

MOTOGIRO D'ITALIA

emozioni made in Italy 



**ESTRATTO RASSEGNA
STAMPA**

GIUGNO 2019 N.5



MOTITALIA

TEST
DUCATI
DIABLO 1260 S

FOCUS
SICUREZZA
NEL CROSS



DUE FAVOLE AL MUGELLO

PRIME VITTORIE MONDIALI
PER PETRUCCIE ARBOLINO



FMI: CHE FESTA!

UN GRANDE MOTOGIRO

EMOZIONI E AGONISMO FRA
ABRUZZO, MARCHE E LAZIO

Un Motogiro d'Italia all'insegna dell'incertezza e dell'adesione. La 28ª edizione della Rievocazione Storica organizzata dal Moto Club Terzi L. Liberati & Pileri in collaborazione con la Federazione Motociclistica Italiana e Internazionale, si è tenuta dal 26 maggio al 1º giugno e ha regalato ai partecipanti grandi emozioni. La suggestiva città di Tivoli, alle porte di Roma, è stata teatro sia della partenza che dell'arrivo.

Tra il via e la conclusione della manifestazione, gli iscritti hanno fatto tappa a Roccaraso (AQ), Montefiascone (VT), Marino (RM), Torviscosa (TV), passando così vicino a Abruzzo, Marche e Lazio. Forte l'emozione quando si è arrivati ad Amatrice, duramente colpita dal terremoto del 2016. A concludere l'immersione degli iscritti è intervenuta la pioggia che a più riprese ha messo a dura prova i motoci-

cisti, impegnati per 1500 chilometri su uno dei percorsi più entusiasmanti degli ultimi anni.

In molte classi le sfide si sono potute sul filo dei secondi punti. La vittoria nella categoria Rievocazione Storica è andata a Marco Bonanomi su MV Agusta CTS 875 del 1955. Tale classe è la più prestigiosa perché richiama direttamente la corsa che si è svolta in Italia dal 1953 al 1957, utilizzando moto costruite in quegli anni. Per decretare il vincitore è stata decisa l'ultima prova di abilità svolta all'Anfiteatro Bleao, ai piedi del castello di Tivoli. Il tedesco Michael Cassel su Borel 50 del 1978 si è imposto nella combattuta Classic, riservata a moto di qualunque cilindrata costruite tra il 1970 e il 1980. Andrea Angiolini su Glens-Gubler 200 del 1965 ha conquistato il successo nella Vintage per moto costruite tra il 1960 e il 1970 mentre la Motogiro - per moto

di epoche e categorie diverse - anche questa corsa fino all'ultimo, ha visto la vittoria di Marino Lino su Soborot LMC 200 Star. Al trionfatico Jeremy Lode su Rudge Ulster 500 la massima soddisfazione nella Heritage (moto costruite tra il 1914 e il 1949) mentre Claudio Antonad ha guidato tra le Café Racer. Il premio "Eleganza" messo in palio dal Museo Ducati è consegnato dal suo direttore Ugo Lodi, riservato alla moto più originale e andata a una rara e conservatissima Ducati Mark 3 450.

Il presidente del Moto Club Terzi L. Liberati & Pileri Massimo Manaueti, dopo aver ringraziato tutto il suo qualificato staff, ha dato appuntamento a partecipare per il prossimo anno. Daie le ipotesi di percorso: l'arco alpino occidentale e la Toscana, ma con partenza dalla riviera romagnola e tappa a Bologna dove il Motogiro è nato e sede storica della Ducati. ■

3D

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MOTO CICLISMO

d'Epoca

FUORI DAGLI SCHEMI

- Cushman A 250 Airborne
- Van Veen OCR 1000

CUIDA ALL'ACQUISTO

- Honda CB500

SPORT

- Piloti: Gene Romero

EVENTI

- Villa d'Este
- ASI Motoshow
- Motogiro d'Italia

Benelli**Benelli***Tarvio*

La **BENELLI**
che non ti aspetti





Motogiro bagnato, Motogiro fortunato

Il maltempo che ha flagellato l'Italia alla fine di maggio non ha fermato i partecipanti alla 28ª edizione della Rievocazione del Motogiro d'Italia. Sei le tappe disputate dal 26 maggio al 1 giugno per 1.548 km. Partenza ed arrivo a Tivoli (RM) e percorso che si è snodato fra Abruzzo, Marche e Lazio. Vincitore assoluto Marco Bonanomi su MV Agusta CSTL 175 del 1955

di Giovanni Ardenne,
foto di Simona Lorenzini e Claudio Antonini





In alto: i due classici Jan
Hansen (n°100) ed Eric
Williams (n°121) sul posto
alla partenza. Il Lago del
Torinese affiancano un
completo retroscenico che
ha accompagnato il Montepas-
sio.
Sotto: sfondo il lungo di
Castel di Tenda (RM) Al
control di Sapienza, la "The
Ranger", l'Indian Tracker
del 1929 di Richard Nassel
(n°4), la Harley-Davidson del
1927 di Jeremy Laid
(n°2) e la Triumph Tiger
del 1933 di David
Jackson (n°12).
Qui a fianco, ancora una
vista laterale della Harley-
Davidson 100, dotata di
testa di bronzo e il
cavallo.





● *"Non può piuvve per sempre!"* dicono Beatty Lee (figlio del grande Bruce) nel film cult *"Il Corvo"*. Questa frase mi è tornata spesso in mente durante questo Motogiro di Scoria... Pardon, volevo dire Motogiro d'Italia che si è svolto dal 26 novembre al 1° dicembre... Pardon, volevo dire dal 26 maggio al 1 giugno! Sicuramente pioggia e freddo hanno caratterizzato la 28ª Riavvicinazione del Motogiro d'Italia, ma chi poteva mai aspettarsi questa coda d'inverno che si è protratta su tutto lo Stivale fino alla fine di maggio? Comunque, se devo dire la verità, le avversità meteorologiche hanno dato un'atmosfera suggestiva alla manifestazione, regalando momenti indimenticabili come l'eco-

haleno che ci ha accolti all'arrivo della 3ª tappa a Montesivano, sulla Costa Adriatica. La pioggia ha creato legami ancora più forti tra i partecipanti perché avevano la sensazione di non fare un'allegria scampagnata. Ci sentivamo piuttosto come dei naufraghi o forse degli esploratori. Lungo la strada si formavano dei gruppetti in cui il primo indicava le frecce lungo il percorso agli inseguitori, a conferma di quella piacevole sensazione, quel senso di solidarietà, di grande famiglia, che ha permeato l'atmosfera del Motogiro. Ed è bello "ritrovarsi", riconoscere le facce dei compagni d'avventura dell'anno precedente, sentirsi chiamare *"Cloddo... How are you?"* e

Renzo Venturi (n°21) e Andrea Angiolini, vincitore della categoria Vintage su Gilera Giustin 202 Fuori Strada del 1988, attraversano il bellissimo borgo di Pescocostanzo (AQ) lustrato di piume multicolori. Sullo sfondo, la Basilica di Santa Maria del Colle, già ricostruita nel 1088 dopo un terremoto, la cui facciata fu rinnovata nel 1888.



Sulla scialuppa lanciaripa alla ricerca di Capo Imperatore: Robin Webster (USA) in sella alla sua Suzuki Motocycle 160 del 1966. Nell'ultima pagina partendo dall'alto, la Ducati 160 SS del 1975 del polacco Zdzisław Zamojski, davanti alla splendida Castello Piccolomini a Capistrano. Al centro, la gelida frusta di Baghai Nasiri in sella alla sua Indian Scout del 1929. In basso, si ricorda alla memoria della nostra prefettura sulla ISSA Benetton 175 del 1967 dello statunitense Richard Hyatt. Nell'altra pagina: Remo Venturi, al centro della foto, due volte Vice Campione Mondiale della 500 in sella alla MV Agusta (nel 1959 e nel 1960) assieme a Pier Paolo Bianchi, tre volte Campione Mondiale della 125 (nel 1976 e 1977 e nel 1980) e nel 1980 su MSA) e a Memo Turchese, alla sua destra con il pettorale n° 6, pluricampione alle Olimpiadi del Motogiro.

provare sinceramente piacere nel vivere questa esperienza insieme a persone di tutto il mondo con la tua stessa passione.

Quest'anno, la partenza era da Tivoli, pochi chilometri da Roma, quindi io giocavo in casa. Eppure devo fare i complimenti all'organizzazione, per averci fatto passare nel centro storico attraverso strade e vie che non conosco affatto! Veramente suggestiva la partenza con la prova d'abilità cronometrata nella splendida cornice dell'Anfiteatro Bleao, sempre nel cuore del centro storico, ai piedi del Castello di Tivoli. Il percorso di questo Motogiro è stato uno dei più suggestivi tra quelli a cui ho partecipato: Campo Imperatore, il Gran Sasso e il Muncchio della Maiella hanno offerto dei paesaggi veramente mozzafiato!

1ª tappa: Tivoli – Roccaraso

Il percorso si snodava attraverso la Via Tiburtina, in Valle dell'Aniene, i Monti Simbruini, La Via dei Monasteri, tutte strade bellissime che offrono paesaggi meravigliosi. Un vero peccato averle percorse sotto la pioggia, per cui bisognava stare ben concentrati sull'asfalto e quindi con poche possibilità di concedersi una bella occhiata intorno. Poi il Parco Nazionale d'Abruzzo, Fientino, Pescasseroli, Villetta Barrea. Ecco, proprio qui ho vissuto uno dei momenti magici di questo Motogiro: un cervo bellissimo a pochi metri da me. Non credevo ai miei occhi!

2ª tappa: Roccaraso – Roccaraso

Il secondo giorno, il tempo è stato più clemente, consentendoci di ammirare borghi e caselli. Come non citare Capistrano e il suo meraviglioso Castello Piccolomini? Poi, prima del C.T.O. di Castel del Monte, siamo passati sotto la bellissima Rocca Calascia, dove hanno girato tanti film fra i quali "Ladyhawke" con Michelle Pfeiffer e Rutger Hauer e ultimamente "Il Nome della Rosa" con John Turturro.

Un altro momento magico l'ho vissuto salendo a Campo Imperatore: le nevose fasce si muovevano velocemente, scivolando la cresta al livello della strada, per cui mi sono trovato nel mezzo di questo spettacolo della natura... pura magia! Parlando sempre di emozioni ma di tutt'altro genere: pur non entrando nel centro di L'Aquila, ho fatto molto efforto vedere il profilo di tante gru, tante impalcature, il simbolo di una ferita che si sta rimarginando ma è ancora aperta. Passando a emozioni più "leggere", una piacevole scoperta è stato il borgo di Pescocostanzo, una piazza bellissima con le strade laminate a forma di freccia con pietra multicolore chiara e scura.

3ª Tappa: Roccaraso – Montesilvano Marina

Forse non tutti sanno che Rocky Marciano, da molti esperti ritenuto il più grande pugile di tutti i tempi, era figlio di emigrati abruzzesi, precisamente di Ripa Teatina e quindi la Cantina che ospitava il C.T.O. produce un vino (molto buono!) con il suo nome. E sapere perché a Mon-



Pillole di Motogiro

E' ufficiale: le moto hanno un'anima!

La Moto-Guzzi Lodola Sport 1.75 del 1957 di Eric Willemse, in lotta fino all'ultimo per la vittoria assoluta, ha cominciato a dare segni di cedimento negli ultimi chilometri, rendendo difficoltosa più sfortunata olandese l'ultima BA. Il motore ha comunque resistito fino a che la Lodola non ha passato l'ultima fotocollina, dopo di che, appena tagliato il traguardo, ha fatto un rumore brutto-cu come dovrebbe il poliziotto Huber di Aldo, Giovanni e Giacomo: "Ma brutto brutto brutto!" e si è spento subito, ma a quel punto la gara era finita. Ora ditemi voi se questa non è la prova che anche le moto hanno un'anima?

Ogni sera, un piacere impagabile.

La sera si pensa ai formidabili i vari favori: quello degli Inglesi; quello degli americani; quello di quelli "forti" (Angiolini, Bonanomi, Martino, Martini, Tomassini, Vignò, Willemse) ed era bellissima vedere chi di giorno si contendeva la vittoria di tappa sul filo del centesimo di secondo, sedere poi la sera, uno accanto all'altro, a ridere e scherzare insieme. Esprimeva il vero spirito del Motogiro d'Italia. Va anche detto però che si ottenevano tutti all'unisono, non appena venivano esposte le classifiche della giornata!



Io ho avuto il piacere di stare a tavola più volte con Pier Paolo Bianchi, il tre volte Campione del Mondo della 125, il quale, evidentemente, dopo l'esperienza dell'anno scorso, ci ha preso gusto ed è tornato. Se nel 2018, dopo la nostra intervista, l'avevo definita "Campione Mondiale di Umiltà," quest'anno dopo la nostra serata a tavola con Lino Passerini, Costantino Cavatoni, Claudio Motogiro e il "periodista" di "Motociclismo Classico", lo spagnolo Alfonso Serrano, abbiamo potuto dire che Pier Paolo Bianchi è "Campione Mondiale di Simpatia".

Per chiudere con un sorriso...

Il racconto più bello è quello del Direttore di Gara, il quale in occasione di un matrimonio era stato sollecitato dalla moglie a fare un vestito nuovo per l'occasione. Siccome a la quanta cosa non andava, aveva proposto la tale giacca o il tale vestito ma la moglie, perentoria, aveva sentenziato: "Insomma! Al matrimonio ognuno si deve mettere l'abito più prezioso che ha." E lui di rimando: "Sensissimo! Allora vengo con la tuta di pelle da moto."

Le classifiche

Categoria Revocazione Storica

Marco Bonaventura (ITA) - MV Agusta 675 1/5

Categoria Classic

Michael Casser (DE) - Heron 250 1/2 0/4/1/1

Categoria Vintage

Andrea Angelini (ITA) - Guzzi Goleone 200

Categoria Motogiro

Nathan Lutz (DE) - LML 200 Star

Categoria Enduro

Jimmy Lutz (DE) - Rudge 1100 5/0

Categoria Café Racer

Giulio Amoroso (ITA) - Guzzi Serravallo 11/2/2

Premio "Eleganza"

Giulio Amoroso (ITA) - Guzzi Serravallo 11/2/2
Mark James (GB) - Ducati Mark3 4/5/0



Marco Bonaventura, primo assoluto, su MV Agusta 675 1/5. Sotto, il vincitore del Categoria d'Eleganza, Mark James Cortis, in sella alla sua Ducati Mark 3 e premiato da Lutz Lutz, direttore del Museo Ducati.



Sono, l'eccezionale occasione che ha accolto i concorrenti al loro arrivo a Montefilano (FR). A fianco, Massimo Marzetti, organizzatore del Motogiro, insieme al Presidente del Motoclub Folke Piströmér e alla Sindaca di Gosselo (IT).



insilvano ci sono su piazza Dean Martin che il Palasport Dean Martin? Perché il papà, anche lui emigrato negli States, ora di Montefilano. Non so però se anche all'attore americano abbiano dedicato un vino!

4° tappa: Montefilano Marina - Montefilano Marina

Anche in questa tappa, strade e borghi bellissimi. Una citazione particolare la merita Controne



Qui a sinistra, un bel passaggio in velocità di Stuart Rank (UK), alla guida della sua MV Agusta C5TL 175 del 1967.

Facce da Motogiro



1. Mathias Geniesse (FR) Husqvarna 900 Classic 2014 2. Martyn Weatherall (UK) Gilera Sport 150 1994 3. Christopher Haffington (UK) MV Agusta AB 175 1958 4. Klaus Hutschel (DE) Ducati Monster 600 1999 5. Mark James Curtis (UK) Ducati Mark 3 6. David Jackson (UK) Brough Superior S8 90 1931 7. Jeremy Lida (UK) Roadster 500 1997 8. Jesse Elliott (USA) KTM Duke 640 2002 9. Grant Clarke (UK) Honda NHR 650 1997 10. Jack Brumwell (USA) Moto Morini Turismo 175 1964 11. Reginald Bremer (DE) Suzuki Road 65 F 650 1997 12. Mark Morris (UK) Laverda 1000 Jota 1979 13. Eric Williams (NL) Moto Guzzi Lodale Sport 175 1967 14. Luigi Enrie (IT) BMW 1150 - Hosp. Servizio Medico 15. Gaetano Cavallotti (IT) Harley Davidson 1200 2010 16. Adriano Galle (IT) Beta Trans Sport 175 1995 17. Mauro Fontana (IT) Gilera Giallo 175 1995 18. Robin Webster (USA) Ducati Monza 100 1998 19. Walter Ruffini (IT) Moto Morini Turismo 175 1987 20. Mario Polacchi (IT) Aprilia - Arma dei Carabinieri

per almeno tre motivi: la calda accoglienza, ma questa, devo dire, l'abbiamo ricevuta in tutti i borghi che abbiamo attraversato e potete immaginare quanto faccia piacere; la bellissima Chiesa barocca della Madonna dell'Almo (all'età della famiglia degli Onorati) ricca di affreschi al suo interno; il fatto che il Motoclub Canzano sia intitolato a Felice Pietrindelli, validissimo pilota degli anni Sessanta e Settanta, che faceva coppia con il compianto Tommaso Piccinelli nelle gare delle Derivate di Serie.

Bellissima la piazza del C.T.O. di Campi (sappiate che C.T.O. non è il Centro Traumatologico Ortopedico ma il Controllo Timbro Onario...) Anche durante questa tappa ho avuto un momento magico: uscendo da una curva, in mezzo alla strada ho visto di fronte a me una femmina di cervo (non aveva le corna) mi ha guardato, mi ha fatto l'occhiolino e poi con un balzo è scappata nel bosco. Che meraviglia!

5ª tappa: Montesilvano Marina - Terzi

Conoscevo già la strada per il Passo delle Capannelle e sapevo quanto fosse bella. C'era un bel sole e questo è stato un bel regalo da parte di Giove Pluvio, il quale finalmente ha deciso di darci tregua, forse perché sapeva dove stavamo andando e non ha ritenuto giusto che arrivassimo lì, ad Amatrice, sotto la pioggia. Già due anni fa, quando scrissi di Norcia, usai l'espressione "quest'Italia ferita". Stavolta, parlando di Amatrice, devo dire: "quest'Italia profondamente ferita?". Fa veramente male al cuore vedere tutte quelle macerie perché mentre passavo attraverso Campotosto e poi Amatrice, dove abbiamo ricevuto un'accoglienza veramente speciale, pensavo a me stesso e a noi tutti, cresciuti con il mito della casa di proprietà e con la vita passata a pagare un mutuo perché così siamo stati educati. Elbano, una notte sentiamo tremare il letto,



In basso, il nostro Claudio Antonaci alla guida della Ducati Screamer 1100. Sotto, il cervo incontrato a Villetta Barrea nel corso della prima tappa da Trivoli a Roccaraso.

vediamo ondeggiare il lampostato e poi ci dobbiamo ritenere fortunati se lo possiamo raccontare... trovo che sia tremendo!

Il mio invito è "Andate ad Amatrice! Fatevi una bella gita ad Amatrice!" Le strade sono bellissime e agiuste, le curve sono stupende, la posta all'Amatriciana è sempre buona, anzi è ancora più buona perché è cacinata con un entusiasmo doppio: con voglia di ricominciare e ricostruire!

Dopo le emozioni di Amatrice, abbiamo toccato Posta, Assendolico, Santa Rufina e il Lago di Piediluco, dove



Ducati vincente non si cambia!

Anche quest'anno ho avuto la possibilità di guidare la Ducati Screamer 1100 e anche quest'anno non posso che parlare bene: la speciale conduzione rivela un nuovo tipo di sport, una facilità di guida, la stabilità e la sicurezza in ogni condizione, anche quelle più difficili: pioggia e forte oscillazione del terreno. Non so che se da me il DTC (Ducati Traction Control) o dalle prove 1100, ricordate che una buona proposta a lungo della gara, rispettando gli interessi del cliente e in assoluto che ne abbiamo affrontati. Infatti la Screamer 1100 non si può certo adattare, non ha mai scartato in maniera inaspettata. A fine giornata non mi sentivo mai affaticato dalla guida, davvero piacevole. Del resto, quale prova migliore del fatto di aver lasciato la vittoria finale nella Categoria a Carlo Marini?





abbiamo affrontato la P.A. (Prova di Abilità) e siamo arrivati finalmente a Terni, accolti "trionfalmente". Rubo le parole a Gianpiero Sacchi (l'ex Team Manager di Aprilia, Gilera e IndaRacing): "Cento moto in una piazza fanno spettacolo, trenta automobili fanno un evento sui centotrenta tra moto e auto messe insieme in una piazza fanno una festa!" E così è stato in Piazza della Repubblica e Piazza Europa, nel "salotto buono" di Terni, dove siamo arrivati tra ali di pubblico festante. Ad accoglierci c'era anche una persona speciale, il grande Campione Remo Venturi. Insieme una bella festa, proprio come ha detto Gianpiero Sacchi!

6ª tappa: Terni - Tivoli

Suggestivo anche il tragitto dell'ultima tappa. Siamo passati per Stornocovo, Rocca Sinibalda, il lago del Turano, Pozzaglia Sabina; abbiamo attraversato la Sabina e i suoi bellissimi rilievi. (ci tengo a dichiarare che non abbiamo rapiti nessuna delle Sabine!) e abbiamo concluso, con la P.A. nell'Acquedotto Basso, ai piedi del castello di Tivoli, esattamente da dove eravamo partiti 1.548 chilometri prima, questa 28ª Riavvicinazione del Motogiro d'Italia, dedicata al grande Giuliano Maugli, dominatore dell'edizione del 1956 in sella alla Ducati 125 "Marianna".

