



***GPI* V175**

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pinnacle of Lambretta achievement.

Heritage Series

THE BULK of Lambretta sales were based on the company's unswerving loyalty to the original concepts of the scooter, i.e. that it should provide small, lightweight, economical transport suited to the non-mechanically minded.

In addition to this volume market, however, there was a clear demand for higher performance, a fact ably demonstrated and satisfied by machines like the Vespa GS150 from 1955.

Lambretta was already producing excellent 150cc machines, but these just could not compete with higher performance Vespas. In 1957 Lambretta launched its first TV175 with an engine capacity of 170cc and a totally new design. The new TV175 was to set the trend for all full-size future Lambrettas, but it proved, mechanically, to be ill-developed. It remained in production for only one year before being replaced by a visually similar, but mechanically much changed, LI 150cc model. In 1959 a larger capacity LI was launched as the new TV175. This time it actually sported a 175cc motor. This second series TV175 had a very successful production run from 1959 to 1962. It featured, for the first time, a headlamp mounted on the handlebars.

The Series 3 (slimstyle) 175 was launched in

this background and under pressure from the UK Lambretta concessionaires, parent company Innocenti (with some reluctance), was persuaded to make a 200cc version. The 200 was designated the Lambretta GT and sold specifically into the UK. It was, effectively, a larger bore version of the TV175.

The TV175 Series 3 is, in the eyes of many, the pinnacle of Lambretta achievement. It may not be as fast as the GT or later GPs but it has a balance of reliability, smoothness, performance and handling

