

THE RADICAL 'S'

THE VESPA S IS NOW THE MOST EXPENSIVE SCOOTER AVAILABLE IN INDIA. SO, IT MADE PERFECT SENSE FOR US TO TAKE IT FOR A SPIN AROUND TINSEL TOWN.

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VESPA S

- > ENGINE: 125CC / 3 VALVES / AIR COOLED
- > TRANSMISSION: CVT
- > POWER: 10BHP @ 7,500RPM
- > TORQUE: 10.6NM @ 6000RPM
- > PRICE: PRICE RS 75,424 EX-SHOWROOM DELHI

If I'm honest, the city of Mumbai is not my favorite – and that's mainly because of the traffic woes and ill maintained roads. It doesn't matter what car you drive, because you most likely will get stuck in traffic. However, a scooter is far more practical – if you discount the climate, the humidity mostly. So, it makes sense that our test ride of the new Vespa S took place in the middle of a crowded part of Mumbai.

Since they re-entered India in 2009, Piaggio has brought in two very stylish scooters for the urban Indian rider – and now they've followed it up with their third and most expensive scooter, the Vespa S. This new scooter is a stylish and practical option for the Indian who wishes to express his or her own personality. And, in Bollywood, everyone seems to want to have their own personal

identity and style mantra. It makes perfect sense, then, that a city dweller constantly on the move in a city like Mumbai would opt for a unique, yet practical, mobility solution such as the Vespa S.

The new Vespa S uses the same platform as the LX 125 and VX 125 – since ultimately it is the same machine. The only thing that separates it from the other two models is its design and styling. The main difference, of course, is that the headlight is now shaped into a rectangular chrome borderline, inspired from the seventies, instead of the traditional round design. The rear view mirrors also follow a rectangular shape, and there's a lot more chrome on the front section where the Piaggio badge is placed. The handlebars and the control positions remains the same, but the instrument cluster is different when compared to the LX and VX models. Then, of course, there are two very nice storage compartments

where you could possibly store your gadgets or mobile phone. The contoured seat is also nice looking, and a little sportier. The wheels too have been painted black – which is another nice, sporty touch. There are no other design changes, but the scooter does have a unique overall design when compared with its siblings. The fit-and-finish, and, of course, the build quality of the monocoque steel body, is top notch and the loud, bright orange paint job makes it stand out even more.

The Vespa S uses the same 125cc unit with 10bhp found in the LX and VX, and it is a very refined engine – probably the best in India. On the road, the Vespa S rides incredibly well and is very comfortable, which provides a good, undulating ride – perfect for a congested city. More importantly, if you're stuck in a jam, you can easily maneuver your way out and look good at the same time! **EX**

