



Il Leone Ruggisce

Autumn 2024

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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 Autumn 2024

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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. 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 15th November 2024 for inclusion in the Winter 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



Hello and welcome to this edition of the Lion Roars. Things seemed to have improved on the outdoor events front with the Club putting on a nice display of Benellis both historic and modern at the Barry Sheene Festival at Scarborough. Despite the

inevitable sessions of rain, (just where has the British summer gone?) and the soggy ground underfoot, we had a great time, and it was well worth the effort. I would like to thank everyone who helped out and especially those who travelled in on their bikes, often through torrential rain; well done to you all, we will be back next year.

Another event that brought a smile to a lot of punters' faces was the Crich Tramway Classic Bike Show, held in the idyllic setting of an old quarry, high above the valleys of the Derbyshire Dales. Needless to say a few of our members turned up with their classics, both modern retro and old, but it was a certain race replica which caught the eye of the judges. You can read about

that later in this issue.

It was good to see in the last magazine the return to the classic racing scene of Mike Schofield on the Zanzani Motobi race bike. Anyone who has studied the history of Motobi will have invariably come across the life and times of the Zanzani factory, which still produces racing engines and equipment. I am sure that we will hear a lot more racing updates from Mike as the season progresses. All the best, Mike, for the rest of the season.

The Club website is going through an overhaul, which has been needed for a while now. We have had three successive webmasters who have all put their expertise into the running of the site over the last 27 years, but things have changed a lot in that time. It is certainly a fact that a good and fully-functioning website is far more important to the Club now than it was all those years ago. It is intended that the committee members will be able to individually access the site to announce and publish current activities, services and information within their chosen roles. This idea should bring the very latest news about events, sales, and general announcements quickly to the attention of our members. You will not see an immediate difference to the website, but rather a gradual improvement over a period of time as the old site is transferred over to a new web hosting base, and then gradually the various sections will be updated and improved. One of my ambitions if I ever find the time, would be to have in the members area an index of all the articles in the magazines so that members can access a specific article relevant to their particular machine very quickly. This would obviously save them looking through every magazine to find their information. Having said that, having done this hundreds of times, sifting through lots of articles to answer members' requests, I can tell you this a very good way of increasing your knowledge of the world of Benelli/Motobi motorcycles.

The huge Milan Motorcycle Show will be coming up on November 5th-10th and indeed some of our members do attend. These days it is only a cheap flight and a hotel for a night away from the UK. I suspect there will be news of another step up in engine power for the popular adventure bike series to 900 cc; I am also looking forward to some announcement on the direction of the iconic Morbidelli brand.

Please keep submitting all your articles to the editor. No matter how small or insignificant you may think they are, they may be of interest to our members.

CLUB NEWS

A warm welcome is extended to the following new members:

NEW MEMBERS

Alistair Mitchell

Biagio De Lucia

Derek Smitheman

Gordon Purger

Phil Tuck

Barry Sheene Festival, Oliver's Mount Unfortunately the weather was atrocious for most of the weekend (don't let the sunny pictures fool you) and the field became a quagmire with the heavy and persistent rain. However, there was some good racing at the circuit and it was enjoyable despite the weather. There was a decent line-up of Benellis and Motobis, including two 750 Seis and a modern 752.



Clockwise from top left: The Club stand; the Benelli 752; two 750 Seis; two TnT 125s and an old Leoncino





Spotted on another stand were a Benelli 2C race replica and a Motobi egg-engined race bike

Founders' Day, Stanford Hall Luckily, there was lots of sunshine at this event! It was a lovely warm day and there were many displays and parades happening during the day. The ground was dry this time so that there was very little danger of sliding around in the parade ring. There was a large autojumble set out on the field and there was plenty to see. The Benelli Motobi Club contingent comprised an early 1980s Benelli G2 Elle, a 1970s Hurricane mini-bike, a Benelli 125 Sport and a Benelli 125 single, so emphasis was on the smaller machines this time. They did attract a lot of attention, though, which is fairly unusual. It was certainly their day to shine!



Top left: Benelli 125 Sport and 125 single cylinder 2-stroke

Top right: G2 Elle moped and Hurricane mini-bike

Left: The Benelli Motobi Club stand in the avenue of Italian bike clubs



Physiotherapy on a 504 Sport

by Russell Taylor

2024 got off to a rotten start when, at the end of January, I came off my push-bike after hitting a patch of ice. As a result of the fall I broke and damaged my right wrist, arm and shoulder. Plans for various

outing on the motorbikes were put on hold whilst the body mended and I underwent regular sessions of physiotherapy.

By the end of June things had recovered somewhat, to the extent that the physiotherapist suggested I could start riding motorbikes again. This suggestion was subject to a caveat that the bike should have a relaxed and comfortable riding position. Discussion with the physio ruled out riding my 900 Tornado triple, but gave the OK to the 504 Sport.

As luck would have it a couple of friends who'd emigrated to Australia twenty years ago announced that they were returning to the UK for a visit and could we catch up in Barry, South Wales.

