



Il Leone Ruggisce

Winter 2024/25

<http://www.benellclubgb.net>

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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 Winter 2024/25

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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 February 2025 for inclusion in the Spring 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 folks its been a strange summer, especially with the lack of dry days to get out and about. It even affected the Benelli Week celebrations, which for the last thirteen years have been largely dry and sunny, but this time the rain set in for three days and

disrupted the motorcycle riding. Due to the excellent Italian Club's back-up plans, however, the timetable of events was executed almost perfectly. Thank you to all the hard-working Club folk down in Pesaro - it has again been a great week for the visiting fans. Nearer to home the rain hardly affected the BSB superbike event at Thruxton, and as I haven't had a report in from the Popham meeting I can only presume that also went off OK and not forgetting the Club stand at the Classic meeting at Cadwell Park organised by Jeff Pullen, at relatively short notice. Thanks to everyone who took part and organised these events.

Generally for the average rider who likes to pop out during weekday evenings and weekends, the ever threatening grey skies were a nuisance and for the visitors to the Manx Grand Prix and the Southern 100 Road Races they were very nearly a wash-out. That's enough about the weather, lets move on to the plans for next year.

There is going to be a celebration of the Benelli 750 Sei, probably the most sensational six of all those that eventually became available from various manufacturers. We are taking reservations to take part in a special gathering on the Benelli exhibition stand at next year's Spring Classic Bike Show at the Stafford Showground on the 26th/27th April 2025. As always space is limited, unless we can persuade the organisers to give us a bigger stand on the ground floor in the main hall area. Everyone who attends and displays their bike will receive a special memento of the occasion. Please see the events page for contact details.

We have an invite from Colin Stockton of the Italian Motorcycle Owners Club for any of our members wishing to display their bike on their stand at the Newark Winter Bike Show at the Newark Showground on the 6th/7th January. It is a great show so if you do want to start your 2025 season off alongside other like-minded enthusiasts then contact Colin Stockton (see events page for details).

We have been invited to the Malvern Show on April 13th/14th; if you are interested in showing your bike there on the Club stand, please get in touch as soon as possible (before 15th March) as the organisers need to know numbers attending. We also require help with the setting up and supervision of the stand. Attendance at this show will go ahead if we receive enough support but this will have to be in place by early March.

As you can see in this edition there has been a surge in the amount of articles coming in about all types of machines old and new; please keep on sending your stories in, no matter how large or small, and remember they don't have to be word perfect (but it helps!)

The transfer of the Club website is going ahead apace with Mary conversing with Julie who in turn takes on board the committee's suggestions. Thank you both for the dedication which has involved many hours of work.



CLUB NEWS

A warm welcome is extended to the following new members:

NEW
MEMBERS

Frances Rossi

Martyn Ripley

Paul Belenkie

Nick Murphy

Tim Batt

Lee Comelio

Kelvin Jones

Carlo Batain

Stafford Mechanics Show (October).

Once again, a decent turnout and a nice show. The Benelli Club stand was situated in the side hall, as before, and our display was rather impressive, with models large and small, older and modern on



show. Special guests at the show this time were Frankie Chili and Carl Fogarty and the entertainment outside included the fantastic Bolddog FMX stunt team, whilst the DaisyBelles sung their hearts out, despite the cold and showers of rain. Thanks go to everyone who brought their bikes to put on show and also to those

who helped with the stand - you are all very much appreciated.

Participants were: John Bailey (TNT 1130, TNT 125); Glen Page (750 SEI, 250 2C); Jon Wilkins (500/4 Race Rep, Tornado 900 Tre); John Harland (250 Quattro Mk 1); Greg Egan (750 Sei); Pete and Wendy Rimmer (G2 Elle, Hurricane mini-bike)

Club Website Our webmaster, Mary Elder, has been looking after our website for a number of years but is stepping back from that in the new year as she has an extremely busy career and, we hope, that she will be able to enjoy a little more leisure time too! We are very grateful for all Mary's work and wish her all the best. In order for the Club to continue to manage its web presence, Mary is currently in the process of migrating the website into Wordpress, a tried and tested commercial package. Without this migration, the Club would not be able to continue to host its website as none of the committee has any programming experience. Actually none of us have any Wordpress experience either, but we are addressing that! The website that Mary is building has a much more modern look and feel and should look better on mobiles and tablets too. As we take it over, we are also starting to work on increasing and improving the content for members. At the time this magazine goes to press we don't have an exact date for the launch, but you should find a flyer with this edition which, as well as having the go live date, will show your new password. In the meantime, if there are any Wordpress experts amongst the members who would like to consider helping us take the website forward, please don't hesitate to contact me: steve.peace@benelliclubg.net.

"Em's Day" Buell & Italian Day, East Kirkby Wendy Rimmer



Classic bikes from the Vincent Club lined up in front of the magnificent "Just Jane" Lancaster bomber. The Lancaster did a couple of taxi runs in the afternoon - those Rolls Royce engines sounded phenomenal!

Pete and I found this a most enjoyable day out. The event was held in August at the Lincolnshire Aviation Heritage Centre. The ride out there (from Derbyshire) was roughly 75 miles, mostly along country roads with the occasional dual carriageway thrown in. It was the furthest I had ridden in one go on my Imperiale, but it was a lot easier than I thought (apart from the bit we had to negotiate around Lincoln, which was extremely busy). Since 2004 the event has been dedicated to the memory of Emma Jane Radford, Buell rider and UK Buell Enthusiasts Group member, who passed away 22nd April 2004, aged 26 and has raised funds for the Papworth Hospital Cystic Fibrosis Unit. We met up with fellow Club

member Clive Steemson, who had ridden there on his Motobi Sport Special. One other Benelli was spotted - a 900 Tornado Tre.

Pictured below, left to right: My 400 Imeriale beside Pete's 1100 Moto Guzzi California; Clive and Pete with Clive's Motobi Sport Special; Benelli 900 Tre seen in the bike park.



Lazzarini

Ian Jamieson



Here is a picture of Eugenio Lazzarini with his works Motobi 175. He won the class with this actual bike at the Circuit of Spoleto in 1969. The bike is part of the Luciano Battisti collection (in Pesaro) and, ever the gent, "Enzo" was happy to pose for me. It made my day!



CELEBRATING 50 YEARS OF THE BENELLI 750 SEI

At the Stafford Classic Bike Show,
April 26th/27th 2025, we will be displaying an
array of 750 and 900 sixes on the Club stand.
Book in now to secure your place. Hope to see
you there!



