

# 1966 Vespa

## 150 Super

The **Vespa Super** was successor to the Vespa 125 and 150 VNA/VBB. It had a similar design, but had updated styling that matched the other large-frame Vespas. While the models with 10" wheels had evolved over time in their styling and design, these 8" wheeled models had continued on through to the mid-60's with only very minor changes from the 50's.

The Super came standard with a single saddle seat and a package tray, as did all of the non-performance Vespas. However, with the new body design came with an upgraded seat. The saddle had a slightly different shape with more padding.

The motor was based upon the 150cc and 125cc two port powerplant on the VBB/VNA. The only change was an upgraded ignition Coil. Though both 125cc and 150cc versions were made, the 125 Super was only imported in very small numbers to the U.S., and only for about one year when they were first introduced.

### Museum Loan:

**Jordan & Randy Ebersole - Lebanon, PA**

#### Many of these were Asian born.

Scooters have longtime been a primary mode of transportation Asian countries, along with their network of repair shops and fabricators to keep vintage bikes on the road. Based upon this, a market developed for restored classic models with the express purpose of shipping them overseas. **Vespa VBBs** are good examples because they were imported to Asia heavily during their original life-span. These are readily available in various states of disrepair after living hard-working lives.

#### Is everything from Asia bad?

No, but most classic era pre-owned scooter exports were. The quality of Asian and Vietnamese produced repair and restoration parts can have a lot to be desired as well. Worldwide scooter enthusiasts have been relying on Asian countries to keep their bikes running, with markets like India and Vietnam putting out after-market replacement parts long past that of the original manufacturer. Dealers have imported the Vespa series P clone, **the Stella**, directly from India where it was originally manufactured as a Vespa-badged scooter under license from Piaggio.

### DID YOU KNOW?

'**Viet-bodge**' is a term commonly used to describe a poorly and/or dangerously restored scooter that has originated from Vietnam or India?

**Manufacturer:** Piaggio & Co. S.p.A.  
Genoa, Italy

**Model:** VBC1T

**Number produced:** 553,808 (1965-1979)

**Engine:** 4.7HP 145.5cc  
rotary valve 2-stroke

**Transmission:** 4 speed, hand-shift

**Top Speed:** 60 MPH

**MODS VS ROCKERS**

