

Tipo 33

PART 2: SECOND TIME AROUND



Though with some success, the Tipo 33 struggled through the 1967 season, unfinished and being a constant work in progress. The major problems with suspension and aerodynamics had to be addressed and in late '67 an early '68, Autodelta had some time to make more permanent improvements.

Tekst: LARS THORSEN, ULRICH ZENSEN og VLADIMIR PAJEVIC

Foto: RAPHAEL BELLY, RM SOTHEBY'S, VLADIMIR PAJEVIC, CLAUDY SCHMITZ, RENZO CARBONARO, AUTODELTAGOLDENYEARS og ALFA ROMEO

The 1967 «periscope» air intake was a solution to cool the engine due to poor airflow over the car. However it was already late in the '67 season when it was realised that the periscopic air intake was actually helping to lift the front of the car. Front nose fins was made to compensate for this on faster tracks, but the over all airflow caused the centre of downforce quite far forward, creating instability at the front rather than useful downforce. The open cockpit also caused excessive drag and side-wind instability.

The «Mugello» body tried to remedy some of these problems with much better aerodynamic capabilities, and though still with an open cockpit, it had the same characteristics as a coupé. As it became clear that the 2-litre cars would continue for at least the 1968 season, the team didn't have to do any costly engine development and could concentrate on improving other aspects of the car.

Mk.2

Improvement was needed and that involved pretty much everyone at Autodelta. It was a true team work. However, the basic design (the sketch) was really chalked out in one informal occasion by Franco Scaglione and that's why sometimes Daytona design is wrongly tied to his name. However, Scaglione was an expert in aerodynamics and it was his intuition to put coolers in backward side position, and he tried to suggest the sinusoid cut of the rear surface to grade down turbulences. But during the work on the 33 Stradale prototypes in 1967, which was built at the Autodelta workshop in Settimo Milanese, the relationship between the two geniuses is said to become rather tense.

This is probably why Carlo Chiti preferred the hired French Matra engineer, Michel Tetu's, ideas on improving aerodynamics on the new car. In hindsight Tetu really did not improve anything on the existing models, but copied a lot of Autodelta's solutions to his later work for Alpine and Matra. Scaglione was deeply offended and pointed that out in his farewell letter to Autodelta in May 1968.

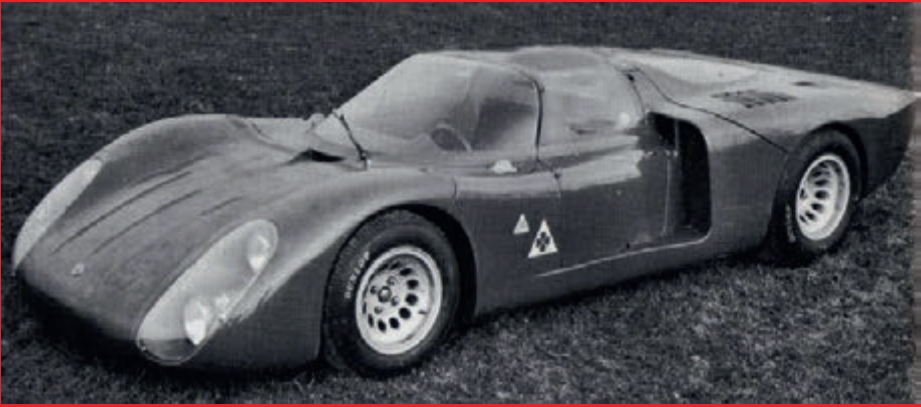


A model of Franco Scaglione's proposal for a «coda lunga» body. Interestingly, the 33 Stradale prototipo actually had less drag (Cw: 0,35) than the Tipo 33/2 «Le Mans» (Cw: 0,37) Michel Tetu designed.



Del 1 sto i forrige Alfanytt. Historien fortsetter i et senere nummer.

A rare sight ... a Tipo 33/2 out on public roads. This is from the 2017 Vernasca Silver Flag Hillclimb, piloted by famous Alfa racing driver Arturo Merzario.



One of the first pictures of the new Tipo 33/2 prototype in the winter of 1967-68. The closed cockpit and larger side air intakes are evident. Also note one-piece bonnet on this early prototype.

Through the winter of '67/'68 Autodelta was working flat out on the new car. It was still designed around the original and largely unchanged H-tube chassis configuration, which retained numerous problems. In order to change the center of gravity, much of the weight was transferred towards the centre of the car. Thus the water and oil radiators moved to each side. The front suspension had also been significantly strengthened.

The so called «Mugello experiments» had led to far better aerodynamics and the new car was a coupé with removable roof section. It was developed as both long (coda lunga) and short tailed versions to fit different type of circuits and there was also an open Spider made later. The changes to the body were also aimed at making access much easier. As there was thoughts on moving the oil coolers to the front, particularly on slower circuits, the removal of the entire front section was impractical. Improved air-cooling to the engine, brakes and cockpit was also part of the body shape brief.

The numerous improvements made the new car to have improved handling and aerodynamics. Its burden was its major weight. In their desire to have fewer breakdowns in racing, Alfa Romeo imposed the major use of «sure» materials that increased weight. Chiti was desperate, but there were no resolution to that problem.

The engine was not changed much and was still turning out 270 bhp at 9600 rpm and the total weight of the car remained at 580 kg. The figures was the same as in '67, but this was a very different car.

