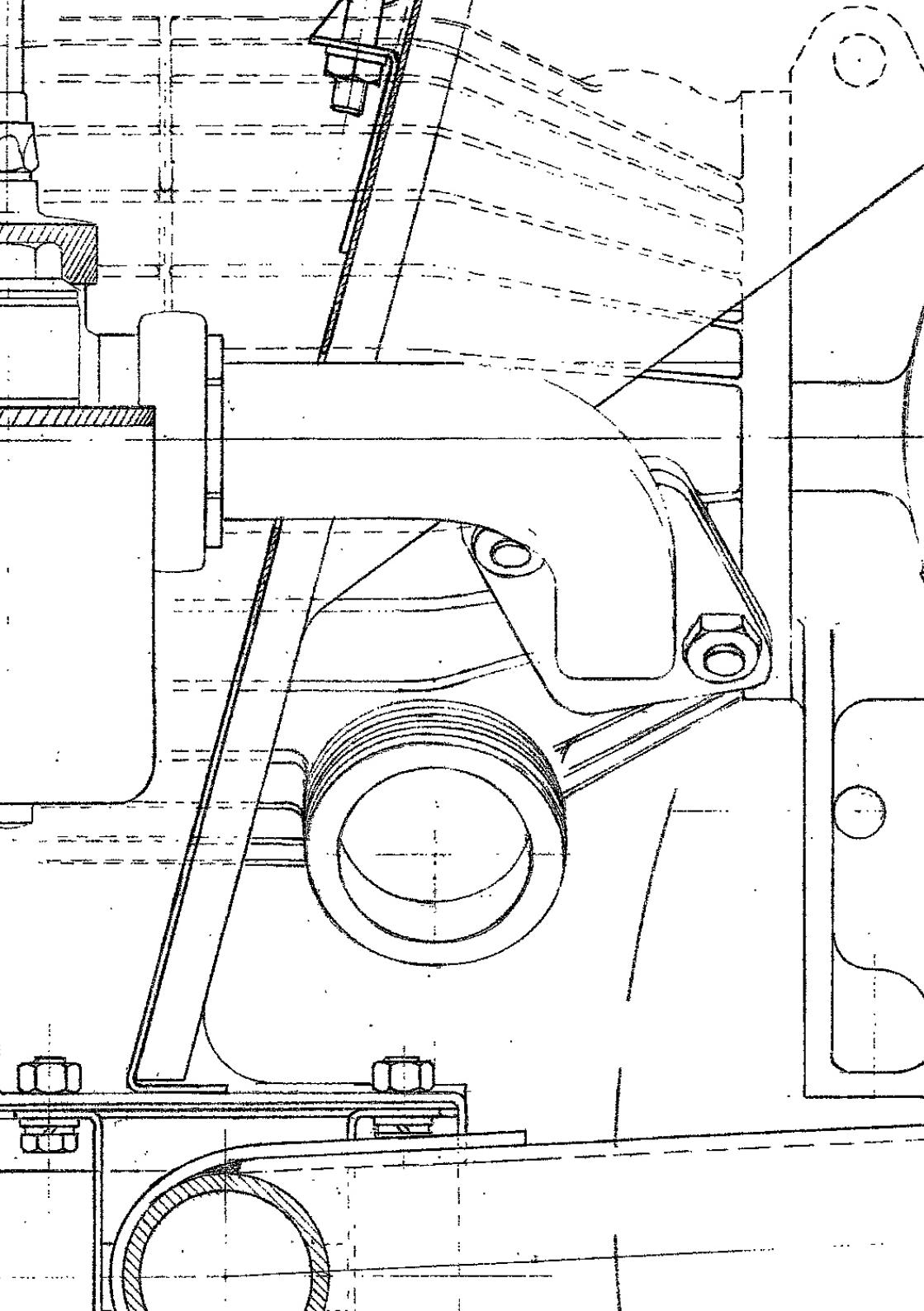
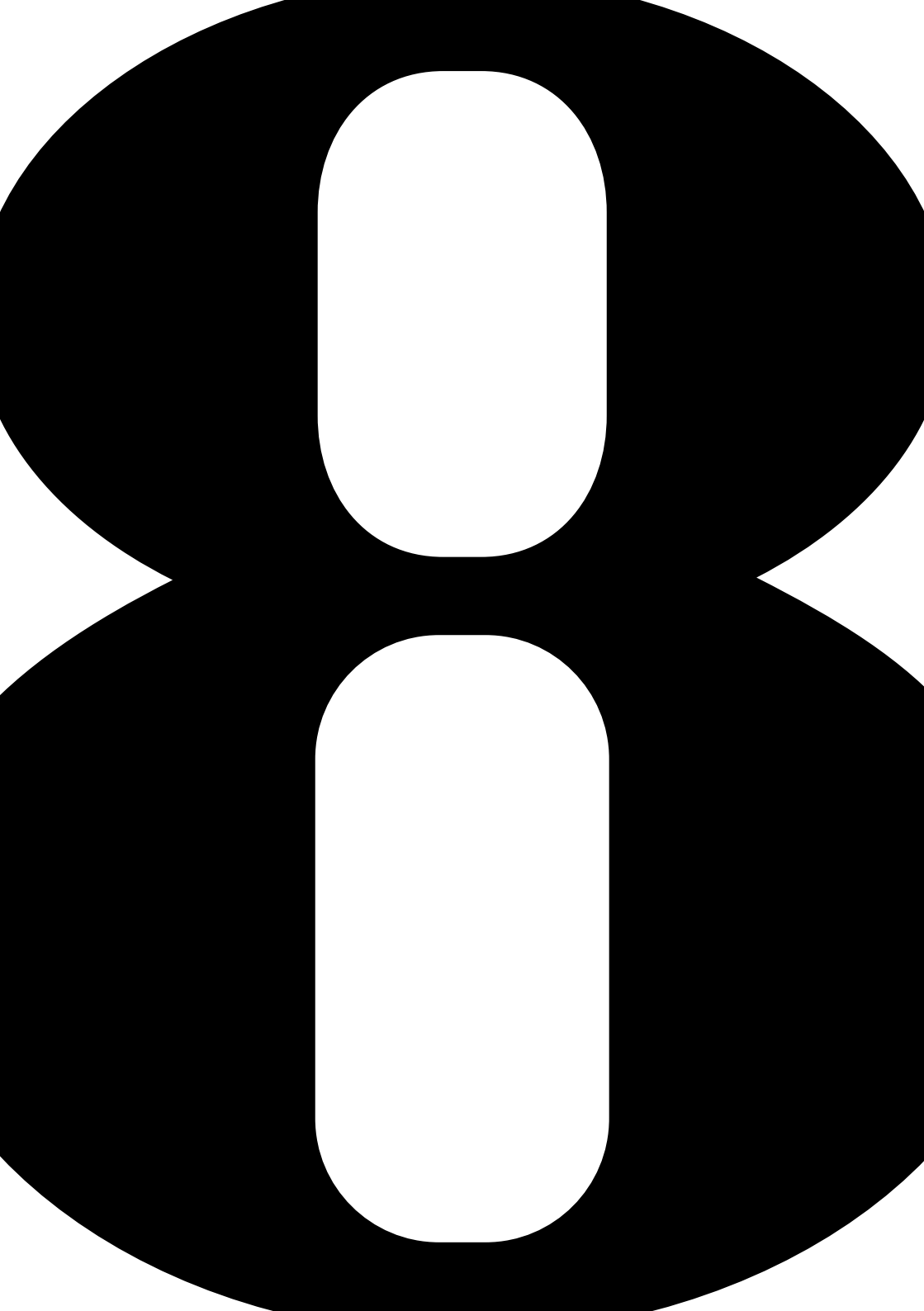
