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1954 Fiat 8V Berlinetta

Body by: Zagato

Chassis: # 062

Engine: # 0113

History: Unlike the Rapi bodied car (#015) there is no guessing and waiting here; the # 062 is a fully blown racecar, with two documented Mille finishes (55 and 56). First, and irrespective of race records, there is irrefutable physical evidence: three windshield wipers, full belly pans (off the car, included and nice), alloy floor pan, steel Borrani wheels, no trunk opening, and plexy-glass side and rear windows. In addition on passenger door panel there is a strange U shaped contraption with horizontal portion padded. The identical device was also on the #58 (Elio Zagato's 54 racer, owned by me and sold in July). I am told that in those pre-seat belt days, the navigator used it to brace himself in the seat.

Documented History (driven by L. Vesely):

- Left Fiat factory on September 19, 1953 as a rolling chassis destination Zagato. First owner L. Vesely, original license plate MI261062. (The fact that the car was sold as a chassis delivered to Zagato is significant: it means that the car was a special order intended to be a Zagato, as opposed to being re-bodied by Zagato at later date).
- March 1955 Corsa salita delle Torricelle 3rd in class Gran Turismo
- May 1 1955 Mille Miglia (race no. #406) 39th overall
- July 17 1955 Aosta-Gran San Bernardo hill climb (result unknown)
- Sept. 11 1955 VII Coppa InterEuropa, Monza (race no. #102) 13th overall
- April 28th 1956 Mille Miglia (race no. #331) 51st overall

May I remind the reader, that: a. no one in his right mind would buy an expensive racecar to run one race a year; b. the only Italian race for which relatively easily verifiable records exist is MM. That being said, it is safe to assume that L. Vesely run at least several other races in Italy in 1956. Without looking at sports pages of Italian daily newspapers of the period, we will never positively know which other races L. Vesely ran or how he finished! In 1958 a Lockheed engineer from San Diego area, vacationing with his wife in Italy saw this car for sale and bought it. In the late fifties and early sixties, both husband and wife competed in Cal Club Races. In or about 1965 the Cal Club merged with SCCA, and the Westport idiots classified the 8VZ "E Modified". That meant that the Grand Touting Car (read "as driven on the street daily") had to

compete against Maser 200SI and tipo 61, RS 61, 500TR and such. Not being fools, the couple (like many other disfranchised Cal Club members), sought greener pastures and joined Solo II contingent. The car competed regularly and was often driven on weekends till 1971; at which point the car developed an electrical short. After checking the obvious, and finding nothing wrong elsewhere, the dashboard was loosened. Nothing was done after that operation. On July 19th 2001, I bought the car from my ex-colleague; the car has not moved since 1971 or 1972.

Present condition: In the late sixties, the Lockheed engineer was transferred to San Jose. By that time the car was repainted black (original color was red, with white teardrop designs on the front and rear fenders). The couple had a new home in San Jose, where the Fiat was packed in the back yard; the home needed repainting. The couple hired a painting contractor, instructed the painters how to protect the car, and left on vacation. Please guess what they found upon return from vacation. From then on, the car set in the garage. Over the years, the house changed, as well as the neighborhood; when I bought the car a small section of the fence had to be removed, in order to get the car to the street. Looking at the car today, the only thing that is missing is the horn button. I have re-attached the partially loosened dashboard. The damage of time is represented by completely de-laminated wood on the steering wheel and few minor dings around the grill. But to repeat a cliché, it is a time warp car, if there ever was one. The Marshal headlights and road lights have perfect lenses, but the rims and such would have to be re-plated. At one point long time ago, the seats were re-upholstered; the patterns are correct, but not the materials. Minor portions of interior trim are removed from the car, but present and in excellent condition. Original key is present, as well as the jack; the tool kit is missing (however I have never in my life seen one).

Price (FOB L.A.) \$150,000.

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Page 2 of 2