



Il Leone Ruggisce No.99



**Autumn
2023**

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The Lion Roars Autumn 2023

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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.

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 2023 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



A warm welcome to you all. The weather has certainly been very kind to our early Thruxton events, but turned a bit wet and wild for the Mallory Bonanza Weekend. Luckily the Founders day event at Stanford Hall was sunny and warm. I just want to say a big thankyou to

all of you who attended these events, and in particular, to the organisers who have made these events happen, namely: John Blackburn and Pete Nichols, and all the helpful members that put a shift in, and not forgetting the efforts of our catering department at Mallory, Dawn and Greg Egan - well done.

In recent conversations, a few of you have said, "I have never seen anything in the magazine with reference to my bike". My answer to that is, please write something about your bike however small, be it just a picture, a ride out, a rebuild etc. There is always something to interest our readers even if it seems insignificant to yourself, so put pen to paper, or get busy on the keyboard, and let us all see what you are up to. You don't have

to be a genius to do a write-up - all the English grammar, etc will be sorted very professionally by our editor, Wendy.

The annual visit to Pesaro this year for Benelli Week, is proving to be a big hit, with nine people travelling from the UK. This is the highest number since the 100-year celebration in 2011. This a triple event really, with the chance to also visit the Imola Mega Bike Jumble, and the Misano Grand Prix just up the road. The highlights of the week are the daily ride-outs and I will post the timetable on the Club's Facebook Page, (Benelli Motobi Club GB) as and when I get it from the Benelli Club Pesaro. Other attractions on offer include the new Morbidelli Museum, which is very well presented, highlighting the global achievements of Giancarlo Morbidelli's GP winning machines along with other multi-cylinder projects, and his rare foray into road bikes with the limited- production V8 road machine; another museum project in the suburbs due to be opened in Villa Fastiggi, containing the extensive Battisti collection of Benelli and Motobi race and road machines; a display of the ex-Morbidelli collection of pre-war motorcycles (currently in the Benelli Museum), which is looking for a permanent home. Pesaro and surrounding area are fast becoming a Mecca for visiting motorcyclists. As far as I am aware this beautiful area of the Marche region will contain the highest number of dedicated motorcycle museums in the whole of Italy. All this is a far cry from when we visited the tourist board in Pesaro many years ago. Back then we were given a map of the city on which were listed all the museums and other tourist attractions, but no Benelli Museum. The upshot of this was a very robust response from my wife Valerie, complete with an official complaint to the powers that be in Pesaro that this was a serious omission. Within a short space of time, ie the following year, the Benelli museum was highlighted on the map. Whether this response was due to people power or not, we will never know, but would like to think so! We have done our bit to highlight this gem of of a museum in a place where Benelli was once a major employer.

Another great event taking place in Germany a few months ago was the World Benelli Weekend meeting at Wilfried Blöthe's new retail premises in Rehburg Loccum. Wilfried is well known as the classic Benelli spares stockist, but he has now expanded his already established new Benelli franchise into a much larger premises. You will see later in the magazine that Greg and Dawn attended this event and have kindly written an account of the trip for us.

The Need for Abrasion Resistant Clothing

By Greg Guille



Here we have the third and final part of a mini-series by Greg Guille looking at protective clothing.

It is a basic fact of life that motorcycles work in conjunction with a few physical forces: speed, weight and friction. Motorcycle tyres are designed to interact with the sharp stones in bitumen tarmac to produce grip and this is what allows us to bank into a corner and not slide off the road in doing so. The warm tyre rubber sticks into the tarmac surface and we feel this as grip. This is all well and good if nothing goes wrong. However, if you come off at speed, the human outer skin has almost no resistance to sliding across the sharp bits on the surface of the tarmac. The very thing that keeps us safe when we are riding our bikes, has the potential to cause us significant injury.

Buy the proper gear.

There is a huge array of abrasion resistant clothing available for sale in just about every style and made from a multitude of materials. The following is a snapshot and not a definitive list of what is available.

The very best form of protection, and most likely to save you from road burns, is always going to be a properly made, close fitting, one-piece leather suit. Moto GP and British superbike riders demonstrate this fact just about every weekend in the summer time. A one-piece suit is likely to be very expensive and you will have to wear it quite a bit, to get proper value for money (if that is a consideration.) It is true to say however, a properly cared for suit will last 20 years of regular use, at least. The Moto GP riders use kangaroo leather because it is stronger for any given thickness.



On the topic of thickness, 1.3 to 1.4 mm seems to be the industry standard for this type of item.

There is a down side to leather to consider, however, before you make a purchase. It is not completely waterproof on a long ride in wet weather. Also, it doesn't allow riders to keep cool on particularly hot days. A one-piece leather does also have some practical problems too perhaps not making it the first choice for riders. If making a trip out - just nipping down to the shops, or a half-hour ride into the countryside - you might not choose an all-in-one leather. I did see a girl on an

Instagram photo post, a week or so back who was laughing at a lady friend travelling companion, who, whilst wearing a one-piece leather suit on a motorcycling holiday, needed the loo at an inopportune moment. Getting out of a one-piece leather suit, is not a quick operation - I won't say any more but you'll get the picture! A leather jacket and leather trousers made from cowhide are an excellent choice for protection. Very much better if you can zip the two together to prevent the two parts riding apart in an incident. The two-part element of this combination is much more practical for day-to-day use.



The next material on the list is going to be anything made from ordinary cotton / linen cloth, woven together with Kevlar or another reinforced man-made fibre. This word Kevlar is a tradename for the man-made, para-aramid fibres that get woven into the cloth mix. The overall abrasion limit of this cloth mix is actually downgraded by any natural fibre that's added alongside the Kevlar in the weave when they make the cloth. Although not the only man-made abrasion resistant fibre, it does seem to be the most widely used in making motorcycle clothing. If you had a complete suit made of the Kevlar cloth, it would practically never wear through. The problem comes from the limited shapes you can bend Kevlar into. That's the reason Kevlar reinforced jeans have that stiff feeling when you put them on. The denim or other fibres are added to create the finished woven cloth in order to be able to make clothing from it. Clothing made with these extremely durable fibres will resist wearing through if you are unfortunate enough to slide during an accident. Any visible damage to the cloth after the incident will be to the surrounding fibres and not the actual aramid fibres.

I must also point out that Kevlar is a thing in its own right and not a description of all resistant fibres. There are probably dozens of "trade names" in the world of other abrasion resistant fibres and just as many methods of clothing construction. Covec is another trade name in the same sense as the previously mentioned Kevlar. I personally don't know much about this particular fibre, but it is widely used. The Covec material fibres are a thing, used quite a bit, by British motorcycle clothing manufacturers. Its main advantage over Kevlar seems to be its closeness in a finished product, to a cotton or denim material. It is certainly much nicer to wear due to its flexibility.