FIA

FIA had instituted the Group 6-based championship regulations from 1968 through 1971, a return to prototype racing and thinly disguised Grand Prix cars. Group 4 cars up to 5-litres were also allowed into the International Championship of Makes and the GT Cup was renewed for Group 3 GT's, which were essentially modified GT cars. Group 4 would be renumbered as Group 5 and in 1969 manufactures would be producing very special cars indeed ... the Porsche 917 and the Ferrari 512.

It was announced that Autodelta would be racing the new coupé version in Group 6 races

and said the engine was producing 250 bhp at 9000 rpm, and that a 3-litre car was expected. Drivers for the 1968 season was listed as Galli, Giunti, Zeccoli, Schutz, Vaccarella, Biscaldi and Baghetti.

Daytona

In late January, the entry for Alfas at the forthcoming Daytona 24 Hours had been confirmed. Autodelta entered five «Mk 2» cars, for Schutz/Vaccarella, Andretti/Bianchi, Casoni/Biscaldi/Zeccoli, Galli/Giunti and a T-car for Casoni. The Galli/Giunti car was a non-starter As Giunti crashed the car in testing earlier in January. Galli hit the wall with another car, but this was much less serious.

The new FIA rules meant that the entry for Daytona was odd, with no large capacity sports cars and no 3-litres ready. Vaccarella/Schutz were fastest in the new T33, now referred to as «Series 2» or «33/2»*, and they were also quicker than the Ferrari Dino of Pedro Rodrigues and Charlie Kolb.

Some time into the race it was clear that the fight would be between the 2.2 litre Porsche 907s and the 2-litre Tipo 33/2s, but when the 24 hours had passed, the Porsche 907s had secured 1st, 2nd and 3rd, with a Shelby Mustang in 4th and the Tipo 33/2s in 5th, 6th and 7th in total, but being the three best cars under 2 litres, though this was not a separate class.

Alfa Romeo and Autodelta was pleased with the result, and after this the new model of the Tipo 33 was called «Daytona».



Car No. 20, the first of the Tipo 33/2s at Daytona, and 5th over all. Piloted by Herbert Schultz and Nino Vaccarella.



*33/2

The «33/2» name is often seen used to describe the 1968 Mk.2 version, but it's also used to describe all 2-litre Tipo 33s, as there was a 3-litre 33/3 coming later, but there is no official or distinct definition about the term «33/2» and even Alfa Romeo themselves seems to be somewhat inconsistent in the use of the term.

However, in 1967 there was only «Tipo 33», even though it is also a 2-litre, and the 1968 2,5 litre is also called a 33/2, so I will use 33/2 as a description for the 1968 Mk.2 version in this article.

The Daytona 24 hour race in 1968 where the Tipo 33s was 1, 2, 3 of the 2-litre cars, though this was not a separate class. Still they finished 5, 6 and 7 over all. Below is car No. 23 that came 6th overall and 2nd of the 2-litres, piloted by Mario Andretti and Lucien Bianchi.





No. 23 that came 6th overall and 2nd of the 2-litres in the Daytona 24 hour race in 1968.



Monza, April 25th was the first race with the new «Coda Lunga». This is on test arrival, all clean. Tetu's design looked aerodynamic, but was unstable in high speeds.

Left: The car during testing with front fins and rear flaps. A lot of aerodynamic improvements were needed before the cars were race-ready. Autodelta decided to drop its three entries at this race.

Tragedies

Just a few weeks later ex-Lancia Italian Rally Champion Leo Cella was tragically killed in a crash with a Tipo 33/2 at Balocco. Nanni Galli later described that he thought Cella's accident was possibly due to that he was essentially a rally driver and was not used to the somewhat interesting handling characteristics of the Tipo 33/2, especially the stiffness at the rear and the flexing of the chassis under stress.

At the BOAC 500 at Brands Hatch on April 6/7 1968 the T33/2s finished at 14th and 20th, but the entire race was overshadowed by the news of Jim Clark being killed in a Formula 2 race at Hockenheim. Had he instead accepted the invite to drive at Brands Hatch, history would have been different. A few weeks later Autodelta dropped its three entries at the Monza 1000 km, leaving only two VDS 33/2s in the race, both retired before 14 laps due to engine failures.



No 39 with Zeccoli testing at Le Mans April 7th. The first public view of the new «Coda Lunga» (long tail). This is #750.33.017.



At Brands Hatch on April 7th, while Zeccoli was testing at Le Mans, Galli/Baghetti came in 14th with car No 44. No 42 with Attwood/Vaccarella in 20th. This car, No 43, with Herbert Schutz and Lucien Bianci did not finish.

«... once Vaccarella and Zeccoli got in front, they just disappeared.»

Below is #750.33.015 from the Targa Florio 1968. To the right you see the same car from the Monterey Motorsports Reunion 2017.



2.5-litre

By dropping the 1000 km at Monza Autodelta had time to concentrate on the next race, the famous Targa Florio. Six Tipo 33/2s in short «Daytona» bodies appeared in Sicily on the first weekend of May. Four were Autodelta cars, the other two were VDS cars. The now much talked about 3-litre wasn't a 3-litre after all, but a 2.5-litre and actually just a 2-litre engine with increased stroke from 52.2 mm to 64.4 mm. The added volume made for a healthy 315 bhp. All cars had radiators returned to the front, as had been the plan when designing the new car. They had an opening for air entry in a separate front body panel and the air exiting behind the front wheels.

«... two-three seconds isn't much over a lap of nearly 45 miles.»

The 2.5-litre engine was very similar to the two engines sold to Australian Alec Mildred for his Brabham in the Tasman series, and much had been learned from that. These engines had Spica injection rather than Lucas and according to Marcello Gambi, only two or three cars were built specifically for the 2.5-litre engine, but «quite a few» engines were made.



