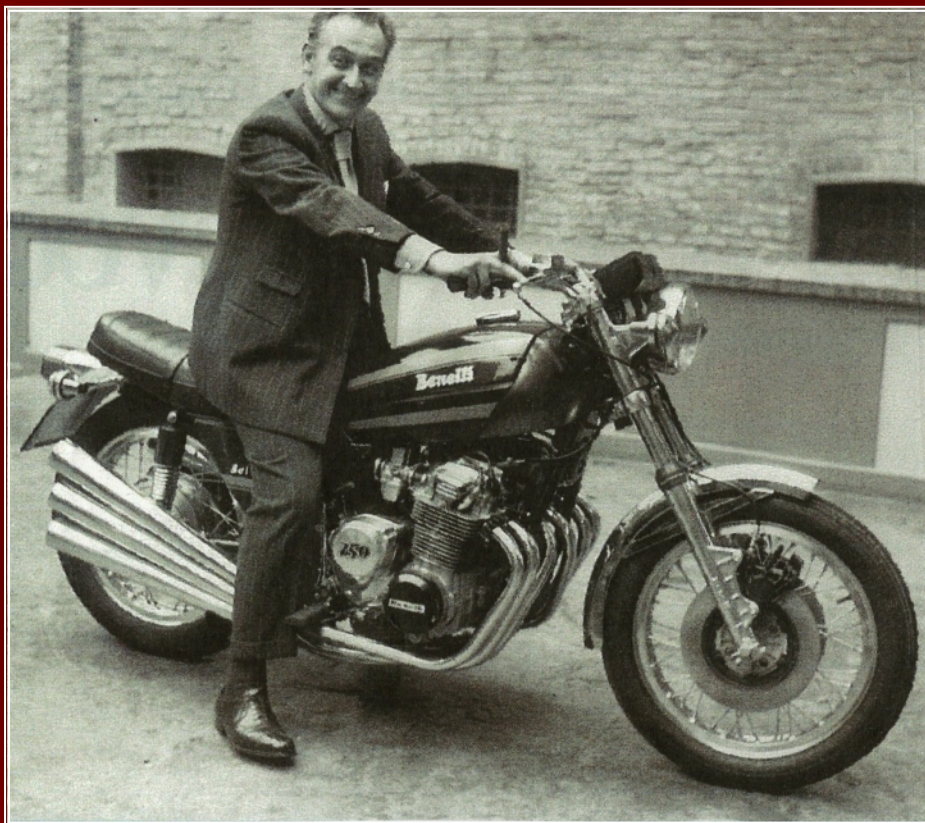


50 anni di sei appelli



Il Leone Ruggisce
Spring 2025

<http://www.benelliclubgb.net>

Membership Renewals

UK £25.00 (*hard copy of magazine*)
£20.00 (*e-copy*)

Europe (EU) £28.00 (*hard copy*)
£20.00 (*e-copy*)

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*Rest of the
World* £30.00 (*hard copy*)
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(Membership secretary's details on inside of back cover)

UK members may pay by:

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Bank transfer to Benelli Motobi Club GB
Sort code 09-01-53 a/c no: 11483283

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sales@benelliclubgb.net

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 Spring 2025

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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@benelliclubgb.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 May 2025 for inclusion in the Summer magazine

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

The Chairman's View

Steve Peace



Hi everyone. The winter weather has no doubt, for some, left us feeling a little weary, but to be frank with you I have not noticed too much because of my intermittent involvement with the new website, which is now something the Club can be proud of. Mary and Julie have worked tirelessly to get the new site up and running, and you should now be able to view it at www.benellclubgb.net. Have a look round and remember we are always happy to receive your stories and pictures to go both on the website and into the magazine. Please see the dedicated website

announcement page later in the magazine.

We now move on to the events for this year, and firstly, why not come and give us a look at the April Stafford Show? We will be again in the side hall on stand no S10 where you will find a tribute to "50 years of the Benelli Sei". There will, as usual, be a selection of regalia for sale. Other events coming up later on are the Founders Day at Stanford Hall, Crich Classic Bike event, Cock o' the North races at Olivers Mount Scarborough, BSB at Thruxton (free passes available for the whole weekend), Benelli Week in Pesaro, and the final show at Stafford in October. Unfortunately the Popham Megameet motorcycle show will not be taking place this year, but I am assured by the organisers that it will return for 2026.

In other news, you will notice that your magazine has arrived in a typed addressed envelope posted straight from our printers in Sleaford. Julie and the Membership Department have been working hard to get the old paper records digitalised ready for the changeover. It has been an immensely time-consuming job because the postal addresses have to be exactly correct as per post office record. Therefore we may need to make contact with some of you if we have a query about your details. Always remember to inform the Membership Department of any changes to your address, telephone number and email address (especially important for digital members). Be assured that despite the Club updating many of its services to a digital platform, you will still be able to contact the Club by phone, mail or email.

