



# *Il Leone Ruggisce*

*Summer 2024*



**<http://www.benelliclubgb.net>**

## Membership Renewals

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**PLEASE NOTE:** Members are reminded to keep us informed if their details change (especially postal address) and if possible provide us with an e-mail address (essential for members requesting e-copies of the magazine)

# The Lion Roars Summer 2024

*In this issue:*

Page

|                                                 |                              |    |
|-------------------------------------------------|------------------------------|----|
| The Chairman's View                             | <i>Steve Peace</i>           | 4  |
| Club News                                       |                              | 5  |
| Stafford Spring Show                            | <i>Pete and Wendy Rimmer</i> | 7  |
| You Can't Hurry a Hurricane                     | <i>Pete Rimmer</i>           | 10 |
| The World's Finest Minicycles                   | <i>from the Archives</i>     | 14 |
| Evening Ride-out to West Mersea                 | <i>Steve Peace</i>           | 16 |
| In Paso's Wheeltracks - the Zanzani Diaries     | <i>Mike Schofield</i>        | 19 |
| Benelli Onboard Diagnostics                     | <i>Greg Guille</i>           | 22 |
| Press Release from the FBHVC                    |                              | 24 |
| Embarrassing Biking Moments You Hope Nobody Saw | <i>Archie Vist</i>           | 26 |
| Runs and Events                                 |                              | 28 |
| Club Section Meetings                           |                              | 29 |
| Classified Advertisements                       |                              | 30 |
| Final Thoughts                                  | <i>Steve Peace</i>           | 34 |
| Club Contacts                                   |                              | 35 |

## Send us your articles....

The Benelli-Motobi Club GB would love to have your stories and articles for inclusion in the Magazine. You don't have to be a literary genius, we are here to help with grammar and spellings, etc. Your pictures are welcome too.

## Everyone has a story to tell, so tell us!

Send in your news items, pictures, stories, etc to [editor@benellclubgb.net](mailto:editor@benellclubgb.net). Make sure pictures are of good resolution . We look forward to hearing from you. Articles may be edited for length and/or content.

Please send your article(s) as PDF documents and photos in JPEG format, **or if you prefer, send your article by post to Steve Peace, 85 Ballamaddrell, Port Erin, Isle of Man IM9 6AU**

**Please note: articles must be submitted before 15<sup>th</sup> August 2024 for inclusion in the Autumn magazine**

*Articles submitted by individual members do not necessarily represent the views of the Benelli Motobi Club GB. Individual advertisements are not vetted by the Club.*

## The Chairman's View

### Steve Peace



Hi everyone. As we write these notes the sun is shining for change, and the IOM TT is fast approaching.

It has been a mixed bag regarding the Club's attendance at the indoor shows so far. A very disappointing response to our first attendance at the Kickback Classic Show at the Malvern Showground saw the numbers so low that we had to cancel the Club stand at the very last minute. I hasten to say this was not a case of members just not wanting to attend, but of illness, clashing engagements, etc etc. It was just one of those things, and I am uplifted by the fact that many of those who could not attend this time, spoke of wanting in the future to attend this or other shows that we have planned; and fortunately we have already been invited back to Malvern in 2025.

Stafford Show took place the following weekend (report later in the magazine) which was very successful for us, and I would like to say a big thank you to our members who freely gave up their time to display their machines, and also a special thank you to Peter and Lorraine Ray who came down to the show, despite extreme personal challenges.

On to other events happening in the next month or two, kicking off with the Barry Sheene Festival at the Olivers Mount road circuit, Scarborough. We have had a healthy response to this meet and the scene is set for a great weekend, hopefully in the sun.

In July we have the Classic Bike Day at the Crich Tramway Village in Derbyshire. We do not currently have a Club stand here but we do have a Club presence, with several members attending. On the same weekend is the Mallory Bike Bonanza; there will be no Club stand there either due to lack of volunteers to run it, but same again, there will be several members attending individually to take part in the parades.

The Club will have a stand at the popular Founders Day Event, at Stanford Hall, Leicestershire (see advert later in the magazine). The BSB event at Thruxton has now been confirmed by the organisers, and the Popham Show ably run by Monty Sadler in August is definitely on, so please get in touch with either myself or Monty (see events page). Monty has offered to set up a ride out alongside other clubs in the summer, so please lend your support if you have some spare time.

The final event of the season is the Mechanics Show at Stafford in October. There has already been a good response from members wanting to exhibit at the show, but there is room for more so please get in touch.

There has been a distinct lack of editorial material arriving on the editors desk of late. To make the magazine as diverse and interesting as possible your stories and articles are very much wanted and appreciated. No matter how insignificant you think your story is please send it in to Wendy with a few pictures if possible to [editor@benelliclubgb.net](mailto:editor@benelliclubgb.net).

It has been a somewhat frustrating start to the year for the Membership Dept. Val has had huge problems with new and prospective members not being able to do the simplest of tasks on the website, such as to download and print a membership form, and some potential new members were lost in this way; but to all who actually persevered, thank you, I hope you enjoy your stay with us. We are now in the process of creating a new website with the help of Mary Elder who has run the website over many years and has had to cope with a lot of problems along the way. While all this development is going on I ask you all to bear with us a little longer whilst we transition from the old site to the new.

## CLUB NEWS

A warm welcome is extended to the following new members:

# NEW MEMBERS

Andrew Stevens *South West*

Mark Cribbs *Tyne & Wear*

Dave Messenger *Oxfordshire*

Michael Templeman *Herefordshire*

Barry Hallam *Staffordshire*

John Harland *Staffordshire*

Peter Kubarych *Tasmania*

Steve Plant *Denbighshire*

Larry Houghton *Wiltshire*

Jeremy Davenport *Greater Manchester*

Neville Hutton *Cheshire*

Christopher Pearson *NSW Australia*

Robert Bentham *Cheshire*



### SCOTTISH BIKE SHOW

Club member Owen McGeary attended "Scotland's Biggest and Best Motorcycle Show" at Edinburgh's Royal Highland Centre in March, with his superbly turned-out Benelli 650 Tornado (pictured left). The show is Scotland's only indoor motorcycle event, with over 15,000 visitors attending each year. All the bike clubs were placed in the Lowland Hall, with the other two halls given over to trade stands and dealers (Mortons take note regarding the mish-mash set-up at Stafford), with the latest models on show from various manufacturers.

# WE NEED YOUR HELP!

The Club has for some time now struggled to attract members to some of our events, particularly the outdoor ones. This has meant that we have had few or no volunteers to erect the Club gazebos and help mind the stand on the day. Event organisers are now

saying that they need to know **at least one month prior to the scheduled date of their event** how many tickets each club requires.

Sufficient volunteers willing to give a small amount of time, show their bike and help out is absolutely crucial to the event being viable or not.

Here are the new rules commencing June 1st 2024:

If you would like to show your bike at one of our events, follow the guidance notes below:

Please book your bike in to me at [steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net) at least 4 weeks in advance of the event you would like to attend, and inform me if you can help with the setting up/running of the stand. (NOTE: It is not a condition that to show your bike you have to help set up and run the stand, but it would be nice if, say, a couple of you would offer assistance on the day)

## Remember:

Club attendance at the event will be cancelled if either there is no interest in the displaying of bikes or there are not at least two volunteers to give the Club stand organiser a hand.

I am sure most of you will agree that if enough members lend a hand, this gives us a fighting chance of putting on a good display, and having an enjoyable event.

