



Scuderia del Portello
Alfa Romeo

SCUDERIA DEL PORTELLO ALFA ROMEO

The Scuderia del Portello was founded in Arese on 3 February 1982 as an offshoot of the Milanese brand by a group of passionate owners Gentlemen Drivers of Alfa Romeo, ready to defend the Biscione's glorious racing past on the track.

The name was reminiscent of the Milanese suburb where the company's first factories were built, located along the Portello road (so called because it led to a minor gate of Milan's Castello Sforzesco - Portello means gate).

The team was conceived as a support and technical assistance structure for drivers competing in discontinued Alfa Romeo cars, but the memorandum of association also indicated as its mission the promotion of the brand, as well as the protection of its historical and technological heritage, as a contribution to the history of motor racing.

It immediately became Alfa Romeo's official racing team for historic car racing.

In 1990, the Scuderia del Portello changed its statutes and extended its activities to the field of contemporary motor racing. On this occasion the logo was also changed, which took on its current appearance evoking the shape of the radiator of the Alfa Romeo 1900.

The current president is Marco Cajani and the Honorary President is Arturo Merzario.

Scuderia del Portello represents the 'History of the Alfa Romeo Sports Brand' on the track.

It participates and competes in the most prestigious competitions around the world, organising for its Gentlemen Drivers members major international transfers such as the 24 Hours of Nürburgring, the London-Sydney Marathon and the London-Mexico Marathon, the 6 Hours of Spa - Francorchamps the 24 Hours Le Mans Classic, the Grand Prix de Monaco Historique, Goodwood Revival, Goodwood Festival of Speed, the 1000 Miglia, the Peking-Paris, the FIA European Historic Challenger, La Carrera Panamericana in Mexico, the Tour de France, the Tour de Espana and many more.

In more than 40 years of history, its palmares boasts absolute and class titles in practically all the most important national and international races and championships dedicated to historic and youngtimer racing cars.

Its logistical vehicles and the collection of its members' prestigious cars make up the only **"Alfa Romeo Historic Racing Dynamic Museum"** in the world.

...e la storia continua!

www.scuderiadelportello.org



ALFA ROMEO TIPO 33/2 FLÈRON CHASSIS 001

YEAR: 1967

BODYWORK: 2-SEATER PROTOTYPE

WEIGHT: 580 KG

DISPLACEMENT: 2000 C.C.

POWER: 270 HP

GEARBOX: 6 GEARS + R.M.

Also known as 'Periscopica', it was built in 1967 designed by the Alfa Romeo Style Centre and developed by Autodelta headed by Ing. Chiti.

It has matching number chassis no. 001 certified by Carlo Chiti and is number one of the three examples currently in existence.

On its racing debut, it won the Fléron hill climb in Belgium in 1967 with driver Teodoro Zeccoli. The car then participated in other competitions in those years such as the Targa Florio, the 12 Hours of Sebring, the Palermo-Monte Pellegrino, Mugello, Vallelunga and the 1000 km of the Nürburgring.

It was purchased partially disassembled from Alfa Romeo at the Autodelta headquarters in Settimo Milanese in 1986 and became part of the Scuderia del Portello's historic Alfa Romeo Dynamic Museum.

The 2-litre engine was prepared by Carlo Facetti, Autodelta driver and test driver at the time. It has an innovative H-shaped light alloy tubular chassis with magnesium castings made by Campagnolo.

It is the 'mother of the 33 Stradale' as well as of the entire 'AR Tipo 33' dynasty.

Due to its rarity, it is featured in publications and TV reports around the world every year. Scuderia del Portello brought it back to the track in 2000; since then it has been a guest for dynamic track shows at Europe's most prestigious events, such as the Le Mans Classic. Lord March - Duke of Richmond, patron of Goodwood, wanted to host this car at several editions of the Goodwood Festival of Speed and Goodwood Revival in England. During the re-enactment of the Targa Florio in 2001, the drivers who drove it in the 1960s autographed the car with great enthusiasm, confirming its authenticity (Facetti, Merzario, Vaccarella and Nanni Galli), and in 2013, on the occasion of the 50th Autodelta anniversary at Monza, Teodoro Zeccoli himself climbed aboard the car once again, with great emotion, as well as at Imola in 2017 on the occasion of the car's 50th anniversary at the Historic Minardi Day.

Even the rock star Brian Johnson of AC/DC chose to dedicate a feature to it in 2015 in his popular television programme 'Cars that rock', broadcast worldwide on the Discovery Channel.

It is perfectly running and constantly overhauled; in recent years it has taken to the track at Zandvoort, Assen, Imola, Monza and again at Goodwood. At the request of the Alfa Romeo brand, it supported the world presentation of the new Alfa Romeo 33 on the occasion of the F1 Italian Grand Prix 2023 at the Monza circuit.





ALFA ROMEO TIPO 33/TT/3 CHASSIS 001

YEAR: 1971

BODYWORK: 2-SEATER PROTOTYPE

ENGINE: 8 CYLINDERS, 90° V-ANGLE

DISPLACEMENT: 3000 C.C.

POWER: 400 HP

Matching number chassis No. 001 certified by Carlo Chiti and is the first model of the Tipo 33TT3.

It has a very forward driver's seat and the gearbox is positioned between the engine and the differential to increase its manoeuvrability in competitions such as the Targa Florio, for which it was initially developed.

In fact, it was used in 1971 for testing and trials at the Targa Florio with drivers Vaccarella and Stommelen.

Also in 1971 it raced the 1000 km of the Nürburgring driven by Teodoro Zeccoli and the Montlhéry race with Henri Pescarolo.

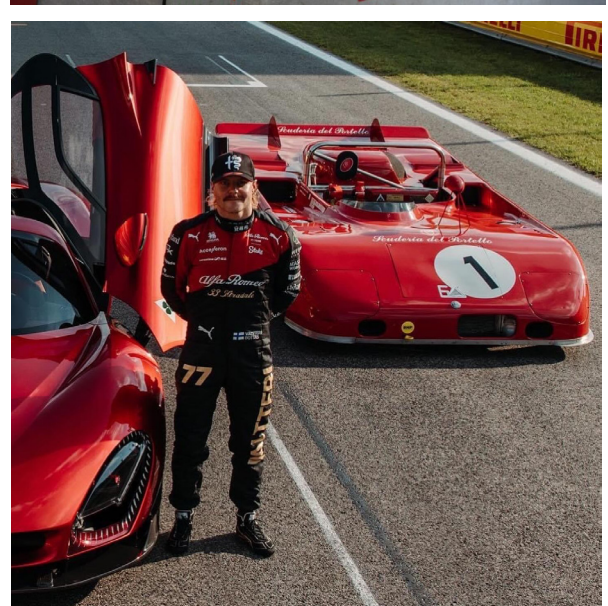
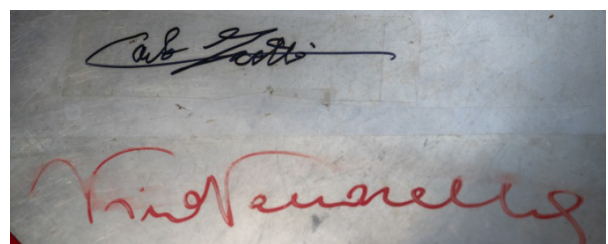
On the car are all the autographs of the drivers who drove and recognised it.

Lord March, patron of Goodwood, wanted to host this car at several editions of the Goodwood Festival of Speed and Goodwood Revival in England.

It took part several times in the Coppa Intereuropa at Monza driven by Arturo Merzario and the Historic Minardi Day at Imola.

At the request of the Alfa Romeo Brand, together with the Tipo 33 'Flèron', he supported the world presentation of the new Alfa Romeo 33 on the occasion of the F1 Italian Grand Prix 2023 at the Monza circuit.





F1 ALFA ROMEO 183T CHASSIS 02

DRIVERS: A. DE CESARIS, M. BALDI, R. PATRESE, E. CHEEVER

ENGINE: ALFA ROMEO 890T V8T 1496 C.C.

CHASSIS: CARBON FIBRE MONOCOQUE

GP disputed 15. Podiums 2. Fastest laps 1.

After experimentation with the 182, Gerard Ducarouge launched the first Alfa Romeo Turbo to hit the track with the 183T, powered by the new 630 hp Tipo 890 engine designed by engineer Chiti's Autodelta team.

Andrea De Cesaris took it to the second step of the podium in the 1983 German and South African GPs and set the fastest lap in the Spa-Francorchamps race, where he started from the second row. Carlo Chiti left Alfa to found Motori Moderni, while several chassis of the 183T were sold to Osella, who used them to develop their own cars between 1984 and 1988.

This was the last Alfa Romeo of the Ducarouge era.

The 183T TELAIO 02, after the '83 World Championship with Team Marlboro, was subsequently used for the first tests with the Euroracing Benetton colours on the Balocco track on 11 January 1984, driven by Riccardo Patrese and Eddie Cheever.

Once testing was over, and with the arrival of the new 184T developed by Pavanello, this F1 was assigned to Alfa Romeo's Communications and Press Office, from which it was bought by the current owners in 1990, becoming part of the Scuderia del Portello's Dynamic Museum.

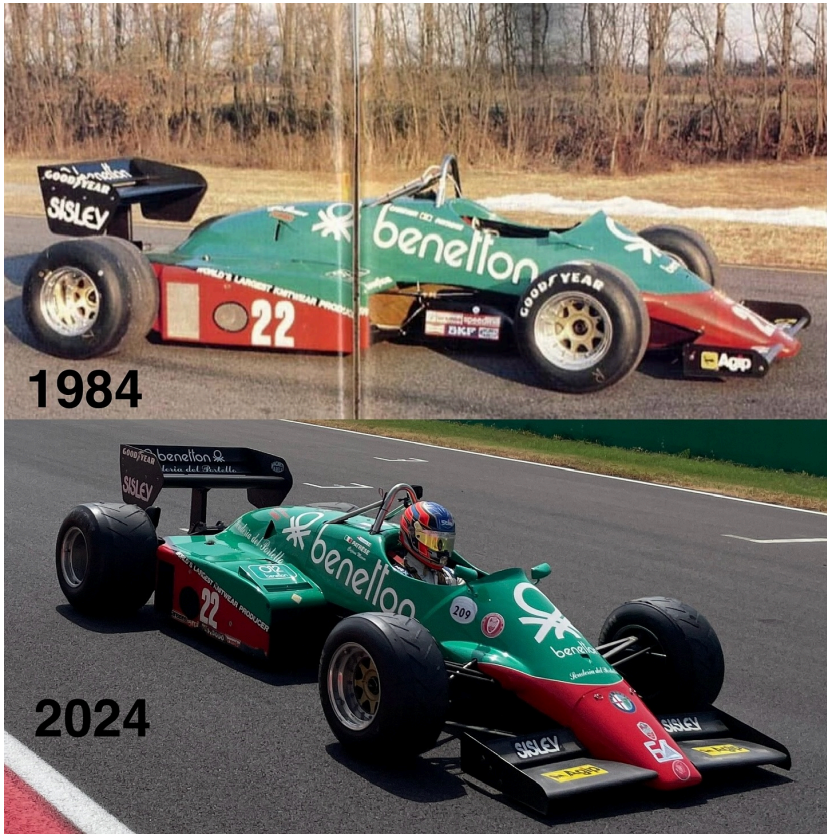
It has taken part in several editions of the Goodwood Festival of Speed and Goodwood Members Meeting at the invitation of Patron Lord March and at Monza on the occasion of the Coppa Intereuropa, as well as being displayed at numerous prestigious events, including during the Formula One Italian Grand Prix.

It was autographed by Riccardo Patrese at Imola on the occasion of Historic Minardi Day 2021.

