with aluminum 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.

AVAILABLE FOR: SPEED RACES ON THE TRACKS, HILL CLIMB RACES, MOTOR FESTIVALS AND TRACK DAYS



ALFA ROMEO GIULIETTA BERLINA

Year: 1956/61

Body: sedan, 4 seats

Weight: 950 kg

Engine size: 1290 c.c.

Power: 75 HP

Gearbox: 4 gears at the steering wheel + Reverse

In 1950, the management clearly understood that the new Giulietta model would have become the most important in the Alfa Romeo history, representing the passage to the industrial modernity. With the Giulietta it was possible to enter in the “mass motorization”, with a production of at least 200 pieces per day. It was introduced to the public at the Salone dell’automobile in Turin in 1955, and almost 132,000 pieces were built at the Portello factory in Milan – impressive figures at that time. Scuderia del Portello, over time, has restored and prepared 3 models from the 1st series and 3 from the 2nd series, which participate in races such as the Coppa Milano-Sanremo, the Targa Florio, the Coppa d’Oro delle Dolomiti.

AVAILABLE FOR: REGULARITY RACES AND INCENTIVE EVENTS



ALFA ROMEO GIULIETTA SPIDER PROTOTIPO "CARRERA PANAMERICANA 2002"

Year: 1963

Engine size: 1600 c.c.

5 speeds at the gearbox

+ 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 aluminum, the windscreen is the one 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 won 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 kilometers covered in one week,

One of its kind for the changes specifically made for the race in Mexico, it has complete rollbar, light alloy wheels and "enveloping" seats.

AVAILABLE FOR: MOTOR FESTIVALS AND TRACK DAYS



ALFA ROMEO GIULIA TI "RAID CLASSIC INDIA 2013"

Year: 1966

Body: sedan

Engine size: 1300 c.c.



To celebrate the 50th anniversary of the Giulia model, Scuderia del Portello took part in the raid Classic India 2013 with an Alfa Romeo Giulia 1300 TI from 1966 driven by the crew Roberto Chiodi – Maria Rita Degli Esposti. It was a journey in clockwise direction of 4,000 kilometers from Delhi to the Arabian Sea and back, crossing two big Indian states: Rajasthan and Gujarat. The Giulia prepared by Scuderia del Portello gave a very good impression among much more powerful cars. The Roman crew arrived at the finish line and was never late, despite a few small problems, such as the replacement of a joint and other minor issues, among which two punctures.



AVAILABLE FOR: RAIDS, REGULARITY RACES, MOTOR FESTIVALS, TRACK DAYS AND INCENTIVE EVENTS

GIULIETTA TI "PEKING TO PARIS 2007"

Year: 1957

Body: sedan

Engine size: 1290 c.c.

4 speeds at the gearbox

+ Reverse



To pay homage to the challenge undertaken by the Prince Scipione Borghese, who 100 years before triumphed in the Peking to Paris with the car *Itala*, Scuderia del Portello in 2007 entered a Giulietta TI 1.3 from 1957 in this rally for historic cars – a journey between two completely different worlds. Roberto Chiodi and Maria Rita Degli Esposti, who drove it, told that at the beginning of the race they were both confident and light-hearted, sure that with the Giulietta they would have arrived at the finish line. China did not give particular problems, while Mongolia was very difficult and superb. They arrived 21st in Place Vendôme, in Paris. This unforgettable experience brought them to publish the book *Due mondi visti da un'Alfa* (Two world seen from an Alfa).

AVAILABLE FOR: RAIDS, REGULARITY RACES AND INCENTIVE EVENTS



ALFA ROMEO GIULIA 1600 "PEKING TO PARIS 2016"

Year: 1973

Engine size: 1600 c.c.

Power: 129 HP

Gearbox: 5 speeds + 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 first repeat of the rally took place in 1997. 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 won the 3rd and 2nd places in their class.

AVAILABLE FOR: RAIDS, REGULARITY RACES, MOTOR FESTIVALS, TRACK DAYS AND INCENTIVE EVENTS



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 kilometers, starting from London and crossing countries such as Romania, Bulgaria, Turkey, Malaysia and the whole Australia up to Sydney. This endeavour had already been undertaken in 1993 by another Alfa Giulia TI Super 1600, driven by the crew Cajani – Macellari.

AVAILABLE FOR: RAIDS, REGULARITY RACES, MOTOR FESTIVALS, TRACK DAYS AND INCENTIVE EVENTS



GIULIA TI SUPER

Year: 1964

Body: sedan, 4 seats

Engine size: 1570 c.c.