*Contact : steve.peace@benellclubgb.net
or tel: 01624 834975; 07624 433629*

30 years with a Sei

By Alan Price



One particularly cold and windy (but thankfully, dry) morning last November, saw me on my 750 Sei, winding my way up the very steep climb

out of Church Stretton in the South Shropshire hills, the infamous Burway to the top of the Long Mynd hill; some 900ft up in just over a mile, with a steep drop of over 300ft on one side and only one short strip of railing! There I was to meet a journalist called Bob Dixon and his photographer 'Chippy'. Bob was writing an article on the 50th anniversary of the Sei for Classic Bike, which later appeared in the January 2024 issue. Bob had wanted to find a Sei for the article, which was to concentrate on the Sei's story rather than a road test and not surprisingly was finding it difficult. But a chance enquiry with Malcolm Shepherdson of Metal Malarkey in Bishops Castle led him to me only a few miles away. As it turned out, a bit was written about my bike in the article.

Whilst I attempted to thaw out in Chippy's car, Bob went off to pick the best spots to ride the Sei and photograph it, settling on the area by the Midland Gliding Club and another steep road off the side of the Long Mynd. Bob and Chippy both turned out to be really personable and good fun, with Bob having a long and varied career in motorcycling, including as a sponsored Laverda racer, and Chippy being very successful in off-roading. Bob runs a business coaching off-road skills, www.adventureride.co.uk, including taster sessions and if you wanted to try this, perhaps as part of a scenic break in the South Shropshire "Area of Outstanding Natural Beauty", get in touch with him.

It was interesting to hear Bob's thoughts on the bike, especially where he thought it was quite compact (!), certainly easy to handle, loved the engine and the brakes and suspension. He thought it was a sort of GT bike, not really an out-and-out sportster or fitting any other category exactly. He was concerned about mechanical thrashing at tickover; for myself I haven't found it any worse than a Honda CB750, although I normally hold the revs up slightly at rest and regularly check the cam chain tensioner and carb balance. Overall both guys were enthusiastic about the bike and the era of excess it personified. This was a nice change from the occasional jibes I still get about it just being a Honda copy (last time from a guy on an Aprilia, who at the time weren't even making their own engines at all), or a bit of a lump (including once from someone on a Suzuki RE5 rotary, yes that one!). In turn I enjoyed seeing the bike in motion and hearing the growl, despite the wind.

After the shoot, we retired to a café in Church Stretton, where I was treated to a late breakfast. The bike is fitted with the elektronik-sachse ignition system. Some of you may know that it will fire the coils off once if the ignition is left on but the engine off. Normally this just sometimes results in a 'phffft' from an exhaust. Oh no not this time - just as I was putting my gloves on, a frighteningly loud bang went off, causing faces to appear at doors and windows and one unfortunate lady, who had been enjoying a ciggy and catch up on her phone, to exclaim in shock and wrestle to save dropping things. I said "sorry" and made a swift exit!

Some weeks later Bob invited me to his house, to pick up a memory stick with all of Chippy's fantastic quality shots and to have a look at some of his bikes (and a beautiful Lancia HF being prepared for road rallies), with just a request not to use any of the photos until after the CB article had appeared.

Well I've owned this 1977 Series 2 now for 30 years this April. I bought it from my brother. It was the second Sei that he had owned, purchased from Chells of Stafford. It came from the USA with a full-on custom paint job: 'ghost train' on the tank and Iri Dess (iridescent?) and Vreeble Flip Flop effects on the side panels. Nice! The work was beautiful, but presumably whatever the painter had been smoking, had led him to neglect to lacquer the paint and it eventually started to craze on the tank when petrol got on it. So it was re-sprayed (as I would have done anyway eventually) in the closest tint that could be found to match the original red, Fiat Stilo Schumacher Edition, with a hint of orange in the red.

I absolutely love the bike and will never part with it. The Sei even took pride of place on my teenager bedroom wall, above Farrah Fawcett, a Lamborghini and the 'cheeky' tennis player. I didn't care if it wasn't the quickest bike, it was just.....well, IT! I had to have this one when my brother decided that it had to go, due to a leg injury making it difficult to manoeuvre; as he later said to me, it was the favourite of all the bikes he had owned in 55 years of biking (and there were a lot!). I particularly enjoy the way you can ride at a decent pace down twisty country roads without using the brakes, just relying on the engine braking; the hollow growl from the airbox under load at low revs; the way it shuts down instantly when you turn it off; the smoothness - you take perfectly clear images in the mirrors for granted; the howl at high revs (I once overtook a Ferrari 430 who was dawdling along, using all the revs but with a wave as I went past, he pulled up behind me at a filling station and enthused over the sound).

So, problems? Well yes of course, some self-made. So we all know the usual ones, but here are some of the particular ones I have personally experienced. Electrics are the most obvious. The main components have been faultless, being old-school Bosch. The electronic ignition cured the juggling needed to get the points gaps and timing all within tolerances at the same time and to not lose those within 500 miles. The first actual electrical problem was when a wisp of smoke appeared out of the right hand handlebar end, to announce that the ignition stop switch had burnt out. This has been bypassed and no repair attempted, I always hated those US mandated things anyway. A perplexing momentary cut out which progressively became more frequent was eventually



tracked down to the fuse box, where the wires from the ignition switch and to the coils are joined on the unfused side. The terminals are riveted together and the years had caused them to work slightly loose; a modern but vaguely similar looking box was fitted in its place. A healthy 14V at the battery was being whittled down to under 11V at the headlight, with a drop of over 1V at the handlebar switch alone! Running the circuit through relays improved this, at the expense of too much wiring passing between tank and frame. The lasting solution was to fit an LED bulb, stunningly bright and with a perfect beam pattern, maintaining 100% efficiency right down to 9V, so the relays could be removed. I got mine from www.norbsa02.freeuk.com. I also made a modification to the 'Molex' multi-pin connectors at the headlamp, as these were prone to slowly pulling apart. I rearranged the pins so as to leave a middle row unused and to drill right through the assemblies and fit pins in (I just used 5/32" rivets).

Mechanical? Well the big one was that the gearbox primary and layshafts had never been case hardened at manufacture, eventually slivers of metal (which never appeared in oil changes) locked the whole thing up. It was lucky that there was no pillion on board, as the kickstart lever snapped down and put a small dent in the top silencer. This occasioned a repair by Selwyn, which grew in to one of his fantastic full engine rebuilds. He even showed me how you could file a flat in the shafts! Not much point in improving the box over the weak Series 1 if it couldn't be properly manufactured and perhaps indicative of the developing chaos at the factory. An unfortunate prang resulted in the forks, front wheel and discs being replaced by a Guzzi T3 set up (surplus following conversion to a JZR trike!), which of course was what the Series 2 Sei front end was, barring

the narrower WM2 rim and usually, single piece discs. I have the original rim and discs still, but prefer the wider Guzzi rim (over de Tomaso's fetish with emphasising the engine width!) and as I've seen pictures of S2s with either type of discs, I'm not bothered by that as it stands, I guess the factory were using whatever was still available to hand.