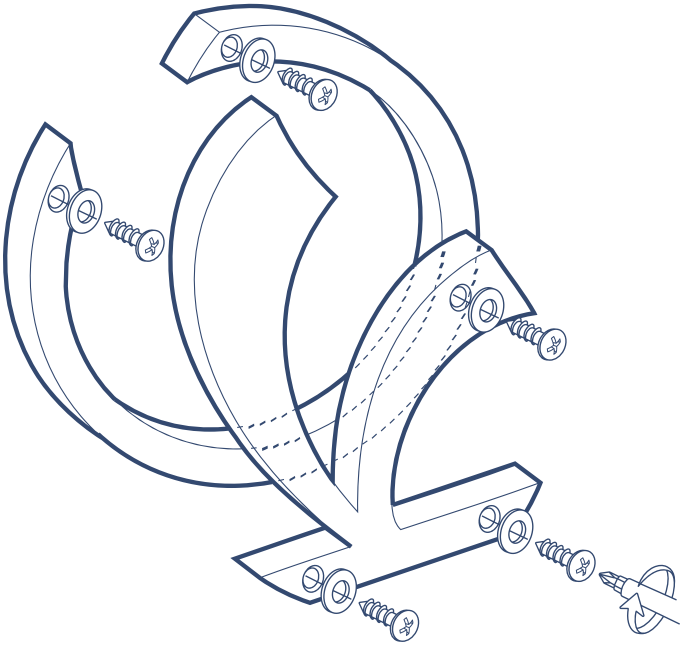