All the mechanics and the engine were overhauled to new in 2020 by SCAM Technology (of which we have all the documents with the work done).

In 2024, the original fuel tank was replaced with a new 80-litre FIA-certified one. Currently running and operational.





DE TOMASO F1 ALFA ROMEO CHASSIS 004

YEAR: 1961

WEIGHT: 520 KG

DISPLACEMENT: 1500 C.C.

POWER: 152 HP

GEARBOX: 5 GEARS + R.M.

De Tomaso debuted in the 1961 Formula One World Championship with this single-seater powered by Alfa Romeo, prepared by Conrero and driven by Bussinello, Vaccarella, Lippi and Scarlatti.

This car also raced at the Italian Grand Prix on 10 September 1961 at the Monza circuit with the number 54 driven by Roberto Bussinello for the Scuderia Isobele De Tomaso team.

Since 1986 it has belonged to the Scuderia del Portello's Alfa Romeo Dynamic Museum and is one of the very rare F1 Alfa Romeos of the 1960s still running.

It is still invited to take part in prestigious international competitions and events for historic F1 cars, such as the Monaco Grand Prix Historique (for 11 editions since 1997), the Monza Intereuropa Cup, the Goodwood Festival of Speed, the Goodwood Revival and Historic Minardi Day.

At the request of the FIA commissioners, the original Colotti gearbox used in the 1961 Italian Grand Prix was replaced in 2021 and the De Tomaso gearbox used in 2022 and 2024 to take part in the Monaco Grand Prix Historique and currently in use was fitted. The Colotti gearbox (dismantled) is available together with the car, which is currently running and fully overhauled.

For the 2024 F1 Italian Grand Prix, it was the oldest single-seater to take to the track in the demo runs reserved for historic Formula One cars.





ROBERTO BUSSINELLO - SCUDERIA ISOBELE DE TOMASO - F1 DE TOMASO ALFA ROMEO - GRAN PREMIO D'ITALIA MONZA 1961



ALFA ROMEO 75 TURBO SUPER TURISMO CHASSIS 028

YEAR: 1991

CHASSIS: TYPE 16158 N. AC 028

SETTING: EVOLUTION S2

BODYWORK: SEDAN

ENGINE: 1800 C.C. TURBO

POWER: 490 HP

MODELS BUILT: 29

The Alfa 75s in their various evolutions were the pinnacle of Alfa Romeo touring car racing until 1991.

In 1987 and 1988 Alfa Corse, under the management of Giorgio Pianta, won the S1 Championship with Nicola Larini and Gianni Morbidelli.

Matching number chassis No.28, was the penultimate one made by Alfa Corse as an Evolution S2 to be able to participate in the World Touring Car Championship (later cancelled from Alfa Romeo's sporting programmes).

The 75 Turbo Evoluzione was raced in the Italian Speed Touring Car Championship, Touring car series in 1988-1991.

The 75 chassis 028 participated in the CIVT in 1991 with Giorgio Francia.

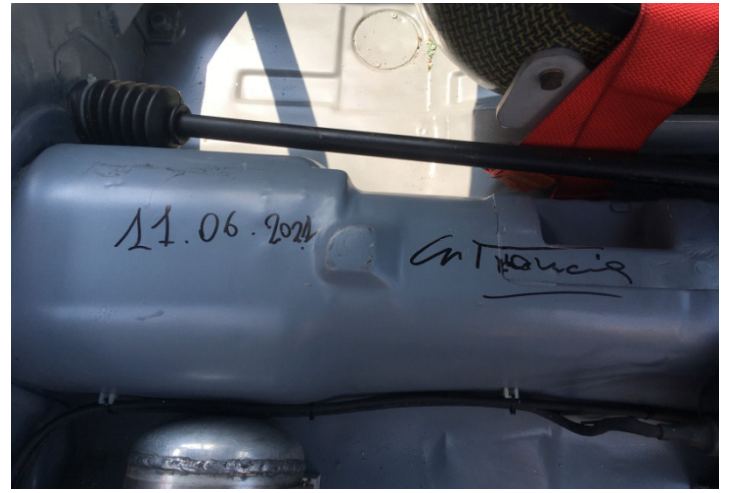
The car is in its original condition at the time of purchase from Fiat Auto Corse SpA.

After purchase, it was prepared with workmanship to the highest standards by Mirabella Racing and put back on the track in 2000.

Since 1999 it has belonged to the Scuderia del Portello's Alfa Romeo Dynamic Museum with which it has participated in several editions of the Goodwood Festival of Speed and other national and international motor festivals.

In 2025 it was selected by Ruoteclassiche magazine for the article on the 40th anniversary of the Alfa Romeo 75.





ALFA ROMEO GTAM AUTODELTA OFFICIAL

YEAR: 1970

BODYWORK: COUPÉ

DISPLACEMENT: 2000 C.C.

POWER: 210 HP

GEARBOX: 5 GEARS + R.M.

Autodelta's official car in international competition between 1970 and 1973; Its palmares boasts participation and triumphs in legendary races at the Nürburgring, Spa-Francorchamps, Zandvoort, Jarama, Imola, Paul Ricard, Salzburgring and Mantorp Park, driven by champions of the calibre of De Adamich, Picchi, Hezemans, Facetti, Zeccoli, Venturi, Dini, Donà, Colzani, Steenberg, van Lennep and Larini, who lost his life in the tragic accident at Spa-Francorchamps on 21 July 1973.

After Larini's accident in Belgium, the crashed car was taken over by Monzeglio Corse of Turin, who later sold it to Mr A.S. in 1979.

It then sat in storage until it became part of the Scuderia del Portello's Dynamic Museum in 1995, still to be restored.

The restoration was only carried out between 2016 and 2018 at the Officine Classiche Alfa Romeo in Turin in collaboration with FCA's Heritage department, a project commissioned by the then CEO of FCA EMEA and gentleman driver Alfredo Altavilla to take part in speed races with an official historic car of the AR Brand.

It was then brought back to the race fields in 2018 on the occasion of the Cesana-Sestriere with the livery and number 27, the same as its debut when it finished 1st overall at the 6 Hours of Nürburgring in 1970 with the Picchi - De Adamich crew.

From 2018 to date, he has taken part in various competitions and events, both in Italy and Europe.

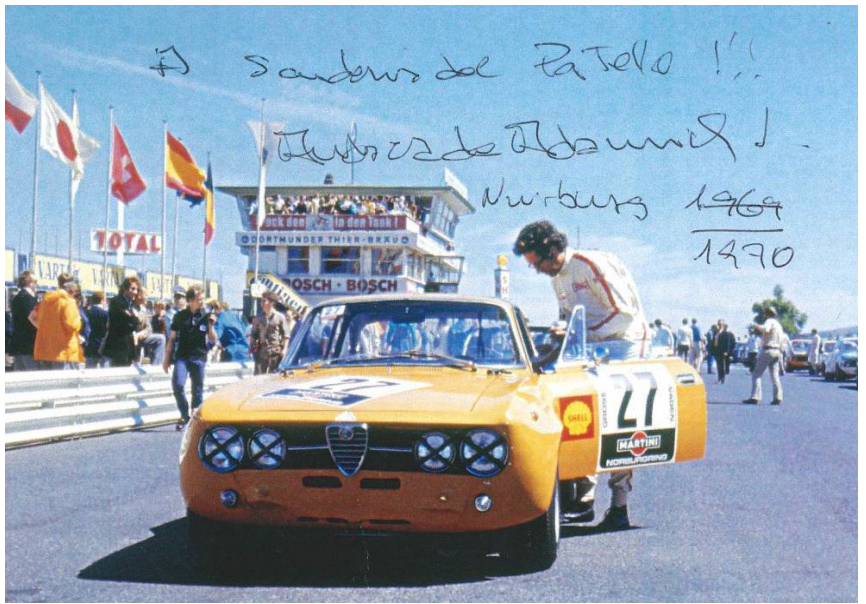
It bears the authenticity autographs on the roll bar of Carlo Facetti and Gian Luigi Picchi.

At Imola in August 2022, during the Historic Minardi Day, the family of driver Massimo Larini together with Carlo Facetti, his driving companion on that tragic night at Spa, gathered around the car at the Scuderia del Portello paddock for a touching moment of remembrance on the occasion of the Scuderia's 40th anniversary.

In 2023 it was among the great protagonists at Monza for Autodelta's 60th anniversary.

In 2025 for the 60th anniversary of the Giulia GTA it was among the cars included by Davide Cironi Drive Experience in his TV programme broadcast on the Motor Trend channel.





ULTIMATO

Martedì 30 Agosto 2022

VIAREGGIO



A Imola l'omaggio a Massimo Larini grande pilota delle auto Alfa Romeo

Morì in un incidente nel corso della 24 Ore di Spa Francorchamps: era il 1973

ALFA ROMEO 8C COMPETIZIONE No. 24/500 "Scuderia del Portello"

YEAR: 2008 - KM: 24.500

On Alfa Romeo recall, maintenance certified by Rossocorsa Milano in 2013.

Used by Scuderia del Portello as representative car at events such as Monaco GP Historique, Coppa Intereuropa Monza, Coppa Milano-Sanremo and others.

In 2017 used for the test drive of DAVIDE CIRONI DRIVE EXPERIENCE Youtube chan.



ALFA ROMEO GIULIA TI SUPER

YEAR:1964

ENGINE: IN-LINE 4-CYLINDER TUNED BY SAMUELE BAGGIOLI - SERIES: AR00516

DISPLACEMENT: 1570 C.C.

POWER: 120 HP AT 6000 RPM

CHASSIS: AR 595475

BODYWORK: 4-SEATER SEDAN

GEARBOX: 5 GEARS + R.M.

OWNERS: 2

This car, chassis AR*595475, is one of the 501s produced by Alfa Romeo and the only one that was destined for the Argentinean market.

Returned to Italy, it was found in 2009 in the factory of a large timber trade and furniture construction company. The company went bankrupt and the car remained until early 2018 lying in the disused shed. A total restoration had already been started and was then suspended. The car came into the possession of Mr P.N. who, after continuing the restoration and failing in turn to complete it, sold it to the current owner on 08/05/2018.

The car was then taken to the Portello Factory and delivered into the expert hands of the historic mechanics of the Scuderia del Portello.

During the restoration it was discovered that the original engine block, currently lying at the Scuderia's headquarters, had large cracks in the oil passages. Another engine from the same series was therefore fitted, processed and prepared for road use by the famous Samuele Baggioli - also mentioned in the article 'The Quadrifoglio, lucky charm in motor racing'.

The car was therefore restored for typical road use and regularity racing.

It is complete in every part. All the interior has been rebuilt and all the mechanics have been revised. Today, the car, which has been fully restored, is almost km 0.

It has a certificate of origin issued by the Alfa Romeo Documentation Centre on 24/01/2020.

It is registered in the 'Catalogo Vetture da Competizione Scuderia del Portello Alfa Romeo' under no. 053.

It is re-registered with a new Italian number plate with the possibility, according to the new regulations, of finding the original number plate of the period.





ALFA ROMEO ALFETTA GTV TURBODELTA

YEAR: 1979

ENGINE: 4 CYLINDERS IN LINE

DISPLACEMENT: 1962 C.C.

POWER: 150 HP AT 5500 RPM

N. CHASSIS: AR-0025337

BODYWORK: 4-SEATER COUPÉ WITH LOAD-BEARING MONOCOQUE

GEARBOX: MECHANICAL CLOCHE WITH 5 GEARS + R.M.

N. OWNERS: 4 (THE LAST SINCE 1991)

At the end of the 1970s, Alfa Romeo's racing department, Autodelta headed by engineer Carlo Chiti, developed an Alfetta GTV derived from the very sporty 2000 version that marked the debut of a turbo on an Alfa Romeo road car. It exceeded 205 km/h and only 400 examples were produced from 1979 to 1980.