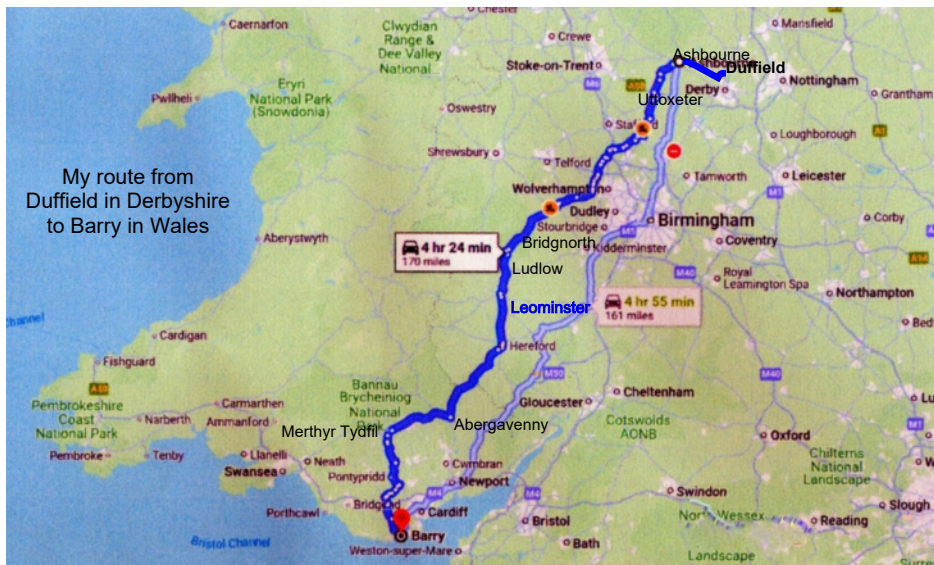
The natural temptation was to jump in the car and drive down the motorway from Derbyshire to Barry for the catch up. However, as the physio had given me the green light to ride again, I rolled the 504 Sport out of the garage on a cool but dry Tuesday morning and set off for Barry. What followed was a fabulous 200 mile ride across country, avoiding motorways, via Ashbourne, Uttoxeter, Bridgnorth, Ludlow, Leominster, Hereford, Abergavenny, Merthyr Tydfil, and finally Barry. The journey took a couple of hours longer than if I'd sat on motorways (partly due to extended cafe stops) but I'd set off in good time, the roads were far more pleasant, the views were great and the cafe stops were significantly better than the motorway services. It was



The 504 Sport at
Uttoxeter en route
to Barry

great to be catching up with friends in person after 20 years, and our chats continued into the early hours of the morning.

The following day dawned cooler than the previous one and there was a threat of rain. So, a typical summer's day (and precisely as forecast); therefore the waterproofs were kept close to hand. Fortunately any rain that fell was relatively light and didn't last for long. Once again the ride home was thoroughly enjoyable, and far preferable to hours of motorway driving.



The bike was still comfortable after 400 miles and ran perfectly for the entire journey. This shouldn't come as a surprise because it was designed to be ridden, and has been used for several similar trips since I bought the bike 40 years ago!

I suspect this may be the first time that riding a classic Benelli has been prescribed as part of a physiotherapy regime, so a big thank you to the NHS.



CLASSICS AT CRICH

by Wendy Rimmer



My Imperiale 400, a future classic

This little event, run by the Vincent Owners' Club on the first Sunday in July, is one of our favourites. Its location is divine; in the heart of the Derbyshire

Dales, the Crich Tramway Village is surrounded by the most beautiful scenery and is tucked away, forming a magical little world of its own where you can relax and absorb the atmosphere and be transported back to a time where life was a lot simpler. The trams and the museum are a delight, and with the added attraction of hundreds of classic motorcycles on display, this event is well worth the effort of jumping on your bike and riding out there.

The weather wasn't too kind to begin with and Pete and I got a bit of a soaking on the way but it soon cleared up and the sun came out eventually. I fully intended to ride my recently acquired Benelli 500 Quattro, but unfortunately we didn't manage to get it running properly so I went on my Imperiale 400 instead - not exactly a classic yet but it didn't look out of place amongst the older machines. The organisers do stipulate that machines must be over a certain age to enter, but, as with a lot of old bikes, problems occur on the day and it is fine to attend on another one (just let them know when you arrive). However, as the rain was streaming down when we arrived, they didn't bother checking too much! Pete took his Benelli 654 which did fit the criteria, so at least we had one old classic there.

The theme this year was "Kawasaki Triples"; a long line of these were displayed outside the The Red Lion pub. Formerly a working public house in Stoke-on-Trent, the

Red Lion pub was rebuilt at the museum, brick by brick, and is a popular part of the recreated street scene. Down the middle of the street scene, beautifully restored trams run up and down all day, and you can ride on them as many times as you like. At the bottom end of the street are the tram sheds and the museum, along with the pub and ice cream parlour, whilst at the top end of the track you can visit the Crich Stand memorial tower or just take a woodland walk and have a picnic. It is very family and



An impressive line-up of Kawasaki Triples

dog-friendly, and in the band-stand half way up the track, a rock and roll band played a few stints in the afternoon. It had a lovely warm vintage carnival feel.

The Italian bikes were all displayed round the bandstand area and the Benelli Motobi contingent comprised Pete and I with our Imperiale and 654, Clive Steemson with his immaculate Motobi Sport Special (a previous prize-winner) and George Cartwright with his green and silver Pasolini race replica. It was great to have a chat and a catch-up and have a wander around looking at the many different marques on display.

Towards the end of the day, prizes were awarded for the best bikes in certain classes, including Best British, Best Italian, Best Scooter, etc. George was overwhelmed and thrilled to be awarded the prize for Best Italian Bike for his Pasolini replica. The bike certainly attracted a lot of attention during the day and was a well-deserved winner. According to George, this was the bike's first outing since he acquired it two years ago, so for it to win a prize just made



Pete's 654



Clive's Motobi Sport Special



Left to right: Wendy, George and Pete with the Pasolini replica

George's day!

We had a brilliant time. It was so laid back and pleasant with no pressure on us - all we had to do was get up, get on our bikes and ride there. Luckily it isn't all that far for us, but for anyone coming from further afield, there are plenty of campsites in the Derbyshire Dales - why not make a little break of it next year and incorporate the Crich Classic Bike day? It is free to enter as long as your bike is over a certain age, although if you are bringing a pillion passenger you will have to pay for them, and it is a good opportunity to fly the flag for Benelli. Booking and information are via the Crich Tramway village website and places are limited so it is a good idea to send your entry as soon as booking is open (it was April this year). Hope to see some of you next time.

SOMETHING SPECIAL -

***a conversation with George Cartwright
about his Pasolini race replica***

I first met George at the Crich Classic Bike Day in July this year. He had brought his pride and joy to put on display - a 500 cc Quattro version of a Pasolini race replica in the customary green and silver. It was obvious that he

just loved the bike as it was - in his eyes it was a masterpiece. I decided to find out more:

George, how long have you been interested in Benellis?

About two years, since I bought the Pasolini replica.

Were you an avid fan of Pasolini when he was racing or did you discover him later on?

I got to hear about him later on. I watched footage of him racing Agostini and Saarinen and soon realised that this guy was seriously good. He had guts and determination and wasn't afraid to take on all the corners

What made you decide to buy a Pasolini replica and how did you find it?