**Come on, let's get together and support our Club!**

## BENELLI SPARES FOR SALE

Colin Darlow

I have over the years mopped up various collections of Benelli spares. (What I haven't got is a previously undiscovered Aladdin's Cave of rare six parts, so you will still need to go to the recognised suppliers for those).

My main interest is the 2c two strokes, but I now have the Club's former spares stock that covers the 125 and 50 cc models, and a quantity of used multi-cylinder bits as well.

There are engine and cycle parts for the 125 and 50 cc models, mostly NOS but some requiring restoration.

2c stuff is mostly used but in good condition and ranges from frames/tanks through engine parts and on to project bikes or complete machines.

Multi-cylinder bits are mostly 4 cylinder used parts, engine, frames, seats etc.

I am not a business, just a hobby that has got out of hand!

Email is best: [Colin.darlow@btopenworld.com](mailto:Colin.darlow@btopenworld.com)

but phone is ok: **07739462887**

Get in touch - I may have the part you are looking for.

# STAFFORD SPRING SHOW

By Pete and Wendy Rimmer

All in all, we had a pretty decent show, despite being slightly down on exhibitors, which was just one of those

things as last minute difficulties can't be helped. We had seven bikes on the stand this time, including our regular attendees, the Hurricane minibike, Benelli 125 Sport and little G2 Elle moped. Also on show was

our recently acquired teal-coloured Benelli 500 Quattro (I polished it for hours), the 750 Sei of Peter and

Lorraine Ray, Dave Perkins' Benelli 50 Cross and Tony Wynne-Jones' Wards Riverside Benelli. It was a decent mixture of models and the stand looked very presentable indeed. Moto GB attended once again with

their magnificent array of new bikes - the general public took full advantage of their chance to sit on the bikes and try them out for size. They also had on display (but not for sitting on) two "brand new" Merloni machines (900 Tre LE in green and silver and 1130 Titanium in grey), which were drooled over quite a lot!

Special guests at the show this time were former racers Phil McCallen and Guy Martin. Northern Ireland-born McCallen achieved eleven Isle of Man TT wins during his career and held the lap record at Olivers Mount, Scarborough, from 1994 until 2004 until it was broken by Lincolnshire-born Guy Martin.



The 500 Quattro with the 125 Sport behind



G2 Elle 49cc moped



Hurricane mini-bike



Peter and Lorraine's 750 Sei



Dave's 50 Cross



Tony's Wards Riverside



Benelli Tre 1130 Titanium on the MotoGB stand



Benelli 900 Tre Limited Edition

The show as a whole was a bit sparse, a fact commented on by quite a lot of visitors. The aisles in the main hall were twice as wide as they used to be, suggesting that attendance still has not picked up fully since COVID. Also it may have something to do with the increasing charges put on by Mortons. When we arrived to set up, there was no table and no chairs on the stand. Thinking that they must still be setting them out, or that they had forgotten us, I went to the reception desk to enquire. The young lady on the desk said that tables and chairs were now charged for and it would be £7.50. Are you serious?!! Never in the twenty-odd years that we have attended this show have we ever had to pay for a table - it has ALWAYS been provided as part of the package. Bearing in mind that if it wasn't for the bike clubs turning up and taking part there wouldn't be much of a show, the attitude of Mortons towards us just gets meaner and meaner. Gone are the days of the free tea vouchers on set-up day, nice gestures are not part of their remit any more it seems. However, two very helpful event staff guys took pity on us and kindly appropriated us a table and a couple of chairs, for which we were really grateful. We had plenty of visitors and enthusiasts to the Club stand and were kept busy for most of

the time over the two days of the show. The ground outside was pretty sodden due to the previous six months' worth of rain and the tractors were on stand-by in case anyone needed towing on or off the grass. We managed to park near the edge with our front wheels on the tarmac. Unfortunately, yet again, we got

the worst group of morons next door who insisted on partying at full volume until 3 am on both the Friday and Saturday nights. Needless to say, we were like zombies as we shuffled into the cafe for breakfast, asking ourselves why we keep doing this twice a year.

Once on the stand, though, all the frustration of the previous night usually disappears and we enjoy meeting up with fellow Club members and chatting with prospective new ones. The time just seems to fly by, and before you know it, it is late afternoon on the Sunday and time to pack everything away again ready for the next show in six months' time.

We recently managed to fire up and run our little Hurricane mini-bike for the

first time since we acquired it about 20 years ago (long story - see later article) and Pete was discussing it with Peter Ray, telling him how we managed to get some suitable piston rings quite cheaply from a garden machinery retailer after trawling the Internet for days and coming up with nothing or horrendously expensive ones from numerous bike spares retailers. Since the hall was emptying rapidly as exhibitors packed up and moved out, Pete decided to kick-start the Hurricane into life; it started after three or four kicks and Peter Ray was persuaded to climb aboard and ride it up and down the alleyway. It certainly put a smile on his face, as you can see from the picture! It's a bit wobbly

on the handlebars at the moment but we are hoping to put that right soon.

Many thanks to all who brought their bikes to show them on the stand. Your support is much appreciated and we hope to see you again at the next one.



Peter Ray having  
a laugh on the  
Hurricane



The Benelli Motobi Club stand

# You Can't Hurry a Hurricane... By Pete Rimmer

I stumbled across this Benelli mini-bike quite by chance when its former owner asked me where he could obtain spare parts for it to make it work again. A mutual friend had pointed him in my direction, knowing of my association with Benellis; at the time though, all I could do was advise him to search the Internet as these mini-bikes were made mainly for the American market. Some were sold in Italy but not many at all came to the UK, meaning that finding parts would be a challenge. Very little was known about these machines other than that from time to time one would turn up somewhere (and still do). All this happened over twenty years ago, so the Internet was still in its infancy and nowhere near as proficient as it is today. I told the guy that if he wanted to sell the little bike I would be interested in buying it from him.

At this point in time, I hadn't seen the bike so had no clue which one of the various models it was. Anyway, some weeks later I got a phone call asking if I was still interested in the bike and I said "Yes!" The guy had obviously had no luck with the parts search and was looking to get rid of the defunct machine, so I went over to have a look, armed with pictures and leaflets of all the mini bike models to try and ascertain which one it was.

The poor thing was in a sorry state: it had been ridden (thrashed) around the garden by his young son until it had packed up. Checking it against my pictures, I came to the conclusion that it was a "Hurricane", although not completely standard. The headlight was actually an oblong yellow-lensed fog light (should have been a round, clear-lensed one) and various bits and pieces were missing, such as the speedometer and the tool case. It was obvious that the bike had had a hard life with the young lad: the headlight lens was broken, there was a visible hole in the sidewall of the rear tyre, another one in the exhaust pipe just where it exited the engine, the seat was ripped, the engine side cover was missing, there was no side-stand and the rear cable-operated brake was lacking its brake arm. Some intensive TLC was needed!

I made an offer for the bike, which was accepted, and it came home with me. Once in the workshop, it was examined in more detail to find out what was needed to restore it to a usable state. The first thing to do was put the fuel tank on the right way as it was back to front. This made no difference to the workings of the machine, but at least it looked better! I put some fresh pre-mix oil/petrol in the tank and attempted to start the engine. It was having none of it so I took out the spark plug, cleaned it and checked the gap. There were plenty of sparks as I kicked over the engine so I replaced the plug and tried again - but to no avail. Since there were other projects lined up waiting to be sorted, the mini-bike was shelved for the time being as it was not a priority.

