
1939 Fiat 508

Lot sold	USD 21 466 - 26 107 EUR 18 500 - 22 500 (listed)	Drive	LHD
Year of manufacture	1939	Condition	Used
Country VAT	IT	Location	
Chassis number	chassis no. 240975	Exterior colour	Green
Lot number	1	Car type	Saloon

Description

- Eligible for the Mille Miglia and the main re-enactment events.
- As a prewarcar, has the plus of placing early on the starting line.
- Exciting cost for a pre-war car, excellent for regularity races

The model

It all started with the "Balilla with which begun the mass motorisation process in Italy. From Balilla derives the entire lineage of the 1100s cars, the connecting link being the 508 C. The Fiat 508 C was introduced in 1937, powered by a 1.089 cc 4-cylinder engine instead of the previous 1 litre unit of the Balilla. Several famous motoring figures implemented the project of the original Balilla in those years: Tranquillo Zerbi, Antonio Fessia, Bartolomeo Nebbia and Dante Giacosa built a car with class performance, but with relatively low costs. The last evolution of this lucky model was the Fiat 508 C that Fiat initially tried to nickname Nuova Balilla 1100 but that motorists called only and always "1100". It was in production until 1939, it costed LIT 19.500 and was produced in 57.000 units in the Cabriolet, "Berlina" and "Berlina tetto apribile" (open top) versions. The bodywork differed completely from the previous Balilla cars and took up the rounded shapes introduced in the Fiat 1500. The engine was the Fiat 108C, a straight 4-cylinder 1089 cm³ OHV with a 4-speed gearbox. Unusual for a low priced car of the time was the independent front suspension, with transverse arms, springs and hydraulic shock absorbers. The power has increased by one third, to 32 hp at 4.000 rpm, capable of pushing the car at 95 km/h. At the time, its comfort, handling and performance were stunning,

making it "the only people's car that was also a driver's car". Indeed, the 508 C was brought to the race, even at the Mille Miglia. In 1939, the car underwent a facelift of the front and became the so-called Fiat 1100 "Musone".

The car

The Fiat 508 C, chassis no. 508C240975, has lived its whole life in Genova and its territory, for this it has the exceptional peculiarity for a pre-war car, to still have the origin GE28402 plates (in iron). The vintage so-called "a pagine" booklet is more recent, but dates back to the 1960s. The car is preserved and complete, with the original lights and rod arrows and the lights and arrows updated to code. The complete mechanic is complete but not in working order; the car is not running. It's painted two-tone dark green-black, has black-cream rims with original hubcaps and preserved beige cloth interiors, complete but worn, with vintage leatherette jackets. With the car: the use and maintenance booklet, the original keys, a set of vintage luggages. An excellent base for having a car with reasonable restoration work or to reach the state of the art. It is an excellent opportunity to buy a pre-war car to enter the world of the regularity races. The 508 C 1100 is Mille Miglia eligible, with a medium coefficient (1.50) even higher in other competitions. As a prewar car, has the plus of placing early on the starting line. The type of car also has a perfect balance of comfort-performance-reliability-operating costs for long-term regularity races.

State of the Art

Complete. In average aesthetic conditions, interiors preserved. Mechanics in working order, head gasket replaced and overhauled brakes.

Litterature

Documents

Original 1939 Italian plates and vintage booklet. Registration in order and updated, tested.

Eligibility

Mille Miglia. As a pre-war, it has the plus of positioning early in the starting order.

Giro di Sicilia.

Targa Florio.

Goodwood Revival.

Coppa d'Oro delle Dolomiti.

Coppa delle Alpi by 1000 Miglia.

Winter Marathon.

California Mille.

Nürburgring Classic.

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https://www.finarte.it/finarte_dipartimento/automotive/

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