Power: 120 HP

Gearbox: 5 speeds + Reverse



The car with chasis AR*595475, one of the 501 made in Alfa Romeo, was found in the factory of a big company which traded timber, built pieces of furniture and kitchens. The company went bankrupt and the car remained in the depot fallen into disuse. A total restoration had already been begun, but it was stopped.

Then the car was taken to Scuderia del Portello and given to the expert hands of the “historical” mechanics of the Portello Factory.

During the restoration phase, they found out that the original base of the engine had big cracks on the passage of the oil. Therefore another engine of the same series (AR00516) was mounted, prepared for street use by the famous Samuele Baggioli.

The vehicle was then restored for a typically street use as well as for regularity races.



AVAILABLE FOR: REGULARITY RACES, STATIC AND DYNAMIC SHOWS

ALFETTA TURBODELTA

Year: 1979

Body: coupé, 4 seats

Engine size: 1962 c.c.

Power: 150 HP

Gearbox: 5 speeds + Reverse

At the end of the Seventies Autodelta, managed by engineer Carlo Chiti, developed an Alfetta GTV derived from the 2000 model, a very sports one, which saw the debut of a turbo on a street Alfa Romeo car. It could go faster than 205 km/h and just 4,000 pieces were produced between 1979 and 1980, in order to make it possible to homologate those cars in the group 4, so that they could take part in rallies and in Tourism races. With a very rare black color, this car is among the few which have remained perfectly preserved in their original street state. It belongs to the Museo Dinamico of the Scuderia del Portello; it was shown at the fair in Padua at the Alfa Romeo stand in 2014 and in 2017 at the Autoexpò in Pistoia at the stand dedicated to Engineer Chiti. It was also included in important dynamic shows, such as the 50th Autodelta anniversary on the Monza circuit.

AVAILABLE FOR: REGULARITY RACES, STATIC AND DYNAMIC SHOWS



ALFA ROMEO SPIDER 1.6 AERODYNAMIC

Year: 1985

Body: spider, 2 seats

Weight: 1020 kg

Engine size: 1570 c.c.

Power: 104 HP

Gearbox: 5 speeds + Reverse



With its role in the unforgettable movie “The Graduate” with Dustin Hoffman, the Alfa Romeo Duetto is one of the very few Italian cars which have been able to become a real legend also overseas. It changed several times name, mechanical parts, optionals and even look, but it never ceased to be faithful to itself. The official name of the new spider launched by Alfa Romeo in 1966, “Duetto”, was decided after a contest among the readers of the most known weekly publications of that time. Between 1966 and 1994 four series were produced. This model, made in 5,390 pieces, belongs to the third series, called “Aerodinamica” for an in-depth study made by Pininfarina in the wind gallery; this gave the car aerodynamic advantages with respect to the previous ones.

AVAILABLE FOR: REGULARITY RACES AND INCENTIVE EVENTS

ALFA ROMEO GIULIA SUPER GIARDINETTA

Year: 1974

Body: station wagon

Engine size: 1570 c.c.

Power: 102 HP



The Giulia is a car produced by Alfa Romeo from 1962 to 1977. Born as a “heir” of the Giulietta, it was proposed with several versions of the body: coupé, cabriolet and spider. A few pieces were produced with “station wagon” body and they were named “Giulia Giardinetta”. A few pieces of this version were produced, realized by the independent coachbuilders Colli, Grazia, Giorgetti and Introzzi.

A special van version used by Traffic Police, built by Carrozzeria Giorgetti, was produced in 324 pieces for the highway services and the emergency services.

Since they are semi-artisanal works, the pieces produced by all the coachbuilders differ for several details.

This Scuderia del Portello's car in 2010 took part in the “Raid of Brotherhood and Peace” from Shanghai to Milan.



ALFA ROMEO 8C COMPETIZIONE

Year: 2007

Engine size: 4621 c.c.

Power: 450 HP

**Gearbox: sequential with
6 ratios + Reverse**



Conceived by the German designer Wolfgang Egger, the 8C Competizione was produced by Alfa Romeo in collaboration with Maserati. Despite the success achieved, the FIAT and Alfa Romeo managements decided to produce it in a limited series of 500 pieces only in 2007; the spider model was produced in just 320 pieces in 2009. During an episode of Top Gear, the host Jeremy Clarkson gave his opinion about this car, saying that the 8C was simply the best car ever built.

Scuderia del Portello founded in 2007 the 8C International Club with the aim to gather the owners of this extraordinary car in prestigious events.



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