Some time later, I tried again to bring the Hurricane back to life. Firstly, it was stripped down, the frame given a coat of paint and some of the missing parts replaced. I managed

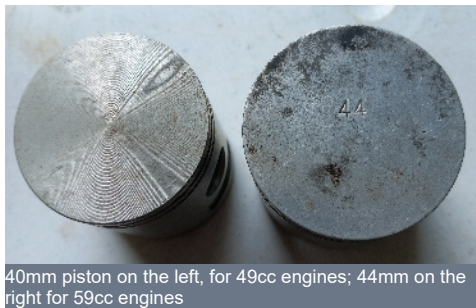


The Hurricane at Stanford Hall, bedecked with posters to hide all the broken and missing bits!

to buy a new headlight, light switch and horn, patched up the exhaust and made a new seat cover, brake drum lever and side-stand. The missing side cover was replaced by a plastic Christmas pudding pot - not ideal but at least it hid some of the exposed giblets! Things were looking better, but it still wouldn't start so was shelved again. However, now it was a bit tidier, it started to make appearances at shows. The first one was Stanford Hall in 2000, whilst it was still in its derelict and neglected state. Since then it has appeared regularly at Stafford and usually attracts some attention (usually laughter), and is put back in a corner of the garage out of the way until the next one, always with the same intention of "getting it going for next time". Inevitably, the six months between Staffords would fly by and still the Hurricane would have advanced no further with my half-hearted attempts until one day Wendy and I decided that enough was enough - the bike would be sorted once and for all!

So, the engine was stripped down and new seals and gaskets fitted on the rebuilding of the crank cases. The next Stafford show was by this time imminent (it's funny how time goes by) and it seemed a good idea to give the bike a quick try to see if it would start up. Much to our surprise there was a sudden burst of life and the engine started - but after three or four seconds it gave up the ghost. Oh dear, shelved again until after the show.

Encouraged, however, by this progress a concerted attempt was made to try and keep it going. Still, all efforts were again fruitless despite there being plenty of sparks at the plug and plenty of fuel reaching the piston - just no ignition of the petrol. More determined than ever to put this little bike into full running order, the engine was stripped again; the spark plug was actually wrong as it should be a short-reach rather than the long-reach one that was in it; the cylinder head and cylinder were removed along with the piston, which was stripped of its rings. The piston didn't look too bad but the rings were worn out with a whopping great 77 thou gap (should be 15 thou maximum).



40mm piston on the left, for 49cc engines; 44mm on the right for 59cc engines

The piston itself was stamped up as 44mm which gave us a problem: Benelli made two versions of this engine - a 49cc for Europe and a 65cc for the USA, which meant that the 49cc engine should have a 40mm piston and the 65cc should have a 46mm one. Why on earth have we got a 44mm one then? How very strange this was! We thought that maybe it was a big-bore kit for a 49cc, and where are we going to find a new piston and rings to put

it right?

In our "spares department" were some new 40mm pistons intended for a 49cc engine, so we contacted an engineer specialising in restoration of engines to ask if the barrel could be sleeved down to fit the 40mm piston. We were told this was indeed possible and yes a sleeve would be made for our little engine to bring it back to size. We left the barrel with the engineer, along with a new piston and rings, but weeks and weeks later, when we had heard not a word from him, we contacted him to check on progress. The job had not even been touched, the excuse being that it was an extremely busy time with race engines and our job had to be put back for now. This same story went on for two years - we kept fetching the barrel back so we could put the bike back together for Stafford - and in the end we gave up and the barrel never went again.

During one of our visits to Stafford we spotted a Benelli G2 Elle moped lurking on one of the autojumble stands. It was in a sorry state generally, but it was the engine we were interested in as it was a "lying down" engine just like the Hurricane. We made an offer for

it on the Sunday and brought it away with the intention of putting the engine in the mini bike. When we got home and got it running, we decided it was too good to dismantle so we restored it to a half decent condition - but that's another story already told

In the meantime, more research into these engines led us to "Myrons Mopeds" on the Internet, a US-based dealer who had worked on many of these machines, who stated that the Benelli 65cc models were in fact only 59cc, hence the 44mm piston - Eureka! Armed with this new information, we scoured the internet for a new piston and rings. Some months later, one popped up on EBay being offered for sale by someone in America. Needless to say, we put our order in straight away (never mind the cost - we wanted the bike running!) and it arrived within a few days.

Soon after the next Stafford show, the bike was on the bench having its new piston and rings fitted. This was fairly easy, but afterwards I realised that I hadn't put a base gasket under the barrel. Off it came again; when trying to refit the barrel, the bottom piston ring popped out of its groove and pinged, snapping a small chunk off the end of the ring. Another setback! Now another ring had to be found, which was not easy by any means. We tried all the local bike shops without any success as it was such an odd size. One dealer suggested calling a garden machinery supplier in Worcester who may be able to help, and gave us their number.

We found the retailer on the Internet and discovered that they stocked 44mm rings which were actually intended for Husqvarna chainsaws. Now, piston rings have three dimensions (diameter, width and thickness) but unfortunately they were only advertised by diameter and width. We assumed that, since they were for two-stroke engines, the end profile would be correct anyway, so we ordered



The wiring was juggled a bit to get the desired effect

three rings (one to use and two spares just in case) as they were reasonably cheap, unlike the £90 Yamaha ones we had enquired about previously for another machine! When they arrived we compared them to the old rings and to our delight they were a perfect fit. Extra care was taken when re-fitting to make sure there were no more mishaps.

Once the engine was reassembled, we couldn't wait to see if it would fire up, confident that it would. Our attempts were thwarted again. For some reason the previously plentiful sparks were now absent. Not to be defeated, I switched the coils on the magneto so that I could get a spark from the lighting coil and after a bit of coaxing, the engine burst into life, and after a bit of fettling, we were able to ride it up and down the yard - we were over the moon! There is still some work to do, but after all these years there is another old Benelli brought back from extinction.

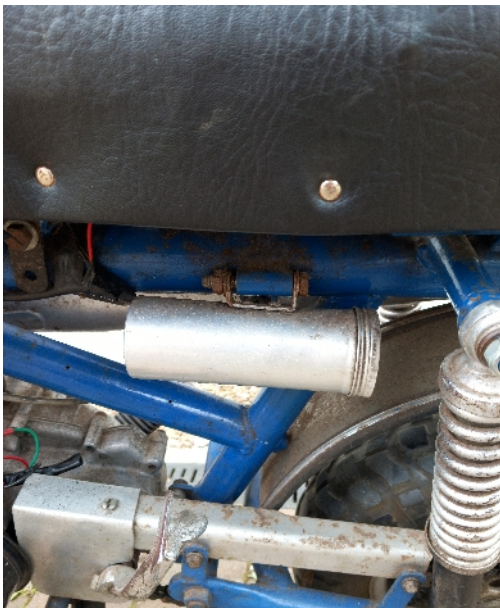


Soon it was show time once again and the Hurricane as always took its place on the Club stand. After packing away the regalia and scenery, the little bike was fired up.

Suitably impressed, Club member Peter Ray was invited to give it a go and he jumped on and rode it around the hall with a huge grin on his face! We are still looking for a side cover so that we can ditch the pudding pot.....



