

Moto and race

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The moto makes to presuppose to a sport activity practiced with the **moto** with fairing bodywork tourist to agonistico scope or in the event of **moto** exactly to tourist scope. The use of the **moto** to agonistico scope is classified to pilots specializes to you that, in order to impose the own ability of guide and the power of the **moto** that use, they are confronted in contests of speed, abilities and in tried you of supremacy. The use of the **moto** to tourist scope is free to all the **motorcyclists** and finds in the gatherings its more complete sport expression. The origins of the use of the **moto** to agonistico scope are same of sport motoring poichè the first contests of **moto** still did not distinguish between automobiles and **moto**, but they were opened to whichever vehicle moved from **motor** and many of these vehicles were to means between the automobile and the **moto**.



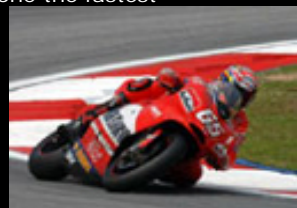
However the first race that put to comparison two authentications **moto** was Paris-Bordeaux, disputed l'11 June 1895. The two **moto** in contest had been constructed from the Millet French and the Germans Wolfmiiller and Hildebrant. In a 1896 newspaper Parisian it organized the first race for **moto** with fairing bodywork with two wheels, on the road of Ablis: it was be a matter of the first **motorcycle** criterium. After that one of Ablis the **moto** race was multiplied to the point that the 15 June 1897, to Longchamps, disputed the feminine championship of race in **moto** of France. Léa Lemoine won on ten **motorcyclists**. The contests in **moto** for that it

regards sample to you feminine achieve in that age other successes; as an example Renée Divonne reached quarter in Marseilles-Nizza of 1898. In that same year the first attempt - obviously positive - of supremacy was had also: the Léonard French compi the kilometer launch in 1' 52" mounting one **moto** Werner. Between 1902 and 1904 the Griffon workshop and the mechanic Fournier constructed in France the first **moto** with fairing bodywork with characteristics truly sport, able already exceeding the 100 km hour. With this **moto** the organization of one run for the allocation of the Tourist Trophy, offered from marquis De Mouzilly to the Car Cycle British Union was possible.

The race for the Tourist Trophy was disputed in 1907, in the island of Man that, for ancient I privilege, is only contrada the British one that sport competition can close the destined roads to the public traffic for the dispute of one. Collier English won with its **moto** that travelled to one to of 62 km/h. He can himself be asserted that the Tourist Trophy has been the dorsal thorn of the development of the world of the contests in **moto** to agonistico level. In 1913 he was born, to work of the English sportswomen, the "Six Days International", principle tries of regolarità. In 1911, while, the **moto** was risen to Milan Club of Italy (than in the 1946 the taliana will be transformed in **motorcycle** Federation) and in 1913 the "Audax" was organized, the first Italian competition of contests in **moto** of great relief. From this moment the contests in **moto** had in Italy one the fastest development: **moto** and pilots would be tax, with with English, on the circuits of all the world.

In 1914 it came started the preparation of the Raid North-South, one contest of pure speed of great technical and organizational engagement. The first world war of it impedi realizes it of it. The idea was resumption in 1919 with the Milanopoli that, in 1937, divenne Milan-Taral. Suspended for the second world war, it was cancelled resumption in 1950 and in 1956. The race in **moto** carries out on circuits of speed or circuits mistis; the second ones in how much prevail offer greater possibilities to put to the test pilots and **moto** on the numerous curves that them caratterizzano. The pilots participants must be fortified of licence for the guide of a sure type of **moto** on a distance with determined characteristic. The **moto** participates to the contests subdivided in classes that make reference the piston displacement, that is to the ability in cm³ to the **motor**: international classes are from 50, 125, 250, and 500 cm³ and from 550 for sidecars or the **moto** carrozzette (the **moto** with carrozzino on which pr de place a passenger who coadiuva the action pilot, above all balancing the vehicle in the curves). In the national contests they are you recognize also other classes (p. es. 65, 100, 175 cm³).

The **moto** with fairing bodywork that they participate to competitions sport comes ulteriorly distinguished in formulas: "grand prix", admitted to the vevoli contests for it samples to you world-wide for Marches. They are the **moto** più powerful, that they adopt experimentations, technical and constructive solutions of avanguardia and can completely be careened; "formula 1", with limited fairing and technical characteristics generates them correspondents to those at least 50 exemplary puttinges in commerce; "formula 2", with careens reduced tura and technical characteristics at least 200 exemplary puttinges in commerce generate them correspondents to those. With the formula "grand prix" they compete also the **moto** sidecars.



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The manifestations of the **moto** with comprise ability, regolarità, speed contests, assemble, tried you of supremacies and, at last, contests of **moto** from motocross . The contests of speed in **moto** are those whose criterion of classifies only is based on minor the employed time to cover one determined distance. They can be carried out on track of automobile race tracks or circuits to repeat an established number of times, on tracings sluices to the traffic and with determined distance: contests in climb, tests with launch departure and from detention; on tracks in battered earth; from the bottom of ash or slags (speedway); on tracks in wood or concrete with

curves strongly sopraelevate (motovelodromi) or outside road.

This last type of contest of speed for **moto** without fairing bodywork is said motocross and it is carried out on uneven lands with pits, climbs, reductions, holes, pools of water, etc. Contests are disputed characterize them and to squares. The regolarità contests are those in which the criterion of it classifies is based on the exact observance of the uniformità of march to speed prestabilite not advanced to those previewed for the street circulation and on defined distances. The contests in ability **moto** are those in which the criterion of it classifies is based on minor the employed time to complete a short distance on which balancing strettoie, aces, underpasses, coils, etc are arranged obstacles of varied nature (). Every error determined from the imperfect overcoming of an obstacle is translate in a sure number of second of penalization.

These contests of **moto** are gimkane calls also.

Contests of **moto** (in this case without fairing bodywork) of ability are carried out also on uneven land: in they the overcoming of the obstacles has importance, while the employed time is not determining. It classifies is given from I compute of the penalties (Triat). The gatherings or conventions are manifestations in which the tourist sport content and that variously compenetrano one. They consist in making to converge from localities various (and often much far) towards an only point of arrival groups of **motorcyclists** who cover routes prestabiliti along roads opened to the traffic. The criterion of classifies of the gatherings can be chosen between many possible ones: in any case it cannot absolutely refer to the speed. The tried ones you of supremacy they are recognized for distances of 1, 5, 10, 50, 100, 500, 1000, 2000, 3000, 4000, 5000 km or miles. Supremacies can be established on longer, multiple distances than 5000 units (km or miles). The supremacies can be also of time; those recognized are for km (or the miles) covered in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 24 hours. Supremacies for longer, multiple times can be established than 24 hours. The established supremacy is reported to the class which the used **moto** belongs.



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