

# Alfa Romeo 33/3

**EV06 chassis**  
**New motor mount**  
**Lighter body: 14.0 g**  
**New cockpit and pick-up**



CA11e

↔ 116mm ↑ 31mm ⚡ 74mm ⚡ 63mm 🔥 62,4gr

1:32

	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital SYSTEM
Motor mount											
STANDARD	X	X	O	X	X	●	●	O	O	O	O [1]
OFFSET	X	X	● 0.5mm	X	X						

[1] compatible with OXIGEN O201b in-car controller

- Standard
- Compatible
- X Not compatible



# 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. In 1971 it won three World Championship races: Brands Hatch, Watkins Glen, and Targa Florio.

In the same year the T33/3 cars featured a monocoque chassis, panelled in alluminum and magnesium, a 2998 cc engine, and a 6 or 5 speed sequential gearbox.

Top speed reached 330 km/h, at Le Mans with long tail.

The Brazilian driver Angi Munhoz engaged an Alfa-Romeo 33-3 in competitions run in his country.

The car had sponsors "Motoradio", on background painted in the same yellow as the one of the national flag.

The Brazilian regulations required that cars had motor of national production, so the Motoradio Alfa 33 was fitted with a Ford Maverick engine, V8, 4.9 liters displacement. With this car, Angi Munhoz finished second at Cascavel de Ouro 1973.

