



# RIDE THE LEGEND

GTV OFFICINA 8



**BLU OFFICINA 8**

**245,900.-**

# SPECIFICATION

## GTV OFFICINA 8



### เครื่องยนต์ | Engine

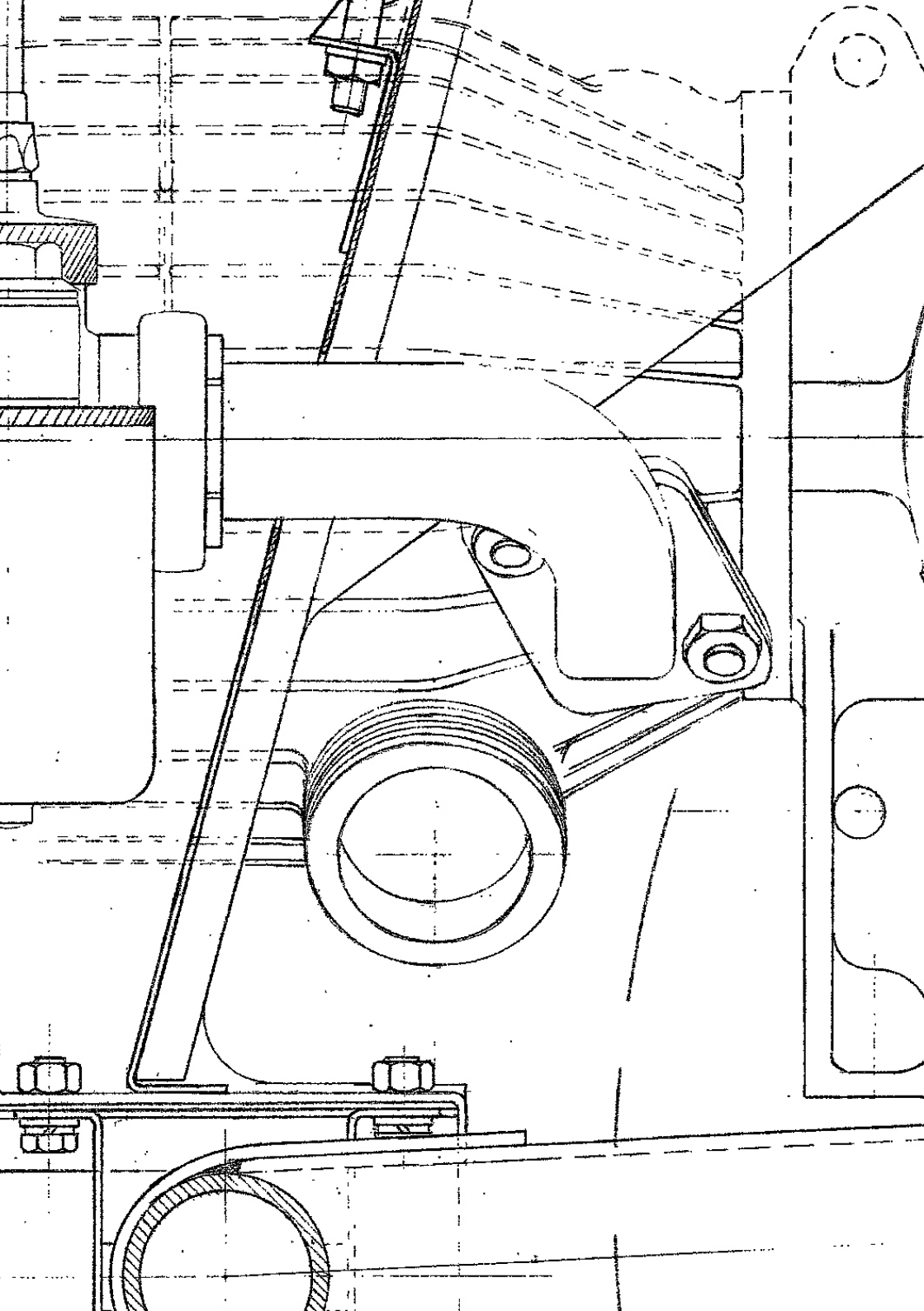
|                                            |                                                                                      |
|--------------------------------------------|--------------------------------------------------------------------------------------|
| ชนิดเครื่องยนต์   Type                     | เครื่องยนต์ HPE สูบเดี่ยว 4 จังหวะ 4 วาล์ว   HPE single-cylinder, 4 stroke, 4 valves |
| ระบบฉีดน้ำมัน<br>Fuel distribution system  | หัวฉีดอิเล็กทรอนิกส์   Electronic injection                                          |
| ปริมาตรความจุ   Displacement               | 278 ซีซี   278 CC                                                                    |
| กำลังสูงสุด   Max. power                   | 17.5 กิโลวัตต์ / 8,250 รอบ/นาที   17.5 kW / 8,250 rpm                                |
| แรงบิดสูงสุด   Max. torque                 | 26 นิวตันเมตร / 5,250 รอบ/นาที   26 Nm / 5,250 rpm                                   |
| ระบบระบายความร้อน<br>Lubrication & Cooling | ระบายความร้อนด้วยน้ำ   Liquid Cool                                                   |
| ระบบส่งกำลัง   Transmission                | อัตโนมัติแบบ CVT   Automatic CVT                                                     |