*Clockwise from top left:* The Hurricane with its new headlight and horn; The Hurricane wearing its nice new show plate; A new tool case was made from an aluminium tube. An extra piece was added to the chain guard to fully enclose the chain. Non-standard, but saves your trousers getting caught up in the chain; A piece of angle-iron was bolted on to make a side-stand; The pudding-pot side case



# THE WORLD'S FINEST MINICYCLES

In the depths of the archives, I found a little A4

poster, headed as above, of all the Benelli mini-bikes produced for the United States in the 60s and 70s. It was rather interesting, so I thought I would share the information with you all. The poster said that *"Complete lighting, horn and speedometer are standard on all models except Woodsbike, and are "street-legal" in most states."* However, it was a good idea to check local regulations just in case. All the 65cc ones we now know to be actually 59cc, not sure about the reportedly 180cc Volcano! - Editor



## The Hurricane

65cc, automatic clutch, 7" Pirelli knobby tyres, folding handlebars and retractable luggage rack (unfortunately missing from our own Hurricane)



## The Hornet

65cc, automatic clutch, 9" Pirelli universal tyres, stainless steel fenders, folding handlebars and retractable luggage rack



## The Dynamo Compact

65cc, 4-speed footshift, 10" Pirelli universal tyres, upswept exhaust



## The Dynamo Trail

65cc, 4-speed footshift, 10" Pirelli knobby tyres, skidplate, upswept exhaust and rugged suspension



### **The Buzzer**

65cc, automatic clutch, kick starter, folding handlebars and collapsible seat, Folds to suitcase size



### **The Volcano**

World's most powerful minicycle - 180cc, 4-speed footshift, Marzocchi forks, folding handlebars, retractable luggage rack, skidplate and upswept exhaust



### **The Woodsbike Chopper**

65cc, 4-speed footshift, 10" Pirelli knobbly tyres, tough pleated custom chopper seat and heavily chromed sissy bar



### **The Dynamo Sidehack**

A Benelli exclusive. Rugged steel frame sidecar with safety handrail and thickly padded seat. Powered by the 65cc Dynamo Trail



### **The Mini Enduro**

65cc, 4-speed footshift, 14" spoked wheels, Pirelli knobbly tyres, skidplate and Marzocchi forks. Motocross handlebars, fenders and exhaust

## Evening Ride Out to West Mersea on the Mersea Island, Essex

By Steve Peace

We go way back to 1999 now as I delve into my East Anglian Section notes to find a ride-out into Essex from the Suffolk town of Ipswich. It was nearly midsummer and the daylight evenings were long, so I arranged a 6.00pm start. The riders that night were Kelvin

Buckles (Moto Guzzi V65T), Tony Robinson (Morini 500 Maestro), Paul Wilkes (Norton Commando Interstate), Jim Leigh (Morini 350), Steve Hough (Morini 500 SEV), Patrick Bloomfield (Suzuki 250 Gamma in Pepsi colours), and me on the Benelli 254 Quattro. As you can see this was a right mix of machines and also riders of differing abilities; shall we say the run was interesting.

We left Ipswich with me on the little Benelli leading, on the eastbound A14 just for a quick getaway, and then we were to bear off on the rural A137 to the South. Long straights with the occasional bend are the feature of this road and the 254 was taking everything in its stride with the Gamma snapping at my heels as you would expect, and the village of Tattingstone was soon passed. We hurtled towards Cattawade and the Stour Valley with the restricted areas around the Cattawade sluice calming everybody down. A quick dash under the East

Anglian main line rail bridge, produced a wonderful symphony of noise and mixture of a high pitched noise from the 254, the Gamma's high pitched two stroke scream, followed by the thudding and the roar of the Norton, Morinis and the Guzzi. We always did a detour here along the road to Mistley a pleasant little market town and port on the river Stour. Coastal cargo boats arrive here rather than pulling in to the large port of Parkeston Quay down towards the river mouth, which



is our starting point for the annual pilgrimage to Pesaro. A short rest stop was taken here to admire the view and give the riders on the sportier machines time to stretch their arms and legs. As we went out of town we passed the (now closed) quaint old motorcycle dealer shop of T K Cope.

It is a steep climb from the river valley out towards the main Mannigtree to Clacton-on-Sea road, and the little four was working hard here. Approaching the top of the road a Cold War nuclear bunker was on our right, now opened to the public, but originally built for a small band of local dignitaries; presumably they would stay in there for a length of time until it was safe to come out. Believe it or not the tank is so small on the 254 that a stop for petrol just to top up was an insurance against the lack of petrol stations on this mainly rural route. We were

now approaching the old Roman town of Colchester, which was always for us bikers a much better bet than Ipswich for the amount of good motorcycle dealers. The Guzzi and Jawa dealers of Kendel & Pitt in Barrack Street, and the Yamaha dealers of T K Cope formerly of Mistley, and G T motorcycles were prominent amongst other dealers in the area, and that was just one side of town. Another slight deviation was taken to have a look at the large showroom at Marks Tey of the Ducati specialists of Ron Parkinson Motorcycles. After a short stop gazing at what seemed endless red machines with variations of the original superbike Ducati 916, time was getting on, and it was a short trip down the lanes to regain the road to our destination of Mersea Island. With the pack eagerly following, some bend swinging was going on and the Benelli and the Suzuki were taking it in their stride, as it is what they were good at. We were soon beside the sea and a before us was the causeway known as the Strood. This causeway is covered with the sea in some situations when there is a high tide, but this evening it was clear so we proceeded to cross. The main



Crossing the Strood at high tide in the 1980s

place on the island is West Mersea and this was the intended destination for this evening run. A light bite and drink was had at the The Fox Inn, and the trip home was a was a variation on the ride in, with a trip down to Dedham Vale and Flatford Mill in Constable Country, before returning to Ipswich, on the A12. We were all local lads so everybody was home in a few minutes,

except for for my long standing friend Steve Hough, who had another 40 miles to reach home in Norwich. It was a ride-out of about 80 miles and everyone seemed to enjoy it, and were already asking about when the next trip out was taking place. The East Anglian Branch of the Benelli and Morini clubs ran a very successful branch, with its base at the pub in Old Buckenham which is host to a regular bike night now. Alas a move to the Isle of Man meant that when I left the UK, unbelievably out of all those who enjoyed these ride-outs not one person wanted to organise a meeting or a ride-out in the future, so after 4 good years the branch fizzled out.

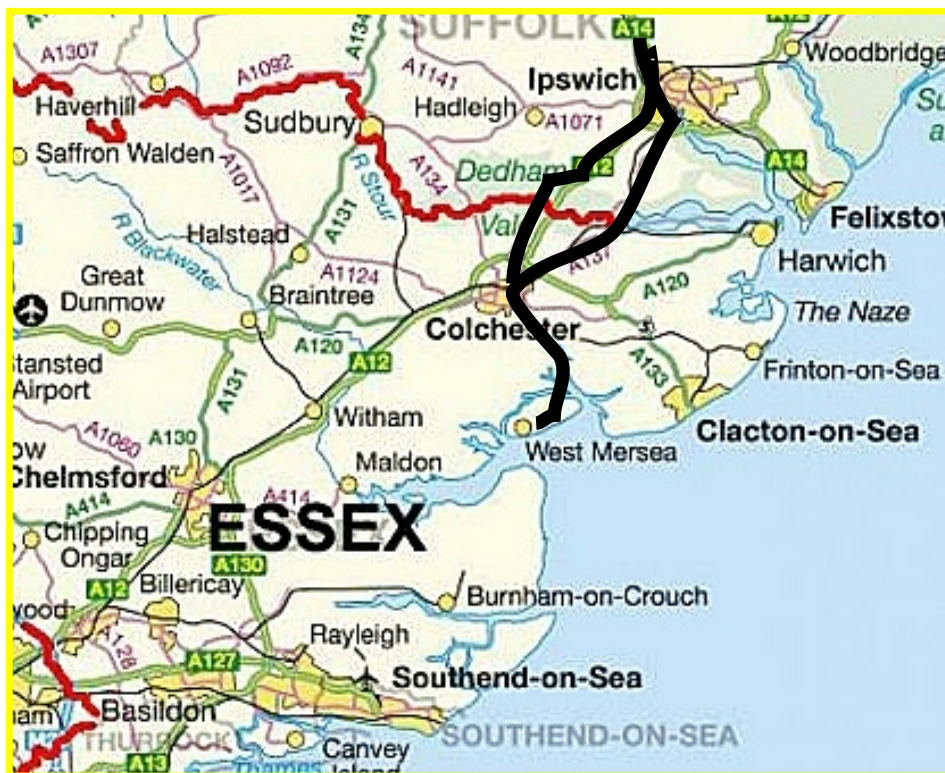
Here is a round up of some of the bikes seen at these meets. Morini 125T, 250T, 350 Sport, Strada, Dart 350, 500 Maestro, SEV, Yamaha RD 400, RD 350, Norton Commando Fast Back, Interstate, Kawasaki VN, 650 single, Honda 250 J, 250 N, VT 250, Moto Guzzi 650 SP, Mille GT, 250 TS, Benelli 250 Quattro Mk1, 254, 654 T, 900 SEI MK 2, 900 SEI MK 3, SEI MK 4, 354 Sport 11, and many more. Suffolk and Essex are often overlooked as a motorcycle touring area, but we always found it to be excellent; it is well worth a visit.



