

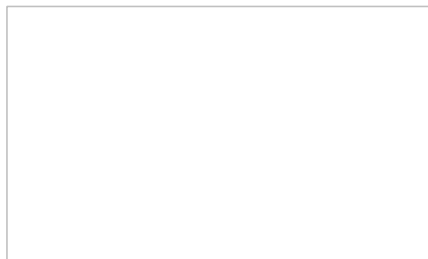
CLASSIC DRIVER

Alfa Romeo sports-racing cars - a decade of development

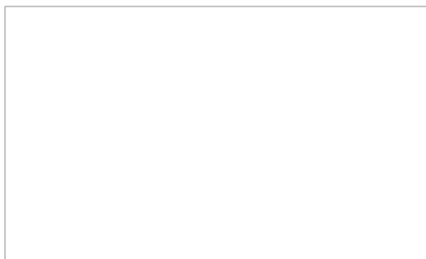


While Ferrari and Porsche took centre stage in late 60s/early '70s endurance racing, Alfa Romeo, a company with a racing tradition dating back to the 1920s, was building up a presence that was to dominate the circuits by 1975. A collection of sports-racers from this exciting 10-year period formed a central part of the fabulous, now sadly closed, Rosso Bianco Collection at Aschaffenburg in Germany.

The eight cars comprise a **1967 2-litre V8 T33 *Periscopica*** (the model which launched this legendary series), a streamlined **1967 T33 Mugello Spyder** of the same vintage, a rare **1968 T33/2 Le Mans *coda lunga*** (long tail) plus examples of both that year's *coda corta* (short tail) **T33/2 Daytona Coupe** and the open **T33/2 Targa Florio Spyder**, a **1970-71 3-litre V8 T33/3 Spyder Corsa**, an example of the wickedly pugnacious multi-tubular chassised **1972 T33/TT/3 Spyder**, and the swansong 1976-77 turbocharged flat-12 **Alfa Romeo T33/SC/12 Spyder**, still in its evocative *Fernet Tonic* colours.

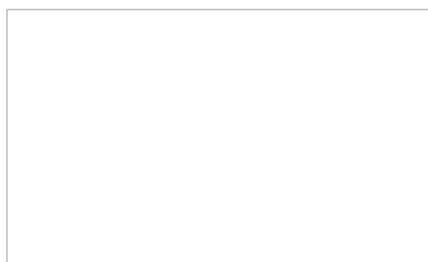


1967 Alfa Romeo T33/2 'Periscopica' Spyder

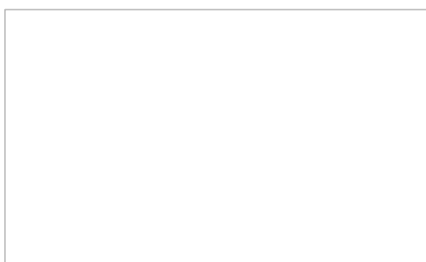


1967 Alfa Romeo T33/2 'Mugello' Spyder

The cars have not run for some time but have been well preserved within the **Rosso Bianco** museum display and are generally considered to be in fine condition overall, several examples having been previously restored while others remain highly original. This is particularly true of the imposing **T33/SC/12** - the most complex, most powerful and by far the most formidable of these machines with its combination of late-series monocoque chassis and twin-turbocharged flat-12 engine.



1968 Alfa Romeo T33/2 Targa Florio Spyder

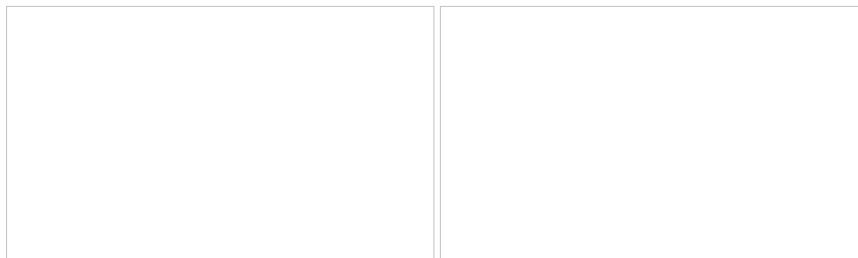


1968 Alfa Romeo T33/2 'Daytona' Coupe

This series of Alfa Romeo quasi-works racing sports-prototype cars originated in 1966-67 with ex-Ferrari Chief Engineer **Ing. Carlo Chiti** and his team of engineers at **Autodelta SpA**. The early 2-litre V8 T33s like

the *Periscopica* derived much from contemporary Formula 1 practice, while their 'H' plan-form chassis structures embodied frontier-technology by employing large-diameter cast-magnesium frame members to form the 'H'.

Subsequent models saw the original 2-litre, 4-cam, V8 fuel-injected engines enlarged from 2-litres, through 2.5 to a full 3-litres capacity, and even 4-litre CanAm units followed. Stressed-skin monocoque chassis replaced the original cast-magnesium 'H' frames in the **1970 T33/3s**, followed by the modern 'Birdcage' multi-tubular chassised **T33/TT/3** and a return to the aluminium-skinned monocoque in Alfa Romeo's most sophisticated form for the **SC/12**.

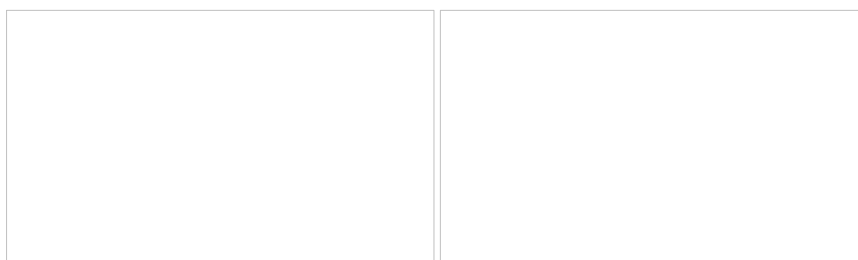


1968 T33/2 'Le Mans' Longtail

1970/71 Alfa Romeo T33/3 'Targa Florio'

In period these Italian-red works team cars confronted the stiffest opposition the racing world could throw at them, competing wheel-to-wheel with **Ferrari Dino 206Ss** and **Ferrari 312PBs**, **Porsche 907s**, **910s** and **908/3s**, and even on occasion duelling with the mighty **Porsche 917s** and **Ferrari 512s**.

These are the natural heirs to the **Alfa Romeo** racing heritage embodied in the immortal **8C-2300s** and **Tipo B Monoposto** cars of the 1930s, and when the flat-12-engined T33s won the **1975 World Championship of Makes** they followed in the footsteps of the classical **P2** cars of 1924-25 which had first added the World Championship laurel wreath to Alfa's famous badge.



1972 Alfa Romeo T33/TT/3

1976 Alfa Romeo T33/SC/12 Spyder

The **Rosso Bianco Collection Alfa Romeo Tipo 33** family is to be offered for sale by **Kidston SA** in Geneva - www.kidston.com.



Text - Doug Nye
Photos - Kidston SA

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