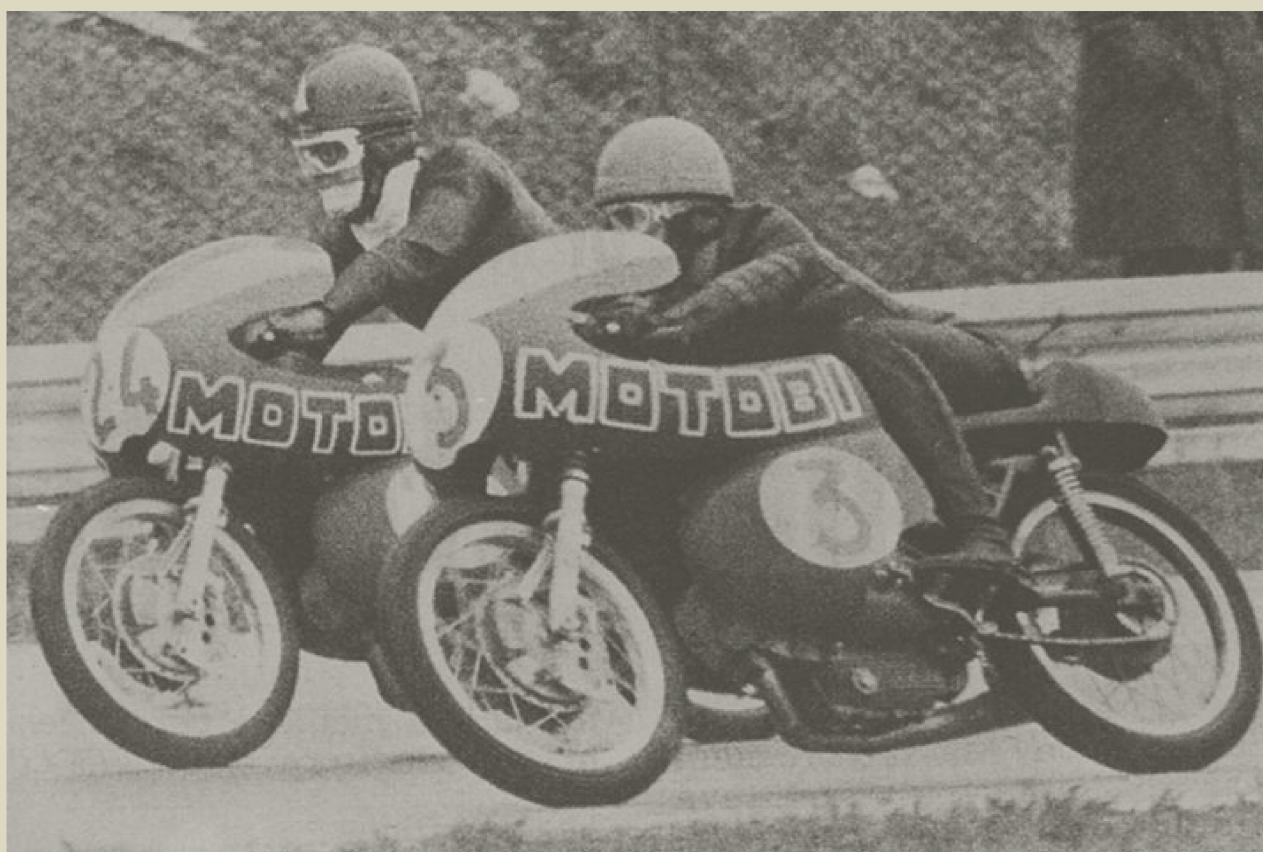




MOTOBI  
**ZANZANI**  
VINTAGE ROADRACERS

*Motobi 250 Sei Tiranti*

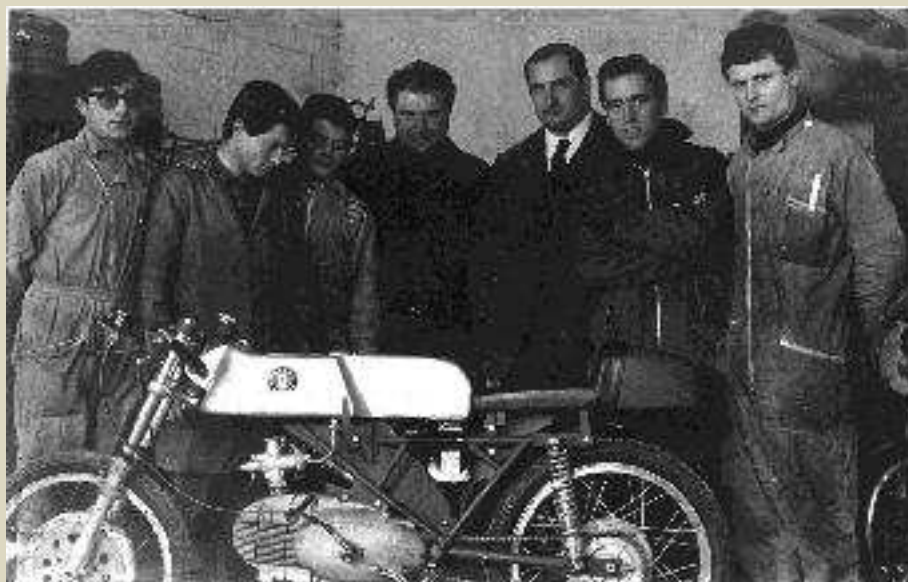
*74,5 x 57 mm*



<..A self-taught tuner, Zanzani was the man responsible for turning the four-stroke family of Motobi models into such competitive hardware both in Italy and the USA. This success earned him the task of developing the four-cylinder Benelli 250 GP racer from 1962 onwards, when the two companies were united. Having turned it into a Grand Prix race-winner in the hands of Tarquinio Provini, Zanzani moved back to Motobi in 1966. There he focused his attention on the new 250cc Sprite model introduced that year, with the specific purpose of making it a winner in the recently-introduced quarter-litre MSDS class for customers of the Pesaro factory. The fact that Motobi won the Italian 250cc Junior title in 1966, '67 and '69 shows how well Zanzani succeeded. But by the end of the decade, competition was so intense from rival factories like Ducati, Parilla, Aermacchi and Morini that he had been forced to develop a limited edition homologation special known as the 'Sei Tiranti' (six-studs).

Produced in very limited quantities this had six cylinder head studs instead of the street Sprite's four, a factor which caused problems with cylinder head sealing when compression and engine speeds were raised in pursuit of power. Considering that by the end of the decade Zanzani had doubled the 16bhp output of the street 250 to 33bhp in MSDS form, this was hardly surprising. So an extra pair of studs was grafted in to bolt the cylinder head to what on this tricked-out special were sand-cast crankcases for extra stiffness, rather than the diecast ones of the street bike. Make no mistake, this was for a silhouette class, where every little trick was employed to gain an added edge. Bit like Supersport racing today, really....Imagine if Colin Seeley himself were to restart construction today of his 7R/G50-powered racebikes. Same deal...

ALAN CATHCART - CLASSIC RACERS' SEPT.-OCT 1999



First prototype Motobi 250 cc six studs

*Today with his two sons at the age of 77, Primo Zanzani concentrates on running the trio of high-tech machine shops his family owns in Pesaro, producing intricate components for the local woodworking machinery industry - and Motobi 250 Sei Tiranti replicas!>*