Steve Hough's Morini 500 SEV,



The Benelli 254



The approximate route from  
Ipswich to West Mersea and  
back again

# IN PASO'S WHEEL TRACKS

## THE ZANZANI DIARIES

*By Mike Schofield*

A while back I wrote some articles about racing the Benelli 2C that I had developed. I ran that bike in various guises for around 15 years and wrote about my exploits at the track. After winning six championships on the bike, it got a well-earned rest and is now sleeping in the warmth of my garage.

In the following years I moved on to more modern machines, with the odd foray into Yamaha TZs and the like, and a stint on Formula 2 sidecars; we did well but not to the standard I would have liked (it is very expensive).

In 2017, I had a pretty major "off" and hurt myself a lot! That got me thinking about slowing down a little - we did after all have 15 championship wins to the team's name - so we decided to return to classic racing as it's a little more gentlemanly.

Initially, and for the past four years now, I have been campaigning a Dixon Aermacchi 350 with reasonable success. This was a machine I bought from my previous sponsor, Pat Sproston, before he sadly passed away due to a short illness. During this time I met up with an old friend, Andy Graveson, who asked if I would like to do something on track with him and the team he was building (Big G Racing). After some thought we decided to go for the smaller classes and looked for a suitable mount.

Whilst searching we came across a genuine (2012) Zanzani Motobi based on the 1966 bike built by Mirko Zanzani and with the correct 6-stud (Sei Tiranti) race engine. This engine is high horsepower for a 250 and is completely different

internally from the stock Motobi 250. The bike is capable of producing 45 bhp at the crank at 10000 rpm - a mean little thing. It is also feather-light, so is very quick for this period of 250. We spent about six months rebuilding the bike with a fresh paint job and new tyres, etc., moved all the wiring around and generally tidied the bike up into a more race-like presentation. I hope you will agree that it looks the



business. The intention is to race the championships at Aintree race circuit in

the north-west and take the bike to selected meetings including hopefully the Pre-TT and the Chimay Road Races.

### **Race Day 11<sup>th</sup> May 2024**

Arrived at the track bright and early. Sun is out (it's either way here - sunny or lashing it down). Bike out and straight through scrutineering with no issues, always a great start. Relax and wait for practice.

Went out in practice to find that the gearing 18/43 is far too tall for this circuit (taken bad advice) and that when checking with Mirko it would have done Daytona! Unfortunately we are not in a position to swap it at the moment so it will have to do. The bike is running well though and by the end of the long straight I can feel the speed gathering as it gets into the gearing stride..... But then it's time to shut off and brake.

I brought the bike in after practice to report: gearing terrible, braking good (Fontana front) handling excellent but dragging the fairing rear edge on the right, suspect suspension too soft. Alterations are made and we set off for Race One. Based on my practice times I am on Row 2 outside - not too bad considering the gearing. The lights go out and I immediately bog the motor off the line due to the high gearing and the close ratio first gear; I have to clutch it like a two-stroke. Once rolling we gather speed rapidly, but the lead pack has now gapped me. Nothing for it but to get my head down and click off some fast laps if I can.



I notice that I can take about 50 yards out of the pack on the straight but by the time we are back through the twisties they have again pulled the space back on me, so the potential is there if we get the gears correct.

The bike revs really hard but is smooth and handles lovely, so light you just "think" it through the the turns. As I'm not making an impression, I decide that this race is to learn more about the

bike and press on.

5 miles in, I'm beginning to drive through the corners faster carrying speed and feeling more comfortable moving about on the bike. At 7 laps we are in the closing stages and I've still made little impression; very frustrating but we do take

the flag in fifth out of ten bikes so better than I hoped for. We also cut 2 seconds off our practice lap time so there is definitely room for improvement.

A hundred yards after crossing the line the bike coughs and rolls to a halt - out of fuel I presume - and I get a lift back in the scrap wagon (recovery vehicle).

I report back to Andy the symptoms and he tests and diagnoses a dead ignition coil. Result: an early bath and no points race!

Back at the workshop we are now preparing for Round 2. Gearing is now 17/42, tappets re-set, new coil fitted, oil changed and a different (apparently the "Fast") exhaust pipe fitted. Watch this space. Hopefully we will move up the pack somewhat and start to score some more points.

News to follow from Race HQ.....



### ***Should you by an OBD2 fault reader for your Benelli?***

By Greg Guille



As owners of modern Benelli motorcycles, we are every now and then at the risk of experiencing a frustrating problem that our forefathers and fore-mothers (if that is the correct term) never had to worry about: the dreaded "Check engine light!"

Personally, I've been messing about with mechanical modes of transport for over 40 years and have come to the realisation that even though it looks a bit complicated at first glance, the modern bikes are more or less, just a little bit more reliable than the older machines. The packaging of the components does present some challenges, but within the realms of reality, no-one should

be frightened at having a go at basic maintenance and repairs. Here is a little example of what I mean.

Recently, one Friday morning, I went out on the TRK502. All was well for the first few seconds and then the "Check Engine" light came on. The manual suggests, "Stop immediately" and go with the bike to the dealer for repair if this happens. The light can be illuminated for a variety of reasons and it is best to check that nothing serious has gone wrong with a vital component in the engine or more importantly, something like the ABS system, that could be detrimental to your safety. In my own case, the check engine light was on for about 100 yards, and then it went off. With an overseas trip to France coming at the next weekend, I decided to be safer rather than sorry so I nipped in to the local Benelli dealership for what should have been a super quick check up.

Unfortunately it was a bit more complicated than I had hoped for; they were busy and booked me in for Monday morning. I needed to have "Ian" (the dedicated Benelli specialist) look at the bike as "Dave" (the workshop manager) apparently didn't know enough, specifically about the ECU controls on the Benelli range of ECU equipped motorcycles.

Even though it was against my better judgement, I went out the following Monday to keep my appointment. The skies above were extremely threatening as I left my drive at home and it began to rain soon after. I then got "wetter than

an otter's pocket" in a torrential downpour that lasted for the 10 minute ride to the dealer. In the process I made the bike pretty filthy from all the road dirt and tree debris brought down in the rain. Annoyingly, on arriving at the dealer, I was to learn that "Ian" wasn't in the workshop until later (after the rain had stopped!) so I had to leave it with them and they would call me with the results of the computer diagnostics. Much more to my frustration, I got a call moments after getting home to tell me, that "Ian" had diagnosed a sensor glitch. All was OK and I could come back to the dealer to collect the bike as it was OK to ride!