The Arese company hoped to achieve two objectives: one of a commercial nature to revive the Alfa Romeo sports coupé range, which had been severely penalised by the energy crisis of a few years earlier; the other of a sporting nature to make it possible for the car to be homologated in Group 4 so that it could compete in rallying and touring car competitions (homologation for which a minimum threshold of 400 examples produced in series was required).

Of these, only half were made by Autodelta and are distinguished by the specific wording on the booklet; the others were converted production GTV 2000s.

Black in colour - very rare -, it is one of the very few remaining perfectly preserved in its original road-going state.

It is part of the Scuderia del Portello Dynamic Museum and is registered in the 'Catalogo Vetture da Competizione Scuderia del Portello Alfa Romeo' under no. 98.

Original number plate and documents, overhauled engine and new KKK turbine.

Car radio with original Alfa Romeo cassette player.

Exhibited at Fiera di Padova at the Alfa Romeo stand in 2014 and at Pistoia Autoexpò in 2017 at the stand dedicated to Ing. Carlo Chiti.

Made available to the press and media, it took part in two editions of the Coppa Milano-Sanremo and other regularity races; it was a guest at important static and dynamic exhibitions, including the 50th and 60th anniversary Autodelta in at the Autodromo Nazionale di Monza.





Ministero dei Trasporti DIREZIONE GENERALE DELLA MOTORIZZAZIONE CIVILE DEI TRASPORTI IN CONCESSIONE N° A80010 FI UFFICIO PROVINCIALE DI FIRENZE VISTE LE NORME DEL T.U. APPROVATO CON D.P.R. 15-8-1989 N. 383 VISTO DICHIARAZ. CONFORMITA' SI IMMATRICOLA CON LA SUDETTA TARGA IL VEICOLO D'FABBRICAZIONE NAZ DESCRITTO ALLE PAGG. 1 E 2, SI RILASCI LA PRESENTE CARTA DI CIRCOLAZ. PER USO PRIVATO A) NATO IL _____ IN PROV. DI FI RES. _____ 2) COMPROPR. _____ NATO IL _____ IN PROV. DI FI RES. _____ CLASSE VEICOLO AUTOMOTORE PER TRASPORTO DI PERSONE FABBRICA/TIPO- ALFA ROMEO AUTODELTA 116 36 D CHILLOGRAZ. _____ PRIET. TELAIO-AR/0025 _____ ANNO DI IMMATRICOLAZIONE 79 FIRENZE 09/11/79		TARGA FI A15913 N° A80010 FI M.O. 01F1086 del 09/11/79 TARGA FI A15913 CARROZZERIA B0- CHIUSA <table border="1"> <thead> <tr> <th>MOTORE</th> <th>DIMENSIONI</th> <th>PESI</th> <th>NORMALI</th> <th>POTENZIALI</th> </tr> </thead> <tbody> <tr> <td>tip. L DARC16 55</td> <td>lunghezza m</td> <td>teia (1)</td> <td>11,50</td> <td></td> </tr> <tr> <td>temp/cilindr. 4/ BENZ</td> <td>larghezza m</td> <td>portata (2)</td> <td></td> <td></td> </tr> <tr> <td>cilindr. 04</td> <td>altezza post. m</td> <td>peso compl.</td> <td>14,00</td> <td></td> </tr> <tr> <td>cilindrata cc 1962</td> <td>asse m</td> <td>peso max (3)</td> <td>10,00</td> <td></td> </tr> <tr> <td>pot. max cv 150</td> <td>pot. max kW</td> <td>peso max autor.</td> <td></td> <td></td> </tr> <tr> <td>tip. bolente 5500</td> <td>pot. max kW su girante a ralla</td> <td></td> <td></td> <td></td> </tr> <tr> <td>gir/rt 20</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>pot. frascia su 20</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TRASMISSIONE</td> <td>NUMERO POSTI</td> <td colspan="3">P.E.N.I.</td> </tr> <tr> <td>tip. cambio MEC</td> <td>anteriori 2</td> <td colspan="3">IDR/SERVOFR/DEPRESS</td> </tr> <tr> <td>n° marce 05</td> <td>totali 904</td> <td colspan="3">IDR/SERVOFR/DEPRESS</td> </tr> <tr> <td>resp. totale 1/3,415</td> <td></td> <td colspan="3">IDR/SERVOFR/DEPRESS</td> </tr> <tr> <td>PNEUMATICI</td> <td>165 HR 14 OPPURE 185/70 HR 14</td> <td colspan="3"></td> </tr> <tr> <td>SLENZATORE</td> <td>APPROVATO</td> <td colspan="3"></td> </tr> <tr> <td>Vel. calc. km/h 182,80</td> <td>Avanzamento ralla mm</td> <td colspan="3"></td> </tr> <tr> <td></td> <td>SERVOSTERZO</td> <td colspan="3"></td> </tr> </tbody> </table> SUPERA LIMITI ART.80 T.U. (IMMATRICOLAZIONI DOPO 23-3-75)		MOTORE	DIMENSIONI	PESI	NORMALI	POTENZIALI	tip. L DARC16 55	lunghezza m	teia (1)	11,50		temp/cilindr. 4/ BENZ	larghezza m	portata (2)			cilindr. 04	altezza post. m	peso compl.	14,00		cilindrata cc 1962	asse m	peso max (3)	10,00		pot. max cv 150	pot. max kW	peso max autor.			tip. bolente 5500	pot. max kW su girante a ralla				gir/rt 20					pot. frascia su 20					TRASMISSIONE	NUMERO POSTI	P.E.N.I.			tip. cambio MEC	anteriori 2	IDR/SERVOFR/DEPRESS			n° marce 05	totali 904	IDR/SERVOFR/DEPRESS			resp. totale 1/3,415		IDR/SERVOFR/DEPRESS			PNEUMATICI	165 HR 14 OPPURE 185/70 HR 14				SLENZATORE	APPROVATO				Vel. calc. km/h 182,80	Avanzamento ralla mm					SERVOSTERZO			
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ALFA ROMEO GTV 2000 GR. 1 AUTODELTA OFFICIAL

YEAR: 1974

BODYWORK: SEDAN

DISPLACEMENT: 1962 C.C.

POWER: 132 HP

GEARBOX: 5 GEARS + R.M.

This car raced in 1974 at the 24H of Spa-Francorchamps with Zeccoli - Donà and, in the same year, at the Giro d'Italia with de Adamich - Avenoso.

The road racing equipment was reproduced in total originality.

The car was restored and prepared to compete again, on track and road, by the Scuderia del Portello.

It made its debut at the 4th GTA Trophy at the 2017 Bologna Motor Show.

In 2018, it took first place in class at the 3-hour endurance event of the Nürburgring 24 Hours on the historic Nordschleife, as well as first place in class at the AvD-Oldtimer-Grand-Prix also at the Nürburgring.

With former Autodelta driver G.L. Picchi, he took part in the Vallengunga 300 km and the 2018 Motorlegend Festival at Imola in 2019.

It is in possession of:

- original number plates but has been re-registered and re-registered with current registration and plates
- valid HTP
- CRS





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De Adamich guida il plotone delle gruppo 1, con l'Alfa GTV. Ad Imola, urterà un guard-rail

21 settimana SPRINT



Le Alfa Romeo GTV 2 litri ufficiali Autodelta di Facetti e de Adamich hanno dominato il gr. 1



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ALFA ROMEO GIULIETTA SPIDER MONOPOSTO "SEBRING"

YEAR: 1956

BODYWORK: OPEN SPORT

WEIGHT: 815 KG

DISPLACEMENT: 1290 C.C.

HP: 130

The car raced in the 1950s/60s in America in the SCCA, scoring several victories.

In 1956 and 1957, Alfa Romeo produced 17 Giulietta Spider Veloce cars of type 750G, developed from the normal Spider Veloce (type 750F) to adapt them for racing.

The regulations for sports cars until 1956 allowed the passenger seat to be covered with a sheet metal cover flush with the bodywork, and a small windscreen in front of the driver's seat to be used as a front 'windscreen'.

Fifteen 750Gs were born in this 'single-seater offset' version, while two were fitted out as two-seaters, i.e. with a normal panoramic windscreen.

It was completely restored and prepared again by the Scuderia del Portello to compete in the 1000 Miglia and other important events, on the road and on the track.

It has been hosted at prestigious events such as Historic Minardi Day at Imola, the Motor Show at Monza, the Alfa Romeo Sports Show at Zandvoort, and the Villa d'Este competition.

In 2024 for the Giulietta's 70th anniversary, it was exhibited at the Alfa Romeo Museum in Arese and at the ACI Milano headquarters in Corso Venezia, as well as the subject of several media publications.

Eligible Monaco GP Historique Sport class (from the 2022 regulations of the organisation). Eligible 1000 Miglia.

In possession of:

- newly registered registration book and plates
- valid HTP
- CRS





AMS ALFA ROMEO SPORT PROTOTYPE

YEAR: 1974

BODYWORK: PROTOTYPE

DISPLACEMENT: 2000 C.C.

CHASSIS: 00045

Official Scuderia Monzeglio Corse car. Monzeglio took over all the material from AMS Autotracing in the 1970s/80s.

Monzeglio prepared an Alfa Romeo Novamotor F3 engine to develop a new Monzeglio Corse-branded prototype to run in the various championships.

For testing purposes, the driver was Luigi Pozzo, who achieved excellent results with the cars prepared by Monzeglio between the 1970s and 1980s in races for Vetture Sport experimental prototypes with at least two seats, specially built for speed and endurance races, hill-climb and closed-circuit races.

Monzeglio's project was not implemented and the car was sold to a private party.

Like all AMS prototypes, each model is unique.

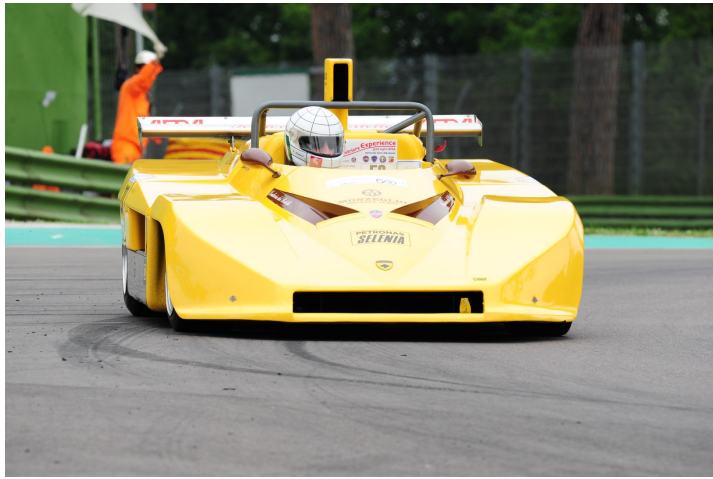
In 1994, it became part of the Scuderia del Portello's Alfa Romeo Dynamic Museum with the No. 45, which officially took it to competition after obtaining HTP from the FIA.

In the years 1995-1997 it raced in the European Super Sports Cup Championship (driver M.Cajani).

With driver Luigi Pozzo in 2001 at the Targa Florio, in 2002 and 2003 in the Susa-Moncenisio hill-climb.

It is currently running and running; it was used in 2017 at Imola for the Historic Minardi Day and at Cerda in 2016 for the Targa Florio centenary celebrations piloted by former Autodelta driver Gian Luigi Picchi.





DALLARA F3 ALFA ROMEO

YEAR: 1989

DISPLACEMENT: 2000 C.C.

