Ralph DTE

Bringing art into engineering. 1024 × 768px

- Home
- Creative Studio
- Building
- Engineering
- Design
- Engines
- Vehicle Sim
- Graphic creativity
- Flea market
- Partner
- Plus

- **Slideshow**

- **Categories**

  - Psychological and societal behavior
  - Internal Communications
  - Advertising Critique
  - Readers' questions and polls
  - Drawing, Design and Ideas
  - Building
  - Sim Engineering
  - Perhaps not everyone knows what / who is
  - Driving Driving
  - Our products, our ideas
  - Entrepreneurship, microeconomics, marketing, branding
  - Engineering, technology and science of signs
  - Entertainment, graphics, animation, video, 3D
  - Our tests and our insights
  - Mathematics Physics
  - Materials, heat treatment and surface
  - Digital world
  - Working World
  - Motorsport, Motorsport and Mechatronics
  - Setup and Telemetry, vehicle dynamics, dynamic motion
  - Graphic Software
  - SPOT
  - Vehicle Sim

- **Hello Mark!**

- ## Recent Comments Gravatar
  - ralph-dte.eu of Perception Technology
  - Andrea on The perception of technology
  - ralph-dte.eu of ... A New Year countdown with public debt
  - ralph-dte.eu of We reveal the first animation of the rotary piston engine De Bei
  - Andrea on We reveal the first animation of the rotary piston engine De Bei
- Search
- ## Blogroll
  - Blog Directory Italy
  - Dmoz Directory
  - Directory Mrlink
  - Web sites design
  - RBC Stables
- ## Partner
  - Berardi Store. Electrolux Dometic Waeco
- ## Utility
  - Ralph DTE Directory
  - Ralph promo on DTE
  - Virtual Expo

- **Website info**
  - How do I use the blog
  - Contacts
  - Copyright
  - Curriculum vitae
  - Disclaimer
  - FAQ
  - Privacy policy
  - Blog Stats
- **Destination**
  - Login
  - RSS Articles
  - RSS comments
  - WordPress.org
- **Subscribe**
  - RSS Articles
  - RSS Comments
- **Motorsport Expotech**

- **Electrolux Dometic**

- **Stables-rbc.it**

- **Auto body Esina**

- **Try Mode:)**

- **Survey**

" Fork parallelogram DEBESS Technologies: Operating Theory to the contrary (Introduction) "

The history of an idea of DEBESS Technologies

Written by ralph-dte.eu August 27, 2010

THE STORY OF A FORK OF CLAUDIO DE PARALLELOGRAM EIB.

In the year 1989 has been filed with the Chamber of Commerce of Vicenza a patent for industrial invention on behalf of Mr. Claudio De Bei called "CUSHIONING FRONT MOTORCYCLE GROUP".

The technique of the 90 involved the adoption of telescopic forks which were subject to a number of disadvantages including the deformation of the geometry, the effect of shear, bending and twisting, especially remarkable at high speed. The purpose of the project Mr. De Bei was to create a group for the damping of the front wheel of a motorcycle free of drawbacks described above.

In the winter period between 1989 and 1990 the idea of developing the entire project on a motorcycle racing, the result of collaboration between the technician and the company De Bei OZ one of the most successful in the construction of houses for cars alloy wheels aluminum and magnesium, which supplies already in the 90s for several teams in the World F1

company and is still present in the market with wheels and rims that provide cars and motorcycles.

With the presence of Dr. Ozone and CEO Renato probe staunch supporter of the ideas of technical Bassano is created as early as 1990 the team OZ system present in the motorcycle world championship with the help of the established experimental test pilot and now official Aprilia, Marcellino Lucchi.

The first prototype built by the design engineer De Bei dates back to 1989. This first step in the evolution of the girder forks mounted on a motorcycle was a Kawasaki GPZ 750 Japanese. With the help of a note in the area and machine shop owner in the person of Joseph Artuso this prototype is built with generous dimensions, which presented the first rigid girder forks with adjustable caster.

In 1990 with the birth of the team OZ system begins the adventure into new innovative schemes focusing on cycling from the start to building a race bike, and develop prototype for use in World GP250 bike. With the purchase of a 1989 Aprilia standard The team gave life to the full study of a racing prototype which employed the standard single-engine motorcycles and power units. In fact the chassis that enveloped the engine running in April was exclusively the result of the technical ideas of Bassano, who had designed and redesigned, with new calculations and weight distribution. The frame is completely reworked in April '89 250GP at the level of suspension presented, with the core chassis remained virtually the original, a girder front fork fulcrum on rods welded to the frame with the shock front located under the tank driven by a system of levers progressive articulation, with the ability to change the trail by simply rotating two eccentric on which they concentrate, lower arms of the parallelogram.