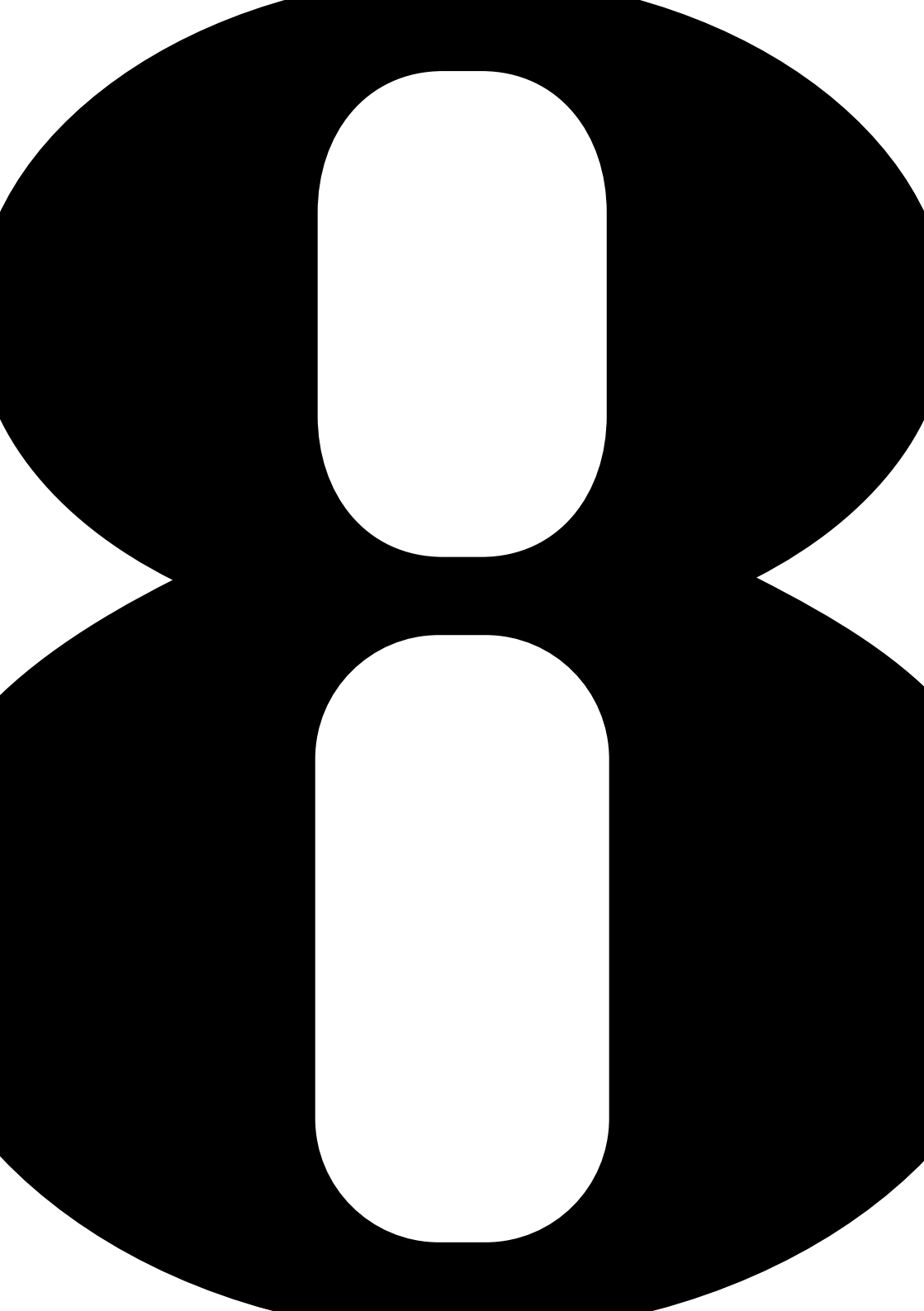
### โครงตัวถัง | Chassis

|                                |                                                                                                                                         |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| โช๊คอัพหน้า   Front suspension | โช๊คแขนเดี่ยวพร้อมคอยล์สปริง   Single-arm with coil spring and single shock absorber                                                    |
| โช๊คอัพหลัง   Rear suspension  | โช๊คอัพไฮดรอลิกคู่ ปรับระดับการรองรับน้ำหนักได้ 4 ระดับ   Double hydraulic shock absorber with four-position spring pre-load adjustment |
| เบรคหน้า   Front brake         | ดิสก์สเตนเลสสตีล Ø 220 มม. ควบคุมแบบไฮดรอลิก พร้อมระบบ ABS<br>Stainless steel disc, Ø 220 mm with hydraulic control with ABS            |
| เบรคหลัง   Rear brake          | ดิสก์สเตนเลสสตีล Ø 220 มม. ควบคุมแบบไฮดรอลิก พร้อมระบบ ABS/ASR<br>Stainless steel disc, Ø 220 mm with hydraulic control - ABS/ASR       |
| ยางล้อหน้า   Front tyre        | ไค-คาสต์อะลูมิเนียมอัลลอย ขนาด 3.00x12" – ยาง Tubeless ขนาด 120/70-12"<br>Die-cast aluminum alloy 3.00x12" – Tubeless 120/70-12"        |
| ยางล้อหลัง   Rear tyre         | ไค-คาสต์อะลูมิเนียมอัลลอย ขนาด 3.00x12" – ยาง Tubeless ขนาด 130/70-12"<br>Die-cast aluminum alloy 3.00x12" – Tubeless 130/70-12"        |

### ขนาด-มิติ | Size

|                                                    |                                                   |
|----------------------------------------------------|---------------------------------------------------|
| ความยาวตัวรถ   Length                              | 1,975 มม.   1,975 mm.                             |
| ความกว้างแฮนด์   Width                             | 740 มม.   740 mm.                                 |
| ระยะล้อหน้า-หลัง   Wheelbase                       | 1,375 มม.   1,375 mm.                             |
| ความสูงจากพื้นถึงเบาะ<br>Height from floor to seat | 790 มม.   790 mm.                                 |
| ปริมาตรถังน้ำมันเชื้อเพลิง<br>Fuel tank capacity   | 8.5 ลิตร (± 0.5 ลิตร)   8.5 litres (± 0.5 litres) |
| น้ำหนักรถสุทธิ   Weight                            | 163 กิโลกรัม   163 kg.                            |

