
ABARTH

RECORD

MONZA



History

Carlo Abarth always demonstrated an acute understanding of the preferences of the enthusiastic, predominantly younger, Italian motorist. On March 12, 1955, the Fiat Group had launched its 600 utility saloon car model at the Geneva Salon. The model became a key to the Turin company's burgeoning postwar success. The 600 had been conceived by designer Dante Giacosa – an old associate of Carlo Abarth's from the Cisitalia days – and it had been intended to replace the little Fiat Cinque-Cento (500) as a four-seat, rear-engined economy saloon car, assembled around an integral bodyshell that was compact and light yet spacious. Fiat would produce almost 2.7-million of them over the following 15 years, and the Abarth company grew upon its remarkable capability to develop and market a highly-successful series of 'go faster' modifications for the model.

Abarth enlarged the basic Fiat engine's bore from 60mm to 61mm, and its stroke from 56mm to 64. Crankshaft, camshaft, pistons, valves and valve-springs were replaced and updated, as was the sump. Under such attention the engine grew from 633cc displacement to 747cc. A Weber carburettor and manifold improved the little power unit's breathing. An Abarth free-flow exhaust system enhanced output – and (always an important consideration to the youthful Italian male) the noise the engine made. The new Fiat Abarth 750 engine suddenly offered 41.5bhp at 5,500rpm against the Fiat original's modest 21.5bhp at a busier

4,600rpm.

Initially the standard integral body was retained and within Italy the Fiat Abarth became as iconic a go-faster car as the Mini-Cooper would become in the UK. In 1956 Belgian racing driver and journalist Paul Frere tried one of the cars and wrote: "The 750 Abarth is not just great fun to drive in normal use, particularly on main roads and, certainly, in the mountains but it can also offer the driver an excellent possibility of a class win in important races, such as the great international rally events...".

As early as March, 1956, a streamline-bodied Abarth 750 Coupé fashioned by Carrozzeria Zagato appeared at Monza, as a pocket Gran Turismo. Hard-nosed Carlo Abarth had apparently done a deal with Elio Zagato to produce the car on expectation, telling him "I'll give you the mechanicals – you produce the body in Milan. But no advance payment. I'll pay you only after the cars have been sold." Zagato accepted. Abarth also had Bertone body a record car version of his new 750, which covered over 3,700kms – c. 2,300 miles – in 24 hours at Monza, and at an average speed of 155.985km/h – 96mph. This encouraged Abarth to embark upon many more record attempts, over 10,000kms and 72 hours, returning similarly remarkable performances. 'Record Monza' – 'RM' would become an enamelled badge of honour on future Fiat-Abarth models such as the Bialbero Coupé offered here.

Through 1957 Zagato's Fiat-Abarth 750 entered quantity production and that competition season in Italy and Europe saw Fiat-Abarth productions triumphant in their Touring and Gran Turismo classes. But Carlo Abarth's engine development still had a major leap to make, with the adoption of twin overhead camshaft. No less an engineer than Gioachino Colombo – creator of the original Alfetta and Ferrari V12 Grand Prix designs – was engaged to create a twin-cam head with the valves set at 40-degrees and the cam-drive achieved by chain in an overhung cam-drive chest at the rear of the power unit. With compression raised to 9.7:1 and two Weber twin-choke carburettors the result twin-cam or 'Bialbero' engine developed 57bhp at 7,000rpm - over 80bhp per litre.

While Zagato's streamlined Coupé had made its 'double-bubble' roof form famous, Carlo Abarth now decided to put the Bialbero engine only in the 'Zagato Record Monza' production model, with a smooth roof. Launched at the Paris Salon in October 1958, these little cars weighed only 540kg – 1,190lbs – and offered a top speed of 180km/h – c.112mph.

The competition feats of the little Zagato-bodied Abarths then filled the sporting press. The 1959 season saw Fiat Abarth 750 GTs taking a string of victories, ranging from the Sestrieres Rally to the year's Sebring 12-Hours race in Florida – where the Roosevelt Automobile Company's team shone – to the European Mountain Championship and more. Abarths scored ten outright victories and won their class 96 times. Fiat had long since agreed to pay Carlo Abarth a bonus for every first place his Fiat-based products achieved in competition,

anywhere in the world – and the arrangement would cost them dear... This example of the Fiat Abarth 750 Bialbero 'Record Monza' Coupé has been delivered to Ernesto Prinoth .

Ernesto Prinoth (15 April 1923 in Urtijëi, Italy – 26 November 1981 in Innsbruck, Austria) was a racing driver from Italy, and founder of Prinoth AG, manufacturer of snow grooming vehicles and equipment.

We have found no record of its early career, but it has been inspected for us by immensely experienced marque experts and they express no doubt that it is a highly original and absolutely authentic example of the type. From paperwork preserved within the documentation file accompanying this car we can confirm that it was registered in April, 1959.

There is also some evidence that the car had previously been part of the Abarth works editions with the special 14-hole Borrani wheels and front disc brakes.– and there is an inference (unconfirmed) that it is one of the cars which participated in the Mille Miglia 1959 a, Targa Florio and Coppa Sant Ambrosius .

John de Boer's renowned book 'The Italian Car Registry' (1994, John Fulton de Boer) lists this chassis serial '577535' – with body Z#47 – as having originated on April 20, 1959 .

Ownership was transferred from Jobst Heemeyer in Osnabruck to Federico Vitto in Rome on June 27, 2012, from who I bought the car .

Restoration

The car had a complete body-off restoration over more than two years .

Special attention was given to the Zagato body and parts to preserve as much as possible from its originality .

Engine was replaced by a more competitive abarth 847cc engine as the original bialbero broke during its race history .

During its restoration it became obvious that the car was build for racing as many features were different from the road version ;suspension ,breaks ,light weight parts,complementary temperature gauge for transmission oil,wheels.

The yellow colour wasn't the original colour ,so we decided to paint it back in its original 'Corsa Red' with a white striping ,the color scheme as it took part in the TargaFlorio.

Seats were recreated in it's original Zagato style based on the original frame .Instruments have been overhauled and are still the original ones .

All the glass screens are still the original ones in ,especially the rear air-intake windows typical for this model .

With the car comes four extra original Borrani wheels .

The car is fast and has a great stability on straight roads as in narrow curves.

At the Zoute Grand Prix of 2016 ,the craws rewarded with the special price for its originality amongst all competitors







