POWER: 190 HP

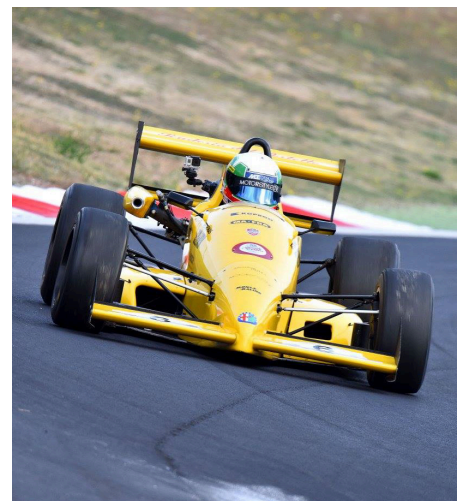
GEARBOX: 5-SPEED FRONTAL CLUTCH

In 1988, a propaedeutic formula was revived in Italy to bring young drivers closer to F1, namely F3, a springboard for the promises of modern motor racing.

In these years, Alfa Romeo was the brand to beat: using a chassis designed by engineer Dallara, Alfa Corse designed and produced an electronic injection, in-line 4-cylinder engine. The result is exceptional, so much so that Alfa Romeo becomes the only manufacturer in Italy for this series.

The Pedrazzani brothers' Novamotor became the undisputed leader of this championship that saw all the major Italian drivers compete, even world champions Jacques Villeneuve and Ayrton Senna.

In this single-seater Luca Badoer (pictured with Giancarlo Minardi) raced in the 1989 Italian F3 Championship with the Trivellato team.



ALFA ROMEO 1900 SUPER ELABORATO TI SUPER DA ALFA ROMEO

YEAR: 1957

ENGINE: IN-LINE 4-CYLINDER

DISPLACEMENT: 1975 CC

POWER: 115 HP AT 5500 RPM

CHASSIS NO.: AR 17.198

BODYWORK: SEDAN 5 SEATS

GEARBOX: STEERING WHEEL CONTROL 4 SPEED + R.M.

OWNERS: 2

1900 Super processed as TI Super directly from Alfa Romeo.

Car completely overhauled in all mechanical parts with new engine.

The body is in its original state after the last competition in 1994.

It has, like 1900 TI Super, an identity card from 1987 (to be renewed) for historic cars in the FIA touring car category for national and international racing.

It has participated since 1986 in major events such as:

- 1000 MIGLIA 1989 and 1990 piloted by Edi Orioli - multiple Paris-Dakar winner
- MONTECARLO - SESTRIERE (1986 - 1991 editions)
- COPPA DELLE ALPI (1986 - 1991 editions)
- SANREMO RALLY 1987
- 1991 FIA EUROPEAN CHAMPIONSHIP WINNER piloted by Bruno Bonini
- GRAN PRIX HISTORIQUE DE PROVENCE 1993 piloted by Bruno Bonini
- OLDTIMER GRAN PRIX SALZBURGRING 1993 piloted by Bruno Bonini

It is part of the Scuderia del Portello Dynamic Museum and is listed in the 'Catalogo Vetture da Competizione Scuderia del Portello Alfa Romeo' under number 90.

It is in possession of original number plates and registration papers for road circulation.

Eligible 1000 Miglia.





ALFA ROMEO 1900 C SUPER SPRINT

YEAR: 1957

BODYWORK: COUPÉ

WEIGHT: 1000 KG

DISPLACEMENT: 1975 CC

GEARBOX: 4 GEARS CLOCHE + R.M.

In 1956 the second version of the 1900 Super Sprint coupé was presented, again with bodywork by Touring. The Milanese atelier made a real masterpiece by significantly reducing the height and creating a modern and attractive car.

The gearstick control also comes with a lever on the floor.

Upholstery in fabric and leather, like the door panels characterised by an oblique cut design, where the lower part serves as a document pocket. Wool carpeting.

This model, purchased and preserved completely in its original state, is used by the Scuderia del Portello to take part in Italy's most glamorous and prestigious events such as the 1000 Miglia and the Gran Premio Nuvolari.

The first owner of this example is thought to have been Mr Giacomo Mazzini of Cremona, father of Mina, the famous Italian singer.

It is in possession of:

- original registration book and plates
- FIVA valid until 2025
- ASI certificate
- CSAI regularity papers

Eligible 1000 Miglia.





ALFA ROMEO 1900 TI SUPER

YEAR: 1954

BODYWORK: 4-SEATER SEDAN

WEIGHT: 1200 KG

DISPLACEMENT: 1895 C.C.

POWER: 115 CV

GEARBOX: 4 STEERING WHEEL GEARS + R.M.

This perfectly preserved car from the Scuderia del Portello Alfa Romeo in its original state, took part in ten consecutive 1000 Miglias and several editions of the Gran Premio Nuvolari, the Coppa Intereuropa at Monza, the Coppa Milano-Sanremo and various regularity races, even hosting VIPs and important institutional figures at the wheel.

The 'heart' of the 1900 TI Super is the engine, which was developed to meet the needs of sportsmen who participated in races in this category.

In particular, this car belongs to the only 10 models produced with a 1308 racing engine (which was fitted to the Coupé SS version) developed by Conrero in Turin.

Eligible 1000 Miglia.

FIVA document updated 17 April 2021.

It is duly entered in the 1000 Miglia Register.





ALFA ROMEO 1900 TI “BRUNO BONINI”

YEAR: 1954

BODYWORK: SEDAN

WEIGHT: 1620 KG

DISPLACEMENT: 1975 C.C.

GEARBOX: 4 STEERING WHEEL GEARS + R.M.

Produced in 1953 and registered in 1954, the car took part in the famous Carrera Panamericana in Mexico in November 1954 with the Bonini -Zanavoni crew with the Alfa Romeo Finmeccanica team of six 1900 TI cars.

After returning from Mexico, it was sold to Count Paolo Pietrobelli of Roncoferraro (Mantua) and finally stopped running in 1959.

Purchased by the current owner in 1989, it was perfectly restored by the Scuderia del Portello with the same equipment used at the time for this competition.

The original lettering on the bonnet, doors and Mexican racing numbers are recreated and hand-painted as they were then by an Italian artist.

It was re-registered in 2007 and participated in several editions of the 1000 Miglia, the Coppa Franco Mazzotti, the Gran Premio Nuvolari and other important events in Italy and Europe.

The 1900 TI is no different in bodywork from the normal 1900; the radical change is under the bonnet, where there are two double-bodied carburettors and a crankshaft upgrade.

Other changes include racing exhausts, made of steel tubing, and larger diameter brake drums.

It has the ASI and FIVA certificate pending renewal.

Eligible 1000 Miglia.





ALFA ROMEO 1900 TI “CLAY REGAZZONI”

YEAR: 1954

BODYWORK: SEDAN

WEIGHT: 1140 KG

DISPLACEMENT: ELABORATE 2300 C.C.

POWER: 190 HP

GEARBOX: 5 CLOCHE GEARS + R.M. - MODIFIED BY GUIDOSIMPLEX TO BE USED BY CLAY REGAZZONI AND PARAPLEGIC DRIVERS

The car has participated in several editions of the Carrera Panamericana in Mexico: in 1954 with the FINMECCANICA-Alfa Romeo team driven by Argentine Pedro J.Llano, in 1990 with the Cajani - Bonini crew, in 1991 driven by Chiavelli - Macellari and finally, in 2002, with Regazzoni - Hohenlohe.

On this last occasion, the car was developed to race in the “Turismo Mayor” category, aiming for overall victory.

In 2015, the total restoration began to bring the car to its current conditions, with the specifications with which it participated in the Carrera Panamericana in 1954 and 2002, with the same driving system wanted by Clay Regazzoni for paraplegic drivers.

It has a new registration document but with original plates.

Eligible 1000 Miglia.

BARRIER-FREE PROJECT: DISABILITY AND MOTOR SPORTS FOR A BARRIER-FREE MOBILITY

Clay Regazzoni, a former F1 driver who became paraplegic following an accident on the Long Beach circuit in 1980, wanted the Scuderia del Portello Alfa Romeo 1900, which had already participated in the Carrera Panamericana in Mexico in 1954, 1990 and 1991, to be prepared for him to compete in the 2002 edition. The car, significantly damaged following an off-road excursion in the last special stages, was restored and prepared again by Scuderia del Portello with the same Guidosimplex steering system developed for Clay Regazzoni.

Scuderia del Portello wanted to ensure that Regazzoni's legacy was translated into a sensitive message of barrier-free mobility for everyone through the project “Barrier-free Mobility: disability and motor sport for a barrier-free mobility”. The project was adopted by 1000 Miglia - also reported in the official yearbooks - and Waze (the competition's mobility partner), together with other prestigious *Made in Italy* brands, such as Gruppo Camozzi (Clay Regazzoni's historic sponsor), Dell'Orto Motorsport (whose carburetors it mounts) and Bosch Italia, who supported Scuderia del Portello in the 2020 and 2021 editions of the “Freccia Rossa”, where the car took part as Guest Car with number 500 driven by disabled drivers - including Francesca Stanguellini (of the historic family factory of racing cars from Modena).

The car has subsequently been the protagonist of several publications in national and international media, a guest at several prestigious events at the Autodromo Nazionale di Monza and the Alfa Romeo Museum and in 2025 at the “Stresa Classica” elegance concours.





ALFA ROMEO 1900 TI SUPER "CARRERA 2002"

YEAR: 1957

BODYWORK: SEDAN

WEIGHT: 1100 KG

DISPLACEMENT: 1975 C.C.

POWER: 150 CV

GEARBOX: 4 STEERING WHEEL GEARS + R.M.

The car was used, among other races, for the European Touring Car Championship, the 2008 Targa Florio and the 2002 Carrera Panamericana in Mexico.

Its uniqueness lies in its engine, prepared by Sergio Gamberini of Bologna, as well as its livery, which remained that of the 2002 Carrera Panamericana, still bearing that year's numbers and sponsors.

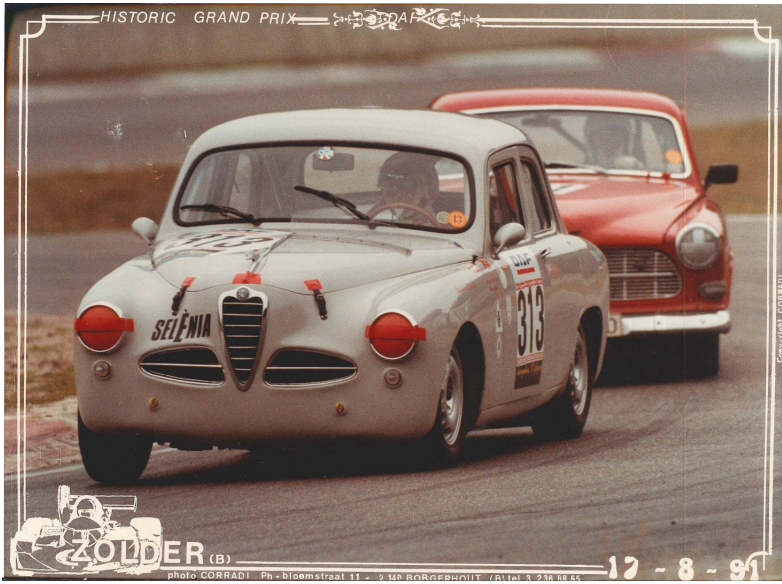
It took part in circuit speed races throughout Europe and won, placing first overall, the Tour Auto Optic 2000 (Tour de France) in 2009.

In 2004, he participated in the Goodwood Revival piloted by Nanni Galli (pictured).

It is in possession of:

- original number plates and registration
- new booklet
- new HTP 2023





ALFA ROMEO GIULIETTA SPIDER PROTOTIPO

“CARRERA PANAMERICANA 2002”

YEAR: 1963

DISPLACEMENT: 1600 C.C.