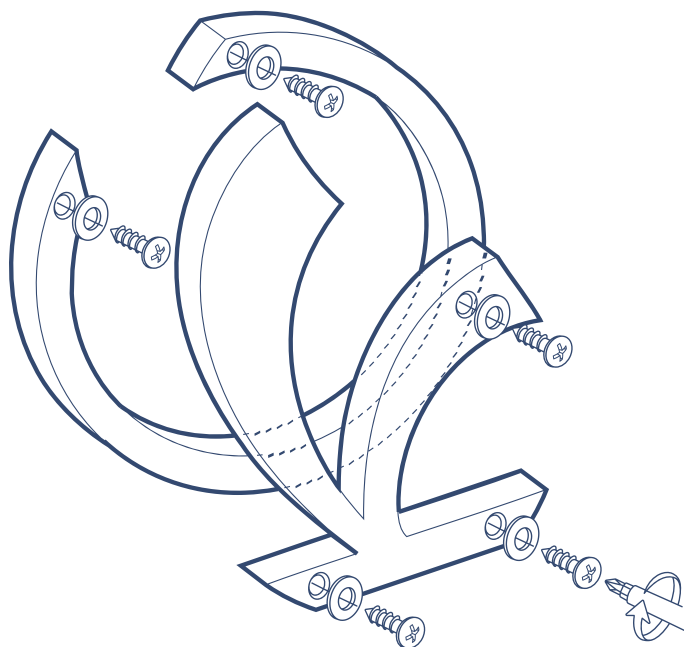


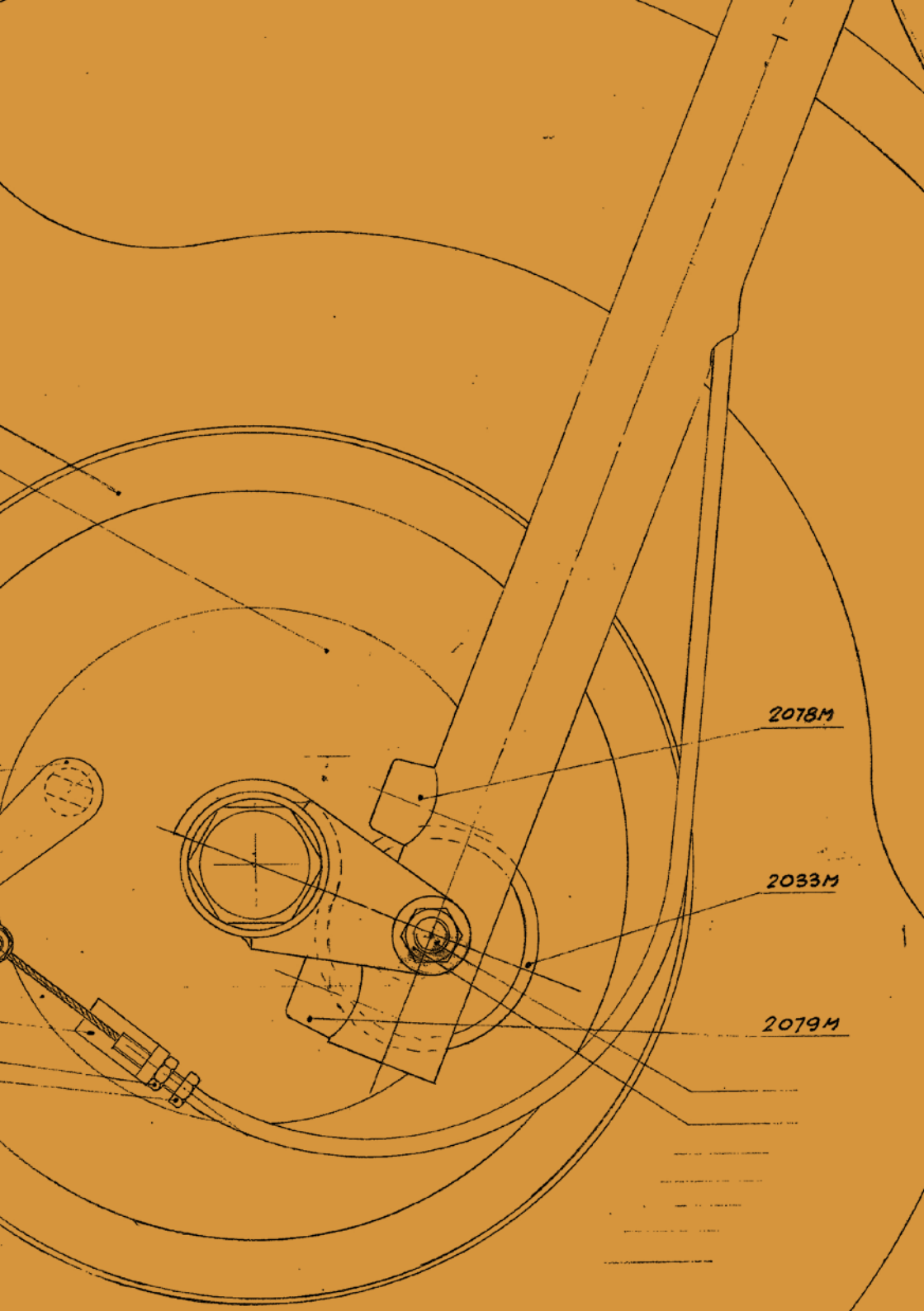




The release of the Vespa Officina 8 series marks a celebration of Vespa's long-standing legacy, tracing back its origins to Officina 8

# 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 detailed technical line drawing of a car chassis, showing various mechanical components like springs, shock absorbers, and suspension parts. The drawing is in a clean, minimalist style with black lines on a white background.

