

MOTOBORG 500 cc. 1912

Fixed-jet carburettor engine. To accelerate, the rider increased the aperture of the intake valves by acting on the camshaft



MOTOBORG sport 500 cc. 1922

*Ridden to Italian championship victory by **Romeo Sambri**, also ridden by **Tazio Nuvolari** and **Valerio Riva***



***Romeo Sambri** and **Vittorina Sambri**, the first female rider to score numerous race wins with the single-cylinder **Motoborg** and, later, the twin cylinder version*



MANCINI 125 cc. 1997

*The bike on which **Loris Capirossi** made his debut, highlighting a talent that would later make him world champion with Honda*



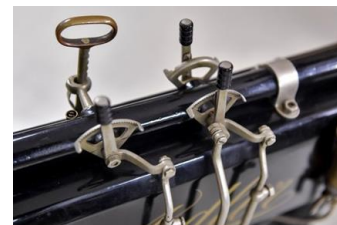
Loris Capirossi in action on the **MANCINI 125**

ADLER 300 cc. 1902

Automatic intake valve, belt transmission



Close-up of the controls mounted over the tank



Address

Benito Renzo Battilani
Via Poiano, 1B
40026 Imola (BO)
ITALY

Contacts

Tel. +39 0542 640961
Tel. +39 347 2980268
benito.battilani@alice.it

Opening hours

Upon appointment – Admission free



How to get there

Take the A14 motorway exit for Imola, head towards the town centre and after 2.8 km, about 200 metres before the railway underpass, turn left into in via Poiano. The building is 1B.



CITTA' DI IMOLA



MOTOR VALLEY

Free distribution, for tourism promotion purposes as per Italian law 135/01



Cruising !!!

Cruising !!!

Benito Renzo

Maria Rosa

Davide Battilani

IMOLA, where Emilia meets Romagna. This is the home of **Benito Renzo Battilani's** collection, which focuses on rare motorcycles or those of special technological or historical significance. The collection also features vintage motorcycle catalogues, brochures, photos and magazines. These aspects made Battilani an Italian pioneer of vintage motorcycle collecting; aided by his friends **Giuglard, Baroncelli, Valgrande, Farneti and Salsapariglia** - all driven by the same passion – he began his search in 1959. A key contributing factor was the morphological and urban make-up of the area, which held irresistible appeal for **motor** enthusiasts. The collection illustrates how two-wheeler engines evolved technologically, all the way from the first 'advanced bicycles' with boxed fuel tanks to **Loris Capirossi's** first-ever bike. Simultaneously, it gives the visitor a fascinating insight into the people who rode them, such as **Vittorina Sambri**, one of the first women to compete in motorcycle races. Many **Harley Davidson** models from the 1916-1930 period are also on display, including the one on which **Umberto Faraglia** set a speed record of 175 kph along the 'flying kilometre' in the **Rome-Ostia** race. Various 4-cylinder bikes from the **1920s, 30s and 40s** are on show, plus Italian-made motorcycles such as **Frera**, which was the biggest brand until the early 1930s. Other lesser-known names such as **Pennazio, Ollearo** and **Centaurus** are also on display, alongside unique models like the **Martina, Gardini, Junior, Condor, Fongri, Mafalda** and others.



An array of **FRERA** motorcycles. The most popular brand from 1900 to 1930, they gave some 600 riders the chance to test themselves - and win - in innumerable competitions in Italy and abroad

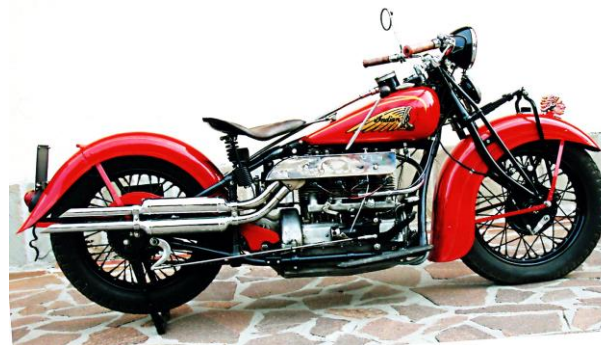


HARLEY DAVIDSON 1000 cc. 1922

High valves HD model, designed for the major races. In 1924 **Umberto Faraglia** competed in the Rome-Ostia race and set a speed record of 175 kph

INDIAN 4 CILINDRI 1300 cc. 1936

Upside Down model with side intake valves and overhead exhaust valves



MP 500 cc. 1934

A hand-built motorcycle by Turin-based **Pietro Pennazio**, the first to feature a hydraulic, integrated braking system