

*Shapely rear view of the car as Teodoro Zeccoli drives the car for the press.*

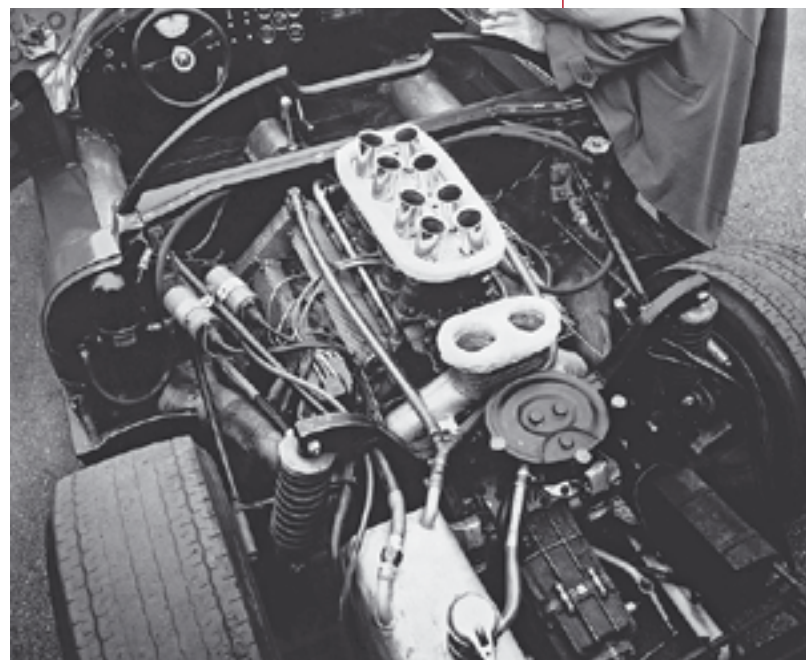
*The press gets the first view of the 2-litre engine in place in the T33.*

attempt and the car that gave Zeccoli a scary ride that snowy day at Monza was the start of a long trail that wasn't to finish until ten years later.

By early 1967 sporadic reports and observations of Alfa's daring new project were being announced by the world's motor sporting press, with sneak pictures by Franco Varisco appearing in the UK's *Autosport* magazine in February. Eventually the press was invited to Balocco on March 6th and the wraps were finally off the Alfa Romeo Tipo 105.33 sports prototype.

For some time the car was known and referred to purely as the Tipo 33, or Type 33. Some have retrospectively given the 1967 cars the title T33/2, but, throughout that year the only engines available to Chiti and Autodelta for the car were of 2-litre capacity so there was no need to identify the car in this way. The situation was to change as 1967 gave way to 1968 but for this first year of the car's evolution we shall use the simple term T33.

