

THE PIAGGIO BUILT 125 STANDARD (VNB) 1960-66



VNB1 (1960) VNB1T 01001- VNB1T 089950	88950
VNB2 (1960) VNB21T 01001 – VNB21T 034699	33699
VNB3 (1961) VNB3T 034700 – VNB3T 090395	55696
VNB4 (1962) VNB4T 090396 – VNB4T 0136485	46089
VNB5 (1963) VNB5T 1001 – VNB5T 043240	42240
VNB6 (1965) VNB6T 1001 – VNB6T 37028	36028

TOTAL 302702 UNITS

The VNB series was the basic 125cc Vespa produced by Piaggio between 1960 and 1966. Essentially it was the preceding VNA model fitted with a rotary valve engine. Douglas had produced the preceding VNA model (as the 152L2) but chose not to continue with the smaller engine capacity when production switched over to the 150cc Sportique. A very small number were imported and sold as the “232 L2”.

However, in the last few years quite a large number have been brought over. Here is a list of all the differences to aid restoration. There are quite a lot of variants, and the reason for this is an interesting one. During the fifties, the standard 150cc Vespa was progressively moved upmarket from its 125cc brother by the addition of various items of brightwork and higher spec trim generally. During the first half of the sixties this policy was reversed in stages. So while the first VNB is quite utilitarian, the last one is almost a 125cc version of the 150cc VBB, gaining through the years all manner of brightwork and a four speed gearbox

VNB 1

In its earliest form, the VNB was virtually the same as the preceding VNA except that it had a rotary valve engine. It also had a GS160 back light (which incorporated a brake light but which was left unchromed. The head set was still the type which split in half and the colour was a sort of light blue-grey.

VNB2

This model was produced alongside the VNB1 and differed only in colour, having a speedo as standard and a slightly different carb.

VNB3

This variant had the most changes made to it. The rear light was now chromed and a centre mat replaced the two separate strips – these changes bringing the VNB into line with the VBB/GS. The fork link cover was now polished, and the headset set changed to a cast one – though still with a square speedo. This may be the same casting used previously for the VB1 (Clubman). VBB style legshield trim was fitted, a peaked headlight rim fitted, and the colour was lightish grey. The revised brake pedal now had a rubber attached to it.

VNB4

The rear frame pressing was replaced with a new one (like other models in the range) that was “squared off” to eliminate the need for a separate numberplate holder. The legshield badge and the horn were now plated, and the colour was now dark grey. The panels now got GS160 style flashes.

VNB5

Other than a change in colour to a lighter grey, the main difference between this and the VNB4 is the four-speed gearbox.

VNB6

The only changes were a GL-style rear light and larger diameter wheel nuts.