Other mods? One of Selwyn's clutch arm extenders, which makes the clutch much lighter. Oh and a billet crankshaft end cover. Also at Selwyn's suggestion, an endless X ring 530 chain, which has transformed adjustment from every 200-300 miles to, well I can't remember the last time. Fitting a 120 section rear tyre didn't work out, as it rubbed through the rubber mudguard extension.

The rear shocks don't seem to have deteriorated at all in just over 20000 miles and 47 years. Yes I've failed to use the bike anything like as much as I've wanted to, a couple of years I did 4-5000 miles each, but others 100! This dovetails with not being a very active member of the club, by no means by design. Although I've been a member for many years (no. 59), I never seem to have found the time that the club deserves, so perhaps few know me, or of me. I keep meaning to attend a few events and harbour a desire to go down to the annual festival at Pesaro. Maybe next year? In the meantime, I remain in awe of all the hard work put in by the club team, especially Steve and appreciate it all greatly. It's been an absolute ball to own the magnificent Sei!



Benelli Gathering in Scandinavia

Greg and Dawn Egan



I have often spoken about the Scandinavians' warm and friendly attitude towards the UK Benelli owners. This year we were invited to join their team at Nyhyttan Guest House in Sweden for their annual get together and our dear friend Halvard (Norway) suggested an extended week, doing a small road trip in South Norway. Well, without any holiday planned, it seemed the best chance we had to visit. Christer was kind enough to send us details of ferry route crossings to get to Stockholm. We completed the Harwich to Hoek van Holland night crossing and at 8am disembarked the ship and drove "Stanley Vanley" (loaded with the new TRK 702X) across the Netherlands into Germany. It rained most of the time, being torrential to a point of 40 mph!! I recall it stopped raining when we arrived at the next ferry and having prepaid, we arrived 4 hours early at the terminal and basically our wheels kept turning and we were directed on to the next ship. 45 minutes later we arrived in Denmark. As we passed passport control a very young police lady stopped us and said "you have to have your lights on in Denmark". You learn something new every day! She waved us on, and we continued driving through Denmark heading towards Copenhagen and then arrived in Sweden. Yay!

By this time we had been driving 12 hours and decided to book an Air BnB, had a great night's sleep and by 8am we were back on the road with 500km to go to reach Stockholm. The scenery was beautiful, fabulous roads with little traffic and by late afternoon we arrived just outside Stockholm, Ekero, where we were greeted by the lovely Christer and Lena.

We had a fabulous time with them and the next morning travelled in convoy with Christer and Steffan to the rural club location. On route we stopped at a tank museum and later had trombugroulle (SP) (sausage and mash in a wrap) - Dawn got told off by Steffan for eating it with a knife and fork, ha ha ha! It wasn't long, before we arrived at Club Benelli, the others soon arrived and before we knew it there were over 60 people and a huge variety of Benelli bikes. We were obviously in the presence of Norwegians, Swedes, Finns and Danes, but there were also friends from the Netherlands and Germany. Again, without exception wherever we were in their company everyone spoke English – thank you!! The hotel complex provided excellent food for breakfast and evening meals. We were taken aback at the price of beer - good job we took two slabs of Old Speckled Hen and Doom Bar (we made lots of friends!)

There were some local excursions. On Friday, we had a short ride out to a little town called Nora whilst waiting for the rest of the Benelli gang to arrive. The roadside verges were strewn with gorgeous lupins, in purples, pinks and whites.



I had a little walk around the hotel grounds and found a lovely lake view. We were surrounded by lakes. Late in the evening we had a demo of a life-size Volvo V70 made from Lego.

Saturday was our last ride out as a big group with the Scandinavian Benelli Club, to a motor show with all nationalities of cars - some familiar ones we have had in the past. We were VIP guests and they put on a lovely lunch for us. Then it was on



to an iron foundry, then finally a quick break in a lovely village for the most delicious ice creams. Soon it was time to say goodbye to those of our lovely Benelli family not going on the Sunday ride out.

On Sunday, there was a final trip out for us before heading off to Norway. We visited the home of Alfred Nobel, of the Nobel peace prize (a Swedish chemist, inventor, engineer and businessman known for inventing dynamite as well as having bequeathed his fortune to establish the Nobel Prize. He also made important contributions to science, holding 355 patents in his lifetime).



On Sunday evening we gatecrashed the AGM; the meeting was held in their native tongue, and we had a mention. By the end of the meeting, we had somehow become official members of the Scandinavian Club. As Sunday was our final day we loaded the bike back into "Stanley Vanley" and followed Halvard, Cecile, Frank, Paul and Monique and Dorien (in her super sporty Mini). We travelled westerly towards Norway; when we stopped for a refuel and a break, a charming seagull decided it would be funny to poop on my head and shoulder. Ha ha not!

It wasn't long before we could see taller mountains on the horizon and finally arrived at Lier, Halvard and Cecile's home. Cecile insisted on washing my seagull poo clothes

and then prepared a fabulous meal for our little group.

The next morning, we clipped the panniers on the 702X and loaded it for our 4 day road trip into the snowy mountains. The weather was overcast, but in general very good for the trip. Halvard had spent a great deal of time and effort planning this great route. We first stopped at a shoreline to view across to a small island where some kids had been murdered in a shoot-out a few years earlier. We continued the trip, meandering up the gentle slopes, which soon became,

twisty turns, steep inclines and some serious switchbacks. Here are some pictures of the mountain roads and one of Greg enjoying a well-earned glass of Benelli wine. Cheers!



BENELLI TRK702X by Martyn Ripley



In August I traded in my three-year-old Moto Guzzi 850 Special for a new Benelli TRK702X. Why? I loved my Guzzi, but it was not great for touring with luggage and a pillion, albeit it was capable. I love the look of the Benelli and avidly watched every 'You Tube' and read every review I could on the bike, before committing to the purchase. The offer of full touring aluminium panniers and top box was also a factor. What a deal - it

cost me £2400 to part exchange. A no brainer. I picked up the bike mid-August. I could have chanced waiting until September, but these are selling quickly, and the dealer only had the one 702 in. I did not want to risk losing it as I was aware another person was interested in the bike and happy to take it pre- new registration. The bike is much bigger than the Guzzi but is very impressive. In some ways it reminds me of a BMW. It is tall and whilst a lovely bike to ride, it is a little top heavy at 244kg. For me that is a big bike now I am 70yrs of age. I have had to change my style of mounting the bike and need to stand on the pegs to get on. Not a problem once you get used to it. I am 5 foot 9 and not a light weight. I can, once on the bike, flat-foot on the ground. You also need to put thought into low-speed manoeuvres and filtering, but that is a case of getting used to a new bike. The bike is very well made and is of a standard of finish which would compete with Japanese bikes. It is quality. I have only completed 500 miles at the time of writing of which 100 was with my wife as pillion.