Targa Florio

Autodelta had been practicing in Sicily for weeks ahead and Vaccarella, piloting the 2.5-litre car, was just two seconds behind Elford and Siffert with their Porsche 907. Giunti also got everyone excited when posting a time just shy of Vaccarella's. The Porsches seemed to hold the road better when pushed on the rougher roads, but two-three seconds isn't much over a lap of nearly 45 miles. The race was on.

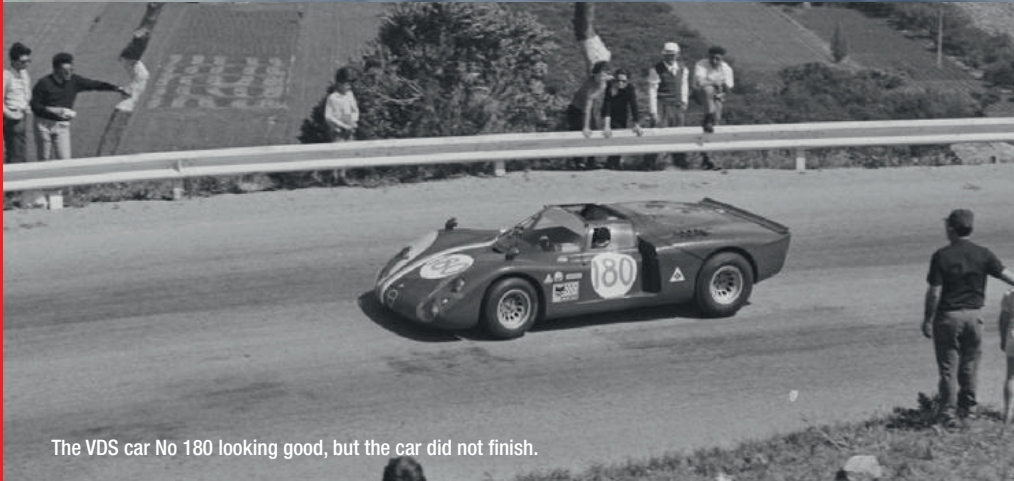
After an exiting race it was clear that Elford won, Galli/Giunt were 2nd and won the 2-litre class with Casoni/Bianch 3rd, Pilette/Slotemaker 5th and Baghetti/Biscaldi 6th. Schutz went off just after replacing Vaccarella and Gosselini/ Trosch had retired their VDS car. It was a superb showing for the Tipo 33/2.



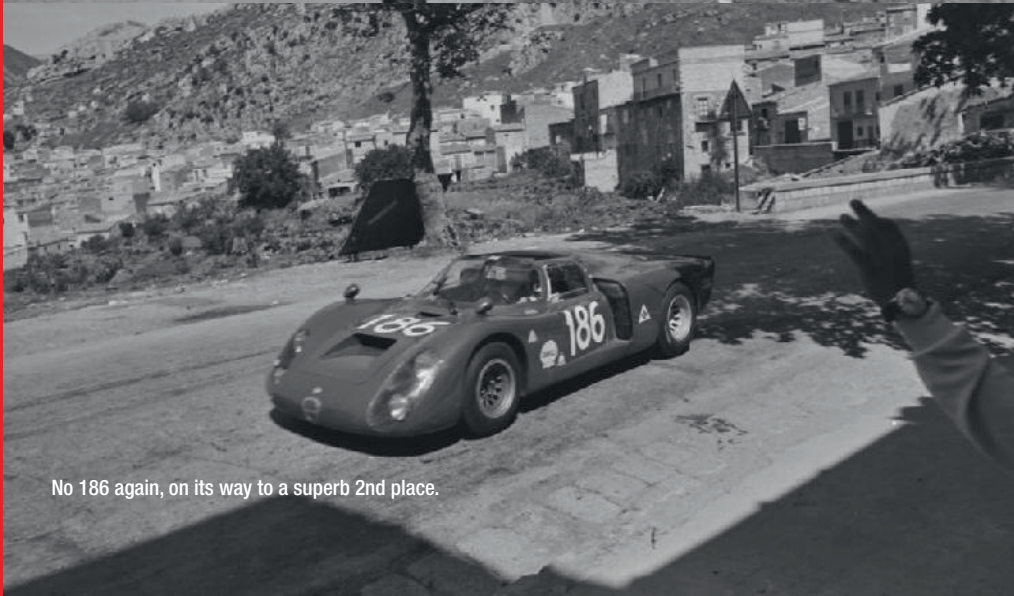
The start field at the 1968 Targa Florio. The two VDS cars in front.



No 186 with Giunti/Galli racing through a Sicilian village.



The VDS car No 180 looking good, but the car did not finish.



No 186 again, on its way to a superb 2nd place.