One other very notable material is Dyneema. This is the trade name for; "Ultra-High Molecular Weight Polyethylene" (UHMWPE). This is actually stronger than Kevlar in certain circumstances and is sometimes advertised as "The World's Strongest Material" It is also used to make ropes for ocean-going racing yachts due to its almost unbreakable properties. This fibre is also woven into motorcycle clothing materials as a reinforcement.

Another one to mention is Cordura fabric. Cordura was created for the military

and is extremely hard wearing, so ideal for motorcycle clothing. Again, it is like most of these man-made fibres - extremely durable and resistant to cutting and ripping in an accident.

One important thing to look out for in all trousers/jeans, is the cut at the waistband. The best ones have a cut in the style that extends the waist band, up your back. This protects you from the weather but also shapes the garment around your hips so that it won't easily be pulled down in an accident. Many an unlucky motorcycle rider in the past, has discovered that ordinary denim jeans are very easily pulled right off in a sliding incident.

Next in terms of excellent overall protection will be anything advertised as "Textile" jackets and trousers. This is going to encompass fabrics like the Cordura mentioned before. The relative abrasion resistance of these items will vary. They will again have a proprietary resistant fibre woven into the cloth they are constructed from. The key thing is that any "CE approved" textile clothing will protect you. A lot will depend on just how well these garments resist sliding up your arms, legs and torso in the event of a slide up the road. It is no exaggeration to say that proper trouser braces, can help stop you being caught with your pants down!

In simple terms, the safest thing is always going to be this: *wear something properly certified and CE approved in the way of protective gear.*

Do not be fooled however - even this properly manufactured motorcycle gear will not make you invincible. Sliding down the tarmac, even with the gear on, is still not without some risk of getting some road burns, simply due to the abrasive nature of the tarmac and the inevitable friction caused. Covtec material clothing is one that advertises that the heat/friction injuries are reduced with their material due to the way the fibres interact with the abrasion process. But, none of this should come before riding defensively.

Personally, I believe a guiding principle with choosing the right motorcycle clothing for you, is to buy the correct sized clothing. In this instance, snug, or even a bit tight is probably just about right. If it is much too loose, it will ride up and you will lose the protection of the material if your skin is uncovered.

The only actual advice I will give you is this. Have a look on the internet or in your local specialist retailer's for the gear in a style that suits your riding. I won't make any pronouncements about what I would recommend here apart from suggesting that you ensure that the clothing you chose is "CE certified" as being approved to a specific standard. I have a lot of riding gear from different manufacturers myself. Personally, I buy what seems a good deal, or performs the function best, regardless of the manufacturer. I would encourage you to learn about the products and then you will have a better understanding and knowledge of what to ask for in store. Once again, a trip to a specialist supplier would be my first choice to try things on in person. The staff in store, if properly trained, will know what works and will be the best in terms of budget and protection.

The last word must be this: NEVER buy clothing from an internet seller who doesn't have a physical shop. Who knows what they are selling? Often the stuff is a cheap knock-off copy of the real thing! You get what you pay for every time.

BENELLI 354 PASOLINI REPLICA Dave Peek

I have thought about putting this article together several times but always thought “who would be interested?”, particularly as it is not the real thing - only an “as close as you can get” replica. Whilst at the Thruxton Historic meeting this year I was fortunate to visit and view some great bikes on the Benelli stand and there was encouraged to, as it were, put pen to paper. Well – here goes!

My love for small multi-cylinder bikes started early one morning in the sixties when camping in the pits at the Isle of Man TT races. At the time I was there with a 500 Lancefield Manx side car outfit of John Sweet. You have to imagine it was just dawn, with a sound never before heard in the UK - the Honda 250-six warming up for practice. The bike was quickly surrounded by guys in nothing but the pants they had slept in and it was then that my interest in these smaller multi-cylinder bikes began. I had heard and seen many small multi four strokes, but since that day, had never stopped hoping I would actually own something similar.

Many years later, whilst walking from the car park at the Beaulieu Auto Jumble with a non-bike friend, that same sound echoed through the trees. “That’s the Honda 250”, I said. “How can you tell?” he asked. I said “I just know that’s what it is” and indeed it was in fact Sammy Miller taking delivery of one for the museum and so I felt a reawakening of my love for the small multi.

I have never been a serious biker, although I did have a small selection of bikes in my youth and, when married, a CB72 racer which I refurbished but never rode. I subsequently discovered after selling this bike that it did ok in several Classic TT meets. I do love the looks of what I consider to be the real golden era of bike racing. Fast forward several years and when a favourite uncle sadly passed away, I had the good fortune to receive a healthy sum with the instruction “do something silly with it!” Mmmm!!

My background is in cars, having been a Technical Field Rep for manufacturers, and upon my retirement I purchased a car I was familiar with and totally rebuilt it – so, a car was not the answer. I spent several weeks pondering and then found this Benelli 354 Pasolini replica for sale in Italy which had been used for street racing and parades. It looked the part but there were quite a lot of things that were not quite as they should be. The engine was a standard non-played-with unit, which I was pleased about as this would help with the reliability. It had been fitted with drum brakes from a 250 which provided adequate stopping power if the bike was used for parades, which was where I was coming from. I made the decision to buy and the deal was done. I managed to find a local van driver who (once a week) collected from and delivered to Italy, and he agreed

to take the cash and collect the bike on my behalf.

I let the bike stand for several months without touching it, not even starting it but just thinking how to go about improving its looks. The biggest thing by far to get the correct Pasolini look, was the exhaust system. I tried many options here in the UK but without



success. Finally, I rang a friend (Max) in Spoleto, Italy, and he immediately said he knew who could make what I needed. A quick phone call and the order was placed. A close member of my classic car club knew a biker who made custom frames and he did a sterling job cutting and shutting to the existing down pipes. Interestingly, when collecting the bike from this chap he asked me if I had ever run the bike. I said no and he immediately said we should give it a spin. We put in a few litres of fuel and it fired up first time but we only ran it for a minute or so as we were in the middle of a housing estate and that wonderful sound was well and truly there!!

Lots of other things have had time spent on them - the fairing was taken, I understand, from an original mould and is hand laid. The screen was cracked so a new one had to be located. Another area which took ages to sort was to get the true colours and finally I found another friend who knew a friend and the right colours emerged – namely White Alloy (Ral 9006), the Mint Green being (Ral 6029) which was the easy one. There are still things I would like to see done to improve it, like putting stainless spokes in but the look and sound is now much more in keeping with the real thing.

What will I do with my Benelli? Well as I am nearly in my 80th year it will not be me who has the pleasure of showing it off so it is likely I will shortly have to move it on and let someone else have that pleasure. I hope I have not bored any readers with the story of my Benelli but at least I do not now have to keep thinking I should “put pen to paper”! I have thoroughly enjoyed all the time I have spent on bringing this Benelli 354 Pasolini Replica so much closer to the real thing as I feel it has been my personal tribute to a great bike and a great racer.





