

# THAT '70s SHOW



**QUICK FACTS**  
Price Rs 74,414  
(ex-showroom, Pune)  
On sale Now

## FIRST VERDICT

Vespa S makes a reliable, handsome scooter for fashionable male riders.

★★★★★☆☆☆

## SO GOOD

- Nice overall quality.
- Easy, quick access to engine.

## NO GOOD

- Lack of a brake lock clamp.
- Three-spoke rims not the most attractive.

VESPA HAS STEADILY been building up its scooter range in India. The company has been steadfast in its strategy, never trying to compete with aspiring mass-market players like Honda, TVS, Yamaha or Suzuki, and instead choosing to focus on positioning its retro looking scooters a step above, maintaining a premium look and feel that's hard to come by on Indian scooters. Vespa came to India two years ago, starting its innings with the modest, evergreen and oh-so-classic LX125 and following it up with the VX, the same scooter in new shades, with a much needed front disc brake. Now it's time to say hello to the Vespa S, another handsome retro scooter, with a more masculine look than its earlier siblings.

The compact and timeless-looking S wants to be sporty with a retro touch that's still just as seductive today as when it was first seen decades before. Here's a scooter with macho, attractive straight lines. Yes, the S still does its maker's badge proud as a classic scooter, with its boxy looking headlight being a major distinguishing factor that sets it apart from its stablemates. There are nifty-looking instruments set in smart black shrouds, with an easily legible speedometer, handy fuel gauge, and digital clock, apart from all the other usual warning lights. The scooter comes with soft palm grips that aid comfort, good quality and smartly shaped switches, and meaty feeling buffed alloy front and rear brake levers that offer better feel than those on any other Indian scooter. A brake lock clamp is, however, missing on the S, which would have made parking much easier, even on inclined or uneven surfaces.

There's a suitably retro set of rectangular chrome mirrors that work well too, offering an ample and vibe-free rear view at all speeds. A convenience hook sits between handy



Vespa S looks seductive with bright colours.



Box-shaped headlight looks handsome.



Retro clocks sit in a black surround.



The S's engine bay is easily accessible.



125cc engine feels refined, vibe free.

cubbyholes under the handlebar.

At your feet, the S's ribbed floorboard doesn't feel as accommodating as most modern scooters' flat boards do, but that's a small sacrifice to make when preserving the S's yesteryears theme. A voluminous, lockable under-seat storage bay is available, over which sits the broad and comfy riding saddle, with its smart white border lining. Mechanics will be thrilled about how simple it is to reach the S's engine bay for any

scooters, ensuring you just can't miss them as they ride past on the streets. However, if there's one design element we didn't fall for on the new S, it would have to be its out-of-place looking three-spoke alloy rims.

The button-started Vespa S comes with a 125cc, four-stroke, single-cylinder, air-cooled, carburettor-fed, three-valve engine that always runs vibe-free, with a refined feel. Power output on the S is 10.06bhp at 7500rpm, while maximum torque is 1.08kgm at 6000rpm. The CVT

riders and never foul with your knees, and riders sit at a good height. The Indo-Italian S uses a single-sided Vespa-trademark hydraulic shock absorber with bright, red-coiled spring in front, while there's a scooter-typical hydraulic monoshock with stressed engine setup at the rear. Ride quality is fair, pampering passengers well over poor surfaces. Light handling, effortless turn in and adequate cornering manners are on offer, as you'd expect from any scooter that rides on small 10-inch rims. The MRF tyres are good, offering nice grip, and the S uses a 200mm front disc brake – not common on Indian scooters – working with a 140mm rear drum brake. Both cable-applied brakes pack good bite, with progressive feel at the levers.

The S, like all its stablemates, is priced at a premium, at Rs 74,414 (ex-showroom, Pune). Vespa isn't aiming to clock big sales numbers with the S. However, what it has set out to do, the S does very well, which is to be a smart, distinctive and sturdy scooter with a nice masculine air, that's set apart from the LX125 or VX. Here's a good choice for a convenient and practical steed for buyers looking for a dash of style from their ride, with solid reliability and all the convenience of a scooter.

**RISHAD COOPER**

## 'The S is a practical steed for men looking for a dash of style.'

required inspection or service, for all that's involved to gain access is to effortlessly lift out the stowage tub once the seat is open.

Pulling this Vespa up onto its main stand is simple, not requiring much strength, and deploying its side stand is likewise easy, as the lever is well located. Style doesn't get much better on a scooter than on the S, fit and finish and overall quality are all top-notch as well. The S is built using Indian components entirely at Piaggio's state-of-the-art two-wheeler factory in Baramati. Paint lustre is a highlight of all Vespa

transmission works well, eliminating the hassle of a clutch and gearshifts. Power delivery is good and smooth, the S lunging off from a standing start thanks to strong acceleration from low down in the powerband. Mid-range acceleration is likewise seamless, good for the scooter segment the S fits into.

The S is built around a Vespa-signature monocoque steel frame, tailor-made to excel in urban India, whether for daily errands, or for the regular office or college commute. The S has well-placed handlebars that are comfortable for even taller

## VESPA S

Price	Rs 74,414 (ex-showroom, Pune)
On Sale	Now
L/W/H	1770/690/1140mm
Wheelbase	1290mm
Fuel tank capacity	7 litres
Kerb weight	114kg
Engine layout	Single-cylinder, air-cooled, four-stroke
Displacement	125cc
Power	10.06bhp at 7500rpm
Torque	1.08kgm at 6000rpm
Specific output	80.5bhp per litre
Power to weight	88.3bhp per tonne
Gearbox	CVT
Front suspension	Linked monoshock
Rear suspension	Monoshock, stressed engine
Front brake	200mm disc
Rear brake	140mm drum
Wheels	3-spoke alloy
Rim size (f-r)	10 inches
Tyre size (f-r)	90/100 x 10 inches