So, initial thoughts. The weight is not noticeable when on the move, it is a very flickable bike. However, you need to think of your parking options. I went to the Ponderosa just outside Llangollen, a well-known biker stop. I parked the bike facing downwards on a slope, perfectly safe on side stand in first gear. When I came to leave, I could not push the bike up the slight incline. Had my wife not been with me I would have struggled. So, you need to pick your spot. I should have reversed into the spot ready to ride out. The TNT display has three settings, brightness, darkness and auto. On a ride when it was very sunny, I could not read the speed due to the sun. Not good as I was in Wales and in some 20 MPH zones. I know other bikes can have the same problems reading the speedo in the sun. The speedo seems to also have difficulty in keeping a constant read out, it can jump from 29 to 30 to 31Mph even when you are consistent on the throttle. The display has a lag. This may calm down once you have had the first service and the engine beds in. But the display is good, and you have all the information you need. It should pair with your phone, but I have not tried to set this up properly yet. The engine is lovely. I have been keeping it down to 6000 revs until the first service and at 5000 it sits on the motorway at motorway speeds, and I estimate if you wished (after first service) it would cruise all day at speeds

much higher.

The gearbox is also one of the best I have ever come across; the clutch is so light and gives good feedback. The mirrors are also among the best I have ever experienced. Great rear vision when riding. One hiccup was that I took it out wearing a different pair of motorcycle boots which were much heavier and thicker than my others. I went off Ok then it would not go into third or fourth without great difficulty. So much so I thought the gear box had developed an early fault. Once I changed my boots it became silky smooth again. Whilst I could get my boot under the lever it was not responding to gear changes. The solution was to alter the gear lever; it is sensitive to your footwear if wearing different boots, so you may need to set the gear lever up higher.

I have had crash bars and a centre stand fitted on the bike. I wanted to use the stand mostly for washing the bike and to lube the chain. The design of the centre stand is one of the most awkward I have ever experienced. In a past life I was used to heaving up heavy bikes. The centre stand leverage is just under the pillion footrests, so you do not get a good foothold to pull it up without hitting the pillion footrest, so you can scrape your shins. It is a big bike to heave up, and a dropped bike is on the cards if I get it wrong. It does, though come fitted with paddock stand bobbins - a nice touch and not always a standard item on a bike. I may invest in a paddock stand.

On the move this bike is a joy. I am sure it will become a mile muncher and long distance touring will be something it will take in its stride. The fuel tank should easily deliver 250 miles, but I have not let it drop to less than a quarter of a tank so far. I have also invested in a bigger windscreen, but have yet to fit it. This possibly is not needed as the bike is very well planted in all conditions, but I prefer a slightly higher screen if I begin touring. On that point the luggage should allow me to take enough clothing to last me weeks. The capacity is massive. How they give you this free is one of the best sales pitches in the bike industry. It appears it is Givi luggage. Great quality and secure.

I have also fitted 'Puncture Safe' in the tubeless tyres. I know from previous experience that this works and for those that say you won't know you have had a puncture, do you want one on the motorway at 70 mph? The police and many agencies fit this in their vehicles, but again this is a personal preference. If you have doubts watch 'You Tube' Puncture Safe. I also spent a time applying ACF 50 to the bike. But the bikes finish is high quality, and I think regular cleaning of the bike would be all that might be required. I like to ride all year round and we are only three months away from salt on the roads so whilst new I thought I would use the ACF 50.

So, in summary do I have any regrets? No, a few little observations which I have highlighted. This is a very capable and good bike. I am conscious of its weight at low speeds and filtering, but I look forward to putting a lot of miles on it. I would buy it again in a heartbeat. I think it is incredible value and great quality. I look forward to being a member of the Benelli Motobi Club (which I joined as soon as I made the purchase) - I had a lovely welcome from Steve.

AGO WANTED A MOTOB..... Seamus Stuart

My Motobi career started in 1974 at the age of 10 when my good friend David Crawford allowed me to ride his son's 48cc Motobi.



From then it grew to now having five machines, two of which sit in my office, 1959 98cc purchased from the Morbidelli Collection and a 125cc Imperiale. Recently I was showing 2 of my Motobi's - 175 Catria and a 250 Sprite at the Classic Bike Festival in August, purchased from my great friend and brilliant restorer Graham Keeble, and the special guest was none other than 15-times World Champion



Giacomo Agostini. I was able to arrange to get him between the bikes for a photograph and he started to explain to the audience that when he first started to race he wanted a Motobi but the factory would not give him one, so he went to Moto Morini who supplied him with a machine. Think what could have been ...?



Benelli 900 Sei **Re-build (continued)**

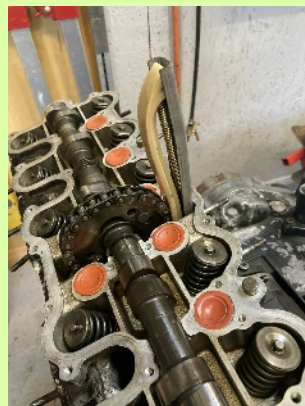
by Richard Powell

The first part of this rebuild was featured in the Autumn edition of "The Lion Roars". The story continues..

Finally I got back in the work shop and I put the camshaft back and fitted a new camchain tensioner. You have to have piston No1 at tdc and the camshaft key way in the position shown (right) before refitting the bolts to the sprocket using Loctite



The tensioner is pushed down the back of the cylinder and retained by 2 bolts secured with Loctite again (below right).





I then fitted new 'O' rings to the camshaft follower shafts; some people don't know there is a second oil seal. Using the Benelli tool and releasing the shaft at the centre of the cam cover as shown, only pull the shaft out a small amount otherwise the rocker arms will fall out. Because the engine runs hot I am using Viton seals which can cope with higher temperatures than standard 'O' rings.