Vespa
OFFICINA
8

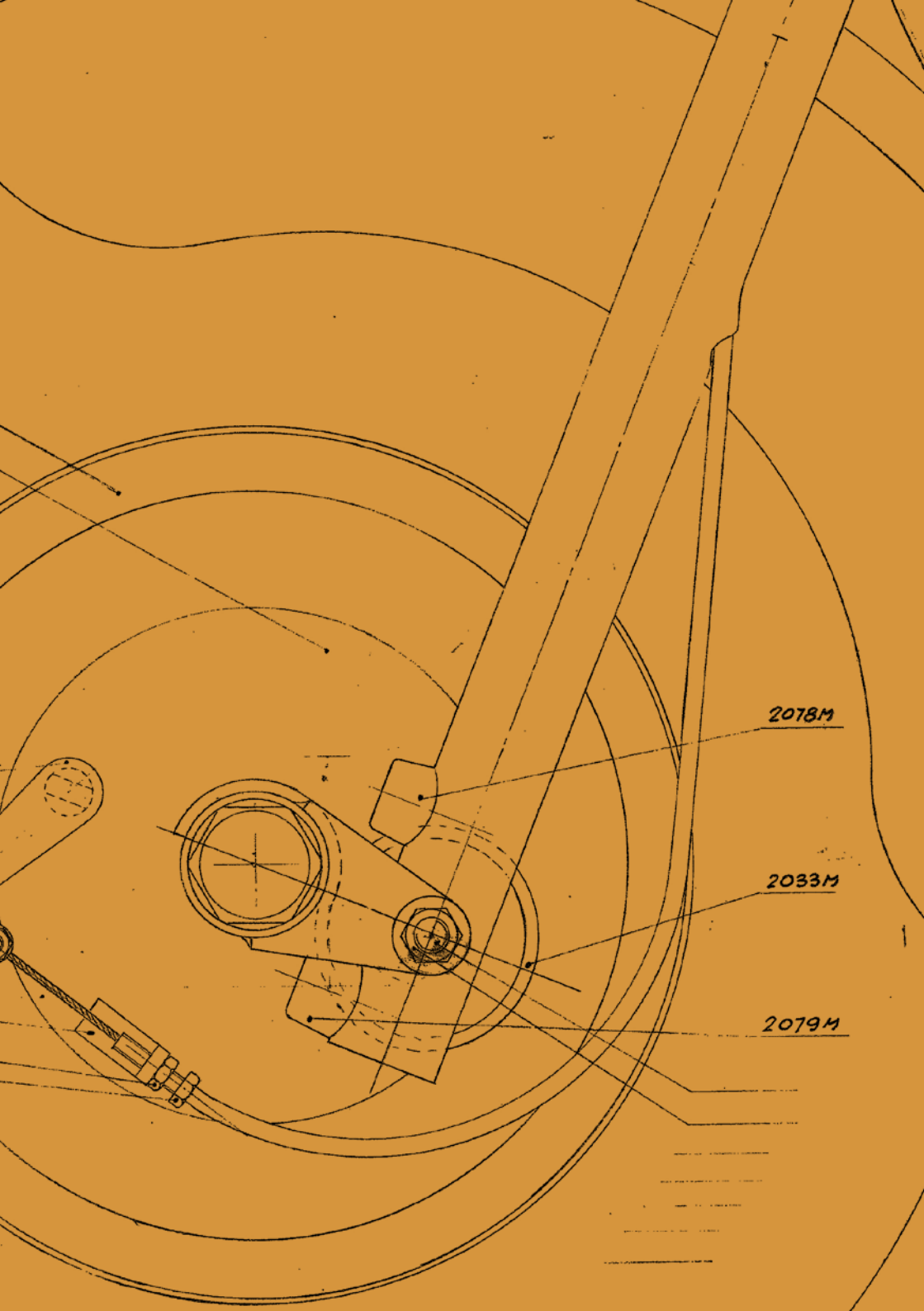





The release of the Vespa Officina 8 series marks a celebration of Vespa's long-standing legacy, tracing back its origins to Officina 8

# CELEBRATING VESPA'S JOURNEY, ITS ORIGINS, AND THE SIGNIFICANCE OF THE INNOVATIVE OFFICINA 8



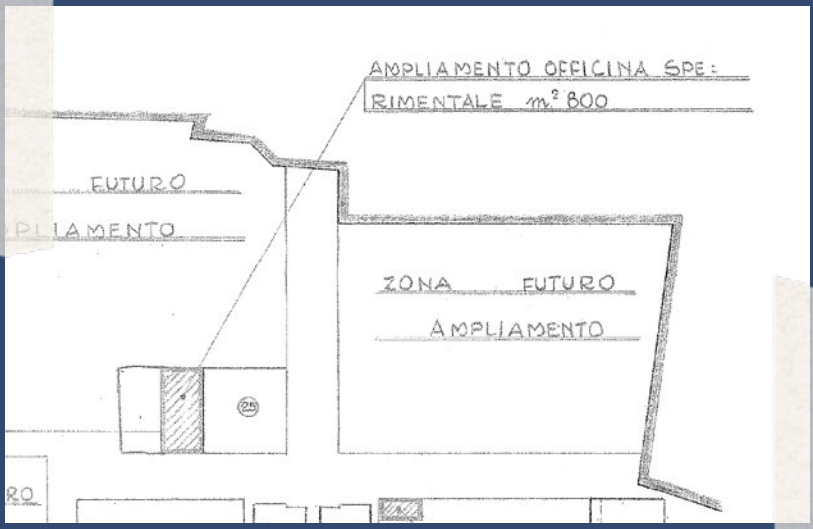

2078M
2033M
2079M


## SETTING THE STAGE FOR INNOVATION

As the sun shines through the windows of the workshop, its gentle morning rays warm the familiar scent of motor oil that characterizes the space. Papers, pencils, and tools are on standby, testing equipment at the ready, and the subtle hum of anticipation is almost palpable. It is a new day at the Experimental Test Center, and the Officina 8 crew is about to begin.

