

VETERAN VESPA CLUB

No.84

# JOURNAL



Autumn 2020



# vespa

100 cc.

PIAGGIO



DMC 2/79 - LANS S.P.A. - GENOVA - PRINTED IN ITALY

## technical specifications

Speed: 70 Km/h (CUNA Standards) - Fuel consumption with 2% mixture: 1.8 lts. per 100 Km. - Max. climbing gradient: 30% - Carrying capacity: 2 persons - Engine: single cylinder, two-stroke with rotating type induction; bore: 49 mm. - stroke: 51 mm. - Displacement: 96,12 cu. cm. - Gearbox: 3 speed with constant mesh gears - Max. length: 1665 mm. - Max. width: 670 mm. - Wheel base: 1180 mm. - Max. height: 1015 mm. - Curb weight: 73 Kg.

Vitesse: 70 Km/h (normes CUNA) - Consommation (mélange 2% d'huile): 1,8 litres aux 100 Km. - Pente franchissable: 30% - Portée: 2 personnes - Moteur: monocylindrique, 2 temps, à distribution rotative - alésage: 49 mm. - course: 51 mm. - Cylindrée: 96,12 cc. - Boîte de vitesses: à 3 vitesses - Longueur maximum: 1665 mm. - Largeur maximum: 670 mm. - Empattement: 1180 mm. - Hauteur maximum: 1015 mm. - Poids à vide: 73 Kg.

Höchstgeschwindigkeit: 70 Km/h (CUNA-Normen) - Verbrauch: (Mischung mit 2% Öl) 1,8 Liter/100 Km - Maximale Steigfähigkeit: 30% - Tragfähigkeit: 2 Personen - Motor: Einzylinder Zweiaktmotor mit Drehschiebersteuerung - Bohrung: 49 mm. - Hub: 51 mm. - Hubraum: 96,12 ccm. - 3 Gangschaltung - Länge: 1665 mm., Breite 670 mm., Radstand: 1180 mm. - Höhe: 1015 mm. - Leergewicht: 73 Kg.

Velocidad: 70 Km/h (normas CUNA) - Consumo (mezcla con 2% de aceite): 1,8 litros cada 100 Km. - Pendiente máxima superable: 30% - Cabida para 2 personas - Motor monocilíndrico de 2 tiempos, con distribución rotativa - Diámetro del cilindro: 49 mm. - Carrera: 51 mm. - Cilindrada: 96,12 cc. - Cambio: de 4 velocidades - Longitud máxima: 1665 mm. - Anchura máxima: 670 mm. - Distancia entre ejes: 1180 mm. - Altura máxima: 1015 mm. - Peso en vacío: 73 Kg.

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DETAILS

PARTICULARITÉS  
SONDERAUSRÜSTUNG  
PARTICULARIDADES

# vespa

100 cc.

Direct transmission: no chains, no joints, no unnecessary mechanics; the whole engine power channelled directly to the driving wheel.

Wheels are interchangeable. Single strut front fork affords a faster and easier wheel changing.

Vespa bodywork: an example of integral type construction clear cut steelplate. Smooth and flowing.

Transmission directe: sans chaînes, sans joints, sans mécanique superflue. Toute la puissance du moteur directement sur la roue motrice.

Les roues sont montées en porte-à-faux permettant un remplacement aisé et rapide.

La carrosserie de la Vespa est une monocoque autoporteuse en tôle d'acier de forme ouverte et compacte.

Direktantrieb, ohne Ketten, ohne Gelenke, ohne überflüssige Teile. Die gesamte Leistung des Motors direkt auf dem Antriebsrad.

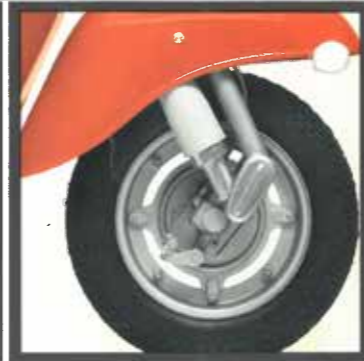
Die Räder sind untereinander austauschbar. Ausserdem sind sie wie beim Automobil montiert für eine schnelle Radersetzung.

Selbsttragende Karosserie - Ein Stahlblech kompakter Block.

Transmisión directa: sin cadenas, sin juntas, sin órganos superfluos. Toda la potencia del motor directamente en la rueda motriz.

Las ruedas son intercambiables y montadas de suelo en voladizo para un rápido reemplazo.

El bastidor carrocería de la Vespa es un monocasco estampado en chapa de acero de forma abierta y carenada.



## EDITORIAL

We begin this issue with the sad news of the loss of the Veteran Vespa Club's founder, Frank Brookes. I didn't know Frank well but he was nothing but supportive and encouraging to me in my role as editor of the JOURNAL. The VVC is a club where I can express my passion for classic Vespas, enjoy events with a '50s vintage flavour and have made some good friends since I joined in 2007. Not to mention getting the opportunity to edit this publication, something I really enjoy - a bit too much at times! I have a lot to thank him for - so long Frank, condolences and best wishes to your family.

I returned to work full time during the last week of May and have been drowning ever since! Not that I'm complaining; I'm well aware many may not have jobs to return to and count myself lucky. Luckier still is that I've been commuting for the last 9 weeks to work on my Motovespa GT160 - I love riding my Vespa, what a way to travel! I hope all of you have been able to get out on your Vespas and enjoy them too.

I'm proud to say this issue is again brimful with quality content, including some lovely restored and unrestored feature Vespas and not all on two wheels, as you will have seen on the front cover. With VVC's 2020 events now postponed

until next year, this issue of the JOURNAL has a slightly different balance. The autumn issue would usually feature one or two club rallies, so I had asked around for reports from previous years for me to include. Club stalwart Bob Box stepped into the breach and sent me a lengthy account of his 2008 epic ride to Denmark.. via Norway, accompanied by VVC Chairman Roger Smith, both riding Vespa GS150s! Further inside is an edited excerpt which focuses on the Norway part of their adventure.