My next job is to clean the sump

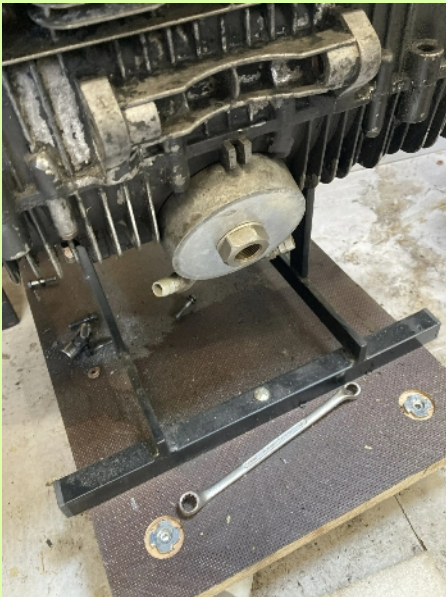
I took the sump off and it was full of bits of plastic from the destroyed cam chain guide. Luckily the plastic drops straight down to the sump and the sump filter stops it entering the oil ways.



I am fitting a sump pan from a Honda CB650 SOHC that will increase the oil capacity for the engine. You need to fit the Honda filter as it is deeper for the deeper sump.



I have fitted the oil cooler plate and new oil filter as well as the sump. I have plugged all the holes on the engine with cork and rubber bungs ready to degrease it and jet wash it ready for new engine paint.



I also saw the paint sprayer about starting the re-spray.

I have been waiting for a sunny day to spray the engine and exhaust pipes in heat resistant black. I chose 800°C paint for the the down pipes and 650°C for the engine and silencers. I cleaned up the pipes with an abrasive brush on my drill first then applied degreaser before hanging the pipes on the washing line.



You need the extra high temperature paint for the down pipes as ordinary heat proof paint peels off. When the bike is back together I will run it for 5 minutes then let it cool down to cure the exhaust paint.

I have had a little time between jobs and have sorted out the discs.



The paint sprayer put on the white base coat and asked me to fit the bodywork on my other 900 Sei to get the correct alignment between panels. It took us three hours to get the masking right. The red needs to go on next before the transfers are applied.



I went back to the paint sprayers and fitted the transfers. The next step is to have clear lacquer applied. However, the spraying was delayed, as when the final degrease of the paintwork was done it took some of the red off the new transfers. I had to order more transfers for the tank. The spraying has been a bit of a long drawn out process, will be glad when it's finally done.



To be continued.....

Bains-Sur-Oust Motorcycle Show, Anyone?

(May 1st 2025)

Greg Guille



A gentle, late-spring mini-tour through the back lanes of Brittany. I am proposing to get together a little group of riders who are happy to tour at a modest speed and see some of the nicest countryside Brittany has to offer. This will be on the way to a bike show with a gentle day's riding on little-used tarmac paved roads. Smaller to mid-sized motorcycles would ideally be a better option as there will be very few places to open up a big machine on the roads I have in mind. There will be lots of pottering through tiny villages with a bit of standing on the footrests, as there will be quite a few restricted speed areas with raised table speed bumps. May 1st is always a bank holiday in France, and in 2025, it is a Thursday. There is now a well-established bike show at Bains-Sur-Oust on this date every year, and 2025 marks the 20th running of the event.

Bains-Sur-Oust is a small town on the the Oust River and on the route of the Brest to Nantes canal. There is no heavy industry in the area and apart from having the Yves Rocher research and visitor centre as a close neighbour, the town itself is about as far from city life as it is possible to imagine. My idea is to do the following:

- Arrive at St Malo about the 27th or 28th of April 2025. A degree of flexibility will be needed in the plan, to allow for the ferry timings that are yet to be published as I write

- Ride the 27 miles over to Erquy in northwestern Brittany and stay overnight there. Erquy is a popular seaside town so finding food and refreshments in the evening will be easy. My friend is good friends with the owner of a large B + B/Gites complex.

- Depending on how things evolve, the next day will either be a free day to explore the local area, around Erquy or the day to set off for the trip down to Bains-Sur-Oust. In basic terms, the route we have in mind, will drop down from Erquy on the coast, to the beautiful town of Paimpont in the centre of Brittany. There, we will have a picnic/pub lunch. We have chosen this place because there is a covered area for picnics if the weather isn't kind, and clean public toilets. There is a huge historic abbey in the centre of the town and all the usual pubs shops and restaurants, etc.

- From there, we will continue down the map to visit Bains-Sur-Oust so you can get a feel for the place. Then we will ride the short distance to Guemene-Penfao and to our B+B for the evening. The place where we will stay is a biker friendly B+B with secure motorcycle parking and accommodation for about 15 persons. The next day will be a run over to the "Festival Moto" itself (thirteen miles away). I am likely to stay in the area after the event and do a little touring with my friend, but for those who want to get home quickly, there is a direct route, up the main A-road to St Malo. This is very close to Guemene-Penfao. It is an Eighty-one-mile ride, from the B+B to the ferry terminal at St Malo.

I'm not a travel agent so you'll need to make your own arrangements on that score but, if you fancy a simple trip to an event in France and are not confident with the language, both my friend Francine and I speak both English and French and would be happy to help. We both ride at a modest pace and know a few of the nicest riding routes in the area, so can guarantee an interesting trip through the back lanes of Brittany.

If you fancy joining us the route will be as follows: Erquy 22430. to Paimpont, (Brittany) 35380. Paimpont to Bains-Sur-Oust 35600. Then Bains-Sur-Oust to Guemene-Penfao 44290.

The B+Bs would be. **ERQUY.** <https://www.lesbruyeres-erquy.com/> and **GUEMENE-PENFAO.** <https://www.larbreemaille.com/>
Petrol is available in both towns.



Lady Isobel's Puzzle Challenge

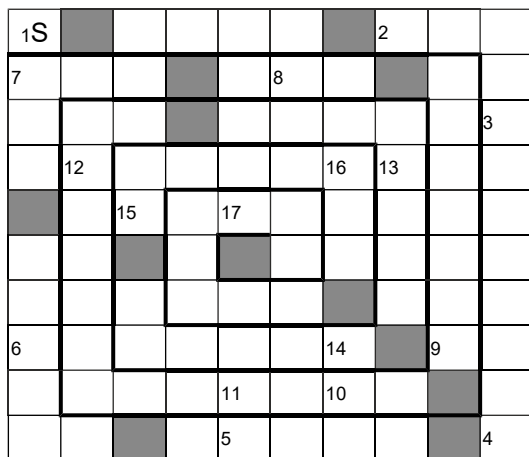
Hello, everyone, Isobel here. I hope all of you Benelli- and Motobi-ites are well and looking forward to the festive season. Personally, I am looking forward to meeting Kevin the Carrot, who I have invited over for dinner (can't wait, yum, yum!). Here are my latest puzzles, especially for you - enjoy!