So, to save myself from doing this again, I spent £32.00 with a general DIY bits and bobs seller I found on the Internet and bought a dedicated Benelli TRK502 (and others) compatible OBD 2 diagnostic reader. It came the next day with a proper plastic plug interface and lead to connect to the plug on the bike. I am certainly no electronics whizz by any stretch of the imagination, but it was simple to connect to the dedicated plug hidden under the rider's seat.

The hand-held unit does all the reading for you with an easy to follow set of screen-prompted instructions. The display will give you a "fault code" which will relate to a specific kind of failure. The fault codes are available on the Internet, or if you are a "Luddite" like me, you just make a paper copy from your home computer and have the list handy along with the reader in case you need it. I found a workshop manual on line and all the codes are listed in there. Trust me, if I can find it as a person close to 60 years of age, I'm confident the more computer literate amongst you will have no bother. If nothing else, if you are stuck by the side of the road far away from home or on a long trip and you have one in your side pannier or rucksack, at least you have an idea of what to ask for when you call for help. It is always worth a go to clear the fault with the hand held device and carry on, just in case it is only a sensor glitch, as in my case.

The one immediate bonus with an OBD2 reader is that you can't really mess the bike up. It is only a reader and will only reset the dash warning light and nothing much else. I've had one of these for my Audi car and it has proved to be unerringly accurate and has surprised me with the level of detail available.

Fortunately, the Guernsey Benelli dealer didn't charge me for checking the bike, however, I could see that the £32.00 would be a worthwhile investment, especially if I needed a French dealer (famed for their "minimum menu" pricing) to look into the problem for me while I was away!

So, just to be clear, the "Reader or Tester" is a universal thing but needs a specific adapter for the machine in question (some are compatible with several models). You can find hundreds of manufacturers who sell these on EBay and it is just a question of finding the right one. Don't panic - I don't think there are many choices and they appear to be colour-coded.





## PRESS RELEASE FROM THE FBHVC 17th May 2024

### **DVLA consultation on historic vehicle registration processes, how to answer it and ensure your voice makes a difference.**

The Department for Transport (DfT) and the Driver and Vehicle Licensing Agency (DVLA) have launched a call for evidence around the existing policies and registration processes for historic, classic, and rebuilt vehicles. The move follows 18 months of dialogue between the FBHVC (Federation of British Historic Vehicle Clubs) and representatives of the Department for Transport and DVLA, which sought to draw attention to the current challenges and inconsistencies surrounding the historic vehicle community's interaction with their policies.

The announcement was made at Bicester Heritage on 9<sup>th</sup> May, and the DfT and DVLA say they aim *"To seek expertise and knowledge about whether these policies need updating to reflect evolving technologies that support the restoration and rebuilding of these vehicles."* The consultation now offers the FBHVC's member clubs the opportunity to shape the creation and evolution of policies to preserve our ability to restore, register, and use historic vehicles efficiently and fairly for tomorrow's roads.

The document is complex, and the questions cover many topics that require a detailed understanding of the issues and technicalities involved. Furthermore, the historic vehicle community must work together to create a consensus that accurately reflects the community's requirements. Therefore, the FBHVC will be innovatively publishing our positioning statement to give everyone a voice and make completing the consultation document less onerous.

The positioning statement will be split into sections relating to each part of the official consultation document that we will complete on behalf of the community. The Federation's team, led by Chairman David Whale; IT Director Tim Jarrett and his team, Legislation Director Lindsay Irvine and DVLA Liaison Manager Ian Edmunds, have formed a provisional response to each section and question, that all members of the historic vehicle community can now read and indicate support for through an electronic survey. If you disagree, a further box requests more details to incorporate those views into the final response. Once the feedback is

collated, a formal consultation response document will be published and submitted, representing the responses received. As submissions are judged on the number of people the views represent, this will ensure a more impactful and consensus-driven response than would be possible if submissions were all made by individual people or clubs.

David Whale, Chairman of the FBHVC, said, *“This is a unique and hard-won opportunity after our many months of dialogue with DVLA and DfT to address our challenges around the current systems once and for all. We welcome this opportunity to create and evolve a policy that will have a long-lasting impact on our freedoms and abilities to preserve and use transport heritage.*

*“But it’s imperative that we put forward a consensus and make our needs clearly understood; this is why we have chosen to address the consultation via a questionnaire in this way to represent as many voices from our community as possible in a single, consistent response is essential for success.”*

The more views the FBHVC can capture and represent, the higher our chance of genuinely shaping the future for historic vehicles and evolving flawed registration and licensing systems, so we encourage everyone to respond via the FBHVC mechanism in the first instance.

## HAVE YOUR SAY

**Complete the consultation response  
at: <http://evidence.fbhvc.co.uk> and ensure your voice makes a  
difference. Deadline 4th July 2024**

**For media enquiries, please contact:** Wayne Scott at Classic Heritage PR, 07759 260899. [wayne@classicheritagepr.co.uk](mailto:wayne@classicheritagepr.co.uk)

**About the FBHVC:** The Federation of British Historic Vehicle Clubs upholds the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators in the UK and (through the Federation Internationale des Vehicules Anciens) in Europe. There are over 540 subscriber organisations representing a total membership of over 250,000, in addition to individual and trade supporters. All our directors operate in a voluntary capacity supported by our secretary

# Embarrassing Biking Moments You Hope Nobody Saw

*By Archie Vist*

## A Shocking Experience

Out on my bike, need to get to work on time, early morning rush hour to negotiate. It was absolutely bucketing down with rain as I put on my leather jacket (not exactly waterproof) and a pair of black wellies (it was all I could

afford at the time - proper bike boots were way out of my price range).

There I was, riding along on my Ariel Arrow Sport with its ace bars, in a semi-racing position with my legs sloping backwards. I had six miles to ride to work; riding down the road in the pouring rain, the surface water was being scooped up by the front tyre and my wellies were slowly and surely filling up until my feet were pretty soggy and I was feeling blasted uncomfortable! Still, it wouldn't be long before I reached my place of work and could dry off.

I was just cruising at a steady pace, minding my own business, when I hit a patch of bumpy road at a junction. Suddenly, my spark plug cap decided

to jump off the plug and place itself perfectly in the top of my left welly, which was now soaking wet from the spray coming off my front mudguard. I leapt off the bike as it felt as if I had been hit by a bolt of lightning, and danced around on the pavement like a mad man until the pain subsided. It's not very nice having a high-tension lead down your wet welly - it's SHOCKING! The moral is: make sure your plug caps are secure and save



up for some decent bike boots!

## The Wrong Trousers

My elder brother asked me if I would have a look at his mate's bike. He was wanting to sell the bike before moving down to London with his work, so it needed a full service and general check-over. "No problem, bring it round to my house and I'll have a look at it", I said.

The next day, the bike duly arrived; it was a BSA 500 A50 in reasonable condition. I serviced it, checked it over and returned it to my brother's friend. A couple of weeks later, I heard that the bike had still not been sold and the guy was moving to London soon, so I made him an offer for it and a deal was agreed.

I went round to pick up the bike, which was about two miles from where

I lived. I paid the man, sorted out the log book and paperwork, jumped on the bike and off I rode down the dual carriageway towards home. It was a warm day so I didn't bother with the full bike gear, just a leather jacket with jeans, trainers, helmet and gloves. After all, it wasn't far.