GEARBOX: 5 CLOCHE GEARS + R.M.

This car was reworked in the chassis by GiPi Cars, replacing the Giulietta's rear axle with the De Dion axle from an Alfa Romeo Alfetta 1800.

The gearbox is on the rear axle.

Aluminium doors and bonnet and windscreen glass model Giulietta SS.

It was prepared by the Scuderia del Portello to participate in the 2002 Carrera Panamericana with Arturo Merzario, finishing sixth overall in the ‘Sport Minor’ category.

Starting from Tuxtla Gutierrez, on the Guatemalan border, the race ended in Nuevo Laredo, New Mexico, after 3200 kilometres covered in one week.

A unique specimen for the modifications made especially for the Mexican competition, it is equipped with an integral roll bar, light alloy wheels and wraparound seats.

After the Carrera, it was used by the Scuderia del Portello for static exhibitions and dynamic events in Italy and abroad.

It has original registration papers and plates (to be re-registered as street-legal).





ALFA ROMEO GIULIETTA SPRINT VELOCE

YEAR: 1961

BODYWORK: 2-SEATER COUPÉ

WEIGHT: 800 KG

DISPLACEMENT: 1290 C.C.

POWER: 90 HP

GEARBOX: 4 CLOCHE GEARS + R.M.

This car was prepared by the Scuderia del Portello to participate in the Carrera Panamericana first in 1991 and then in 2002 with Prisca Taruffi, daughter of the legendary Piero, finishing second in class.

In the various editions, the car took part in various speed and regularity competitions such as:

- Coppa d'Oro delle Dolomiti
- Targa Florio
- Modena Cento Ore Classic
- Cesana-Sestriere
- French Car Tour
- Nuvolari Grand Prix
- Vernasca Silver Flag
- on the Nürburgring, Monza, Imola, Vallelunga, Misano, Mugello and Spa-Francorchamps circuits for races and the Historic Car Speed Championships

In 2022 it took part in the ACI Historic Rally of Como.

It bears all the 'verified' stamps applied to the car in its livery.

It mounted an engine prepared by Chiapparini and later a new engine prepared by Baggioli, currently in use.





ALFA ROMEO GIULIA 1750 GTV

“LONDON-MEXICO RALLY '95”

YEAR: 1969

BODYWORK: LIGHTENED COUPÉ

WEIGHT: 1040 KG

DISPLACEMENT: 1800 C.C.

POWER: 135 HP

GEARBOX: 5-SPEED CLOCHE + R.M.

This car was prepared by the Scuderia del Portello for the 1995 London-Mexico rally. Subsequently, the car has taken part in various regularity and hillclimb road 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 Auto Tour. It has original registration papers and plates.



ALFA ROMEO GIULIA TI SUPER “LONDON-SYDNEY MARATHON 1993”

YEAR: 1964

BODYWORK: SEDAN

DISPLACEMENT: 1600 C.C.

The London-Sydney Marathon was a gruelling car rally starting in the UK and finishing in Australia. The first event took place in 1968 and was won by Andrew Cowan. A second event was organised in 1977 and a third in 1993 to commemorate the 25th anniversary of the original race. The organiser of the '93 edition and the following one in 2000, Englishman Nick Brittan, convinced 21 of the drivers who had competed in the first edition to take part in its historical re-enactment.

In the 1993 edition, Scuderia del Portello fielded its own specially prepared Alfa Romeo Giulia TI Super, driven by Marco Cajani and Antonello Macellari.

There are 18,000 kilometres to cover, crossing three continents and facing unforeseen and unimaginable obstacles. Eighteen countries are crossed, but unfortunately missing from the roll call are Afghanistan and Iraq, where the political climate is certainly different from that of twenty-five years earlier.

The 1993 edition involves crossing the Australian continent from Perth, capital of Western Australia, to Sydney.

It took a good three years to prepare the car, set up in the workshop of the Borgonovo Alfa Romeo dealership in Seregno.

It is a real competition that puts not only the cars but also the individual drivers to the test.

Having set off from London, the Portello drivers arrived in Sydney after thirty-two days, finishing twenty-fifth overall.

Currently running and in working order.

CAR WITH NO PLATES AND DOCUMENTS





Well, we can really tell everybody that 1993 London Sydney Marathon was wonderful. We didn't know very well what was a marathon rally around the world. So we found out, day by day, how it is: FANTASTIC.

Our car was not very fast in the special stages, but sometimes also in the transfers we had to hurry, but this was not important.

Just the idea to go from London, England, to Sydney, Australia, sounded for us incredibly exciting: at the beginning we're wondering ourselves how the competi-

tors in 1968 could drive along such a difficult route.

Most of our friends though we were completely crazy to drive 18,000 Km in an Alfa Romeo Giulia Ti Super dipped in the Australian dust or in Indian traffic or in the snow somewhere else.

But we finished and in a good final position (27th). Not too bad, if you consider our car and our first time "inside" such a great event.

Someone asked us to speak or remember anything special happened during the route, and we didn't know how to begin or which episode or incident remember for first.

Our car worked well and all the mechanical problems we had depended on our driving mistakes. We were really lucky to repair the car always in time to start the following morning. In one word: we had really a good and unforgettable time.



MARCO CAJANI (47)
Architect, Milan. Raced Lancia in the 70s and Alfa in the 80s. European Champion '87. National champion '89 & '90. Also Targa Florio and Carrera Pan Americana.

ANTONELLO MACELLARI (32)
Commercial lawyer, Perugia. Raced Formula Ford 2000 and Touring Cars in 80s. National and European championships in 91/92. Raced modern saloon cars in 24 hour races at Nurburgring and Spa.



We're sure that all London-Sydney Crew will remember us for the confusion we've done in the customs and with our wrong Carnet and because sometimes our speed was too high and the police stopped us a lot of times, but we paid just once in Australia the last day, just outside Sydney.

Anyway we have to say a "big thanks" to everyone who made London-Sydney Rally 1993 and we're sure we'll never forget it!

65



L'equipaggio della scuderia del Portello composto da Marco Cajani e Antonello Macellari assieme al d.s. Bruno Bonini e Borgonovo della concessionaria Alfa Romeo (foto Corno)

Un'avvincente competizione di auto storiche lunga 18 mila chilometri prenderà il via sabato 17 aprile

La terribile Londra-Sidney per il duo Cajani-Macellari su una gloriosa Alfa Romeo

CERTIFICATE SILK ROAD

DATE: 26 April 1993

This is to certify that this team has passed a part of the historical SILK ROAD within the LONDON SYDNEY MARATHON 1993 in Erzurum TURKEY.

CAR NO : 50

DRIVERS: Marco Cajani, Alberto Spotti

A. Nijad SIREL

Local Commander



A Lombard Motor Finance Promotion

TIME CARD BOOK

London - Bombay
Sydney

CAR NO. 50
CREW: M. CAJANI - A. MACELLARI

ALFA ROMEO GIULIA SUPER 1600 “LONDON-SYDNEY MARATHON 2000”

YEAR: 1969

BODYWORK: SEDAN

DISPLACEMENT: 1600 C.C.

This car was prepared by the Scuderia del Portello to take part in the London-Sydney Marathon in 2000 with crew M.Cajani - M.Rossi, in collaboration with AVSI (Association of Volunteers for International Service), to support the reconstruction of two houses at the Vidra hospital (Bucharest) for 87 children suffering from AIDS.

The car arrived at the finish line after having travelled 18,000 kilometres starting from London and passing through countries such as Romania, Bulgaria, Turkey, Malaysia and all the way through Australia to Sydney.

The scrapped car was originally bought in Palermo in 1990 to prepare it for competition.

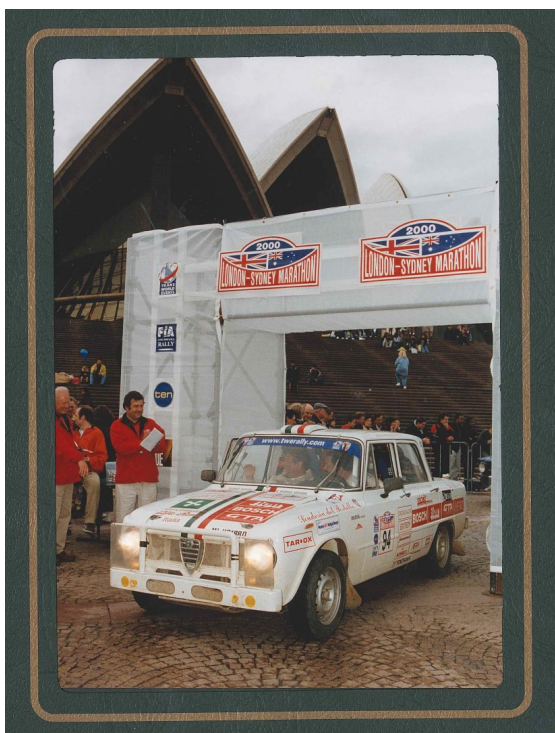
In preparation for its participation in the great intercontinental rally of 2000, it was completely disassembled, reinforced in its structural parts, the roll bar, the lower cup protector and a 100-litre fuel tank in the trunk above the rear deck were put in, as well as all the necessary navigation and safety equipment.

The car has the original number plate PA 405910 but is currently without any kind of document.

A temporary number plate was used for the London-Sydney Marathon 2000.

Currently running and in working order.





ALFA ROMEO 156 SPORT WAGON "LONDON- SYDNEY 2000"

YEAR: 2000

ENGINE: TWIN SPARK 2.0 16 V

One of the very first 156 Sport Wagons made.

It was purchased directly from Fiat Auto Spa with special fittings prepared by the company to be the official assistance car of the Scuderia del Portello during the 'London - Sydney 2000' Rally, in which it was entered in the regularity category (vignette 'verified' still present on the windscreen).

The 2000 edition of the London-Sydney Marathon features not only the competing drivers Marco Cajani and Marco Rossi, but also the brand new Alfa 156 Sportwagon, driven by the team's technical assistance team of Alberto Spotti and Angelo Duroni.

For the first time, AVSI - Associazione Volontari per il Servizio Internazionale (Association of Volunteers for International Service) is linking its name to an extra-continental activity of the club.

With the support of the Alfa Romeo dealers, an initiative was set up to promote assistance for children's illnesses around the world, and the 156 Sportwagon following the Giulia Super in London-Sydney bears witness to this.