1968 Tipo 33/2 (total, not class) race results

DNS = Did not start, DNF = Did not finish, DNQ = Did not qualify, DNA = Did not attend

No	Drivers	Team/Notes	Result
24 h Daytona, 4. February			
No 20	Schütz / Vacarella	Autodelta (#750.33.017)	5th
No 21	Galli / Giunti	Autodelta (accident in practice)	DNS
No 22	Casoni/Biscaldi/Zeccoli	Autodelta (#750.33.014)	7th
No 22T	Mario Casoni	Autodelta T-car	
No 23	Andretti / Bianchi	Autodelta (#750.33.015)	6th
Le Mans testing, 7. April			
No 38	Gosselini / Trosch	Racing Team VDS	8th
No 39	Zeccoli	Autodelta (#750.33.017)	6th
6 h Brands Hatch, 7. April			
No 42	Attwood / Vacarella	Autodelta	20th
No 43	Bianchi / Schütz	Autodelta	DNF
No 44	Galli / Baghetti	Autodelta	14th
1000 km Monza, 25. April			
No 23	Schütz / Baghetti	Autodelta	DNA
No 24	Galli / Casoni	Autodelta	DNA
No 25	Andretti / Bianchi	Autodelta	DNA
No 26	Gosselini / Trosch	Racing Team VDS (#750.33.007)	DNF
No 27	Pilette / Biscaldi	Racing Team VDS	DNF
Targa Florio, 5. May			
No 178	Pilette / Slotemaker	Racing Team VDS	5th
No 180	Gosselini / Trosch	Racing Team VDS	DNF
No 182	Baghetti / Biscaldi	Autodelta	6th
No 186	Giunti / Galli	Autodelta (#750.33.017)	2nd
No 192	Bianchi / Casoni	Autodelta (#750.33.014)	3rd
No 220	Vaccarella / Schütz	Autodelta (#750.33.015:2.5)	DNF
1000 km Nürburgring, 19. May			
No 5	Schütz / Bianchi	AR Deutschland (#750.33.015:2.5)	7th
No 6	Mario Casoni	AR Deutschland (withdrawn)	DNS
No 15	Schultze / Vaccarella	AR Deutschland (#750.33.026)	10th
No 16	Galli / Giunti	AR Deutschland (#750.33.017)	5th
No 18	Gosselini / Trosch	Racing Team VDS	13th
No 19	Pilette / Slotemaker	Racing Team VDS	29th
USRRC Bridgehampton, 19. May			
No 33	Horst Kwech	Horst Kwech Racing team	DNF
1000 km Spa, 26. May			
No 15	Bianchi/Schütz	Autodelta (P3.0)	DNA
No 16	Gosselini/Trosch	Racing Team VDS	16th
No 17	Pilette/Slotemaker	Racing Team VDS	12th
GP Republica Valtellunga, 2. June			
No ?	Nanni Galli	Autodelta	1st!
Internationales Mainz-Finthen [SRP2.0], 23. June			
No ?	Herbert Schultze	Autodelta (#750.33.026)	2nd
200 mile Norisring, 30. June			
No 22	–	AR Deutschland	DNA
No 49	Teddy Pilette	Racing Team VDS (2.5-litre)	5th
No 50	Serge Trosch	Racing Team VDS	DNQ

No	Drivers	Team/Notes	Result
Coupes Benelux, 7. July			
No ?	Rob Slotemaker	Racing Team VDS	2nd
No ?	Teddy Pilette	Racing Team VDS	1st
North Sea Trophy, 14. July			
No 1	Teddy Pilette	Racing Team VDS	1st
No 2	Gustave Gosselini	Racing Team VDS	2nd
6 h Watkins Glen, 14. July			
No 33	Kwech / Martino	Ausca Racing Inc.	DNF
Solituderennen Hockenheim [SP], 21. June			
No 12	KHerbert Schultze	AR Deutschland (#750.33.026)	DNF
GP Mugello, 28. July			
No 1	Pilette / Zeccoli	Racing Team VDS	DNF
No 3	Bianchi/Vaccarella/Galli	Autodelta	1st
No 7	Giunti / Galli	Autodelta	DNF
No 15	Biscaldi / Facetti	Autodelta	DNF
No 20	Slotemaker / Trosch	Racing Team VDS	5th
No 22	Casoni / Dini	Autodelta	DNF
GP Sverige, 11. August			
No 12	Teddy Pilette	Racing Team VDS (2,5 litre)	4th
No 14	Rob Slotemaker	Racing Team VDS	6th
Wunstorf [SP2.0], 18. August			
No 3	Herbert Schultze	AR Deutschland (#750.33.026)	1st
No ?	Rob Slotemaker	Racing Team VDS	12th
No ?	Teddy Pilette	Racing Team VDS	6th
500 km Zeltweg, 18. August			
No 6	Teddy Pilette	Racing Team VDS (#750.33.015:2.5)	4th
No 8	Serge Trosch	Racing Team VDS (#750.33.014)	12th
Mainz-Finthen, 25. August			
No 6	Herbert Schultze	AR Deutschland (#750.33.026)	1st
500 km Imola, 15. September			
No 1	Giunti / Galli	Autodelta (#750.33.017)	2nd
No 2	Casoni / Dini	Autodelta	3rd
No 3	Vaccarella / Zeccoli	Autodelta (#750.33.029)	1st
24 h Le Mans, 29. September			
No 37	Pilette / Slotemaker	VDS «blue» (#750.33.020)	DNF
No 38	Facetti / Dini	Autodelta «yellow» (#750.33.018)	5th
No 39	Giunti / Galli	Autodelta «green» (#750.33.017)	4th
No 40	Casoni / Biscaldi	Autodelta «blue» (#750.33.026)	6th
No 41	Vaccarella / Baghetti	Autodelta «white» (#750.33.022)	DNF
No 51	Teodoro Zeccoli		DNA
No 65	Trosch / Von Wendt	Racing Team VDS (#750.33.016)	DNF
Hohn [SP+1.3], 13. October			
No 505	Herbert Schultze	AR Deutschland (#750.33.026)	1st
9 h Kyalami, 9. November			
No 8	Pilette / Slotemaker	Racing Team VDS	23rd
No 9	Trosch / Von Wendt	Racing Team VDS	Raced



Mugello

Autodelta had entered a car in the 3-litre class for Spa, presumably the 2.5-litre, but it didn't appear. Tipo 33/2s was entered in several smaller races and hillclimbs, but it was mostly VDS that entered the Alfas. Then in the end of July came a splendid victory for Autodelta ... the first. Though it was a non-championship race, the Gran Premio del Mugello was a very important win for the team.