Nella foto grande, i "Fidelfissimi" del Motogiro: Marco Fortunati su Gilera Sirelli 175 del 1966 (n°18) e Silvio Fabbri su Moto Morini Corsaro 125 del 1968 (n°16), seguiti da Walter Bartolotti su Moto Morini Turiano 175 del 1967 (n°15). A destra, partendo dall'alto: il tedesco Michael Cassel fissa le tabarelle portanome sulla sua Benelli Sei 750 del 1979 con cui ha vinto la Categoria Classic. Zef Zanetti (PL) su Ducati 750 SS del 1976, precede l'inglese Steve Emswiler (su Moto Guzzi V7 Classic 2018) e il già citato Cassel sulla sua Benelli Sei. "Police d'Assi" con, da sinistra nella foto, Marco Venturini (n°5), Paolo Mattioli (n°71), Giacomo Vigorelli (n°8) e, sempre in fila, Assoluto, Marco Bonanomi (n°9). La BSA Bantam 175 del 1967 di Michael Hogg (USA) e, per finire, la Purley Union Veloc 175 del 1967 dell'inglese Julian Howard.



MotoCiclismo

CLÁSICO

203

DUCATI
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BMW R90 DAYS

RIEJU 250

HISPANO-VILLIERS

OSSA 50

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3H DE ALCARRÀS

RESISTENCIA CLÁSICAS



MOTOGIRO 2019

PRUEBA DEL LITRO

MOTO MORINI 501 - CARRERA

EDICIONES
MOTOCICLISMO S.L.

COLECCIÓN EUGENIO PASTOR - RIDER CARAMULO - RALLY DE LOS MUSEOS





MOTOGIRO DE ITALIA

Cuando accedemos al mundo de la moto enseguida aparece en nuestra mente la idea de viajar, recorrer un buen número de kilómetros encima de nuestra máquina compartiendo esta experiencia con nuestros amigos, con nuestra pareja o con otros compañeros de afición.

Españoles con las comunicaciones y a continuación nos planteamos viajes más largos que se acaban convirtiendo en auténticas odas por la complejidad o la magnitud de los mismos. Después nos aficionamos a los clásicos y queremos seguir haciendo lo mismo con máquinas que tienen un buen montón de años y de kilómetros a sus espaldas.

En España tenemos estas eventos de este tipo que ponen a prueba a motos y pilotos, pero si queremos adentrarnos en el ambiente de la competición nos tenemos que ir a Italia, donde anualmente se celebra una prueba que reúne a miles de estos amantes. Es decir, el mejor ambiente motociclístico posible con una experiencia real de competición englobada en una auténtica competición al más puro estilo transalpino: El Motogiro de Italia. Configurado como un rally de regularidad, dura durante seis días por caminos secundarios italianos, variando cada año la zona de operación para ofrecer a los participantes una visión completa de la veterana





tardeas de septiembre, cuando México saldrá en un exitoso rally latinoamericano.

Casi 1.500 años de memoria está registrada en una época de casi 300 kilómetros cada día, con ruta se sale de Roma (Italia), pasando por el polo hasta la zona del mar Adriático pasando por Roccaraso, y luego a Montebelluna es el punto final de la etapa. La vuelta hacia Treviso incluye el paso por Fiume, lugar donde se ubica el Motoclub que organiza el evento. A este respecto cabe resaltar que la organización del mismo es impresionante: desde un grupo de Carabinieri, congregados durante toda la semana o todo el evento, hasta personal dedicado exclusivamente al mantenimiento o reparación de todo que sea necesario, pasando por organizaciones, personal de voluntariado, servicios médicos de los servicios de emergencia, ambulancias, médicos en ruta, conductores de los vehículos necesarios para todo el transporte, y la implementación técnica de la federación italiana de Motociclismo.

Otro aspecto impresionante es el nivel de los motos de los participantes. El grupo se reúne en las motos hasta 175 cc. construidas hasta el año 1957, que son las que están inscritas en la categoría "Retrograde Mexico", una época en la que el Motoclub vivió su máximo esplendor, desde el año 53 hasta el 57.

En este grupo podemos observar motocicletas perfectamente conservadas y restauradas de Aermacchi, MV Agusta, Moto Morini, Moto Guzzi, Mondial, Gilera, Benelli, Parilla... en fin todos los modelos italianos. Pero no basta con tener una moto de las mencionadas para participar en el Motoclub, hay distintos categorías en las que se puede participar con cualquier modelo clásico.

De hecho, una buena muestra lo demuestra la presencia de una Benelli Supermotard sobre las literales, una Honda 101 y una Honda 1000, que son la vanguardia en la categoría Heritage, así como una Suzuki 750 SS, una Honda 1000 JCR y una Benelli 750 Sei, como otras representativas de los 70 en la categoría Classic, alguna Honda y Yamaha y una preciosa Ducati 450 Mark II que ganó



el concurso de elegancia, por estar increíblemente restaurados.

La hospitalidad de los países de paso es increíble. Desde que en cada sitio hay varias partes del congreso, donde se celebra el retiro de estos pequeños coches, algunos coches para desmontar durante algunas horas y luego para volver a casa la restauración ofrece un colchón con el coche instalado. De esta forma se "come" en varias ocasiones a lo largo de la etapa, finalizando el día con una gran cena en el hotel correspondiente, increíble para nosotros, con comida que son más de comida fuerte y con más ligeros. Entre las actividades vividas cabe resaltar el haber estado rodando a rueda de Pier Paolo Bianchi tres veces campeón del mundo a lo largo de una etapa completa, y la experiencia individual de poder tener una interesante conversación con Giampiero Scar-





con, además de las múltiples charlas con los protagonistas, en su mayoría procedentes de Inglaterra, Alemania, Holanda, etc., donde las historias algo menos de la tercera parte del total, que se reparten el resto de la temporada. Imposible el trabajo de Mazzoni, presidente del Motoclub Bari y de la zona, siempre pendiente de los problemas que padecen a largo y de dirigir un día los unos y todo el weekend le equipo responsable de las clasificaciones de cada etapa, un auténtico esfuerzo que todos hemos agradecido y apoyado. Es la gran experiencia para quien, tras una temporada pasada, necesita unirse a una asociación, hacer una carrera y una reunión organizada a todo tipo de niveles.

Texto y fotos: Alfonso Serrano



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Norton Gazer V85 TT
Triumph Scrambler 1200 XC

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Honda Africa Twin
KTM 790 Adventure
Triumph Tiger 800 XC

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SPORT

Permettici una vita in MotoGP



EVENTO Motogiro d'Italia 2019

di Gino Passerini / Foto Passerini / Visioni

Moto di ieri, eroi di oggi



Abilissimi concorrenti che restano concentrati per sei giorni, 6-7-8 ore al giorno, in tappe da 200, 250, oltre 300 chilometri su moto nate 50, perfino 100 anni fa!

Fine maggio, o tempo di Motogiro d'Italia, la rievocazione storica di un evento che dal 1951 al '57 ha consolidato la sua maggiore popolarità. Oggi non è più propriamente mantenersi il carattere delle origini.

di una competizione su strada fatta di velocità e resistenza, ma quella delle moto che quella dei piloti è che rappresenta anche una sfida postuma per la storia. 



La maestosa di Campo Imperatore e del Gran Sasso sullo sfondo ha ancora il privilegio del Motogiro. Col numero 24 l'americano Ogle su Ducati T25: la tappa comprendeva una prova speciale di 12 km.

il modello che vicenza dimostrando la qualità del prodotto. Tuttavia, oltre che come magnifica passeggiata per riconoscere al meglio i territori attraversati, ogni anno diversi, non manca l'aspetto agonistico che un ristretto gruppo di specialisti sa portare a livelli altissimi di specializzazione, dando lustro alla manifestazione e mettendo in mostra le loro capacità di motociclisti ed eccelli.

Ho visto guidare la *Rudge*, la *Dough Superior*, la *Indian* di cento anni fa in una tempesta di pioggia in un modo che non posso immaginare, ho messo in moto a spinta come non facevo dai tempi dello *Scooter* in bianco e nero, ho ritrovato ai ristoranti segreti che non ho mai dimenticato scoprendo che non sentivano *bonissimo* solo a me, ma anche a chi viene da più lontano. Le storie nel paesaggio, per il controllo orario e perché ce da affrontare una prova di abilità, sono uno dei momenti più belli del *Motogiro*. Gli anda-

ni al suono degli scarichi delle moto della loro gioventù si mescolano dal tempo e dalla casa di giorni sempre uguali e circondano le calde e clementi meccaniche che a loro richiamano episodi che dalla memoria non avevano più avuto modo di tornare a galla. Ricordano con gli amici della guerra i particolari tecnici, e in dialetto li comunicano con affetto ed empatia a chi risponde in inglese, magari con accento tedesco, francese, americano...

LA CRONACA - La vittoria si ottiene oltre che passando senza intoppi (ed incidenti) ai *Controlli Orari* rispettando il più possibile il tempo imposto nelle prove di abilità. Queste possono essere di pochi metri, quindi pochi secon-

di di percorrenza, ma anche di diversi chilometri e di conseguenti tempi più lunghi, ma sempre da rispettare al centesimo. Ci possono essere prove consecutive, ognuna ha un suo tempo di entrata e di uscita, e questo complica la precisione di passaggio, oppure consentire una con un piccolo tratto (pochi metri) a tempo libero, dentro al quale non ci si può fermare, per insistere ulteriormente la precisione di tempo di entrata e uscita.

Il senso degli autistici specialisti di questo tipo di giro, e ogni anno sono

rale di categoria. Terza tappa e torna Willemse al comando, poi nella quarta Bonanomi rifa sotto e torna a pari punti in testa, con Tomassini secondo al terzo posto. È lui che vince il giorno seguente la tappa, consolidando la terza posizione su Mattioli, quarto, mentre è un giorno no per Willemse che perde la leadership in favore di Bonanomi. Che alla fine vincerà per un punto su Tomassini, risultato al secondo posto, con Willemse terzo, grazie a un ultimo giorno in cui Tomassini vince seguito dai ritrovati Viganò e Mattioli, mentre Bonanomi è solo quarto davanti al simpatico danese Willemse.

La categoria *Heritage* è stata appontaggio di Jeremy Loe con la *Rudge*, poi Jackson con la *Dough Superior* ha vinto, per poi l'ultima tappa che ha concluso con un gesto a una caviglia... Il terzo inglese, il signorile Naval Soghal, con la *Indian*. Ha preso più elasticamente e riporta a casa fino dalle ottime inquadrate.

La *Verrago* è stata dominata da Andrea Angiolini. Da notare solo che dietro alla coppia di bolognesi Fabbri e Fortunati c'è la signora Robin Webster, residente alle Hawaii, una delle presenze più costanti al *Motogiro*. Anche la *Cassiope* è stata vinta per un soffio da Michael Cassel su Bill Harrison, mentre la *Motogiro* è andata all'esperto Marino con una *LM1* 200 piuttosto preparata con *Kit Polini*.

Resta la *Cali Race* andata al collega Antonaci con la *Ducati Scrambler*, con l'americano Hugh Schink secondo in sella ad una *Motobi Zanussi* molto modernizzata con sospensioni *Ohlins* ecc., e che ha dedicato allo scomparsi preparatore della Casa pesarese un partecipato ricordo.



in buona parte sempre gli stessi nomi a contendersi la vittoria, anche se come si può capire è un fatto di abilità, non di capacità di guida e quindi ognuno può rischiare di vincere. Appagame che a cena ogni sera ci siano premiazioni per i migliori della giornata e il leader della categoria possa sfoggiare il giorno dopo una bella maglia, mentre va in moto, come al *Giro d'Italia* con la *Maglia Rosa*.

La categoria più combattuta è la *Revoluzione Storica*, e all'esordio vince Eric Willemse, ma il giorno dopo con performance incredibili si impone Bonanomi, che si porta al primo posto della classifica provvisoria ex aequo con Willemse, davanti a Mattioli e Tomassini, che sale al terzo nella gene-



Sopra, saluto finale sotto la Rocca Pia di Tivoli. A sinistra, la Brough Superior nella piazza di Campi. A destra, il ritiro all'interno del Castello Piccolomini. Sotto, la Motobi Zanussi (trasformata) dello statunitense Schenk e il Controllo Orario nella piazza di Campi.



A sinistra, la Indian del 1929 dell'inglese Saighal. A destra, un Controllo Orario sul lago del Turano, con Bonanomi su MV Agusta. Nella pagina a fianco, l'arrivo di tappa a Terni: in primo piano l'australiano Stoker su Ducati 750.



IL TURISMO - Non sono pochi, sia tra gli italiani sia tra gli stranieri, quelli che vengono al Motogiro soprattutto per "farsi le vacanze" in moto. Con la tranquillità di un'organizzazione che ti recupera sempre e magari ti assiste anche in moto quando possibile se hai avuto dei problemi.

Lo staff di auto, furgoni, moto con meccanici e personale medico te lo trovi sempre intorno e portatoci di non essere mai abbandonato. Poi ci sono i ristoranti che offrono sempre qualcosa del territorio, e la curiosità internazionale. Quest'anno si è partiti da Tivoli e percorrendo le vie più antiche del centro storico e già stata una scoperta per tutti, per poi attraversare dappriata le zone case al farnetissimo ladole e infilarsi nello stupendo Parco Nazionale d'Abruzzo. All'inizio del primo giorno un certo che preschiva a lei della strada lo confermava, al di là della visibilità ridottissima per chi proprio non voleva essere condotto.

ROCCARASO ha ospitato per due giorni i Motogiro con un curato percorso chiuso di accoglienza e a scuola del manovrante abruzzese, anche a chi è timido di "esofago". Il giorno dopo, nel mese, il Parco della Madonna, con i panorami maestosi del distretto di Sulmona, dominata dall'Eremo di Celestino V, e il lato apuliano del Gran Sasso con vista da Casteldeleone sulla zona di Colares.

E dalla visuale di Campo Imperatore, attraversata nella sua totalità, con dose e tipo di nuvole di quelle che danno tridimensionalità al cielo, la vista sulla montagna degli abruzzesi è veramente mozzafiato. Non senza dimenticare di essere passati per Capistrello, dove è stata ritrovata la stanza del guerriero simbolo dell'Abruzzo, e dove il rischio era posticipato proprio all'interno del Castello Piccolomini che ne ospita una riproduzione.

La terza tappa ha portato sulla costa, a Montesilvano, con un propo-

sito cambio di percorso sempre più al profumo di sabbie dell'Adriatico, transitando per Ripa Taurina, paese "dedicato" a Rocky Marciano, il famoso pugile americano perché da qui partì il padre per emigrare negli Stati Uniti.

La tappa seguente è stata la seconda dedicata al Gran Sasso, lato orientale, perché dappriata si è transitato per Campi e la sua bellissima piazza con l'indimenticabile panino con la porchetta ma c'è anche una Scala Sassa che dona l'indole di un salito in ginocchio e poi ci si è proiettati attraverso la provincia teramana fino a salire a Castelli di via ceramiche sono famosi per ridiscendere a Focisolo (il suo piccolo, preside Slow Food) e l'unico realizzato con taglio ultra ridotto di alcune all'epoca Romana, il cosiddetto "ormaggio del Vestini".

Continuando per avvicinarsi a Terni, una delle capitali del motociclismo italiano, ininterrottamente il passaggio per Campotosto e Amatrice dove i segni del terremoto sono ancora troppo palesemente evidenti, dopo l'affascinante Passo delle Capannelle che completa la circumnavigazione del Gran Sasso. Nel centro di Terni gli organizzatori giocano in casa e l'accoglienza è se possibile ancora più calorosa.

Il sabato, la Sabina con i suoi uliveti viene attraversata in lungo e in largo per concludere l'evento di nuovo a Tivoli, e ci si ritrova come alla partenza alla prova di abilità al cospetto della Rocca Pia in una "location", dicono gli anglosassoni, assolutamente esclusiva. E quando si ricapita?

LE CATEGORIE - I veri enti sono quelli delle Heritage, moto in produzione dal 1914 fanno della prima

edizione del Motogiro al 1949. Non sono moto facili da guidare, sono siggiori che fanno le loro esigenze, ma è inevitabile constatare che da esse stai loro piloti sono in grado di affrontare centinaia di chilometri in qualche 4 cilindrate, senza mostrare alcuna incertezza.

La categoria Rievocazione Storica è probabilmente la più combattuta per la classifica. Vi sono molte moto e modelli con un elenco ben preciso, in produzione dal 1950 al '58, fino a 175 di cilindrata, che sono individua-



te come quelle che partecipavano al Motogiro di quegli anni. Alcune moto usufruiscono di un bonus di 10 punti (al massimo) da scalare alle penalità in classifica.

La Vintage comprende moto anni 50-60 le Classiche sono quelle dal '70 all'80, la categoria Motogiro d'Italia sono modelli costruiti dal 1981 ad oggi, infine la Café Racer sono moto dal 1960 ad oggi con determinate caratteristiche.

Chi non vuole avere impegni di prove a tempo imposto può iscriversi, con qualsiasi moto, alla Classe Turistica che ha solo da rispettare alcuni Controlli Orari, più che altro si fida organizzativi per mantenere il controllo sulla presenza o meno sul percorso.

In realtà al Motogiro lo stesso è bandito ed ognuno lo vive come preferisce. Si è tutti uniti dalla passione e dalla cultura della moto.



Sopra, Fortunati (18, Gilera), Fabbri (16, Moto Morini) e Barbieri (15, Moto Morini). A sinistra, l'americano Porter con la MV Agusta davanti a Pierpaolo Bianchi (Ducati Scrambler 1100). A destra, il Castello Piccolomini di Capetrano. Nella pagina a fianco, la Rudge di Jeremy Lode.



Qui sopra, il nostro Passerini (22) sulla Corsaro 150, e il paddock di fine tappa a Roccaraso. A sinistra, l'inglese Morris con la Laverda 1000 3 cilindri. A destra, il "centro di controllo" (questo è quello di Tomassini) necessario per essere precisi nel pesteggi a tempo imposto.



MOTOGIRO D'ITALIA 2020: THE RACE IS ON

SEPTEMBER 21, 2020 | IN CULTURE | BY WENDY POJMANN

“A flag puts him in the saddle, another stops him, between the two flags hundreds of kilometers. He runs with his chest pressed on the tank, his hands clinging to the controls, eyes wide open inside the orbit of the lens. Immense. The road rises, falls, cuts the plains and again unrolls...and the engine beating in his ears, beats, beats, until the eardrums refuse to vibrate and the rumble becomes a bearable hum.” Silvio Ottolenghi, Motogiro d'Italia brochure, 1956



Proper MotoGiro! In the 1956 edition, Giuliano Maoggi shows fierce determination aboard his Ducati 125 Marianna...and it paid off, as he won the race. [MotoGiro]

The smallest version of one of the most historic road races in the motorcycling world, the Motogiro d'Italia, took place last week. Forty riders departed from Villafranca di Verona/Treviso on September 13 to cover 1700 kilometers over six days through northern and central Italy. Originally planned for mid-May, the Motogiro had to be rescheduled and modified due to the Covid 19 pandemic. Organizers decided not to skip a year, however, saying participants “did not want to give up the great tradition of the historic motorcycle road event, even if it had to be postponed by four months.” Although the Isle of Man TT, which was canceled this year, is slightly older (1907 v. 1914) and better known because of the treacherous course that has claimed the lives of more than 200 riders, the Motogiro has retained its connections to the early machines and pilots who earned hero status in post-World War II Italy.



Remo Venturi in the 1955 MotoGiro aboard an MV Agusta Bialbero
[MotoGiro]

Some of the competitors in the recent rallies are racing veterans, such as champion Remo Venturi, who won the Motogiro d’Italia in 1957, the last year it took place before being shuttered for nearly a decade. Into his late 80s, Venturi was still competing on a classic 175 cc MV Agusta Rapido across the scenic roads of Italy, riding alongside women and men many years his junior from countries around the globe. Travel restrictions this year meant the Motogiro could not include participants from the United States, England or South America, previously the source of many riders who’d come to Italy to compete. Versions of the Motogiro now take place outside Italy as well, however. The MotoGiroUSA, for example, has been bringing classic motorcycle enthusiasts together since 2004 for a two-day timed trial ride that



Classic MotoGiro imagery from 1959, as the Laverda team stays close on the roads. [MotoGiro]

The first Giro Motociclistico d'Italia in 1914 was a classic road race a tad shy of 2400 kilometers. That year, fifty-two competitors started the route on bikes of up to 175 cc, but a mere 17 completed the full course. Racing was suspended during the fascist years, starting in 1931, and then came back for its heyday from 1953 to 1957 as the Motogiro d'Italia. Italian motorcycles by Ducati, Gilera, MotoBi, Moto Guzzi, Mival, Beta, Maserati, Laverda, Bianchi, Mondial, Perugina, Moto Morini, Parilla, Benelli, and MV Agusta and riders such as Leopoldo Tartarini and Giuliano Maoggi, who like Venturi participated in the revived competition during their senior years, captured the public imagination. In 1954, Tarquino Provini, later a 4-time Isle of Man TT winner, gained admiration for taking first place despite finding a hole in the tire of his Mondial at the starting line on the last day; legend has it that a competitor’s mechanic sabotaged his rival’s bike. The Florentine Giuliano Maoggi became a celebrity when, in 1956, he outran and out-skilled 252 competitors on larger bikes to win the 2500 km, 8 part Motogiro on a Ducati Gran Sport Marianna 125 cc single cylinder designed by Fabio Taglioni. Perhaps it was divine intervention; Taglioni named his famed motorcycle in honor of Pope Pius XII's celebration of the Virgin Mary that year. Taglioni wowed again with the 1957 Sport, a 175 cc created with the intention of taking the Motogiro title and becoming an aspirational model for other makers.