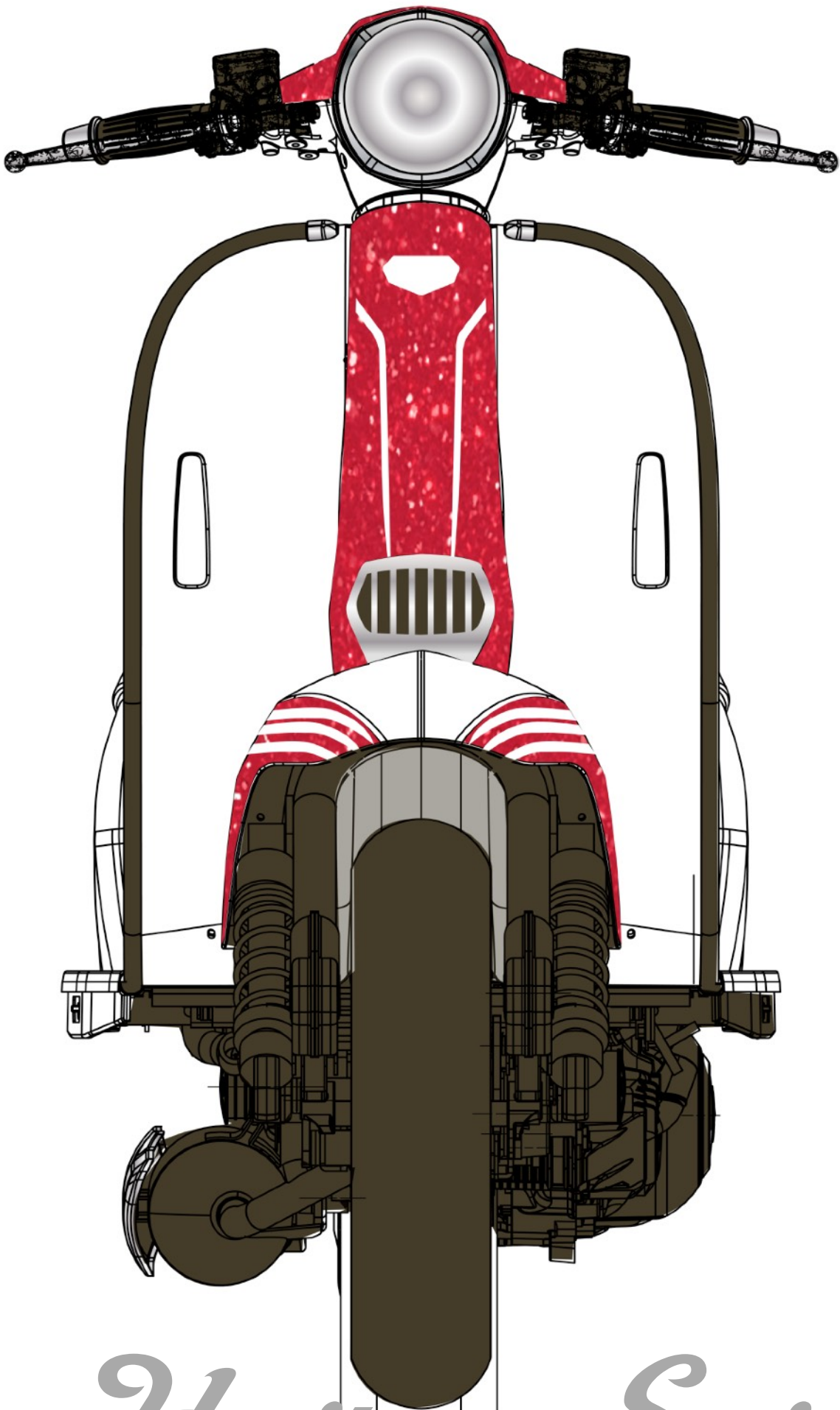
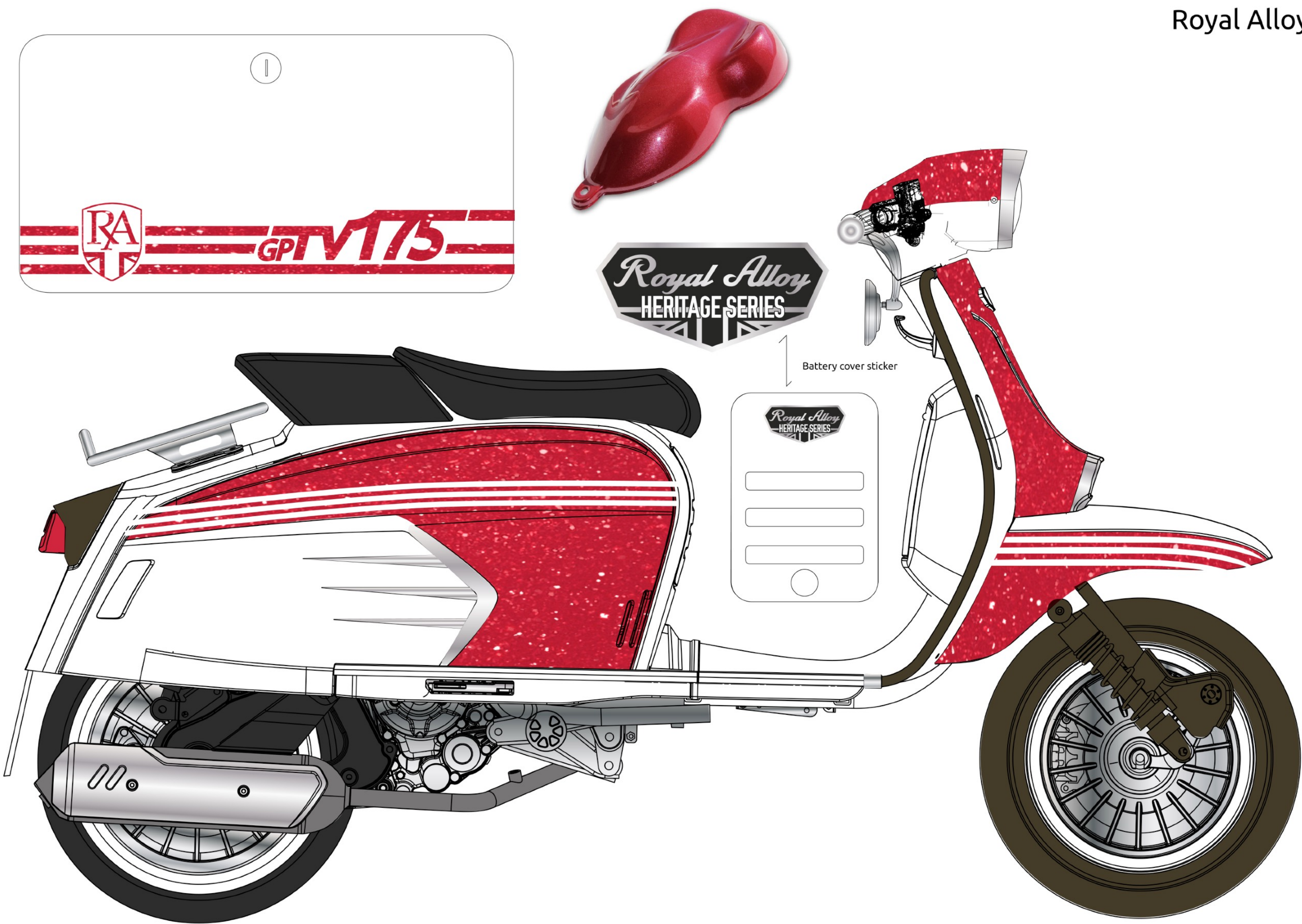
sporting a considerable number of minor changes. The front mudguard is sleeker with crisper styling, the headlamp gains seven facets on its essential circular form and a dual seat becomes a standard fitting replacing the individual saddles of its smaller capacity sister.