At the end of the dual carriageway was a set of traffic lights. I was moving over ready to turn left at the junction when the lights started to change to red. I went down a few gears into second and slowly came up to the lights hoping they would change to green, but no such luck. I snicked the bike into neutral and took my right foot off the foot peg to steady myself as I came to a stop. As I put my foot down, the kick-starter pedal somehow went up my trouser leg and I couldn't get my foot to the floor. HELP! I was now overbalancing and could do nothing about it; I fell over slowly to the right hand side. I quickly jumped up, picked up the bike and remounted, hoping that no-one had witnessed the embarrassing occurrence and drove away, cursing. However, no damage was done either to the bike or myself (except of course my dented ego).

Just before my brother's mate left for London, I bumped into him in town. He told me that I had been seen falling off his old bike at the traffic lights and wanted to know what happened. I told him about the kick-starter up the trouser leg incident and we both had a good laugh about it. It certainly put a smile on his face as he left for London. Needless to say, I always wore my bike boots with trousers tucked in after that!



## Runs and Events 2024

**MALLORY BIKE BONANZA** (formerly the Festival of a 1,000 Bikes) Mallory Park. July 6th/7th. Private entry basis only (no official Club stand). Contact the Mallory Park circuit for details [www.malloryparkcircuit.com](http://www.malloryparkcircuit.com)

**CRICH CLASSIC BIKE DAY Crich Tramway Village, nr Matlock 7th July**

Registration opens on Tuesday the 2nd April 2024, via the Crich Tramway Village website When you register a bike, which must be over 25yrs old, you will get a confirmation email within minutes with your exhibit number, which you should print straight away. If you register one bike but for whatever reason have to come on another, then just use the exhibit number issued for the first bike and tell them when you turn up on the day, and they will update their spreadsheets. There are trophies for Best Pre-War machine, Best British machine, Best Japanese machine, Best International machine, Best Italian Machine, Best Original Machine, Best Scooter and of course Best in Show which is decided by public vote. Event T-shirts will be for sale as usual and hopefully there will be a Battle of Britian flypast again this year. See [www.tramway.co.uk](http://www.tramway.co.uk) (no official Club stand - private entry basis)

**FOUNDERS' DAY, Stanford Hall, nr Lutterworth. 21st July.**

The Club will having a stand here at this popular venue. This one day outdoor event is so much more than just a show displaying bikes. There is a huge motorcycle jumble, trade stands, machine parades etc. If you miss the old style motorcycle events that had character and a friendly atmosphere, this is the show for you. **NOTE : Closing date for entries will be 30TH JUNE, book ASAP** Contact Steve on 07624 433629, or [steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net) , Facebook or WhatsApp

**BSB CLASSIC BIKE PADDOCK, Thruxton Race Circuit. Nr Andover  
Aug 9th/10th/11th**

There will be a Club meet here for the duration of the event. Participation will enable the member to enter this event free of charge. **NOTE: Closing date for entries will be 12th July book ASAP.** Contact Steve on 07624 433629, or [steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net), Facebook or WhatsApp

**POPHAM MEGAMEET, Classic Bike Show, Popham Airfield, nr Winchester.  
Aug 11th**

Contact Monty Sadler at [monty.sadler@btinternet.com](mailto:monty.sadler@btinternet.com)

**Moto GP Italy, Misano 6th/7th/8th Sept** just 30 mins from Pesaro, nr Catalonica. Meet on an individual basis

**Mostra Scambio, Imola race track. 13th/14th/15th Sept**

Huge Auto Jumble covering the entire track circuit. Meet on an individual basis Contact Steve on 07624 433629, or [steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net), Facebook or WhatsApp

**Benelli Week Pesaro. Italy 16th to 21st Sept**, Daily ride-outs and loads of fun down by the Adriatic Sea. There will be representatives from the club GB in attendance. Contact Steve on 07624 433629, or [steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net), Facebook or WhatsApp

**Benelli Day Pesaro, Italy. Sunday 22nd Sept.** A day of celebration of 113 Years of the Benelli Marque,  
Contact Steve on 07624 433629, or [steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net)

**CLASSIC MECHANICS SHOW, Stafford County Showground Oct 12th/13th** . The Club has an official display at the show. Free tickets including weekend camping if required. Set-up day is on the Friday 11th . Contact Steve on 07624 433629, or [steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net), Facebook or WhatsApp

**PLEASE TAKE NOTE:** with the exception of the Popham Megameet and events abroad, if you would like to participate in any events where we have an official Club stand, we need you to book **ONE MONTH IN ADVANCE** of the event. This is to give the event organiser(s) and Club officials the necessary time to organise tickets and space. Lack of numbers either exhibiting or helping will mean possible cancellation of Club participation. Please book early!

## Club Section Meetings

**OXFORDSHIRE** The Red Lion, Cassington OX29 4DN. Run by the Guzzi Club, they welcome members of the Benelli Motobi Club for a night out. 2nd Sunday of the month at 2.00pm. If you would like to attend contact John e-mail [machinedating@benelliclubgb.net](mailto:machinedating@benelliclubgb.net) first.

**SUSSEX** The Cricketers, Commonside, Westborne, West Sussex, 1st Wed of every month at 7.00pm (Apr- Oct) or 8.00 pm (Oct- March). This meet is run in conjunction with the Morini Riders Club and times are likely to change. Please telephone Derek Payne on 01243 395564 before you make the journey.



## CARROT CYCLES

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tel: 01522 528234 email: [info@carrotcycles.co.uk](mailto:info@carrotcycles.co.uk)

## Bikes for Sale/Wanted

**All classified advertisements will be displayed in two consecutive issues of the magazine only. If you would like your item(s) re-advertised, contact [adverts@benelliclubgb.net](mailto:adverts@benelliclubgb.net) or tel. 01773 875085**



**FOR SALE: 1972 Benelli Sport Special 125cc.** V5 with age related number. Complete. Powder coated frame, rebuilt forks (Phillpots Luton), starts and runs, sounds good. Paintwork terrible, cables shot, chrome 'patinated'. Needs TLC. Located Felixstowe, Suffolk. £975 ono  
I've also got a few spares, squarer tank and side panels in original paint, carb, ignition/lighting switch.  
Contact Stuart Baker email: [ajs250@icloud.com](mailto:ajs250@icloud.com) or tel 07873327650



**FOR SALE: 1976 Benelli 750 Sei** New six-into-six exhaust system; 280mm front disc brakes; 38mm Marzocchi front forks; new engine bars fitted; spotlights; still needs finishing - had engine running but needs tweaking/tuning. Offers around £17,000 (open to negotiation) For more information contact [archives@benelliclubgb.net](mailto:archives@benelliclubgb.net).