# **A PIECE OF ITALIAN HERITAGE**

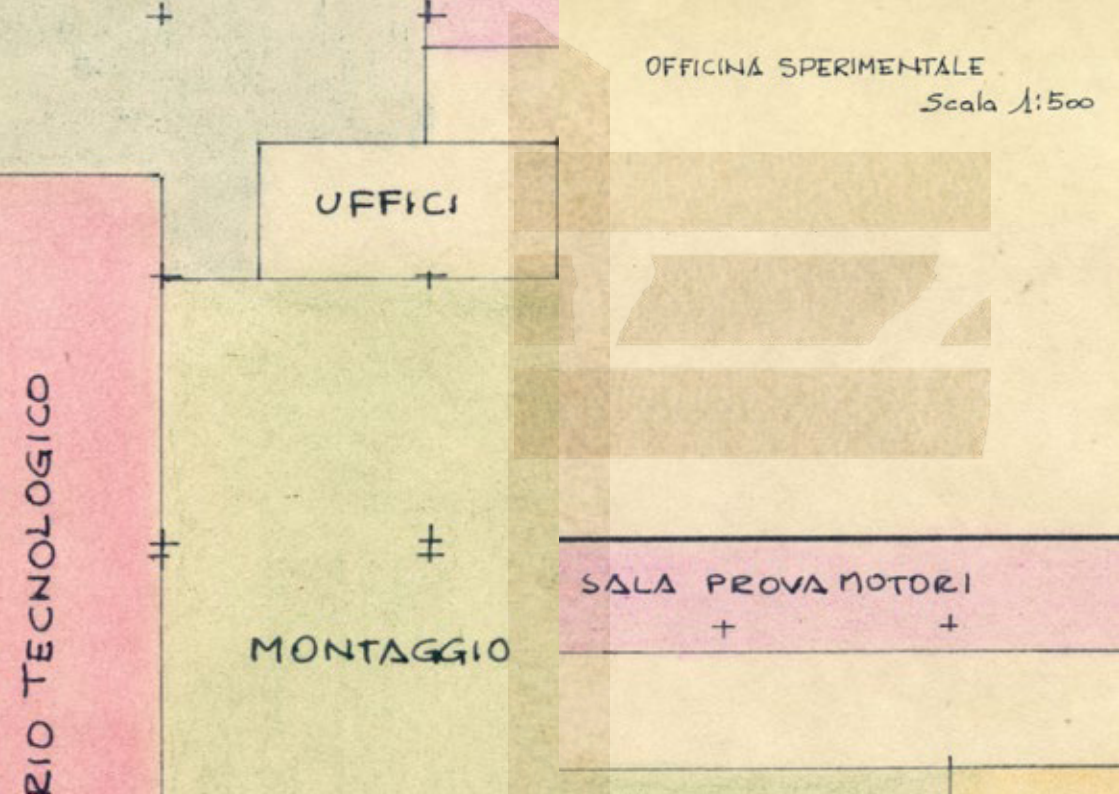


**PONTEVEDRA**

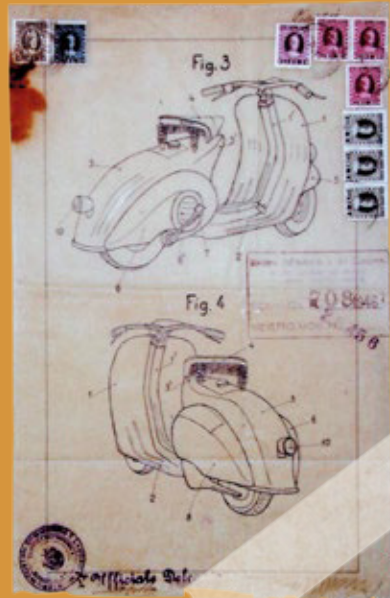


## WELCOME TO OFFICINA 8

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.



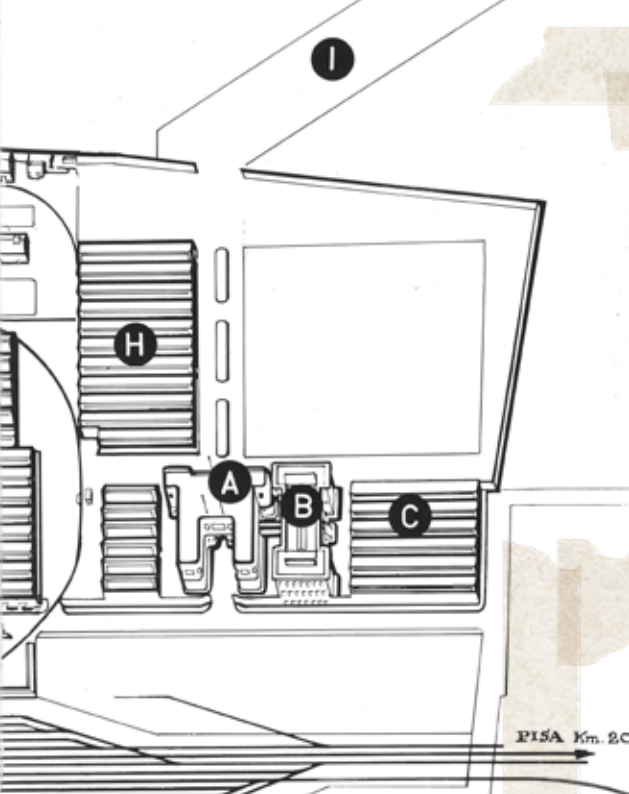
The mission was top secret, and the team established a workspace known as the “Officina Sperimentale” - the experimental test center - officially designated as Officina 8, the eighth and final sector of production. At this early stage, the Officina 8 was a relatively small workshop, where a select group 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.

