

**BENELLI**

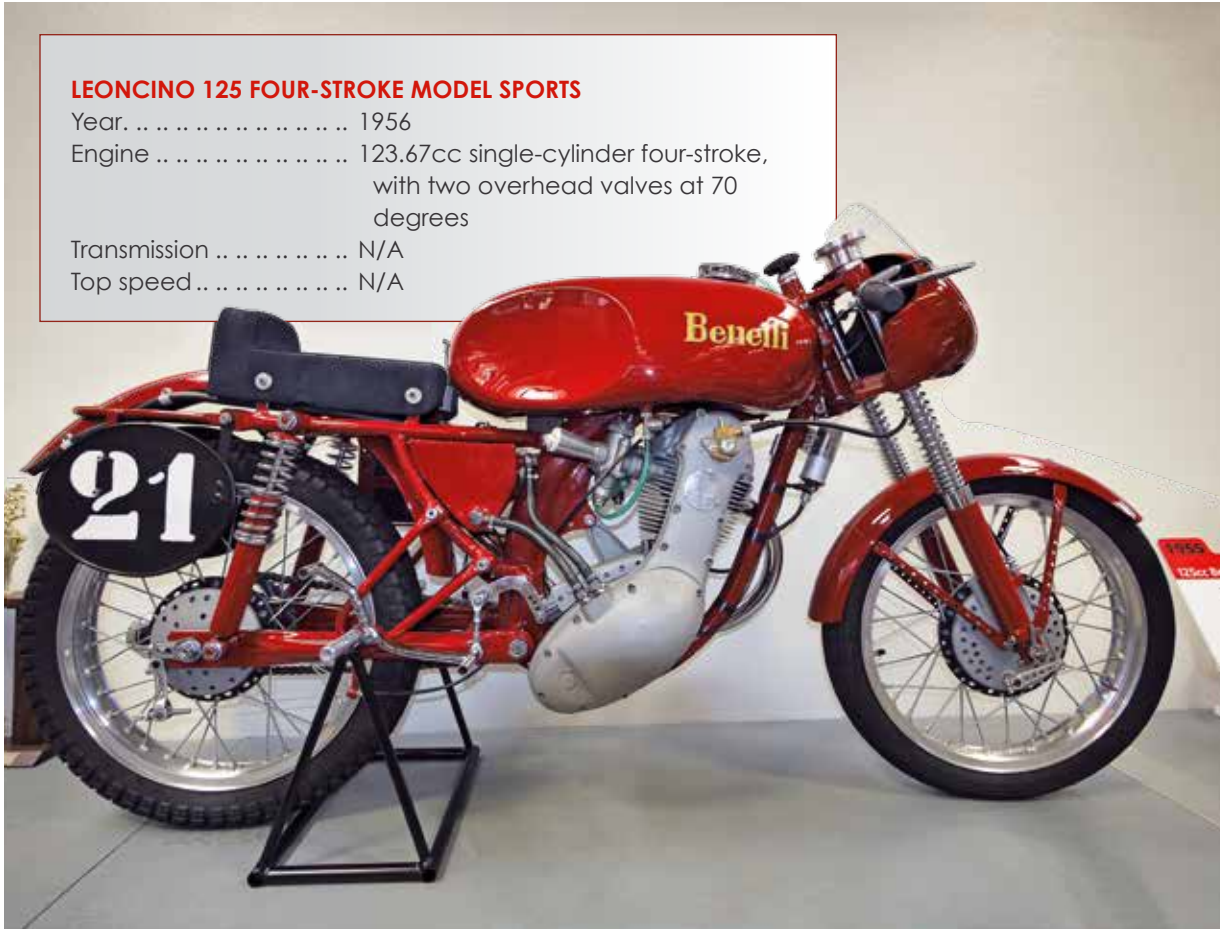
Benelli was founded in Pesaro in 1911 by Teresa Benelli.

Initially a repair business, the company built its first 98cc motorcycle in 1921. wwlIn 1951, Benelli launched the Leoncino 125cc, a successful model which won the first Italian Moto Giro in 1953.

No technical specifications were available for the Corsa competition version, hence data below is for the Sport version.

**LEONCINO 125 FOUR-STROKE MODEL SPORTS**

Year. . . . . 1956  
 Engine . . . . . 123.67cc single-cylinder four-stroke,  
 with two overhead valves at 70  
 degrees  
 Transmission . . . . . N/A  
 Top speed . . . . . N/A



**Benelli 125 Leoncino Corsa, 1955. (Courtesy Craig Howell)**



**The inner workings of the Leoncino 4T. (Courtesy Paul Galles)**



**A Benelli Leoncino two-stroke racer, campaigned by Italian champion Italo Piana from Turin. (Courtesy Scuderia Italpiana)**

### GILERA

Gilera was founded in Milan in 1909 by Guiseppe Gilera, and became famous through its racing success. The company also built a factory for its export market in Argentina, where the marque is still highly regarded today.