Other times, other rides. The late 1960s saw a scooter invasion at the MotoGiro, which was successful: here a lineup of Vespas and Lambrettas make timed launches from a checkpoint.
[MotoGiro]

During this period of the Motogiro, thousands of Italians began to ride scooters and motorcycles of their own, many of which were not so distant from the motorbikes of the Motogiro. Numerous daily riders closely followed road racing, especially because they could appreciate the skills and endurance of motorcyclists who were able to traverse more than 2000 km over five or more days of intense competition. Adoring fans lined the race routes and cheered on their favorites during the five peak years of the Motogiro and they filled the roadsides of the Milan to Taranto race that gained a large following during the postwar years as well. Racing enthusiasts sought autographs from their favorite riders and asked questions of mechanics. They also became loyal consumers of the motorcycle manufacturers who showcased their new models during the races. Widespread support for road racing continued until the fateful Mille Miglia auto crash in 1957 when Spaniard Alfonso De Portago went off course in his Ferrari, killing 9 spectators, his navigator Edmund Nelson and himself and injuring some twenty other onlookers. Motorcycle racers had also met their end on Italian roads; the 1954 Milano-Taranto race claimed 3 riders in the first two days. But the risks to the public were made real by the Mille Miglia. As a result, the Italian government immediately put an end to road racing, and fans were led to seek thrills vis-a-vis pilots on official closed racetracks.



Not enough off-road scooter trials these days! The Motogiro typically included a few rough sections in the 1950s and '60s. [MotoGiro]

By the late 1960s, street competitions again garnered favor and the Motogiro returned, although this time in a time trial version run under the direction of the official national entity the Federazione Motociclistica Italiana (FMI). In 1989, organizers from the Moto Club Terni L. Liberati – P. Pileri, a member of the FMI, re-introduced the historic roots of the 1950s Motogiro and encouraged the participation of motorcycles from the golden years. The event shifted from being an all-out race to a timed ride with checkpoints and skills tests. The idea was to promote the small cylinder motorcycles that had been so important in shaping postwar Italian culture. Soon a few hundred riders were back on the roads competing on their prized motorcycles. In 2001, Ducati and its affiliate Dream Engine joined with the Terni Moto Club and re-designed the event by dividing the motorcycles into four classes: Historical Re-enactment (1950-1958); Vintage (1959-1969); Classic (1970-1980); and Motogiro (1980-). The historic motorcycles had to stay under 175cc but could be of any make, not only Italian. Modern motorcycles with larger engines were allowed in the touring class but with start times staggered to try to keep them separated from the older, smaller bikes. Many riders consider the Historical Re-enactment category the most prestigious to win. Marco Bonanomi captured this year’s title on a MV Augusta CSTL, a model produced between 1953 and 1957.



Nice to start at a castle! The locations of the contemporary MotoGiro can't be beat. [Domenico Vallorini]

Ducati's role in the Motogiro included using the event to introduce new motorcycles, much as they had done in the 1950s. In 2006, for example, two Ducati Sport Classic models, the Paul Smart 1000 and the Sport 1000, debuted at the Motogiro, ridden by then Ducati President and CEO Federico Minoli and Gianluigi Mengoli, President of the Fondazione Ducati. As in the past, Ducati's marketing through the Motogiro worked well for the company and they moved the event to July to take place during World Ducati Week in Bologna. The maker's relationships with Dream Engine, which had largely been responsible for the event's tourist arrangements, and with the Moto Club Terni that had taken care of the bikes and the riding side, suffered, however, and the three entities parted ways. The Terni Club, as the FMI member, held onto the official Motogiro d'Italia name and returned the event to the spring and to its origins based on the participation of motorcycles from earlier eras. Ducati and the new Dream Engine 2 organized their own events, focusing on tourist class bikes and attracting more non-Italians for a week-long Italian moto-cation experience.



Hard to beat the scenery in northern Italy at any time of year. Spectacular territory is a hazard for one's concentration on timing!
[Domenico Vallorini]

Robert (Bob) Coy of the United States Classic Racing Association rode a Motobi 125 cc in the 2003 and 2004 Motogiro d'Italia and so much enjoyed being in the company of other historic motorcycle riders that he decided to create a similar event in the United States. The first MotoGiroUSA took place in 2004 in upstate New York and soon Coy began running spring and fall versions on the east coast. Most years 100 riders compete over two days in a timed ride and skills tests event that brings them together on pre-1969 motorcycles with displacements under 305 cc. Coy notes that the popularity of small Japanese motorcycles in the US during the 1960s has contributed to their prevalence in the MotoGiroUSA rides, but motorcycles from the 1950s and 1960s by BSA, Triumph, Velocette, BMW, Bultaco and his own Italian favorites such as Motobi and Moto Guzzi, among others, are competitive against the numerous Hondas and Yamahas. A Motogiro di California launched in 2008 with input from Coy and Ducati/Dream Engine 2 and there are numerous similar rides across the US and Canada.



Time check stations can be anywhere on a timed rally, including the courtyard of a castle. [Domenico Vallorini]

What these events have in common is the spirit of the 1950s Italian Motogiro, that is, of uniting riders who appreciate the sensation of opening up the throttle on a small bike along scenic roads, much as Ottolenghi described 64 years ago. This year, however, brought new challenges to organizers who wanted to maintain continuity without compromising the integrity of the event or the health and safety of the participants. Fewer riders, the option of completing just a portion of the itinerary, social distancing and the wearing of masks during limited social gatherings plus discouraging onlookers from lingering around the riders characterized this year’s Italian and American Motogiri, which were reported to be enjoyable even with such restrictions in place. As a representative of the Moto Club Terni put it, “We think this is a way of coming back, if slowly, from the terrible period we’ve all been through.” And Bob Coy reported from Virginia that “the roads were fantastic — very rural, twisty, excellent pavement, very few cars and with beautiful vistas from the mountains.” Just what riders wanted as they escaped the strangeness of 2020 and headed into the past for a few days on their classic machines.



A scene from the MotoGiro USA, which includes water crossings and a lot of gorgeous scenery. [Bob Coy]



*Dr. Wendy Pojmann is Professor of History and Director of the Honors Program at Siena College in Albany, New York. Her most recent book *Espresso The Art & Soul of Italy* Was published by the Bordighera Press in 2021. Pojmann's current project explores the social and cultural history of motorcycle coffee culture. She splits her time between Rome and upstate New York.*

Follow her on Instagram @wendyspressolife

MOTO Ciclismo



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Ducati domina la Superbike



Tu chiamale se

Grande successo per la trentesima edizione della rievocazione del Motogiro d'Italia. Divisa in sei tappe per un totale di 1.662 chilometri, ha attraversato cinque regioni: Emilia-Romagna, Marche, Umbria, Toscana e Lazio. La vittoria è andata per la decima volta a Marco Tomassini

di Claudio Antonucci, foto di Domenico Vallini

La Honda di San Loro (RN) fa da sfondo al passaggio di Paolo Mattioli (Moto Morini Trecento Sport), Vincenzo Viganò (Moto Morini GT 175), Walter Barbieri (Moto Morini Tutano 175) e Benny Russell (Moto Morini Tutano 175).

● Se il Motogiro d'Italia fosse un medicinale, sulla confezione ci sarebbe scritto: "ATTENZIONE! Può creare gravi fenomeni di dipendenza". Come si spiegherebbe altrimenti che due forti concorrenti delle passate edizioni come Andrea Angiolini e Lino Marino, impossibilitati a partecipare, siano venuti ugualmente in auto e abbiano seguito insieme a noi la manifestazione? A pensarci bene, nel caso di Angiolini, una taccia maliziosa l'avrei... Siccome ogni sera era seduto al tavolo di "quelli forti", presidiando con costanza il suo posto accanto a Tomassini, Mattioli, Viganò e Barbieri. Secondo me, il suo comportamento, potremmo definirlo un tipico esempio di attaccamento alla poltrona!

Scherzi a parte, questa è solo una prova della bella atmosfera che si respira al Motogiro d'Italia. Vorrei tanto riuscire a descrivere il piacere di rivedere persone con le quali si è condiviso un paesaggio, un tratto di strada, una cena ma anche un inconveniente, una riparazione. Persone che vengono dall'altra parte del mondo come l'hawaiana Robin Webster, ormai una presenza costante alla guida della sua bellissima Ducati Monza Junior 160 del 1966. Oppure "new entry" come la lucana Maria Vittoria Mariccano che merita il massimo rispetto per essere venuta in moto da Potenza! E poi Brigitte Benner dalla Germania, Wendy Pajmann dagli USA e la giovanissima Hilde Speet dall'Olanda.

Ma non c'era solo la presenza femminile a rendere magico questo Motogiro, un nome fra tutti: Pier Paolo Bianchi, tre volte Campione del mondo della 125 nonché numero uno di modestia. Pensate, dovevo essere sempre io a

vuoi... Emozioni





Da sinistra, Daniele Cacci, designer Ferrari e Lotus; Andrea Altieri, Direttore Autodromo di Misano; Massimo Mazzoni, organizzatore Motogiro d'Italia e Presidente del MC Terni; Giovanni Caputi, Presidente FMI; Camilla Adornato, presidente Gruppo Commissari di Gara FMI; Livio Lodi, Responsabile del Museo Ducati. Infine, appoggiato alla Brough Superior SS 80 del 1921, Giancarlo Rossi, pilota, collezionista ed esperto di Ducati da competizione.

Mario Tassinari (Brough Superior SS 80 del 1921) vincitore per la decima volta della categoria "Rievocazione Storica", seguito dall'eterno Jim Hoare (Yamaha XT 600 del 1982).

dire: "Signori, guardate che qui c'è un campione vero, un campione mondiale!" come ho fatto a Sant'Angelo in Vado, quando siamo entrati nel Museo MHA, che praticamente potrebbe chiamarsi "Museo Pier Paolo Bianchi" e lui invece se ne stava zitto zitto!

Vi assicuro che seguirlo lungo la strada da Sansepolcro al Passo di Viamaggio è stato

uno spettacolo unico, come vedere un pittore dipingere un quadro.

Ma vogliamo parlare della partenza dall'Autodromo di Misano? Di ciò che provi guardandoti attorno, incredulo, cercando di capire se sei sveglio o stai sognando? O del momento in cui il personale dell'Autodromo ti chiede di specificare se sei accompagnatore o... pilota?



Tu senti pronunciare questa parola magica e balbettando timoroso rispondi: "P...Pilota", ti mettono un braccialetto di carta e tu in quel momento sei senz'ombra di dubbio alcuno che domenica sarai tutti in piedi sul divano a fare il tifo per te? Vabbè, poi ti svegli e vai a fare la coda per l'iscrizione...

E non voglio anticiparvi l'altra grandissima, irripetibile emozione finale che ci ha riservato l'arrivo sempre a Misano!

Lo so, sto ripetendo troppe volte la parola "emozione" ma che ci posso fare? Posso forse non dirvi delle grandi emozioni provate



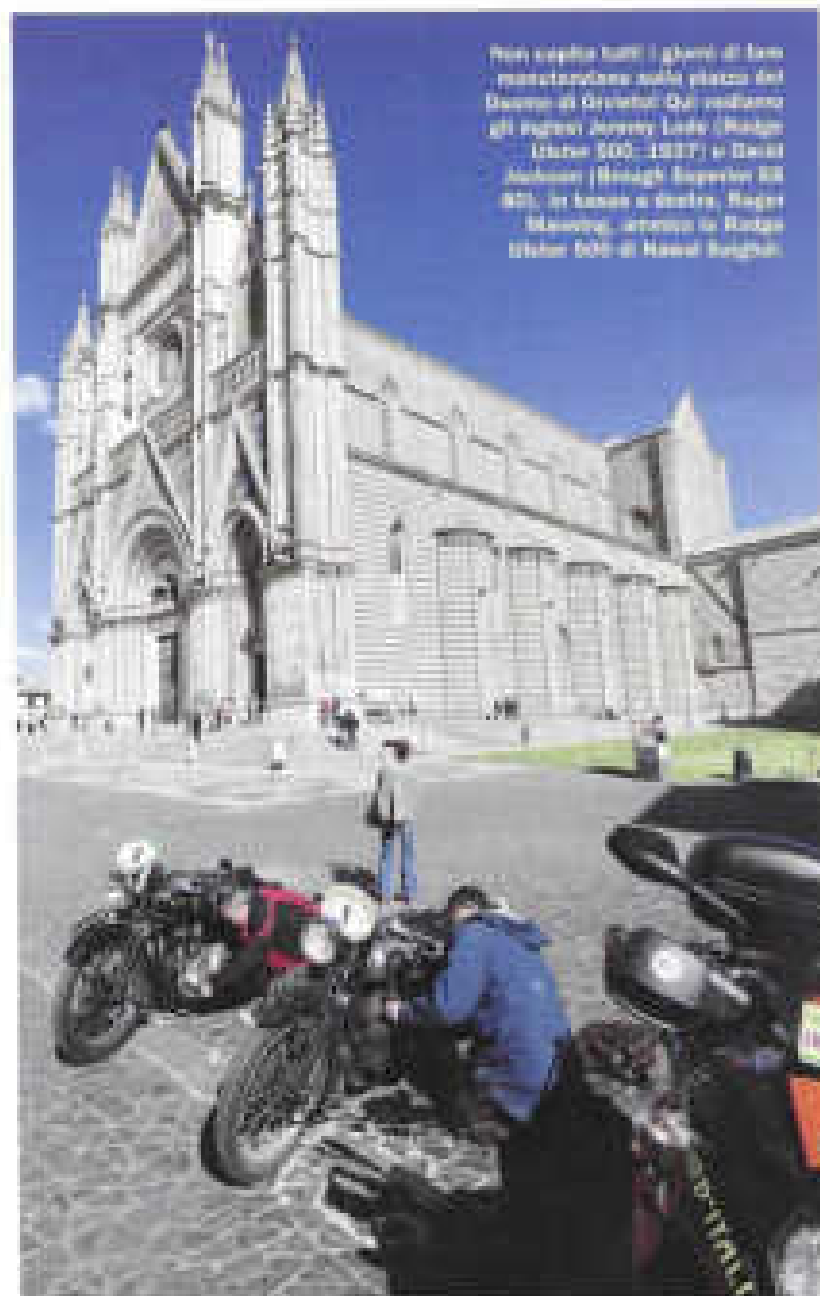
Sopra, l'inglese Jeffrey Shaw (MV Agusta ST, 1964) consegna la tabella di marcia a uno dei tanti corridori (sotto inserto) nel corso delle tappe. A fianco: alcuni concorrenti prima della partenza, in primo piano "l'olandese volante" Vincent Sport e sua la bella Yamaha 1000 Rapide del 1999. Qui sotto a sinistra gli inglesi Stuart Best (Gilera Saturno 600) e David Green (Gilera Sport 170) e l'autore di queste note insieme al "Leone di Jesi", ovvero il grande Nicola Polappa (a sinistra), vice leggendario della Supertube.



Nutritta presenta il Vespa ed appassioni vespisti nell'edizione di quest'anno. Guardate la grinta di Alessandro Dioli (Vespa 150 del 1957) seguito da Francesco Marzù (Vespa PX 150 del 1981). A destra il concorrente tedesco Michael Caser (Benelli del 1960).



Non capita tutti i giorni di fare manifestazioni sulla piazza del Duomo di Grosseto. Qui vediamo gli ingeni Jeremy Lewis (Honda CBR 600 del 1997) e David Johnson (Honda Superbike 600). In basso a sinistra, Roger Blomberg, arrivato in Honda CBR 600 di Naval Ingénier.



di volta in volta lungo il percorso, sapientemente studiato dall'organizzatore, Massimo Mansueti e altrettanto minuziosamente "frecciato" dallo staff del Motogiro, un autentico drappello di "arciere" ai quali vanno i miei complimenti a nome di tutti i concorrenti. Gli uomini che così bene hanno segnato il percorso sono solo una parte dello staff di sessanta persone, guidate da Massimo Mansueti e Laura Cosimetti. Tutti insieme formano una macchina che funziona come un orologio svizzero, in grado di "coccolare" nei concorrenti, facendoci sentire sempre al sicuro, assistiti e scortati costantemente pure dai Carabinieri e da uno staff medico di otto persone coordinate dall'omnipotente Luigi Eresia. Poi ci sono i "fratelli MacGyver", al secolo Giulio e Romeo Minicucci, gli abilissimi meccanici che ogni sera facevano le 2 o addirittura le 3 di notte, ma riuscivano a rimettere in strada i concorrenti che si erano fermati lungo il percorso. Il loro motto è "Datemi la molla di un





David Jackson, al suo arrivo a Misano Adriatico, taglia il traguardo della sesta tappa, in sella alla sua Brough Superior SS 601 del 1931.

involabile e si faccia ripartire una Indian del 1929!"

Prima tappa: Misano – San Marino, 245 km

Partenza "alla Grimaldi" dall'Autodromo, sulla quale non mi dilungo ulteriormente. Strade bellissime con il Valico di Bocca Serriola e il Passo di Viamaggio. Pennabilli, il paese del poeta e scrittore Tonino Guerra, sceneggiatore di Fellini e Antonioni. Arrivo davvero suggestivo sulla Piazetta di San Marino. La serata, con tanto di signore in abito da sera, potrebbero intitolarla "A cena con cinque titoli mondiali", perché oltre ai tre di Pier Paolo Bianchi c'erano i due dell'ospite d'onore Marnel Poggiali. Che ha festeggiato con noi e il suo Team manager di allora, Giampaolo Sacchi, i 20 anni dalla conquista del suo primo titolo iridato nel 2001.

Seconda tappa: San Marino – Todi, 320 km

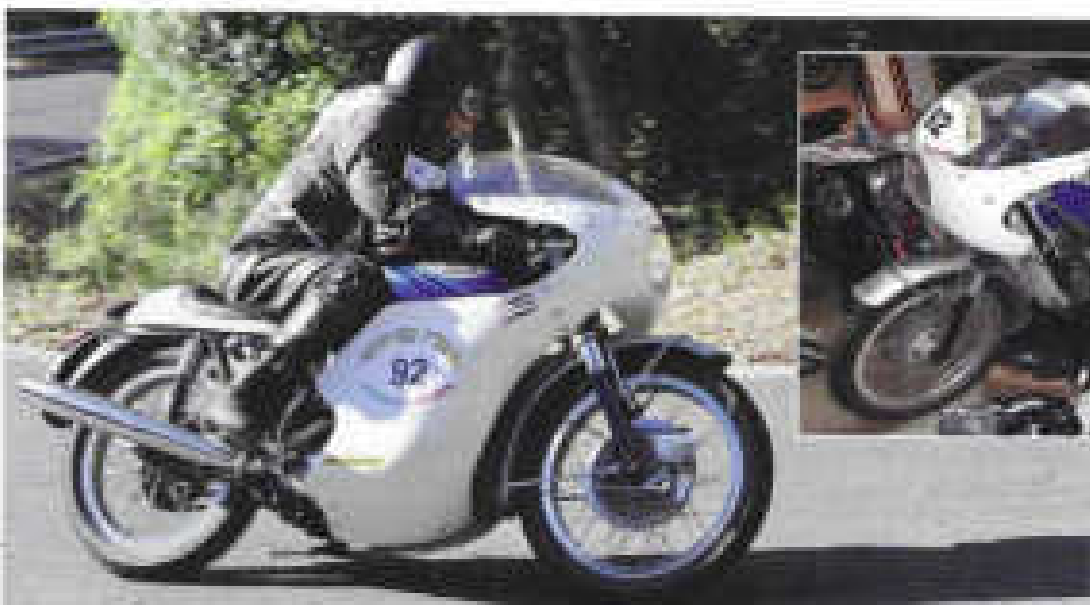
Giornata stupenda, una luce meravigliosa che

esalta la visione della Rocca di San Leo. Passo delle Pramle e India Todalda, cerco di stare dietro a Pier Paolo Bianchi per godermelo mentre penella con rara maestria le curve. Da Gubbio al Passo della Scheggia facciamo lo stesso percorso del Trofeo Luigi Fagnoli, una famosa cronoscalata.

Tercia tappa: Todi – Grosseto, 270 km

Dopo l'Appennino Tosco-Romagnolo, quello Marchigiano e le Colline Umbre, si parte da Todi per andare nell'Alto Lazio, nella Tuscia, in piena area etrusca. Partiamo da Viterbo, qui dovei essere di casa ma Massimo Mammari è riuscito a sorprendermi con una strada che non conoscevo e che non vedo l'ora di rifare. Ricordate, se mai dovesse passare da Montefiascone, di prendere la SR 71 TER in direzione di Orvieto; superata la località Cipraceta, all'incrocio girare sulla SP 53, bellissima, tutta curve, in direzione di Bolsena. A un certo punto non crederete ai vostri occhi,

Sotto, il norvegese Erik Anderson Kjell in azione e poi mentre "vaccola" la sua bella Triumph Thunderbolt Bonneville 600 del 1993 al termine di una tappa.





Una panoramica di
taglie da tutto il mondo.
Su un centinaio di iscritti
all'edizione 2021 del
Motogiro, l'80% era
costituito da motociclisti
estrangei, provenienti da
ben dieci nazioni:
Austria, Francia,
Germania, Italia, Olanda,
Norvegia, Regno Unito,
Spagna, Stati Uniti e
Svezia.



il Lago di Bolsena davanti a voi, altri sotto
di voi! Altrettanto suggestivo è il passaggio
attraverso Pitigliano, tutta scovata nel tulo. Se
invece siete più smanettoni che contemplativi,
sappiate che la strada da Pitigliano a Manciano
è stata appena asfaltata e ha un grip degno
dell'Autodromo di Misano. Una vera goduria!

Quarta tappa: Grosseto - Spoleto, 295 km

Una volta partiti dalla bellissima Piazza del
Duomo di Grosseto - e già questo basterebbe
per soddisfare gli occhi - si va verso Scansano
con il Controllo Orario presso la Cantina dei
Vignaioli del Morellino. Per fortuna sono solo
le 10 del mattino perché se questa sosta fosse
stata verso le 5 o le 6 del pomeriggio, il Mo-
togiro rischiava di finire qui! Schorsi a parte,
percorrendo la strada da Scansano a Capol-
bio, capisci perché Sting ha preso casa qui in
Toscana. C'è un momento magico, in località
Poggio Tondo, dove uno stupendo incrocio di
filari di cipressi incornicia uno scenario unico
al mondo, una vera gioia per gli occhi.