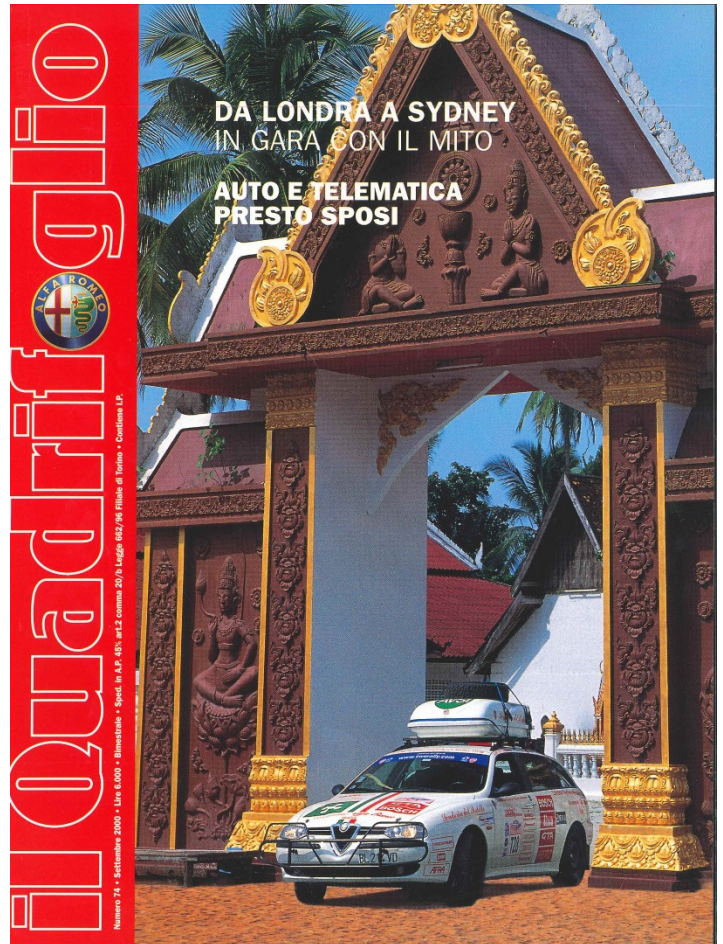
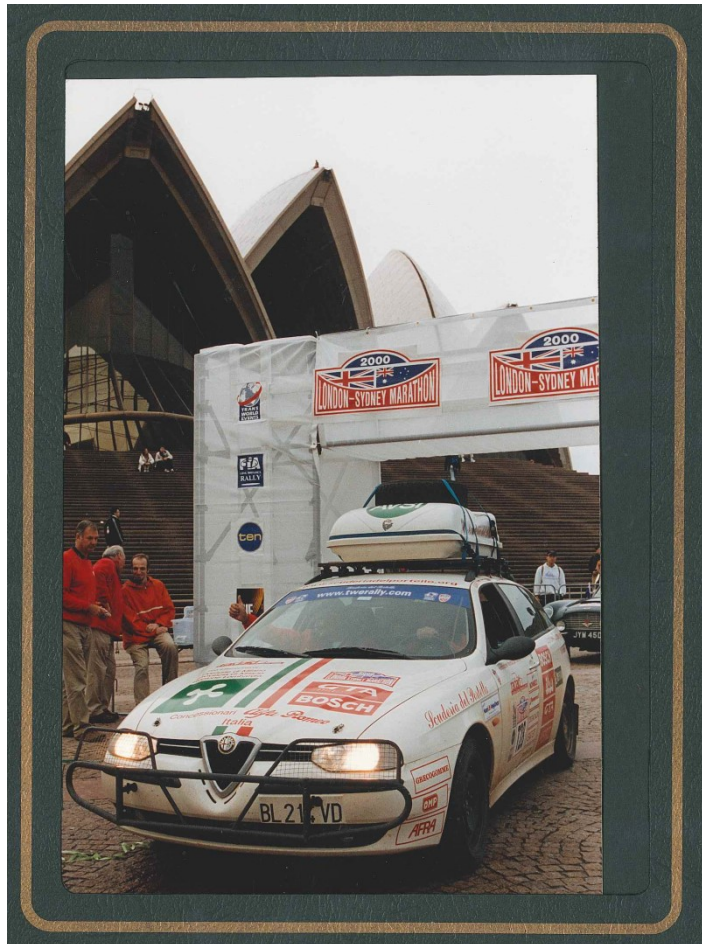
The cars travel the 18,000 kilometres from London to Sydney, passing through countries such as Romania, Bulgaria, all the way to Turkey.

The arrival in Australia is in Darwin and the route to Sydney crosses the desert, the entire Northern Territory and South Australia to Adelaide where the cars reached the finish line unharmed.

In 2001, the auxiliary LPG fuel system was installed and the car was used as a representative car of the Scuderia del Portello.

It is in possession of its original number plates but needs to be re-registered as street-legal.





SCUDERIA DEL PORTELLO

Diciottomila chilometri da PROTAGONISTA

di Franco Daria - Foto di Alessio Pontì

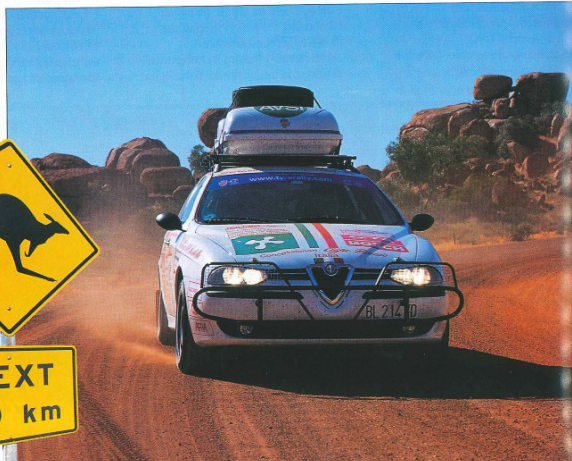
È l'Alfa Sportwagon che ha accompagnato le due Giulia TI Super della Scuderia del Portello nel raid Londra-Sydney. Dietro l'impresa sportiva, una gara di solidarietà per i bambini rumeni

Superati tre continenti e percorsi 18 mila chilometri, le novanta vetture che hanno partecipato alla London-Sydney sono arrivate il 4 luglio nella città dei Giochi Olimpici 2000. Un raid faticoso che ha messo a dura prova equipaggi e automobili (tutte costruite prima del 1970), impegnati per trentadue giorni sulle strade dell'Europa, della Turchia e dell'Iran, fino a raggiungere il deserto rosso dell'Australia.

Tra le "regine" partite il 2 giugno dalla capitale inglese, le due Giulia Alfa Romeo TI Super della Scuderia del Portello, guidate dalle coppie Cajani - Rossi e Anderson - Callinan. «È stata una gara estenuante e difficile, ma allo stesso tempo affascinante - dice Marco Cajani, presidente della Scuderia del Portello - Dal punto di vista sportivo, le due Alfa Romeo hanno affrontato la sfida al meglio: la nostra Giulia



A fianco: la Sportwagon in Australia ad Alice Springs. Nella pagina accanto: la Giulia TI Super impegnata in una prova speciale e lo sbarco della vettura di assistenza da un Antonov a Darwin (Australia)



ALFA ROMEO GIULIETTA TI “PECHINO-PARIGI 2007”

YEAR: 1957

BODYWORK: SEDAN

DISPLACEMENT: 1290 C.C.

GEARBOX: 4 CLOCHE GEARS + R.M.

FRONT DISC BRAKES

To honour the feat of Prince Scipione Borghese, who one hundred years earlier (1907) had triumphed at the wheel of an Itala in the Peking-Paris race, the Scuderia del Portello in 2007 fielded a 1957 Giulietta TI 1.3 in the raid for historic cars that retraced a journey between what continued to be two worlds apart.

Here is the story of Roberto and Rita Chiodi who drove this car all the way: ‘We had broken in the Giulietta on the dirt roads of Abruzzo and on a trip to England; my wife Rita and I knew how to open and close the curtain in thirty seconds. So it was that we faced the departure from the Great Wall confidently and light-heartedly: we and the Juliet would make it! China was without history, Mongolia on the other hand terrifying and superb. We got stuck in the Gobi desert and were rescued the next morning by an assistance truck (also stuck in the sand). We rescued the caravan and from then on *Celestina*, aptly named after our Juliet, did great. She was not stopped by fords, rocks and low octane petrol. She took us back to the top ranks. When we arrived in Ekaterinburg, in the Urals, we were even tenth overall. There the distributor shaft broke, impossible to weld. This had never happened in the motoring history of the Giulietta, but we did not lose heart.

The Scuderia del Portello organised an urgent expedition to Moscow, where we arrived after 52 hours by truck. St Petersburg, the Baltic countries, last races on dirt tracks in Poland.

At the Place Vendôme in Paris, we were eventually twenty-one, welcomed by President Marco Cajani and our daughter Silvana.

A wonderful and unforgettable experience. So much so that we made a book out of it entitled *Two Worlds Seen from an Alfa*’.

The car has its original VR number plate but is to be re-registered as street-legal.





ALFA ROMEO GIULIA TI “RAID CLASSIC INDIA 2013”

YEAR: 1965

BODYWORK: SEDAN

DISPLACEMENT: 1300 C.C.

To celebrate the 50th anniversary of the Giulia, the Scuderia del Portello participated in the Raid Classic India in 2013 with a 1965 Alfa Romeo Giulia 1300 TI driven by the Roberto Chiodi - Maria Rita Degli Esposti crew.

It was a clockwise tour of 4000 kilometres from Delhi to the Arabian Sea and back, through two major Indian states: Rajasthan and Gujarat.

The Giulia prepared by the Scuderia del Portello made a fine impression among much more powerful cars. The two Roman rallyists completed the race and were never late for a time control, despite some minor troubles, such as the replacement of a joint, problems with the voltage regulator and two punctures.

The car was purchased by the current owner from the Borgonovo dealership in Seregno in 2007, undocumented. It was subsequently re-registered and re-tuned.

It is in possession of FIA FICHE and ASI certificate.





ALFA ROMEO GIULIETTA SPRINT PRE-SERIES No.613

YEAR:1955

ENGINE: 4 CYLINDERS IN LINE

DISPLACEMENT: 1290 C.C.

POWER: 80 HP AT 6300 RPM

CHASSIS: AR 1493.00613

BODYWORK: BERTONE 2 SEATS + 2 WITH ALUMINIUM BONNETS

GEARBOX :STEERING WHEEL GEARBOX 4 SPEED + R.M.

OWNERS: 2

The car was used in Portugal for private use by its first owner.

Totally restored by the Scuderia del Portello and restored in all its parts to its original state, both in bodywork and mechanics, the importance of the historicity of this car is the fact that it still has the original Portuguese number plates and registration book.

According to the archives of the Alfa Romeo Documentation Centre, it was produced on 14 July 1955 and immediately sold on 18 July in Lisbon, Portugal.

It is number 613 of the first 1,020 Giulietta Sprint Pre-Series made in 1955, which differed from the rest of production in several details.

Among these, in the case of this model, is the colour of the bodywork: a special 'cor base amarela' chosen by the first owner from the catalogue of pastel Alfa Romeo colours of the time.

Restoration work lasted several years and it was presented to the public for the first time at the Fiera Milano Autoclassica 2024 to celebrate the 70th anniversary of the Giulietta Sprint presented in 1954.

It is in possession of original Portuguese plates and documents.

In progress the procedure for registration in Italy and CRS request.

Eligible 1000 Miglia.





ALFA ROMEO GIULIETTA BERLINA FIRST SERIES 1956

YEAR: 1956

BODYWORK: 4-SEATER SEDAN

DISPLACEMENT: 1290 C.C.

POWER: 53 HP

MAX SPEED: 140 KM/H

GEARBOX: 4 STEERING WHEEL GEARS + R.M.

In 1950, it was clear to management that the new Giulietta model would be the most important in Alfa Romeo's history, representing the transition to industrial modernity.

With the Giulietta, it was a matter of entering the sphere of 'mass motorisation', with a production of at least 200 cars a day.

Presented at the Turin motor show in 1955, almost 132,000 Giulietta saloons were built at the Portello plant in Milan, impressive production figures for the time.

This model is totally preserved in its original state.

Since 2010 it has belonged to the Scuderia del Portello Dynamic Museum and was used exclusively for the 1000 Miglia.

Eligible 1000 Miglia.

It is in possession of:

- original registration book and plates
- ASI certificate
- FIVA renewed on 17/04/2021





A.R. GIULIETTA BERLINA PRIMA SERIE



ALFA ROMEO GIULIETTA BERLINA FIRST SERIES 1958

YEAR: 1958

BODYWORK: 4-SEATER SEDAN

WEIGHT: 950 KG

DISPLACEMENT: 1290 C.C.

POWER: 75 HP

GEARBOX: 4 STEERING WHEEL GEARS + R.M.