Merry Christmas and Best Wishes,

Isobel

SPIRALWORD

Solve the numbered clues and enter your answers into the grid. The last letter of each answer is the first letter of the following answer. The letters in the shaded squares, when rearranged, will spell out the name of a World Champion for Benelli. The first letter has been added to give you a start



- 1 Where the Classics are shown
- 2 Cruella's little Benelli?
- 3 Trotsky trouser for this old Benelli
- 4 Park, Cheshire race circuit
- 5 Snetterton's county
- 6 Evel stuntman
- 7 Switch these on at night
- 8 Some Guzzis have this instead of a chain (5,5)
- 9 G2.....moped
- 10 Con rods have a big one and a little one
- 11 Former GP race circuit near EMA
- 12 900 in Italian
- 13 City of Dreaming Spires to make bike wear
- 14 No point keeping this knobbly-tyred machine clean!
- 15 Your bike's beating heart
- 16 Ignition type
- 17 Toothed gears

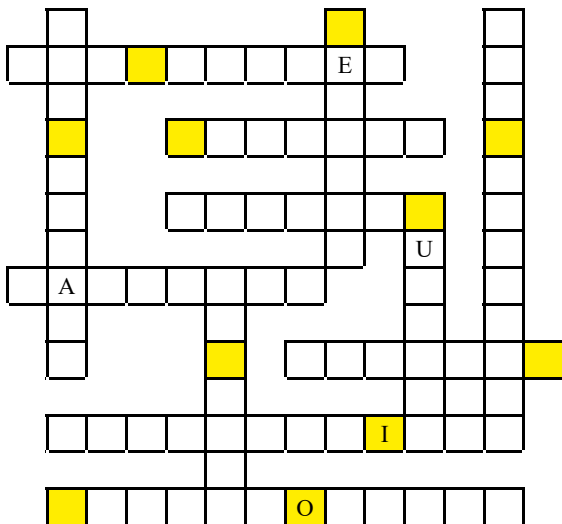
Benelli World Champion:



STORYGRAM PUZZLE

Archie Vist is a Master Mechanic - he can dismantle a motorbike and put it back together in no time at all. One day Archie stumbled across an old bike in his garage which had not moved for about twenty years. He decided to restore it to its former glory - but the various parts were EVERYWHERE! The words in **BOLD CAPITALS** are anagrams of the parts he needed to finish the bike. Unscramble the anagrams and fit them into the grid below to discover the parts Archie forgot to fit, which will be revealed when the letters in the shaded squares are unscrambled. Some letters have been added to start you off

"Now, where are all those parts?" muttered Archie. Switching on the garage lights revealed a domestic autojumble! Lurking in a corner behind a blanket of cobwebs was the **OX BARGE (7)**. That's a good start, thought Archie. Rummaging through some ancient cardboard boxes he discovered the **OIL INTO ICING (8,4)** and the **ACCESS RANK (5,5)**. He started to assemble the bike, adding the missing parts as he found them. Soon it was time for a brew - "**CALL THE T CUPS (6,6)**" thought Archie. It's so dusty in here I'll soon be playing for **ASTHMA F.C. (8)**. Whilst he drank his tea, Archie perused his latest wildlife magazine, learning all about marine life. **SHARK FACT N (5,5)** was particularly interesting and Archie found himself sidetracked for half an hour! Getting side-tracked is one of my **TOP SINS (7)** chuckled Archie to himself. A few hours later, the bike was looking quite good - only a few more parts to find now, thought Archie. In an old metal chest under the bench, he found the **SPUN MAP (4,3)**. Whilst he was cleaning the oxidation off, the phone rang; it was **VIV LANGPRESS (5,7)** from the **RUD SHOP (7)**. "Can't talk just now, Viv," said Archie, "I've got a **RAT VEIN (7)** and some **PET PATS (7)** to set up. By this time it was getting dark but Archie was determined to get the bike running again. "Finished at last!" he whooped. Turning round to put all his spanners away, he gave a groan of despair - some vital parts were still sat on the bench **(6,5)** "Oh no," he groaned. "Back to the spanners.....!"



MotoBi 250 Gran Sport Competizione

by Barry Hallam



My slight obsession with lightweight Italian motorcycles started with the purchase of a 175AB MV Agusta in 2019 and, along with a few mates, a plan to complete the MotoGiroD'Italia in 2021.

Unfortunately, lockdown put paid to that. It wasn't until 2023 that I finally executed the plan on an MV Agusta 175 CSGT. My mates for one reason or another couldn't make it, so I went alone; I figured I would just about manage to endure riding around Tuscany with evenings of five course dinners and red wine flowing as freely as fuel from a stuck-open Dell'orto float bowl. The organisers will tell you that it is not a race, but doing in

excess of 180 miles a day at more or less full chat on a small-engined machine, it certainly felt like one! My attempt failed on day 5 with a ruptured fuel tank (left) but it was an education for me on the robustness and style of Italian lightweights. I returned in May this year with my mates on a Ducati 175 and a Moto Morini, my son campaigned the MV 175 GSGT and I used a MV175CS Disco Volante.

First contact with the Motobi Gran Sport was in 2020 via the Bonhams sale of the Morbidelli motorcycle collection when I had watched it (online) climb way over my budget. I ended up with a 250 Guzzi from the same auction (but that's another story). I finally acquired the Gran Sport in June 2024 from my good friends at Solo Classics, who sorted out the UK V5,

with help from the Benelli Motobi Club GB - special thanks to Steve Peace, who has, and continues to help with the research of the bike and the rider.

It had previously been restored by Giancarlo Morbidelli, and had sat in the museum in Pesaro for who knows how many years. The Motobi is a works 250cc two-stroke twin, one of only 8 produced and ran in the Milano to Taranto road race in 1955 and 1956. It finished 2nd in class and 8th overall in 1955 covering the 1400kms in 13hrs 00 mins 56 sec piloted by Benito Mariani - a remarkable achievement considering the overall time included time checks and fuel stops. All the works Motobis did well in 1955, with 7 out of 8 finishing, and taking the top 5 positions in the 250cc class.



1956 was the last run of the race as all forms of motorsport were banned on public roads in Italy the same year, bringing about the end of an era. Curiously the race always started on the stroke of midnight, a tradition that is maintained in the events current format: a six-day tour from Milano to Taranto to cover a similar distance.