Qui a sinistra, un vero re: l'inglese Olive Chapman. Oggi vera truffatrice "a cuore aperto" nella sua piazzola o affascinante Triumph Terror 150 del 1966, un vero capolavoro d'ingegno fra i due.



Si va verso Orvieto, attraversando ben tre regioni: Toscana, Lazio e Umbria. Strade bellissime ma c'è un vento pazzesco che ti sposta letteralmente. Un'esperienza mai provata prima. Oggi è una continua sorpresa per gli occhi, l'arrivo a Orvieto con il controllo proprio di fronte al Duomo mi lascia senza parole. Il come potete intuire, è una cosa davvero difficile! Infine l'arrivo nella bellissima Spoleto.

Quinta tappa: Spoleto - Aulsi Ponso, 221 km

Se la tappa da Grosseto a Spoleto potevamo intitolarla "A casa di Sting", questa la intitolerei sicuramente "Il Grande Freddo". Fortuna che alla partenza Marco Tomassini si è avvicinato dicendomi: "Ti sei coperto bene? Guarda che andremo in alto. Questi posti lì cominciano molto bene. Copriti più che puoi." Grazie Marco!

In netto contrasto con il clima freddo voglio parlarvi di calore, il calore umano. Siamo passati per Norcia. Preci. Visso e mi sono sentito in dovere di spiegare agli amici in-

glesì il perché di tante gru, di tanti cantieri. In questi tre paesi le tracce del terremoto del 24 agosto 2006 sono ancora ben visibili ma ciò nonostante si percepisce un fervore, un calore umano, si sente e si vede la voglia di ricostruire. Ne abbiamo parlato anche a cena e gli amici stranieri si sono commossi e sciolti in un lungo applauso. Massimo ha fatto bene a far passare il Motogiro da queste parti, a mostrare sia le ferite sia la voglia di rimarginarle. Da Visso siamo saliti fino ai 1.287 m di Sassotetto, dove era stata allestita la Prova di Abilità con le fotocellule. Di fronte avevamo il Monte Vettore tutto innevato. Mi sto ancora chiedendo come abbiamo fatto a resistere i cronometristi.

Sesta tappa: Colli del Tronto - Milano Adriatica, 311 km

Ultima tappa. Dentro di me la stessa malinconia che provavo da bambino a settembre quando le vacanze stavano per finire. Forse per me, farei tranquillamente un'altra settimana.

A sinistra, gli stop e tagliando serale per la Harley-Davidson VLA "Liberty" del 1948 dell'olandese Theo Assema. Sempre sopra ma a destra, "Sua Altezza Reale" Douglas Superior 65 800. La moto più fotografata al Motogiro!



Una bella "piaga" di C. Berti Samuelli, nella sua stupenda Velocette Thruxton 500 del 1967. In alto a destra, Pier Fabiano Scardorotto, vincitore della categoria Vintage in sella alla sua Vespa 66 LSO del 1966, precede Carol Vermeil, alla guida di una rara Honda CB450 modello RD, la famosa "Black Bomber" e, sorniosamente, Berto Witta, che valterà molto meglio qui a fianco nella sua BMW H 60/7 del 1976.



na di Motogiro d'Italia!

So bene che farei miglior figura se non vi raccontassi quanto segue ma è anche un modo di fare ammenda e ringraziare pubblicamente per la sua pazienza Daniele Tamburini "il gigante buono" responsabile della logistica. Partiamo da Colli del Tronto e mentre ci dirigiamo verso Fermo mi accorgo di non avere il cellulare nella tasca del giubbetto. Panico! Agitatissimo avverto subito Pier Paolo Bianchi, il quale mi suggerisce di arrivare al controllo orario di Fermo e da lì far chiamare Daniele. Così faccio e Daniele, che nel frattempo aveva già caricato tutti i bagagli ed era partito, mi dice che tornerà in hotel a cercare il mio cellulare. Nel frattempo, forse per l'a-

Benelli Leoncino 500 Trail. Minima spesa massima resa

Dopo aver percorso 1.700 chilometri lungo l'Appennino, dopo aver attraversato cinque regioni dall'Adriatico al Tirreno, dall'Alpi alle Piemont, dal Marzianone al Reno, con ogni tempo, dalla temperata al clima mita, con ogni tipo di fondo stradale, dallo sconnesso alla pista, posso dire che la Benelli Leoncino mi sta proprio simpatica. A ogni controllo orario, gli altri concorrenti mi chiedevano informazioni: "Come va? Come si guida? Com'è il motore? Com'è l'erogazione?" L'ho detto a loro e io ripeto spesso: la Benelli Leoncino è divertente. Ha una comoda posizione di guida, molto naturale e istintiva. Una ciclistica a punto, una forcella upside-down da 50 mm. Efficaci le pinze dei freni, ancor più belle quelle radiali della versione stradale con cerchi in lega da 17" mentre il modello Trail ha le ruote a raggi da 17" e 19". Le gomme Vaiscote Continental Treadura si sono comportate benissimo su qualsiasi tipo di fondo: insoddisfatta, l'assenza del Benelli Leoncino si riassume in quattro parole: minima spesa massima resa! Denunciavo un particolare, neppure piccolo: la Benelli Leoncino mi ha permesso di vincere il Motogiro d'Italia 2021 nella categoria riservata alle moto moderne.



L'autore di questa nota, in sella alla Benelli Leoncino 500 e al fianco di Lucrezia, la figlia di Leon Mignani, appassionato collezionista e restauratore di Ducati, scomparso nel febbraio scorso. Lucrezia, insieme al fratello Davide e all'ex Campione del Mondo Franco Uncini, si fanno accolti a Montecatini con la stessa calore che si riservò nel 2017 Leon.



gitarione, mi scappa di andare al bagno, vado al bar, chiedo la cortesia e quando esco dalla toilette, il proprietario mi dice "Guardi che le ha squillato tutto il cellulare!" ed io "Guardi che è impossibile, l'ho lasciato in hotel" e lui, indicando lo zainetto "Eppure ha squillato fino a poco fa!". Io guardo lo zainetto, apro la teca e trovo il cellulare che dovevo aver messo lì in stato di trance. Chiamo mortificatissimo Daniele Tamburini, il quale si dichiara felice che comunque io l'abbia ritrovato. Daniele ti deve una cena!

Rasserenato dal ritrovamento, riparto verso Morrovalle e poi Macerata, sono letteralmente affascinato dalle colline marchigiane, dai continui saliscendi e dai colori dell'autunno che offrono mille sfumature dal verde al giallo, ad un semaforo raggiungo Pier Paolo Bianchi e gli dico "Ma hai visto quanto sono belle le Marche?" e lui mi risponde: "L'Italia è tutta bella!"

A Macerata, in Piazza Mazzini ci accolgono niente meno che Franco Uncini, Campione Mondiale della 500 nel 1983, insieme a Davide e Lauretta, i figli di Lauro Micorzi, grande collezionista e restauratore di Ducati, scomparso lo scorso febbraio, il quale ci accolse calorosamente nel 2017 e ci fece visitare la sua collezione Ducati. Era la mia prima partecipazione al Motogiro d'Italia e rimasi davvero impressionato dall'entusiasmo e dalla sua passione. È stato Emerson Gattafoni, il simpatico

conduttore della trasmissione "Dreams Road" a coordinare e animare questo bell'incontro maceratese.

Ma non sono finiti a Macerata gli incontri con i campioni, perché ad accoglierci a Jesi c'era proprio lui: il "Leone di Jesi", il grande Giancarlo Falappa, leggenda della Superbike, da sempre nel cuore di tutti i Ducatisti.

A Corinaldo ho incontrato il mio Fan Club, nel senso che è venuto a salutarmi il mio amico Alessandro in sella alla sua Norton Commando Fastback, quella con cui è venuto all'Isola di Man nel 2019. Avrebbe dovuto esserci anche un altro amico, Brigo, in sella alla sua Egli-Vincent ma un automobilista ha pensato bene di sperunarlo appena uscito di casa a Pesaro. E proprio a Pesaro abbiamo fatto il controllo orario sulla Piazza con la Fontana e la Sfera di Penedoro. Da lì abbiamo imboccato la famosa "Panoramica" citata tante volte da Valentino Rossi.

Gabiceo Monte, Cattolica, Misano Adriatico e poi il gran finale che non vi ho svelato all'inizio. Siamo arrivati tutti insieme all'Autodromo con il buio ma Andrea Albani, il Direttore del Circuito di Misano, ha fatto accendere le luci regalandoci due giri di pista in notturna. Davvero "emozionante"!

Chiedo quindi a chi ha avuto la pazienza di leggere fino a questo punto: secondo voi è stato o non è stato il Motogiro delle grandi emozioni?

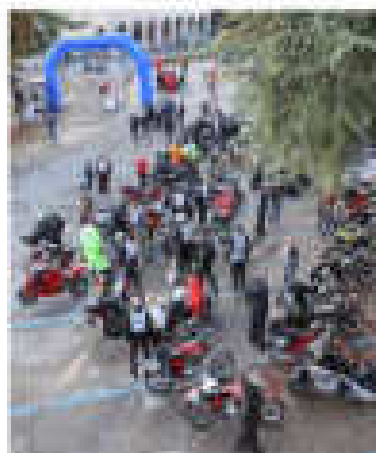
In alto a sinistra, il gran finale in notturna del Motogiro d'Italia 2023, sulla pista di Misano. Qui sopra, da sinistra: Emerson Gattafoni, conduttore TV di Dreams Road; Massimo Mancusi, Pier Paolo Bianchi, l'autore di questo articolo e Mario Vittorio Marzucco, che ha partecipato al Motogiro presentandosi al via di Misano partendo da Pesaro. Sotto a sinistra, i vincitori del Motogiro 2023: Pier Paolo Donadondu, categoria Vintage; David Witt, Classic; Marco Tomassini, Retroclassica Storica; Claudio Antonaci, Motogiro e Luciano Liberati, Heritage. Al centro, Manuel Poggiali, due volte Campione del mondo 125 e 250/250, premia Paolo Mattioli.

Ale loro spalle, Gianpiero Sacchi (a sinistra) e Massimo Mancusi. Qui sotto, Giuseppe Bartolucci, Vice Presidente F.M.I. premia Corrado Adornato e Massimo Mancusi per i loro 50 anni di attività nella F.M.I.



RACING IN THE STREETS: 2021 MOTOGIRO

More information on the 2021 Moto Giro can be found on the official website of the event. The event is a multi-day motorcycle race that takes place in the streets of various cities in Italy. The race is known for its challenging terrain and the fact that it is a street race, meaning that the riders are racing on public roads. The event is a popular attraction for motorcycle enthusiasts and is a great way to experience the Italian countryside.



Motorcycles racing down a street during the 2021 Moto Giro.

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Two motorcycles parked on a street during the 2021 Moto Giro.

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Photo courtesy of the University of North Carolina at Chapel Hill

On November 15, 2019, the University of North Carolina at Chapel Hill announced that it had been named the "Most Innovative University" by [Forbes](https://www.forbes.com/2019/11/15/most-innovative-universities/) magazine.



Photo courtesy of the University of North Carolina at Chapel Hill



Dr. Jennifer L. Brubaker, a professor of psychology at the University of North Carolina at Chapel Hill, is the author of the book *The Psychology of Women*. She is also a member of the American Psychological Association and the Society for the Psychology of Women.

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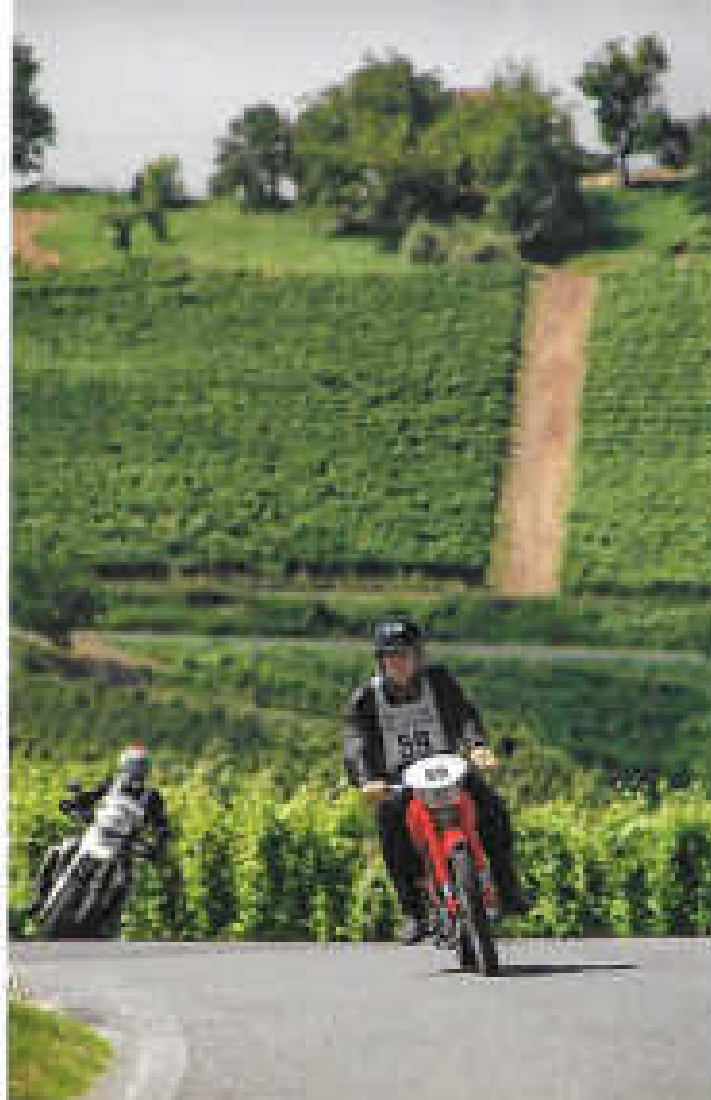


Meilenstein 1985:
Suzuki GSX-R 750

MOTOGIRO

Der Motogiro d'Italia ist eine einwöchige Italien-Rundfahrt für Motorräder aller Baujahre – sozusagen die Mille Miglia für Motorräder. Im letzten Jahr war es eine der wenigen Veranstaltungen, die nicht den Corona-Maßnahmen zum Opfer fiel. Auch dieses Jahr findet der Motogiro d'Italia im Herbst anstelle im Frühjahr statt, und zwar vom 10. bis 18. Oktober mit Start an der Rennstrecke von Misano, wo am Start-Wochenende das „Misano Classic Weekend“ stattfindet. Der Strecke führt durch Marken, Umbrien, die Toscana sowie den Apennin und bietet neben Kurvengenuss und Benzingesprächen die Möglichkeit von Museumsbesuchen, kulinarischen Genüssen und Gala-Abenden. Wie es Tradition ist, wird sich die Route durch verkehrswarme und landschaftlich interessante Straßen schlängeln und durch Orte führen, die für ihre gastronomische Tradition bekannt sind und während der Durchfahrt der Karawane der „motogirini“ Gastfreundschaft und Ehrlichkeiten mit Führungen zu Ausstellungen und Museen organisieren. Wie immer auf höchstem Niveau, werden die Hotels an jedem Ort die Teilnehmer mit Gala-Abenden und Unterhaltung empfangen. Info gibt es auf www.motogiroitalia.it oder bei Dauerteilnehmer Michael Cassal, Telefon (0171) 7576110.

Traumveranstaltung für Liebhaber italienischer Motorradkultur:
Motogiro, deshalb rechtzeitig anmelden



75 Jahre Vespa

Am 23. April 1946 wurde dem Piaggio-Konzern das Patent für ein spezielles Zweirad in Blechschalen-Bauweise erteilt. Unter dem Modellnamen „Vespa“ sollte es weltberühmt werden. 2021 kann Piaggio seinen Dauerbrenner mit einer 75-Jahre-Sonderedition feiern. Immer noch mit dem klassischen Stahl-Chassis ausgestattet, gibt es die Modelle Primavera 50 und 125



Schon aktuell: 75 Jahre Vespa-Jubiläummodell, in Sonderlackierung

ebenso in der speziellen, goldmetallisch Vintage-Lackierung wie die GTS-Version mit 125 sowie Drehmomentstarken 300-ccm-Hubraum. Eine edle Sitzbank aus Nubukleder gehört mit zur Jubiläumsausstattung. Die 50er kostet 4350 Euro, die große 300er ist für 7370 Euro beim nächsten Vespa-Dienst zu haben. Die Jubiläums-Versionen werden nur 2021 angeboten.

Mindestens ebenso kult wie die legendäre Blech-Vespa: kurzweilige Werbegrafiken aus den Händen von Franco Mosca



Foto: H. Morsinger, Archiv: B&B



FRIZIONI STELLARI



Bmw



Trerac

WALK OF FAME



Velocette



Bsa



Tinto



La frizione Surflex ha una vocazione sportiva di lungo corso legata al leggendario vittoria di corsa motociclistiche italiane. Surflex ha recentemente ottenuto il prestigioso riconoscimento di "Marchio storico italiano" che suggerisce i suoi 70 anni di attività. Surflex è stata la prima azienda italiana a produrre frizioni per motocicli, tuttora l'unica italiana a progettare e produrre completamente ed esclusivamente nei propri stabilimenti in Italia.



MOTO

MOTO

d'Epoca



BUELL RSS 1200

Una sportiva americana

Il percorso della
Trilogia del Matogiro,
adesso il Matogiro ha fatto
un salto di qualità: 300 km
di eventi e scorci, che lo
rendono il Matogiro

Benvenuti al Sud

Per la trentunesima edizione della rievocazione storica del Matogiro d'Italia gli organizzatori hanno deciso di puntare verso il meridione della nostra Penisola. Sei le tappe in programma, con partenza e arrivo a Pescara, per un totale di 1.628 km attraverso località suggestive e paesaggi indimenticabili

di Claudio Antonelli, Foto di Domenico Valentini

[illegible]

Passaggio di un'auto, giudice costituzionale appreso che si trattava dello stesso della prima, e che, per un errore, si era accennato alla presenza dell'ingegneressa degli elio. Questa scellatura degli elio, comunque, non era la sua. I due elio, ad esempio, mi hanno davvero impressionato.

[illegible][illegible]

grazie al rapporto con la casa di moda, il profumo che "cresce" è stato apprezzato. Invece Sardinia ha solo una possibilità per regitare: soltanto il Quercia. Conoscere il clima, la storia, la cultura. Il profumo non si può inventare.

1850, 203, 50m
 1850, 203, 50m

Prima speciale prova, a memoria, di tutti i brani
Mauri e Lomax e poi via verso Gallipoli.
Dopo essere stati ridotti a cosa adriatica,
un cinema lungo, alla volta di Napoli, Pro-
cederemo. Avremo Villa Capri, il Siro-
taga, dove non riesce a vedere gli occhi
sulle sculture perché la forma che prova a
esprimere, basculi con tutti i decorati della
scossa da unire, l'occhio. Per chiudere la
colonna l'unico con la Palladio, che è
il suo modello, come l'occhio, simbolo del
cristallino, e l'occhio. Le doppie forme
con la loro espressione in un'opera da Sesto di
Matera. L'occhio è una delle diademi che
che li si sono sfuggiti, e l'occhio ha fatto
vedere un'opera, l'occhio.

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Quintz, Tupper, Webster, Compagnone,
1994, 1995

Esclusa la polifonografia, Kéreny, di nuovo creata prima a Ginevra e al Parlamento di Basilea, dove tutte le deliberazioni del Consiglio sono prese in piazza ed approvate. Le cose del centro, però, si affrettano a dirle: «Ti dirò qualche cosa che non potrai vedere».

Una volta che il centro, magari anche conosciuti dal Parlamento, Tamerlano, Mosca, Torino, deve essere passato per Kéreny. Ma il successo di quest'ultimo non è solo, siamo ormai a Ginevra.

by design

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Motorcycle

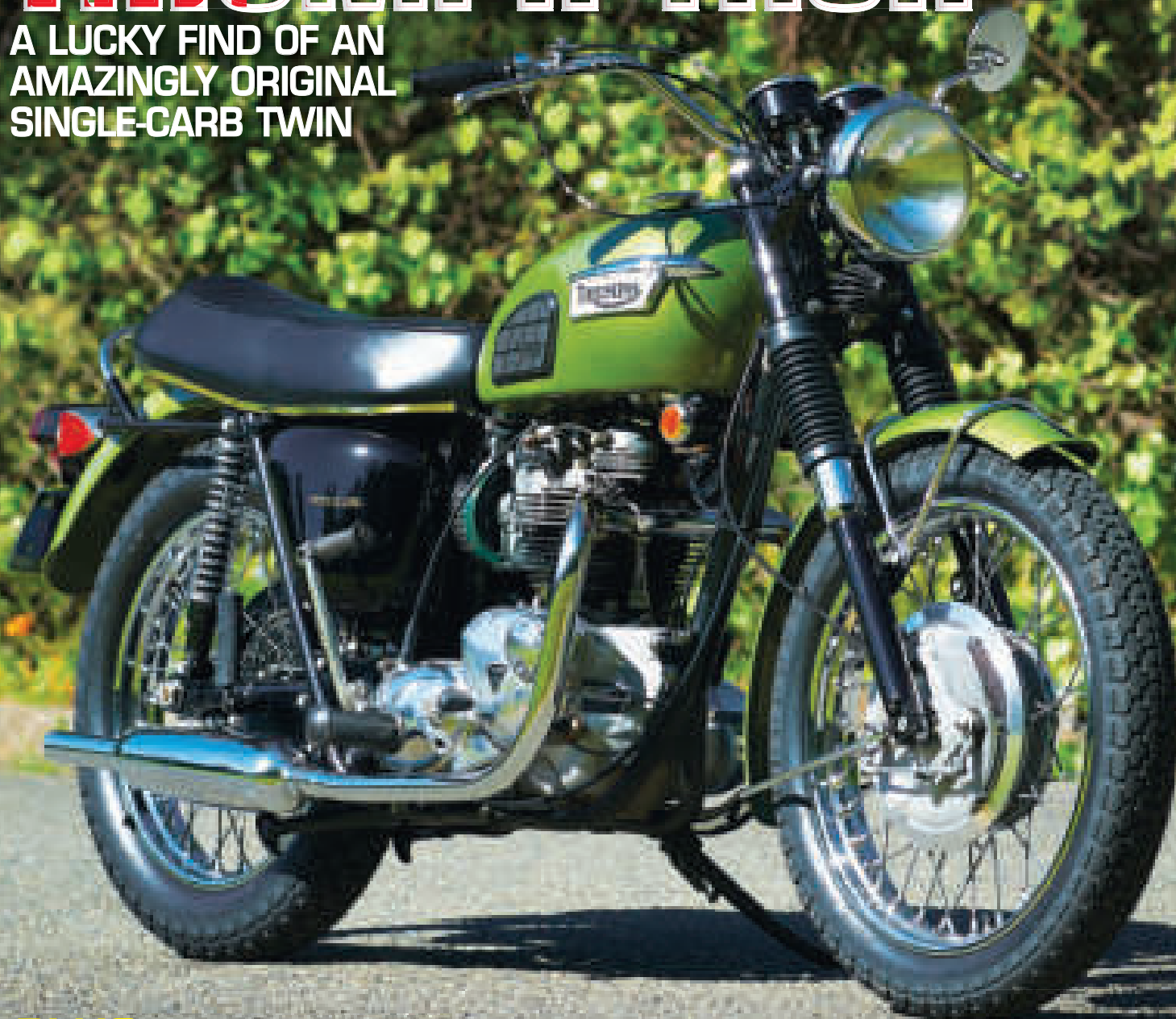
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THE 2023 MOTOGIRO D'ITALIA

Roaming Tuscan Roads on Classic Motorcycles

Story and photos by Corey Levenson

The Motogiro d'Italia, a legendary event, has been a decades-long dream for me.