The fruit of so much work has been presented, in record time, the Grand Prix in Misano Adriatico in Italy in 1990 where the bike has a few laps of testing, without being spent using in the race with the team OZ Lucchi.
The bike motorcycle techniques published in various journals has gained the interest of a famous motorcycle manufacturer, the Italian Aprilia, the only company to counter the domination of the rising sun in the motorcycle industry.

This laboratory developed the first prototype ozone system was used only as a team to be used in the study shows some evidence of the championship in 1990, in anticipation of a second prototype to use and develop the whole of the world championship races Speed 250GP 1991. Lucchi well as continuing evidence of national and international circuits, in fact, took the prototype races like the Grand Prix in Brno and the Italian championship at Vallelunga, where the pilot has obtained Romagna placings all about considering the potential of the bike with standard motor park.

With the end of the season of the MotoGP speed Gp250 and the arrival of the winter season, the team captained by the system designer OZ De Bei, has in the pipeline, the second version of the prototype version of the bike in the 1991 model Aprilia fairing and the bike livery OZ was presented at the Bologna Motor Show in December 1990 at the stand of 'OZ WHEELS MOTOR SPORTS. The new 1991 prototype was tested by Marcellino Lucchi in the first tests of the current year, giving positive results despite the engine was still standard semi-official.

By the year 1992 and with the continuous positive tests in February and March gave birth to a new team in collaboration with the Aprilia team that went to support the system in OZ Modial speed GP250 bike. The agreement was born of the strong demand of the house Noale participation in the development of the two and a half race with the innovative parallelogram front suspension system. In fact, parallel to OZ motorcycles built by the team, Aprilia and his technical staff, in the persons of 'Ing Gaetano Cocco and Ing. Luca Fabbri as responsible for developing frames, built two new prototype racing in different shapes and geometries than those created by the technician Bassano, but with the same operating principle.

The findings certainly positive from both the technical OZ sig.De Bei that by pilots and Bosa Lucchi, have been reflected primarily by 'ing. Coconut and by 'ing. Wittherven, the official Aprilia team, confirming that after their first positive test and development system to track lap times, the road taken by the OZ system was definitely down.

The OZ team concluded an important agreement with Aprilia, the only European brand to counter the Japanese bikes in the 250 Class World Championship track speed, for the supply of mechanical motion with official and special chassis, with front suspension OZ System.

This collaboration was possible for the great interest generated by the suspensions at Aprilia designed by coach Claudio Bassano De Bei and patented OZ

The team was therefore considered to OZ same since April, official team of external development, thus in effect becoming the third team to the team of official asieme Loris Reggiani and external to the team "Hibernate" by Pierfrancesco Chili.

I sincerely thank Gianluca De Bei (son of the coach Claudio De Bei) have supplied valuable material for the preparation of this group of articles about the fork rigid parallelogram scheme invented by DEBESS Technologies. Raffaele Berardi.

Links to all articles of this service:

- Girder forks: A patent born DEBESS Technologies
- Girder forks: The basic
- Girder forks: The operation
- Girder forks: Technical
- Girder forks: The history of an idea of DEBESS Technologies

Share

This article was published on August 27, 2010 at 09:31 and is filed under Engineering, technology and science notes . Tagged: history debess patented technologies , history debess fork , fork parallelogram debess story , story idea debess , coach Claudio De Bei . You can follow any replies to this discussion through the RSS 2.0 feed. You can leave a comment , or trackback from your own site.

One Response to "The history of an idea of DEBESS Technologies"

1. January 7th, 2011 at 12:12
   Girder forks: a patent born DEBESS Technologies | DTE Ralph writes:

   [...] Girder fork: The history of an idea of DEBESS Technologies [...]

Leave a Comment

Name (required)

Mail (will not be published) (required)

Website

XHTML: You can use these tags: <a href="" title=""> <acronym title=""> <abbr title="" target=""> <b> <blockquote cite=""> <code> <i> <strike>

Send a comment

" Fork parallelogram DEBESS Technologies: Operating Theory to the contrary (Introduction) "
Theme: Andreas09 by Andreas Viklund .