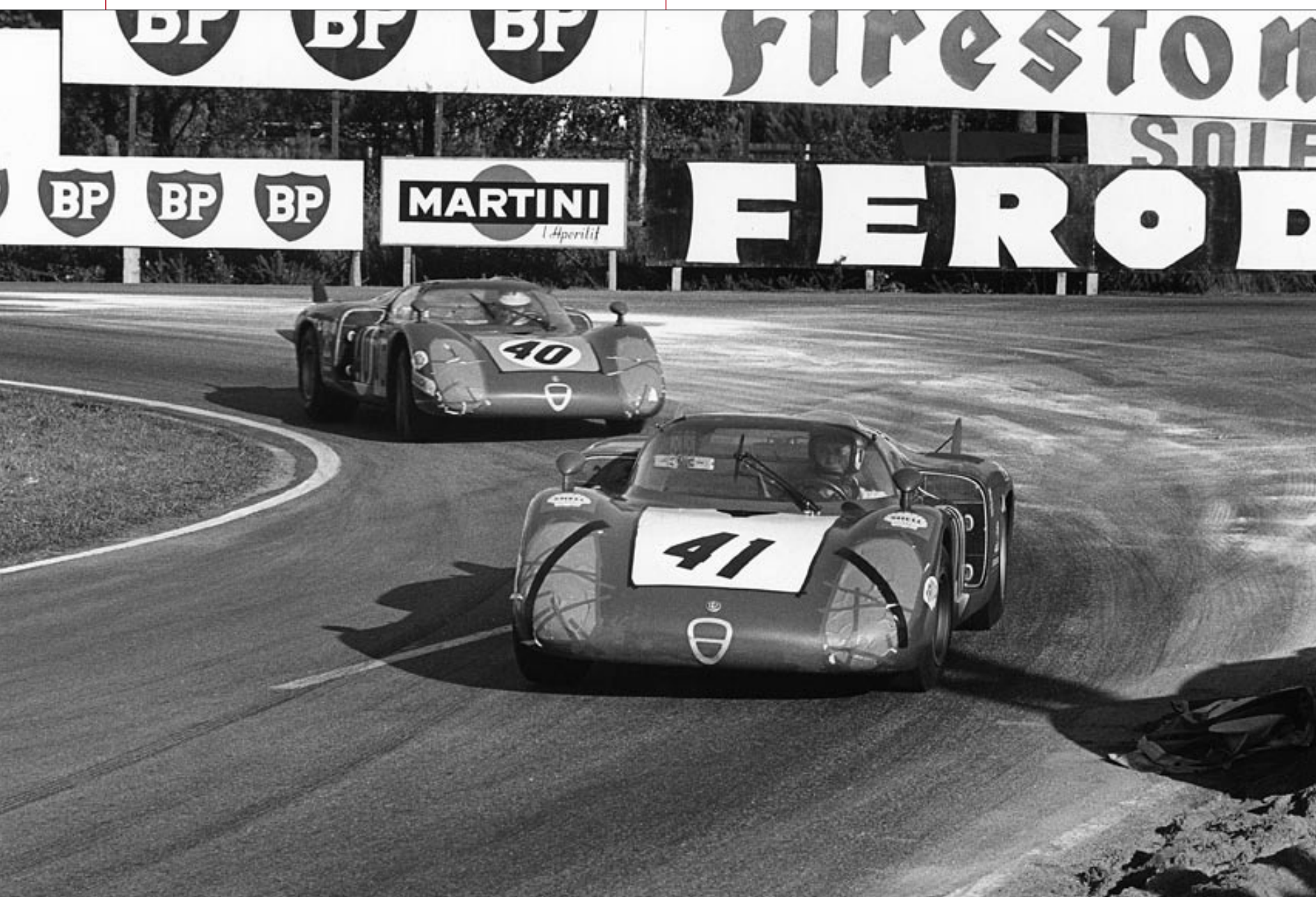
*Autosport* magazine's March 10th 1967 issue contained a report of the press debut of the new car. As always, Teodoro Zeccoli was in attendance undertaking driving duties. Three complete cars were available for inspection. Alfa Romeo GB



*Casoni leads Facetti on Sunday morning at Le Mans.*



*Vaccarella and Biscaldi ran in close formation for several hours and were 5th and 6th.*





