



Audax Vespistico 1000km Brescia 1954 a Belgian participant just drives away from the start.



Belgian participant at the start of the Brescia 1954.

However, the races in Belgium were certainly no less tough. Freddy Rousselle had even made something resembling snow chains for his wheels to get a good grip on the Belgian sand paths and mud pools with his Vespa.

His best result, according to himself, was during the 24 hours of Warsage in 1951. A victory in the 125cc class with an average speed of almost 70 km/h. During certain races he also carried out tests for the famous Englebert tyres.

Georges Schreuer also rode several races with the Vespa, such as the Circuit des Cretes 1949, the Tour of Belgium 1951 and the Dison MC Rally 1951. One of the above races must certainly be mentioned, the Circuit des Cretes. It's the name of one of the toughest, if not the toughest, reliability competitions in Belgium which took place in the hilly and mountainous region south of Liège, a ride of approximately 350 km and mostly off-road.

Together with the "Trophée L'Armistice" in Liège, Circuit des Cretes was one of the toughest races of its kind.

Over the years, the garage moved from the rue Renkin to the rue Xhavée and then to the rue de Jehanster in Verviers. Following declining sales in the mid-1960s, they focused solely on selling cars.

Freddy Rousselle later became a famous racing driver and participated in many competitions with Rumi motorcycles, but also with Adler and Salira. He also participated three times in the 24 hours of Le Mans, to name just one of the many.

To give an impression of the achievements of this very special Belgian Vespa driver, Freddy Rousselle, here is a list of the competitions he participated in with his Vespa.

The Vespa part is only a 'small' part of his very impressive list of achievements.



M.I.S.A. had a direct connection to the rail network to optimise the flow of goods.

The Vespa frames arrived on specially designed crates to minimise the risk of damage during transport. These crates were also used again after the Vespa had been assembled to transport the Vespa to the dealers.



After receipt, all goods were extensively checked, labeled and stored in the very spacious warehouse. Large quantities were in stock to ensure the continuity of the assembly line.



Type VGLB

VGLB1T	1961-1962
Cellulose-lak Goodbruin, Mordore bronze	
M.I.S.A. Nr.	400319
Note	This is a very rare colour for which no information can be found to date.

Type VGLB

VGLB1T	1961-1962
Cellulose-lak Grijsgroen m., Gris/Vert metal, Verde Metallizzato	
M.I.S.A. Nr.	400343
Piaggio code	6000M
Glasurit - Glasso	5315

Type VGLB

VGLB1T	1961-1962
Cellulose-lak Atlantisch blauw, Bleu atlantique	
M.I.S.A. Nr.	400321
Ditzler (PPG) code	10993
Note	Ditzler had around 1960 a Bleu atlantique DQE 10993 DAL paint in its range for the Mercury/ Lincoln. Note that it is a non-metallic blue colour.

Type VGLB

VGLB1T	1961-1962
Cellulose-lak Ivoor, Ivoire, elfenbein, Avorio	
M.I.S.A. Nr.	400344
Ditzler (PPG) code	909
Max Meyer code (old nr.)	15241
Max Meyer code	1.298.3909
Piaggio code	PIA909
Note	There are also some white/beige M.I.S.A. VGLB's known as a transition to the VLA and the VSB, hence also mentioned under Type VGLB.