



VESPA “SEI GIORNI” – AT THE ORIGINS OF THE LEGEND

FROM THE LEGENDARY STORY OF THE “SEI GIORNI” AND ITS VICTORIOUS EPIC DEEDS,
A LEGENDARY MODEL IS REBORN

A SPECIAL AND NUMBERED VERSION OF THE MOST POWERFUL AND
TECHNOLOGICALLY ADVANCED VESPA OF ALL TIMES

The technology and touring vocation so typical of the Vespa GTS family meet the history and most genuine sport tradition of Vespa.

And so the **Vespa Sei Giorni** is born, a **special version, produced in numbered edition**, heir to the original Vespa Sport “Sei Giorni”. A model that became part of the legend, built specifically for the taxing “**Sei Giorni Internazionale di Varese**” **regularity competition of 1951, where it was the undisputed protagonist, earning 9 gold medals.**

Characterized by the large body made strictly in steel, perfect for moving about elegantly in the city but always ready for travel and adventure, Vespa GTS is the technical base for the new **Vespa Sei Giorni** that uses the most powerful engine in the history of the most famous and beloved scooter in the world. It is a modern and technological 300 Euro 4, a single cylinder, 4-stroke, 4-valve, liquid cooled, **electronic injection** engine capable of putting out **15.6 kW (21.2 CV) of power at 7,750 rpm** and maximum torque of **22 Nm at just 5,000 rpm**. These are values that ensure extremely **quick response in acceleration** and **extremely brilliant performance** all around.

A unique style, inspired by the origins of Vespa

The style of the new **Vespa Sei Giorni** is **unmistakeably reminiscent of Vespa's classic nature**. Characteristic elements are the “faro basso”, in other words, the low position of the headlight assembly on the front fender, as well as the handlebar like the one on the original Vespa Sei Giorni like on the Vespas of that period, characterized by the simplicity of the exposed metal pipe. A solution with great stylistic charm and rational construction that the new model implements, enhancing it with elegant circular instrumentation with an analogue speedometer on a white background. This is reminiscent of the original Vespa style but with an ultra-modern technological package that ensures a wealth of information for the rider.

Another distinctive element of the front end on the Vespa Sei Giorni is the **burnished windshield** that elegantly shields the instrumentation.

The general aesthetics follow the style of the most sporty Vespas with the **black number plate** taken directly from the livery of the Vespa used by the legendary Squadra Corse from the '50s and it is enhanced by all black parts - such as the wheel rims and the silencer - and by gritty red details.

The sporty spirit of the Vespa Sei Giorni is also highlighted by the **single-seat look saddle** (but actually passenger approved) **in dual covering** and piping, electrowelded stitching on the seating area in contrast with the white stitching. Lastly, on the leg shield back plate, the “**Special Edition**” **plate** bearing the serial number is a reminder of the unique nature of this special model.

Comfort and safety



Vespa Sei Giorni makes those values typical of the Vespa GTS range its own such as style, comfort and safety: like all the large body Vespa versions, Vespa Sei Giorni boasts a **spacious helmet compartment** and a **large and comfortable seating area**. The ergonomics are perfect Vespa, enhanced by the comfort of the large body; the seating is natural and allows total control over the vehicle and absolute comfort even for long distances.

The **USB port** is a standard feature, located inside the compartment of the leg shield, while the **front turn lights house a series of LED** that act as day running lights. On the safety front, the **ABS antilock braking system** is standard equipment.

Accessories

For Vespa Sei Giorni, as for all the Vespa GTS versions, the windshield, the spacious **42 l top box** and the top box bracket are available. The **front and rear luggage racks** are among the most requested and appreciated accessories that characterise Vespa's personality in a strong and distinct fashion as well as its long touring history. The chrome **perimeter guard kit** is just one of the chrome accessories and guarantees maximum Vespa protection while offering a strong aesthetic personality. In order to offer even more comfortable seating, a saddle is also available with the more classic two-up configuration, also available with double covering and piping.