Putting the JOURNAL together is always a collaborative effort and it would be remiss of me not to thank those who helped out with this edition, namely Bill Drake, Leslie Smith, Signor Mozzino, Owen and Sue Evans, Ralf Jodl at SIP, Bob Box, Niall McCart at Retrospective Scooters and Michael Fitzgerald - thank you all!

I trust this issue finds you well and hope it may transport you away, just for a while, from the current global goings on.

Please email your contributions for the JOURNAL or News Page of the VVC website to me at [vespamore@hotmail.co.uk](mailto:vespamore@hotmail.co.uk)

All the best and ride safe. Ciao — Paul Hart (VVC Editor).



Hello Members

As you are aware Frank Brookes the founding member of our Veteran Vespa Club died just recently at the age of 90. Since joining the club in 2000 I have enjoyed many special moments and experiences at events and with colleagues. None of this would have happened if it wasn't for Frank. I feel greatly indebted.

Frank's memorial service was a private family affair, restricted by Covid to 10-12 people, so I felt honoured to receive a special invite. The service was in the open air in a woodland cemetery, so with the family's blessing I took along Frank's favourite Vespa model, a GS VS1. It stood guard with the rest of us to pay our last respects. RIP dear Frank.

On behalf of all members the club contributed a suitable garland of flowers along with a donation to the local Air Ambulance service.

All VVC 2020 events have now been postponed and rearranged for the same time of year and venues but in 2021. Unless advised, your original bookings will be carried over to 2021. The 2020 AGM is being transferred to March 2021. All

of this is obviously subject to where we are next year with the pandemic, more updates to be issued later this year.

Included with this journal is a VVC sticker. Use it how you wish; it is best suited for applying to smooth surfaces such as windows, in the house, garage or car. It will not leave sticky residue and is designed as more of an advertisement for your club rather than an embellisher for your already good looking Vespa.

Despite the adverse effects of Covid, some areas of the club have been more active than normal such as membership enquiries, Facebook and club shop sales. There is an upside to everything!

Thank you to members for submitting Vespa photos for possible inclusion into our 2021 calendar, we are still accepting entries so please send in pictures of your pride and joy.

My only riding during lockdown has been round a regular 30 mile circuit, mainly to check out that my latest tuning efforts in the garage were time well spent, or not!

Hope all members are staying healthy and safe

Best Regards — Roger



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MAY 14 — 17 / 2021

Torbay, Devon  
Moor to Sea Rally

Organisers Luke &  
Sheila Kitto.

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JULY 16 — 19 / 2021

Wakefield, Yorkshire  
Field event to be held at  
Sandal Rugby Club.

Organiser Chris Wainwright.

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SEPT 2 — 6 / 2021

Cherbourg, France

Organisers Bob Box &  
Roger Smith.

## VVC PRESIDENT - FRANK BROOKES



“Our President Frank Brookes B.E.M. passed away in June at the great age of ninety.

It was in 1963 at the VCB (Vespa Club of Britain) AGM Gala Dinner Dance, held in the Town Hall at Leamington Spa, that Frank launched his idea of a Veteran Vespa Ride-out for members owning a Vespa that had been out of production for ten years. There were 37 of us with our Rod, G & GL2 Models, plus the Douglas Ape Rickshaw that took to the road in 1964 riding from Epsom to Brighton. As a result of this the Veteran Vespa Club was born, a branch of the Vespa Club of Britain. This was rerun for several years afterwards and revived in 2011. Four participants in that first ride are current members.

For almost 25 years from the late 60's sales and interest in scooters waned but Frank was still active within the VVC as General Secretary and after the death of President Eric Brockway in 1994, I as Chairman, was privileged to advise Frank that it was the wish of the Club that he should take on the role.

When President of VCB, I was asked by the Federation of International Vespa Clubs to nominate anyone who had given exceptional service to a Club and I had no hesitation in putting Frank's name forward, with the support of Vice President Margaret Farquhar. The Merit Award was presented to him by Christa Solbach, President of the FIV at a VVC Rally in 2002. Recognition richly deserved.

Due to ill health Frank had been unable to attend many events in recent years but has always kept in touch with the club. Frank with the support of his late wife Jean was a very committed member of the Vespa family and the existence of the VVC and the friendship and fellowship that we enjoy is down to Frank's vision all those years ago.”

— Leslie Smith

Photos opposite taken by VVC Chairman, Roger Smith, who presented a bouquet on behalf the club. Roger attended Frank's funeral on his own VS1 GS150, adorned with the club legshield banner, which fittingly was Frank's favourite Vespa model... see back cover.



## VESPA DOUGLAS G MODEL



Club member Signor Mozzino is the owner of this rather lovely G Model as he explains.

“When did it start, an obsession for the low, wide curves and simplicity of the Vespa Douglas low light models? Mine was an encounter with VVC member Darren from Hackney, at an exhibition at Bar Mozzino in London I had held on the history of the 50’s Vespa Club in Soho in 2017. He had kindly loaned to the exhibition an early Douglas Model G and had also noted he may have one for sale. Intrigued, most definitely, I hurried off to Hackney and that was my Indiana Jones moment. I walked into a cave like space filled with curved treasures balancing on top of

each other; it felt like I should be in a back street off the Imola Automobile fair, it had that sense of discovery and I was completely hooked.

I came away with MGG 106, a Vespa Douglas G Model, aged and wearing her life scars that added to a sense of pride to be the new owner. Since then her appearance at the regular August Brighton rally and the odd ride out through the Downs of East Sussex keeps her fit and well, although there is always a relief after each mile made that we will soon be home!” - Signor Mozzino





Some info below about the Douglas G model, courtesy of VVC Technical Advisor, Roger Green.