Friends who have experienced it raved about the incredible time they had. Riding around Italy for a week on classic motorcycles sounded like pure bliss. However, obstacles like the logistics of traveling from the U.S. and finding a suitable ride kept my dream on the back burner.

But then, towards the end of summer 2022, my good friend Mateo (despite not being Italian) made me an offer I couldn't refuse. He had purchased a charming home in Montefegatesi, a small ancient town near Pisa, and generously offered me a place to stay and use of a classic bike if I registered for the Motogiro and flew to Italy. It was as if the stars had finally aligned, and I started planning my long-awaited adventure.

Origins of the Motogiro d'Italia

The original Motogiro d'Italia road race ran from 1914 until 1957. The peak years were 1953-1957 when the event started and finished in Bologna with races averaging 3,000km over six days. The Motogiro was the first big event on the annual calendar for Italian road racing. It was held in March/April followed by the Mille Miglia in May and, finally, the Milan-Taranto race in July.

The Motogiro was a prestigious event and competition was fierce with all the major Italian manufacturers competing in classes ranging from 75cc-175cc. In the final 1957 edition, the various classes were won by riders on bikes made by Benelli, Ducati, Laverda and MV Agusta.

As a result of a tragic accident in that year's Mille Miglia when a Ferrari went off the road killing the driver, navigator and ten spectators, the Italian government outlawed all racing on public roads and the Motogiro went dormant for over thirty years.

Resurrection of the (Modern) Motogiro d'Italia

In 1989, a local motorcycling organization, Moto Club Terni, relaunched the Motogiro d'Italia with sanctioning from the *Fédération Internationale de Motocyclisme* (FIM) and the *Federazione Motociclistica Italiana* (IMF).

It was initially run as a historical re-enactment with entries restricted to bikes made no later than 1957 and no larger than 175cc, but the current version of the event has categories to accommodate all bikes. There's a wide variety of bike classifications allowing for entry of pretty much any motorcycle. This year's groups were: "Heritage" bikes made from 1914-1949, "Historical Re-enactment" bikes of 75, 100, 125 and 175cc, "Vintage" bikes made from 1967-1969, "Classic" bikes made from 1970-1980, "Motogiro" bikes made from 1980, Scooter, and Tourist (any year, any make — not timed).



Just another day
tooling around Tuscany
on a classic BMW.



A 1955 Moto Guzzi Airone 250 waiting to be inspected before the ride.

Is it a Race or a Ride?

Although the original Motogiro was a full-on race, the modern version can be ridden in one of two ways: as a timed competitor, where punctuality is more important than speed, or as a tourist in which case there's no need to watch the clock — you just enjoy the ride.

If ridden as a competition, it's a regularity rally with a few low-speed agility tests thrown in. Each rider is issued a timecard every morning with their race number on it. The goal is to start the ride at your designated time, arrive at all the control checkpoints at specific times, and finish at your designated time. At the end of the day, you hand in your card with all the time stamps.

The standings are tallied each night and the leaders in each category are announced. Typically, the Italian riders go home with all the awards. They know the roads and they are damn fine riders. Their advice to us newbies was: "No brake!". And it's true: I followed a few of them through the twisties and rarely saw a brake light come on.

The Course

The route changes each year. Last year it was in southern Italy, this year was Tuscany, and next year's route will be announced this Fall — it's rumored that it will be at the end of May 2024, and might be in the Northwest. For updates, keep an eye on the event's website: motogiroitalia.it

Navigating the route depended on spotting what seemed like a thousand red arrows on yellow cards zip tied to posts along the roadside and at the entrance to each of the dozens of roundabouts we went through. If I arrived at



1929 Rudge Ulster with hand shift and Brooklands silencer — a rare sight!



Getting ready to start the ride in the shadow of the cathedral.



The rest stop at the Piaggio museum featured scooters as well as rare Gileras and Moto Guzzis.

a roundabout and there was no arrow, it meant I'd missed a turn and had to backtrack.

We had an escort of a half dozen *carabinieri* on Ducatis and Yamahas. They were awesomely skillful riders and, between their presence and our numbered race bibs, we were somewhat immune to many of the traffic laws. Obviously, no one did anything downright dangerous, but things that are normally illegal like lane-splitting, passing in no-passing zones and treating the KPH speed limits as MPH limits were shrugged off. Mechanics swept the course, so it was important to stay on the planned route or they wouldn't find you if you broke down.

This year's course went through almost 1,000 miles of Tuscany. We started and finished in Pisa and spent six days riding, spending nights in Arezzo, Chiancano Terme and San Vincenzo along the way.

Sunday, May 21, was the first official day of the event and was spent scrutineering the bikes, applying numbers, picking

up credentials/schwag and attending a riders meeting. The riding started at 9 a.m. on May 22 with the first Stage going from Pisa to Arezzo (145 miles). Tuesday was a 143-mile loop starting and finishing in Arezzo. Stage Three took us from Arezzo to Chianciano Terme (139 miles) with a loop starting and finishing in Chianciano on Stage Four (170 miles).

On the Fifth Stage we rode to San Vincenzo on the coast (166 miles) and stayed at a hotel on the beach that night. You could see the islands of Elba and Corsica from the shore. The final day of riding, on Saturday, May 27, we rode back to Pisa the long way via Mateo's tiny town of Montefegatesi (184 miles).

The finish, at the foot of the Leaning Tower of Pisa, was accompanied by lots of hugging and congratulations. With any experience where the levels of risk and reward are elevated, there's a feeling when it ends of both sadness that it's over and fulfillment that the venture was successfully completed. The closing event was a nice final gala dinner at the hotel that night.



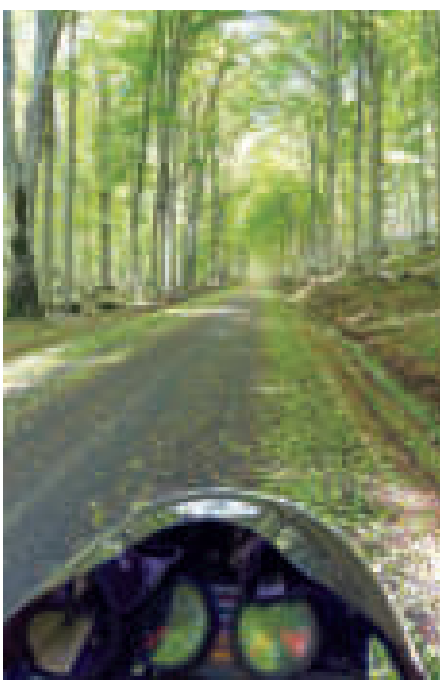
Left: The dachshund riding pillion on this 1931 Gilera 150 was extremely brave! Right: A 1955 Mondial Turismo Veloce having its points checked.



Left: A patriotic tricolor scooter rest stop display put on by one of the local clubs. Right: Look closely and you can see one of the thousands of arrows we followed all week.



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Left: Narrow, steep cobblestone streets were common in the old towns. Right: A lovely mountain road in the Tuscan hills.

A Rolling Museum

There was an incredible mix of mostly classic and vintage machines on the ride. Everything from Ridges, Nortons and Vincents to Motobis, Benellis, MV Agustas, Moto Guzzis, Ducatis and Mondials. It was pretty cool to be riding in the middle of bunch of such loud, smokey and beautiful machines. In addition to the historic and classic machines, there were a handful of modern Ducatis, Husqvarnas, Benellis and others. There were several two-up teams in the tourist as well as timed classes. In addition, a modern Norton 961 was pulling a sidecar and passenger.

You can ship your own bike from the U.S. or, if you live in Europe, you can transport (or ride) your bike from wherever you live. One chap from the U.K. rode his '69 Triumph Bonneville all the way from England, did the rally, and then rode back home. Another popular option is to rent something. An outfit called Ride 70s (ride70s.com) supplied a few machines to people on the ride. You can also rent



Left: One of the time controls at a rest stop — don't be early and don't be late! Right: A typical rest stop spread complete with local bread, cheese, pasta and wine.



Left: One of the group dinners. The food was outstanding! Right: A couple of the British riders at the stage finish in San Vincenzo on the coast.

something new like a Vespa or a modern Ducati.

The Riders

The Motogiro draws an international crowd. About a third of riders were Italian, a quarter were from the U.K., 12% were from Germany and 10% from the U.S. The rest are Dutch, Spanish, Swedish, Norwegian, Australian, Polish, Belgian and Swiss.

Many of the riders had been doing the Motogiro for years, including one Italian fellow who hadn't missed one in 30 years. There were also many folks for whom, like me, this was their first Motogiro. Out of the 190 or so riders, I'd estimate that a dozen were women. As in the classic motorcycling world in general, I'd guess the average rider was a 65-year-old guy.



Left: Checking the class standings each evening. Right: Cheering school kids greeted us as we rode through their town. It really made you feel like a hero!

My Motogiro

Mateo is a member of an eclectic group known as the "Lucky Bastards." They're a bunch of about a dozen rabid motorcycle enthusiasts spread around the world (mostly the U.S.) who get together for social events like the Motogiro. Most of them were present at this year's Motogiro. I spent a lot of time hanging out with them and learning the ropes. Most of them own bikes which they keep in Italy for such occasions. Mateo arranged for me to ride a low-mileage blue 1974 BMW R90/6 that belonged to a fellow Lucky Bastard who couldn't participate this year.

My relationship with the Beemer was like an arranged marriage. She and I had never seen each other before the first day of riding but, over the course of a few days, Brunhilda let me know how she liked me to shift gears, and I learned what to expect in response to throttle inputs and squeezing the brakes. We got along fine. I made sure her oil level stayed topped up and she got me through some sketchy situations and provided a confidence-inspiring ride.

The Motogiro Demands Respect

This is not a ride for novices. The Motogiro website describes it as "most beautiful and treacherous." Believe it. Very little of



Tony's been a Lambretta man since the days of Mods and Rockers.



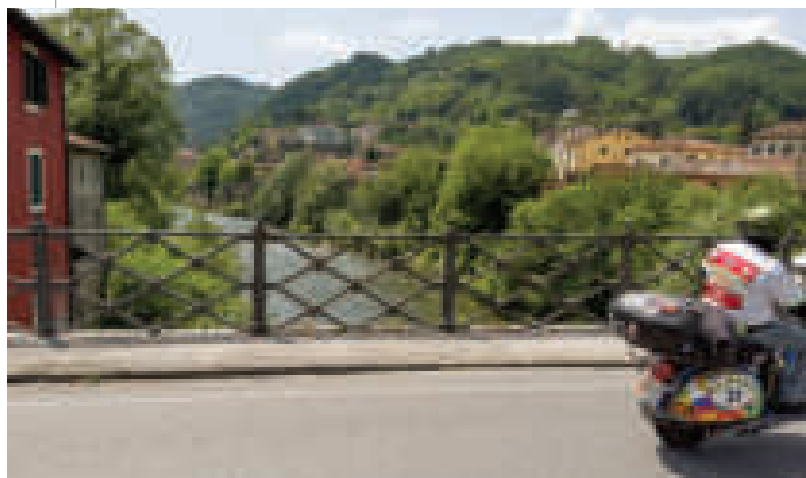
Left: Perhaps the perfect Motogiro bike — A 1949 Moto Guzzi Airone Sport 250 horizontal single. Right: Dining al fresco in the middle of the Motogiro. What could be more Italian?

Tuscany is flat — most of the time we were either ascending or descending the sides of steep hills, negotiating thousands of blind hairpins connected by short sections of straight-ish road with limited line of sight. There was a lot of shifting, braking and accelerating on roads with very few center lines and no guard rails.

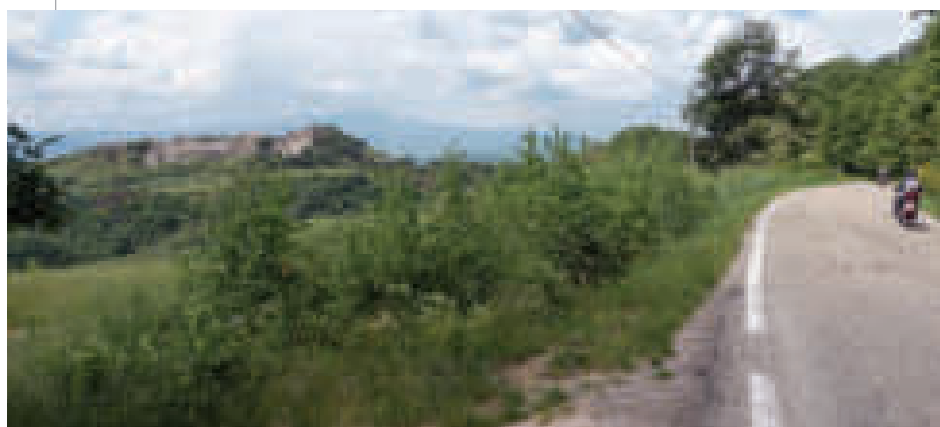
The road surfaces could be shady, sunny, wet or dry and varied from billiard table-smooth to broken and potholed to unpaved.

As lovely and distracting as the scenery was, the roads demanded near total focus. We encountered sun, rain and even a little hail during the week.

The Motogiro is an endurance event that tests both riders and motorcycles. Of the 200 riders who registered this year, 189 showed up for the event and 144 finished. Mechanical problems were not uncommon and, unfortunately, several folks left the ride in ambulances.



Entering Bagni di Lucca, popular for centuries thanks to its hot springs.



We saw a lot scenes like this. Narrow roads, no traffic and stunning vistas.

Thinking About Doing It?

The registration cost depends on the exchange rate (Dollars to Euros) and whether you ride as a tourist or in a timed class but figure \$1,600-\$1,800. A single room will cost an extra \$250 or so. The fee includes hotels every night, breakfasts, a group dinner each evening, luggage transfers and a nice, embroidered polo shirt, hat and a pair of Domino grips (they're one of the sponsors).

Pisa is seven time zones from where I live in Texas. I had planned to get there two days before the event to get over my jet lag but, thanks to a threatened strike by Italian airport workers, my flight was delayed two days and I got there just in time to start riding. If you go, leave yourself enough time to get used to the new time zone.

The right bike will enhance your riding experience. With an average speed of about 30 miles per hour, a nimble bike with good braking, acceleration, and handling is ideal. Many riders opted for singles up to 500cc displacement, including beautiful Italian brands like Moto Guzzi, Mondial, Parilla, Benelli, MV Agusta, Motobi and Ducati. If you prefer a heavier bike, ensure it has decent suspension and reliable brakes. Of course, next year's route may be less twisty, and a bigger bike might be fine.

Riding started each day at 9 a.m. and was usually over by 4 p.m. Dinner typically started at 9 p.m. and ended at 10:30. This is later than most Americans like to eat, especially since we were up early to get breakfast, check out of the hotel, gear up and get riding. As they say: "When in Rome ..."

If you ride in the tourist class, you can dawdle a bit and spend some time exploring the towns along the way. There were



Left: Downtown 1,000-year-old Montefegatesi as the Motogiro comes to town. Right: Crossing the finish line in Pisa — feeling a bit sad but very satisfied.

also two stages that started and finished at the same hotel so those were good days to take some time off the bike and do some shopping and sightseeing if you wanted a break from riding.

Carry some cash for gas. Attendants take a lunch break between about noon and three. None of my credit cards worked in the automated self-serve gas stations. They did take Euro notes, however, so make sure you have some of those on hand.

Enjoyment of the event depends on having the right attitude. Things are a bit loosey goosey and occasionally go wonky. You just have to roll with the punches and tell yourself it will be lovely, whatever happens. Because it will.

Reasons To Go

The camaraderie and opportunity to make new friends is one of the best reasons to participate in such events. There were plenty of English-speaking folks to chat with and, between the Lucky Bastards, other Americans and the Brits, I made at least a dozen new friends.

The scenery during the ride was absolutely stunning. From olive groves and vineyards to waterfalls, fields of vibrant wildflowers and jasmine, and charming medieval villages, my senses were treated to a feast. The food offerings such as coffee, pastries, cheeses, cold cuts, pasta, tiramisu, pizza, and gelatos were excellent and surprisingly affordable.

The riding experience itself was incredible. Regardless of your skill level, you'll probably be a better rider by the end of the ride compared to when you started. The hundreds of hairpin turns and diverse road conditions pushed me to improve my bike handling skills.

Most of the roads were small with very little traffic. The variety of landscapes was amazing. One day we were riding through crisp mountain air up to an Italian ski resort and the next day we were riding along the coast with the sun glinting off the water. There were forests of chestnut trees and lush rolling hills topped by ancient stone settlements. We enjoyed rest stops in piazzas shaded by centuries-old cathedrals while eating local salamis, breads and cheese and sampling the local wine while the carabinieri stood nearby chatting with each other.

The Spirit of the Motogiro d'Italia

Massimo Mansueti is President of Moto Club Terni and Organizer of the Motogiro. When I asked him what made the Motogiro such a special event, his reply was: "The emotion we feel and share with others is the reason we've been organizing

this event since 1989. Getting to know new enthusiasts and forging new friendships is our reward for the huge organizational effort we make. The tearful embraces at the finish line give us the strength to continue."

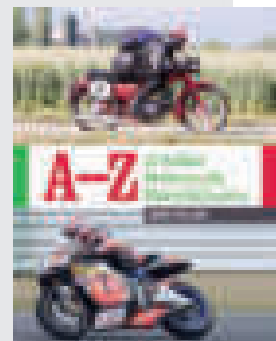
He also felt it's about carrying on with tradition: "The knowledge that we're organizing a historical re-enactment of the oldest and best-known of Italian motorbike races, which was the driving force behind the Italian motorbike industry for so many years, and which is now known all over the world, leads us every year to always try to improve."

Massimo stressed the fundamental attraction of travel and adventure: "Even in the digital age, the connection between people and the land endures. New destinations evoke powerful emotions, sensations and a yearning for exploration. Travelers cherish the memories of their journeys forever. The Motogiro d'Italia offers enthusiasts a chance to embark on timeless adventures, riding their cherished motorcycles through historic roads and captivating places."

I thoroughly enjoyed the Motogiro d'Italia and my ride in this year's event motivated me to try to repeat the experience. When I got home and my friends asked me what it was like, I told them If heaven exists and I manage to sneak in, I hope to spend eternity rolling through Tuscany on a vintage bike. Who needs wings when you have two wheels and endless Italian landscapes? **MC**

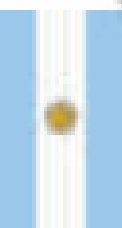
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El siguiente escrito podría considerarse dentro de la Sección Deportivas, pero lo incluimos en Históricas porque tiene como eje un paseo-competencia con máquinas de época. La participación nacional no quedó de lado y por eso va este resumen de lo que han vivido los participantes de la edición que hace poco terminó de disputarse.

EL MOTOGIRO D'ITALIA, MOTOGIRO DE ITALIA, para acercarlo más a nuestro idioma, es una de las carreras de ruta abierta bajo el régimen de regularidad, certeza de paso o velocidad controlada más importantes del mundo. Lo que propone ciertamente es una auténtica aventura muy interesante en muchos aspectos.

Para los italianos el Motogiro, que se corre en mayo, y la Milano-Taranto (Mi-Ta), que se disputa en este mes del año, son las expresiones de esta clase de carreras (gran fondo la llaman ellos) más tradicionales e importantes. En esta ocasión nos vamos a ocupar de la primera, que bajo la batuta organizativa del Moto Club Terri "Libero Liberati-Paolo Pileri", dos corredores campeones mundiales de velocidad oriundos de dicha ciudad, tiene un atractivo muy intenso para los amantes de las monturas de tiempos pasados.

Sobre los corredores nombrados, ambos tuvieron vínculo con nuestro país, ya que el primero estuvo de visita dos veces, siendo la primera la más beneficiosa, ganando el I Gran Premio Ferruccio Gálera en la divisional de 500cc (1957), corrido en el Autódromo de Buenos Aires, en tanto que el segundo supo pasearse por el coliseo del motor porteño como dirigente de varios equipos, forjando amistades con varios personajes del motociclismo vernáculo, por caso nuestro querido José "Aficionado" Gribaudo.