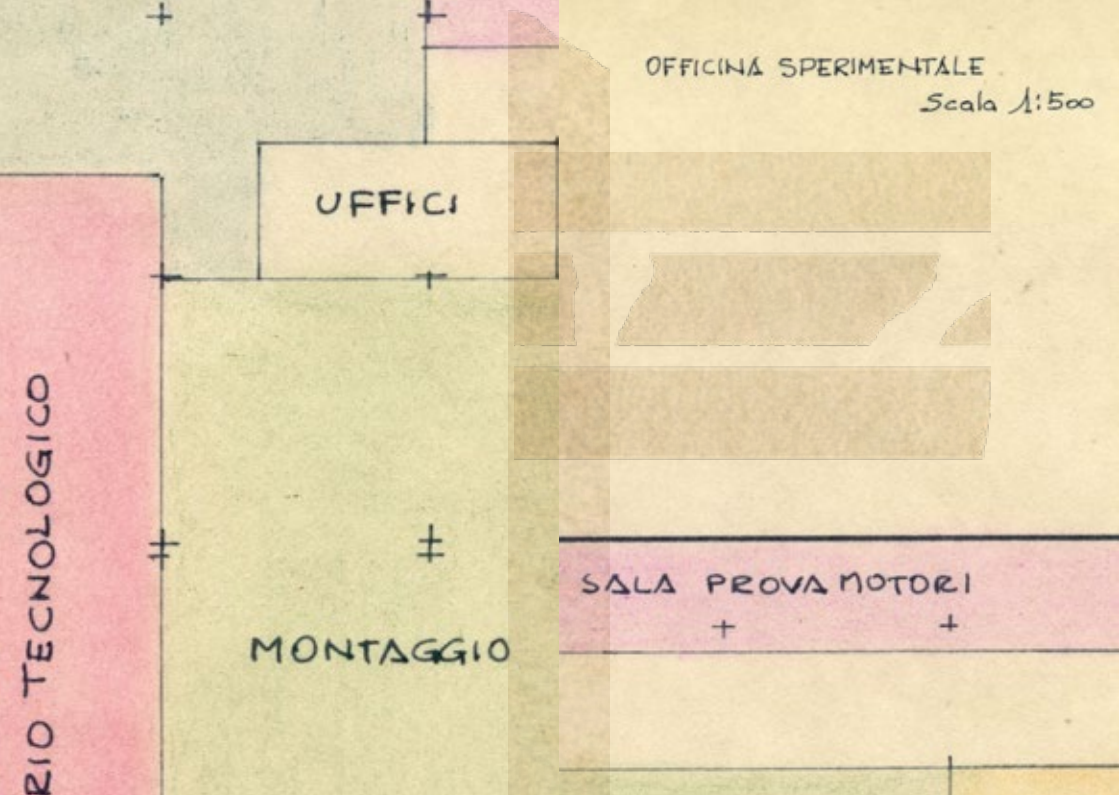
# A PIECE OF ITALIAN HERITAGE

# PONTEDERA

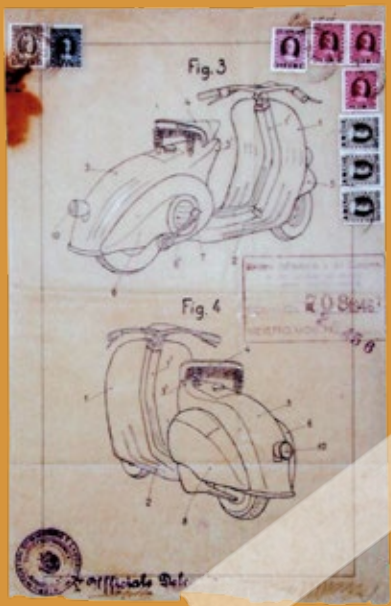



# WELCOME TO OFFICINA 8

It all began in 1944, when the winds of change blew softly across the Tuscan hills. The air was filled with a sense of freedom, and exciting times lay ahead as Italians began to look to the future. Zoom in on Pontedera: a small team of highly skilled engineers had been selected to help Enrico Piaggio bring his vision to life. He wanted to produce his own version of a two-wheeler that was both accessible and reliable, and decided to use the family factory in the Tuscan countryside.



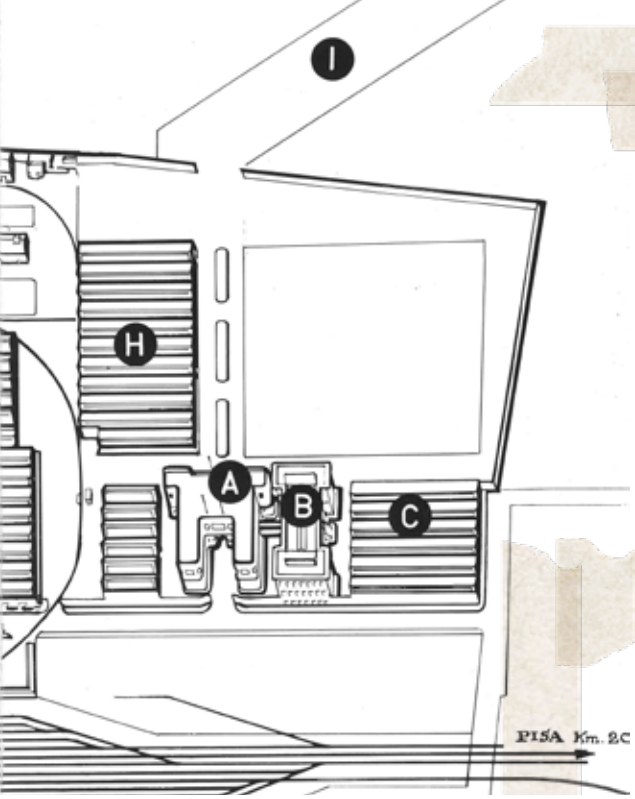

The mission was top secret, and the team established a workspace known as the “Officina Sperimentale” – the experimental test center – officially designated as Officina 8, the eighth and final sector of production. At this early stage, the Officina 8 was a relatively small workshop, where a select group of engineers, tinsmiths, fitters and mechanics spent their days tinkering and tweaking the prototypes put forward by the design team.