Autodelta entered four cars and there was also two VDS cars. The Porsche 910s of Elford/van Lennep and Siffert/Steinemann was the top competitor. After an exciting race Galli/Vaccarella/Bianchi won with Siffert's Porsche second. The other Autodelta cars didn't finish, but the VDS car with Slotemaker/Trosch finished 5th.

The figures was the same as in '67, but this was a very different car.



The two triangles of Alfa Romeo racing; Carlo Chiti's Autodelta and Ugo Sivocci's Quadrifoglio Verde.

Left and below: The famous Alfa Romeo racing driver Arturo Merzario from the 2017 Vernasca Silver Flag Hillclimb with the beautiful Tipo 33/2 «Daytona» #750.33.012 from Museo Storico Alfa Romeo.

Nürburgring

Two weeks after the success in Sicily, six cars were again ready for the 1000 km Nürburgring. Again there were four Autodelta cars, but entered through Alfa Romeo Deutschland, and two VDS cars. The 2.5-litre car was in the 3-litre class as in the Targa Florio, but now it was two of them. However in the very last moment one of them was scratched and Vaccarella/Schultze moved to a 2-litre car. Udo Schutz managed 4th fastest time in practice behind a Porsche 907, a Porsche 908 and a Ford GT40.

The Autodelta pits was somewhat chaotic when several cars pitted simultaneously a couple of times, but Giunt/Galli drove brilliantly and finished 5th over all and won the 2-litre class with Vaccarella/Schultze in 10th (3rd in class). Schutz/Bianchi came 7th and the VDS cars were 13th and 29th.

No. 15 with Schultze and Vaccarella airborne at the 1000 km Nürburgring.



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Imola

The VDS cars appeared again in Kanonloppet for the Swedish GP where Pilette was a strong 4th in the 2.5-litre car, with Slotemaker 6th in a 2-litre. Pilette had another good race a few weeks later at Zeltweg and finished 4th Trosch managing 12th overall and 4th in the 2-litre class.

It was perhaps surprising that a full works of Autodelta entry appeared for the non-championship race at Imola in mid-September, only two weeks before the rescheduled Le Mans 24 hours. Three Tipo 33/2s for Giunti/Galli, Casoni/Dini and Vaccarella/Zeccoli. Galli and Giunt were very fast during practice, two seconds quicker tha Casoni/Dini and six seconds ahead of the Porsche 910 of Nicodem/Facetti and Elford.

In the race Galli set a new lap record, but once Vaccarella/Zeccoli got in front, they just disappeared and the Tipo 33/2s were 1st, 2nd and 3rd before both Porsches retired, but they could not come near the Alfas anyway. The Tipo 33/2 was now clearly a very competitive car. On the same day Pilette was at Hockenheim for the Martini Gold Cup and took the 2.5-litre car to a strong 4th behind much bigger machinery.

Le Mans

The 24 hours Le Mans race took place in September, fully five months after the test weekend in April, so what had happened then was of little relevance. Autodelta brought four cars, all 2-litres. VDS brought another two cars. All six cars had the long «coda lunga» tails with both horisontal and vertical fins.

«... once Vaccarella and Zeccoli got in front, they just disappeared.»

Casoni was quickest in the start, but at the slow corner at the end of the Mulsanne Straigt four Porsche 908s were in front of him. Galli held on to the Porsches on the first few laps, leaving the 3-litre Alpine and all the GT40s behind them. Trosch's VDS car blew the engine after just seven laps, and already the GT40s were starting to catching up Porsches. After about four hours the Porsches were having problems, but Galli/Giunti had settled on a nice 8th, leading the 2-litres. At eight hours the Autodelta cars were 5th, 6th, 7th and 8th overall, sounding wonderful.

Not much later the Pilette/Slotemaker car, carrying additional headlamps, retired with a broken half shaft and Vaccarella/Baghetti retired just after 2am with a faulty fuel pump. At the end, however, Rodriguez/Bianchi won in a GT40 with a Porsche 907 and a 908 next ...but then came Giunti/Galli, Facetti/Dini and Casoni/Biscaldi at 4th, 5th and 6th and winning the three first places in the 2-litre class.



The 1968 24 hours Le Mans starts.



#750.33.017 is one of a very few «Coda Lunga's» still in existence.



The Tipo 33/2 «Daytona» # 750.33.029 is currently fairly easy to recognize with its flat rear view mirror on top of the windscreen. The car is in excellent shape and is being driven in historic races. A fitting fate for a marvellous racing car closing in on its fiftieth anniversary.





VELKOMMEN TIL ÅRSMØTE!

Klubben vil herved invitere deg til sitt årsmøte, som også i år finner sted i Sandvika.

Onsdag 21. mars
Autovia
Jongsåsveien 4
1338 Sandvika

Årsmøtet begynner kl 18.30, men møt gjerne opp kl 18.00 for sosial mingling i forkant. Det blir enkel bevertning, dvs. kaffe, te og mineralvann.

De som ønsker å spise under møtet, kan bestille mat hos Domino's Pizza, som ligger få meter unna.

Dette er din mulighet til å påvirke klubben og hvordan den drives. Sakslisten vil bli publisert på Cuoresportivo og Facebook i god tid før møtet.