Below: The seven facet headlamp and sleeker front mudguard (in side panel colour) distinguish a TV 175 from its LI 125 and 150 stable-mates, along with a dual seat.



SCHEMATICS – PEARL WHITE AND **REGENCY RED**

Royal Alloy - REGENT RED - GP 175 TV -STYLE-2

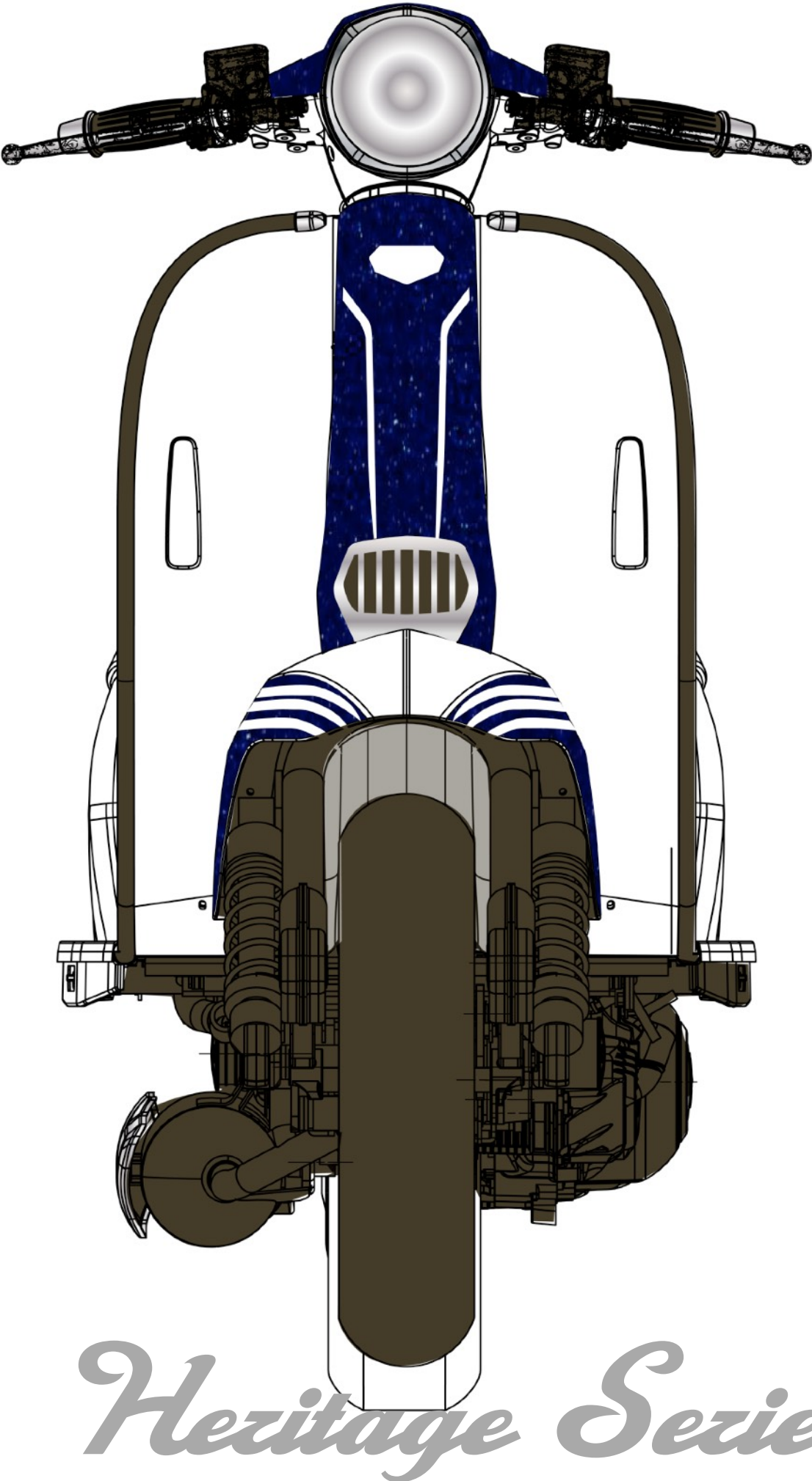
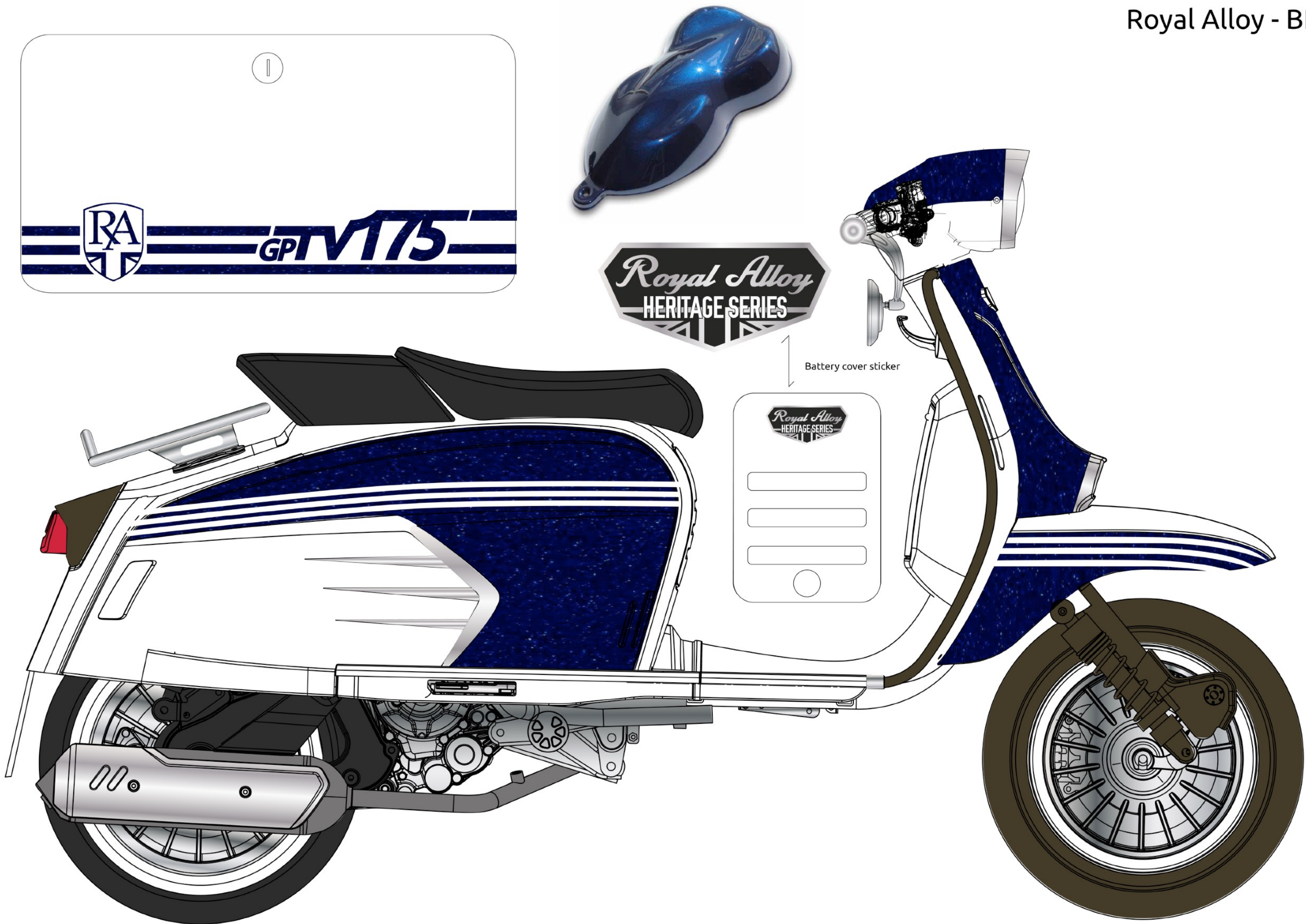