As production progressed, the fledgling Officina 8 began its expansion. In 1947, they moved to a much larger warehouse which, by the following year, was fully equipped with the latest technology. The new workshop was buzzing with energy as new ideas were put forward, and every prototype the design team came up with was rigorously tested on state-of-the-art machinery. During the August holiday break, the Experimental Department relocated to the Apennine Mountains, where test drivers covered up to 10,000 km a month as they pushed new prototypes through their paces to refine the features of both engineering and design.

# PLAYTIME IN THE NAME OF RESEARCH

The Officina 8 team was involved in various projects, including the construction of racing vehicles, so the transfer to the mountains was akin to authorized playtime in the name of research and development. This was where they road tested the models scheduled to launch in the fall. The engine test crew filled an external tank with a liter of fuel and pushed vehicles to their limits to determine how far they could travel once their resources were depleted. Meanwhile, the Experimental Department ran their own rigorous testing in all weather conditions, including snow and ice. Every single detail from both inside and outside the workshop was logged and analyzed, and road testing proved to be the most effective way to assess vehicle capability.




A. Direzione

B. Uffici Tecnici
Centro Meccanografico

C. Officina sperimentale

D. Centro operaio

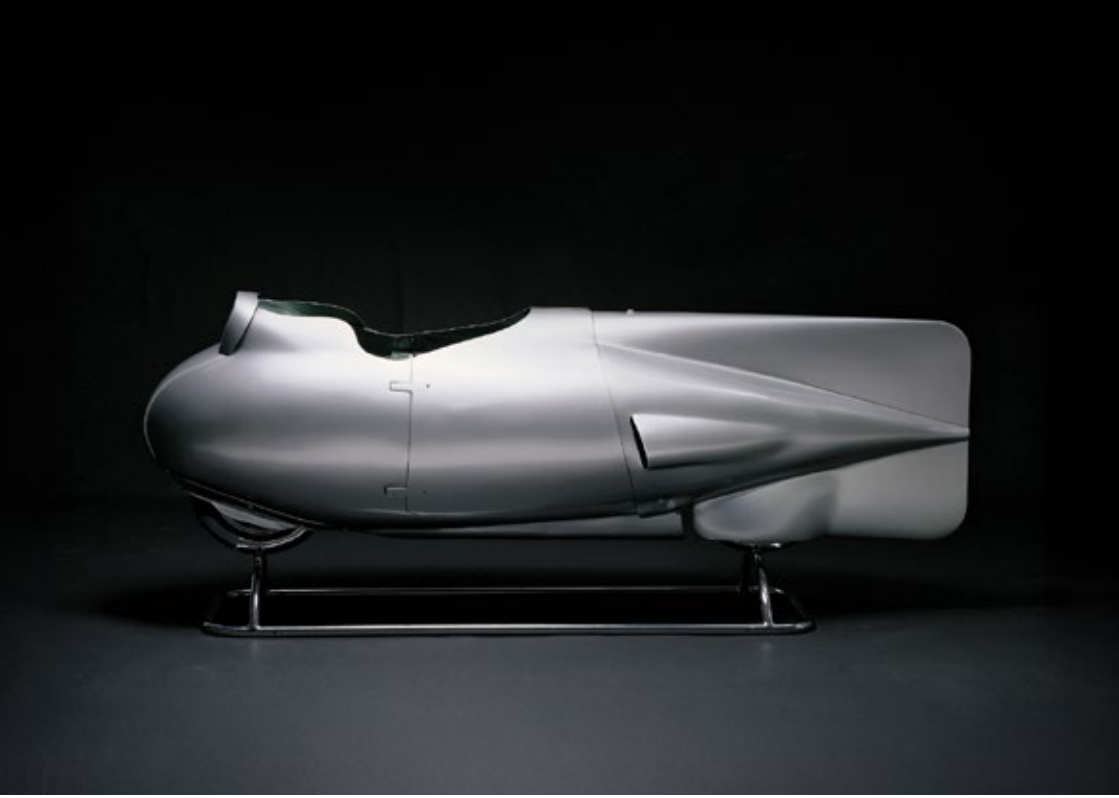
E. Scuola per Organizzati

F. Mensa Impiegati

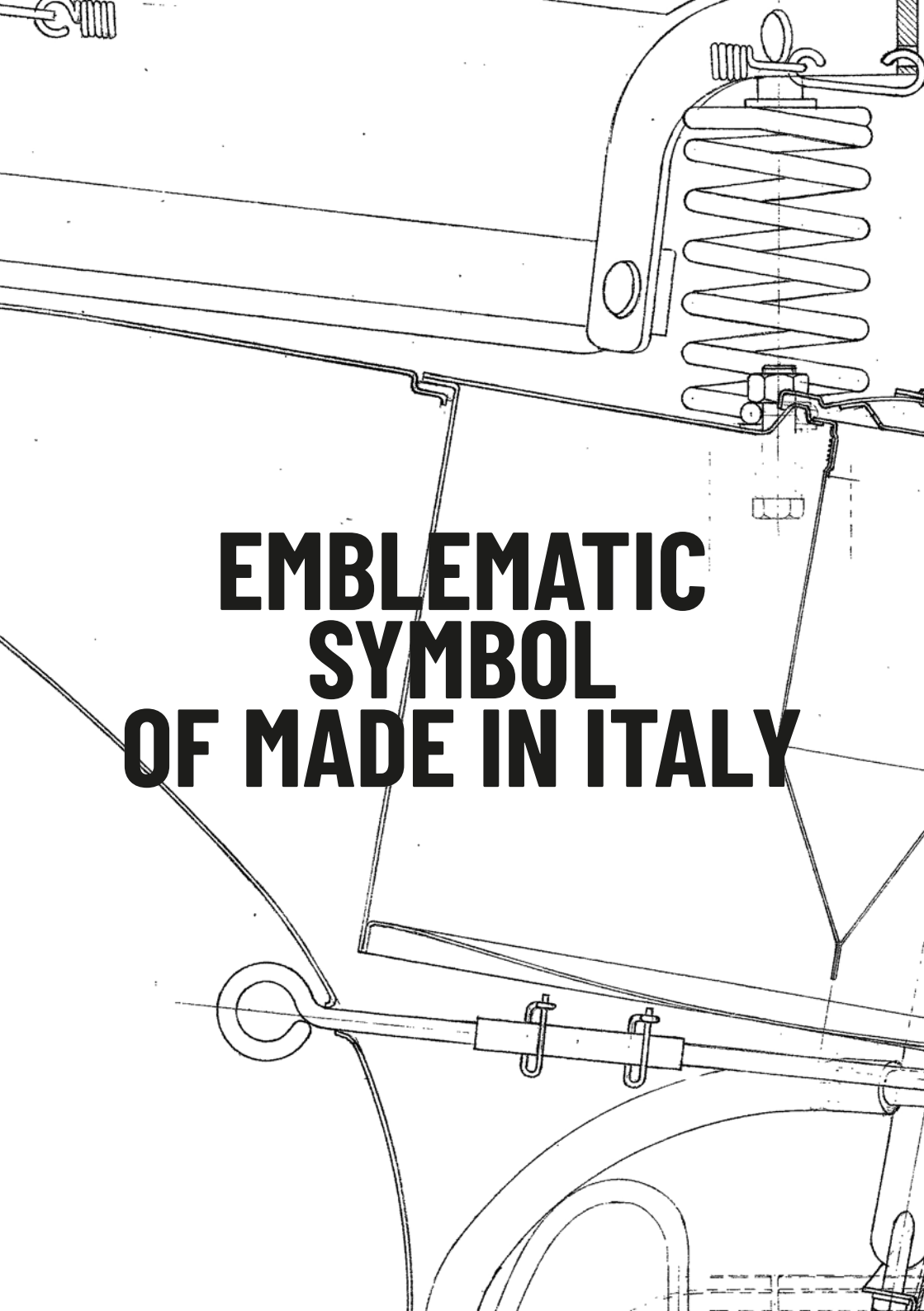
G. Sala Prova Materiali

H. Officina Ricambi e
Magazzino

Time marched into the 1950s, and the Experimental Department continued to expand, incorporating other sectors of production into its broad scope. By 1952, the Officina 8 was relocated near the race track to facilitate testing. As the company grew, their machinery became more sophisticated, and the Officina 8 boasted over fifty employees including engineers and tinsmiths, timekeepers and test drivers.



Officina 8 was the launchpad for several experimental vehicles. In 1951, Piaggio developed a Vespa 125cc prototype for speed trials, and set the world record. The original “Vespa Siluro” 125 was ridden on a section of the Rome-Ostia highway, setting a new speed record of 171.102 km/h. That same year, Vespa achieved enormous success in the Varese “Sei Giorni” race, winning 9 gold medals, more than any other Italian two-wheeler.