Vi ses!



Carlo Chiti

Carlo Chiti, (19. December 1924 – 7. July 1994) was born in Pistoia, Tuscany and graduated with a degree in aeronautical engineering from the University of Pisa in Italy in 1953.

He joined Alfa Romeo in 1952 as a trained engineer and was soon put to work in «Servizio Esperienze Speciali», which essentially was the racing department, where he designed the Alfa Romeo 3000 CM sports car.

However, the SES-department closed down in 1953 and Chiti, together with another well known engineer, Giotto Bizzarini, moved to Ferrari. At Ferrari Chiti was involved with the design of the Ferrari 156 Sharknose cars, which won the 1961 championship, but in 1962 he was then sacked from SEFAC Ferrari, along with several others.

He then started ATS in conjunction with four others, but by 1963 ATS had difficulties and Chiti left and paired up with Lodovico Chizzola and his brother Gianni to continue Chizzolas firm Autosport. They temporarily used the name Delta-Auto but changed it to Autodelta and registered march 1963. Autodelta was acquired by Alfa Romeo on November 30, 1964.

From that on Autodelta became Alfa Romeo's racing departement and was working on the TZ, TZ2 and GTA when Chiti started the task of turning the 105.33 prototype into a real racing car in early 1966. He designed a 2-litre V8, a 3-litre V8 and a flat 12 for the Tipo 33 racing project. The Tipo 33s were eventually successful, winning the world championship for makes in 1975.

At this time, Chiti became involved in Formula One again, through the Brabham team. There was some success and Brabham designer Gordon Murray persuaded Chiti to produce a V12 engine. However, Brabham switched to Ford for the next season, prompting Chiti to seek permission from Alfa Romeo to start developing a Formula One car on their behalf.

The Alfa Formula One project started with some promise but was never truly successful. The team's best season was 1983, when Chiti designed a turbocharged 890T V8 engine, and Alfa Romeo achieved 6th place in the constructors' championship, largely thanks to two second-place finishes for Andrea de Cesaris.

In 1984 Chiti left Alfa Romeo to set up another company, Motori Moderni which concentrated on producing engines for Formula One. Initially the company produced a V6 turbo design, used briefly by the small Italian Minardi team.

When the banning of turbos from Formula One was announced, Chiti designed a new 3.5 litre atmospheric flat-12 engine. This was eventually taken up by Subaru, who badged it for use in their brief and completely unsuccessful entry into Formula One with the tiny Coloni team in the 1990 Formula One season.

Carlo Chiti died in 1994 in Milan.

In 1999, Koenigsegg bought blueprints, machining tools and the patent for an unused 4 litre Chiti designed Formula One flat-12 engine.

You can read a lot more on genius and charismatic Carlo Chiti at autodeltagoldenyears.com

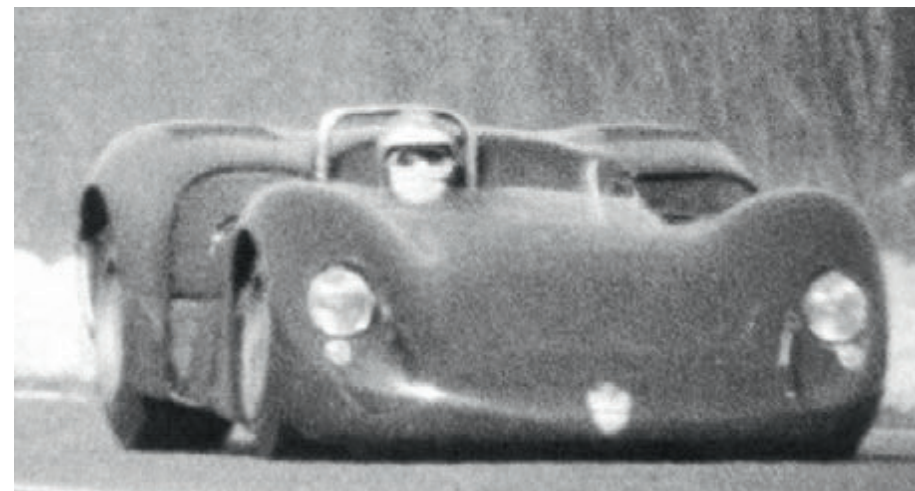


Above and below: The beautiful Tipo 33/2 from Museo Storico, #750.33.012.



3-litre

The 2-litre cars were now very competitive, while the testing of a new 3-litre car was problematic. It had an all new chassis and the engine was just too heavy at 170 kg, compared to the 140 kg Cosworth 3-litre. More work was needed.



Late 1968 a new engine sound could be heard at Balocco, and this car was the reason; the Tipo 33/3 prototype.

Thank you!

A special thanks the band of experts behind AutodeltaGoldenYears.com. To *Ulrich Zensen* for his chronological work, to *Claudy Schmitz* for his dedication to the image archive, to *Renzo Carbonaro* for stories and photos from around Europe, to *Robert Little* for insights and granting us access to their vast knowledge and archive, and finally to *Vladimir Pajevic*

for tirelessly answering all my ignorant questions about the Tipo 33. Without their kindness, effort, persistence and eye for details, the complete range of Autodelta racing cars would be somewhat forgotten and this article would not exist. There is a lot more to read on their website: www.autodeltagoldenyears.com



Notes about chassis and numbers (VINs)

The Corsa chassis were produced at Palermo's Aeronautica Sicula factory with good experience in aluminum constructions. They were made in riveted Peraluman 23 and Elektron substructures, were un-numbered and delivered directly to Autodelta at Settimo Milanese.

