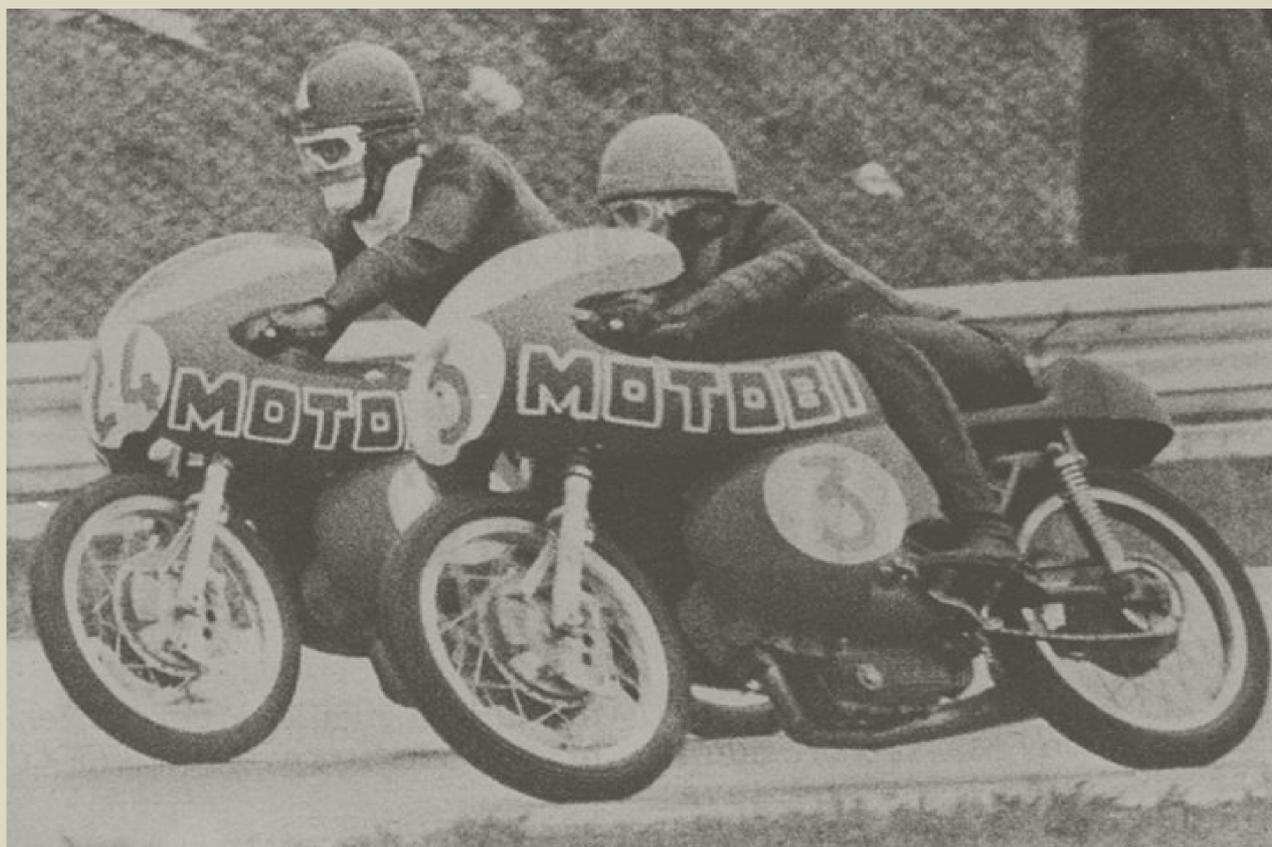




MOTOBI
ZANZANI
VINTAGE ROADRACERS

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

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



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