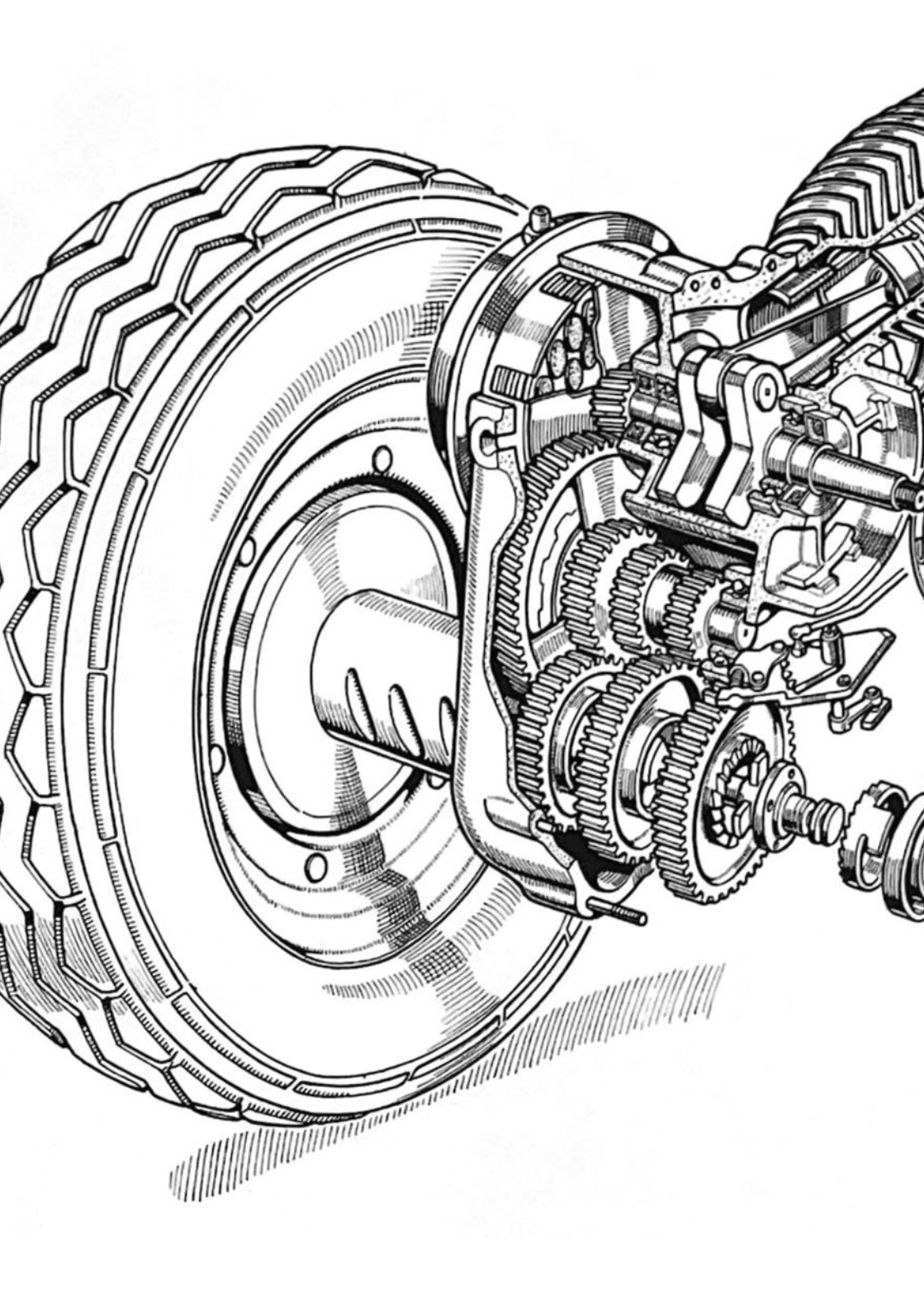
# EMBLEMATIC SYMBOL OF MADE IN ITALY

## THE ORIGINS OF VESPA

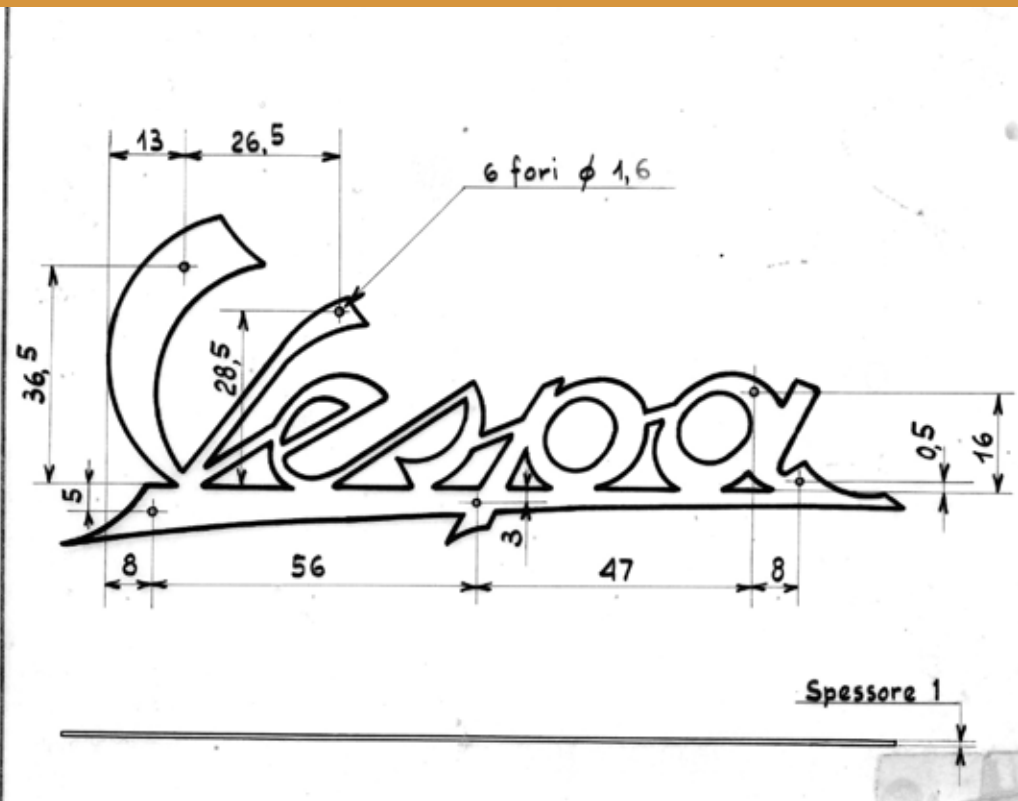
By late 1945, the first Piaggio scooter was ready, but the Vespa had not yet been born. This first edition was officially called the MP5, and is better known by its nickname, the Paperino. Enrico Piaggio wanted even more from the design, so he contracted aeronautical engineer Corradino d'Ascanio to rethink the scooter. The very first Vespa was patented in 1946, with a two-stroke engine, a direct-drive system, and a 3-speed gearbox with the shifter on the handlebar for easy riding.

