

Motori Italiani d'Epoca

Progettista: **Mario COCO**

FRAM

Ognina (Catania) 1924 -

Profile:

Profile and Biography were written by the author mainly collecting the memories from a very good friend of Mario Coco, Sauro Zanchi. Mario and Sauro studied together, lost each other after the war, when Mario moved to GB, but they met again during the pleasant summers of Tuscany when Mario was back. At the end they were planning to prepare a replica of the Coco masterpiece: the Eolo, but there was no more time ...

Prouction:

MC 1 (1)	1942	S	1	10				
Breda x moto	1944	D	1	21				
Eolo	1945	D	280	5	4,99	22	17	234
MC 3	1946	D	I	10				
10cc con compr.	1948	D	p	10				
Minimotor (2)	1948							

(1) con Ing. Corradino D'Ascanio, direttore della Piaggio

(2) motorino ausiliario x bicicletta venduta licenza alla Trojan (GB)

50/60 marina di pietrasanta ma non aveva più niente

Biography:

Mario Coco was born in Sicily but soon the family moved to Pisa where his father founded a mechanical workshop also dedicated to sport cars. In Pisa he got his technical aeronautic bachelor. Sauro Zanchi and Ferruccio Cassola, both belonging to our story, were good friends and schoolfellows. Coco obtained (1941?) a Kratmo 10cc spark engine from RUNA (...), he realized a winning model for it, but soon he lost model and engine (*this happened during the preliminary tests of the Asiago "Concorso Nazionale"*) but not before he and Cassola could replicate the Kratmo (*the Cassola 10cc engine is still around*).

In 1942, using the facilities of the Piaggio Workshop (*who doesn't know Ing. Corradino D'Ascanio, the father of the famous Italian scooter "Vespa"?*), Coco realized his first Compression Ignition 10cc engine, the MC 1 that is inspired to the just introduced Dyno. Again model and engine are destroyed during the terrific August '43 bombing of Pisa (*the author was there and even if four, he remembers awful images of the result of the bombing*).

These were very difficult years for the II WW and Coco in 1943 was with Breda Research to study a non successful 21 cc, Compression Ignition engine for bicycle and spends most of the time studying and drawing model engines. Only

at the end of the war Coco works in Sesto Calende (Varese) where he starts series production of his most famous engine: Eolo 5 cc C.I.

The Eolo was a very special engine, it was produced (**1944**) in only 280 units because the owner of the workshop working for Coco was shouted as a consequence of disagreement between political parties.

(to be continued)

Coco a Pisa Sauro al Nord

L'Eolo è un motore molto interessante che fu il prodotto giovanile di un progettista meccanico di prim'ordine. Si chiamava Mario Coco, era nato a Pisa dove il padre che era della provincia di Catania aveva fondato un'officina in cui si facevano pure elaborazioni automobilistiche. L'Eolo sopravvive in Italia nell'unico esemplare bellissimo che possiede Ninetto. Mario Coco che Zanchi conosceva bene è mancato da pochi anni.

Fonti:

- F. Galè - Old Timers Gazette - Motori d'Epoca (Ilario Biagi - Mario Perrone) in Modellistica - giu 87
- contatti con Sauro Zanchi e Ing. Sartori

The only known specimen of the Eolo, out of 280 units (and this looks incredible!), is in the attentive hands of Ninetto.