My last thing of note is that the bubble has seemingly burst on the highly inflated prices of classic motorcycles and there is now a downward trend. This gives more folk the chance to purchase a bike that would ordinarily be beyond their financial means. There will still be the odd bike in concours condition with a price tag to match and it will sell, as some like originality and quality. Maybe now is the time to get out there and search for a bargain, but remember new spares are still expensive, so try to make sure the bike you are purchasing is near enough complete, and a good runner.

CLUB NEWS

A warm welcome is extended to the following new members:

**NEW
MEMBERS**

Michael Deakin

Paul Frost

Andrew Kennerley

Mark Pearson

Paul Phillips

THE NEW WEBSITE benelliclubgb.net

The new website is now up and running. To access the **Members' Area** you are required to use the new password, which is **Benmarche4**

The password is **case sensitive**, so make sure that you enter it exactly as it is written above.

The new website site is a vast improvement on the old one and we actively encourage you to write in with your articles, pictures, recommendations of spare parts suppliers and service agents, events etc, in fact anything that you think maybe of interest to other members. Contact Wendy at editor@benelliclubgb.net or myself at steve.peace@benelliclubgb.net



The Cock o' the North Races at the Mount is taking place on Saturday 21st and Sunday 22nd June. Racing is on both days from 9am to 4pm. Parade will take place on Saturday afternoon

Entry tickets:

Saturday only £12.50; Sunday only £15.00; Weekend ticket £25.00

Parade entry fee: £30.00

Camping fees for the weekend: Motorhome (up to 6 people) £25.00

Tent (up to six people) £15.00

Arrival is allowed from 2pm on Friday 20th June and you do not need to

vacate your pitch until 10am on the Monday 23rd June.

This is an excellent chance to enjoy a weekend of racing, and if you wish, participation in the parade of bikes at this famous circuit without the restrictive ACU regulations of old (age, etc) being in place now. Please see the official Oliver's Mount website oliversmount.com for more information regarding ticket regulations, camping and all sorts of interesting facts about this historic circuit - England's only true road racing circuit.

Please note: the prices advertised here for the club members are 50% of the prices charged to the general public - contact steve.peace@benelliclubgb.net for more information and to register your interest

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@benelliclubgb.net
or tel: 01624 834975; 07624 433629***

Benelli 500 Race Replica - My Own Version

by Jon Wilkins



My Benelli journey started with the purchase of a Benelli Tornado Tre in 2014. I had always admired the Tornado Tre from when they were launched and by 2014, they were selling for not a lot of money, so I bought a low mileage, single owner bike from a local dealer. Once I was introduced to the world of Benelli I discovered the story of Renzo Pasolini and his

race bikes and the high regard in which he is held within Benelli circles. I started to see a few Pasolini replicas at various events and the seed was set that I could build one myself and use it for classic track days and displays.

I started to look for a Benelli 500/4 that I could use as a donor bike and soon found a 1977 LS for a very reasonable price at a dealer in Newcastle. It was a non-running Spanish import that had obviously been stored for many years. It also had a bent front wheel, a knee shaped dent in the tank and abrasions to the crash bars. I started stripping the bike down and removed the engine from the frame. It was clear that the wheels would need replacing and the tank and seat were damaged. These were all parts that I would be replacing anyway in my race replica rebuild. Once the bike was stripped down and the engine removed, I sprayed the frame. The engine was sent to a local bike shop to be checked over for any worn or damaged parts. The news was good, it looked as if the 12000 miles on the old speedo were correct, and the motor had very little wear and was in good condition. All it needed was the carburettors cleaning and new oil and filters, then it was good to go.

I began to investigate the various parts I would need to make a Pasolini replica. This included 4 into 4 swept megaphone exhausts, a racing tank and seat unit, alloy wheels and spokes and a race fairing. The original hubs were laced with stainless steel spokes on to alloy rims. The tank, seat and fairing all came from Italy via a UK company called Disco Volante; they were all good quality and fitted well after a small amount of bracket fabrication and hole cutting. The fairing didn't come with the holes in it where the engine cases protrude through it so I bought two new hole saws, one 100mm and one 125mm. It was a tense moment taking a large hole saw to a brand new £500 fairing, but all went well, and it fitted over the engine cases as I had intended.



The exhausts were proving to be a problem. I wanted to have baffles in them to be able to use the bike at all circuits, but this would have made them heavy. It also made it difficult to manufacture because they are curved megaphones and this in turn made them very expensive.

I needed a rethink as to what I really wanted to use the bike for. If I only used it for track days, I may only ride it three or four times a year. If I couldn't get the exhausts as I wanted, I wouldn't be able to ride at tracks with a noise limit and if I couldn't get the exhausts right it wouldn't be a Pasolini replica.



In the end, I decided to use the 4 into 1 Marvex exhaust that was already on the bike, so I set about refurbishing it. If it wasn't going to be a Pasolini replica I needed to decide on a colour scheme. My son who is a graphic designer came up with an Italian flag design for the fairing and tank with a chequered flag draped over the rear seat hump. It all looked good on the computer, so I took it to my friend Tim at 'The Paint Shack' near Lincoln and he did his magic to turn our ideas into a reality.



