



## 125 "Motore lungo"

Years raced: 1951 – 1952

The engine is based on the "125 4 velocità" competition engine with a more powerful ignition system that replaces the flywheel with a magneto in the front of the crank case. The layout of the engine gives the model its name.

### WINS

1951 Milano-Taranto (U. Grossi)  
1952 Milano-Taranto (G. Franzosi)  
Vittorie totali: 21

### Technical Specification (1952)

#### ENGINE

Cylinders / Cycle: single / 2 stroke  
Displacement: 123.5 cc  
Bore x stroke: 53 x 56 mm  
Compression ratio: 10:1  
Power / Speed: 12 HP / 9000  
Torque / rpm: NA  
Cooling: air  
Distribution: flat piston  
Carburettor: 25 mm carburetor  
Ignition: magneto  
Lubrication: 12% mixture  
Starting: kickstart or pushstart  
Primary drive: gear  
Clutch: wet multiple plate clutch  
Gearbox: 4 speeds  
Final drive: chain

#### CHASSIS

Frame: double cradle tubular steel  
Front suspension: parallelogram steel tubes  
Rear suspension: swingarm with hydraulic shocks  
Front brake: 177 mm side drum brake  
Rear brake: 177 mm side drum brake  
Front tire: 2.00x21"  
Rear tire: 2.99x21"  
Wheels: spokes  
Tank: 14 liters  
Length: 1980 mm  
Width: 610 mm  
Wheelbase: 1270 mm  
Weight: 75 Kg

#### PERFORMANCE

Speed: 130 kph



MV 125 Motore Lungo - 1951  
il pilota Martucci sul circuito di Assen