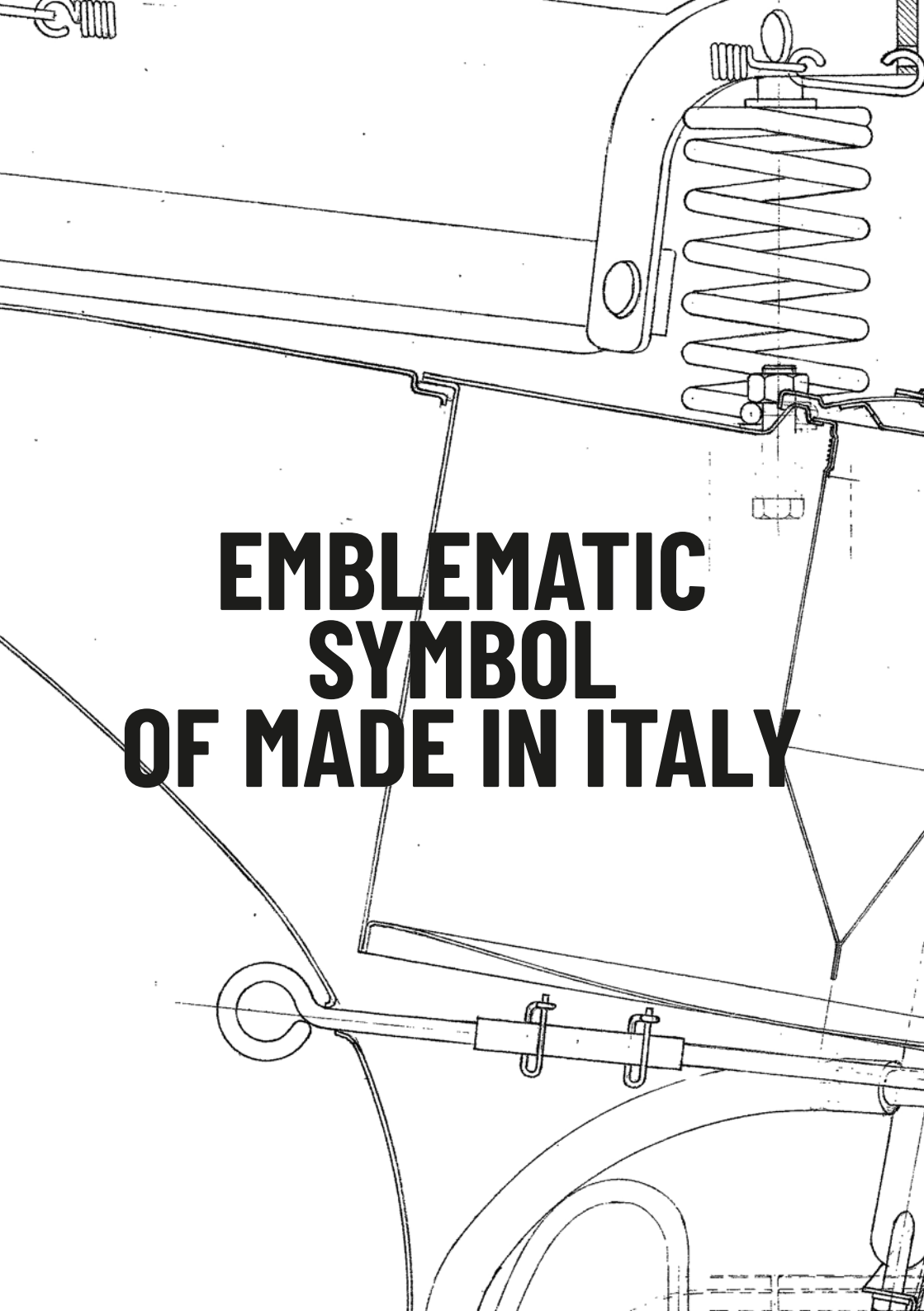


- A. Direzione
- B. Uffici Tecnici  
Centro Meccanografico
- C. Officina sperimentale
- D. Centro operaio
- E. Scuola per Organizzati
- F. Mensa Impiegati
- G. Sala Prova Materiali
- H. Officina Ricambi e  
Magazzino

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.