“3299 were produced by Douglas from November 1953 to July 1954 making it the rarest scooter produced by Douglas and one of the rarest Vespa full stop! This model was an evolution of the Rod model; the main feature being cable operated gear selection rather than the rod linkage on the previous model. The engine is a single port 125cc, mostly identical to the Rod model with just a few small differences. The speedo was changed to a round Smiths type compared to the “D” shaped Smiths speedo fitted to the Douglas Rod - the GL2 also inherited the round Smiths speedo. The legshield was strengthened behind the horn casting and the rear frame ribbing was removed on all but the very early ones.” — Roger Green.

Photos by Signor Mozzino.

Frank Brookes was the owner of a pristine G Model, sold a few years ago to a club member when he was no longer able to ride. With the club at the forefront of his mind, Frank was keen to keep it in the VVC. Thanks to Signor Mozzino and Roger Green.

\*This featured G is for sale – turn to ‘For Sale and Wanted’ – page 27 for details.





## VESPA 400

Mid-May 2020 and I'd arranged to meet up with new club members, Owen and Sue Evans somewhere in the wilds of Essex with my camera at the ready. I met the couple at last year's AGM in Leamington Spa where they proceeded to tell me about their impending arrival – a 1960 ACMA Vespacar 400! Intrigued, having never seen or photographed one up close other than maybe at the Museo Piaggio in Pontedera, I was keen to know more. We swapped contact details and I asked them to keep me posted. "We came across this wonderful vehicle for the first time at a Le Mans Vespa Club rally and were amazed. We began researching and discovered that the car's production was in France under Piaggio licence and only made for four years. Looking to maybe purchase one and if we did, what was the availability on parts? We found various adverts; some had been fully restored while others looked okay in the pictures, and then started asking questions. Does it start? Is there any rust? One

person came back, replying it needed 10,000 euros spent on it as was rusty and may need a new engine. We then started to think a restored one would cost too much and any that needed repairing, we would need to find someone, as I would not be able to do the work myself and feared we would never find one. I then found a page on Facebook for UK owners, which is very useful, along with another page of owners around the world knowledgeable on the Vespa 400. There are about twenty in the UK but only six or seven on the road; the rest are under repair or restoration. As for parts, it seems a lot are still available on a couple of websites, or you can make them yourself, otherwise have them made. We kept looking on Google for a Vespa 400 believing something would come up and also asked the President of Vespa Club Le Mans if he knew of any for sale. He said someone from the club rebuilt one before and sold it and he would look for us. One advert came up in a magazine but the people didn't

reply. Not giving up, we found some in France and Italy and also in a Sotheby's auction.

We eventually found one on a selling page in France and when I contacted the person, realised they lived close to Le Mans. I contacted the Le Mans Club President and asked if he had knowledge of the owner or the vehicle? He came back to say he knows the person well, as he used to be the club President and did not realise he still had the car. Upon further investigation by the President, the car had been garaged for seven years following its purchase for the owner's wedding. On contacting a member of Le Mans Vespa Club, who had restored one before and who also knew the owner, he said that he would be happy to look at the car with us. A trip to Le Mans had already been planned for September 2019 and the owner was happy to wait for us to visit. Not knowing the condition of the vehicle, we feared the worse as the pictures and video were seven years old. We met with the President for a very nice lunch, before picking up the other club member to view the car. When we arrived at the



house where the car was located, there were large wooden gates so we could not see the car until these were opened. What a surprise we had when we saw the car was near enough immaculate! For some reason the owner had only washed one half of the car but it was clear that no bodywork repairs were required. He showed us all around the car, where the engine was located, how the roof opened etc. Then we asked the all-important question, "does it start?" "Yes of course" the owner replied, "I will show you." However, the little car would not start; the engine was turning over but would just not start. Claude (the gentleman who had previously restored one), tried everything but nothing worked. He assured us it would be nothing major and maybe just a battery or fuel problem, or 2-stroke oil congealed in the carburettor. We agreed to purchase the car and it would be transported to Claude's house where he had agreed to get the car started and give the engine an overhaul, replace the brakes and brake components as it had not been used in over seven years. The owner also included four new tyres which he had previously purchased and not used.



Claude collected the car a couple of days later on a trailer and took it back to his workshop located in his garage at his house. He sent pictures of the car on the trailer and back home in his garage. Throughout the process we were kept updated with what he was doing, costings involved and were sent regular progress photos. He managed to purchase bits for the car and even made some himself, a very talented man! Finally, at the end of November, the little car was ready to be collected.

We arranged a trip for December to collect the car, we were going to bring it back in our company van, a Volkswagen Crafter, we had done all the measurements and it would fit - just about. On a very cold and wet December day we arrived at Claude's house to collect the car, Sue was taken for a test drive to see how the car went, although she didn't actually drive it, as it was pouring with rain. The little car was getting wet and Claude had spent ages cleaning and polishing it. Finally, the moment of truth came, would it fit in the van? With Sue behind the wheel, two of us at the front and two at the back the little car was slowly pulled and pushed

up the ramps onto the vehicle. It fitted, just. Now we had to get Sue out of the car, luckily she is quite petite and managed to just squeeze out, good job the van has a side door, otherwise she would have had to climb out of the roof!

Once back in England we had to wait for the car registration to be transferred from France to the UK, Rob Skipsey sorted this for us, however it took longer than expected and when the DVLA man came to look at it he was amazed, he thought he was coming to look at a Vespa Scooter! Finally it was registered, a valet came out to give it a spruce up on the outside and we were ready to go. We decided to wait for the weather to improve as it only has a small heater and the weather was a bit chilly. Then disaster struck, the whole country went into Lockdown! The little car would have to stay parked up. We have taken it for a short drive in the village but no further. We had many rallies planned to take the car to, both here and in Europe, these have all been postponed until next year now.

