


CLASSIC DRIVER



1981 Alfa Romeo Alfasud - 1500 TI QV

1500 TI QV

Lot sold	USD 17 451 - 29 085 EUR 15 000 - 25 000 (listed)	Condition	Used
Year of manufacture	1981	Location	
Chassis number	ZAS901G50050920	Exterior colour	Red
Competition car	Yes	Car type	Coupé
FIA Papers	Yes		
Lot number	136		

Description

FIA approved, Class CT33
Prepared for historic races
Provided with spare parts
Excellent car for historic races

In 1967, the president of Alfa Romeo of that time, Giuseppe Luraghi, called Rudolf Hruska, one of the most important technicians on the international scene, to entrust him with a project: the construction of a new plant in Pomigliano d'Arco (Naples) and at the same time the design of a new car, known to us as Alfa Sud. In 1971, this new car was presented in Turin. The car bore in its name a sign of hope for change and investment in the south. It was a 4-door saloon characterised by advanced mechanical solutions, such as front wheel drive, 4 cylinder boxer engine and disc brakes on all wheels. It was precisely the debut of the Alfa Romeo boxer engine, cantilevered forward on the front axle, which allowed designer Giugiaro to design a very low and elusive front end. The performance was far superior to that of the cars of the same category and it reached 153km/h.

When it came out on the market there was unanimous approval from all the sector magazines, both Italian and foreign. It was particularly appreciated for its large interior spaces, visibility, road holding

and driveability. Unfortunately, this car was also associated with a very complex historical period, such as the very high cost of petrol the 'walking Sundays' and the strikes and trade union protests that made it difficult to produce, but it had a great response and, when the TI (Turismo Internazionale) version arrived in 1973, it won over even the youngest with its 2 doors and sports equipment. This version was not only enriched with new sports interiors with a central fabric band, but also the front headrests, the 3-spoke steering wheel and the carpet on the floor were added. The steering wheel was height adjustable and the attractive instrument panel now also had a rev counter, oil pressure gauge and water thermometer. The new camshaft and the double-body carburettor allowed to have a 68 hp engine powered by a gearbox that became 5-speed. For the first time, in a car of this segment, passive safety was also taken care of, positioning the tank in a protected position under the rear seat, the bodywork became progressively deformed and the steering column pre-classed. In this version, the light groups were also modified and became four circular headlamps, the direction indicators were mounted on the rear bumpers, the rims and tyres were increased. This 1981 model was prepared for historic races to be homologated in the FIA CT33 class. Used in past years to race in events such as the Alfa Revival Cup and the Italian Historic Car Championship, it is an excellent car for all those drivers who wish to compete in historic races. Supplied with 2 Gr.2 polished heads, exhaust terminal, starter motor, oil pan, 2 front crankcases, one engine block and various gaskets.

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