*Alan Cathcart testing the Motobi Sei Tiranti*



# MOTOBI 250cc SEI TIRANTI

bore 74.5 x 57 mm

SPECIFICATIONS	
<b>Name</b>	<b>MOTOBI ZANZANI</b>
<b>Model</b>	<b>250 SEI TIRANTI</b>
<b>DIMENSIONS</b>	
<b>Overall length</b>	<b>1920 mm</b>
<b>Overall width</b>	<b>400 mm</b>
<b>Overall height</b>	<b>920 mm</b>
<b>Wheelbase</b>	<b>1310 mm</b>
<b>Minimum road clearance</b>	<b>195 mm</b>
<b>WEIGHT(complete machine)</b>	<b>101kg.(engine 33 kg) with no oil and gasoline</b>
<b>ENGINE</b>	
<b>Type</b>	<b>4- stroke, gasoline, air-cooled, pushrods , 2 valve</b>
<b>Displacement</b>	<b>bore and stroke: 74.5 x 57 mm</b>
<b>Compression ratio</b>	<b>11:1</b>
<b>Ignition type</b>	<b>electronic ignition / Helotronik</b>
<b>Gas tank capacity</b>	<b>16 l.</b>
<b>Oil</b>	<b>1.8 L. AGIP racing 15W-50 full synthetic</b>
<b>Lubricating system</b>	<b>oil pump</b>
<b>Carburetor</b>	<b>Dell'Orto 36 mm phf with horizontal conversion</b>
<b>TRANSMISSION</b>	
<b>Type</b>	<b>constant mesh 5 speed</b>
<b>Gear ratio :</b>	
	<b>1st 2.26</b>
	<b>2nd 1.63</b>
	<b>3rd 1.28</b>
	<b>4th 1.09</b>
	<b>5th 1.0</b>
<b>TYRES</b>	
<b>Front</b>	<b>Dunlop 2.75/3.75-18 KR825</b>
<b>Rear</b>	<b>Avon am 22 110/80</b>
<b>SUSPENSION</b>	
<b>Front</b>	<b>Ceriani 975 mm O.D. 35mm</b>
<b>Rear</b>	<b>Ohlins 300mm</b>
<b>METER type</b>	
<b>Revolution counter</b>	<b>Krober type</b>

<b>PRICE LIST</b>	<b>PRICE IN EURO</b>
<b>Complete engine manufactured to original drawings, Steel valve , steel retainer, R&amp;D valve springs, five speed gearbox, new clutch design, electronic ignition. (1) Dell'Orto PHF carburetor with Horizontal conversion, cable and throttle</b>	
<b>Zanzani racing frame</b>	
<b>Ceriani front forks, Zanzani triple clamps</b>	
<b>Front brake: Fontana 4LS Magnesium 210mm diam.</b>	
<b>Rear brake: OEM 2LS 160mm diam.</b>	
<b>Rear aluminum "Works" shocks</b>	
<b>Front and rear Akront aluminum rim+tyres+tubes</b>	
<b>Final drive chain, front sprockets and rear sprockets (3+3)</b>	
<b>Footrest,brake and gearlever cnc machined from the billet, Tarozzi handlebars+ Magura lever, cable</b>	
<b>New Aluminum fuel tank</b>	
<b>Carbon fairing,seat,mudguard, aluminum mounting</b>	
<b>Pitsch rev-counter</b>	
<b>TOTAL</b>	<b>22,000</b>
<i>All prices are subject to confirmation and exclude delivery and VAT</i>	

**Colors:**

- **frame, body and aluminum tank dark grey**
- **frame red – body and aluminum tank silver**

**Options :**

- **flowed cylinder head.**
- **Dell'Orto SS1 and separate float bowl.**
- **Original design handlebar, steel footpegs and foot levers.**
- **Veglia Borletti tachometer.**
- **Steel front brake stanchions**
- **Original design fairing**
- **seat with black suede**



**ZANZANI VINTAGE ROADRACERS snc**

61100 PESARO - ITALIA

TEL. 039-0721279931

e-mail : [info@motobi.com](mailto:info@motobi.com)

[www.motobi.com](http://www.motobi.com)



**MOTOBI**  
**ZANZANI**  
VINTAGE ROADRACERS