The Stradale chassis, were produced at Autodelta at Settimo Milanese and was composed of welded steel and aluminum structures. The wheelbase of the Stradale was 10 cm longer, to allow more space in the cockpit. A few of the Stradale chassis, however, were also made of Peraluman for racing purposes, but with the longer (235 cm) Stradale-wheelbase. These cars are often referred to as "Stradale Corsa".

Though the Tipo 33 project was introduced from Alfa Romeo and SES with internal production code 105.33.xx, the chassis/serial numbers or «VINs» (Vehicle Identification Number) was renumbered to 750.33.0xx for the racing (Corsa), magnesium frame version when it arrived at Autodelta.

The Stradales was numbered as 750.33.1xx, apart from the two prototypes (the only two with four headlights) that kept their 105.33.xx number (the original showcar: 105.33.01, and the Museo Storico car: 105.33.12).

The actual chassis stamp, however, looked like «xxxxx*xxx» (see image).

The Tipo 33 radically changed over the years and there were several serial ranges during its development:

750.33.001 – 750.33.034:

Tipo 33, 33/2

750.33.101 – 750.33.118:

33 Stradale

750.80.001 – 750.80.023:

Tipo 33/3

115.72.001 – 115.72.012:

Tipo 33/TT/3

115.12.001 – 115.12.016:

Tipo 33/TT/12 and 33/SC/12





750.33.014 «Spider»



750.33.015 «Daytona»



750.33.017 «Coda Lunga»



750.33.026 «Daytona»



750.33.029 «Daytona»



750.33.031 «Daytona»

1968 Tipo 33/2 chassis

Of the 28 VINs available for the 33/2 , probably only about 20 were used. 14 of them still exists (marked with *). Note that VINs weren't always stamped in the chassis, but put on plates. This meant that chassis could be reused and VINs change, and they probably were. This list is not to be taken as absolute truth as a lot of the cars' history is still unknown.

750.33.007*

VDS No 26 from Monza 1968
Last known owner P. Osborn, GB.

750.33.008*

Ex Gambi. Last known owner M. Bugnon, F.

750.33.009

Unknown car.

750.33.010/011

Unknown/probably unused VINs.

750.33.012*

VDS Le Mans 1968
Currently at Museo Storico Alfa Romeo, Italy

750.33.013

Unknown/probably unused VIN.

750.33.014* Spider

Originally built as «Daytona» coupé, but converted to «Spider» between 1968-70 by Autodelta. VDS (1968) > Aldo Bardelli (1969-1978) > Giulio Dubbini > Kaus/Rosso Bianco Museum (-2005) > Louwman Museum NL > now again in Italy 2010-).

750.33.015*

Raced by Autodelta, AR Deutschland and VDS in 1968. Sold to António Peixinho, Angola in 1970 and raced there. Also owned by Fernando Coelho (1973) and Franco Meiners, I (2005). Abandoned for many years before restored by Marcello Gambi. Currently with white bonnet and usually bearing its classic «220» moniker. This car is one of a very few made with the 2,5 litre engine (2.5 liter engine N° 001), and the only one still in existence.

750.33.016* Coda Lunga

VDS 1968 Le Mans No 65, retired. Presumably rebuilt by Giordanengo. Owned by Peter Kaus/ Rosso Bianco Museum. Engine N° 022

750.33.017* Coda Lungo

Raced by Autodelta and sometimes AR Deutschland. 1968 Le Mans «green car» No 39. Owned by Gregg Whitten (2005)

750.33.018

Probably the 1968 Le Mans «yellow car» No 38. Current location unknown.

750.33.019*

«Daytona» sometimes presented as long tail. Owned by Otto Zipper (1969) and Marc Devis, B (2005). Probably the car raced by Scooter Patrick in 1969.

750.33.020*

1968 Le Mans VDS «blue car» No 37, retired. Owned by Gregor Fiskén.

750.33.021*

Owned by Kwech, now in Belgium.

750.33.022* Spider

1968 Le Mans «white car» No 41, DNF. Campaigned by Scuderia Madunina (1969). Rebuilt as Spider by Autodelta in 1969. Owned by Joe Moch, USA (2005).

750.33.023

Unknown/probably unused VIN.

750.33.024

Autodelta Targa Florio 1969, non-starter. Probably lost.

750.33.025

Unknown car. Unknown location.

750.33.026*

Probably the Autodelta Le Mans «blue car». Also raced for AR Deutschland. Owned by Gregor Fiskén. Currently assumed to be in an unknown private collection in Japan.

750.33.027/028

Unknown/probably unused VIN.

750.33.029*

Raced by Autodelta (1968), won the 1968 Imola 500 KM. Also raced by Scuderia Trestina/Antonio Zadra(1969) and Klaus Reich/Hubert Ascher (1970-1971), (bought 1969). Later owned by Paul Grist, GB (-2005).

750.33.030

Unknown/probably unused VIN.

750.33.031*

Owned by Peter Kaus/Rosso Bianco Museum. This is probably the 33/2 at the at Louwman Museum, NL.

750.33.032

Unknown/probably unused VIN.

750.33.033/034

Planned entry for Le Mans, but didn't happen. Maybe not even built.



An Italian in Germany

This Tipo 33/2 was raced by Alfa Romeo Deutschland concessionaires team. Chassis #750.33.026's first competitive outing was on 19 May, at the 1968 Nürburgring 1000 KM. The car was driven by Herbert Schultze and Nino Vaccarella, and it claimed an impressive 3rd in class and 10th overall finish. It went on to compete for the remainder of the 1968 season, with Herbert Schultze driving, at mostly European hill climb championship events.