Weekend to Benelli Bauer

by Greg and Dawn Egan.

We left Harwich on Wednesday 24th May on the night ferry crossing to the Hoek Van Holland for our onward journey to the Benelli weekend near Hanover. The crossing as usual started with a few

beers and a good sleep, until we woke to the melodious gentle music provided by Stena. It wasn't long before we were sat on Shrek, my green Benelli 899 trek and we were off. We decided to do the trip with a couple of comfort breaks, the first was supposed to be Arnhem but I misread an exit on the motorway and instead we found Appledorn.

Dawn's bum was beginning to suffer so a breakfast in the town was required. The Dutch are so friendly and when we found a superb Irish pub/café, we had great panini breakfast. We refuelled and I nearly had a heart attack when I saw the price - €2.22 per litre for 99 octane! England prices don't seem quite so bad now. We continued on our way and stopped again at Ornesbruk, and after another refuel (and second heart attack) we continued our last leg to Badnendorf and our hotel. A great relief, hot shower and a wander into town and we found our first Schnitzel meal - it was fabulous.

The next day we rode to Rehburg-Loccum to find Wilfried (Blöthe), and managed to acquire a few spare parts before the weekend rush. We met up with Arne, Carson, Kim, Stig and Nils, our buddies from Scandinavia, and we all drooled over the new motorbikes in Benelli Bauer's new showroom and saw a few classics in Wilfried's own collection. All credit to him, he has created a fabulous dealership for Benelli, and I know he has plans to expand, especially in the spares department. Anyway, we stayed with our friends and had a ride out to Hanover city to see two motorcycle clothing shops, stopping for coffee, beer and curry wurst. Later we enjoyed lakeside views and another Schnitzel meal.

Arriving back at the hotel, we were greeted by Christer and Lena from Sweden and Halvard and Cecilie from Norway. Halvard was keen for me to see his new bike, a Moto Guzzi Madello S. A beautiful bike and perfect size for the shorter legged rider.

Saturday was the first open day for the weekend at Benelli Bauer. Wilfried had arranged for about ten modern Benellis to be test rides and had a stunt rider performer.

We had a great morning chatting to Benelli members from across Germany, the Netherlands and Scandinavia. Sadly the only other English (Scottish actually) person there was an ex-squaddie who lives in the next village to Wilfried.

We enjoyed a few other rides out to various places, including a big lakeside park area which had a car boot where Dawn bought a cushion for €2 to ease her



achy bottom (Shrek's pillion seat is not the comfiest) followed by more coffee, beer and ice-creams. When we returned to Wilfred's his team had prepared a lovely spread of cooked food. It was a great end to a wonderful day, until we were about to leave....

I wheeled Shrek out of a parking spot, lowered the side stand then... CRACK... and Shrek fell to the floor as the side stand sheared off. It took me by surprise so I couldn't catch it, I could only cushion the impact with the concrete. The gear lever snapped and there was a minor scratch to knuckle guards. The pannier rack saved more damage from being done. I was blown away with the reaction of my comrades - people came over from all directions and helped me up, and knowing that a ferry crossing the next day would not bode well without a side stand, Wilfried came to the rescue and literally in 30 minutes I had a fully repaired bike. Amazing friends, thank you everyone.



On Sunday morning we set off on our homeward journey to the Hoek, stopping off in Gouda for a long lunch by the river and a walkabout in the city, before continuing on our way to the overnight ferry. We docked back in Harwich at 6.30am Monday

morning and were home by 8.30 am. It was freezing at that time of the morning. Shrek



had completed 900 miles over the weekend and the only hiccup was the side stand bolt shearing off, but we were blessed with some good friends. Many thanks to Wilfried Blöthe, Andrea and the team for making it a great weekend.

*Pictured, previous page: The stunt rider performs
This page, top: Mending Shrek
Above: Wilfried's new showroom
Left (left to right) Andrea, Greg, Wilfried and Dawn*

Benelli Imperiale

Fork Gaiter

Installation



By Greg Guille

I am blessed with a modern garage to keep my bikes in and rarely ride any of them in the winter time. With this in mind, I was a bit sad to see recently, a few specks of corrosion on the forks of my 2021 Imperiale 400. B e n e l l i themselves don't appear to list fork gaiters as an option so a suitable set in the correct fork sizes, was obtained from a BSA dealer. In all honesty, so long as the gaiters are a good fit, their heritage is of little consequence. My brother, who is an experienced restorer of classic bikes, suggested that it was a two-hour job at the most. He also said that it was so simple that I would be fine on my own, to undertake the task. So, here's the job:

Remove front wheel, brake caliper and ABS sensor. Remove headlamp and indicator wiring for both front indicator bulb units. Undo the three suspension fork stanchion clamp socket head bolts each side and slide out fork legs. Just about there is where it all goes disastrously wrong. The headlamp bowl side tube mountings have three small o-rings that burst out of their housings once you remove the fork legs and they are impossible to refit because they are under a lot of compression when they are jammed between the fork leg and the metal housing of the headlamp bowl mounting. Sliding the fork leg out releases the tension and out they come!

So, you then need to remove the handlebars to be able to get at the central headstock bolt. This is some weird, "Chinesium sized" splined fitting and it is a little bigger than a standard M18 spline drive key. You have no alternative but to use an M18 drive very carefully and slacken off the top head clamp to allow it to move up 7mm. In my case this was VERY tight! You can then rebuild the assembly inserting in the rubber seals that will now stay in place because the fork leg stops them from bursting out of the housing rings as you put it all back together. All this is best assembled with a dab of grease to stop anything pinching the seals. Once you have it loosely assembled, you can retighten the splined headstock clamp bolt and put everything else back together and retorquer all of the bolts.



I think the resulting installation will prove to have been worth the effort in the long run, but it took me a few days by the time I'd ordered up the spline bit tool and got it all back together.



Thruxton Historic Meet 2023

*Report by John Blackburn
Photos by Wendy Rimmer*

With fair weather in prospect, we were looking forward to the second year when we were invited to join the classic bike display at the Thruxton Historic meeting, organised primarily for the classic car community, with a varied

programme of classic car racing at the circuit.

There were just three or four club stands already set up by the time that I arrived at Thruxton circuit early on Friday afternoon. A call to Lorne Mitchener from the Displays Team, who was the organiser of the event, brought him down to tell us where we had been allocated space to set up the Club stand. By this time we had got chatting to the guys from the Dorset section of the Vintage Japanese club, some of whom had manned their stand close to ours last year, and whom we greeted as friends and rivals.