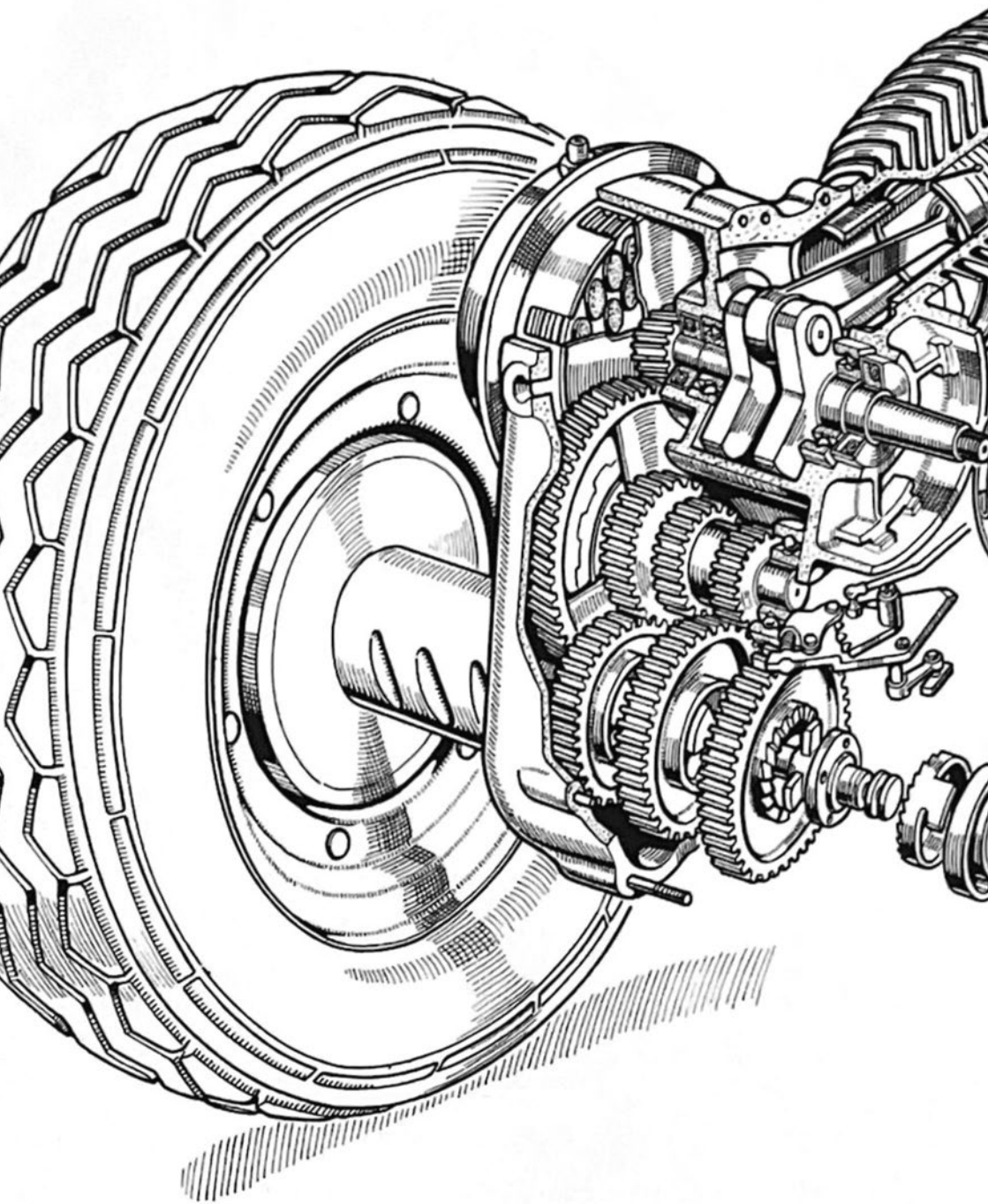


The final version which won Enrico Piaggio over was the "MP6". This was the start of the huge industrial and commercial success that the iconic Vespa still enjoys today, almost 80 years later. Designed for comfort and an easy ride, the emblematic symbol of made in Italy has continued to develop over 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.

