

1978 Vespa

Rally 200

The **Vespa Rally** replaced the **Super Sport** as the top of the line sporting scooter from Piaggio. The Rally retained the same basic layout as the S.S., but quite a few changes were made to both the frame and motor which made it both more reliable, and in stylistic harmony with the other models in the Vespa range. There were two versions made, with the primary difference between the two being the size of the motor. The first had a 180cc motor, and the second had a 200cc motor which included electronic ignition. With the Rally, the Vespa reached probably the best balance of classic style with modern performance.

Museum Loan: Roland Henry – Camp Hill, PA

All Rally 180's and Rally 200's imported to the U.S. had the auto-lube oil injector fitted as standard equipment. Though the body on the Rally was smaller than the Super Sport, the seat on the Rally was made larger. A dual seat was standard on the Rally, and it was so large that it stuck out slightly from the frame in the front and back.

After its inception in 1968, the 1974 Vespa Rally grew to its larger 200cc displacement. It continued to sell into a generation beyond our classic Mod Era. These were chosen by many riders inspired by England's Mod Revival Movement in the late 1970's.

Adorned with Mod Era inspired accessories, this Vespa Rally scooter has starred in several New York displays, fashion campaigns and related advertisements.

DID YOU KNOW?

The word *Vespa* is Latin and Italian meaning *wasp*. It describes the sound of the 2-stroke engine, and the skinny 'waist' connecting the front and back.

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

Model: Rally 200

Number produced: 41,274

Engine: 9.8 HP 200cc, rotary valve 2-stroke

Transmission: 4 speed, hand-shift

Top Speed: 70 MPH

MODS VS ROCKERS