After a bit of discussion, Lorne agreed for us to keep the same locations for our stands as last year instead of the corner near the top end of the 'retail' area, so with the Benelli club stand in green and white and the VJMC stand in bright orange next to each other this time, we presented a good visual focal point for visitors to this area.

Pete and Wendy had arrived before me, and with Marcus King arriving a short while later, it didn't take long to set up the Club gazebos, though as before at Thruxton we had to take care to secure both the frame and the side sheets as soon as it was possible to do this to avoid the chance of the Thruxton winds carrying them off. As the afternoon went on, it became clear that the rather late confirmation for bike club entries and possibly the prospect of the all-bike Kickback show just two weeks later meant that on this occasion and unlike last year there were only four motorcycle clubs present, the other two being the local VMCC section and the speedway lads. A little later Chris Hedger and his daughter Rachael arrived to join us with their bikes.

Happily it was warmer overnight this year than last and Saturday dawned fine and dry, and this weather held until we had packed away the bikes and gazebos on Sunday afternoon. The morning saw a steady stream of classic car arrivals from about 7 am until late morning, everything from Ford GT40s to Citroen 2CVs. In fact we had a chance to have a long chat with a lady called Belinda Cartwright, who turned out to be the chairman of the national GT40 club, whose stand was just a few yards from ours and, later in the day, we saw her leading a fairly rapid procession of these cars round the circuit. Getting our own bikes out on track needs to be our ambition for future shows.

This year we had seven bikes on display: a late model 1972 MotoBi 250 SS, a 1952 MotoBi Spring Lasting 200 - a very advanced two-stroke twin for its time, a Benelli 254 special - very stylish with its MV Ipotesa fuel tank and neatly crafted rear bodywork, a 1970 Benelli badged MotoBi 250 SS in a very nice shade of dark green, a very pretty blue and white 1968 Benelli Sprint 3V Turismo and a pair of Benelli 125 TNTs, one red, one black, which graced the front cover

of the Spring issue of Il Leone Ruggisce. Although a little unsure of how much interest our bikes might generate amongst the classic car community, in fact we had a steady stream of visitors to the stand throughout the Saturday and Sunday.



Pete, Marcus, Gordon and Chris with their bikes

On speaking to a number of visitors, we soon realised that many either had been motorcyclists at one time or were still active riders as well as being classic car owners.

As for the classic car racing, there was a good selection of classes from Minis to touring cars to sports and GT cars, one set of races for Ferraris



Marcus King's 254 Special

only and also races for Formula 2 and Formula 3 cars from the 1970s. I had the opportunity to watch a few of the races and they were clearly well-contested, with one race for sports and GT cars being particularly memorable, being led by two Austin Healey 100s from the early 1950s, the winning driver drifting his car through the bends with all wheels sliding.



Gordon Hallett's Benelli Sprint

By about 2.45 pm on the Sunday afternoon, our flow of visitors was starting to lessen, so we decided it was time to start packing away and by 3.45 pm just as the first spots of rain were felt, both the gazebos and all the bikes were safely packed in cars, vans or on trailers. Pete and Wendy were heading off for their camping holiday – I hope this event made a good start for that – while the rest of us

headed off home through the rather desultory summer rain.

An Award for Clive at Crich



Once again, the Classic Bike day at Crich Tramway Village was blessed with beautiful sunshine. An amazing array of over 300 classic motorcycles, built prior to July 1998 was on display and the usual vintage trams were gracing the lines all day. Run in conjunction with the Vincent H.R.D. Owners' Club and sponsored by Derwent Waste Management, the 6th Classic Motorcycle Day was a great day out for all the family. Live music in the afternoon was provided by rock and roll band, The Moonshiners.

There were trophies awarded for 'Best British Motorcycle', 'Best International Motorcycle', amongst others which were decided by judges, whilst the general public were given the chance to vote for "Best in Show". The prize for "Best Italian Bike" went to Club member, Clive Steemson (pictured) with his superbly



turned out Benelli 304. Well done, Clive.



Mallory Bike Bonanza - a wet viewpoint

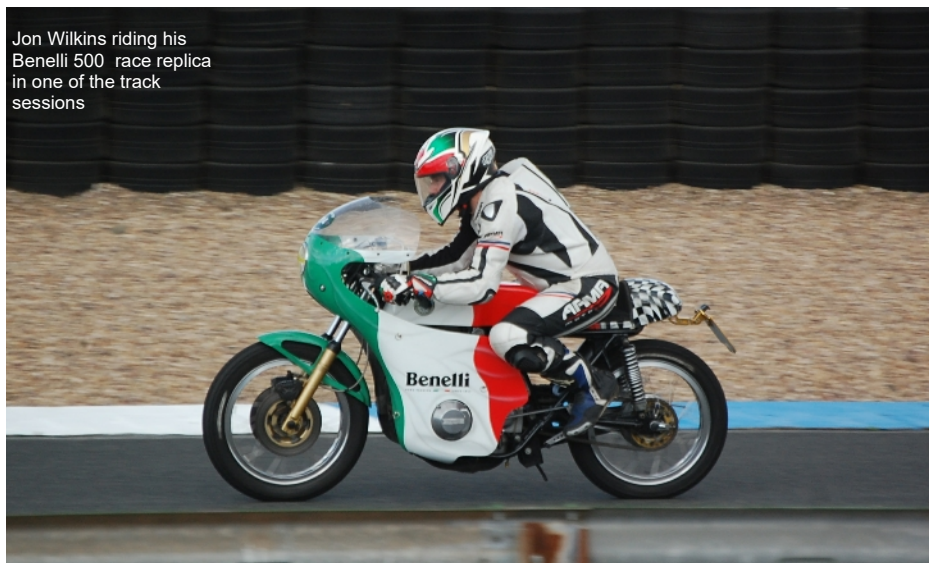
It was a complete contrast weatherwise to last year's blisteringly hot and dry conditions. The rain hardly ceased during the Friday set-up day, but despite this, the enthusiasm of the Benelli Motobi Club GB members remained undiminished for what turned out to be a very worthwhile event.

Pete Nichols was the first to arrive, followed by John Blackburn, Greg and Dawn Egan and Pete and Wendy Rimmer. Since at this point the rain was falling fairly steadily, also blown by a bit of wind, it was decided to wait until the weather had eased a little before setting up the two Club gazebos. Helpfully, the Mallory staff had marked 'Benelli' on the fence overlooking the track to indicate the location for the Club stand. The guys from another well-known Italian club were not so lucky, with just 'Italian' sprayed onto the wet gravel where it was hardly visible, right opposite. Once they had found their location and set up, it was good to have two Italian clubs right opposite each other, with the Moto Guzzi club stand also just a short distance away.

With one gazebo up and the second almost there, the rain decided to increase its intensity once more, so before long everyone was wet and bedraggled (beautiful British weather!)