The car is quite roomy inside and both of us (those that know me, know I am not the smallest), fit in







with room to spare. There is a bench seat at the back which our grandson is dying to try out. The interior is all original, we think it may have had a new roof as this is soft and would have deteriorated as the original would be 58 years old! This rolls back from the windscreen header rail to the top of the rear engine cover. In between the two front seats are three levers, the middle one is the handbrake, left hand side is the choke and right-hand side is the starter, it does have a key but no electronic start. The key by the way still has the original key ring from when the car was first purchased back in 1958. There are no modern comforts, just a small heater blowing air from the engine and there is a lever to open the pipe which directs it on to the windscreen or inside the car itself. It has a speedometer, a warning light for low fuel, main beam, dynamo charging and indicators. The 12-volt battery is located at the front of the car on a small pull out shelf located behind the front grill. The spare wheel is located under the passenger seat. The jack and tools are also original and located in the engine compartment at the rear of car.

The cars were made over a four year period from 1957-1961 and each year there was a slight variation in the car. It is clear from the style of the car as to which year it was manufactured. This is something we first noticed, as mentioned earlier, at the Le Mans Vespa rally. We both fell in love with the little cars but never dreamt we would actually own one. We are looking forward to being able to attend rallies in the Vespa 400, not sure if everyone will like it; it certainly isn't a scooter but is a Vespa!"

Words by Owen Evans.  
35mm film photos by Paul Hart.

What a great story and as much a part of Vespa history as say the GS150. What a privilege to see and photograph one up close for the VVC JOURNAL. Thanks very much to Owen and Sue who were generous enough to even let me have a wee drive of their Vespa 400 – great fun and an experience I won't forget in a hurry! –Paul Hart (VVC Editor).





performance & style



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Valid until 31 December 2020

## VVC CLUB SHOP



We now have a good selection of VVC branded goods available from our online shop. Just use the links on the VVC Club website or the VVC Facebook page.

New shop products for this quarter include keyring holders, larger size pin badges and high vis vests with either Velcro or zip fastening, both displaying a large colour crest on the rear.

### Garment Supply

We are currently holding a sale of original stock of Polo and T shirts (limited sizes) at 40% off.

There is also a wide range of good quality items available through our garment supplier which can be purchased with either a VVC or Douglas Vespa embroidered badge.

Please drop me an email at [shopvvc@hotmail.com](mailto:shopvvc@hotmail.com) if you have any questions or queries.



## THE LONG WAY UP & BACK DOWN AGAIN

“It was back in February 2008 that friend and Chairman of the Veteran Vespa Club, Roger Smith, first suggested that we organise a ride to two European Vespa rallies to be held in August in Denmark and Belgium. The most appealing part of his plan was that we travel via Norway and that we both ride our 1959 Vespa GS150s, without any back up support vehicle. Roger has owned his GS since 1963 and over the years has ridden it many times into Europe and on several occasions over the Alps. So it was obviously in pretty good nick! My GS is also in good condition and has been regularly ridden by me in the UK and Europe, including rides over the Col de l’Iseran and the Col du Galibier from France into Italy for EuroVespa in Turin in 2006. Both GSs are completely original without any modifications. As they are both 50 years old we agreed that if we were to have any chance of completing the trip, from our homes on the south coast of England, to the north of England, across to Norway (by boat), north from Bergen (Norway) to the fjords and glaciers and then south through Denmark, Germany, Holland and Belgium, we would have to treat these old girls with respect. We would ride them as though running in. This would mean travelling at between 60 to 80 kph (40/50

mph) and we planned to use minor roads wherever possible. There would be no travel on motorways and we would use B quality roads and lesser, rather than A roads, which would only be ridden as a last resort. Some of the roads we were about to use in Norway were to provide quite a challenge and we often joked that our classic bike emergency European breakdown cover with Footman James would not have rescued us from these locations. Preparations started with a booking on the DFDS ferry from Newcastle to Bergen in Norway on August 1st 2008. We both completely overhauled our GSs for the trip and started to use them for everyday use and rides to rallies over the spring and summer to bring out any faults with the machines. Roger had to change his lower gearbox and drive shaft and my GS developed a problem on the stator plate with the battery charging coil, vital on a GS. As we were going to be on the road for almost three weeks, we had to carry our clothing, camping gear, spares and tools for the trip, plus extra fuel and oil. Roger had a rear rack and panniers over his seat together with bits and pieces stored behind his leg shield mounted spare wheel. I opted for a front and rear rack fitted with an ex-BA Concorde aluminium storage box. In spite of very many rude comments

that it looks like a pizza box, I like it and it was very practical for the ride. We booked a hotel in Bergen for the day we arrived in Norway and a B&B near York so that we could meet up before the final half day run to the ferry in Newcastle on the day of our departure from the UK. We also arranged bunk accommodation on the rally sites in Denmark and Belgium. Otherwise we planned to travel as the weather and GSs dictated on a general scenic route to include the rallies on the 2nd and 3rd weekends in August. Departing our homes in Bournemouth and Seaford on 30th July, Roger headed for an overnight stop in Essex, whilst I stayed with friends in Cheltenham. The next day we headed north to our B&B in Selby Yorkshire. The weather was a bit doggy with heavy rain forecast for later in the day. Roger travelled on his own and I rode my GS with my friend Andy Roff on his 1960 Panther motorbike and sidecar. Apart from getting wet Roger and his GS came through without a problem. Andy and I rode up the Fosse Way and on minor roads over the Derbyshire Dales into Yorkshire. For lunch we stopped in Matlock Bath for fish and chips and mushy peas. Whilst parked in the main street the locals and tourists were all over Andy’s Panther and I was a bit put out because nobody gave my immaculate GS a second look! As we pressed on, the rain became torrential and soon the water was coming up out of the drains, causing the roads to flood. We came to one flooded section of road which was impassable without riding or pushing the bikes through. The water must have been about 12” deep and Andy went for it, without a problem. My GS had been through the ford at Bourton on the Water on a rally but it cut out this time and it all ended in humiliation as I pushed my GS out of the deep water. The HT coil was soon dried out and we were