I originally wanted a Honda Four, so I looked around and nearly bought one but it turned out to be a pile of junk so I looked on the Internet. I went on "Car and Classic" and found Link Motors at Cesena in Italy. I saw this beautiful Benelli race bike listed; it had four exhausts like the Honda, and I immediately fell in love with it. When I saw the Pasolini bike I didn't want anything else - it was "game over".

How easy was it to get it imported from Italy and what did you have to do to facilitate this?

A guy called Giulio from Link Motors brokered the deal and the bike was delivered to my front door one Saturday afternoon. All the customs and excise business was dealt with by them, it was easy.

Weren't you a bit apprehensive buying a bike you hadn't seen "in the flesh"?

I suppose I was a bit but the guy who built the bike (Carlo) and Giulio from Link Motors sent me a video of them starting the bike up and running it before I bought it. They are thoroughly nice people and couldn't have been more helpful to me.

Do you ride the bike at all?

I had it registered for the road, put a number plate on plus electric starter and stop light just in case I wanted to take it on the road but I think it's very unlikely. I am quite happy showing it and just having it in my garage. It is a wonderful bike and I am in awe of it. This bike has changed my life, especially since the Classic Bike Day at Crich.

It must have been a nice surprise for you to have won a prize with it?

I was absolutely stunned to say the least, first time the bike's been out of the garage since

I imported it two years ago. When I was walking towards bike I thought there was a piece of newspaper stuck to the fairing. As I got closer I could see it said "Award Winner" and there was a rosette on the petrol tank. I was thrilled to bits. I didn't expect to get a trophy and a clock as well!! It was a day I will always remember. I'm sending pictures to Carlo, the guy in Italy who sold it to me. He will be 84 now - he still calls it his little baby and why not; after all, he built it.



This is Ramano delivering my beautiful Benelli one sunny Saturday afternoon, all the way from Italy.



This is Carlo my silver-haired friend, in Italy demonstrating the Benelli I now own, I still keep in touch, Carlo and me will be friends forever



Above left: My son Lee and I receiving the cup for "Best Italian Bike" at Crich in July
Above right: The small trophy is mine to keep, but the cup will unfortunately have to be returned next year ready for the next recipient.



George was in conversation with Wendy Rimmer, Editor of "The Lion Roars"

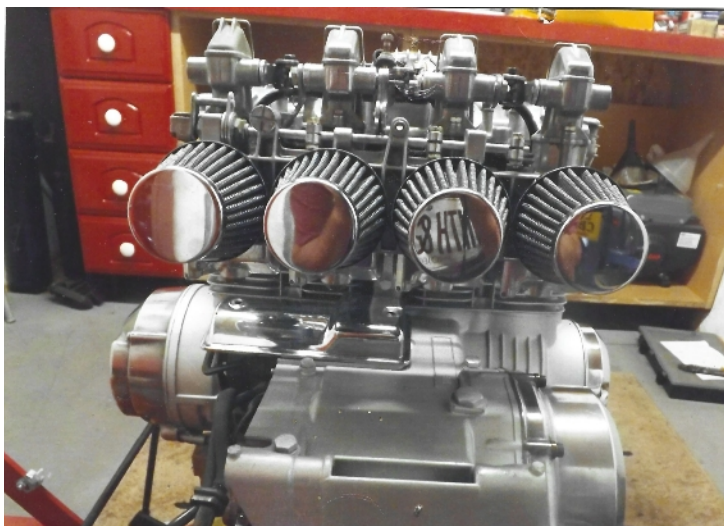
The Pasolini Popularity continues.....

Here we have another Pasolini race replica, this one owned by Dave Betts. Dave writes:

"I bought the bike from Italy in 2015. It is a Benelli 500 Quattro, which I completely stripped. The frame was powder coated, forks re-polished and I put in new seals, yoke bearings and alloy rims and Avon tyres. The engine had a revamp. I decided to keep the twin leading brake, which had new shoes fitted. The exhaust system was made at NRP in Newark; the tank, seat and fairing came from Discovolante; spray work was done at the local car paint-shop by

Mick Cooper (Mick has ridden in the IOM TT and his father raced there in the 1950s).

"I started to ride the bike in 2015 (aged 60!). I had never ridden on race tracks before and my first outing on a track was at Oliver's Mount in Scarborough. I have since ridden at various meetings at Cadwell Park, Snetterton, Mallory Park and Donington. I have also supported local shows and bike nights with the bike. Here are a few pictures of the bike during its rebuild.





Top: The refurbed engine



Right: Riding at Mallory Park Festival of a Thousand Bikes in 2018

Below: My pride and joy



Which Way is North?

By Greg Guille

An article written by someone with absolutely no sense of direction!

I'll open by saying that if you have the navigating ability of Columbus or Magellan, this article may not be a riveting read. However, if you are more likely to get lost in your local Asda car park, you might enjoy the following. (*Sadly, this applies to me...Editor*)

Maps as a thing, are probably one of the oldest pieces of technology known to humans. Somewhere back in the mists of time, people were giving instructions to others on how to find places with simple representations of topographical features scratched on to the ground or flat stones. A personal favourite mental image is of "Pirates' Treasure Maps" from literature. The level of detail in some is so poor that there must be thousands of buried chests of treasure all over the Caribbean. People just could not find anything using the "Treasure Map." Move forward to modern times and we have GPS-based navigational devices with pictographs and just about as much information as you could possibly need. That said, I still think there is good reason to keep going with paper maps. For one thing, they do not need electricity or a cellular phone signal/GPS Satellite view to make them work. I will say also that, in the last 20 years, I have had a GPS sat-nav device completely fail to "wake up" when I have switched it on to start a journey. The first time I was alone and had to make some navigational guesses to start with. I met up with a contact part way along my route and

he gave me a map to use for the rest of it. The map was actually about ten years old but I found that the towns I was looking for had not moved! The second time it happened, I had my own bang-up-to-date paper maps with me as a back up. They worked perfectly and apart from one tiny error where two roads led to the same reconnection to the motorway, I did not go wrong to any drastic degree.

