



THE VESPA SUPER (VNC AND VBC) IN DETAIL

VNC VNC1T 1001 – VNC1T 025146

VBC VBC1T 1001 – VBC1T 554808

The Vespa Super was the new basic eight-inch wheeled model introduced towards the end of 1965. The preceding 125cc (VNB) model had been gradually getting closer in spec to the 150cc (VBB) version, so the logical step was taken to replace them with a single model available as a 125 or a 150. Apart from the barrel and piston sizes the two could only be told apart by the colours – blue for the 150 and white for the 125. At least that was true for the home market- other colours were produced for export.

For the first – and only- time small wheels were combed with separate finned hubs like those of the larger-wheeled models. In fact these wheels and the somewhat abbreviated mudguard were just about the only unique features of this model. In an effort to cut costs in the face of raging inflation, a much greater standardisation of parts was creeping in. Hence the Super shared the frame with the Sprint introduced at the same time (which, in turn, had inherited it from the GL), the panels were also the same as the Sprint while the headset was the VMA1/Primavera item. The engines were practically unchanged from the preceding VNB/VBB models.

Giving the model a name (as opposed to an abbreviation like “GS” or nothing at all) was an innovation for Piaggio, and became the norm over the next decade (Sprint, Rally, Primavera, Racer, Special).

The 125 VNC was not a huge sales success but the 150 VBC was. There were few specification changes, the most not notable being the change over to the newer Piaggio badge in October 1967 in common with the rest of the range. Or at least this is what the Technica book says. In fact the 150 Super was produced in quantity for export markets long after it ceased to be available in Italy – right up until the introduction of the P range in fact. These later Supers (of which quite a few were imported by Douglas) generally incorporated changes made to the Sprint and Rally. Hence the frame was modified with one less floor strut, the strips on the panels

disappeared and the larger Rally style rear light was fitted. The headset usually seen at this time was unique to this model and combined the rectangular headset with a Rally-style speedo. However, the GL/SS style headset with oval speedo has also been seen on this model, and just to confuse matters even more machines destined for the US market were fitted with Rally type headsets with the larger round headlight.

Despite all these changes the Piaggio designation remained "VSC" which makes it tricky to work out how many of each type were made. The production figure of over half a million 150 Supers is probably an indication of large quantities of CKD kits being sent out to Far Eastern assembly plants in the seventies.

(CAPTIONS)

(super1) The 125 Super

(super2) Front-end detail showing the new mudguard and hubs.

(super3) Side view of the 150 Super in its original form. A dual seat was optional.

(super5) Side view of a later 150 Super. By this time the headset had been changed and there were several trim differences.

(super6) US spec Super with indicators and Rally-style headset.