After only light re-commissioning and a few shake down runs, the Gran Sport is sorted. It feels strong and fast, a credit to the original restorers at the Morbidelli Museum. I use it regularly, riding around my local country roads - you can't help but channel a bit of Benito! It is our intention to return the Motobi to Italy for the 2025 Milano to Taranto race, exactly 70 years on to celebrate its original achievements. If small-engined bikes aren't your thing, I would say give them a go. With average ability and good management of momentum, you can be master of these completely analogue, marvellous and stylish machines, rather than being servant to the high power, high speed computer controlled modern equivalents (but anyone who rides Vintage or Classic Bikes already knows that!)



come cronometri da Milano a Taranto

Battendo tutti i record detenuti da macchine da corsa la

MOTOBI 250 cc. GRAN SPORT «Speciale»

che non è una macchina da corsa

VINCE la **MILANO-TARANTO**

LA SVIZZERA NELL'ARTE DELL'OROLOGIO

PESARO NELL'ARTE DEL MOTOCICLO

7 MOTOBI - su otto partite - arrivano trionfalmente a Taranto

L'ottimo - quello di Milano - regala tutti i suoi giorni da un incidente stradale - il nostro in testa posizione

MOTOBI: "L'Adattabilità più la Forza" - superagile - la l'evoluzione del pubblico piacere -

1.000 km. da Milano a Taranto

Classifiche ufficiali ai controlli intermedi:

A. BORGATA		B. ANCONA		C. ROMA		D. NAPOLI		E. PESCARA	
1. Benito	1:10:00	1. Benito	1:10:00	1. Benito	1:10:00	1. Benito	1:10:00	1. Benito	1:10:00
2. Benito	1:10:00	2. Benito	1:10:00	2. Benito	1:10:00	2. Benito	1:10:00	2. Benito	1:10:00
3. Benito	1:10:00	3. Benito	1:10:00	3. Benito	1:10:00	3. Benito	1:10:00	3. Benito	1:10:00
4. Benito	1:10:00	4. Benito	1:10:00	4. Benito	1:10:00	4. Benito	1:10:00	4. Benito	1:10:00
5. Benito	1:10:00	5. Benito	1:10:00	5. Benito	1:10:00	5. Benito	1:10:00	5. Benito	1:10:00
6. Benito	1:10:00	6. Benito	1:10:00	6. Benito	1:10:00	6. Benito	1:10:00	6. Benito	1:10:00
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8. Benito	1:10:00	8. Benito	1:10:00	8. Benito	1:10:00	8. Benito	1:10:00	8. Benito	1:10:00
9. Benito	1:10:00	9. Benito	1:10:00	9. Benito	1:10:00	9. Benito	1:10:00	9. Benito	1:10:00
10. Benito	1:10:00	10. Benito	1:10:00	10. Benito	1:10:00	10. Benito	1:10:00	10. Benito	1:10:00

Runs and Events 2025

January 11th/12th: The Classic Bike Guide Winter Classic Bike Show, Newark Showground, Nottinghamshire, A great show to start the season.

The IMOC invite you to show your bike on their stand. Please contact Colin Stockton: ducatibailey@btinternet.com or tel: 07538 038520



April 12th/13th: Kickback Custom and Classic Bike Show. Malvern Showground, Great Malvern, Worcs.

This all-ticket event promises a weekend packed with rare, exotic classic bikes, vintage race bikes, and a vibrant community of fellow enthusiasts. The show will be held inside the new Kildare Hall at the 'Three Counties' venue, offering a spacious and well-lit environment for everyone to enjoy the display of bikes. Contact Steve: steve.peace@benelliclubgb.net; tel: 07624 433629 or 01624 834975 or John: machinedating@benelliclubgb.net

April 26th/27th: International Classic Motorcycle Show, Stafford Showground, this year's theme is the 50th anniversary of the worlds first 6-cylinder road bike, namely the Benelli 750 Sei. Contact Steve for details steve.peace@benelliclubgb.net; tel: 07624 433629 or 01624 834975



June 21st/22nd : The Cock o' the North Meet, Olivers Mount, Scarborough, road bike parades, racing etc, 2.5 miles of road racing,

Contact Steve for details steve.peace@benelliclubgb.net; tel: 07624 433629 or 01624 834975



July 6th: Crich Classic Bike show, for bikes over 25 years old. 10.00am to 5.00 pm.

A great day out with free entry to the Tramway Museum site. Book early contact enquiry@tramway.co.uk or tel: 01773 854321



July 20th Founders Day, Stanford Hall, nr Lutterworth.

One of the premier one day motorcycle events Contact Steve: steve.peace@benelliclubgb.net; tel: 07624 433629 or 01624 834975 or John: machinedating@benelliclubgb.net



Popham Megameet Bike Show, Popham Airfield, Nr Winchester/Andover DATE TBA Contact Monty Sadler for details: monty.sadler@btinternet.com

September 12th/13th/14th San Marino GP, Misano Circuit. Emilia Romagna region 22kms from Pesaro

September 15th to 21st Italian Benelli Week. Benelli Moto Club Pesaro, Marche region. Huge gathering of enthusiasts, ride outs, events and entertainment. Contact steve.peace@benelliclubgb.net for details

September 19th/20th/21st Monstro Scambia, Imola Race Circuit, Imola, Emilia Romagna region Italy. Huge Motorcycle auto jumble, 118 kms north of Pesaro.

October 11th/12th Motorcycle Mechanics Classic Bike Show, Stafford Showground,

Want to show your bike? Contact Steve for details

steve.peace@benellclubgb.net; tel: 07624 433629 or 01624 834975



PLEASE NOTE:

All the outdoor UK events require help from volunteers to erect the gazebos and run the stand. Therefore club presence at these events can only take place if we receive support; everything needs to be in place at least 4 weeks in advance of the event date to keep the goodwill between us and the organisers. Please get in touch with me if you are able to help/display at these events.

Contact steve.peace@benellclubgb.net or tel 07624 433629 or 01624 834975

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, 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.



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Control cable parts

Batteries and battery cases

Ariete Vintage rubber components for Benelli & Motobi

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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 or tel. 01773 875085

FOR SALE: 1978 Moto Guzzi 400 GTS. Used by me since 2006. Black, registered as historic vehicle. 22,000km on the clock (11,000 by me). Good condition, 4 into 4 exhaust system, Spada handlebar fairing; £3500. Also:

1974 Moto Guzzi 350 GTS (unfinished but 95% complete). Marzocchi forks, Grimeca drum brakes. Good chrome, 4 into 4 exhaust system, Aprilia indicators, kickstart and Bosch starter motor. No documents; £2300

Contact Gerald: tel. 01404 613345, or 07568 369072 (Devon area)



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@benelliclubgb.net.