quickly back on our way. When we arrived in Selby Roger was already there having an early bath, but when we checked out our GSs it was clear that my charging coil on the stator had failed again. Before leaving on the trip Vespa expert Bill Drake advised me to take a complete spare stator with me as the problem had occurred on two previous ride outs. So it was that in the failing light and drizzle we took off the flywheel and fitted the spare. Fortunately this solved the problem and there were to be no further problems except one little heart stopper with the electrics on my GS. 1st August and we said our farewells to Andy who was heading back south, via North Wales and we set off north through York and up the A19 to Newcastle. We had planned to take the more scenic B1257 over the North York Moors rather than the A19 but decided that due to possible problems with our 50 year old steeds, caution was the best option and that our priority should be to catch our ferry. Many of our friends were predicting that we would not get that far! But we carried on north to arrive in Newcastle in plenty of time. So there we were sat on the quay waiting to board the Queen of Scandinavia. Before leaving we had some hi-viz jackets printed with the words “Veteran Vespa Club- Norway to Belgium 2008”. Also sewn onto the jackets was the VVC’s very smart patch badge, which made them look all the more professional. Because of these jackets all sorts of people came up to us during the ride, often with the familiar words, “I used to have a Vespa”, and then to be amazed that we were attempting to do the trip on what are, let’s face it, 50 year old shopping bikes. We met very many nice friendly people throughout our adventure and all down to our tiny loaded Vespas. The ferry crossing to Bergen was fantastic with an unusually smooth North Sea. We ate in

the restaurant that evening and then took a bottle of wine and a couple of glasses up on deck to soak up the sunshine. On board we met up again with a young couple James and his wife Emma who we had been with on the quay. They were going to ride around the south coast of Norway on their tandem bicycle. There was also Geoffrey, an architect from Sunderland, who also had a home in Majorca. He liked the ferry so much that this was his tenth crossing, for pleasure! We nicknamed the ship's wild life officer "Orca Woman", she was there to point out any wild life to the passengers. We didn't see any Whales or Dolphins but she was definitely the best bird to be seen! En route the boat stopped at Stavanger and Haugesund. The weather was still sunny and the water was clear blue as we sailed up the west coast of Norway through the off shore islands and inlets. It was just like I imagine a cruise to be, but fortunately only for 26 hours. Roger and I both wanted to get on with the ride.

On arrival in Bergen we booked into our hotel and then went out to do the sites and get an evening meal. The GSs were in secure parking so we had no worries there. Bergen is a beautiful city that had apparently been the capital of Norway back in Viking times. We had been warned about Scandinavian prices by many people, including the Euro Lambretta boys who went to Sweden earlier this year, so after checking the central city and port area out, we chose a Pizzeria and had a very reasonable meal with small beers and coffee. Whilst in the restaurant we met up with our first very helpful Norwegian. We explained our planned route up through the fjords and he quite firmly put us straight by saying "I think you will not go that way, you will go this way". He and his wife gave us



the roads and towns to visit and we largely followed their guidance whilst in the fjord and glacier area. On Sunday 3rd August we were ready to start our ride out from Bergen, but first and after breakfast in our hotel, we had one more piece of sightseeing to do. We wanted to go up the famous cable railway that takes you to a viewing area at 900 meters high to look down over Bergen and the surrounding area; fantastic views and a trip not to be missed. Here we met our next friendly local, a retired lady teacher who explained the history of the city to us. She had been born in 1940, the daughter of a Nazi sympathiser, a fact that she was clearly not proud of. Afterwards we headed back to our hotel to load our GSs and then left Bergen in a north easterly direction. The weather was fine but rain was forecast for later. We left on the E16 and connected with the N7 which ran alongside our first fjord the Hardangerfjorden to Granvin. We then rode north on the N13 over the mountains to Voss and on to Vangsnes. The scenery was spectacular but the sunshine had turned to drizzle and now it was pouring with rain. So we pulled into a bus shelter to put on full wets. It was here that I gave Roger his nickname "Tramp Man". He was the lead rider and I had now been following him for some 500km. His rear rack was loaded with lots of plastic bags covering tent, sleeping bag etc and you know when you see a tramp pushing his bike, well it was the same picture to me. He now proceeded to confirm his new name by poking a Sainsbury's bag up his jacket to cover the crutch of his golfing wet weather trousers. He had found the leak before leaving home, when testing with his garden hose. The loop handles facing downwards clipped nicely into the GS's helmet hook. I had found the first signs of Roger's practical side. He now recalls how he found

all my new Hein Gericke gear a bit unnecessary. I had a roll bag, waterproof jacket and trousers (that worked), a couple of waterproof cover holdalls and luggage cargo nets, all from my local store. Sour grapes, I'd say! We waited until the worst of the heavy downpour had subsided and then continued on our way to catch a ferry that crossed the Sognefjorden to Hella. The weather had brightened up and this was our first view of the world's longest fjord. On arriving on the northern shores of the fjord we rode along the fantastic N55 to Sogndal where we booked into the Hofslund Fjord Hotel on the water's edge. Our twin bedded room had spectacular views out over the fjord and we decided that this should be our base for the next two days of local sightseeing in spite of our genuine plans to use our tents and camping gear. The N55 road has been awarded the status of National Tourist Route because of its passage along the north shore of the Sognefjorden and the spectacular and wild mountain scenery it passes through in the Jotunheimen National Park. On day 6 of our trip (Monday 4th August), we and our little Vespa GS150s were prepared to ride this route. We travelled from Sogndal up to Turtagro in the mountains and stopped there at a refuge type hotel for hot chocolate and cakes. Whilst outside the hotel we looked out on what was an amazing road snaking its way off into the distance right on the junction where we were parked. This was a mountain toll road, unsuitable for buses and large vehicles that