Heritage Series



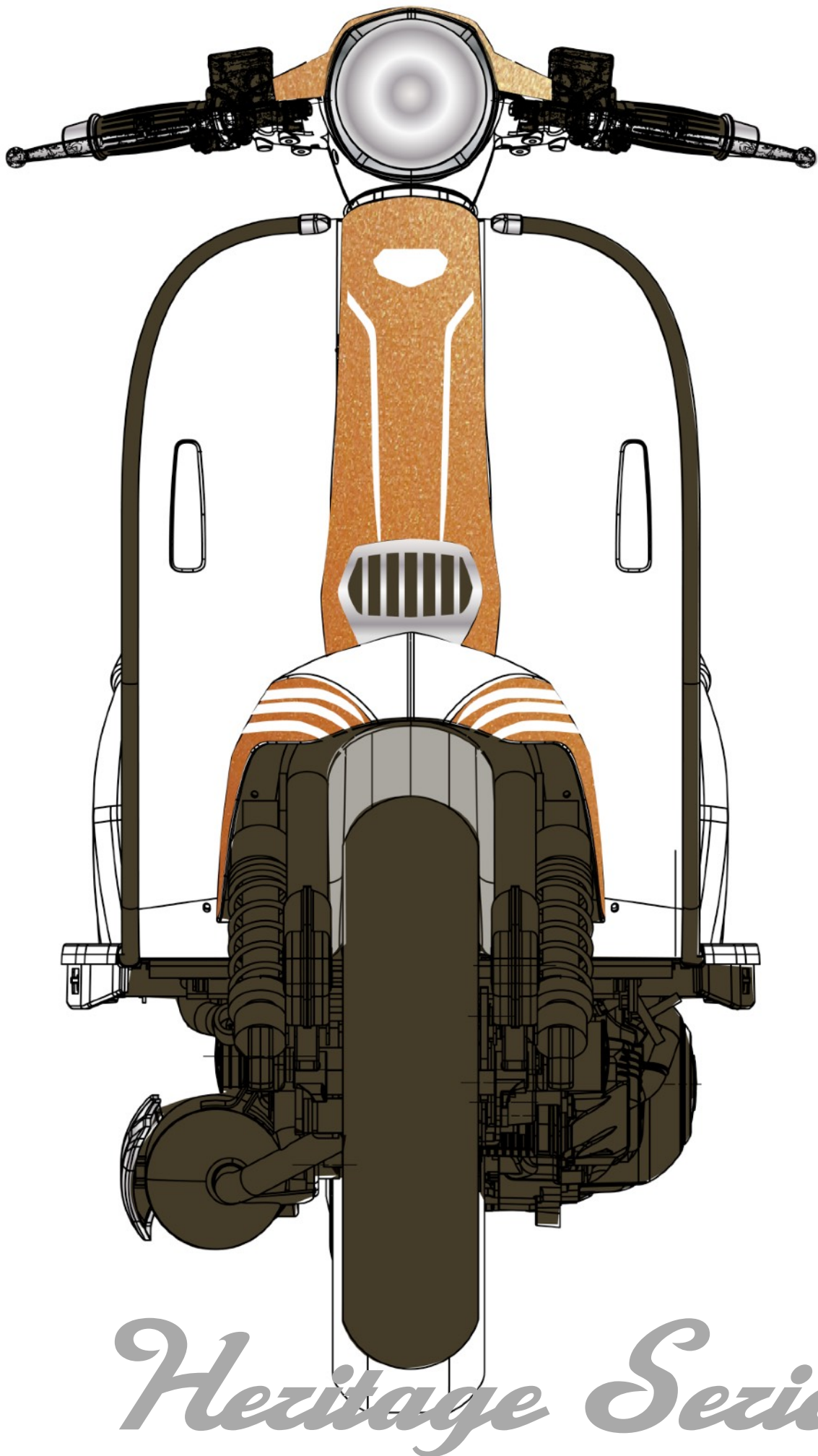
SCHEMATICS – PEARL WHITE AND BRIGHTON BLUE

Royal Alloy - BRIGHTON BLUE - GP 175 TV -STYLE-2



SCHEMATICS – PEARL WHITE AND BOBBY COPPER

Royal Alloy - BOBBY COPPER- GP 175 TV (2)



SCHEMATICS – PEARL WHITE AND PURPLE PASSION

Royal Alloy - Passion Purple GP 175 TV (2)

