



Angers, January 2025

MIDUAL

Quintessence: A superfinish for an exceptional motorcycle

Since 2017, Midual has been present at Rétromobile (5-9 February 2025), the world's most beautiful temporary museum dedicated to collectors' cars, celebrating the art and the way of refining bodywork and engines.

As part of this culture that highlights the work of designers, engineers and mechanics, Midual offers a deliberately limited edition, to add rarity to the prestige of its timeless Type 1 roadster.

"Quintessence" is distinguished by an elegantly refined silhouette in its rear section, majestically highlighting the monocoque chassis with its unique architecture and a superfinish, illuminating the curve of each of the components of the Type 1, an expression of know-how focused on excellence.

Each piece has received a specific manual finish designed to highlight the material and shapes. The fully aluminium construction is thus revealed.

A true ode to beauty, "Quintessence" pushes boundaries in the quest for perfection, elevated to the rank of corporate culture, which drives Midual's technicians every day.

Combining audacity and mastery of art, thanks to orange leather upholstery and the dazzling, intricate work of the polishers, "Quintessence" reflects the shared passion and enthusiasm that have fuelled Olivier Midy and his teams since the creation of Midual.

3 copies

Price on request

Approved

Midual stand at Rétromobile : Hall 1, stand L-047

(near Richard Mille and Peter Auto)



-About Midual

Midual is the dream of a motorcycle combining classicism and technical originality, realised by Olivier Midy, a motorcyclist at heart and an engineer.

The adventure began in 1992. For 15 years, starting from a blank page, Olivier, with the collaboration of his brother François, worked hard to design and test a proprietary engine.

Once the engine was validated, the idea of an exceptional mechanical object was imposed and the team, with extreme attention to detail, imagined and designed each of the technical elements that made up what would become the Midual Type 1.

The project was enormous, because it combined a unique engine architecture in current production, a 1,036cm³ liquid-cooled, twin-cylinder with dual overhead camshafts, flexible, efficient, full of character, tilted 25° and mounted in the direction of the road, and a sculptural monocoque chassis in 25kg aluminium alloy (whose raw casting before machining weighs 80kg) cast in one piece, acting as a fuel tank and body, integrating and concealing the less elegant technical functions.

Complex challenges (200,000 hours of research and development, shown by the almost 2000 iterations to successfully combine elegance and performance of the cooling system), to which Olivier Midy adds, with a taste for the challenge, the imperative of a quality of production and finish that is quite exceptional, worthy of the aeronautical field.

In this spirit, to best control the manufacturing process, all machining of the engine, the self-supporting double shell and the high added value parts are carried out in-house using multi-axis machine tools.

Each Midual is manufactured by hand in Anjou by artisan mechanics whose workshops adjoin the design office, offering remarkable responsiveness, with the same high degree of precision as a highly complicated watch.

The parts that will make up the Midual Type 1 are subject to a systematic quality control, and then removed from storage in dedicated assembly trays and assembled under the control of a checklist, before a preliminary start on the test bench and a 500 kilometre test ride.

A four year warranty validates the extreme care taken in production.

Participating in the same philosophy of a service as close as possible to buyers, revisions are carried out within the factory itself, by the original technicians of its manufacture. No other motorcycle in the world receives so much attention.

Find out more:
Instagram : midualofficial
www.midual.com

Contact
06 78 51 96 07
contact@midual.com

Midual Type 1 technical specifications



Engine

Type: 25°-sloping flat-twin, transversal crankshaft

Bore x stroke: 100 x 66 mm

Total displacement: 1036 cc / 63.2 cu in

Compression ratio: 12:1

Max power: 100 hp at 8200 rpm

Max torque: 102 Nm / 69 ft.lbf at 5500 rpm

Max engine rpm: 8800 rpm

Cooling: liquid, with an expansion chamber + 2 oil radiators

Crankshaft: 180° timing, boxer type

Cylinder heads: DOHC, 4 valves per cylinder, INT 36 mm, EXH 31 mm

Timing: spur gears, roller chains, hydraulic chain idlers

Fuel and air supply: electronic injection, diam. 54 mm throttle bodies

Exhaust: 2 catalysts + lambda sensor

Oiling: dry sump lubrication system

Primary gear: spur gears

Transmission: 6-speed, type 525 chain

Clutch: multi-plate, oil bath

Start: electric

Chassis

Type: double-wall aluminium alloy monocoque, acting as the fuel tank and the body

Front suspension: diam. 43 mm Ohlins FGRT fork, displacement 120 mm / 4.7 in

Rear suspension: cantilever, Ohlins TTX 36 shock absorber, displacement 120 mm / 4.7 in

Swinging arm: integral aluminium molded part

Wheelbase: 1505 mm / 59 in

Head angle: adjustable from 24° to 25°

Trail: 100 mm (for head angle of 24.5°)

Front brake: 2 four-piston Brembo calipers, diam. 320 mm floating discs

Rear brake: two-piston Brembo caliper, diam. 245 mm disc

Tubeless spoked wheels: width 3.5 in (front) and 5.5 in (rear)

Tyres: 120/70 x 17 (front) and 180/55 x 17 (rear)

Dry weight: 239 kg / 527 lb

Mass distribution (front/rear): 48,2%/51,8%

Fuel tank capacity: 14 L / 3.7 US gal

Seat height: 820 to 770mm (32.3 to 30.3 in) depending on version