



THE VESPA TS125 IN DETAIL

VNL3T 1001- VNL3T 29804

Total 28804 units produced 1975-77

Switching around components to produce a “new” model is the oldest trick in the world, and one that Piaggio has played many times. The TS 125 is, in essence, a Rally frame and bodywork combined with a “smallblock” 125 GTR motor and a Sprint/Super/GT seat.

In fact the compression ratio is slightly higher than the GTR it replaced, resulting in 8bhp @ 5000 rpm. As a measure of progress, twenty years before the GS150 had required another 2500 revs and 25 cc to achieve exactly the same output. The reason for the new model may have been product rationalisation; this being taken to its logical conclusion when the subsequent P Range models had identical frames and bodywork for all three engine sizes. In which case it is hard to fathom why the 150cc Sprint Veloce was not upgraded at the same time as the GTR.

The 125TS was imported into Britain in quite small quantities in 1976-7, and was for a long time considered to be a rare machine over here. However, in the last ten years or so quite a few have been privately imported.

Available in a range of colours including dark green, white and brown, the 125 TS looks its best in the silver shown here. In fact, the neater seat and absence of tacky “speed stripes” give it a distinctly better appearance the Rally200 it otherwise resembles.