The rest of Friday evening was spent largely sheltering from the rain. There was an excellent rock band on stage in the marquee later on - they were a four-piece band from Birmingham called "Hard Graft" - who played a fantastic variety of rock, blues and funk, doing it "their way". They covered all sorts of music such as AC-DC, Fleetwood Mac and Led Zeppelin with a bit of Jimmi

Jon Wilkins riding his
Benelli 500 race replica
in one of the track
sessions



Hendrix and Bryan Adams thrown in for good measure. The lead singer (Sophie) had an incredible voice and the two guitarists and drummer were fabulous musicians - no backing tracks there!

Saturday was equally rough with high winds and torrential rain at times, even the lake was being whipped up into waves. The track sessions went ahead, albeit at intervals due to the weather. Down in the pits, several other Benellis were spotted, including the 16-valve head 4-cylinder 350cc race bike as ridden by Renzo Pasolini and Phil Read. Also spotted were the one and only Henry Cole of "The Motorbike Show" fame along with his friend Allen Millyard posing with members of the public.

The Benelli Motobi Club marquee stood up to the horrendous conditions remarkably well; others were not so lucky - the Italian Motorcycle Owners' club and the Goldstar club ended up taking theirs down before the wind took them away.

On the Saturday evening, the excellent Club barbecue was provided by Greg and Dawn Egan - many thanks to them both.

Sunday morning started fine and dry, with even a little sunshine. Club member Jon Wilkins had thoughtfully brought his own gazebo to add to the two club ones which allowed all of the bikes to be kept under cover as well as there being space for chairs and a club table.

There was a steady stream of visitors to the stand to view 11 bikes on display, which were as follows:

Benelli 254 race replica owned by Andy Webb; green and silver Benelli Tornado Tre and Benelli 500 race replica owned by Jon Wilkins; black Benelli 900 Sei owned by Greg Egan; Benelli BN600R and red Benelli 900 Sei owned by Pete Nicholls; red Benelli Tornado Tre owned by Ken and Kevin Tomlinson; 1958 Benelli Leoncino owned by Alan Radford; blue 900 Sei owned by Selwyn Stickler; red Benelli TnT 125 owned by Wendy Rimmer; black Benelli TnT 125 owned by Pete Rimmer.



Visitors to the stand either took the opportunity to look over and discuss the bikes in detail or do the same while sheltering from the rain. In fact there was even an Australian visitor in the shape of Paul Norrish who took the trouble to come to Mallory and call in at the Club stand to meet fellow Benelli and Motobi owners. Good luck with

your Barracuda restoration, Paul!

By 2.45 pm everything was quietening down, so it was decided to call it a day before the weather changed for the worse again and by 4 pm the gazebos and all the bikes were safely packed away, except for the rather nice race-prepared 254 Pasolini replica. Andy was still out on track and clearly enjoying it on his other race bike. Fortunately, by this time the weather was dry, so it was no trouble to wait a little longer to make sure that bike and owner were reunited safely before departure.



Photos, previous

page: the excellent Benelli Motobi Club stand;

This page top: the 254 race replica of Andy Webb; **below:** Ken Tomlinson's Tornado Tre;

Next page, top: The Club Stand;

below: Jon Wilkins' Tornado Tre, Alan Radford's Leoncino and Pete Rimmer's TnT 125





Thank you, everyone who took part. Our weekend was a successful one despite the lousy weather. Hope to see you again next year.

The Beauty of Pigtails

By Pete Rimmer



When someone mentions pigtails you might picture a little girl with plaits in her hair, or the curly pink spring at the end of a piglet, but as you will see from this article they can be very useful when attached to the battery on your bike.

Fitting pigtail wires on to your bike or car battery can save you valuable

time and effort when you need to charge the battery, whether it be a full recharge or a top-up when your vehicle is out of action for any length of time. Batteries discharge naturally, and there is nothing more annoying, when you come to start your vehicle, than a battery which has lost its edge and lacks the power to fire up the engine. The battery charger pictured below is the one I use and it is



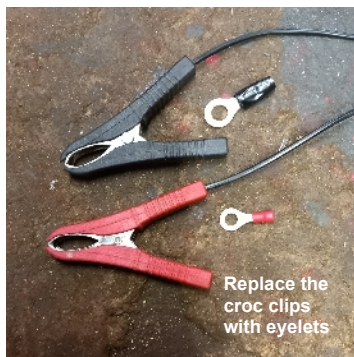
available from places such as Argos and retails for around £32. It is recommended by the AA and other motoring organisations. It will charge 6V or 12V and is equipped with a "pigtail" connection in the wire with crocodile clips at the end of it which connect to the battery (see picture, bottom left). The charger

will work at a low rate when charging, and when full charge is reached the unit will switch off. When the level of charge drops, the charger will start up again to maintain the battery at full charge. This is a safe way of working and the unit will work with both the adsorbed glass mat and the wet cell type batteries. It is worth noting that if the adsorbed glass mat type loses more than half its charge, it cannot be revived,

so it is best to "trickle charge" this type if you are not going to use your vehicle for a period of time, such as through the winter months.



On our little 125 TnTs, as with all bikes, the battery is beneath the seat. In order to charge the battery (before pigtails) the seat had to be removed - it is not hinged so had to be removed completely - and the clumsy crocodile clips fixed to the battery terminals. Now, however, I have changed the crocodile clips for eyelets which I have fixed on to the battery poles. I fed the wire under the tank and up towards the handlebars. To create a cover to protect the pigtail from the elements I used an old plastic marker pen barrel, cut in half and clamped and



Replace the
croc clips
with eyelets



The eyelets are fixed to
the battery terminals
(depiction only)

bolted on to
the top fork
yoke (see
below left).
So when
you need to
connect
your battery
charger, all

you have to do is pull the pigtail out of its cover and attach to the pigtail connector on the

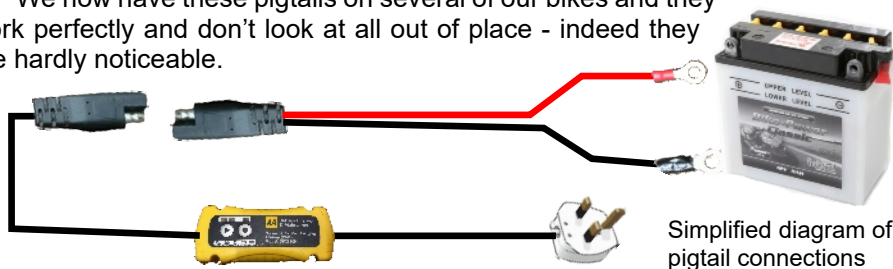


charger.

Not all chargers have this pigtail connection in the cable; you can modify it by splicing pigtail wires on to the crocodile clips so that you have the two options (see depiction, above, right). If you do this you will need to isolate the crocodile clips with a cover to insulate them. You could use pieces of an old inner tube for this purpose.