I have begun to think that GPS navigation is not the completely perfect solution to navigation that I thought it once was. I was persuaded to get a sat-nav back in the day to help my matrimonial harmony. My wife hates to drive, and also hates looking at maps whilst being driven. I am happy doing either task, but doing them both at the same time in a car is not recommended! For me, GPS has a major flaw: the maps are rarely current, as witnessed by me on a recent French trip. The petrol station shown on the GPS map was very much an abandoned brown-field site when I visited it. I did not remember any reports of the aerial bombing of this sort of infrastructure on the French mainland, but if you imagine a war-torn bombed-out industrial site, you will have a good mental picture of what I was faced with when I arrived at the so-called petrol station (thank goodness I had the foresight to take spare fuel!) Another frustration I have found has to do with the way you search for addresses on some GPS Navigators. I have a 2023 Garmin XT Zumo Navigator with the latest maps loaded into its memory. You cannot put in a search parameter such as "St Malo", you have to enter "Saint-Malo". Anything less will not produce a positive result. I have noticed too, that a lot of addresses in France are arranged with the nearest village/town being the more important with nearby hamlets being a sort



of afterthought. In such cases, your only solution is to either have the actual coordinates or use a paper map. A good example of this was a small B+B set far off the beaten track in Brittany that I once tried to locate. The sat-nav came up with zero results as the place was tiny and the road to get there was not much more than a dirt road. Eventually I found the place with the help of a phone call to the owners. Once there, I tried to locate the position on the sat-nav using the "Where Am I" feature on the device. Not only did it fail to find the place, but it showed me standing in a field with no signs of any domestic buildings anywhere. I was reliably informed that the B+B had been in operation for more than ten years! The buildings in the hamlet had been built during the 1700s so should have been on the GPS mapping but alas, they were not. However, the road to the place was on a paper map and the name of the road was used in naming the hamlet where the B+B was located. If I had only the paper map to rely on, I would have found the B+B on my own.

Mobile phone-based systems use something like Google Maps. These are likely to be much more up to date, however, their tiny screen size is the issue; it is quite hard to see especially if you are riding at speed, in bad weather and so on. In the same vein, the "direction arrow" type systems suffer from the same fault. I could not imagine riding a naked bike in the rain at 70 mph on a motorway, trying to dodge the lorries and other traffic and looking out for a junction based only on a 50mm diameter screen showing an arrow as my only means of navigating.

The layout of any country's roads are a constantly changing thing and too much reliance on any device with out-of-date data is not a good thing. I have had instances, too numerous to mention where the sat-nav has directed me down one-way streets in the wrong direction. I agree, a paper map will not save you in this instance, but it does show the need not to blindly follow the instructions given by a GPS device. Living my entire life on a tiny island, I have never truly had to learn the skill of map reading which is a shame. I have recently discovered that a paper map and a GPS display can have significant differences in the way the information is presented. Maps are always "North Facing Up." GPS can be set in this, "North Up" mode but, more often than not, the GPS units are set in a display that is called "Track Up" mode. This means that whatever direction the route takes, the depiction of what is ahead is always facing up to the top of the screen. I am beginning to think that using the device in this "Track Up" mode is a mistake. It takes away your natural ability to sense the direction you are heading in. I think you can get drawn in to blindly follow the icon on the screen without actually having any idea where it is taking you. There are countless examples of when someone has ended up stuck in a tight spot, or driven off the road completely, when they have been following the instructions given by an errant GPS unit. The system should be used as an aid to navigation rather than the sole means.

As humans, we develop a sense of direction by being able to see the sun (when it is occasionally visible) and having a basic reference of knowing the location of some basic immovable features in the area where we live. This can be knowing the location of the post-box or some other long-standing installation at the end of our street, or knowing that a significant town or city is in one particular direction relative to where we are starting from. We know that if we head away from our own town or village we know we will eventually reach the next town from our own mental map. A key part of this learned ability, is to be able to take the sometimes less obvious route to a destination. "As the crow flies" is not always the most practical route and sometimes it is an impossible way for getting to your destination. Larger reference points in the landscape (towns, rivers, mountains,



etc.) tend not to move and can generally be seen from a great distance. In practical terms we learn our sense of direction by repetition. This begins when we first start going to places local to our home such as our school; later on we learn about places that are more distant when we start motoring about on our own.

This works perfectly well in most circumstances, until we have to navigate an unfamiliar part of our own country or another. Then we have no familiar fixed reference points for navigation (this happens to me the moment I get off the cross-channel ferry, as everywhere is unfamiliar to me!) Paper maps, if you can take the time to get your head around the simple concept of “North Up”, are the answer and there are several advantages. The most important has to do with user confidence. If you can follow a paper map along a route, you will get the reassurance of heading in the right direction by seeing the places shown on the map as you pass them. I appreciate that this is a bit of a complication if you are travelling at speed and doing your best to look at the road ahead. Motorcycles are not the best mode of transport to allow you to unfold a map and look at it while you are riding along, that is sure. However, a simple tank bag is an excellent way to display a map and if you are out touring, taking five minutes to stop and look at the map is an excellent way to take in the sights.

Paper maps also give you the advantage of having an overview of where you are travelling. On a recent trip to France, I encountered a “Road Closed” sign in a little town I was using as a reference point on my journey. Sneaking through the roadworks was not an option and I was forced to look for another route to get to the other side of the barricades. The locally installed deviation signs seemed, according to my GPS screen, to be taking me well away from my planned direction. None of the first half a dozen turn instructions seemed to be going in the right general heading. However, a paper map at the right scale would have given me some alternative place names to look out for, to confirm that I was going in the right direction. Paper maps can also be a useful source of places of interest if you are touring and find yourself with a free day or need to change your plans on the hoof! The other really handy thing a paper map can do, is reaffirm the general distances between points on a route. Their larger size is very useful when planning stops along the way for food and refreshment.