Como no queremos perder esta introducción histórica, les vamos a contar un poco de esta competencia, que se inició como una de velocidad de las que ya se venían disputando en la vía pública en largos recorridos en Italia. El antecedente inicial data de 1914, aunque su mayor auge se dio en los años '20, partiendo específicamente desde 1923. Bajo el nombre de Motogiro d'Italia, la competencia, siempre de velocidad, tuvo su primera edición en 1953 y se suspendió en 1957 debido al accidente fatal del marqués Alfonso De Portago, su acompañante y varios espectadores en la Mille Miglia (autos). Este hecho dejó sin efecto las diferentes justas para los motociclistas en los caminos

peninsulares.

Entre 1957 y 1969 inclusive la carrera volvió a cobrar entidad, aunque en el formato de regularidad, mientras que a partir del '89 se recreó la prueba con la misma característica en lo deportivo, centrándose fundamentalmente en las máquinas del período '53-'57, aunque la inscripción quedó –y todavía sigue siendo– abierta a todo tipo de máquinas, sin importar su año de producción. Una manera muy lógica de sumar nuevos competidores.

GENERALIDADES Y DESARROLLO 2024

Las categorías participantes tienen, en algunos casos, sus diferentes subclases. Así las cosas, la más importante es la de Rievocazione Storica (Evocación Histórica), que reúne sus espacios para las cilindradas de 75, 100, 125 y 175cc fabricadas entre 1950 y 1958. Después está la catalogada como Heritage (moto, motoneta, sidecar y cyclecar, sin importar la cilindrada, abarcando el período que va de 1914 a 1949), Moto, Motoneta y Sidecar (1959-1969), Classic (1970-1990), Motogiro d'Italia (desde 1991 hasta la actualidad) y Turismo (abierta).

De todas ellas, computan tiempos bajo los parámetros de la FMI (Federación Motociclista Italiana) las cuatro primeras, siempre que el parque de participantes se dé para llevar adelante las correspondientes clasificaciones. En esta ocasión las condiciones fueron óptimas para las tres primeras categorías.

Este año el desarrollo se dio entre el 19 y el 25 de Mayo. Día Patrio en Argentina, iniciando el recorrido el lunes 20 con la Etapa 1 en Bolonia, siguiendo el martes 21 con la Etapa 2 (Bolonia-Parma), el miércoles 22 con la Etapa 3 (Parma-Villafranca di Verona, en español Villafranca de Verona), el jueves 23 con la Etapa 4 (Villafranca di Verona), el viernes 24 con la Etapa 5 (Villafranca di Verona-Viareggio) y el sábado 25 con la Etapa 6 (Viareggio-Bolonia).

Ante este desafío, un grupo de argentinos tomó parte de esta aventura. La hoja de ruta total abarca generalmente caminos

secundarios, no siendo la excepción en esta temporada, varios de ellos con muchas historias a cuestas, sin dejar de lado la excelente gastronomía y los paisajes de ensueño, que disfrutaron y agradecieron como si de un regalo de Dios se hubiese tratado. Bueno, creemos que lo fue...

LAS TEHUELCHES Y ALGO MÁS

Como lo hemos informado en nuestro sitio de Internet y en nuestros espacios en las redes sociales oportunamente, tres 75 Sport (75 S) de la marca creada por dos italianos que rápidamente se adaptaron a la vida argentina, como Juan Raffaldi (Giovanni Raffaldi) y Roberto Faltorini, concentradas en una estructura deportiva llamada Equipo Oficial Moto Tehuelche, que representó al Club Motos Antiguas y Clásicas Córdoba (CMACC), aunque corrieron con la licencia de la organización por cuestiones legales en cuanto a estar federados, fueron de la partida. En la misma senda estuvo Marcelo Doño, argentino que reside en Estados Unidos hace más de cuatro décadas y que se dedica a la producción de vino en Temecula, California (Doño Winery), aunque en el plan de pasear y visitar amigos con una Brutale RR que le cedió MV Agusta.

Volviendo al Equipo Oficial Moto Tehuelche, el mismo estuvo integrado por Vladimir "Vladi" Nekola, Norberto Benzaquen y Gustavo Gómez, quienes estuvieron acompañados por un grupo de familiares y amigos que oficiaron de soporte emocional y técnico durante los días de la experiencia. Justamente, "Vladi" se animó a contamos algunas de sus sensaciones. Aquí empezamos: "Una aventura épica, increíble, algo único... En mi vida personal, así como para Norberto y Gustavo, fue algo inolvidable porque preparamos todo en seis meses y logramos participar y completar la carrera".

"Nuestro plan era hacer dos etapas, pero terminamos completando el recorrido. En total, 1.600 km, con un promedio de 60 km/h, el cual fue bajando por las subidas a las montañas. Por suerte, el mantenimiento

El primer día de la feria, el sábado 15 de mayo, se inauguró con un desfile de carroceros y carpinteros que recorrieron las calles del pueblo. El desfile fue encabezado por el alcalde, acompañado por los concejales y los miembros del comité organizador. Los carroceros exhibieron sus obras maestras, desde sillas de mimbre hasta muebles de madera tallada. Los carpinteros, por su parte, mostraron sus habilidades al tallar piezas de madera que iban desde simples tablas hasta elaborados muebles.

Resultados finales

Después de tres días de intensa actividad, la feria concluyó el domingo 17 de mayo. Los resultados finales fueron muy positivos, tanto a nivel económico como cultural. Se estima que se recaudaron unos 50 millones de pesos, lo que será destinado a mejorar las infraestructuras del pueblo y a apoyar a los artesanos locales. Además, la feria permitió fortalecer los lazos comunitarios y promover el turismo en la zona.

La feria artesanal de San Luis de la Sierra ha sido un éxito rotundo. No solo ha permitido a los artesanos locales mostrar sus habilidades y vender sus productos, sino que también ha atraído a muchos visitantes de otras partes del país y del extranjero. La feria ha sido un gran éxito para el pueblo y para la región, y se espera que se vuelva a celebrar en el futuro.

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Para el día jueves Oficial María Teresiana y algunos miembros del Ateneo Club Tenor "Luisa Llerena/Amor Puro". El primer nivel la exhibición de vehículos "Moto" Aniversarios que desde la derecha vienen a Marbella, Sanaguan, "Rico" Roldán (para el motor de la 80-500), una camioneta de "Luisiana" que se corre en San Luis, el mayor estallido de la economía Central, que se lleva a cabo en Estados Unidos y Estados Unidos. Mucha información hay sobre la entidad organizadora que vive siempre al completo mundial de vehículos en todos los días de 1997 (Luisiana) y el segundo nivel se trata de la misma organización de 1998 (Rico), los conductores y sus acompañantes. En esta ocasión es la la mayoría de, como en pocos años, para estos días de actividades. Los niños participan y forman parte de la fiesta.



"Vladi" armando su Tehuelche con ayuda de un buen amigo.



El trabajo fue arduo para el equipo argentino, pero siempre con una sonrisa a flor de labios.



*“Rolo” haciendo lo que más le gusta:
meter mano en un motor*





“Aquí está mi moto”, parece decir Norberto.



Un habitué es Marcelo Doffo. También supo competir en el Motogiro d'California y en otras carreras de este tipo.



At the start, the riders are lined up on the starting line. The rider in the center is wearing a white racing suit and a black helmet. The rider on the left is wearing a blue racing suit and a black helmet. The rider on the right is wearing a white racing suit and a black helmet.







Otro momento de expresión de su pasión para “Rolo”.

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1981

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43
 Años
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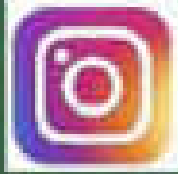
15 de mayo
2024

43 años junto al motociclismo



También tuvo que hacer mantenimiento “Vladi”, que quedó sorprendido por el despliegue del Moto Club

Terni “Libero Liberati-Paolo Pileri”, mediante 56 miembros, 7 carabineros motorizados, 1 ambulancia y la presencia de la Cruz Roja de Italia, además de vehículos de apoyo y logística y comunicación directa vía telefónica. Todo este trabajo es ad honorem y en esta oportunidad abarcó a 176 participantes.

SEGUINOS EN INSTAGRAM
 **informotoclasificados**



Eric Willemse, de Países Bajos, comanda el lote con su Moto Guzzi Lodola 175 Sport. Caras contentas en los participantes fue la constante de la prueba.





Los tres Tehuacan
que exhiben
los colores de
la bandera argentina
y el número de
la competencia.



El ganador de la competencia fue Marco Tomassini, a los mandos de una Gilera 175 Supersport, llevándose por lógica la primera posición en Evocación Histórica y en la subclase de 175cc. El podio en 75cc fue totalmente “tehuelchista”.

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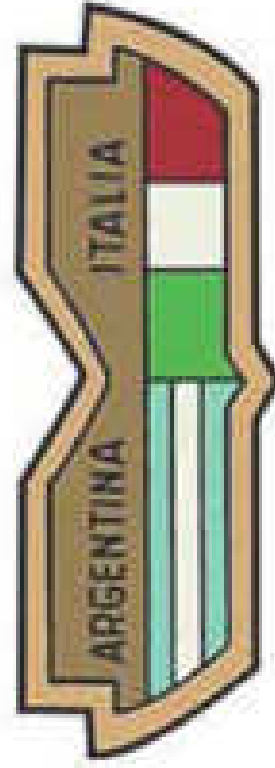
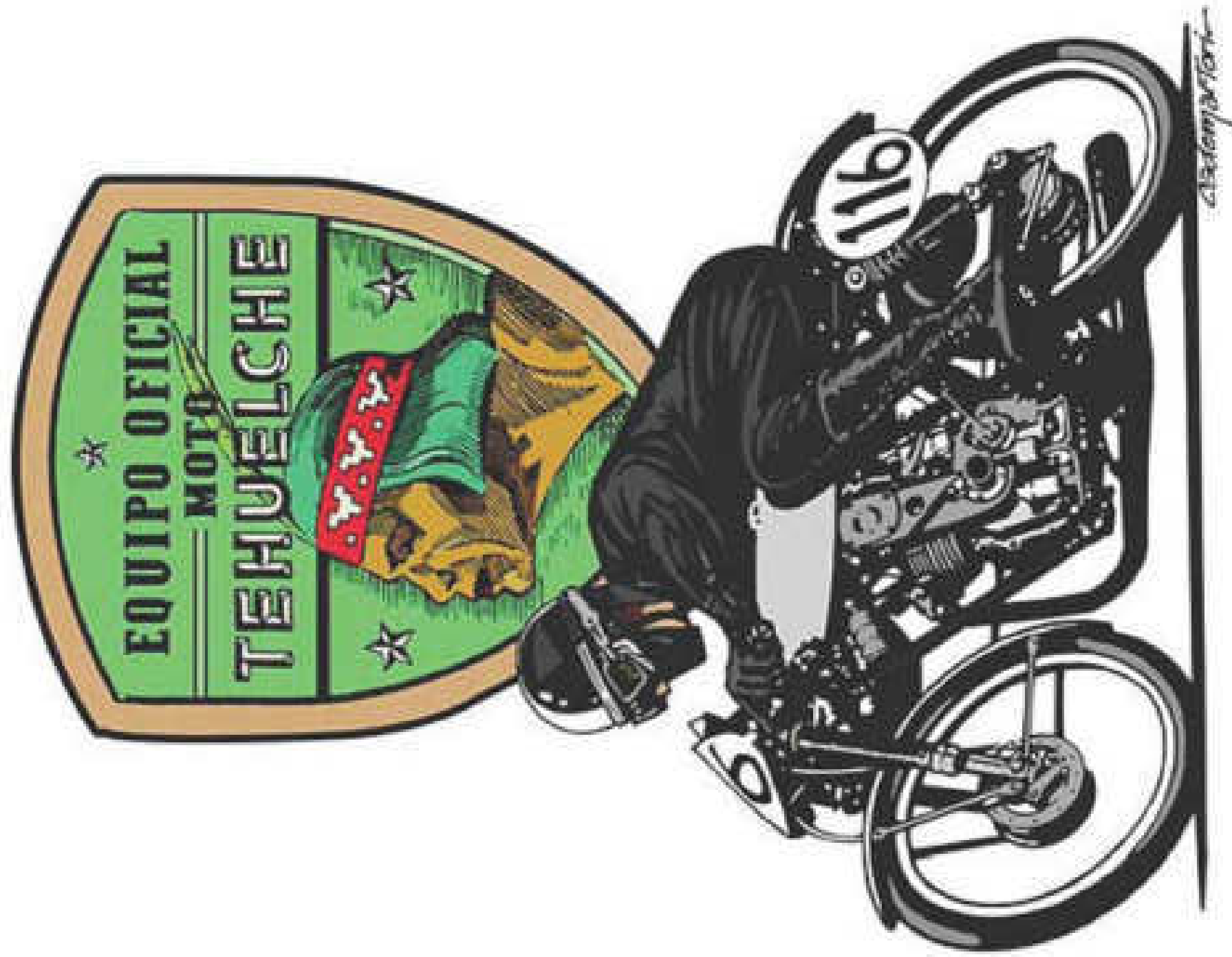


MOTORRÄDER
MOKICKS
MOPAS MOPEDS

UNA OBRA DE ARTE

Nuestro amigo Héctor "Nuri" Cademartori nos mandó un trabajo de su autoría, el cual ha identificado al Equipo Oficial Moto Tehuelche. Vale aclarar que el piloto retratado es Alberto Gómez, campeón argentino con la marca a través de las manos mágicas de los hermanos Orestes ("Titi" para los motociclistas) y Héctor Segatto y Héctor Segatto en 1000cc Standard Preparación Libre (1000cc SPL) en 1963 y 1966.

Esta pintura ha sido y es muy comentada en el mundo, porque refleja parte de la cultura de la moto deportiva argentina, la cual muchos extranjeros aún desconocen. Por lo tanto, viene bien para sumar conocimientos. Que no quepa duda alguna que es una obra de arte.



EL "ITALIANO-ARGENTINO" DEL MOTOGIRO

DURANTE LOS AÑOS DE MAYOR esplendor deportivo de esta competencia, un italiano que tiene parte de sus raíces familiares en nuestro país ha sido protagonista. Se trata de Vittorio Zito, que con sus joviales 93 años (Bari, 29 de mayo de 1931) y una memoria prodigiosa no podía quedar afuera de esta nota.

Aquí lo vemos en la edición de 1957 con

una Ducati oficial, con la cual afrontó el trato en el octavo día libre. Cuando regresó a nuestro país de su viaje por su patria lo contactamos para saber sobre su historia en el Motogiro en general, para compartir sus conocimientos y experiencias, así como lo hicimos cuando se manifestó con respecto a la Milano-Taranto.

Para saber más sobre esto último hay que consultar INFORMOTO DIGITAL.



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1600 Kilometer Traumrunde durch Italien

MOTOGIRO



Ur-Superbike:
Honda CR 750



Mit NSU-Motor:
Fochj und Bonvicini



Zweitakt-Twin:
Rabeneick F 250/2

Große Runde



Das ist ein Foto von einem Motorradfahrer, der auf einer Straße fährt. Die Straße ist asphaltiert und es gibt eine weiße Linie auf der Seite. Der Fahrer trägt eine braune Lederkombi und einen weißen Helm. Das Motorrad ist rot und hat die Nummer 84 auf dem Tank. Auf dem Tank steht auch 'BRUNNEN'.

Die besten Langstreckenfahrer auf Italien-Langstrecken wurden nach dem vorherigen Ferrari-Grand Prix bei der Mille Miglia 1957. Sie waren von der Mille Miglia 1957. Sie waren von der Mille Miglia 1957. Sie waren von der Mille Miglia 1957.



[illegible]

As a result, the company's earnings are expected to decline significantly from 2000 to 2002, and its stock price is expected to fall from \$100 to \$40.



100

Auf 1000 Kilogramm beladene Güter transportieren in ganz Deutschland die sogenannten „großen“ LKWs. Diese Transporter sind in der Regel mit einem Fahrer und einem Fahrerassistenzsystem ausgestattet. Doch was passiert, wenn ein Fahrer ausfällt oder ein System ausfällt? Und wie wird das Problem gelöst?

Wir greifen hier also den gesellschaftlichen Prozess in der Zeit des frühen 20. Jhdts auf, der die entscheidenden Parameter für die spätere Land- und Wirtschaftsentwicklung festlegte. In den 1920er Jahren wurde die Produktion der meisten Waren, aber auch die Produktion der wichtigsten Rohstoffe, wie Getreide, Fleisch und Milch, in den USA konzentriert. Die Weltmarktintegration

and the community, up to almost nothing left.

Van Kampen, also 2014, seems to have taken a different approach. In his introduction to his new textbook, he explains his motivation for writing it. He says that he has been asked to teach quantum mechanics to students who have not taken any other formal physics courses, and that this is a challenge. He says that he has written the book to be a "textbook for students who have not taken any other formal physics courses, and who are interested in learning quantum mechanics." He says that he has written the book to be a "textbook for students who have not taken any other formal physics courses, and who are interested in learning quantum mechanics."

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From the beginning, said the primary author, "there is evidence suggesting possible long-term effects of repeated exposure to smoke in the workplace."



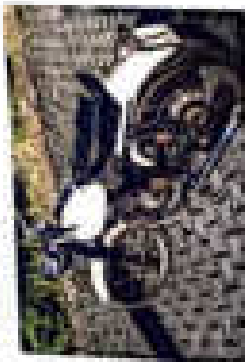


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THE

Let's take a look at the whole picture. The following figure is a summary of the information presented in the preceding pages. It shows the relationship between the various components of the system and how they interact with each other. The figure is divided into three main sections: the top section shows the overall system architecture, the middle section shows the data flow, and the bottom section shows the control logic. The top section shows the system architecture, which is divided into three main components: the user interface, the data management system, and the control system. The middle section shows the data flow, which is divided into three main components: the input data, the processing data, and the output data. The bottom section shows the control logic, which is divided into three main components: the control logic, the control logic, and the control logic.

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Abstract

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for the following three products: detergent,
bleach and fabric softener. (Part 1) (2013)



42

and I really wanted to try to make
this into a book that I could use
to teach my students. I was

502 | *NEW Agents P4-Breakdown*

Author's Note: I am grateful to the following people for their comments on earlier drafts of this article: David G. Thelen, Robert A. Giacalone, and two anonymous reviewers.

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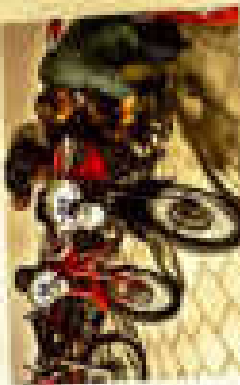
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3	1	Latent
54	1	Steady state
10	1	Non-steady state
54	1	Probe
53	1	Calibration
70	1	Intermittent, low level
54	1	Sp. 50-100
712	1	Intermittent
114	1	Service

[illegible]12 **Wiederholungsfragen**[illegible]82 **RESEARCH** *How to make a good impression on the first day of work*

104

MOTORCYCLE ROAD RACING AND THE DEVELOPMENT OF TWO-WHEEL CULTURE IN CONTEMPORARY ITALY

WENDY POJMANN

VOLUME 20 | 2024

Just outside Austin, Texas, MotoGP pilots test the power of racing bikes on the Circuit of the Americas, a 5.5-kilometer track known for its challenging hairpin turns and a 41-meter elevation change. Fans cheer on their favorite riders, such as Spaniard Marc Marquez, Australian Jack Miller and the most recent Italian world champion Francesco Bagnaia. Enthusiastic spectators dream of the thrill of riding one of their machines by makers such as Honda, Yamaha, Ducati and Aprilia. While most of the MotoGP motorcycles are outside the reach of many riders because of their cost and the skill level required to ride them, they are still an important part of the history of the brands and account for their success in reaching customers on more modest machines.

What few spectators are aware of, however, is that before the closed race circuit became the primary place for showcasing the top riders on the top bikes, the open road was where riders tested speed and skill with onlookers lining the roadsides. The two oldest and ongoing motorcycle road races in the world, the Isle of Man TT, which started in 1907, and the Motogiro d'Italia that dates to 1914 still attract enthusiasts excited to see how pilots and bikes perform under real road conditions, but the races have taken modified forms since the early days of their inception. The Isle of Man moved in and out of the Grand Prix circuit to become a tourist trophy race, hence the TT designation. The treacherous event is run on narrow roads across the island on newer motorcycles that reach the current maximum speeds and is known for its extreme risks. There were no deaths in the 2024 edition for the first time since 2012 (Curphey). However, there have been more than 280 total rider fatalities and numerous spectator and marshal injuries and deaths during the race's history. Today's Motogiro, instead, is a 6-day time trial and skills ride on predominantly vintage motorcycles designed to pay homage to the early years of racing more than to push boundaries; in fact, one of the current rules is to obey posted speed limits (Motogiro).

This article focuses on the golden age of the Motogiro and related Italian road races, such as the Milano-Taranto (whose first version dates to 1919 when it went from Milan to Naples), because of their influence on the development of motorbike culture in Italy. Currently, Italy leads Europe in per capita sales of two-wheeled vehicles and ranks seventh worldwide behind Asian nations such as Vietnam and Thailand (Statista 14-15). Travelers to Italy often note the prevalence of scooters and motorcycles weaving in and out of traffic, especially in large cities such as Rome and Naples. In the popular imagination, Italy is the land of Vespas where stylish young men and women zip around on cobblestone streets as did Gregory Peck and Audrey Hepburn in the *dolce vita* era film *Roman Holiday*. But why did Italy become the land of two-wheeled travel and how did road racing contribute to it?

