



#### **THE PIAGGIO BUILT 150 STANDARD (VBA AND VBB) 1959-66**

<b>VBA</b> (1959) VBA1T1001 – VBA1T 125040	124040
<b>VBB1</b> (1961) VBB1T1001 – VBB1T 146000	145000
<b>VBB2</b> (1963) VBB2T146001- VBB2T 280148	134148

TOTAL 403188 UNITS

The VBA and VBB series Vespas were the standard Piaggio produced 150cc model made between 1959 and 1966. Though the VBA was imported to Britain, the successor VBB was not since by this time Douglas were producing the very similar Sportique. However, quite a few VBBs (and a few more VBAs) have been brought over privately in recent years

Generally the bodywork pressings of the VBA were the same as the 125cc VNA introduced the previous year, though a GS-style headset was fitted and there was more bright work as standard.

The real innovation, however, was the engine which for the first time was a rotary valve unit allowing a 2% fuel mixture to be used. This was wildly hailed as a technical innovation at the time, and over the next few years gradually all Vespas went over to rotary valve engines. Despite being produced at a time when the Vespa range was expanding, Piaggio managed to sell over 400,000 of this type.

#### **VBA**

The VBA was imported by Douglas and sold as the “New 150” in Britain, where it was usually fitted with the same German-made dual seat seen on the Sportique and 152L2. Machines for the home market were normally metallic blue, but those imported from new into Britain came in a variety of colours including red and turquoise.

## **VBB1**

The principle change from the VBA was the adoption of a four speed gearbox. Detail changes included a chromed GS160 rear light replacing the earlier GS150-style one and the red "lights on" dot on the headset being deleted. Also, the mudguard now had indentations in it to match the panels and there was a new chromed light switch. About half way through production of this model GS160-style flashes were added to the panels. A slightly darker shade of metallic blue was adopted.

## **VBB2**

In keeping with other models in the range, the VBB received a new squared –off rear pressing that removed the need for a separate number plate holder. Other changes included a revised electrical system that deleted the battery an ac horn, and larger diameter wheel studs.