The **leg cover in thermal material**, easy to install, offers driving comfort all year long. The set of accessories is completed with the vehicle cover, **the mechanical anti-theft system**, **the electronic anti-theft system**, the **non-slip rubber mat**, the genuine leather bag and the **Tom Tom Vio GPS unit** in a special Piaggio Group edition.

Last but not least, one of the most characteristic and highest technology accessories is the **Vespa Multimedia Platform**, which lets your smartphone communicate with your Vespa, obtaining a true sophisticated multi-function on board computer capable of simultaneously displaying information such as the speedometer and rev counter, but also instantaneous engine power and torque, longitudinal acceleration, instantaneous and average fuel consumption, average speed and battery voltage, trip information and much, much more.

In addition to the accessories, clothing specifically dedicated to this prestigious, limited edition Vespa is available, such as the jet helmet with visor, in the same style and colour as the vehicle and enhanced by the "Sei Giorni" logos, leatherette shell finishing and interior with anti-allergen treatment. Along with the T-shirt, cap and cotton bag, these accessories accompany the Vespa rider on every trip in unmistakable "Sei Giorni" style.

Vespa Sei Giorni: the origins of a legend

The year was 1951 and the Piaggio Squadra Corse astonished the racing world, triumphing over real off-road motorbikes in one of the hardest and most prestigious competitions. In the post-war period, regularity competitions were in their heyday: these were taxing trials on extremely hard routes, hundreds of kilometres long. An extraordinary test bench for man and machine.

The most prestigious competition was the **Sei Giorni Internazionale** which, in its 26th edition, was held in Varese.

The ten Vespas at the start were welcomed with overall scepticism: what could they possibly hope to achieve against real motorbikes designed for competitions? But Vespa, with the model created specifically for that race starting with the Sport version, dominated to take no less than **9 individual gold medals**. It was a crushing supremacy achieved on impervious off-road routes and with a pure speed trial on the Monza circuit that also earned Piaggio the Industry Gold Medal as the only Italian team to win the trial.

The Vespa logo is written in a bold, black, cursive script. The letters are thick and connected, with a slight upward curve at the end of the word. The logo is positioned in the upper right corner of the page.

The **Vespa “Sei Giorni”** which took its name from that victory, was very similar to the standard model aesthetically, differing primarily with its larger fuel tank, the more streamlined shield and the larger right side bag to host the carburettor on the cylinder. That Sei Giorni model is one of the absolutely most legendary in the history of Vespa: it is now highly sought after by collectors and it is one of the most valuable Vespas in the world since it was produced in a limited edition, only around 300 units, obviously destined for the regularity competitions.



Vespa Sei Giorni - Technical Specifications

ENGINE	
Type	Single-cylinder, 4-stroke, 4 valves, electronic injection
Engine capacity	278 cc
Bore x Stroke	75 mm x 63 mm
Max power at crankshaft	15.6 kW (21.2 HP) at 7,750 rpm
MAX Torque	22 Nm at 5,000 rpm
Fuel system	P.I. Injection (Port Injected)
Ignition	Electronic, with variable advance
Cooling system	Liquid
Lubrication	Wet sump
Gearbox	CVT with torque server
Clutch	Automatic centrifugal dry clutch
VEHICLE	
Load Bearing Structure	Sheet metal body with welded reinforcements
Front suspension	Single arm fork with coil spring and hydraulic control
Rear suspension	Double hydraulic shock absorber with four-position spring pre-load adjustment
Front brake	Hydraulically operated 220 mm stainless steel disc - ABS
Rear brake	Hydraulically operated 220 mm stainless steel disc - ABS
Front tyre	Tubeless 120/70 - 12"
Rear tyre	Tubeless 130/70 - 12"
DIMENSIONS	
Length/Width	1950/770 mm
Wheelbase	1375 mm
Saddle height	790 mm
Fuel tank capacity	8.5 litres
Emissions compliance	Euro 4