

History of the 1953 Fiat 8v Zagato , chassis nr. 106.000026

When Jackie Cochran became the first woman to break the sound barrier, John F. Kennedy married Jackie Bouvier and Joseph Stalin died, wealthy Mr. and Mrs. Giuseppe Malinverni ordered their personal Fiat Otto Vu at the Motorsport Department of Fiat Torino to enjoy some ultimate motoring on the roads of Piemonte, Italy. Each time this was a great experience, also because of the ultra rare and complex four barrel racing Weber carburetors on this sports machine as specially ordered giving the car extra guts. Happy motoring moments for Mr. And Mrs. Malinverni! In 1956 Mr. Malinverni passed away leaving Mrs. Malinverni in great sorrow. After a while she decided to pass on their cherished Fiat 8v to a new generation, hoping to give the Fiat 8v a new life..

A wealthy Spanish Gentleman, named Mr. Sala Solar, had serious motorsport plans in mind. Mrs. Malinverni allowed him to buy her car. Mr. Solar's idea was to build an ultra lightweight aluminium body on this already fast automobile to give it a new start. Only one famous designer could accept this job to take the car to an even higher level: Zagato! Mr. Solar took the car to the Fiat Motorsport Department and ordered to prepare his car for the famous 8th edition of the Rallye Sestrière of 1957. His intention was to win the Cup of this tough race in the besnowed and icy mountains of Italy. He requested Fiat and Zagato to give this car the full treatment with all race optionals. The Fiat Motorsport Department and Zagato understood the message very well. They gave this car all possible optionals as never given to any other 8v Zagato before. For instance it featured an "Alto meter" to measure the height of the location in the mountains. Very light and specially designed bucket seats covered in Vipla where made, not seen before in any 8V Zagato. The small bootlid to enable the crew to take out the spare tire instead of taking it through the car interior and providing more luggage space inside, was only found in very few 8V Zagato's. The low and very streamlined nose section was another special feature as were the rare double bubble roof, the special badges and the alloy flashers on the side.

Furthermore this beautiful car was equipped with an extra high air intake scoop on the bonnet to clear the big 4-throat Weber carburetors, a different dashboard layout with more functions and all switches at hand for the co-pilot. Some technical modifications inside the engine and gearbox were incorporated: many specifications are quite different from the other seven Otto Vu Zagato's made. The car became about 80 Kg lighter and was painted in white outside and blue inside. This specially made-to-order racing Fiat 8v Zagato was born now and fitted the driver like a glove !

The VIII Rallye Sestrière took place on February 25 and finished 5 days later on March 1. The sports cars at the start were of a very high quality. The opposition was heavy with fast Maserati's, Ferrari's and seasoned Lancia's, all aiming at a high place on the podium. Mr. Solar and his co-pilot Mr. Vilaprino managed to finish the Fiat 8v Zagato in third position! Right behind Maserati and another famous racing Fiat 8v Vignale chassis # 052 which was dominating many motorsport events for several years in a row. Well done! A great result.

This Fiat 8v Zagato #000026 was entered in several other motor sport events. Some of the exact records got lost as time went by. But in 1962, when NASA's spacecraft crashed into the Moon, the other space probe later missed the moon by 35,400 km. and when Nelson Mandela was jailed, this little lightweight Fiat 8v Zagato was located on the other side of the globe in a well-known garage named Gran Prix Engineering, maintained by mechanics who kept the car competitive for Mr. Karl L. Anderson who raced her on the eastcoast of the VS!

Later on the car passed into the hands of other motorsport enthusiasts like Mr. Homer V. Tsaks in 1974 and John Voljean in 1976. Finally Mr. Jere Brown from Oakland, USA, a fanatic vintage race driver from day one and race mechanic by profession, bought the Fiat 8v Zagato and planned to restore the car. However, after almost 30 years the car was still sitting -untouched- in a dark shed in the worst part of Oakland, California. Where notorious gangs ruled the streets. No place for normal people after dark! Gunned robbery was literally at the order of the day in the area where # 000026 slept for almost 30 years...!

Office
Kuipersweg 7
2031 EH Haarlem
The Netherlands

T +31 (0)23 54 20 009
F +31 (0)23 54 20 010
W www.StradaeCorsa.com
E office@StradaeCorsa.com

BTW/VAT NL813850.988.B01
IBAN NL56ABNA0471104787
BIC ABNANL2A
ABNAMRO 471104787