Once you have fitted your pigtail wire to your bike, you will find that it saves time and effort - no need to remove seat or side panels to access the battery, which itself is sometimes difficult to get at.

We now have these pigtails on several of our bikes and they work perfectly and don't look at all out of place - indeed they are hardly noticeable.



Simplified diagram of
pigtail connections

THRUXTON KICKBACK EVENT 2023 -



“KICKBACK is the definitive showcase for rare classics and customised gems built in sheds, garages and workshops by young engineers as well as experienced professionals. It is a cool and subversive event that champions the offbeat and loves bringing like-minded people together to discuss anything from frame modifications and flat trackers to café racers and clip-ons”

Report by John Blackburn.

It was quiet when I arrived at Thruxton circuit mid-afternoon Saturday for the Sunday show, with Marcus King arriving a short while later. As afternoon turned into evening, there were still only about half a dozen other stands set up and we began to wonder just how big, or otherwise, this show might turn out to be.

After a quick call to Lorne Mitchener, from the Displays Team, on arrival at the circuit, he came down to give us plenty of choice as to where we might set up the Club stand, as well as taking the time to indicate the layout of the show and the events taking place.

We decided to set up right outside the Thruxton Centre, where we hoped to (and did), get maximum exposure to passing spectators.

With Terry bringing his 750 Sei along and with Marcus' 250/4 special, that made just two bikes on the stand - but these were quality machines and they attracted a good deal of attention throughout the Sunday show.

After being concerned about the small number of exhibitors arriving on the Saturday, by 8 am Sunday morning the whole area was busy, with a good number of other club and retail stands arriving and setting up, so we ended up with the speedway boys on one side and the Dorset section of the VJMC on the other, they having one of the biggest stands there with ten very shiny bikes.

Along the pit lane, next to the circuit itself, were the stands for custom bikes, with some really remarkable



Marcus chats to a fellow enthusiast flanked by the two Benellis at the Club stand

machines, very innovative in their execution and superbly finished. There was also one custom bike business, who, so I was told, paid a premium for a stand actually inside the Thruxton Centre and this even included a custom sidecar combination, which you could view while eating your breakfast. Breakfast portions were generous and included a large coffee for the £10 price which at today's inflated prices was fair value. Marcus and I had a constant flow of visitors looking at the bikes, asking questions about them and taking photos. Six cylinder bikes are pretty special, as are 250 cc machines with four cylinders! Incidentally, Marcus' bike was one that he built from a box of bits, fabricating the seat and rear bodywork and spray-painting the whole bike himself, and fitting a fuel tank from an MV Ipotesa, which suits the bike so well it looks like an original factory option.

The highlight of the show must surely have been the stunt show by The Two Brothers. This was an amazing lesson in how to make a motorcycle dance, on both back and front wheels separately, in tight circles, performing acrobatics on the bikes, including a headstand while riding backwards; and with a pillion leaning backwards over the rear of the bike until her fingers touched the ground while the rider did a high wheelie almost beyond the point of balance, then almost



touching the ground when leaning backwards over the front as the rider did a seriously steep stoppie. These guys did a 40 minute show twice for the day and this after doing a show at Great Yarmouth the previous day. If you get the chance, go and watch them. It's worth the entry cost to a bike show just to see them perform. I'll try to post some video on the club Facebook page, but they do have their own FB page - look up The Two Brothers Stunt Show.

In all, it turned out to be an interesting show, not large but well worth attending. The gates opened to the public at 8.30 am and after 2.00 pm it was starting to go quiet, so we were all packed up by 3 pm, as were many others, and we were able to be heading home soon after.

I can't finish this report without a mention of the show being graced also by a visit from the very talented Allen Millyard and his Kawasaki six-cylinder creation



- he just added an extra two cylinders to the existing four . . . I commented to Terry that it would be good if we could line up the three six-cylinder bikes there (there was a Honda CBX on the VJMC stand) and he immediately took up the notion and got the other two owners to line up their bikes in front of the VJMC stand along with his Benelli 750. What a unique photoshoot this turned out to be with Honda, Benelli and Kawasaki special: three bikes, eighteen cylinders.



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FOUNDERS' DAY 2023, STANFORD HALL

Report by Pete and Wendy Rimmer

(From the Founders' Day website):
"Synonymous with 'The Taverners,' is Founders Day; it has become one of the major UK events in the 'old bike' calendar. From humble beginnings almost fifty years ago with just a hundred or so visitors and half a dozen people

selling surplus bike bits out of their car boot or laid out on the obligatory 'paste table' the event has grown into a vast slick and professional operation. Originally the event took place on the area to the right of the driveway with a small 'arena' to the back of the hall, nowadays there is a large arena to the front of the hall along with an auto-jumble nearing 300 pitches in number and taking up the whole area to the front of the hall. In recent years the attendance levels have grown to around the 4000 mark or more if the weather co-operates; even with the challenges the weather threw at us in 2012 around 3000 visitors made the pilgrimage. Which other event allows you to see everything from an FS1E to Brough going around the arena! It's also worth having a wander round the bike park as there are many very nice bikes actually ridden to this event"

A beautifully sunny day lay ahead for us at this event, although the ground was still a bit muddy after the constant rain from the previous days. There was a substantial queue of visitors at the entrance when we arrived, but we got in eventually and found the Benelli Club stand, resplendent with banners and flags. Our attendees were John and Elaine Blackburn, who kindly supplied the cakes; Pete Nicholls, who set up the stand, provided cups of tea and brought his BN600R and 750Sei to put on display; Jon Wilkins with his Benelli 500 race replica and 900 Tre; Greg Egan with his black 900 Sei and the two of us with our 125 TnTs.

The atmosphere at the event was very happy and friendly and there was plenty to see around the grounds of the hall. There was a very decent sized autojumble, with lots of stalls (selling largely British motorbike parts with some Japanese and various others). It made the so-called autojumble at the Mallory Bike Bonanza look very pathetic indeed. It was whilst we were browsing that we



spotted a 1930s Benelli 500TN for sale. We had been considering acquiring one of these for some time, if we could get one for a reasonable price of course. This one was a bit of a wreck, to be honest. The engine was seized and on closer inspection there were some parts missing and it was in a very

poor state. It would have needed some serious restoration and the asking price of £6000 was too steep for a machine in that condition. Further along we noticed a Benelli 125 Sport for sale on another stall. It was very nice, but we didn't ask the price.

The Wall of Death, which was included in the ticket price, was attracting lots of spectators, but we never got around to seeing it - maybe next year.

Back at the Club stand, we fielded lots of questions from interested parties who wanted to know about our bikes and Benellis in general. The seven bikes we had on show filled our space quite nicely.

Later on in the afternoon, the parades of bikes took place in the arena. There were several categories, such as pre-war, post war, single make club, etc., etc. There was also a demonstration of trials bikes, which were ridden over various little obstacles.