OWNERS: 2

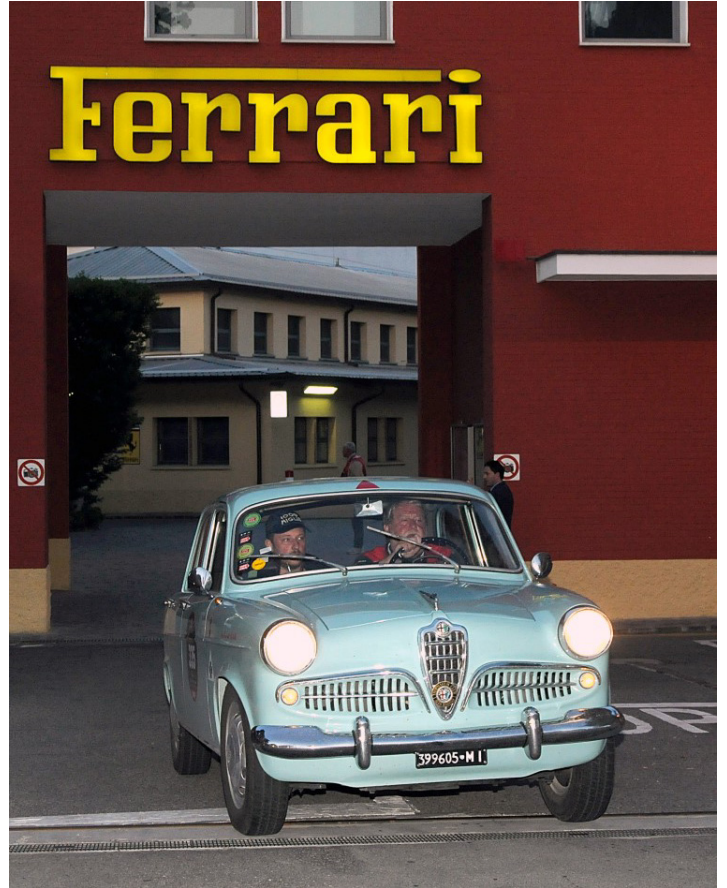
The Scuderia del Portello restored this example to participate in regularity races such as the Milan-Sanremo, the Targa Florio, the Coppa d'Oro delle Dolomiti and others.

In 2010, it participated in the 1000 Miglia driven by Arturo Merzario, Minister Prestigiacomo and Minister Frattini of the then Italian Government (pictured).

It is in possession of:

- original number plates and registration book
- original Alfa Romeo warranty card
- ASI certificate and plate
- FIVA (to be renewed)





ALFA ROMEO GIULIETTA TI

YEAR: 1958

ENGINE: 4 CYLINDERS IN LINE

DISPLACEMENT:1290 C.C.

POWER: 80 HP AT 6100 RPM

CHASSIS: AR146807702

BODYWORK: 4 SEATS SEDAN

GEARBOX:4 GEARS ON STEERING WHEEL + R.M.

OWNERS: 2

Car used for the European Championship from 1994 to 2004, debuting at the Grand Prix Historique de Provence.

It has raced at the Goodwood Revival, in Salzburg, at the H.A.R.C., at the 6 Hours of Spa-Francorchamps, at the Coppa Intereuropa di Monza in several editions, at the Targa Florio in 2002 and at the Coppa Milano-Sanremo in 2018.

It was prepared in 2005 for road use for regularity races and has a vintage mechanical trip master installed.

It is part of the Scuderia del Portello Dynamic Museum and is listed in the 'Scuderia del Portello Alfa Romeo Competition Car Catalogue' under number 41.

It has FIVA 4/10/2006 and ASI certificate 24/1/88.





ALFA ROMEO GIULIETTA TI

YEAR: 1958

ENGINE: 4 CYLINDERS IN LINE

DISPLACEMENT: 1290 C.C.

POWER: 80 HP AT 6100 RPM

CHASSIS: AR146807702

BODYWORK: 4 SEATS SEDAN

GEARBOX: 4 STEERING WHEEL GEARS + R.M.

OWNERS: 2

The car, with an engine prepared by Samuele Baggioli, boasts a great palmares.

It started racing in 1988 in the FIA European Championship at the Paul Ricard circuit, Montlhéry, Croix en Ternois and Dijon.

Over time it became the 'official car' of Bruno Bonini, who won the Italian title in 1990.

It participated in the Targa Florio in 1992 with the Cajani - Bonini crew.

It won the European Championship in 2004 with drivers M.Cajani and M.Rossi.

In 2000 and 2002 it participated in the Goodwood Revival.

In 2007 he raced the Tour Auto with Gino Munaron and in 2008 with Cajani finishing first in class and 2nd overall.

He took part in the Rallye Monte-Carlo in 2008, 2009 and 2010, the Cesana-Sestriere (Italian Hill Climb Championship) in 2018 and 2019, and several editions of the Coppa Intereuropa at Monza.

It has had the FIA historic car identity card since 1986.

It is one of the very few built by Alfa Romeo with front deflectors.

È entered in the Scuderia del Portello Competition Car Catalogue under no. 004.

Engine replaced in 2020, always prepared by Samuele Baggioli.

It is in possession of original number plates and registration documents.





6
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ALFA ROMEO GIULIETTA TI

YEAR: 1964

BODY: 4 SEATS SEDAN

WEIGHT: 950 KG

DISPLACEMENT: 1290 C.C.

POWER: 75 HP

GEARBOX: 4 GEARS + R.M.

Demolished in 1983 and re-registered in 2007.

Used by the Scuderia del Portello for sponsors, press and media in regularity races such as the Coppa Milano-Sanremo, the Targa Florio, the Coppa d'Oro delle Dolomiti and the Coppa Franco Mazzotti.

It has FIVA to be renewed.



ALFA ROMEO GIULIETTA BERLINA THIRD SERIES

YEAR: 1961

ENGINE: 4 CYLINDERS IN LINE

DISPLACEMENT: 1290 CC

POWER: 62.5 HP AT 5800 RPM

CHASSIS NO.: 101.28 -AR301008

BODYWORK: 5 SEATS SEDAN

Car restored in mechanical parts, interior and bodywork by the Scuderia del Portello.

It has participated in several national revival events for historic and vintage cars.

It has original number plates and registration.

FIVA 11/06/2010 (to be renewed).

Enrolled in the 'Scuderia del Portello Alfa Romeo Competition Car Catalogue' under number 053.



ALFA ROMEO GIULIA 1600 SUPER PROMISCUA "GIARDINETTA"

YEAR: 1972

BODYWORK: PROMISCUOUS

DISPLACEMENT: 1570 C.C.

POWER: 102 HP

The Alfa Romeo Giulia is a car produced by Alfa Romeo from 1962 to 1977.

Created as the heir to the Giulietta, it was offered in numerous body variants, in saloon, coupé, cabriolet and spider types.

There were also a few examples with mixed bodywork that were called the 'Giulia Giardinetta'. A few examples were built by the independent coachbuilders Colli, Grazia, Giorgetti and Introzzi.

This special version for use by the Traffic Police, built by Carrozzeria Giorgetti, was produced in 324 examples for motorway and emergency services.

Being semi-crafted, the examples of the various coachbuilders differed in several details.

After being built by Carrozzeria Giorgetti, it came into the possession of the Società Autostrade.

It was subsequently bought by a Palermo dealership in 1995.

In 1997, it was taken over by the current owner, who gave it to the Scuderia del Portello for restoration, preserving the original instrumentation of the Traffic Police control console. It thus became part of its Dynamic Museum.

Once the restoration was complete with the official livery of the Alfa Romeo Team of Arese, it was used by the Scuderia del Portello as an assistance car for drivers and clients during track and regularity races such as the 1000 Miglia.

In 2010, he took part in the 'Raid of Brotherhood and Peace' from Shanghai to Milan.

He is in possession of:

- Certificate of Historical and Collector's Significance
- Regularity certificate 12/4/2016
- Original registration plates and booklet
- New booklet





FIAT 125 S

YEAR: 1969

ENGINE: IN-LINE 4-CYLINDER

DISPLACEMENT: 1608 CC

POWER: 101.2 HP AT 6400 RPM

CHASSIS NO.: 0372982

BODYWORK: SEDAN 5 SEATS

GEARBOX: CENTRAL LEVER CONTROL 4 SPEED + R.M.

OWNERS: 2

Single owner until 2007.

By the second and current owner it is preserved in the original racing colours of the time (black bonnet and stripes with yellow inserts).

Fitted with CIBIE RALLY headlights and twin carburettors (its original carburettors with filter are supplied).

Car registered with the FIAT Register.

It is in possession of original registration book and plates and ASI certificate.





REGISTRO FIAT ITALIANO fondato nel 1963
Via Cesare Battelli, 2
10123 TORINO (Italia)
info@registrofiat.it
www.registrofiat.it

Amministrato dallo Stato
D.L. n. 23 del 26/12/1983
D.L. n. 285 del 30/4/1992
D.P.R. n. 405 del 16/12/1992

**CERTIFICATO DI ISCRIZIONE
al REGISTRO FIAT ITALIANO**

Socio R.F.I. n° 17193 Anno di validità 2020

Cognome
Nome
Indirizzo

Il Registro Fiat Italiano attesta che il veicolo:

Marca	FIAT
Tipo	125 SPECIAL
Targa	PD 279849
Telaio	0372982

Anno costruz. o immat. 1969

è in possesso dei requisiti e di tutte le caratteristiche tecniche prescritte dalla Determinazione ASI e FMI, così come prescritto dall'art. 63 comma 3 Legge 342/2000. Tale veicolo è classificato di Particolare Interesse Storico e Collezionistico ai sensi dell'art. 63 comma 2 lettera C Legge 342/2000 con iscrizione all'Albo Storico Fiat

numero registrazione 9673/F
a decorrere dal 01/01/2020



ALFA ROMEO 155 GROUP N

YEAR: 1995

ENGINE: TWIN SPARK 2.0 16 V

From the very beginning of its history, Scuderia del Portello, with the prominence deriving from its commitment to the annual sports programmes, contributed to the realisation of the objectives desired by Alfa Romeo's Communication and Image department. While Alfa Romeo dealers promoted sales, through the programme 'SICURI SULLA PISTA, SICURI SULLA STRADA' (Safe on the track, safe on the road) carried out in collaboration with the International Safe Driving Centre of Varano de' Melegari, at every CIVT (Italian Touring Car Speed Championship) and Alfa Romeo Challenge race, Alfa 155, 145, 146 and 156 cars with Group N preparation were made available to dealer customers, to race the winner of the safe driving stage among all national buyers of Alfa Romeo car models. Interpreting the passion for the brand of the club members, Alfa Romeo and Scuderia del Portello invented a collateral programme, strengthened by the technical and image structure that Portello could provide on the race courses of the Italian Touring Car Championship (CIVT).

In 1997, Scuderia del Portello's official entry into the world of modern cars took place with the 'Service Scuderia del Portello - Assistenza Cliente Sportivo Alfa Romeo' programme, on-track assistance for sports customers who own and race modern Alfa cars prepared to run the CIVT and Challenge.

Alongside the 'Service' programme and in collaboration with Bridgestone/Firestone Italia and the weekly magazine Donna Moderna, Scuderia del Portello also decided to promote the Scuderia del Portello Lady Team on the track: professional and semi-professional women drivers who use the team's structure and car to race.

The great media response obtained by Portello in the 1990s and 2000s with these sporting programmes was a success that allowed the Scuderia to guarantee the Alfa Romeo brand a high level of image on race courses - both national and international - even with modern cars, in addition to the constant and unfailing triumphs with historic cars.

Car purchased from the Fiat Auto Spa racing department.

Prepared and used for the 'Lady Team' of the Scuderia del Portello for the CIVT and CIVM championships from 1997 to 2002 with the technical coordination of the historic preparer and driver Giancarlo Galimberti.

Winner of the 1997 Italian Women's Speed Tourism Championship.