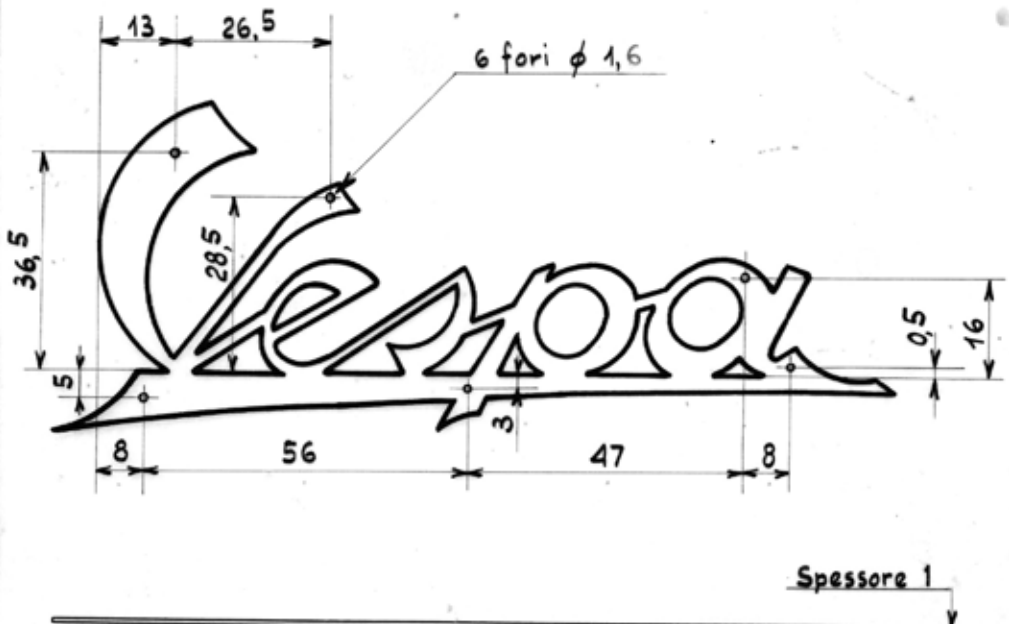
A technical line drawing of a mechanical assembly, possibly a suspension component, is overlaid on a solid blue background. The drawing shows various parts, including a spring, a shock absorber, and a control arm, with hatching used to indicate different materials or cross-sections. The text is positioned in the upper half of the image.