On 17 April 1969, the car was first road-registered as F-RW 35 in Frankfurt. As noted by the original *Fahrzeugbrief*, which accompanied the car, it was equipped with engine 0035, which it still retains today. Throughout the 1969 season, Michel Weber competed with the car at 11 competitive events. Highlights of these events include wins at the Fassberg Hill Climb in May and the Gaisberg Hill Climb in September. Weber also competed at the famous Trento-Bondone, where he finished 3rd, and at the Mont Ventoux event in September, where he finished 8th in class. In 1970, Weber again competed with the car for Alfa Romeo Deutschland.

The car was then sold to racing driver Heinz Isert in 1971. On 21 July 1971, the ONS Wagen-Pass for motor racing in Germany was delivered, and it is still presented with the car to this day.



#750.33.026 for sale in 2014.

As documented in the Wagen-Pass, Isert had a roll bar fitted in 1973. He finally sold the Alfa to Florian Gerbl in 1984, and after trading hands several times thereafter, a full restoration, which included returning the body to the original short-tail Daytona specification, was undertaken.

In 1998, Gregor Fiskén bought chassis 026 and continued to compete in the car, including at the Targa Florio event in 2000. Its FIA papers appear to have been delivered on 19 December that year. Three years later, the car was sold to Kazumichi Goh, the founder of the Team Goh International motorsport team, which won the 1996 All-Japan Grand Touring Car Championship, and who famously went on to win Le Mans in 2004 with Audi. In August 2005, the FIA HTP papers were delivered. In 2008, the car was acquired by Mr Muroto in Japan, who retained the Alfa for several years before selling it to the present owner in 2010.

It is currently road-registered and includes valid HTP-FIA papers, making it not only eligible for the Le Mans Classic but also the Tour Auto and Modena Cento Ore. With its gorgeous, high-revving two-litre V-8, this Alfa Romeo sounds great running down the straights at any historic motor sport event.

The car was sold from RM Auctions in 2014.





#750.33.014: BACK TO THE FUTURE

**-From the book “Una
strada, Una Corsa, un
Ingegnere”, Valerio
Fagioli e Luigi Pulcini.**

Usually builders of racing cars organize directly or through an “owner’s fancub” a Historic Register, where you can find the full story of every car produced in their factory. So it was not for Chiti’s Autodelta.

When the prestigious Tipo 33/2, designed and developed by Ing. Chiti and leaded in the races by Aldo Bardelli, a racing driver from Pistoia, in the 60’s and 70’s, came back to Pistoia after almost thirty years, we felt the urge to retrace its story as far as possible. The Alfa Romeo Tipo 33, #750.33.014, had its debut at the 1968 edition of 24 hours of Daytona, driven by Casoni/Riscaldi, at the end of the race they got the 7th place. The same car, with the big Team Alfa Romeo, was at Targa Florio in 1968, where the main antagonist was the Team Porsche with many 907/2200 8 cyl.

Alfa Romeo took part in that race with three T33/2 with the following racers: Baghetti-Biscardi, Galli-Giunti, Casoni- Bianchi (with #014) and one T33 2,5 liters with Vaccarella-Schutz.

At the end the Porsche was the winner in a very exciting and hard fought race with the crew Eford-Maglioli; Giunti-Galli arrive at the second place with one Tipo 33 (less than three minutes later) and Casoni-Bianchi at the third place with the Tipo 33/2 (#014)

The same car was back on a race on the 25th of August 1968 at the Zeltweg G.P. (Austria), where Autodelta entrusted the car to the VDS Team owned by the Belgian Count Rudi Van Der Straeten; the pilot was Herr Trosch. We

find again “our” T33 one year later at Targa Florio driven by Casoni-Spartaco Dini (from Florence).

The car was severely damaged during the practice, but Casoni found a drive with the Scuderia Tridentina that was racing with a Tipo 33 too. A formal document in Aldo Bardelli’s personal library, records that the change of ownership of the “Autovettura AlfaRomeo 33 Tipo Sport Daytona telaio 750.33.014 usata, nello stato di fatto in cui si trova come vista e accettata completa di: batteria, cimdura, ruota di scorta, alleggerita», meaning «used car, as it is seen and accepted complete of: battery, belt, spare wheel, lightened» on the 17th of June 1969. And so this car begins a season running on hillclimb races and circuits in Italy and allover the world until 1971.

During 1970 the car undergoes a particular change by Autodelta workshop. On 1969, before delivery to Bardelli, the original 33 Tipo Daytona had been lightened by removal of the roof and the side panels. On 1970 it underwent another slimming cure and became a “spider” to allow Bardelli to be more performing in the Prototypes of the 70’s. Only three T33/2 received this treatment directly from Autodelta.

After three seasons, with many kilometers on his shoulders up and down along Italian roads, Aldo Bardelli ended his racing activity and sold the car to Giulio Dubbini from Padua. Some time after, the #014 car left Italy and arrived in the Peter Kaus collection of sport cars. In 1987 Kaus with Hans Holger and Frenzel GmbH organized the “Rosso Bianco Museum” in an abandoned factory, with “our” T33/2 in the collection for many years.

On the 15th of may 2010 this particular T33/2 #750.33.014, designed and developed by Ing. Chiti who was born in Pistoia, and leaded in the races by Aldo Bardelli, a racing driver from Pistoia, came back to Pistoia, with a ceremony at Villa di Groppoli (PT).