Numerous scholars and journalists have pointed out that the automobile industry boomed later in Italy than in other parts of Europe (e.g. Friedman; Nehum and Derrick; Mazzanti). Italy's economic miracle did not begin in earnest until about 1958, much later than in other war-torn nations such as Germany and Japan, also nations with important motorcycle industries. Bicycles and small cylinder motorbikes were much cheaper than cars and thus more in line with what working class Italians could afford. Moreover, the narrow streets and warm climate made Italian towns across the peninsula ideal for this mode of transportation. In a good part of Italy, motorbikes can be ridden year-round. However, it is more than economics or climate that contributed to the popularity of two-wheeled vehicles. Important cultural connections between the sport of road racing and the realities of daily life help account for the spread of motorbike ownership and its integration into Italian culture.

Owning a scooter or motorcycle in Italy today is unremarkable and nearly every resident of Italy has ridden on one. There is little of the discourse of the danger of motorcycles or that of motorcyclists as troublemakers as is prevalent in popular conversations about American motorcycle culture (Stanfield). Images of motorcyclists in outlaw motorcycle clubs date back to the Marlon Brando film *The Wild One* (1953) and have since been upheld by Hollywood through the 2024 release *The Bikeriders*. American motorcycle culture is known to Italians but not shared by them.

The popularity of motorcycle road racing, especially during the so-called golden years of the Motogiro from 1953 to 1957, contributed to the flourishing of the Italian motorcycle industry before the economic boom when the automobile became more widespread. Between 1950 and 1960, motorcycles and scooters circulating on Italian roads grew from just under 1 million to nearly 3 million (Sarti 21). In races such as the Motogiro d'Italia and the Milano-Taranto, skilled pilots became popular heroes in the places they sped through on the latest model motorcycles from makers such as Ducati, Moto Guzzi, and Moto Morini. Spectators lined the streets to cheer on their favorite riders, sought their autographs and took photos with them. As Italian journalist Arturo Rizzoli has noted, "When the circus of the Giro Motociclistico d'Italia (to give the race its full name) came to town, workers downed their tools and rushed out of their factories and kids ran out of school. Nobody could resist the appeal of such a magnificent spectacle, especially as Italy was a country where even owning a bicycle was considered a luxury and just seeing a motorbike was a huge attraction (Rizzoli 15)." These motorized machines became the stuff of dreams of children of all ages. What freedom to hop on a Benelli or a Mondial and head into the hills!

Closed circuit motorcycle track racing had taken place at the Monza racetrack since the early 1920s. The first international competition, the Motorcycle Grand Prix of Nations, was held there on September 8, 1922, when Amedeo Ruggeri won the 1000cc class on a Harley Davidson and Ernesto Gnesa captured the smaller class on a 350cc Garelli two-stroke. The prewar races, however, were accessible only to well-to-do Italians because of the costs of traveling and paying the ticket fee (Lodi). The road races, in contrast, were completely free to anyone who could find a spot alongside the routes. The long stretches through the country made a short trip to catch a glimpse of the riders, a possible family outing. Already in the 1910s, short road races had appeared in various parts of Italy (Mansueti). Gnesa, for example, won a 315 km race in 1912 in the Valtellina in northern Italy on a 334cc Bucher produced in Milan (Cascina Gobba). Despite sometimes poor weather conditions, residents came out to enjoy the spectacle and the road races proved popular.

Road racing did not disappear during the years of fascism and World War II. The Milano-Taranto was called the Mussolini Cup and ran from 1937 to 1940, returning with an official edition again as the Milano-Taranto in 1950. People clearly had a thirst for the races to resume and took to the streets as the war came to an end, "once the war was over, the desire for motorcycling, for challenges, for adventure, was in the DNA of those who loved motorbikes and it came back stronger than before. The echo of the war had not yet died down and the city of Tortoreto (Teramo) was already organizing the first city circuit as early as August 1945 (Milano-Taranto)." The Motogiro came back in 1953 after a longer hiatus. Motorcycle manufacturers quickly realized they had an opportunity to reach the public with new motorbikes used for the races as they sought to recover from the hardships of the wartime era.

The postwar races extended from the few hundred kilometers of earlier competitions to more than 2000 km over multiple days and brought thousands of spectators out to the streets and town squares in cities, towns, and villages throughout the country. Fans anxiously awaited news about the routes to know when and where the riders might pass near their towns. They came out in droves to participate in the excitement. A description of the 578-km third leg of the race on 1 April 1953 mentions huge crowds of people alongside the Lungomare (coastal road) in Bari early at the start of the race on day three, and then again at the end of the day in the Marche where, "the crowd of spectators waited, hopeful and champing at the bit for the arrival of the winner of the previous stages (Pionava 68)." The road races gained even more popularity than the track races. In addition to costs, closed tracks had become less accessible during the war. The Monza racetrack was transformed into a depository for military vehicles, and it wasn't until the early 1950s that new race tracks appeared in Lazio and then in Emilia-Romagna (Lodi). Postwar efforts focused on repairing roads and transportation systems so Italians could get back to work. By 1953, road conditions had improved along with people's spirits and many Italians were using two-wheels to make their commutes to work. The roads, albeit still often rough, were deemed suitable for high-speed passage.

Race onlookers saw first-hand how the new bikes looked, sounded, smelled, and performed on Italian roads and they got to inspect them up close during breaks in the race days. It was a perfect way for makers to impress fans, who would then share their experiences with friends and families, while regional and national reporters filled the papers with photos and stories of adventure. The live action of the Motogiro offered a taste of motorcycling that no show room or trade fair ever could. The Italian press, such as the daily paper *Stadio*, referred to the 1953 edition of the Motogiro as "the event of the century," and noted its importance in bringing the spectacle of motorcycling back to the nation, "A good 33 brands, 115 Moto Clubs from across Italy and more than 400 riders have responded to our call: the Giro has mobilized the industry, galvanized motorcycling associations, and has fueled the flames of enthusiasm of hundreds and hundreds of Centaurs...the Giro has its success assured just as it is beginning (Pionava 33)." Television in Italy did not become widespread until after 1954 with the creation of RAI, Radiotelevisione italiana, which meant that live spectator sports such as the road races could count on a large following from people seeking low-cost entertainment to enjoy in the company of others.

In the earlier years of the Motogiro and other road races, especially during the 1920s, mass produced motorbikes dominated. In fact, Motogiro organizers were lenient with manufacturers to get them to participate in their races without having to make big investments (Mansueti). Most of the small cylinder motorcycles, with displacements of not more than 175cc, were juiced up versions of regular street models. Despite the interest in their motorbikes, many of the manufacturers lacked the resources to invest in racing bikes and, during the postwar era, used what materials and parts they had available, with uncertain expectations and results. In the first races of the 1950s, Ducati entered several riders on their small Cucciolo, a 50cc, that ended up winning second place overall in the under 75cc category. It was a bike fans could relate to as well since many Italians owned at least a bicycle and used it to get to work (Lodi). What if they attached a small motor to their own bicycle to be able to go longer distances in a short time? The Cucciolo was followed by Ducati's 98cc, which became the brand's first "real" winning motorcycle and showed the public what a small, rugged machine could do.

un ciclo

UN PICCOLO MOTORE
PER RIPARTIRE

A BORDO L'ESPERIMENTO DI UNO DEI
PIÙ FAMOSI INVENTORI ITALIANI

Il primo motore a scoppia montato su una bicicletta fu ideato da un ingegnere di nome Enrico Berio, che nel 1901 presentò al pubblico il suo "ciclo motore" a Milano. L'invenzione era una vera e propria rivoluzione, e Berio ne fu orgoglioso. Ma il suo sogno di creare un mezzo di trasporto rivoluzionario non si realizzò mai.

Il "ciclo motore" di Berio era una bicicletta con un motore a scoppia montato sul telaio. Il motore era alimentato da un serbatoio di benzina e aveva un sistema di accensione a pila. Berio aveva anche progettato un sistema di cambio a pedale, ma questo non fu mai realizzato.

Il





△ Ducati Cucciolo (1946–58), Ducati Museum in Bologna, Italy. [Fig.1 & 2]

Energized by the performance of these early models and their potential larger appeal, Ducati then put more resources into creating what became an emblematic Motogiro bike, the 100 Gran Sport known as the “Marianna” (because produced in a Marian year).[1] The model won the 1955 100cc class. Designed by the now celebrated Ducati engineer Fabio Taglioni, the motorcycle underscored the link between suitability for road racing and the potential for production for the public. Livio Lodi, Curator of the Ducati Museum in Bologna explains, “If you make a motorcycle that wins, people identify with it. People saw the Marianna win and they wanted it (Lodi).” Taglioni was, in fact, charged with making a victorious bike. He designed the Marianna in just 40 days based on ideas from popular British motorbikes of the time. Lodi notes that Ducati legend holds that the engineer even went six months without pay to see his idea come to fruition. It was a success for him and for Ducati, which could now easily compete for a piece of the market alongside the older Italian makers. Ducati won again in the 100cc class the following year and captured the 125cc class as well with what became the 125 GP Desmo. This motorcycle featured the maker’s special valve system known as desmodromic. The Gran Sport proved to be a motorcycle that could win the endurance races; it twice captured the Milano-Taranto and held the top six spots in a later Motogiro (Ducati Museum).





△ Ducati 125 Gran Sport "Marianna" (1955), Ducati Museum in Bologna, Italy. [Fig.3 & 4]

Road racing success was important to the development of the idea of brand reliability for motorcycles with a displacement larger than 50cc. Makers put out more bikes that could be produced on an industrial scale for the commercial market. The engines were simple and could be fixed in a hurry on the side of a road during a race, something that appealed to riders looking into a long-term transportation investment. Pilots carried a small tool kit and a few parts that could be interchanged easily if the motorcycle misbehaved during the race. Help from mechanics was generally only available at the start and finish lines so racers had to learn to do some wrenching on their own if they wanted to make it to the next stage. Spectators saw this aspect as well. Motors that were easy to understand and reach meant a quick fix. This translated to the public, too, when they imagined that recovering from a breakdown on the way to work wouldn't prevent them from losing wages or risk being fired (Lodi).

Manufacturers reached important conclusions about the potential crossover between the road races and daily use. Production soon escalated across the industry with MV Augusta and Gilera adapting closed circuit race bikes for the long-distance Motogiro and Milano-Taranto races in 1957 (Rizzoli 44) and translating them for the public. Other popular bikes included the Rumi 125 Sport, which was made between 1951 and 1958 and appeared in the Milano-Taranto. The cost of this motorcycle declined from 235,000 lire to 185,000 (roughly 1300 Euros today) as more units were sold and improvements made to production (Sarti 228). Note that the average salary for a factory worker at the time was about 86,000 lire per month and 115,000 for a white-collar worker (800 and 1000 Euros respectively).[2] Buying a new motorcycle was expensive but feasible.

The motorcycles were a big draw for the crowds, of course, but so were the riders. Here, too, there was an accessibility to road racing that meant nearly anyone could imagine himself (generally a “he”) joining in the competition. Although the manufacturers put together their own teams of highly skilled riders, private individuals could enter the race for a fee of 8000 lira (the equivalent of about 95 Euros today), which gave them the opportunity to collect prize money from a pool of 2,120,000 lira (about 25 thousand of today's Euros) as well as compete for various trophies, cups, and even magazine subscriptions. They could also hope to attract the attention of the major brands and be asked to join their teams. Independent rider Leopoldo Tartarini, for example, won the 1953 Motogiro on a Benelli Leoncino and was then asked to ride for them. Being on a team meant taking in a respectable middle-class salary; pilots made about 10 times more than mechanics in the 1950s. Some riders, such as Paolo Campanelli, noted that road racing was a way out of poverty in the lean times of the early 1950s, “there were seven kids in my family and, without a profession, times were very hard...you tried to get a good result in order to earn a bit of money (Rizzoli 137).” The thrill of victory held extra appeal for anyone going through a rough economic period.

The manufacturers were interested in selling motorbikes to the public and encouraged interactions between racers and regular riders and admirers. They arranged opportunities for signing autographs at the beginning and end of race days and encouraged public appearances on their winning motorcycles (Mansueti). Sometimes, however, an enthusiastic Motogiro competitor took it too far, as did Emilio Mendogni, who was scolded by Afonso Morini of Moto Morini for waving back at the crowds along the route during a race. Morini told Mendogni he was not out there to “take a stroll with his money (Rizzoli 107)” and to focus on the road. Tensions that mounted when riders were fired or switched teams to seek more money or opportunities contributed to the lore of the Motogiro. Fans followed their stories with interest. There were not all the related sponsorships or lavish salaries attached to modern GP racing, of course, but winning riders enjoyed the media spotlight and hero status.^[3]

The danger of the Motogiro contributed to its mystique as well but both riders and the public responded to the risks with a certain fatalism. Winning rider Francesco Villa explained, “In those days, the relationship with death was something altogether different, both for the riders, who sped around in between walls without any kind of protection, and for the public. I remember in some parts, the spectators sat on walls on the side of the road and, heedless of the potential danger, they often sat in places where they had to pull their feet away when we came along, otherwise we would have run over them (Rizzoli 137).” The onlookers wanted to be as close to the action as possible. The riders were there to race and potentially win and collect prize money. The manufacturers wanted to have their bikes cross the finish line in good standing. They chose their pilots carefully, excluding individual riders who rode well but were known for having drinking problems or pilots with bigger egos than skills. Serious accidents or deaths tended to reflect badly on the motorcycles more than on the pilots and left the public wondering how the machines had failed them. Very few of the professional team riders died in the Motogiro, one to three in most of the 1950s race years, but there were, not surprisingly, accidents of varying seriousness.

Nonetheless, a major blow to the sport came when disaster struck on the roads in 1957. During the Mille Miglia (Thousand Mile) auto race, a Spanish driver for Ferrari went off course and into the crowd, killing himself and nine spectators and injuring twenty more. The Italian government immediately put a ban on all road racing that was held until the late 1960s, when limited time trial races supervised by the FMI (Federazione Motociclistica Italiana) were allowed, including a version of the Motogiro. The taste for road racing had not gone away despite the Mille Miglia tragedy. The vintage bike tribute format has been at the core of the structure of the Milano-Taranto and Motogiro races since they were again re-organized in 1987 and 1989 respectively (Mansueti). Both events, labeled “historical re-enactments,” feature several categories of motorcycles based on the size and year produced and allow a limited number of participants, usually not more than 200 riders. Some of the pilots are looking to capture the sensations of their predecessors by understanding the challenges of long competitions in the saddle. Other riders want to see the backroads of Italy and commune with other vintage bike enthusiasts. The modern versions attract Italians and non-Italians with a shared passion. Townspeople come out to see them go by and the traditional news and social media cover the spectacle, often reflecting on the heritage of the early races and their motorcycles and pilots (Motogiro website).

Author Simon Vaukins has written of the importance of the Isle of Man TT to Manx identity, arguing that it has shaped a sense of pride similar to that of the Tour de France. Despite some of the inconveniences of the race on its residents, a vast majority, about 85% of the Manx population, say the TT should be supported because it is so integral to the island's economic, political, and social life (188). This is despite several spectator injuries and deaths, including as recently as 2007 when rider Marc Ramsbotham crashed, killing two onlookers (Robertson). Of course, a small island provides a much different context than Italy, but the idea of the heritage of the TT is also relevant in the case of the Motogiro and Milano-Taranto. The legacy of road racing continues in Italy. Even non-riders can appreciate the “made in Italy” motorcycle brands that continue to hold special meaning for their nation's racing history. And commuters and casual riders feel a little of the excitement of the pilots of the past as they traverse many of the same roads for work or pleasure. Motorbikes are part of Italian cultural identity and an integral part of daily life that has held on since this “golden age” of the 1950s.

Notes

[1] A Marian year is a year designated by the Vatican in which Mary, the mother of Jesus, is to be especially revered.

[2] My calculations are based on the FXTOP historical currency converter <https://fxtop.com/en/historical-currency-converter.php>.

[3] During my Motogiro participation in 2021, I was struck by how many town residents greeted us with food, drinks and other goodies at our checkpoint stops and asked questions or took photos of us and our motorcycles. I may have even helped sell a few Benellis!

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Image Attributions

[Fig.1 & 2] + [Fig.3 & 4] Photographs by Wendy Pojmann.

Wendy Pojmann, Ph.D. is Professor of History at Siena College in Albany, New York. Her latest book, *Espresso: The Art & Soul of Italy*, was published by the Bordighera Press in 2021. She is the author of many books and articles on women, immigration and feminism in Italy. Dr. Pojmann is a regular contributor to *The Vintagent: A Motorcycle Arts Foundation Production*. She is currently working on a longer project about motorcycle culture in the US and Italy. In 2021, she competed in the Motogiro d'Italia.



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Motogiro 2025: Road Run with an Italian Accent

Looking to combine the exciting riding and good fellowship of a road run with a weeklong European vacation? Then you may want to sign up for next year’s Motogiro d’Italia, a vintage bike rally through the small towns and backroads of central Italy on May 18-24, 2025.

First run in 1914 as a reliability trial, the Motogiro morphed into an all-out city-to-city speed contest on public roads, the type of racing loved by Italians until a fateful day in 1957 when nine spectators – sadly including five children – were killed after a Ferrari cartwheeled off the road in the big Mille Miglia endurance run. The government stepped in and banned open-road racing.

In 1989, Moto Club Termini

brought the Motogiro back to life, this time as a historical reenactment. Today it’s a regularity run with checkpoints along the way, but the speed average for each day’s ride is a reasonable 40 kph (about 25 mph). Class placings are determined in “ability trials,” several low-speed, slalom-type agility tests per day, in which riders must complete a section as close to the prescribed time as possible.

Longtime AMCA member Burt Richmond, a big fan of little Italian motorcycles, has been attending the Motogiro since 2006 and ranks it high among his yearly rides.

“The riding varies from fast to very slow and deliberate,” he says. “The Motogiro certainly makes better riders out of the participants. Lunches are an interesting experience, usually held in village central plazas with an

abundance of local specialties – panini sandwiches, fruits and libations, though vino is saved for the giant dinners after each day’s ride.”

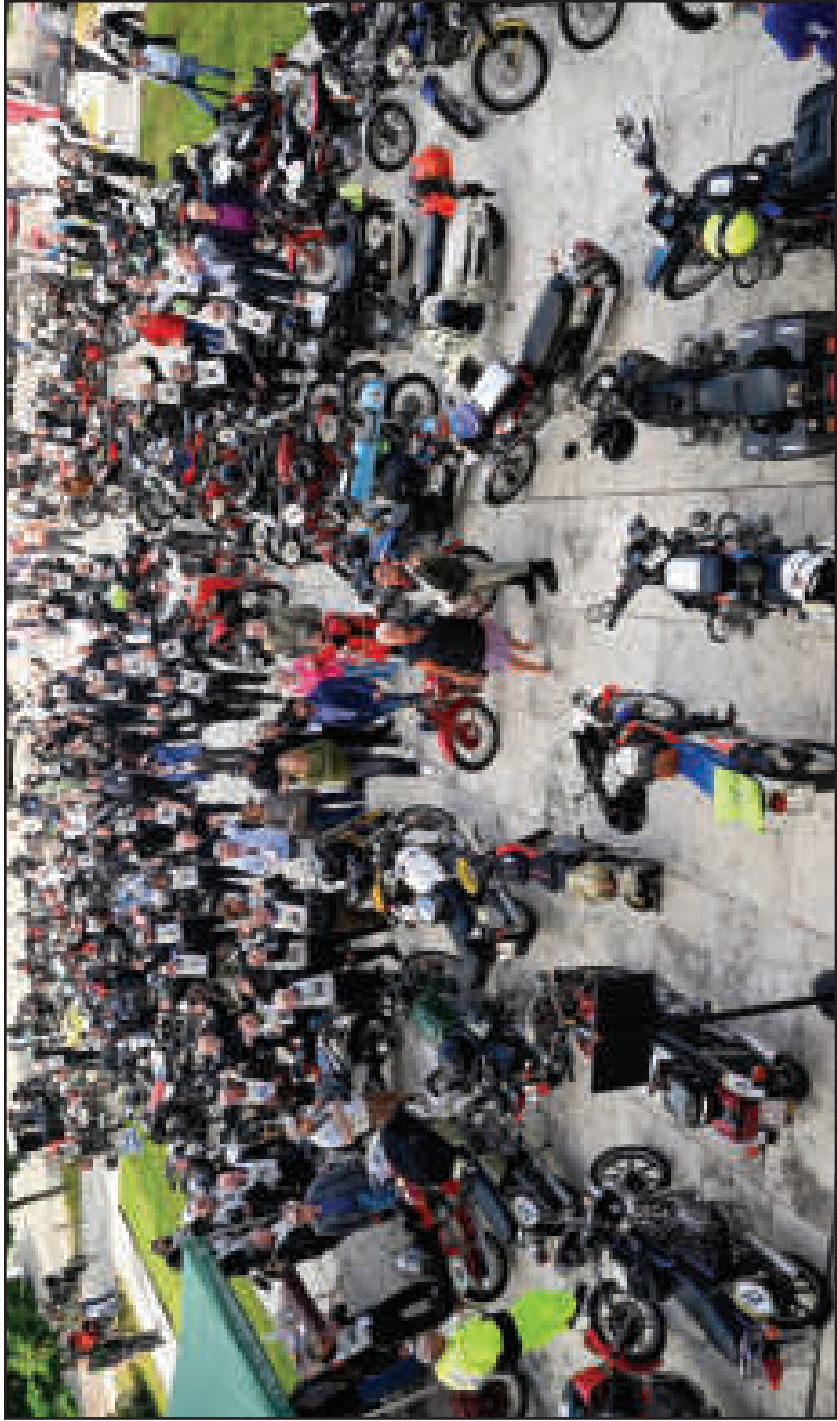
The 2025 running begins in the city of Pesaro, ancestral home of Benelli Motorcycles, taking in some of the best roads in Umbria over six days and approximately 1000 miles of riding, before returning to Pesaro.