went to Ardal. Vespas are small vehicles so the challenge could not be missed. We rode over the Tindevegen Pass with stunning views of the Jotenheimen Mountains. A fantastic ride with a motorcycle toll of 25NOK (£2.50) payable at a toll booth halfway over. On arrival at Ardal we stopped for lunch and coffee, before riding down the southern side of the Ardalsfjorden to another ferry at Fodnes to take us back to our base in Sogndal. It was still early afternoon and we decided that we should head off up the N5 northwards to the Jostedalbreen glacier area. After riding through a 10km tunnel and coming out at a view point looking out over another stunning fjord, Fjaerland, we discovered a problem with Roger's GS. He had oil leaking from his rear hub oil seal and we decided that we should head back to our hotel using a pretty little side road that we had noted running parallel to the main N5. That evening Roger removed his rear hub, while I looked on with moral support, to check on the oil seal leak. This had not resulted in a significant amount of oil loss from the sump so after a clean up everything was put back together again and we decided to monitor it the following day. On day 7 we had planned to start heading south via the famous mountain Snow Road from Laerdal to Aurland and then on to the tourist town of Flam, but Roger had a sleepless night worrying about the oil seal problem so we agreed that we should ride through the 15km tunnel to Laerdal and then take the E16 and N52 to Gol, heading south. Norway





really is a beautiful country and all the time we were riding through spectacular scenery. We regularly checked the sump engine oil level which seemed OK and as we had a spare seal we planned to look for a place to change it at our next night stop. From Gol we rode to Geilo along a river gorge. Parallel to the main road there were sections of the original road marked as the Historic Route. Wherever we could, we used this alternative road passing some amazing villages, houses and churches from an earlier era. At Geilo we took the N40 heading south. This road climbed up onto the Buskerud Mountain plain. We were up in the clouds, it was cold and the road seemed to go on forever. When we came to Uvdal we were both freezing and we rushed into the first cafe we could find for a warming drink and what was to be a late lunch. We were a great source of interest to the locals who could not quite get their heads round the fact that we had just come down off their mountain range on scooters. We carried on and the weather was damp and not very warm. As we came round a bend on a remote road with hardly any traffic we came upon a driver slowing us down to warn us of his lorry that was leaning precariously off the road, in a ditch. We parked our scooters in front and Roger went back to see if we could be of help but the driver was OK and was waiting for a breakdown truck. At the same time it started to rain again so I decided to put my wet weather gear on. Just as Roger came back from behind the lorry, I got my legs crossed in the trousers and fell over in the middle of the road. All my "mate" could do was fall about laughing, but you should have seen the shocked look on the face of an oncoming car driver who must have thought that he had come to the scene of a serious accident. We laughed! Foregoing our camping gear again we booked into a hotel in the town of Rodberg. From here we phoned Matthew Phillips in England for advice on changing Rogers's oil seal. Managing to borrow a 32mm

socket from the local friendly garage keeper to use as a drift, we had the oil seal replaced and the bike back together inside an hour. Day 8 (Wednesday 6th August) and after further checks that were carried out daily on gearbox oil levels, points and spark plug gaps, together with a check for any loose bolts and other parts, we were ready to ride further south and west. We rode on down the N40 to Veggli on what was a dull start to the day that was forecast to improve. Rjukan in the Telemark region was our ultimate destination and we had noted a small route that would get us over the Storegronut Mountain and through Nystauldalen. The locals had told us that this was a toll road but that as we were on scooters we would be able to ride around the automatic barriers without charge. We set off from Veggli and climbed up on a good quality tarmac road to a rugged but beautiful mountain wilderness. Soon after the toll barriers the road degenerated into a gravel track for some 30km. It was a remote area but covered with hundreds of grass roofed mountain cabins which must be used in the winter months because nobody was about when we passed by. The road was potholed and not the best surface for our already loaded suspensions. On later inspection both GSs had loose exhausts that had to be screwed up with a socket wrench and borrowed brick. As we neared civilisation again the road became tarmac and we came down into the picturesque area of Austbygt with its painted and carved buildings and barns. We then rode round the Tinnsia Lake and on to Rjukan for lunch. Rjukan is the location of the true WW2 story and film starring Kirk Douglas and Richard Harris, "The Heroes of Telemark". The Norwegians and allies attempted to stop the Nazi production of heavy water needed to build the atom bomb. The whole area is in a dramatic mountain gorge and as we travelled out of the town we saw many hydro electric plants, but suddenly at the top of the gorge



the WW2 building comes into view and anybody who has seen the 1965 film could not fail to recognise it. We took our photos and carried on along the N37 to Austbo and then onto another small lowland road with lakes and summer flowers, to Ofte. After the high mountains it felt like summer again and the sun was shining but not for long. As we entered the town of Brunkeberg we rushed into a well placed patisserie for coffee and cakes, to shelter from a heavy shower. When the rain stopped we took the N41 south almost entirely beside beautiful lakes and breathtaking mountain backdrop scenery. We finally stopped in a hotel near the town of Amlie, very wet and tired after travelling just over 300km for the day. It was here that we noticed the louder tones from our loose exhausts. This and other regular maintenance would have to wait until the morning. The Pan Garden Hotel was sighted in the middle of nowhere. It had previously been a wildlife and outdoor centre and now mainly catered for guests wanting this kind of remote and wild location. When we arrived, a vintage car club was just leaving the car park and I wondered as we drove in what a beautifully restored black 1960's Vauxhall Victor was doing there. We also saw old Volvos and even a Ferrari. Apparently we had just missed the monthly meeting of the local club. Dinner was being served and although we had been eating in Norway for the last few days we had not gone looking for typical

