



Corsaro 1200 R

2008 - 1st

Italian Roadster Cup Championship
Franco ZENATELLO / GT Racing

2009 - 1st

Italian Roadster Cup Championship
Franco ZENATELLO / GT Racing

2009 - 2nd

German DMSB Sportbike Pokal
Pro Thunder Championship
Toni HEILER / DucDickel Racing

2009 - 1st

German Fischereihafen Rennen
Toni HEILER / DucDickel Racing





Corsaro 1200 R

Moto Morini prepared a special race Corsaro in 2007 which was displayed at various races throughout France and at the Paris Show. The bike was stock with the exception of a Termignoni exhaust system, pillion seat cover, a spoiler in place of the headlights, and various carbon fibre bodywork.



PHOTO : MOTHRE REMI / MEE
TOP TWIN UNLIMITED - CAROLE UNLIMITED 2007

26-year old ex-Roadster Cup champion Tommy GALLET finished 4th in the 2007 French WERC Championship on a Moto Morini Corsaro, against rival Ducatis, KTMs, etc. His best finish was 6th at Pau-Arnos and by the end of the season he was setting top-5 fastest lap times.



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In 2008, Franco ZENATELLO, riding a Moto Morini Corsaro Veloce prepared by GT Racing di Spinea, achieved the first major honours for the Corsaro by winning the Italian Roadster Cup Championship.

Despite only competing in four of the five rounds, Zenatello won by five points, beating his Benelli and Aprilia rivals. A veteran of production racing and 2007 Desmo Challenge champion, he accumulated three race wins, one podium and a top speed at Mugello of 265 km/h (165 mph).

Andrea Gerini, head of GT Racing, took a standard Corsaro from his showroom, removed all road items, fitted a QD race exhaust system, raised the idle speed for better throttle action, and set the rev limiter to 10,500 rpm. The engine produced 152bhp on his dyno. An Ohlins rear shock and Andreani fork internals were fitted. To improve steering and weight distribution, the handlebar mounts were shortened, rearsets fitted, and the front lowered 10mm through the yokes. A modified slipper clutch completed the modifications. The Moto Morini factory planned a race kit based on Gerini's work to also include things such as programmable ECUs.





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In 2009, GT Racing and Franco ZENATELLO successfully defended their Italian Roadster Cup Championship, with race wins at Vallenga, Franciacorta and Misano, and second places at Magione and Vallenga #2. Teammate Cristiano ASCANIO also achieved podium finishes.

Journalist/ex-racer Alan Cathcart tested the bike at Adria and was very impressed. With a new RexXer tuning map he felt the engine was very strong from as low as 3,000 rpm with a kick in power from 6,000 rpm to the rev limiter. This made the bike easy to use on track. Throttle response was immediate which made the bike rather wheelie-prone. The modified slipper clutch had a seamless action, better than the road item, and along with excellent front-end grip and brakes allowed high entry speeds into corners. The race bike also retained the electric starter!





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In 2009, Toni HEILER on the DucDickel Corsaro finished 2nd in the German DMSB Sportbike Pokal Pro Thunder Championship, a production series for twins and triples. Heiler managed four race wins and two podiums and would have been champion had he not missed the Lausitzring through injury.

The season was a battle between the straight-line power of Philipp Messer's Ducati and the Corsaro's superior cornering and 50-year old veteran Heiler's use of the Corsaro's "extreme super late braking".

After pole and double race wins at Schleizer Dreieck, Oschersleben saw a 180 kp/h (112 mph) crash in practice and a broken radiator hose that caused a multi-bike crash in race 1. Yellow flags in race 2 cost another race win. After missing Lausitzring, the team came back undaunted by taking double race wins in the final round at Oscherslaben #2.





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2009 saw Franz SCHWARZ compete with a Corsaro Veloce in the French Championnat Top Twin under the banner of the MC Pole Ales and MC Ledenon clubs. He finished the championship a respectable 30th with a best qualification of 10th at Nogaro and best finishes of 14th at Ledenon and Albi.

In 2010 & 2011 the French H'elit Moto team from the Val-d'Oise department of northern France kept the Moto Morini flag flying in the popular French Top Twin championship. In 2010 they ran a Corsaro for 40-year old Arnaud SAJOUX. Race finishes in the mid-teens to low-20s gave a championship finish of 32nd. In 2011, the team ran with rider Fabrice DECLERCQ who achieved mid-20s race finishes.





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In 2013 DucDickel delighted Moto Morini fans by preparing their Corsaro for Toni HEILER to win the Class 2 (Twins & Triples) race at the popular and competitive Fischereihafen race in Bremerhafen, beating a 38-bike strong field including Ducatis, Triumphs and Hondas, and setting the second fastest race lap at 104.309 km/h (64.8 mph).

The Corsaro has had a strong involvement in the Moto Tour, a rally for road-legal bikes over a mix of public roads and race circuits, including night.



In 2007, Team RM France entered two Corsaros in the Belgian Moto Tour for rally specialist Arnaud SAJOUX and Marc DETOURNAY. Sajoux took 15th overall (12th in class) and Detournay finished 39th (20th in class).

In the French Dark Dog Moto Tour, Franz SCHWARZ took an Ales Motos Sport Dealer Team Corsaro to 27th (7th in class) despite traction issues. 42-year old ex-WEC & TT racer Marc DETOURNAY and Laurent COULMIERS also took Corsaros to the finish. Arnaud Sajoux crashed on the Ales stage.





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In 2008, Arnaud SAJOUX improved on his previous year's result in the Belgian Moto Tour by finishing 12th overall (8th in class). Marc DETOURNAY also improved with 24th overall (16th in class).

Four Corsaros finished the 2008 French Dark Dog Moto Tour, the best result being 24-year old merchant marine officer Thomas GARCIN on his first Moto Tour, finishing 45th overall (32nd in class) on a Corsaro Avio. Garcin was 4th overall at one point prior to a fuse problem losing him time at Magny Cours. Arnaud SAJOUX missed out on a top-10 finish thanks to a time penalty at Val de Reuil, whilst Marc DETOURNAY and Marc HENON also finished.

The 2009 Dark Dog Moto Tour saw disappointments with Thomas GARCIN failing to start and Arnaud SAJOUX unclassified. Marc HENON was the only rider to bring a Corsaro home, finishing in 85th place (37th in class) on the H'elit Moto machine.

Henon showed consistency in 2010 by finishing 89th overall.

In 2011, H'elit Moto once again entered a Corsaro, this time for Fabrice DECLERCQ who finished 69th overall (49th in class).