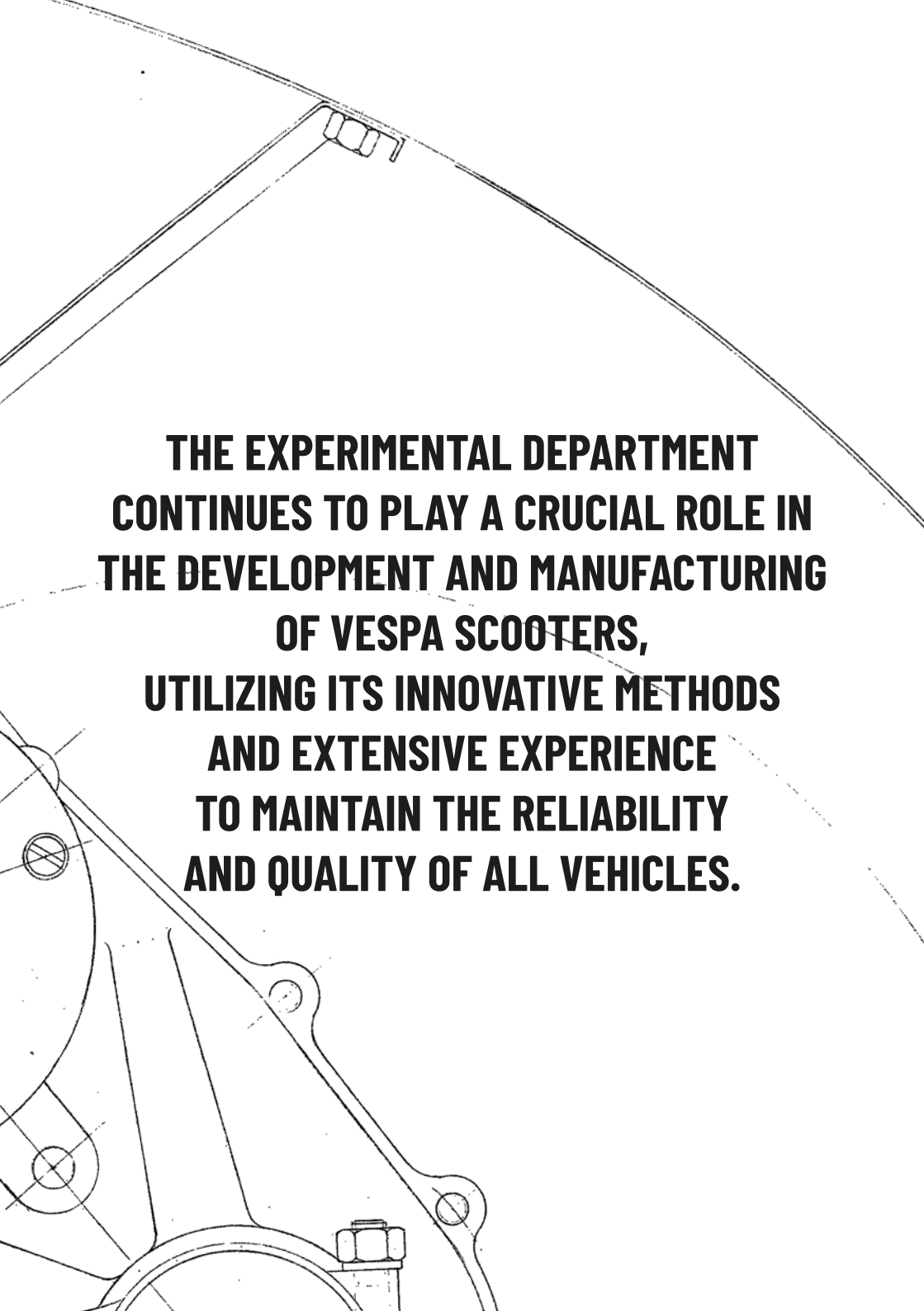
**EVERYBODY  
RECOGNIZED  
THEM.**

**EVERYBODY  
WANTED  
ONE.**



**RELIABLE,  
EDGY,  
DISTINCTIVE**



A technical line drawing of a Vespa scooter frame, showing the main structural elements like the front fork, handlebars, and the main frame rails. The drawing is in black lines on a white background, with some parts like the handlebars and front fork assembly visible at the top and bottom left.

**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*