Distance is a major factor in our own personal mapping. I live on an island that at its widest part is five miles across. You can walk across the island at one of its narrowest points east to west in about an hour. My perception of “just down the road” is as far as you can see from any one point. This has an effect on my own idea of how long any journey is likely to take. In the main, I tend to overestimate journey times by at least, 25% as 30 miles in my mind’s eye is a very long distance! A 100-mile ride to me, in my daily

life at home is an unimaginable distance. I am often reminded when considering my own feeble attempts at navigating around mainland Europe of one thing. Back in the 1600s, my family were a dynasty of very successful seafarers. Long before there were real nautical charts, my family were trading with ports as far apart as those on the Baltic coast and ports at the top of North Africa. It puts things into perspective when I am struggling to find a B+B that’s a bit off the main road!



Benelli 900 Sei **Re-build**

by Richard Powell



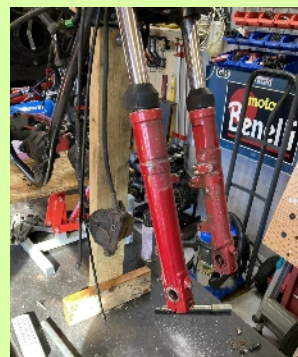
I bought this bike in 2014 as a non-runner, I cleaned the carbs, fitted a new battery and sorted the ignition and away it went. I used it to go to Scarborough, Mallory park and Germany whilst my other Sei was having engine work done. It runs fine and doesn't use oil, but the paint work has seen better days

and now is the time to start sorting it out. I started off by stripping quite a lot of the bike and taking the engine out for repainting. The engine stand was useful; I bought it from Germany and it keeps the engine upright. I made the trolley and castors to move it around more easily. I also need to thank my friend Guy for helping me lift the engine out the frame.



I wasn't sure whether to do the painting myself or take it to a professional. It's burgundy metallic and pearl in colour. I located and ordered stickers for the panels from Detlef Burian in Germany. I have used Detlef for buying parts for my Benellis over the years and have always had good service.

I gathered parts ready to take to the powder coaters; it is best to take photographs of what you are taking so that you can check you have all the parts back. I also took the front forks apart ready to have the lower legs repainted.



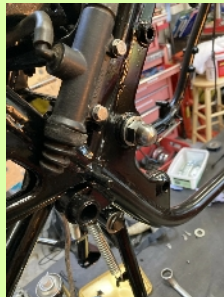
Whilst at the powder coaters I got them to sand blast the rear mudguard and the fork legs which were badly corroded. I tried then to find the Ral colour codes for the paint work before taking it all to the paint shop.

The parts came back from the platers and the powder coaters, so it was time for reassembling the bike.

I sprayed part of the frame and some ancillary parts.



Then I started to refit the side stand and centre stand (below); it is important to grease these when reassembling them. It's amazing how stiff and dry some stands are when you take them apart. Greasing makes it easier to get the bike on its centre stand.

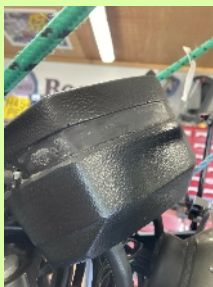


I fitted new swinging arm bushes and put the swinging arm back on the frame. I used a small smear of grease to aid installation and stop corrosion.

Another job I have done is to fit new sleeving to the wires going to the alternator (right).



I have fitted a new aluminium bezel



I have taken the cam cover off the engine (right) to replace the tensioner. I found the old tensioner (far right) had snapped; luckily I have managed to retrieve all the bits of plastic. The picture below shows the new tensioner prior to fitting it.



I got the cam shaft out; it was hard because a piece of the cam chain guard had fallen between the lower sprocket and cam chain.

Now I was going to have to take the head off to fit the new guide, and because of this I would lap the valves in before refitting it.

So I took the cylinder head off and removed the inlet manifolds



The gaskets on the inlet manifold were partially overlapping and reducing the diameter of the inlet by 1-1.5 mm. When I fit the new gaskets I will use an attachment on a drill to match the gaskets with the inlet diameter. This simple improvement should help the engine breath better.

I started to remove the valves and lap them in (below), using a valve lapping tool for the first time and it worked very well. I have had the valve grinding paste for over 40 years and it doesn't have a use by date - it was made to last and be as good today as it was all those years ago



On the exhaust valves I used coarse grinding paste first followed by fine to restore the seats. The exhaust valves have all the heat going through them and suffer more than the inlet valves.

I cleaned the head thoroughly in the parts washer to make sure there was no grinding paste residue under the valves



Then I fitted the new valve stem seals and started refitting the valve springs

To be continued....



SUFFOLK BEND SWINGING **- a blast from the past**

by Steve Peace

We return to another of the Wednesday evening ride-outs that regularly took place towards the end of the millennium. The destination would be the weird- sounding pub called the Eel's Foot, near Leiston. It was a nine-bike line up, with them stringing out up

and down the road in front of the open air swimming pool across from our house in Broomhill, Ipswich. The bikes were: Motobi 250 SS, Benelli 654, Suzuki GT380 triple, Kawasaki VN 800, Yamaha RD 250, Moto Morini 350 Strada, Moto Morini 350 Sport, Moto Guzzi 1,000 Mille GT and Honda VT 250. Again, we had a mismatch of power on this run with the frantic nature of the two-strokes being very much evident on the few straight stretches. According to a report from my back marker, Pat Bloomfield on the GT 380, they always seemed to be wrestling that long wheelbase around the corners whereas the Italians were taking everything in their stride. Everybody was from around Ipswich tonight except for Jim on his rather unloved but reliable Morini Strada who had come in from Bury St Edmunds, and my ride for tonight was the fast, but light and quick-steering Motobi 250 SS final series.

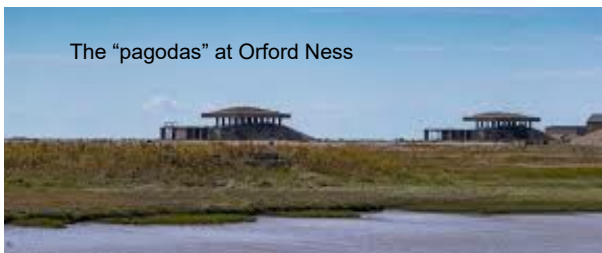
The ride started very urban, up the old A12 bypass and out of the town towards the outskirts of the market town of Woodbridge, which sits on the River Deben. We were all managing to stick together through the remains of the evening rush hour, and after crossing the rail line at Melton we took the left hand fork then bore right towards Orford. The little SS single was now emitting a sort of a bark which echoed around the trees in the forest. This was a great ride through the peaceful surroundings of the vast Rendlesham forest and was a nice calming effect after a day of hard work on my knees mostly doing the day job of plumbing and heating. We rode past the eerie looking entrance of the now closed RAF Woodbridge airbase occupied by the US Air Force during the cold war era, and the scene of the famous Rendlesham Forest UFO incident*. It was a warm summer evening so the shade offered by the trees had a nice cooling effect, with most of the riders wearing leathers.

