How to convert a Fleischman Alfa Romeo T33/2 to modern gear

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My parents got me into HO T-Jets as a child. A few years into my fascination with them, I acquired an Alfa Romeo T33/2 "Periscopica" Spyder, as it is known, from a neighbor that was throwing out old "slot car junk". I lucked out and was able to rescue several cars at the time. Not all of them were in decent shape, but the Alfa was, and I loved the shape of that car!

My T-Jet Alfa

The Alfa T33/2 ran against the likes of GT-40s, Chaparral 2D and 2Fs, Porsche 906s, and Ferrari 365 P2/3 cars in places like Sebring, Targa Florio, Monza, and Nürburgring.

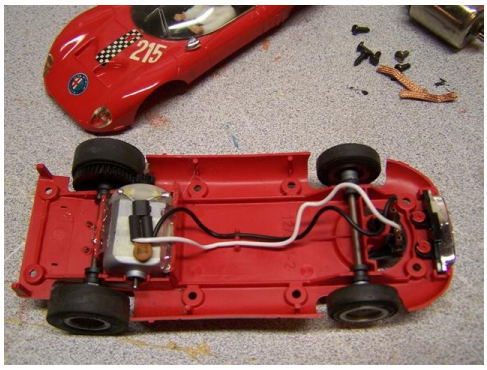
I had been looking for a Fleischman version of this car, as I was sure they had made the only 1/32 version of it. When they do appear on eBay, they usually run between $50-100 for nice ones. Well, my ship finally came in, and I nailed one for $55 on eBay from Switzerland. The car looked to be in great shape, and it was. My intent was to make the car drivable with my GT-40, P4, and Chaparral cars, not to keep it stock, even if it was semi-rare.

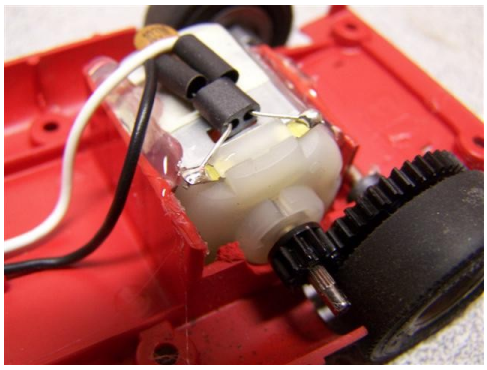
eBay pictures of the auction

Upon getting the car, I found it to be in nice shape. I'm not sure it was run very much in its lifetime. The tires were dirty and gummed up, but were nice and flexible. I disassembled the body and gave it a thorough washing. I used a small amount of Novis polish in a few areas to buff a few minor scratches out and set the body to the side.

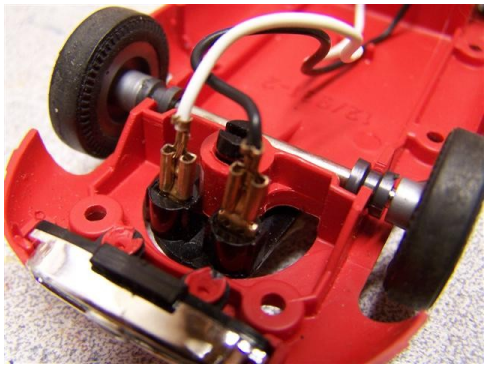
I realized the stock guide would never work on my Scalextric Sport track, as it was too deep and too wide. I used a small hobby saw to cut about 2mm off the guide before filing the guide blade to be thinner. That problem solved, I soon found the stock motor to be a complete dog. There was no way this thing would run with the group of cars I wanted it to. The great news is that this is a sidewinder setup, similar to the Scalextric GT-40. Having a few spare motors from those, I test-fit the new motor, noticing that the front of the motor pod needed only a minor trim to have the motor set right into place.

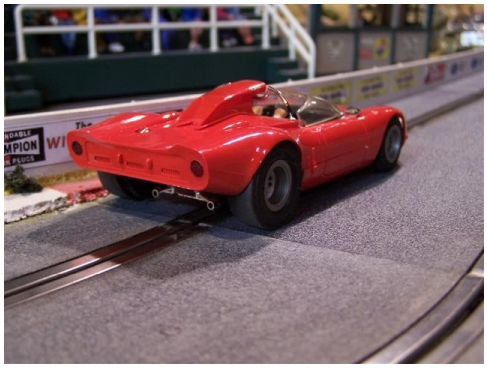
The Dremel sanding drum that I had is the EXACT diameter of the Scalextric bell, so I gently and carefully sanded away a very small amount of material from the pod. That done, I placed the motor into place and added a small amount of hot glue to keep it in place.





Back to the guide, I decided to use new braids and installed new ones from a Carrera package. I simply bent the tips of the braid up and over to install the wires from the Scalextric motor.



Turning to the tires, I cleaned them, lightly sanded them, and ran them over tape. I did clean them with WD-40 as this usually works well in removing stubborn build up. The tires look brand new! I then added a bar magnet in the middle inside of the chassis, simply to make it competitive with the GT-40s and Ferraris on my track and hot glued that into place as well. I reassembled the body, put her on the track and away we went!

So, how does it drive? Wonderful. Very much like the cars I want it to run with. Total time invested; about 2 hours. I was very careful with this, and as I did some extra cleaning, it was worth it.