**FOR SALE: 1961(?) Motobi Catria 175 project.** I bought this 10 years ago with the best of intentions, and dreams of the Motogiro! Life, COVID and advancing years have got in the way, and it needs to move on and find a life. Had the engine rebuilt by an ex-racer friend, and then everything stalled. The V5 says it is a 1954 125, but the engine turned out to be 175, and it looks more like 1961 from what I can see. Buyer will have to sort that with DVLA. Chassis is missing side panels and rear light lens. Engine was rebuilt with new bearings and NOS oversize piston. It has been dry stored and not turned over. Needs ignition sorting. Buyer collects. OIRO £650.  
Contact Mark Stanley on 07770680994 or email: [mstanley53@hotmail.com](mailto:mstanley53@hotmail.com) (Central Bristol)





#### **FOR SALE: Motobi 125 Sport Special (1971)**

Engine rebuilt with new bearings, seals, gaskets, new piston set etc, Wheels rebuilt with stainless rims & stainless spokes (Hagon Wheels), sealed bearings, new Conti tyres and tubes, rewired, repainted tinware and powder coated frame, new silentium silencer and exhaust, Most brightware rechromed, new O/S seat but from the 1972 model. Original square type seat-pan present but

needs attention, Rebuilt shocks, Covered about 15 miles since build. £2,700 Contact: Nick on 07973 129 102 or [nick.rainbowpost@gmail.com](mailto:nick.rainbowpost@gmail.com) (Tunbridge Wells, Kent)



#### **FOR SALE: Motobi Catria Sport 175 (1958)**

Engine rebuilt with new bearings, seals, gaskets etc, Chromed new front rim with stainless spokes (Hagon Wheels), new Mitas tyres and tubes, rewired, repainted tinware and frame, rebuilt seat with new cover, original Silentium silencer. New SS exhaust (made by Roy at OS stainless), most brightware rechromed, rebuilt shocks and forks, Covered about 150 miles since build. £3,700 Contact: Nick on 07973 129 102 or [nick.rainbowpost@gmail.com](mailto:nick.rainbowpost@gmail.com) (Tunbridge Wells, Kent)



#### **FOR SALE: Benelli Sprite 250 five speed (1971)**

Complete engine rebuild; bearings, oil seals, piston etc new, age-related plate. MOT. Wheels rebuilt with stainless rims and spokes (Hagon Wheels), new wheel bearings, new Dunlop TT100 tyres, taper roller head stock bearings, new Silentium silencer and exhaust, new wiring loom. Repainted tinware and frame, rebuilt seat with new cover. Covered about 25 miles since build. £3,200 Contact: Nick on

07973 129 102 or [nick.rainbowpost@gmail.com](mailto:nick.rainbowpost@gmail.com) (Tunbridge Wells, Kent)



#### **FOR SALE: Provini Replica 354 Benelli**

(race, parade or show bike). Just finished putting the final touches to it. Time & money spent without going over the top .Special replica frame GB spec new alloy tank & seat unit . Professionally made and painted. Engine is low mileage and sounds nice. Spare engine, fibreglass tank & seat unit, etc. .

£6.500.00 GBP ono .Cash on collection.

Contact Bob. Email [bobsheila1@gmail.com](mailto:bobsheila1@gmail.com) .

## Spares For Sale/Wanted



**FOR SALE:** Speedometer stickers for converting your kmh European speedo to the required British mph speed. NB: speedometer not included. Artwork courtesy of Chris Grigson £2.50 each including postage.  
Contact [archives@benelliclubgb.net](mailto:archives@benelliclubgb.net)

**CLUB REGALIA FOR SALE** - various sweatshirts, tee shirts, polo shirts, baseball caps, key rings, stickers. Stocks are low at the moment - some items may have to be made to order. Contact [archives@benelliclubgb.net](mailto:archives@benelliclubgb.net)

**FOR SALE:** Benelli (Motobi) Sport Special 125cc Tank and side panels. This 1960s tank and side panel set is in good condition and still retains what looks like the original paint. Complete with Benelli badges but no cap or taps. The tank holds petrol. One of the panels has a dent but the paint is not broken. Looking for £250 plus postage. More photos on request.



Also, Marzocchi forks 32mm from a 1970s 125 cc Sport Special. Also a Dellorto UB22BS complete but without tickler in the float bowl lid. Two bare wheels without brake plates. Open to sensible offers.  
Contact Stuart on 07873327650 or email: [ajs250@icloud.com](mailto:ajs250@icloud.com)



**FOR SALE:** I have three exhaust pipes from a 1970s Benelli Six for sale. They were acquired many years ago, the other three being damaged and the whole set being replaced. I am open to sensible offers, and will need collection from near Portsmouth. Please see attached photo and if interested contact Neil 07413935748

**FOR SALE:** New and used spares for Benelli 2c 125/250 2T; also 125T and Enduro/Cross single cylinder. Contact Biagio Delucia on 07904 381862 or email: [biagio2005@yahoo.com](mailto:biagio2005@yahoo.com)

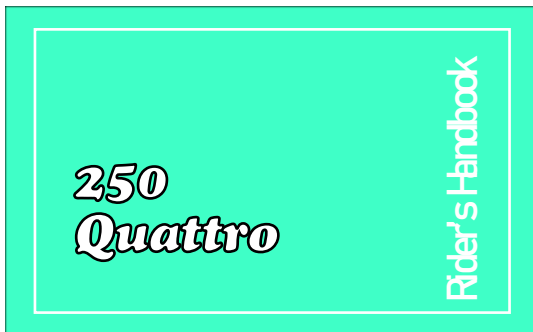
**FOR SALE: Benelli 250 2C parts** which include two new old stock crank shafts, engine covers and various parts. Any one interested contact me via email and I can send you what I have, I'm open to reasonable offers Nick [wamtoolsltd@gmail.com](mailto:wamtoolsltd@gmail.com)

**FOR SALE:** rear mudguard for Guzzi 250TS in good condition £20. 00 + post  
Contact Steve 07624 433629

**WANTED:** Motobi Scooter Approx 1960/67, Spares anything considered. Also Benelli Leoncino 125 early 50s Exhaust/tail section, in VGC, good price paid. Also a pair of rear sets for a Motobi 125cc. Contact Dave 07951 173316

**WANTED:** Parts for Benelli 500 Quattro (1976). Anything considered, including complete bike or basket case. Contact [archives@benellclubgb.net](mailto:archives@benellclubgb.net)

**WANTED:** Engine side case and tyres for Benelli Hurricane mini-bike.  
Contact [archives@benellclubgb.net](mailto:archives@benellclubgb.net)



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## Final Thoughts

Steve Peace

As mentioned in my opening notes, the Club website is being updated and Mary is doing a lot of background work to enable us to go forward into a more digital world whilst still keeping the traditional services alive, so I say a big thank you to her for the hard work put in. Staying with the website theme, I have had a few enquiries regarding the content of the members' area, particularly the workshop manuals and other specific model related stuff. The list on there contains a selection of material, but it is only a fraction of what the Club holds in the archives. If you want some information that is not in the members' area, e.g. manuals, road tests, brochures, etc. then get in touch with Pete at [archives@benelliclubgb.net](mailto:archives@benelliclubgb.net). Our new members who choose the digital membership will have noticed that at the moment only the magazine is digitally offered to them on the first posting. Alas, I have found no means of sending you a digital Club sticker with a sticky back! Please do not hold your breath while I try to sort that out. Until then, Val will send out your membership card, sticker and the various spares lists etc. by post for now.

As you can see in the new members list, we are attracting members from a number of far away destinations such as Finland in the North to Australia and New Zealand in the South and a lot of countries in between. The influx of these members from far away places, particularly the USA and Australia, enable us to put together a much better picture of the various models and variations that were marketed in these places. It never ceases to amaze me how many models Benelli/Motobi created by mixing and matching various bits of tinware, with a touch of new parts thus creating a vast range of popular machines.

The name Morbidelli has returned under the MBP banner. MBP is a motorcycle brand set up initially in Bologna by the Keeway Group, which is now part of the automotive giant Geely. MotoGB, the UK importers of Benelli and Keeway amongst many other brands, do have one model under the MBP badge and that is the 1,000cc V twin but the range does contain other models. I wait with interest to see what appears at the Milan Show in October.

Finally I wish you all a safe summer of riding, and I hope to see you sometime this season at one of our events, starting with the Oliver's Mount Barry Sheene Festival at Scarborough.

Safe Riding

Steve



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*Back cover: Mike Schofield on his Zanzani Motobi race bike lines up for his race at Aintree*



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