


# CLASSIC DRIVER

## 1961 Fiat Abarth

- Lot sold  
USD 85 852 - 110 381  
GBP 70 000 - 90 000 (listed)  
**Year of manufacture** 1961
- **Chassis number** 987382
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 23
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- 

## Description

1961 Fiat Abarth 1000 Bialbero 'Record Monza'  
Coachwork by Carrozzeria Zagato  
Registration no. Not registered in the UK  
(previously registered in Italy: LU 43130)  
Chassis no. 987382

This Abarth 1000 Bialbero is offered here direct from very long-term museum display in the celebrated Maranello Rosso Collection museum halls in the Republic of San Marino. This is a handsome example of the now highly desirable Fiat-Abarth 1000 Bialbero Coupé which has been prepared and equipped for modern-era Historic racing. Its specification includes a roll-over cage and four-point driver seat harness, although this will now be out of date under 2014 regulations. The car has plainly competed with considerable success at Historic level within its class and we recommend it receives the closest consideration by any would-be owner interested in using it for further competition.

We understand that this is the Fiat Abarth 1000 Bialbero 'Record Monza' Coupé driven by Ettore Mandelli to win the 1150cc GTS class in the Monza International meeting of April 12, 1981. It was prepared and entered on that occasion by the 'Scuderia Supercar Bellancauto' and that event also saw car owner Fabrizio Violati himself finishing second in the over 2500cc GTS class behind Spartaco Dini, both driving Ferrari 250GT Short-Wheelbase Berlinettas so this most attractive little 1-litre Coupe has certainly experienced high living in the very best company...

On May 24, 1981, Ettore Mandelli drove this Bialbero again to win the 1150cc Gran Turismo Storico class, adding a third victory on June 14, 1981 at Varana. On the mountain-climb calendar that year, Ettore Mandelli

also won his class in this car at Predappio-Rocca delle Caminate on April 26, at the Scalata Colle Maddalena on June 21 and was then third in class at Gubbio-Madonna della Cima on August 2.

The Fiat-Abarth 1000 Bialbero RM Coupé Zagato was fitted with the new 1000 twin-cam engine that had been developed directly from the 750cc Bialbero power unit developed by Abarth. This new model won the Carrozzeria Zagato styling house the Compasso d'Oro prize for 1960. The Fiat 600-derived 4-cylinder water-cooled engine had bore and stroke of 65mm x 74mm, displacing 982cc. On a compression ratio of 9.3:1 and breathing through two twin-choke Weber 36DCL4 carburettors, the 1000 Bialbero delivered around 90bhp at 7,100rpm. Transmission was via a four-speed gearbox, the brakes were drum-type both front and rear. Wheelbase was only 2000mm, and front and rear track widths 1150 and 1160mm. The car weighed around 550Kg - 1,212lbs - ready to race. Top speed was quoted as 200km/h, no less than 124mph, which emphasises the wisdom of Carlo Abarth's often-declared concentration upon compact size, low frontal area, and lightweight construction.

This particular example offered here (chassis '987382') was originally registered at the Ufficio del Pubblico Registro Automobilistico di Lucca on August 14, 1961 and it was acquired by Fabrizio Violati's Bellancauto SpA company, based in Rome, as long ago as December 23, 1981.

This makes the car one of what became the Collezione Maranello Rosso's longest-owned Abarths, and it is offered here effectively direct from no fewer than 33 years in its last ownership.

Upon expert inspection, the power unit has proved to be tight to turn by hand, and while cylinder bores 1, 2 and 4 appear to be in good order, bore 3 shows some rust around the top of the liner. One cylinder head nut is missing from the rear of the engine. All brakes are operational, though binding, while all gears can be selected. Clutch operation feels mechanically worn and is noisy, plainly needing attention. We therefore - as is to be expected for such long-term museum cars - recommend expert inspection and careful re-commissioning before a new owner might consider using the car in earnest. The original Lucca registration plates for this car accompany the Lot.

This Lot is EU taxes paid and therefore in free circulation within the EU.

Bonhams 1793

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