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# 1972 ALFA TIPO 33/TT/3

## 1972 Alfa Romeo Tipo 33 TT 3

During the 1971 FIA World Sports Car Championship season, Alfa Romeo and Autodelta began competing with its new and updated Tipo 33 TT 3. Taking design and engineering cues from their competition at Ferrari and Porsche, Alfa Romeo's latest race car earned its name courtesy of its tubular chassis (Telaio Tubolare in Italian). An all-new steel spaceframe chassis replaced the out-dated sheet-aluminium monocoque of the previous Tipo 33/3.

The engine fitted in the Tipo 33 TT 3 was an updated and enhanced version of that previously seen in the Tipo 33/3, now boasting an impressive 440 bhp at 9,800 rpm. Thanks to its redesigned cylinder heads, this high-revving quad-cam, 36-valve V8 engine was producing the same power as Ferrari's much heavier 12-cylinder unit!

Developments over the outgoing Tipo 33/3 were not limited to the engine and chassis construction. There was also a new five-speed gearbox, the wheelbase was increased, and new safety fuel tanks were fitted, whilst the new bodywork did bear similarities to the previous iteration. Initially, the car weighed a mere 600 kg, but to meet regulations, the weight was increased to 650 kg.

### **Works Race History**

09.01.1972 - Buenos Aires 1000 Kilometres – race no. 4 – DNF (engine issues) - de Adamich / Galli  
06.02.1972 - Daytona 6 Hours – race no. 3 – Did not start (accident in practice) - de Adamich / Galli  
25.03.1972 - Sebring 12 Hours – race no. 34 – DNF (puncture) - de Adamich / Galli  
16.04.1972 - Brands Hatch 1000 Kilometres – race no. 6 – **4th** - Elford / de Adamich  
21.05.1972 – Targa Florio – race no. 4 – **3rd** - de Adamich / Hezemans  
28.05.1972 - Nürburgring 1000 Kilometres – race no. 6 – **3rd** - Marko / de Adamich

### **Privateer Race History**

16.05.1976 - AMOC Brands Hatch - 2nd OA - Martin Morris  
15.05.1977 - AMOC Brands Hatch - Martin Morris  
08.07.2012 - Le Mans Classic - Peter Read / Brian Redman / Pete Racely  
12.03.2015 - Classic Endurance Racing Dix Mille Tours - Peter Read  
12.07.2015 - Classic Endurance Racing Monza  
22.10.2017 - Classic Endurance Racing Dix Mille Tours - Derek Bell / Sam Hancock  
06.07.2018 - Le Mans Classic - previous owner / Sam Hancock

The car offered here, chassis AR 11572 010, was an Autodelta car — the official Alfa Romeo Works team — and used during the 1972 and 1973 World Sports Car Championships. This car has been confirmed by Stefano d'Amico, president of the Alfa Romeo Registro Storico, to be the car assigned to Andrea De Adamich for the 1972 season. Born in Trieste, Italy, De Adamich was a successful racing driver, not only competing for several years in Formula One but also in World Sports Car Championships. Even today, De Adamich continues his connection with Alfa Romeo and is vice president of N.Technology, which prepares racing cars for Alfa Romeo!

This car remained with Autodelta through until the winter of 1973/74, at which point it was bought by Martin Morris in the UK, an enthusiastic racer whose garage housed an ex-Works Jaguar D-type and C-type and an E.R.A. The purchase from Autodelta was negotiated by Richard Pilkington, who also bought an Alfa Romeo Tipo 33/3 at the same time. Martin Morris drove to Italy, through the snow, with a trailer to collect his latest racer, along with a variety of spare parts. This Tipo 33 TT 3 returned to the track at the 1976 and 1977 AMOC meetings at Brands Hatch, and even raced against Richard Pilkington in his Tipo 33/3! Morris also gave his cars nicknames, with this Alfa being called "Groundhog".

Later in 1977, this car was sold to Steven O'Rourke, the manager of British rock band Pink Floyd. O'Rourke was more than an enthusiast: he was a racer, regularly competing at the Le Mans 24 Hours race, with a best result of 4th overall in a McLaren F1 GTR.

O'Rourke retained ownership until 1986, at which point the car travelled to a new home in Japan, where it remained for 13 years, passing through three important collections. Firstly, the Hayashi Collection, then to Yamaguchi and finally to Takeshi Fujita, during which time the engine was rebuilt by an ex-Autodelta employee.

In 1999, the car returned to Europe, passing through Jean Guikas of GTC to M. Dubochet in France. In 2002, Dubochet sold the car back to Jean Guikas, who, in 2006, had the engine, suspension and brakes rebuilt before offering the car at auction in 2011, where it was bought by Californian collector Peter Read. During Read's ownership, the car was maintained by Alfa Romeo Tipo 33 expert Tim Samways Sports & Historic Car Engineers Ltd.

Upon arrival at Tim Samways, the decision was made to fully strip and inspect the car in preparation for competition. The car received a new wiring loom, fuel cells and suspension, and the brakes were serviced, with all relevant components also being crack tested. The beautifully patinated exterior remained untouched.

The year 2012 saw this car compete at the Le Mans circuit for the Classic event in July, where it was driven by Peter Read and Brian Redman in Plateau 5, before competing at the Peter Auto Classic Endurance Racing Dix Mille Tours at Paul Ricard in October. In April 2013, the car was sold to its current German owner, who continued to employ Tim Samways Sports & Historic Car Engineers to maintain the car. The Goodwood Members' Meeting in March 2017 saw this car be demonstrated by Sam Hancock.

Through sheer passion, dedication and knowledge, the current owner has built a sizeable collection of significant competition cars, including a 1968 Alfa Romeo Tipo 33/2 'Daytona' and 1974 Tipo 33 TT 12. In October 2017, these three famous cars returned to the Autodelta test track Centro Sperimentale Balocco in Italy. When you have three of the most important post-war Alfa Romeo competition cars and the Autodelta test track to yourself, you need to take some friends, and in this case, that meant Derek Bell, Arturo Merzario and Nanni Galli! Can you imagine being at the Autodelta test track with three of its most important creations and three of the most successful World Sportscar Championship drivers of their era? We think the pictures speak for themselves!

Chassis 010's most recent competition outing was at the 2018 Le Mans Classic, subsequently returning to Tim Samways, for a thorough inspection and post race works. These included an engine refresh that included new valves and springs, spring tops and big-end bolts.

This car was born into an era of highly competitive sports car racing, developed from the highly successful Tipo 33/3 — it is the ultimate V8-engined Alfa Romeo sports racing car. Today, this car is eligible for the Peter Auto Classic Endurance Racing Championship, FIA Masters Historic Sports Car Championship and, thanks to its fabulous history, would undoubtedly be welcomed at many of the world's leading concours events.

This Tipo 33 TT 3 is accompanied by a healthy spares packages.

## Ownership History

1972 - Autodelta, Italy  
1973 - Martin Morris, UK  
1977 - Steven O'Rourke, UK  
1986 - Hayashi Collection, Japan  
1995 - Yamaguchi Collection, Japan  
1998 - Takeshi Fujita, Japan  
1999 - M. Dubochet, France  
2002 - Jean Guikas, France  
2011 - Peter Read, USA  
2013 - Previous owner, Germany  
2019 - Current owner, UK

POA