Winner of the Italian Mountain Speed Championship in 1999.

Holder of CSAI technical passports 1997 - 2002.





TEST CLASSIC

Youngtimer da corsa

Dalla fine degli anni '80 l'Italia visse oltre un decennio estremamente affollato di gare turismo grazie al CIVT (Campionato Italiano Velocità Turismo), in cui si affrontavano vetture di diverso tipo e preparazione. Le auto erano distinte in tre megagrassi: Superturismo, che

Alfa Romeo 155 Gruppo N

anni '40 | anni '50 | anni '60 | anni '70 | anni '80 | **anni '90** 1995

Negli anni '90, mentre in Superturismo i vari Tarquini, Giovanardi e Larini correvano con le vetture superpreparate, in Gruppo N le Alfa Romeo 155 si distinguevano e vincevano nel Campionato Velocità Turismo, enfatizzando la meccanica di serie delle auto dal "Cuore Sportivo"

Alberto Bergamaschi
Eugenio Clamer

Dalla fine degli anni '80 l'Italia visse oltre un decennio estremamente affollato di gare turismo grazie al CIVT (Campionato Italiano Velocità Turismo), in cui si affrontavano vetture di diverso tipo e preparazione. Le auto erano distinte in tre megagrassi: Superturismo, che

radunava le vetture ufficiali e quelle dall'elaborazione più spinta; Gruppo A, che schierava le derivate dalla serie con evidenti modifiche meccaniche omologate per le competizioni; Gruppo N, che comprendeva auto praticamente originali, su cui erano ammesse lavorazioni minime volte ad ottimizzare le prestazioni e l'aspetto della sicurezza, tutte riparazioni omogenee che tenevano conto del cimento delle performance ricavato dal rapporto peso-potenza anziché della drata fine a se stessa. Alfa Romeo, "Cuore sportivo", rappresentava queste tre tipologie, radunando tra le Superturismo le macchine affidate ai piloti professionisti; tra le Gruppo A era presente grazie all'apporto dei più abili preparatori con piloti gentleman; in Gruppo N, invece, la partecipazione delle vetture del Biscione era massiccia in virtù dell'apporto soprattutto dei piloti privati. In particolare negli anni '90 il modello Alfa Romeo vincente, o comunque da

battere in tutte le categorie, era l'Alfa 155. Noi di Elaborare abbiamo trovato una delle poche auto di Gruppo N assemblate direttamente in Fiat Auto Corse nel 1995 e poi usata, oltre che per le competizioni del CIVT, anche per un concorso di guida indetto dall'Alfa Romeo e denominato "Il Pilotino" che, sotto gli occhi vigili della Scuola di Guida Sicura di Andrea De Adamich, avvicinava alla pista i clienti sportivi giovani della Casa del Biscione. La vettura oggetto della nostra prova, è l'Alfa Romeo 155 2.0i Twin Spark 16V Gruppo N ufficiale vincitrice della coppa femminile CSAI nel 1997 e 1998 con la Scuderia del Portello.

Elaborare Classic 87

AUTOMOBILE CLUB D'ITALIA
Commissione Sportiva Automobilistica Italiana

PASSAPORTO TECNICO

CSAI

08816

IDENTIFICAZIONE DELLA VETTURA

1 - N° Telaio: 00125892

2 - Posizione: MONTANTE ANTERIORE DESTRO

3 - Costruttore: ALFA ROMEO

4 - N° Fichia: A-5544

5 - Gruppo/Cilindrata: A - 2.000

6 - Modello (Fichia): 155 T.SPARK 2.0 S 16V

7 - Tipo (Commerciale): ALFA ROMEO 155 TS 16V

8 - Targa: ---

9 - Targa: ---

Il Commissario Tecnico

10 - Cognome e Nome: BUSCHI GIOVANNI

11 - Firma: [Signature]

12 - Data e luogo di emissione: 5/6/99

N.B. Istruzioni per la compilazione vedere prima pagina

81880



ALFA ROMEO 146 TS GROUP N

YEAR: 1998

ENGINE: TWIN SPARK 1.8 16 V

Car purchased directly from the Fiat Auto Corse S.p.a. department in Chivasso with all mechanical and electrical components certified by the manufacturer to take part in the CIVT and Alfa Romeo Challenge championships with the Scuderia del Portello for Alfa Romeo Italian market sports customers.

He raced from 1998 to 2000 in the CIVT and Alfa Romeo Challenge.

Winner of the Italian Championship in 1999 with driver Alex Sgarzi.

Last race: Mugello 30/6/2000 with driver Fabio Francia.

It holds the CSAI Technical Passport of 12/05/1998.



ALFA ROMEO 156 GROUP N

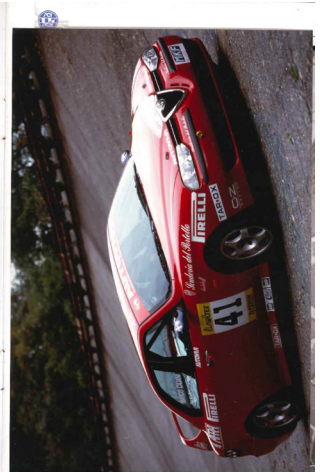
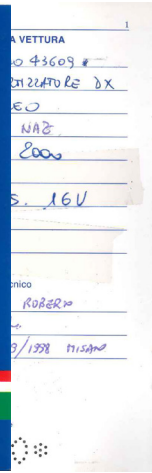
YEAR: 1998

ENGINE: TWIN SPARK 2.0 16 V

Car used by the Scuderia del Portello from 1998 to 2000 for the CIVT and Alfa Romeo Challenge championships.

Winner of the 1999 Italian Championship with driver Costantino Bertuzzi and in 2000 with driver Alessandro Sgarzi.

It holds a CSAI passport from 11/09/1998.



ALFA ROMEO 156 GROUP N

YEAR: 1997

ENGINE: TWIN SPARK 2.0 16 V

Car purchased directly from the Fiat Auto Corse S.p.a. department in Chivasso with all mechanical and electrical components certified by the company to take part in the CIVT and Alfa Romeo Challenge championships with the Scuderia del Portello for Alfa Romeo Italian Market sports customers.

The Alfa 156 was the model that brought Alfa Romeo into the new millennium. To celebrate this milestone and the beauty of 'Made in Italy', in 1998 the Scuderia del Portello commissioned 12 well-known contemporary Italian artists to create sketches to decorate as many Alfa 156 racing cars (reported in the book *156.la bellezza possibile* edited by Ivan Scelsa).

Only this car was made with the livery by artist Enzo Esposito.

In 1998 it took part in the Italian Championship driven by Prisca Taruffi, daughter of the legendary Piero (in the photo).

Later in 1999 - 2001 it was also used by the Scuderia del Portello for the European Championship and endurance races such as the 24 Hours of Nürburgring, the 24 Hours of Barcelona, the 6 Hours of Misano and others.

The set-up for endurance races included the inclusion of an auxiliary fuel tank with push-fit coupling for refuelling and additional halogen headlights for night driving.

The car is in possession of

- all technical documentation of the work carried out at Fiat Auto Corse Spa and at all other suppliers
- CSAI technical passport of 18/04/1998

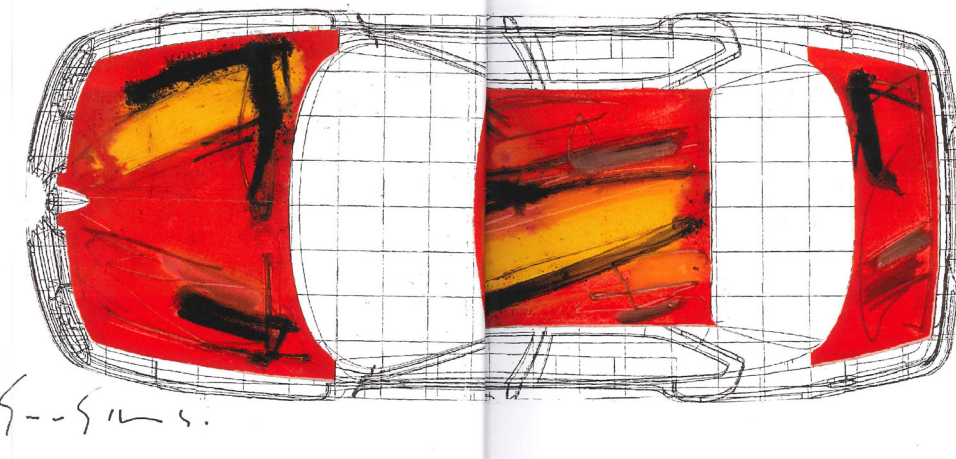




Alfa 156 Prisca Taruffi Retrousa 198



Alfa 156 Prisca Taruffi Valllunga



AUTOMOBILE CLUB D'ITALIA
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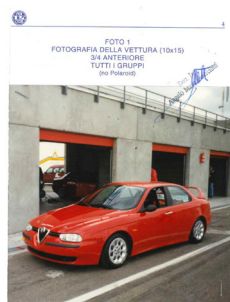
LA VETTURA

IMMORTALIZZAZIONE
4000 c.c.
2010-2016
TS 2016

TECNICO
MIL ANGELO M.
M. Mario Conzatti
14.98 - Milano

PASSAPORTO TECNICO
CSAI

03849



ALFA ROMEO 156 SUPER PRODUZIONE

YEAR: 2003

ENGINE: 2000 TWIN SPARK 16 V

POWER: 220 HP

Competition car prepared by Mirabella Racing and Scuderia del Portello with materials supplied entirely by Alfa Corse and N Technology SpA.

Engine tuned by Autotecnica of Casalmaggiore (CR), with 220 hp.

The gearbox was supplied by Bacci with ratios for 212 km/h in fifth gear.

After testing at Balocco for four hours with Alfa Romeo test drivers, it was the last official Alfa Romeo car to take part in the Nürburgring 24-hour race (2003).



ALFA ROMEO 147 SUPER PRODUZIONE GROUP A

YEAR: 2001

ENGINE: TWINS SPARK 2.0 16 V

Car purchased directly from Fiat Auto Spa with Super Production set-up and 100-litre tank for endurance racing, with reinforced gearbox, differential, additional headlights and reinforced axle shafts.

It participated in the Italian Super Production Championship in 2001, winning the title with Fabio Franchia. It participated in the 2001 Nürburgring 24 Hours together with the Official Alfa Romeo Team.

The 147 Super Produzione is the last official Alfa Romeo racing model to be produced in the Fiat Auto Corse plants in Chivasso (TO).

It has CSAI Technical Passport 28/09/2001 and FIA International FICHE 01/03/2001.



FIA FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Group A

FICHE D'HOMOLOGATION CONFORME A L'ANNEXE J DU CODE SPORTIF INTERNATIONAL
HOMOLOGATION FORM IN ACCORDANCE WITH APPENDIX J OF THE INTERNATIONAL SPORTING CODE

Homologation valable à partir du 01/03/2001

A) Vue de 3/4 avant
Car seen from 3/4 front

B) Vue de 3/4 arrière
Car seen from 3/4 rear

IDENTIFICATION DELLA VETTURA

1 - N° Telaio ZAR 9370003008725

2 - Posizione MOLINARE XX ALST

3 - Costruttore ALFA ROMEO

4 - N° Fiche 6625

5 - Gruppo/Cilindrata N. 8005 --- 1969.47

6 - Modello (Fiche) 147 TS 2.0 16V

7 - Tipo (Commerciale) 147 T.SPARK 2.0 16V

8 - Targa ---

9 - Targa ---

Il Commissario Tecnico

10 - Cognome e Nome MARCO PETRINI

11 - Firma [Signature]

12 - Data e luogo di emissione 28/09/01 Novara (MI)

N. B. - Istruzioni per la compilazione vedere ultima pagina



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