We were invited to take part in the post war group, since all our bikes are 1970s plus. The arena was not all that big and was quite tight for the



bigger bikes as it was quite slippery on the corners - no problem for our little TnTs though! We were joined by Jon Wilkins on his Benelli 500 race replica, along with various other machines from other clubs and we all did several circuits before coming out again. We had another chance later on when the single make clubs were invited into the arena. This time the Benelli contingent comprised our two little bikes plus Greg Egan on his 900 Sei. The arena was very sparse and the marshal kept on waving us round, probably hoping more bikes would come and join in. They didn't, however, so we kept on riding until we were dizzy. It was great fun though and we enjoyed taking part.



Demonstration of trials riding in the arena

All in all it was a most enjoyable day. There were some stunning bikes on show, the autojumble was interesting, weather lovely and turnout excellent - a very good event.



A row of Moto Guzzi-engined three-wheelers

CAVEAT VENDITOR (let the seller beware)

Wendy Rimmer

When selling your unwanted items, be it bikes, furniture, books or anything for that matter, it can be easy to be bowled along by the excitement of a few good sales and lose sight of the fact that there are buyers out there who are a lot less than honest.

Recently, I placed some things on the Facebook Marketplace and was overjoyed when I got a response from someone who said he was happy with the price of the item and could his son pick it up later that day. I asked him if he was in the UK, as some previous potential buyers turned out to be in India or Canada. He assured me he was in the UK and said he would send the money via PayPal straight away and could I mark the item as sold. OK, no problem, I replied.

About a minute later, he sent me a message confirming that he had sent the money and could I check on my emails to find the confirmation. I duly checked my emails and sure enough, there it was, although it had gone through to the spam box. It said "Hello, You received £200.00 GBP from the payer" along with some payment details and a transaction ID of 17 characters.

However, when I looked at the sender I wasn't sure that it was legitimate. The message had been forwarded from what claimed to be PayPal Pay - the email address was paymoney235.7@outlook.com - to another email address which was paypalconfirmation.uk24.7@gmail.com with my email address carbon copied (cc) into it. Whilst I was checking this out the so-called buyer kept on messaging me asking if the money had come through. I replied saying that it hadn't appeared in my PayPal account. He wasn't happy with this and kept insisting I looked at my emails for the confirmation. I firmly told him that the transaction was not there and that I would contact PayPal, which I did via the PayPal online assistant. I was advised to forward the email to phishing@paypal.com, as emails from PayPal always end in paypal.com and not gmail or anything else. Also, there will never be a transaction number. Needless to say, as soon as I said I would contact PayPal, the scammer stopped messaging and the previous messages disappeared (funny, that).

Apparently, this sort of scam starts like this then often urges you to click on a link in the [bogus] email to log in to your PayPal account and confirm receipt of the money. The PayPal page you are directed to is usually very convincing, but you are actually giving your login details to the scammer who then has access to your account and will use it mercilessly. You should NEVER click on links in emails unless you are 100 percent sure who has sent them (always check this out). We often hear the phrase "Caveat emptor", which means let the buyer beware, but equally "Caveat Venditor" - let the seller beware.

BENELLI SPARES UPDATE: Unfortunately, no-one has come forward to take the Benelli spares currently stored with Pete and Wendy at the Archives department. The room taken up by the spares is urgently needed, so sadly the spares will most likely be scrapped. This is a great shame, but needs must.

Runs and Events 2023/24

MISANO GRAND PRIX, Nr Rimini Italy, Sept 8th/9th/10th

MOSTRA SCAMBIO, Imola, Italy, Sept 8th/9th/10th
Mega motorcycle Jumble event.

BENELLI WEEK, Pesaro, Italy Sept 11th to 17th
Contact steve.peace@benelliclubgb.net

CLASSIC MECHANICS SHOW, Stafford , Oct 14th/15th, We need your bike. Contact steve.peace@benelliclubgb.net

WINTER CLASSIC SHOW Newark Showground. Jan 6th/7th 2024

STAFFORD INTERNATIONAL CLASSIC BIKE SHOW, Stafford. *April 20th to 22nd 2024 contact steve.peace@benelliclubgb.net to book.

CRICH CLASSIC BIKE SHOW. Crich Tramway museum. nr Matlock 7th July 2024 Please note there is to be a rollout of online bookings, like in 2023 so please book early.

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

MALLORY BIKE BONANZA, Mallory Park. *13th/24th July, Contact steve.peace@benelliclubgb.net.

Those events marked with an asterisk * will be fully supported by the club and therefore will have a club stand. The other events listed are for your information, to enter as a private entry.

Club Section Meetings

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

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: Benelli 500 Quattro 1976 very nice condition with all original Aprilia headlights, indicators, and original switchgear. Silentium 4 into 2 exhaust is the only non std item. Registered as a Historic vehicle £6,000 ono. contact Keith at kclatham@aol.com.



FOR SALE: Benelli 254 Mk1. Unregistered, push miles only. Fork gaiters fitted; fuel pipe replaced. Great opportunity to own a "new" 254. 231 cc four cylinder engine, beautiful condition. £5,500.
Also **1974 Benelli 2C** Drum brake, 11,000 miles £2,000
Contact Alan West , email: acwestgroundwork@btinternet.com



FOR SALE: Benelli Quattro 504cc. First registered 31/12/1976 Registered in the UK 22/05/2008 Disc brakes front, drum rear. On SORN off road and no current MOT, last MOT 05/05/2011 with mileage of 30018. Current mileage 30029. Electronic ignition part fitted, I have retained all the original parts, Wheels have been respoked and re-chromed, new tyres. Carburettors cleaned and balanced in 2018 by Selwyn Motorcycles. Stored covered up in a dry workshop. I

have receipts for all work that has been done. I have both parts book and workshop manual. Contact Richard, email: paulinebeyers@talktalk.net



FOR SALE: 1972 Benelli Sport Special 125cc. Very original condition and complete. Needs cosmetic attention! Chrome 'patinated' especially tank trims. Frame powder coated, new tyres and forks rebuilt. Easy starter, everything works but needs some final fettling (cables, sprockets) to be a confident rider. OIRO £1,399
More photos and video available.
Email ajs250@iCloud.com; Call 07873 327650



FOR SALE: 1958 Motobi Catria Lusso 175cc. Older restoration. I bought this earlier this year locally and have not had the time to fire it up. UK registered with V5 and on SORN. Last Italian tax disc shows 1978. Complete and has good compression but I have not tried starting it. Too many bikes so this one has to go. £2000. Call 07774 886995.
Email roger@hmpi.co.uk

FOR SALE: Benelli Tornado 900 TRE. 3500 miles approx. Good condition overall, lower fairing needs painting. £4500 or near offer
Contact Pete on 07752 486614 email: petew998@gmail.com



FOR SALE: Benelli 254 1980. Current owner since 1987. 15,413 kms, currently on SORN. Good tyres, new battery and fuel lines. Dry stored with fuel drained. Unrestored original condition with a few marks but otherwise well looked after. Located South Oxfordshire. OIRO £5000.