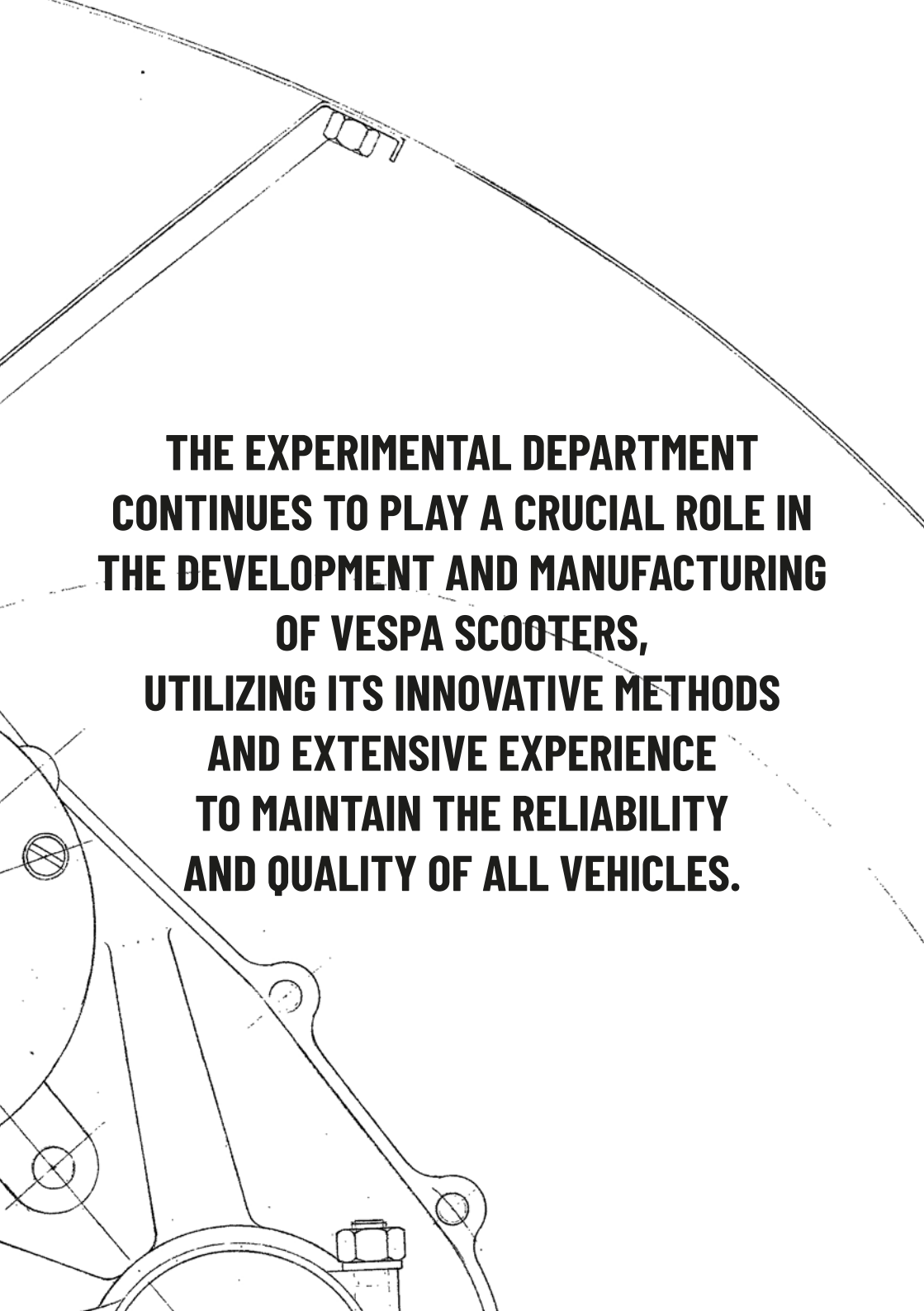
The final version which won Enrico Piaggio over was the “MP6”. This was the start of the huge industrial and commercial success that the iconic Vespa still enjoys today, almost 80 years later. Designed for comfort and an easy ride, the emblematic symbol of made in Italy has continued to develop over the years whilst still maintaining its iconic silhouette. Throughout the 1950’s and 60’s Vespa scooters were buzzing around many major European cities, seaside towns and mountain villages. The wasp-like outline was instantly recognizable, its performance and unique shape became popular with people from all walks of life.
Everybody recognized them. Everybody wanted one.


EVERYBODY
RECOGNIZED
THEM.
EVERYBODY
WANTED
ONE.



# RELIABLE, EDGY, DISTINCTIVE





**THE EXPERIMENTAL DEPARTMENT CONTINUES TO PLAY A CRUCIAL ROLE IN THE DEVELOPMENT AND MANUFACTURING OF VESPA SCOOTERS, UTILIZING ITS INNOVATIVE METHODS AND EXTENSIVE EXPERIENCE TO MAINTAIN THE RELIABILITY AND QUALITY OF ALL VEHICLES.**


Vespa