Norwegian food, fearful of the price. That night we were to have moose burgers and they were really delicious. The hotel was amazing with stuffed examples of the local animal, bird and fish wildlife. We noticed that the bases of all the nearby birch trees were protected to stop chewing beavers. The next morning we took a brick and wrench to the knurled nuts of our exhausts and carried out our routine maintenance to the GSs. Day 9 was to be our last day in Norway as we rode down the final 100km to Kristiansand. Unfortunately it was dull and wet again and the rain did not clear up until we arrived at the coast, where it was sunny. Here we booked one way crossings on the new Color Line SuperSpeed ferry to Hirtshals in Denmark. Leaving our scooters in the loading lanes, we had a couple of hours to spare so we went off in search of some lunch in Kristiansand. After the beautiful scenery and the feeling of having Norway to ourselves the city was a bit like any other European port and at that point we were quite ready to leave Norway for the next stage of our adventure. Norway had been a fantastic experience but later we were both sorry that we had not

spend more time there. Still, there are plans for Vespa World Days 2011 in Norway. I can't wait!"

Words and photos by Bob Box.

## 2020 AGM POSTPONEMENT

In view of the uncertainty regarding further relaxations in lockdown restrictions, the much discussed possibility of a second wave of Covid-19 in the colder weather and the additional possibility of “local lockdowns”, the committee has taken the decision to postpone the October AGM.

Attempting to miss the possible second wave, we are looking into a date in March 2021, the date to be confirmed later. The committee will provide information to the membership, via e-mail, and post to those members without access to email, regarding the club status (i.e. club finances, event updates, general info etc) during the course of October, as would normally occur at the AGM.

We will provide any further information as soon as it becomes available.

Should you have any queries please contact myself via

[vvcgensec@gmail.com](mailto:vvcgensec@gmail.com)

Thank you for your continued support during this difficult time.

Best wishes, David Ball  
VVC General Secretary

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### Vespa Car 400

“I have owned this 400 for twenty years and done a total and extensive rebuild but have lost interest and would like to sell it. UK registered, majority of parts available for completion, plus spares, most work required is the seat covering, screen, install lights etc. Spent £13k will accept offer around £10k.” — Leslie Smith.

Email: [smith.leslie@btinternet.com](mailto:smith.leslie@btinternet.com)

### Douglas Vespa Model G

“1956 single port Model G, running with original paint, parts and dealer sticker. Perfect for the collector. £4950.00” — Tobie Anderson.

See pages 8-11 for photos.  
Email: [tobie@mozzino.com](mailto:tobie@mozzino.com)

### Vespa Manuals

Vespa service station manuals, operation, maintenance and spares manuals

VVC members, I am having a clear out of my Vespa literature and have several original publications which VVC members may find of interest. Covering many models, including GS150/160, 90SS, Rally, Rod Type, G, GL2, 142L2, 152L2 and more. All publications priced individually at £5 plus postage. — Dave Hawkins.

Tel: 07901 877917

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## ULTRA RUSTY

Mid-April 2020 and Niall McCart, Retrospective Scooters owner, messages me with photos of a decrepit Vespa that's been discovered, or rediscovered as it turns out, at the end of a Kent garden.

Clearing out the long forgotten and overgrown bottom of the garden of his elderly parent's house, a guy finds this old scooter. The scooter in question is actually a Douglas 42L2 Ultra and according to the man's father it used to belong to his wife, now in a care home, who used to travel to Devon on it! Note the Halletts of Canterbury dealer sticker still visible on the rear frame.

Knowing very little about old scooters, the son had called Niall after finding the Vespa to see if he would be interested in it. Niall bought and it collected and after a brief spell at Retrospective in Walthamstow, London E17, was put up for sale on eBay and remarkably sold within a few days, for a not untidy sum! Not before I visited and took

these photos on 35mm film though. The Ultra was way beyond saving and only good for salvaging parts, such as the headset and rear light. On first viewing the word that tends to spring to mind is "buggeration" rather than say "restoration" or even "rusteration"! A great shame as the Ultra was a higher specification model produced by Douglas and would have been great to view it in a better, more complete condition and minus the rat's nest in the carb box! Still, it was a privilege to see it before it was despatched and broken up for parts – sad and forlorn looking but there is still beauty to be found in decay.

Words and photos by Paul Hart.





## ENDURANCE RALLY

Restoring this Rally 200, which was borderline scrapheap, would have deterred the most determined but VVC member Michael Fitzgerald stayed the course and to his credit, brought it back from the brink and has turned out a stunning finished scooter.

“So my journey on this restoration started on 18th April 2018. My love of all things scooter started in 1984, aged fifteen. My brother pulled up on a Vespa P200e, blue, I think it was an early one and was love at first sight. I spent my next seven years in Scotland destroying PKs and 50 Specials by making ramps and running them downhill into the local dam, Evel Knievel style - then dragging them out, fixing them, then doing it all again. Sacrilege I here you all shout but I was young and dumb I guess. Great fun though. I moved to Jersey in 1990 and surprisingly to me on this sleepy little island, there were loads of scooters around, quite a good little scene, so I felt right at home. I got

back into scootering properly around 1995 but in 1990 and at 21 years of age, all I wanted to do was party, lay on beaches, oh and party - great times! I sold my P2 and Lambretta Lil50 before leaving Scotland, think I got about £800 at the time and I'm still gutted now, as I had no cash for my adventure to this foreign land, Jersey, so I had no choice. I'm originally from a wee town called Greenock and hadn't really been anywhere before, so this was an epic adventure for me at the time.