With the following pack all together as we burst out of the shade into the sunshine, we rounded a few tight bends as we entered the hamlet of Butley with the Oyster pub on the right, and took the unclassified road around to the Butley Mills beside the river. This was a place I knew well as I worked on the farm at nearby Chillesford for eight years tending to a few hundred pigs.

We emerged from some third gear work on to the Orford road again past the entrance to my home for eight years, namely the Brick Kiln, then it was a good run towards the coast with the bike in top gear around some nice bends and straights. We arrived in the coastal village of Orford and

the scene opening out to mysterious views of the pagoda type buildings on Orford Ness belonging to the MOD, and a Duck type landing craft boat waiting to transport personnel over to the island. Time to reflect on the UFO incident and the heavy US air base presence around that area that was bristling with things the enemy from the east would have been well interested in.

We had a short break here on the green in front of the impressive Orford Castle,





Orford Castle

before moving off again through Tunstall Forest towards the famous Snape Maltings alongside another picturesque river named the Alde. Again the little flat single was given its head; this engine was a pure joy, and had no flat spot that was sometimes present around the 4,000 rpm mark on some of my four cylinder machines, requiring a precise balancing and setting up of all the carbs. This little bike would be free of most of that, but of course being single cylinder, if anything were to go wrong you haven't got the other pots to get you home. We had another short stop here before setting off for our final destination of the Eel's Foot pub.



The picturesque
Snape Maltings, near
Aldeburgh

A spirited start was made, and a small detour for someone who forgot to fill up with fuel, and on to the Friston crossroads with a cursory glance over to the rare pigs farm with a Gloucester Old Spot pig laid about in the mud cooling down. Some more B-road bends coming up with a reminder in my mind to be a little cautious of what we might meet around the next bend, as I kid you not, on a previous Copdock Bike Club ride out we were hurtling around these bends when up popped a London Routemaster double-decker bus on a day out for the kids courtesy of the Variety Club of Great Britain. Not to worry, I was on the 354 Sport II with a brake set-up that no other bike I have ever had could equal.

We sat in the bar of the pub just chatting with our ex-treasurer and all round good laugh Tony Robinson, when we noticed one rider missing. It was Roger from Kesgrave nicknamed Roger the Dodger, so

named for the way he rode his Morini 3 1/2 Sport and the endless bodge repairs. No worries, he was outside checking on his latest bodge of repairing a cracked crankcase with epoxy resin the previous day. Now I am not saying that it might not get you home but he would keep that repair until it failed then he would do exactly the same repair again instead of getting it done professionally. I think he was probably riding on some sort of a tight budget; come to think of it he never bought a round of drinks or indulged in hearty (read expensive to him) meals



The Eel's Foot pub



when we went out for dinner, but he was a good laugh so long as you were behind him on the road considering his slightly odd style of riding.

As usual with these short evening ride-outs, it was a scenic ride on the outward journey and a swift ride back on the A roads so it was was a short ride to the A12 then South towards Ipswich. Tonight we were definitely taking the route via the main A-road

because it was getting dark and I was on the Motobi with a 6V lighting system and a headlight with the power of a small candle. The method to getting home safely was to ride in the middle of the pack for maximum protection.

Had this been a full afternoon ride-out there would have been a chance to visit more places like Dunwich, Dave Silver motorcycles at Leiston, Aldeburgh, and Southwold on the coast. As you will have noticed there are lots of rivers in Suffolk and the roads to the seaside resorts are really like long cul-de-sacs, with no good coast roads actually connecting these resorts. I was pleased with the way the SS performed on that trip and it was pressed into service on other evening ride-outs plus the Gales run in the South East, its only big weak points being that lighting system and a seemingly undampened speedometer.



***The Rendlesham Forest Incident** was a series of reported sightings of unexplained lights near Rendlesham Forest in Suffolk, in December 1980. The events occurred just outside RAF Woodbridge, which was used at the time by the United States Air Force. USAF personnel claimed to see things they described as a UFO. A security patrol near the east gate of RAF Woodbridge saw lights apparently descending into nearby Rendlesham Forest. These lights have been attributed by astronomers to a piece of natural debris seen burning up as a fireball (meteor) over southern England at that time. Servicemen initially thought it was a downed aircraft. According to a memo written by one of the personnel, upon entering the forest to investigate, they witnessed a glowing object that was metallic in appearance with coloured lights. As they attempted to approach the object, it appeared to move through the trees, and "the animals on a nearby farm went into a frenzy". One of the servicemen later claimed to have encountered a "craft of unknown origin" while in the forest, although there was no publicised mention of this at the time and there is no corroboration from other witnesses. Local police were called to the scene but reported that the only lights they could see were those from the Orford Ness lighthouse, some miles away on the coast. The next morning, servicemen returned to a small clearing near the eastern edge of the forest and found three small impressions on the ground in a triangular pattern, as well as burn marks and broken branches on nearby trees. The local police were called out again, this time to see the impressions, which they thought could have been made by an animal. No definite explanation was given. There is now a "UFO TRAIL" in Rendlesham Forest which "will stimulate your imagination, taking you through forest, heathland and wetlands and some of the areas connected to the UFO sighting in December 1980" according to Forestry England.



The News of the World story was printed three years after the actual incident



Map showing the approximate route we took from Ipswich to the Eel's Foot Inn and back again. It was a lovely ride, lovely memories.