*Vaccarella has many fans on the Targa Florio.*

*Vaccarella passes through the pit area.*

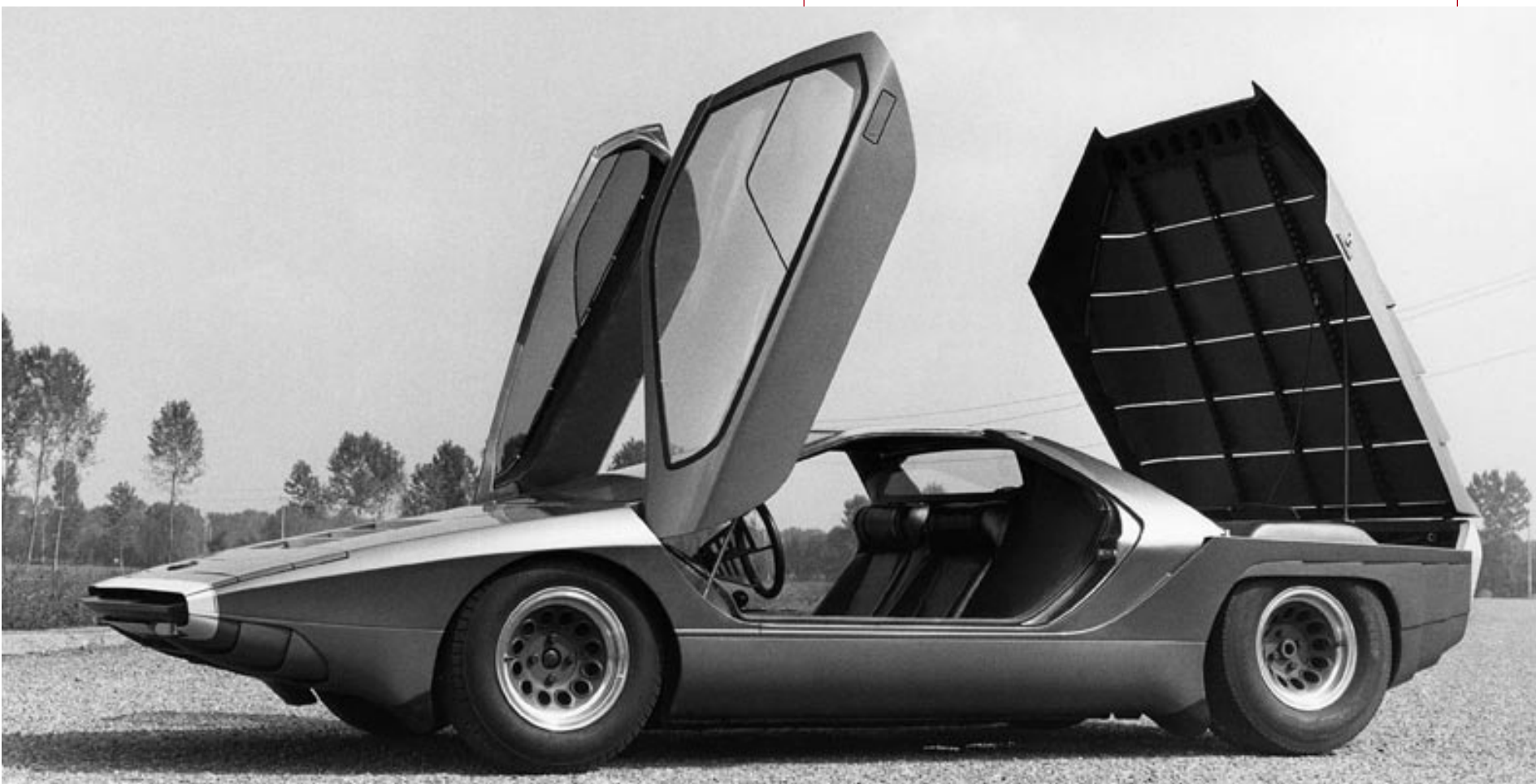
Nobody would have expected two Autodelta T33/3s to put up much of a fight against CanAm 5-litre Porsches and 8-litre Chevy-powered cars, but Stommelen and Hezemans, the former in the previous weekend's De Adamich/Pescarolo car and the latter in the team spare, put on a good display at the Belgian Zolder circuit the next weekend in an Interserie round. The Alfas





*Bertone was very proud of the clean lines of the Carabo.*

*The Carabo used the same approach to doors as did the Stradale.*





*The T33/2 in 'Daytona' format, with the removable roof off in this photo.*



*Visibility is a feature of all the Tipo 33s, especially important on the road circuits.*



*The business end of the 2-litre T33/2.*