The first scooter I bought in Jersey was a P125e, it was nice to get back into it again. The club in Jersey, great lads and lassies, were very welcoming. We travelled a lot to UK, France and further afar for rallies every year. VWD in Belfast was a great adventure, I took my standard P2 and had it sprayed emerald green for the trip. A friend and I took the ferry to Portsmouth, then rode to Pembroke for the ferry to Rosslare and then spent the next two weeks touring every county

in Ireland before getting to Belfast for VWD. It was there that my new interest in Rally 200s came about; there were quite a few from patina to immaculate, all beautiful. I have a nice wee collection now but always wanted a Rally. I looked all over Europe for one a couple of years ago but couldn't find one bad enough for a full resto; that's what it's all about to me, bringing them back to life. Finally I found one in Durham on eBay, the buzz was immense and a bidding war ensued. I eventually won, way more than I wanted to pay but it was perfect. I booked van onto the ferry to Portsmouth, drove to Durham, met the seller, seen the scooter, then it sunk in.. this was an absolute wreck! Half the bits were beyond repair and some engine parts were from a P2. I was gutted but we came to an agreement for a lot less than I bid but still more than I wanted to pay. We packed it up and I headed back to Portsmouth for the ferry the following day. A 750 mile round trip plus slow ferry return, not bad for three days.

When I got home we realised just how bad it was, so it sat in the garage for a few months whilst I contemplated scrapping it altogether. Having wanted a Rally 200 for years and now owning one, well bits of one, we started the “project from hell“. A few hours at night, maybe twice a week, sometimes less, we ground off rust, holes and even bits that shouldn't even have been there! Apparently, the one owner stripped the scooter down in the mid-80s and left it in his leaky garage ever since. He'd tacked on a PX floor/legshield which got dumped straight away, when we removed this, the problems really started. The frame had been butchered; the owner trying his



best but not having a clue, so it was back to the grinding and welding. We then had the newly acquired floor and horn cover welded on. Front mud guard and glove box were beyond repair so we replaced them with SIP items, perfect actually. We found it cheaper and less time consuming at this point to replace with new instead of searching the web again. Due to other commitments such as day job and family life getting in the way, the project kinda stopped for a few months. Also this project wasn't cheap, so earning before spending was my priority. As we all know, we start with a budget then gradually ignore the budget. I've never built a scooter to resell; it's always been a labour of love, well mostly. You never get back out what you put in anyway.

Break over; we set upon finding replacement parts, eBay, friends, rally pages, SIP, anywhere really. Next it was filling, sanding and prep time. This laborious job took forever, soul destroying, as you all probably know. It's the part I hate the most but it's also the most important part, to get those





perfect curves on a Rally which makes them stand out, it must be done with absolute precision. I have always been terrified at the moment of painting; to find a blemish in the body work, sleepless nights ensued. Paint time, yet again months of indecision on my part, I mean there's only 197 shades of yellow to choose from, how hard could it be! I finally decided and off we went to Steve Taylor, our local scooter wizard, who was instrumental in this whole project and made a perfect job of the spraying, way better than my expectations - I salute you Sir! The build itself was relatively smooth sailing as we had everything we needed to complete it, it still took a few months though, again day job and family stuff getting in the way.

#### Technical bit

Most of the parts in original purchase were shot so I spent most of the budget on new. I have always bought the best that I could afford, tried and tested parts, as safety has always been my top priority. If I'm not sure of an old part and its integrity, I replace it; the less chance of a heat seize or breakdown at speed, for me, has always been a priority.

We replaced with:

SIP damper, new SIP uprated springs, new bearings, new SIP performance brake shoes, standard 200 barrel kit, Cosa style clutch kit, SIP crank shaft, cush drive repair kit, new kickstart cog, shimmed gear box, SIP full DC performance ignition - advanced retard type, handmade wiring loom for complete DC system, SIP LED headlight with SIP surround, new runners and rubber kit, Pascoli seat, NOS speedo, SIP rear shocker, SIP black tubeless rims, SC30 tyres, Alfa Romeo stage 3 pearl paint, extra coats of lacquer, stainless steel fittings where possible.

We finally had it up and running on May 6th 2020 - two years and three weeks after purchase. It runs as smooth as silk, Cosa clutch is incredible, as for the seat, it's like sitting on your favourite

cushioned perfectly fitting chair. I'd say out of all my restoration projects over the years, this was by far the most mind numbingly difficult and most rewarding one we have done. When I think back to the day I first clapped eyes on it, after a 12hr overnight rough ferry crossing, then 8hr drive to Durham, traffic was brutal the whole way. The disappointment I felt at that point was palpable; what have I done what a clown; I was so close to taking it to the local dump when I got home. Seeing the finished scooter, I'm so glad I kept it. We are all very precious of our beloved 2-wheeled money pits, this one, to me, is very special. I love it, every part of it, I guess because I lived it - blood, sweat, tears and way too much money went into this project, but as I said, the satisfaction of what I think is beautiful - priceless! I was hoping to bring it to Cherbourg in September, but as we all know, 2020 will be postponed. There are indeed more important things in life, health, family, friends, the list goes on... I hope to meet up with you all soon on two wheels, until then, stay safe.

I'd just like to say a special thank you to Steve Taylor, our local Vespa genius, he's forgotten more than I know - fact. Also to Tamsin Raine, an amazingly talented local photographer here in Jersey, excellent pictures. Tamsin's website is: [www.thestudiom.com](http://www.thestudiom.com) See y'all on the other side."

— Michael Fitzgerald

What a project!! Thanks very much to Michael for sharing this with the JOURNAL and loving Tamsin's photography! Also a mention to our club membership secretary, Martin Sambrook, for pointing this great story in my direction. If you have a similarly epic project you'd like to share, please email me at [vespamore@hotmail.co.uk](mailto:vespamore@hotmail.co.uk) If you're looking to make a large parts order like Michael's, you might want to make use of the SIP voucher extended to VVC members in this issue - many thanks To Ralf Jodl at SIP Scootershop.



## FRANK BROOKES



*VVC founder Frank Brookes, stood by his VS1 GS150 at a regularity trial in Reims, France. Many thanks to Frank's son, Stuart Brookes, for allowing us permission to use this photo.*