FOR SALE: 1981 Benelli 250 2C, I built it about 10 years ago, made it to fit me, 5ft 4 so if you are over say 5ft 6 may need some alteration, I made the tank and seat, 3 years ago I rebuilt the engine with a new nos crank, pistons seals etc it's done the 1000 bikes twice since, it has a v5, which need tyres for the road, it has Avon race tyres at the moment. It's in Shropshire for viewing. Looking for £3000 Road or race BHR eligible. Contact Trevor: trevor.castlecars@gmail.com



FOR SALE: Benelli 750 Sei Owned by me since 1991 with 266 miles on the clock, current mileage 9580, including old MOTs, totally original and unrestored. £19500

Contact Phil 07887842341,
email: philedwards49@aol.co.uk



FOR SALE: Benelli 250/4 1972 race prepared with full race exhaust and baffles if required. Excellent race history and always attracts much attention and photography. Great for Parading! Spare engine and carburettors. Offers around £6000.00
Contact Jeff on 07722421698 or jeffducati@hotmail.co.uk
Sussex area



FOR SALE: Renzo Pasolini Race Replica Benelli 500 four 1979. Built and commissioned by Selwyn Motorcycles in 2017. Special ported and gas flowed cylinder head with Joy C105 Yoshimura Camshaft, Modified, stiffened and lightened race frame. 26 mm Dell'orto carburettors, High compression forged pistons, twin Brembo, cast iron brake discs, Six speed Nova close-ratio gearbox, racing electronic ignition, full curved race

megaphones with internal baffles to 104DB for all Classic race circuits. Range of spare sprockets for varying circuits, two pairs race-prepared rear shock absorbers, Borani race wheels, electronic Scitsu tachograph, oil pressure gauge and adjustable steering damper. Roller starter also available, please ask. Used successfully in 2018 during Classic series. I raced for 4 months in 2022 – great fun! Ready to race or parade.

Price £9500 ONO Contact Jeff on 07722421698 or jeffducati@hotmail.co.uk
Sussex area



FOR SALE: Honda VFR 800X Crossrunner 2016 26,595 miles. Full Honda matching luggage (slight scratch on left pannier), matching key, 5-heat hot grips, new battery, new MOT, comfort seats, 60mpg, great tourer and scratcher. £4900 ono
Contact Jeff on 07722421698 or jeffducati@hotmail.co.uk
Sussex area

FOR SALE: 1978 Benelli G2 Elle Moped, comes with V5C (in my name), Historic Vehicle status so MOT and TAX exempt. I have started to resto-mod it for a kind of paddock/campsite bike, very nearly all the parts to restore it to standard if required (plastic engine shrouds missing). Ran and was ridden before dismantling, all items seen in photos included in sale (3rd photo shows moped in original state). OIRO £325 Reading, Berkshire Tel 07941711029



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: Marzocchi fork stanchions (or complete forks) for 1972/4 Motobi/Benelli 250SS. Need not be perfect as I will get them rechromed. Photos and price to ian.f.jamieson@gmail.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: mrderrek63@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.

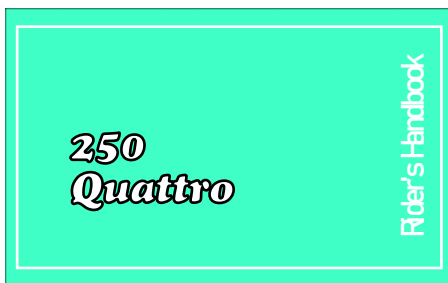
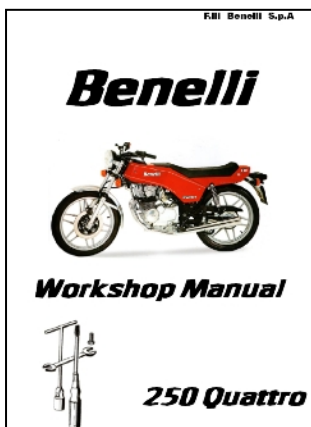
Multi-cylinder bits are mostly 4 cylinder used parts, engine, frames, seats etc.

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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Workshop manual (print) £25; CD £15

Rider's Handbook (print) £15; CD £12
(inclusive of postage and packing)

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Final Thoughts

Steve Peace

The big Benelli news to come out of the 2024 Milan Motorcycle Show was the presentation of the TRK 900 twin-cylinder adventure bike. It feels that slowly but surely the marque is getting back to offering larger capacity machines again since production of the earlier 900 and 1130 Triple

models ceased. Other notable machines include a 400 Bobber with a V twin engine and various other smaller capacity machines like the learner legal 125 adventure styled bike, to go with the best selling TNT and BN variations.

Also on offer at the show from MBP which is part of the Keeway QJ group was a Morbidelli badged 1,000 cc V-Twin Cruiser which was previously badged as MBP and you may have seen it at one of the Stafford Shows recently, on the importers Moto GB stand. Several other Morbidelli machines complete the line up, these are T502X, T352 and the SC125 scooter.

We will have to wait and see what arrives in the UK but what I can say is that more and Benellis are beginning to be seen on the roads when I have been visiting the UK and also here in the IOM. Way back when I came over to the island in 2002, you were lucky to see in a month a couple of the excellent Merloni era scooters from the K series to the Velvet, but now it is good to see the QJ Benellis on a regular basis but especially the 125 TNTs.

Well that's all for now so can I wish all the hard working committee, and club members a Happy

Christmas and a great New Year.

Steve

Puzzle answers:

Spiralword

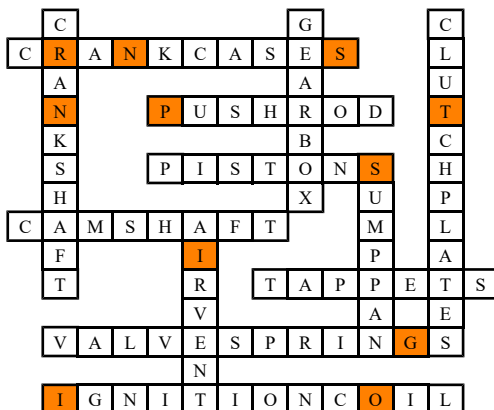
1. Stafford 2. Devil 3. Leoncino 4. Oulton 5. Norfolk 6. Knievel 7. Lights 8. Shaft drive
9. Elle 10. End 11. Donington 12. Novecento 13. Oxford 14. Dirtbike 15. Engine
16. Electronic 17. Cogs

Benelli World Champion: Kel Carruthers

Storygram

OX BARGE = GEARBOX
OIL INTO ICING = IGNITION COIL
ACCESS RANK = CRANK CASES
CALL THE T CUPS = CLUTCH PLATES
ASTHMA F.C = CAMSHAFT
SHARK FACT N = CRANK SHAFT
TOP SINS = PISTONS
SPUN MAP = SUMP PAN
VIV LANGPRESS = VALVE SPRINGS
RUD SHOP = PUSHROD
RAT VEIN = AIRVENT
PET PATS = TAPPETS

Missing parts: PISTON RINGS



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Back cover: Leoncino 400 Bobber, shown in Milan



The Lion Roars

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