“The Motogiro organizers are logistical geniuses,” says Richmond, who ran Lotus Tours for many years and knows a thing or two about organizing international group rides. “The 2024 event hosted 217 riders from around the world – Argentina to Turkey – with 42 from the USA.”

The event’s €2100 entry fee (about \$2350) includes registration, hotels, breakfast and dinner each day, and covers police advance riders, a luggage van, a chase van with mechanics, a



PHOTOS: ROBERTO BRODOLINI



Motogiro class photo. Last year, 217 riders took part in the rally. A closer look at the photo reveals a Honda CBX, lots of BMWs and a few Britbikes among the Italian contingent.

trailing minibus (for riders, should a disabled bike need to be loaded into the van), an ambulance and two event doctors on motorcycles.

All brands and sizes of motorcycles are welcome, from 1914 up, slotted into five vintage classes. There's even a Tourist class for modern bikes. At extra cost, the organizers can arrange a vintage rental motorcycle, should you not want to deal with shipping yours.

While the riding is great, Burt says it's the interaction with fellow Motogiro participants that leaves truly lasting memories. "Camaraderie prevails," he says. "Over the years many friendships have formed, and the stories shared by enthusiastic riders never cease to bring a smile. This is a fun riding experience, with the best of Italian hospitality."

Log on to www.motogiroitalia.it for more information or to register for the ride.

—David Edwards



AMCA member Burt Richmond, suitably toggled, threads his Ducati through one of the Motogiro's low-speed skills tests, surrounded by classic Italian architecture.



Clip-on handlebars not required but they do seem to fit the flavor of the event, as this Ducati pilot climbing out of a turn demonstrates. About 80 percent of Motogiro participants come from outside Italy.

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A typical rest stop during the Motogiro d'Italia, where riders are gathered in a town square to rest and take in the local scenery.



THE MODERN MOTOGIRO D'ITALIA

Celebrating traditions and keeping the past alive

By Corey Levenson

The Motogiro d'Italia is renowned as one of Italy's legendary multi-stage road races, alongside the famous Milan-Taranto event and Mille Miglia car race. In 2024, the organizers of the present-day event celebrated the 110th anniversary of the original Motogiro, which first took place in 1914.

Traditionally starting and finishing in Bologna, the Motogiro ran until 1957 when the Italian government banned all racing on public roads following a fatal accident at that year's Mille Miglia.

In the early 1990s, the Motogiro was revived as a regularity rally, where careful timekeeping is prioritized over outright speed. The modern event's average speed is kept relatively low to minimize risks for both riders and spectators. The 2024 Motogiro marked the 33rd year since this revival and was held from May 19th to 25th. In tribute to the race's origins, it began and ended in Bologna.

The Motogiro offers a unique opportunity for riders to test their skills while enjoying Italy's stunning landscapes in the company of fellow motorcycle enthusiasts. It is a special event that honors the daring racers of the past, the extraordinary motorcycles they rode, and the beautiful country that has been the backdrop for these adventures.

This year's event saw around 200 riders across seven classifications, welcoming participants on virtually any motorcycle. The diverse group included 19 riders from the USA, 22 from the UK, 72 from Italy, 25 from Germany, and others from countries such as Sweden, Belgium, Greece, Argentina, Turkey and Poland. The six stages of the race covered a total of 970 miles at an average speed of about 35 mph.

The Motogiro is not just about iconic

machines, but also about the remarkable individuals who ride them. The 2024 event included notable figures such as Italo Forni who won multiple Italian Motocross Championships in the 1970s, three-time 125cc World Champion Pier Paolo Bianchi (1976, 1977 & 1980), and Virginio Ferrari, who finished second to Kenny Roberts in the 1979 500cc World Championship and later won the 1987 TT Formula 1 World Title. Other distinguished participants included car designer Donato Coco, who created well-known models for both Citroën and Ferrari and was Head of Design at Lotus from 2009-2014, Moto Mondiale and Superbike rider Stefano Caracchi, and Luciano Liberati, nephew of 1957 World Champion Libero Liberati.

At the rest stops, it's easy to be captivated by the array of rare vintage motorcycles, but it's also worth taking the time to speak with the riders themselves — there are some truly fascinating stories among those in the saddles.



Riders pause to enjoy a break in a historic town square, surrounded by vintage motorcycles and centuries-old architecture.

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The Tehuelches did quite well considering they were only 75cc.



Rare Argentinians Return to their Roots

The 2024 Motogiro showcased a diverse array of motorcycles, featuring not only well-known marques like Norton, BSA, Triumph and BMW, but also rarer European brands such as NSU, Sarolea and Rudge. Italian motorcycles were well represented, including the famous marques Ducati, Moto Guzzi, and MV Agusta, in addition to lesser-known names like Bianchi, MotoBi, and Aermacchi. Among the rarest machines participating were three Tehuelche motorcycles from Argentina, drawing significant attention from even the most knowledgeable enthusiasts due to their rarity.

Despite their South American origins, Tehuelche motorcycles have Italian roots. In the late 1940s, Italians Giovanni Raffaldi and Roberto Fattorini moved to Argentina from Piacenza, spurred by post-war economic depression in Italy and inspired by business development incentives being offered in South America. They established a company in Buenos Aires and, in 1957, launched the Tehuelche motorcycle, named after a Patagonian indigenous people.

The bike, built around a bespoke 75cc single-cylinder single overhead-cam engine with gear-driven camshaft, was designed for high performance, reaching up to 10,000rpm. Despite having no oil pump and only three gears, the Tehuelche achieved significant success



1957 TEHUELCHA

Engine: 75cc air-cooled, all-aluminum, 4-stroke single-cylinder, gear-driven SOHC, 48mm x 41mm bore and stroke, 6.5:1 compression ratio, ~5hp @ 6500 rpm

Lubrication: wet sump; no oil pump, splash only
Ignition: magneto

Top Speed: 47mph (75kph) (est.)

Carburetion: Dell'Orto 16mm MA16 (made in Argentina under license)

Transmission: Monoplate clutch, geared primary drive, 3-speed gearbox, right side shift, (one up, two down), chain final drive

Frame/wheelbase: Steel, single loop, tubular/44" (1118mm)

Suspension: Front: telescopic forks, Rear: swing arm with twin shock absorbers

Brakes: Single-leading shoe drums, front (120mm/4.7in) and rear (100mm/3.9in)

Tires: 1-3/8 x 18in front, 2-1/4 x 18in rear
Weight (dry): 145lb (66kg)

Fuel Capacity: 2.64gal (10ltr)

in 75cc, 100cc and 125cc categories in local races in the late '50s and early '60s. In race trim, the bikes probably made 12-14bhp and weighed 145lbs (66kgs).

Over 5,000 Tehuelche motorcycles were produced between 1957 and 1964. Despite their small size and simple design, these bikes were known for their racing success and unique engineering.

Argentinian Vladimir Nekola has been instrumental in preserving the Tehuelche legacy, restoring these bikes and authoring a book about them. He rode one of three 75cc Tehuelches in the 2024 Motogiro. Their journey started each day with early morning checks of nuts, bolts, spark plugs and contact breakers, a demonstration of their dedication and resilience.

The Tehuelches completed the event despite the bikes' small size and daily maintenance demands. The team of three riders was elated — they had come to Italy hoping to merely finish a few stages and learn about the event. The performance of the bikes was impressive considering they make less than ten horsepower! Thanks to their indomitable spirit, the team members were treated as celebrities during the event.

Their participation in the Motogiro was made possible through the support of Burt Richmond, a Chicago-based moto-enthusiast who introduced Vladimir to the event organizers.



More about Vladimir and his work can be found on his website:
TehuelchelaMotocicleta.com.ar/.



Left: Vladimir Nekola and the Tehuelche he rode. Upper right: The three Tehuelches lined up at a rest stop. Lower right: Tending to the electrics on one of the Tehuelches.

Another supporter was Marcelo Doffo, an Argentine-born Californian who owns Doffo Wines and has a collection of over 200 motorcycles (bit.ly/MotoDoffoCollection). Marcelo and his family provided encouragement and plenty of libation for the Tehuelche team during the event.

Reflecting on his relationship with the marque, Vladimir stated, "I was initially attracted to the Tehuelche because it's one of very few 100% Argentine motorcycles. It was also a champion with a sophisticated racing engine — way ahead of its time. My passion for this bike comes from watching it as a young boy win so many races. Taking three Tehuelches to the Motogiro and finishing all six grueling stages was an epic personal achievement that completed the circle for me."

Remo's Ride Rolls On

One of the most fascinating bikes in the 2024 Motogiro was a well-worn, red 150cc MV Agusta, covered with race stickers and carrying many old lead scrutineering seals on its headtube. On the front fender was riveted a metal badge showing the image of a classic racer in a pudding basin helmet with an Italian tricolor stripe, the name "R. Venturi" and the name Spoleto on the chin strap. This bike, it turns out, was ridden in many events by the famed Italian racer Remo Venturi.

In the 1950s and '60s, Remo competed on various machines ranging from 125cc to 500cc, racing for manufacturers such as DKW, Morini, Mondial, MV Agusta, Bianchi, Benelli and Gilera. He gained initial fame by winning the Milan-Taranto road race in 1954 on a 175cc Mondial. In 1957, he famously won the final Motogiro d'Italia on a double-overhead cam 175cc MV Agusta.

Remo raced factory 500cc Grand Prix MV Agustas as team-

mate to multiple-time World Champion John Surtees. In 1959 and 1960, he finished second to Surtees in the 500cc World Championship. Remo was a four-time Italian National Champion on 500cc MV Agustas (1959, 1960 & 1962) and on a Bianchi in 1964. Remo was part of the "Golden Age" of racing, competing alongside legends like John Surtees, Mike Hailwood, Giacomo Agostini and Renzo Pasolini.

Even after retiring from professional racing, Remo continued riding a small-displacement MV Agusta in various events. He rode the modern Milan-Taranto in 2004 at age 77, 50 years after his first win. He also participated in the 2007 Motogiro d'Italia, 50 years after his 1957 victory, and last rode the Motogiro in 2017 at the age of 90.

In 2023, Californian Barry Porter acquired Remo's 1959 MV Agusta 150cc RS (Rapido Sport) from Remo's son. Barry rode



REMO VENTURI'S 1959 MV AGUSTA 150 RS ("RAPIDO SPORT")

Engine: 150.1cc air-cooled all aluminum OHV 4-stroke pushrod single-cylinder, 59.5mm x 54 mm bore and stroke, 8.5:1 compression ratio, ~10hp @ 6400rpm (stock)

Lubrication: wet sump

Ignition: flywheel magneto

Top Speed: 72mph (115kph) (stock)

Fueling: Dell'Orto 22mm MB22B carburetor (stock was 16mm M16)

Transmission: Wet multi-plate clutch, geared primary drive, 4-speed gearbox with right side shifter (one up, three down), chain final drive

Frame/wheelbase: Steel tubular, single loop, 50.4in (1280mm)

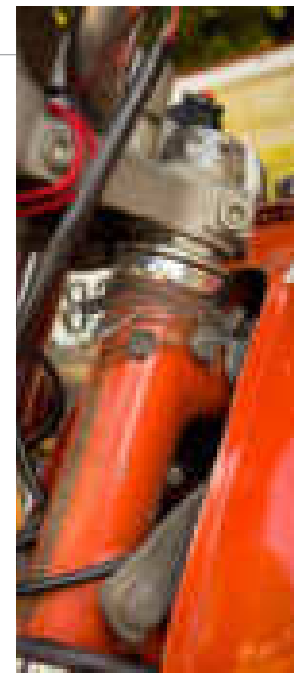
Suspension: Front: telescopic forks, Rear: swing arm with twin shock absorbers

Brakes: Single-leading shoe drums, front (150 mm/5.9in) and rear (125 mm/4.9in)

Tires: 2-3/4 x 18in front & rear

Weight (dry): 242lb (110kg)

Fuel Capacity: 3.70gal (14ltr)



Left: Remo riding the Motogiro in 2016 at 89 years old. Center: Remo's badge graces the front fender. Right: The scrutineering seals attest to the bike's pedigree.

the MV in the 2024 edition of the Motogiro d'Italia and Milan-Taranto, winning his class in the latter event. The bike has been upgraded with more compliant telescopic forks, a gas tank from a mid-'70s MV Agusta 125, a hump-back racing seat, and alloy rims.

About owning the bike, Barry said, "I'm pleased to be able to keep it in the public eye by riding in events like the Motogiro and Milano Taranto. These events provide the opportunity

to display vintage motorcycles, and Remo's MV Agusta was clearly built to be ridden. I'm honored to be the next person to enjoy riding it."

Remo is still with us. During the 2024 Milano-Taranto, when the race passed through Remo's hometown of Spoleto, the organization sent delegates to visit and honor the 97-year-old legend on the 70th anniversary of his 1954 win.

For those interested in his remarkable life, Paolo Ciri has



The Nigelli Collection is focused on bikes made near Bologna.

Museums and the Motogiro

In the realm of motorized transport, Italy has a rich history of innovative and attractive industrial design coupled with manufacturing excellence. There are numerous museums throughout the country that showcase those traditional attributes.

During the 2023 edition of the Motogiro, one of the rest stops included a visit to the Piaggio Museum in Pontadera (www.MuseoPiaggio.it/en). This museum showcases a wide range of two-wheeled treasures from brands such as Moto Guzzi, Gilera, Aprilia, and Vespa, all part of the Piaggio family.

The 2024 Motogiro featured additional visits to several remarkable museums. One of the highlights was the Ducati Museum in Bologna, located in Borgo Panigale, home to the Ducati factory. Riders stopped for a photo-op at the factory on the final day of the event. The Ducati Museum, with its rich history of the brand, is a must-see for any motorcycle enthusiast, and tours of the museum and factory can be booked directly through the Ducati website (bit.ly/4gHcqIB).

Another notable stop was the Righini Collection in Panzano, housed in a rustic brick building. The collection is renowned for its historic Alfa Romeos but also includes a selection of beautiful classic motorcycles (bit.ly/47OxGlv). In addition, the Museo Nicolis in



Left: Remo Venturi on an MV Agusta 250 at Imola in 1956. Right: The current custodian of the Remo Venturi bike is Barry Porter.



written a small but excellent biography titled *Remo Venturi and the Golden Age of Motorcycle Racing*. This book is a tribute to one of the greats of motorcycle racing history.

The 2025 Motogiro d'Italia

The next Motogiro d'Italia event will take place from May 18-24, 2025, starting and finishing in Pesaro, located on the Adriatic Coast. Pesaro is historically significant in the motorcy-

cle world, being the home of Benelli motorcycles, Morbidelli, and MotoBi, and has a rich legacy of Italian motorcycle manufacturers and racers.

The route will also include a stop in Terni, where the Moto Club Terni, the organizer of the event, is based. In 2025, Moto Club Terni will celebrate its 100th anniversary. Terni has a storied motorcycle heritage, being home to past champions like Mario Umberto "Baconin" Borzacchini, Libero Liberati, and

Villafranca di Verona offered an impressive and diverse collection. Spanning over 65,000 square feet, the museum holds about 200 cars, 100 motorcycles, 110 bicycles, and other fascinating items like cameras, typewriters and Formula One steering wheels (www.MuseoNicolis.com/en).

The spectacular Nigelli Collection in Monte San Pietro, focusing on motorcycles from the Bologna region, also made the list of museum visits. This collection holds over 100 motorcycles dating from 1920 to 1970, alongside around 250 motorcycle engines (www.CollezioneNigelli.com). I was amazed at how many lovely machines had been made by manufacturers that I'd never heard of. The cherry on top was bumping into renowned motorcycle tuner and my old friend, Reno Leoni, while at this museum. He lives not far away and just happened to be visiting with his family.

One of the stops during the 2024 tour included the Ferrari Museum in Modena. Unfortunately, due to long lines, there wasn't enough time to go inside.

Looking ahead, the 2025 edition of the Motogiro will continue the tradition of making museum visits an integral part of the event. Participants will have the chance to visit the Benelli Museum in Pesaro (bit.ly/3XEB11e), the National Motorcycle



Lots of lovely vintage racebikes at the Ducati museum.

Museum in Rimini (bit.ly/4dna132), the famous Battisti Collection in Pesaro, and the Air Force Historical Museum. These additions are sure to enhance what is already an iconic event for motorcycle enthusiasts.



Paolo Pileri, as well as current stars such as World Superbike racer Danilo Petrucci.

There are enough classes that any motorcycle is eligible to participate and compete against the clock. The “Heritage Category” is for any bike made between 1914 and 1949. A “Historical Recalling” category lumps together bikes made between 1950 and 1958 (up to 175cc) as well as bikes made between 1959 to 1969 (any displacement). The “1960s Historical Re-Enactment Category” includes scooters and sidecars made between 1959 and 1969. The “Classic Category” is for sidecars and motorcycles made between 1970 and 1990.



A trio of beautiful Italian machines await the day's ride.

The “Motogiro d'Italia Category” includes anything made after 1991. Finally, there is a separate “Scooter Category” for scooters made after 1970. There is an umbrella category for anyone who wishes to ride but non-competitively. This is the “Tourist Category” and is open to any bike, sidecar, or scooter.

Participants typically ride their own machines, but owning a classic bike is not a necessity. MotoTouring, run by Eligio Arturi in Milan, offers vintage bike rentals for the event, allowing more enthusiasts to join in on the experience (MotoTouring.com/about). Alternatively, you can contact the organizers at info@motogiroitalia.it and inquire about the availability of bikes for rent. One can even rent a modern Ducati, scooter or other bike to ride as a Tourist.

You can also ship your own bike to Italy, either via air freight (fast but expensive) or by sea (cheaper but not as fast). Figure on \$1000-3000 each way depending on shipping method, etc. Those who have gone this route say it's probably not worth it unless you plan to leave a bike over there for future adventures. Eligio at Mototouring can help with shipping and bike transport and storage in Italy if you choose to pursue this option.

Massimo Mansueti, President of Moto Club Terni, explained the choice of the 2025 route: “The choice of Pesaro as the start



Modern Leoncino 500 Trail model. It still has a lion on the front fender.

Benelli Motorcycles

Benelli is a venerable Italian motorcycle manufacturer with a long and storied history. The company was founded in 1911 by six Benelli brothers in Pesaro, Italy. In 1921, they introduced their first production motorcycle, and soon after, their 175cc four-stroke race bike won multiple Italian Championships in 1927, 1928, 1930, and 1931. Notably, Benelli has won the 250cc World Championship twice — in 1950 with rider Dario Ambrosini and again in 1969 with Kel Carruthers. In 1951, they launched their famous “Leoncino” model, which went on to win the Motogiro d'Italia in 1953.

The company faced financial struggles in the 1970s but was revitalized when Argentinian entrepreneur Alejandro De Tomaso acquired it. Under De Tomaso's leadership, Benelli launched the world's first production six-cylinder motorcycles, the legendary 750cc and 900cc “Sei” models.

Today, Benelli is owned by the Chinese Qianjiang Group. However, design, marketing and some manufacturing remain based in Pesaro, Italy. The company's design hub, the Centro Stile Benelli, was established in 2015 to ensure that all models



The vintage steeds require frequent attention.



and finish location was made because the city is important in the history of world motorcycling. Pesaro has been the city of the motorbike for almost 100 years. Also, in 2025, our Terni motorbike club will celebrate our 100th anniversary, and we felt it was our duty to honor our city and our centenary with two stages in our city and the beautiful and unique places that surround it. Our goal is to strongly tell its history and passion for motorbikes, cars, engines, and racing."

Registration for the 2025 Motogiro is now open, with the total cost being €2,100. This fee includes all hotels, transfers, breakfasts, and dinners, with a €700 deposit due at registration. Registration is open until April 10, 2025, but keep in mind that the 2024 event was fully booked by the end of December 2023. The organizers will accept the first 200 applications and create a waiting list for additional applicants.

US travelers going to Pesaro should probably plan to fly into one of the two main airports in the Emilia-Romagna region: Bologna (BLQ) or Rimini (RMI). The Bologna airport is larger and offers more flight options, and there are high-speed trains to Pesaro, a trip of about an hour and a half. Flying into Rimini puts you much closer to Pesaro — about 30-40 minutes away by car — but there are fewer flights serving the smaller airport.

The Motogiro d'Italia is an incredible experience, offering beautiful scenery, challenging roads and rewarding camaraderie. The blend of historic machines, unique venues and a diverse group of international moto-enthusiasts creates unforgettable memories. **MC**



For more information and the proposed itinerary, visit the event's website:
www.MotogiroItalia.it/en/



There's a useful FAQ page here:
www.MotogiroItalia.it/en/faq/



Document summarizing the rules for the 2025 event here: www.MotogiroItalia.it/en/Rules-Excerpt/

reflect Benelli's heritage while embracing modern aesthetics. Chief Designer Stefano Casanova and his team play a vital role in maintaining this balance between tradition and innovation.

Benelli generously sponsored the modern Motogiro d'Italia and offered me a 2023 Benelli 500 Leoncino Trail to ride in the 2024 event. This 500cc, water-cooled, fuel-injected, parallel-twin motorcycle generates 46.9hp at 8500rpm and 33.2lb-ft of torque at 3000rpm, weighing 456 pounds. The bike's capable suspension, Brembo brakes, and moderate weight made it well-suited for the narrow, twisty roads on the Motogiro route.



The original Benelli Leoncino.

The company describes the Leoncino as a symbol of their ongoing passion for motorcycles and Italian craftsmanship, blending classic design with modern engineering. The 500 Leoncino Trail is priced around \$7,000 in the U.S. market and has proven to be a well-rounded, fine-handling machine. Benelli continues to offer a wide range of models across various global markets, and their full US lineup is available on their website (www.Benelli.com/us-en).

The 2025 edition of the Motogiro will begin and end in Pesaro, Benelli's hometown, and the company's ongoing support for the Motogiro and their strong presence at the event further solidifies the company's long-time standing in the world of Italian motorcycles.