Trip to the Moto Classic at Plouay, Brittany

by Greg Guille

The Internet and social media are a blessing and a curse at the same time and in equal measure. However, every now and again, the stars align and good things happen. In an attempt to get a bit of riding in before the winter, I had been searching the Internet for a multi-day event to visit with a bike in France. Through the Internet thing that is "social media" I found just such an event - the Bretagne Moto Classic at Plouay, in South West Brittany. Its location was a part of France I had never visited before and it looked like just my sort of thing - an annual event where collectors and lovers of historic and classic motorcycles gather to experience the thrill of a circuit made up of temporarily closed public roads. It isn't supposed to be a race, rather a demonstration, but the bikes participating are not ridden like they were just museum pieces, they are used to their full extent. Again through social media, on a motorcycle related forum page, I found a couple of French riders who were making the trip and starting off from a village close to the place I had decided to use as a base for the weekend. I don't really get much chance to ride where I live, so I had deliberately picked my base close to my port of arrival at St Malo so that I'd get a decent ride in to the classic event. I chose a B+B in the medieval village of Jugon les Lacs for my stay. It is about an hour from St Malo and about an hour and a half from Plouay. My run down to Jugon les Lacs was uneventful and I found the B+B without any trouble. The place had been receiving guests since the early 20th century and the current owners are an interesting mix with the husband being from Ireland and the wife a native of Belarus. When I arrived there was a music festival in full swing and once I had checked in, I took the opportunity to join the festival and sample the local beer. It was about midnight by the time I managed to find my bed as by then, the last of the bands had finally run to the end of their set.

The following morning, I was up early for breakfast. From Jugon les Lacs, I rode up north to the top of Brittany and to the little village of Matignon, about 30 minutes away, where I was to meet up with my as yet unknown new friends. I waited for them in the village square aware that I was clearly a foreigner in a strange place. Presently, Laurent arrived for our rendezvous aboard his modern, Royal Enfield 350 classic followed by Francine on her Yamaha MT07. As a lady of a smaller stature, this bike had been adapted to her needs. That said, she proved to be an extremely capable rider.

We made our introductions over a coffee and I was a little pleased to find that they both spoke English. I am bilingual but use English most of the time, living in the almost exclusively English speaking community on Guernsey. The conversation ebbed and flowed in an easy manner right from the start and switched between English and French as the need arose. To be fair, I'd say that motorcycles are the same in any language. With the introductions made, we set off in the direction of South Western Brittany. Francine took the lead with me following at a distance behind Laurent. A bit of local knowledge is always welcome and we managed to miss getting trapped by a couple of locally well-known radar speed traps.

After about an hour, we were forced to stop by a large set of unmanned roadworks blocking our route. Francine, being a prudent rider didn't ride blithely past the "Road Closed" sign. We tried for several minutes to see if there was a proper diversion, but nothing was obvious. Francine was unable to find an alternative route on her phone-based navigator and we came to a grinding halt. I could see the road we wanted was less than

two hundred yards away; I took the lead and nipped through (shame on me!). As it was the weekend, there were no workmen to stop us and the two French riders followed me. We stopped for a picnic lunch at the village of Plemy and I continued in the lead when we set off again. It was mostly uneventful until I missed a junction resulting in the need to make a U turn. In attempting to turn round, Francine managed to lose her footing and tipped over with her beautiful MT07 into a roadside bush! I was a bit concerned to see her lying under the bike, but it proved to be a light tip-over and we soon had the bike upright again. Francine had a bruised ankle for her trouble but thankfully nothing worse. The rest of the trip, apart from some heavy showers, was relatively simple.

On arrival at the event, it was disappointing to find that the spectators were almost an afterthought in terms of their reception. France and its events can be a bit hit and miss as regards organisation. This one was definitely a bit of a miss. There were plenty of officials with walkie talkies but no-one had a clue about what was going on! A few attempts to find the visitor camping left us no further ahead. We could see the campsite, but no-one seemed to have thought of a route for people to get there. The paddock was on one side of the circuit and the spectators were supposed to be on the other. Frustrated, I gave up trying to follow the rules. There was absolutely nothing happening on the track and pedestrians were milling about on a section a bit further down. As a trio, we sneaked our bikes through a gap in the barrier and slowly crossed the track. We were met by a couple of officials who were not upset in the least. Laurent and Francine paid for their camping pitch and all was well. I have to say that I'm no longer into camping; 40 years of racing cars and sleeping in rough fields has worn it out of me! The next hour setting up the tents in rain not unlike that you see written about in the bible, did nothing to change my view. Once the tents were up and we had worked out where everything was, I decided to return to my B+B.

The weather was getting worse and I knew that riding in the dark in bad weather was a bad idea. On trying to leave, I was thwarted in my attempt to retrace my steps as the circuit was in use by then. The only way out seemed to be along part of a mountain bike track on the other side of the campsite. The track presented no real worries to my ADV bike; I think the French mountain bikers were a bit put out, but I did not stop to discuss it with them! The two-hour ride back to my B+B was an adventure with me getting soaked to my underclothes. At one point, I had to stop because it was raining so hard, I just could not see where I was riding. One notable incident was when a small honey bee flew in through my visor when I momentarily opened it to clear the fogging. I could not stop as I was on a motorway and the bee stayed there for the next 40 miles. I think he appreciated the dry condition in my helmet and he didn't sting me so we both were content with the deal! The bee flew away when it was safe to open my visor again. I'm guessing it was a long flight home for him!

I got back to the B+B safely, covered the bike up, had a shower and set out all of my gear in my room in an effort to dry some of it out. It rained all night long and continued on the Sunday morning. The ride back down south was in a soaking heavy mist and then proper rain for about an hour and a half. Finally, I got back to the event, once again by the mountain bike track and I found my two new friends in the camping ground. Only then, did it stop raining. The actual event on the Sunday was very good. Round about a couple of hundred motorcycles of all ages were being displayed on the road-based course. There was plenty to see and do with some motorcycle garages having trade stands in the paddock. We spent about four hours wandering about the paddock and spectator areas looking at the bikes, both static displays and the stuff on track. I could certainly recommend the event, but would say that booking a hotel in the immediate area would be my preferred option. If the weather is less than perfect, having a nearby hotel room would be handy once you've had a soaking. The event itself is very low key and friendly. Don't expect a

motorsport event, it is more of a display. After a leisurely lunch, we had seen enough and decided to pack up the tents and move on. We rode back up north at a modest pace, some of the way on the motorway to make the return less of an adventure than the ride down on Saturday. To be honest, the very light traffic and a slower pace on the motorway, was just as interesting, with the scenery and countryside something nice to look at as we made our way back up across Brittany. My return to Guernsey was uneventful and I'm already booked to go back to France as I write this.

