

TODD'S ABARTH



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Barn finds have become the car finder's holy grail of late. Dusty, dented battered, it seems to matter not; customers at auction just love 'em.

Just recently, one such car has emerged locally, only this one probably won't be coming up at auction. It belongs to Todd Mitton, who works for Heritage Motorsport as a fabricator. Todd is a fabulous fabricator, who literally can make anything needed for a racecar or a restoration. A true artist in metal is Todd but after a lifetime of working on mainly American racecars, the "barn find" that Todd has come up with is, let's say, very uncharacteristic!



It is a 1958/9 (we're still working out the history) Abarth 750 with Spyder bodywork by Allemano. These little "specials" were built upon the then current FIAT 600 body shell (not the later 750!) and had their engines enlarged by Carlo Abarth's factory to 750 cc. The Allemano Spyder was built on the same base as the Abarth Zagato "double bubble" 750s, of which I owned one in the 1980s. For such a little car, it had surprising performance.

Exactly how many were produced is not known, but Abarth historian John de Boer, had this to say when we sent him photos and the chassis number:



“This car appears to be far better than most of the unrestored spider Allemano cars that turn up. It is probably from 1959, as the Fiat-issued chassis number dates from early 1959 and it did not take a very long time to build these cars. The Allemano body number will provide an additional clue. If it appears to have been bodied pretty much in order with other cars that are similarly numbered, then we can believe it was probably not any sort of huge anomaly. If the body number seems “late”, then we will think of other possibilities. It is not uncommon to find a bit of staggering in the build order but generally not a lot.”

“We do not know how many were made. A reasonable estimate (for this general body style) might be “about 200 or more but probably not as many as 300”. It is possible that the number could be under 200 but not by much. At the moment, we have identified approximately 50 similarly bodied cars by chassis number and I have leads to many more. This car falls into the middle section of the described production, slightly before the halfway point, number-wise. Again, the Allemano body number will help tell us more. There are also some additional cars identified with a later Allemano body style.”



A final note: The car appears to have only covered 15,000 miles and, when it belonged to his late father, Todd remembers trying to lift the engine lid to work on the engine and get it going again. He couldn't find out how to open the lid, so took a hammer to the rear fenders, the marks are still there! Apparently, Todd's father doesn't seem to have been too upset about this, as far as Todd can remember. He came into possession of the car after his father passed way recently.

Todd intends to get the Abarth up and running but doesn't want to give it the full restoration treatment, as that will "take away its identity". I couldn't agree more!



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