

## THE PIAGGIO BUILT 125 STANDARD 1953-57

<b>VM1</b>	VM1T 001001 – VM1T 085870	84870
<b>VM2</b>	VM2T 085871 – VM2T 100619	14748
<b>VN1</b>	VN1T 01001 - VN1T 50100	49100
<b>VN2</b>	VN2T 50101 - VN2T 125600	75500

TOTAL            224218 UNITS

Vespa 125s of the VM and VN series form a convenient group as they all share a newly-designed twin transfer port engine, all have distinctive slats on the engine side panel, and all are finished in a similar grey colour. They are sometimes referred to as “World Models”. This is an acknowledgement that Piaggio was attempting to get all Vespa factories throughout Europe producing machines to a similar specification. In the rush to get production going in places such as Britain and France at the beginning of the fifties, sometimes cast-off obsolete tooling from Piaggio was used. Eventually all factories outside Italy upgraded their basic 125 Vespa to more-or-less “World Model” spec, but there were always local differences.

### VM1

The frame of this, the first “World Model” was mostly the same as the outgoing V33 except at the front where the frame was reinforced either side of the fractionally wider horncasting. The vertical lines of reinforcement remained a feature on Vespas for ten years or more. The new engine cowl had horizontal cooling slats – these remained a Vespa feature right up to the introduction of the P range. Compared to the V33, the clutch and throttle cables were more tidily routed through the handlebar support, and the fuel tank was bigger. The engine was substantially redesigned with twin transfer ports and different bore and stroke measurements. Finally, the familiar metallic green disappeared in favour of a more prosaic grey.

### VM2

The VM2 differs from its predecessor mainly in its lighting. New Italian regs required parking lights. To facilitate this, the light switch has an extra position, the rear light is deeper and there is a red dot on the headlight to let you know if the lights were on when riding.

### VN1

Despite the failure of the “U” model, Piaggio was still concerned about being undercut by the opposition. So from this point the trim spec of the 125 was significantly downgraded. The spec of the recently introduced 150 version, on the other hand, was consistently upgraded meaning that by 1957 their specifications had diverged greatly. This process was not reversed until the 1961-64 period when the spec of the VNB 125 model was constantly upgraded to that of the VBB 150.

Returning to the VN1, it had the smaller U model saddle without a grab rail, the ends of the stand were upturned allowing the rubber stand feet to be deleted, the fork link

cover went as did two of the floor strips. Other changes included engraved brake and kick start pedals (allowing the rubbers to be left off ) and, more significantly, a switch from aluminium to steel for panels and mudguard.

VN2

There were quite a few changes for the final version of the World Model. The most important was that the legshield pressing became more curved (a bit like that of the GS 150) which greatly improved the appearance. There was also a slightly larger seat (on which the grab handle was reinstated) a better choke cable, a different carc and the fan cowling from the 150 model.