Vintage Italian Restoration in the United States loves small Italian bikes. Owner Hugo Gallina, an Argentinian-born Italian, is a true enthusiast, and has clients from all over the world.

Two of Hugo's personal bikes are presented here and overleaf.

### GILERA 125 CAFÉ RACER

#### GILERA 125 5V, ARCORE ITALY

Year .....	1965
Engine .....	Single-cylinder four-stroke overhead valve, 14.7hp @ 8750rpm
Transmission .....	Five speed
Top speed .....	120.70km/h (75mph)



Gilera 125cc Café Racer. (Courtesy Jose Gallina)



## FROM HORIZONTAL SINGLES TO V-TWINS – DA MONOCILINDRICO ORIZZONTALE A UN MOTORI BICILINDRICI A V

### BENELLI

Benelli's racing history featured a four-cylinder 250cc in the late '30s. In April 1962, another 250-4 put Benelli on the map when it beat the mighty works Hondas at Cesenatico, Italy. But Benelli struggled to compete against Honda, hence pushing on with the development of a 16-valve 350 racer. Renzo Pasolini finally won the marque the 250 and 350 Italian Championships in 1968, and also beat Giacomo Agostini's 350cc MV for the majority of the 1969 Italian Championship.

This is where the Benelli Four fits in. It's a 1998 re-creation by George Beale of the Pasolini-period Benelli 350 that challenged the MV Agusta team during the 1968-69 period. The images are courtesy of Bonhams Auctions.



This Benelli was on duty at prestigious venues such as Daytona, Road America (Elkhart Lake), Willow Springs, and Laguna Seca.

#### BENELLI 350 FOUR

Year .....	1998
Engine .....	Initially 413cc, now 350cc by reducing bore diameter, as per Benelli factory practice
Transmission .....	Seven-speed
Top speed .....	N/A

The 350cc Benelli re-creation sports a 16-valve Benelli engine built by Morbidelli Equippe and a Harris Performance Products frame, copied from an original frame loaned by Benelli collector Giancarlo Morbidelli.



## FROM HORIZONTAL SINGLES TO V-TWINS – DA MONOCILINDRICO ORIZZONTALE A UN MOTORI BICILINDRICI A V

### GARELLI

Another blast from the past takes us back to the '20s, to present this fine Garelli racer.

Although, Garelli withdrew from the racing circuit after 1924, its bikes competed successfully with privateers for a number of years after. One such privateer, Ermino Visioli, won Garelli's first Isle of Man TT in 1926.

#### GARELLI 350 GRAND PRIX RACER

Year .....	1926
Engine .....	348cc split-single engine, 20hp @ 4500rpm
Transmission .....	Two-speed
Top speed .....	130km/h (81mph)



The engine produced 20hp at 4500rpm, with a top speed of over 130km/h (81mph). (Courtesy Bonhams)

This 1926 model depicts the 348cc Grand Prix Garelli in its final incarnation. (Courtesy Bonhams)





De Giusti's turbo diesel concept bike combines a modern café racer look with a nod to Italy's classic engine configuration, the horizontal single.



The frame type is carbon fibre and aluminium, with engine and tank structural. Front suspension is a parallelogram, single aluminium arm, with 110mm excursion; the rear is an aluminium swingarm with 105mm excursion.



This concept bike exudes a passion for Italy's motoring history.

#### 900 SD

Engine type . . . . . Single-cylinder turbo diesel  
 Displacement: . . . . . 903cc  
 Bore/stroke. . . . . 100mm/115mm  
 Fuel system. . . . . Diesel, common rail  
 Cooling system . . . . . Air and oil  
 Oil capacity.. . . . 3-litre  
 Fuel capacity . . . . . 30-litre  
 Dry weight.. . . . 180kg

Power . . . . . 108.45hp @ 6500rpm  
 Torque . . . . . 180Nm @ 1500rpm  
 Max speed. . . . . 240km/h (149.1mph)  
 Tyres . . . . . Front; 120/70x21in, rear; 200/90x18in  
 Length/width . . . . . 2300mm/540mm  
 Height . . . . . 1090mm, seat height; 760mm  
 Ground clearance . . . . 160mm  
 Fork rake angle . . . . . 23 degrees  
 Wheelbase . . . . . 1600mm