If you fancy it next year, their site is here. <https://bretagnemotoclassic.bzh/>

Runs and Events 2024

Cadwell Moto. Cadwell Park, Lincs. Sat/Sun 21st/22nd Sept . A weekend of classic racing which is bookable, plus possibly parades. Free camping from the Fri 20th. Come and join in with our friends from other Italian Clubs. www.classictrackdays.com, Club contact: John at machinedating@benelliclubgb.net

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, 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, 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

CLASSIC MECHANICS SHOW, Stafford Showground 12th/13th Oct .

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, Facebook or WhatsApp



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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@benellclubgb.net first.

SUSSEX The Cricketers, Commonsidge, 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.

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@benellclubgb.net or tel. 01773 875085



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 invited (open to negotiation) For more information contact archives@benellclubgb.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 (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 (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 (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 (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 .

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

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



FOR SALE The mortal remains of a Moto Guzzi Zigolo. Comprising frame, body panels, front forks, swinging arm (both free and working), mudguards, seat frame, handlebar and levers. It's all in sound condition, not seriously rusted, and is very original (even the transfers). Believed to be the 110cc model. Will certainly go better with an engine, wheels and petrol tank! Most are readily available online at reasonable prices. Spares or restore? No paperwork and free to anybody who is prepared to collect from my home in West Sussex. Contact Jeff

on 07775823008 or email jeffread1949@aol.com

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

WANTED: Two Benelli Gentleman wheel rims wanted. Used but good condition would be OK. 2x16 (1,23) Sanremo version M1 is stamped on current rims. 36 spokes, 17inch diameter and 2 inch width.

Contact Derek email: mrderek63@hotmail.com

WANTED Benelli Moped in running condition ideally in the Essex area. In the first instance please contact Steve at steve.peace@benelliclubgb.net and I will pass your details on.

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

WANTED: Engine side case and tyres for Benelli Hurricane mini-bike. Contact archives@benelliclubgb.net

BENELLI SPARES FOR SALE Colin Darlow

My main stock is for 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.

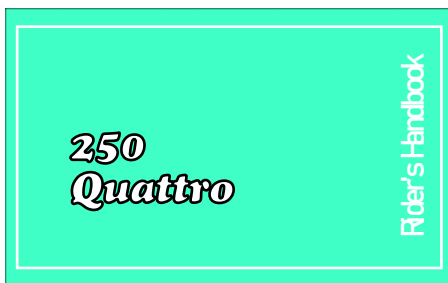
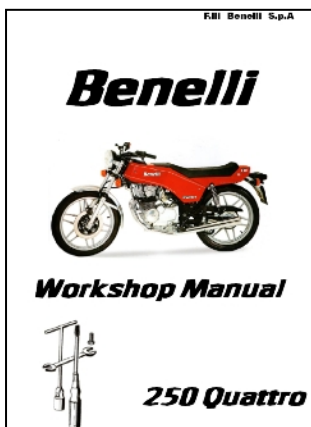
Multi-cylinder bits are mostly 4 cylinder used parts, engine, frames, seats etc.

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

Email is best: **Colin.darlow@btopenworld.com**

but phone is ok: **07739462887**

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



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Final Thoughts

Steve Peace

As we move towards the Autumn my thoughts turn to the 2025 season and what the Club's plans are going forward. It is a well publicised fact that all the motorcycle clubs and events folk are having to make adjustments and sometimes big decisions following the Covid saga.

It has definitely reset people's minds about travelling and getting out and about as much as they did. In view of this and the effect that this has had on the viability of what were well established events (which are now having to rebuild their fan base), I feel that the Club's situation is no different. I have therefore decided that the Club will reset as per the early days, way back in the late 1990s with a selection of smallish grass roots events with the minimal effort needed from individuals regarding erecting gazebos and other ancillaries. The Crich event was a good example of this and proves that some events can be attended without necessarily using Club volunteers. Of course we will still support and offer the established indoor shows to members ie the Stafford Shows and the outdoor Olivers Mount, Popham Show, and the Founders Day. If anyone would like to run a new smaller event and can find helpful local support, then the Club will endeavour to help, with advertising etc.

With reference to the Popham Megameet I am sorry but an incorrect date appeared in the events list in the last magazine. The correct date for this event should have been recorded as the 4th August. I put the revised date on the Club's Facebook page, and hopefully it was seen by those interested in the event.

For the final Club event of 2024, namely the Stafford Mechanics Show on October 12th/13th, we have had a very healthy response from members wanting to attend, but we can still offer a few remaining pairs of tickets and vehicle passes to those who would like to display at this show. The tickets cover free entry for two people for the whole weekend, free camping/motorhome caravan pitches with facilities, restaurant and bar facilities on the Fri/Sat night, and of course all the excitement of the indoor/outdoor jumble, a huge motorcycle auction, and generally a good time. It is particularly suited to first time exhibitors who will find plenty to do and all in the company of like-minded enthusiasts. We will be conveniently situated in Side Hall 1, just a few metres away from the huge stand of Benelli Morbidelli importers Moto GB, adjacent to the southern end of the main Bingley Hall. If you use the main entrance just turn right, go past the toilet washroom facilities on your right, and we are just a few meters through the side hall entrance. Look out for the Benelli advertising sails. To all exhibitors this is a very easy stand position to access and unload your bike; we look forward to seeing you there. Please contact me to register your interest, email steve.peace@benellclubgb.net or tel 07624 433629, 01624 834975. Finally there just may be time to book your accommodation and travel arrangements to attend the Benelli Week in Pesaro on September 16th to 22nd (contact Steve Peace as above).

Safe Riding
Steve

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Back cover: The lighthouse at Orford Ness, Suffolk. Demolished in 2020



The Lion Roars
No.103