



A FIAT 8V VIGNALE, A ONE-OFF CAR, TO BE AUCTIONED AT 1000 FINARTE

- After more than thirty years in a prestigious Italian private collection, the 106.000052 chassis will be auctioned by Finarte on May 14 at the Mille Miglia Museum in Brescia with an estimate of 2.000.000,00 / 2.500.000,00 €.
- The Fiat 8V Vignale ran the 1955 Mille Miglia and nearly 40 races, often changing the livery.
- The car has the current bodywork since 1957.

8V chassis number 000052 was delivered as a chassis on 10 July 1953 to the renowned Italian coachbuilder **Alfredo Vignale**. Vignale would work with his stylist, the talented **Giovanni Michelotti**, to discuss potential designs and to define the final automobile. The car bodies of ten 8V were created, all to Michelotti designs, of which the car, number 000052, is **one of nine coupé and the only “coupé corsa”**. Vignale would have liked to exhibit it at the Paris Motor Show in 1954, but he was unable to finish it in time. The first images of this car portray it in white with an aggressive and showy red livery.

Elegant but spartan, the car was sold to the **gentleman driver Casimiro Toselli**; then it started a long competitive life, beginning with the *Rally del Sestrière* in 1955 followed by the *Giro di Sicilia* in the same year when it arrived 17th and by the *Mille Miglia* where it ran the **Brescia-Rome stretch in 6h 20' and 19" ahead of all the other 8V but it was forced to retire due to an accident near Rome. The car appears at the Mille Miglia, one-color, presumably red.**

In 1956, it was acquired by **Francesco e Renato Canaparo** and run several races among which the *Aosta Gran San Bernardo*, the *Giro Automobilistico delle Calabrie* and the *Coppa InterEuropa* dressed in a white and red-striped bodywork.

With its harmonious but aggressive design, the beautiful aluminum body of the 8V chassis 000052 has been more than once maltreated by the various racing drivers. **In 1957 the car changed livery**, the bodywork became red with a white stripe at the centre, ran the *Rally del Sestrière* when it arrived 16th and the *Giro di Sicilia*. Always in 1957, with the need to repair the car, the front was slightly modified by widening its “nose” as well as the rear. Even with this body the car often changed livery, first with the straight strip and then shaped to include the mask, first white and then dark. Finally, the whole car ran red, in this configuration it has arrived until today.

Finarte S.p.A.



The lightness (100 kg less than the original Fiat with a steel body) and the excellent performance of the 8V engine which in the production models developed 127 HP at 6,600 rpm, made it possible for the Turin coupé to race until 1960 in **40 races**.

"This car has an **exceptional history**. The over 100 historical pictures tell a story of an **extraordinary journey by showing the evolution of the bodywork and livery**. As a car historian, it is a great honor for me to have this car in the 1000 FINARTE and, after more than 30 years in the same prestigious collection, to find it a new home. " **Sandro Binelli, Head of Automotive Department of Finarte and founder of Automotive Masterpieces**.

The Fiat 8V is counted among the **AUTOMOTIVE MASTERPIECES**. You can visit the dedicated pages on the website www.automotivemasterpieces.com.

The advertising campaign of the auction "1000 FINARTE" in all the leading international magazines of the sector has unveiled another small Fiat of 1952: the 500C, chassis 366836 that ran the Mille Miglia of 1953, with the crew Giuseppe Olmi/Aldo Berardi, finishing 274th. The car, estimated at € 95,000.00 / € 120,000.00, still retains the original license plate.

Finarte's Automotive Department is selecting cars and automobilia for the 1000 FINARTE auction on May 14th.

Our experts are available for free and confidential valuations by appointment.

Ufficio stampa Finarte:
Chiara De Leo
c.deleo@finarte.it
Tel.: +39.02.36569107
Cell. +39.392.8720732
www.finarte.it

Finarte S.p.A.

Via Brera n. 8 - 20121 Milano (MI) – I | Tel.: +39 02-36569100 | Fax.: +39 02-36569109 | PEC: finartespa@pec.finarte.it
Capitale Sociale: € 1.187.776,88 i.v. | Registro Imprese Milano: 08640270966 REA: MI-2039217 | Codice Fiscale e P. IVA: 08640270966



Historical notes on the Fiat 8V

In the postwar period, Fiat was working on a eight-cylinder engine which was internally known as Tipo 106. The engine was originally designed by Dante Giacosa for a luxury sedan, but that project was stopped. Rudolf Hruska, at the time working at S.I.A.T.A., was given the task to design a car around the V8 engine. Development took place in absolute secrecy. As not to stress the experimental department of Fiat, production of the chassis was taken up by S.I.A.T.A.

Styled by chief designer Fabio Luigi Rapi, the Fiat 8V or Otto Vù was presented to the Italian press in February 1952 and first exhibited in the following March at the Geneva Motor Show.

The prototype used an art deco grill that extended into the hood. A second series was made featuring four headlights with some of the later cars have a full-width windscreen.

A high-performance coupé destined to compete in the GT class, the 2-liter 8V model was a departure from the usual Fiat production. It was well accepted by Italian private drivers and tuners and was the car to beat in the 2-liter class, also thanks to the special versions built by Zagato or Siata. The Fiat V8 had a 70 degree V configuration of up to a 1996 cc of volume, at 5600 rpm the engine produced 105 hp (78 kW) in standard form with two two-barrel Weber 36 DCS carburetors giving a top speed of 190 km/h (118 mph). Some engines were fitted with huge four-throat Weber 36 IF4/C carburetors offering 120 bhp, but the intake manifold was very rare. The Fiat 8V is the only eight-cylinder built by Fiat. The engine was connected to a four speed gearbox. The car had independent suspension all round from the Fiat 1100 and drum brakes on all four wheels. The body was welded to the chassis it was a semi-unitary construction.

Only 114 of the high-performance coupés had been produced, 63 of which with a "Fiat Carrozzerie Speciali" body, 34 first series and 29 second series. It was made available in different body styles offered by the factory and by various coachbuilders like Zagato, Pinin Farina, Ghia and Vignale. The production ceased in 1954.