All enquiries please to John Brannan. 07964 189715 email: Katohirvi@gmail.com



FOR SALE: Moto Guzzi 125 Trial/Trail 1974. Just imported from South of France where it had been owned by the previous owner in Tracy-Sur-Loire since 2014 – UK registration in progress, which I will complete. Very similar bike to the Benelli 125 Enduro, and quite rare in the UK. Very good condition, just a couple of paint bubbles on the tank £3500. Located in

Tunbridge Wells, Kent.

Contact Chris on 07976 610715



FOR SALE: 1978 Benelli 750SEI. Bought as fully restored in 2012 by present owner. Less than 400 miles since engine rebuild by affiliated Benelli Museum workshop in Pesaro [Italy]. Electronic ignition, oil cooler, larger sump, new switches. Rides well and howls like a banshee. From private collection and mainly used for club displays. Historic registration. £14,950 OVNO. Tel Terry West on 07511 845469

Spares For Sale/Wanted



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



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



FOR SALE: Motobi parts Braced-type handlebars with brake levers, in very good condition, would suit any Motobi 125/250 SS. Imperiale/Sprite fully re-chromed petrol tank, very slight marks x 2 to the top. Motobi/Benelli 125/250 SS seat flat type (last series) in very good condition. For prices contact Clive Tel 01949 20758 any time.

FOR SALE: mudguards, head light, tool boxes, foot pegs and seat for 1969 Benelli 125 Sport Special

Contact Mike North email north.sunton@gmail.com



FOR SALE: Wheels and various parts for Benelli 254 Quattro £150 the lot. Please contact Bob for further info email bobsheila1@gmail.com



FOR SALE: Speedometer stickers for converting your kmh European speedo to the required British mph speedo. NB: speedometer not included. Artwork courtesy of Chris Grigson £2.50 each including postage. Contact archives@benellclubgb.net

CLUB REGALIA FOR SALE - various sweatshirts, tee shirts, polo shirts, key rings, stickers. Stocks are low at the moment - some items may have to be made to order. Contact archives@benellclubgb.net

FOR SALE: 2c frame, swinging arm, stand, foot rests, no docks, forks 32mm drum brake type. NSU front hub with yamaha T L.S brake plate and 18" alloy rim. Alloy rear hub with new 18" alloy rim. Above items were to build a special but not going to happen. £450 the lot or may split.

254 plastics plus seat also left side exhausts £100, cylinder head plus few items £200 O.N.O. Contact James Maxwell on 01848 330 705

FOR SALE: I purchased a generator online having been assured it was suitable for my Aermacchi HD 350 (it isn't). It seems, from an investigation of the design and the code stamped on the rotor, that it is a DM12 A6 generator for a Benelli 250/350 single. It does come with the brush springs. Is it of any use to anyone? it seems unlikely that I will ever find a use for it, and it's just going to sit around in a box. I'm in the United Kingdom, so you can have it for the price of the postage (about £10) and I'll just suck up the £40 I paid for it.

OIRO £10

contact Ollie Hulme 07909970405 midnightsurfer@gmail.com

WANTED: Gear lever for Benelli 254 Quattro

Contact David Sketchley, email davidsketchley@aol.com or tel: 07816 415499

WANTED: Sidestand/kickstand to fit tornado 650 Contact Mike on 07989 212835

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Final Thoughts

Steve Peace

The Classic Mechanics Show at Stafford is fast approaching (14th/15th October); the Club stand will be in **Side Hall 2 Stand S17** (situated off the main hall). There will again be a glittering array of Benelli/Motobi machines, a selection of regalia and other Club-related products. Facing the Club stand will be **Moto GB** on

S21. This arrangement gives you the chance to have a chat at the Club stand and also browse the latest offerings from the importers, all in one location.

I must say that arranging a Club stand has been challenging over the years - even getting the organisers to keep to their promises is a nightmare - and this year has been no different; this year's sizeable stand is the result of a firm discussion with organisers stating the blindingly obvious problems we have had. Our Club stand organisers (Pete and Wendy, and myself) have for over 20 years struggled with the seeming incompetence of the management over allocation of space in relation to the number of bikes attending. One example was a stunt pulled to inform me of a change of our special anniversary stand, only a few weeks away from the show, and I had to fight to get this injustice reversed. This is not an isolated example as there have been many, over the years. My best years of organising the bigger indoor shows were from the 80s into the late 90s, when a very capable Alan Whitehead was in charge. He is still to be seen in his trademark white overalls walking the halls of Stafford helping out with less onerous jobs.

I make no excuse for the rant. We have tried to give members access over the years to some tremendous venues, but I thought it best to state the truth about this potentially great show; hopefully it explains the problems that Pete, Wendy and I have endured over the years. To maintain the absolute best for our great club, be it the displaying of the members bikes, or the positive exposure of the club to the enthusiast and general public alike, we have to move on. This can be through an enhanced online presence, physical participation at traditional shows, or a return to the Club having its own Benelli Festival amongst other smaller events, but we need more volunteers to come forward to run this type of programme. I will not be afraid to relocate to another form of club bonding and general promotion, but we still enjoy meeting and seeing you all. The aforementioned problems have affected some other clubs too, so we are not alone. It would be great to see you at Stafford in October, so come and have a chat.

I had a very nice letter from a long standing member and owner of an egg engined Benelli, Peter Nairne. Peter said, "I hope to have the pleasure of meeting you some day, preferably when my egg has boiled". The remark made me smile after a few heavy weather days. Some of you express, in your correspondence to me, your pleasure at belonging to this friendly club, and receiving a copy of the magazine. I do pass on your comments to our editor, but if you would like to write to her personally regarding anything to do with the excellent magazine and her unwavering commitment to the cause, please contact her at editor@benellclubgbg.net. Indeed if you wish to contact any of our committee members about a relevant topic, please see the list of Club contacts inside the magazine; I would like to pass on my thanks to all of the committee who are the bedrock of the club.

Finally, I find myself asking again if you are able to help with the outdoor shows, as we need more volunteers on the ground. All the administrative work (tickets, etc.) will be done by me remotely, it is the setting up and dismantling of the new lightweight and manageable Gazebos and the odd stint on the stand that is required.

I wish you all a very pleasant autumn, be you riding/restoring/other.

See you at Stafford

Steve

Club Contacts

Honorary President

Kel Carruthers

Chairman

Steve Peace, 85 Ballamaddrell, Port Erin, Isle of Man IM9 6AU
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