

# Alfa Romeo 33/3

Get the Targa Florio collector's box  
for CA11f and CA11g

Sold separately



## Alfa Romeo 33/3

#2 2st Targa Florio 1971

⌚ A. De Adamich - G. Van Lennep

Scale	CA11g	Release Date March 2015
1:32	↔ 116mm   ↕ 31mm   ↔ 74mm   ↔ 63mm   ↗ 62,4gr	
	Inline   Sidewinder   Inline Boxer   Anglewinder   4WD System	
	Motor mount	○   ● [1]   X   X   X

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/3 21.500 rpm	11/32	14,3x8,2 PT1088C1	15,8x8,2 PT1228C1
	Setup   Nd Magnet   Race Magnet	Suspension	Lights

Digital	Chassis	Cokpit
	X	X
	X	X
Carrera D132	X	X

● Standard  
○ Compatible   X Not Compatible

[1] box stock standard: offset 0,5 mm



# Alfa Romeo 33/3



The Alfa Romeo Tipo 33 Sport Prototype was designed in the mid 1960s to race in the World Sports Car Championship. Eventually it succeeded and won the Manufacturers' Championship in 1975, and again in 1977.

Designed by Carlo Chiti, a famous Italian engineer, the several variants of the car were raced by the Alfa factory and by many privateers as well. After the initial victories in the 2-litres Prototype category, the 'T33/3' version made its debut in 1969 and gained its best results in the 1971 World Championship: the Autodelta 'open' Prototypes won the overall ranking at Brands Hatch, Watkins Glen and the Targa Florio, being even faster than the 5-litres 'Sport' cars.



The 'T33/3' cars featured a monocoque chassis, paneled in aluminium and magnesium, a V8 2998 cc engine, and a 6 or 5 speed gearbox. Top speed reached 330 km/h, at Le Mans with long tail.

In 1971, the most important victory for Alfa Romeo was the Targa Florio race, where two 'T33/3's finished first and second. The race was won by Nino Vaccarella and Toine Hezemans on car no.5, followed by car no.2 driven by Andrea de Adamich and Gijs van Lennep.

This model is part of 'The Targa Florio Winners' collection - special limited edition box available separately.

