



# ***CERTIFICATO DI ORIGINE***

Si dichiara che dai registri di produzione conservati presso il Centro Storico Fiat il veicolo menzionato di seguito risulta prodotto con le seguenti caratteristiche:

TELAIO	399892
TIPO	100
MODELLO	Fiat 600
CARROZZERIA	chassis - autotelaio
DATA DI PRODUZIONE	8 gennaio 1958
DATA DI ASSEGNAZIONE	15 aprile 1958
ASSEGNAZIONE	Abarth - Torino

Torino, 13 settembre 2019

Il Curatore

106 XVK

27 FEB 2020

608



From the production registers held in the Centro Storico Fiat, the chassis number 100 399892 originally corresponds to:

Type: 100

Model: Fiat 600

Body car: chassis - autotelaio

Production date: 8 January 1958

Assignment date: 15 April 1958

Assignment: Abarth - Torino

Turin, 13/09/2019

Il Curatore



## Abarth Enthusiasts Worldwide - Vehicle Authentication

February 24, 2005



*1958 FIAT Abarth 750 GT Corsa "Competition Coupe"*

To Whom It May Concern,

My name is Greg Paris. I have been involved in most, if not all, organizations concerning Abarth cars since the late 1960s. I have been collecting historical information, documentation and photographs of Abarth automobiles for about 35 years. I do not make my living buying or selling automobiles, parts, or information. I am considered a knowledgeable expert on Abarth automobiles.

Absolute authentication via factory records for Abarth cars has always been nearly impossible. The cars were hand-built and documentation was rarely provided. Production quantities were usually suppressed so that fewer cars could seem like many. This helped the factory participate in racing events where a specified minimum number of cars were required to compete in a specific "racing classification".

Several hundred Fiat Abarth 750 GT automobiles were built from 1956 to 1960. Most had bodies made by Zagato of Milan, Italy. While those numbers make all 750 GTs relatively rare, only a handful of cars were prepared as competition cars by the factory. Chassis number 399892 was one of the competition cars. This car was equipped with all of the factories best competition parts. It was lighter and more powerful than production 750 GTs. It was designed primarily for competition. In Italy, these cars are referred to as "750 GT Corsa", in the USA, "750 GT Competition Coupe". The cars are highly prized by Abarth enthusiasts.

Above is a period photograph of a 750 Competition Coupe taken in the paddock at Sebring, in 1959.

By late 1957, the factory had gotten pretty serious about racing 750 GTs. Many pieces of competition equipment had been developed and race proven, since the introduction in of the Zagato-bodied coupes in 1956, to even further enhance the basic cars. Several cars were constructed with all the goodies. The addition of the new pieces allowed the factory to totally dominate small bore GT racing in Europe. These potent specials ate up

The competition for almost a year (that's a long time to stay the same by Abarth standards). The introduction of the Bialbero engine and "Record Monza" body in late 1958 obsoleted the 750GT competition coupes almost immediately. Today, however, the competition coupes represent the ultimate in pushrod-powered 750cc double bubbles (updated cars not withstanding).

Here's how to recognize a competition coupe. Look for most or all of the factory supplied features below (although some could be missing now).

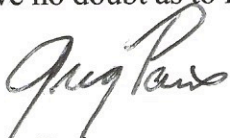
Must Haves:

- FIAT chassis no. under 500000
- Zagato wrap around racing seats
- Aluminum-rimmed Plexiglas door windows
- Aluminum-rimmed Plexiglas quarter windows
- Plexiglas rear window
- 10 gallon fuel tank
- Bendix electric front mounted fuel pump
- Record Monza-type bucket seats
- 46hp Mille Miglia engine
- An 8600 RPM Tachometer
- Nardi wood-rimmed steering wheel
- Large finned alloy front drum brakes (hard to fake and no reproductions available)
- An alloy 5 quart finned sump
- Early fiat 600 taillight lenses or Lucas lenses

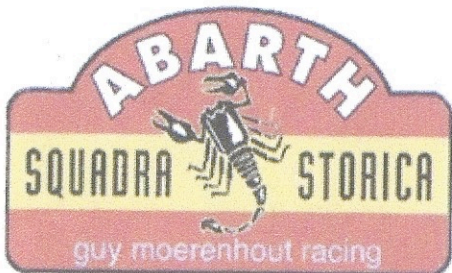
Could Also Have:

- European 5 1/4" Marchal headlights
- Italian license plate frames - front & rear
- Small front turn lenses (Alfa 750 type)
- A Mille Miglia Motore badge on dash
- No flank badges except Zs forward of doors
- No front air ducts under nose
- Underbelly auxiliary radiator
- Single 1956 1957 Champion of Italy badge on rear deck
- Small round badge above the front grille (no Fiat script)
- Small Fiat Derivation 750 badge on deck lid (6" long)
- Alloy drum air cleaner

Zagato records (briefly available for scrutiny in 1992) show that construction of Chassis 399892 was completed on February 15<sup>th</sup>, 1958. I have seen dozens of photographs of Chassis Number 399892 since about 1986 and have no doubt as to its authenticity.



Greg Paris  
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USA



# Abarth Squadra Storica Certificate

This certifies that Abarth Vehicle Registration # 2005-1-2

Constructor: Abarth....., Year: 1957....., Color: Red....., Vehicle ID# 399892,  
Body Type: Double Bubble....., No. Cylinders: 4....., Class: Zagato light weight  
GT. Competition corsa.

This car is a part of a limited production series of historical significance and value  
and approved for the registration in the official Abarth Squadra Storica list.

The current value is 22,000 € in this state, Euro.

Date: 1/2/2005  
Name: MOERENHOUT GUY  
Signed [Signature]  
Abarth Squadra Storica