Being an electrical engineer I was particularly keen to have most of the wiring and electrical parts hidden away so that it looked more like a race bike. I managed to get all the fuses and relays hidden in a box under the swinging arm pivot and a lithium-ion battery mounted in the seat hump.

I have had two seasons of using the bike and have done 3500 miles on it. This has been a mixture of bike meets, track days and shows. I live in Lincolnshire and have really enjoyed riding in the Lincolnshire Wolds to various bike meets and the bike always gets some nice comments. I have participated in the Mallory Bike Bonanza, The Moto Morini Track day at Cadwell Park and other track days at Cadwell Park and I have also shown the bike at the Stafford Show and other local classic events.

I cannot thank the Benelli Owners club enough for their encouragement and for assisting me with dating the original bike and getting it road registered. They also run some very good events and it really is worth getting involved and meeting like-minded genuine Benelli enthusiasts.

Birth of a Phenomenon - the Benelli 750 sei

From the Archives



In the 1960s, the Benelli-Motobi concern was producing a wide range of models, from mopeds to the 650 Tornado and lots in between. The Tornado, a 650cc twin-cylinder heavyweight, was the last original Benelli creation. The entry of Japanese manufacturers into the market sent the European motorcycle industry into crisis, aggravated by the strikes in the autumn of 1969. The Pesaro-based Benelli was in serious financial difficulty and sell-out to the Piaggio Group was considered. Marco Benelli started negotiations with Antonella Piaggio, but there was no agreement from the other members of the family. Finally, two years later, in the autumn of 1971, Benelli was acquired for peanuts by the Argentine entrepreneur Alejandro De Tomaso, who, in addition to building a new and modern factory in Pesaro, began production on a range of models, including the prestigious six-cylinder 750 cc, the first six-cylinder production motorcycle to become available on the market.

The ambitious project, which included the flagship 750 Sei, was the creation of an entire range of multi-cylinder motorcycles of 500cc, 350cc and 250cc respectively, which aimed to beat the Japanese competition on its own ground through the manufacture of vehicles that combined advanced Japanese technical solutions with refined Italian styling. The idea, which was flawless from a theoretical point of view, showed several weak points in practice.



The first design of the 750 Sei clearly had similarities with the 650 Tornado (pictured top left). This engine still had the four Amal carburetors, and instruments, drum brake, rear mudguard, rear light and Benelli badge on the tank are identical to the Tornado version. The second prototype (bottom left) had a classier, sleeker design.



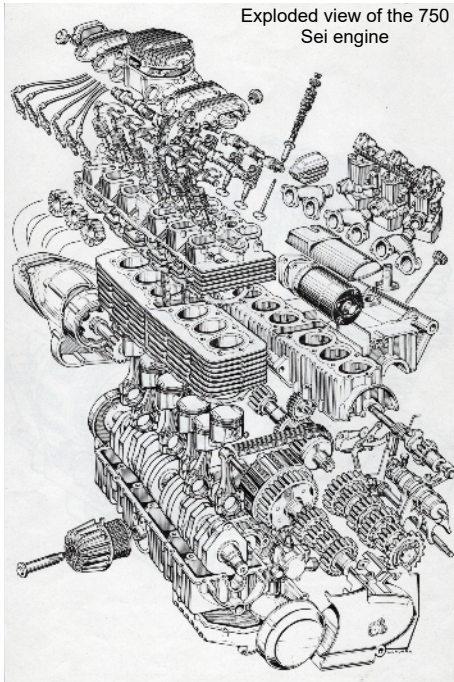
The 750 Sei, which could have enjoyed a sort of "positional advantage" compared to its competitors by virtue of its uniqueness, would soon put off potential users due to the reported technical difficulties of the first series, which was due to inaccurate assembly and poor quality components. Despite a very successful aesthetic appearance, which effectively combined the wow factor of the six exhaust pipes with the sleek and slender lines of the tank, saddle and sides, the first examples of the Benelli 750 in fact suffered from serious

mechanical problems linked to the ignition points and the wear of the cams.

The need to contain costs and De Tomaso's desire to respond immediately to the competitive challenges posed by the Japanese, pushed the Pesaro technicians to design the propulsion unit of the Benelli 750 along the lines of the Honda CB 500 four engine,

adding on two cylinders later. The words of Piero Prampolini, Benelli's engine designer, clarify the situation:

"I must say that initially I proposed to De Tomaso to transform the 4-cylinder racing version into a road version but this idea, which could distinguish us from the competition and give us prestige, was immediately rejected due to the costs which would probably have been excessive. Since everything had to be done in a hurry, according to De Tomaso's orders we took a Honda CB 500 Four engine and started to make our own unit... Then, I suppose for marketing reasons, we were told to add 2 cylinders to the 500. The work was not at all simple because it was not just a matter of copying the Japanese engine"



The testimony of the former Motobi technician - which also confirms the doubts raised at the time of the presentation of the 750 Sei by some journalists who, while not speaking of plagiarism, underlined "some analogies with a famous Japanese multi-cylinder" - introduces a theme of fundamental importance: that relating to the enormous difficulties encountered by the Pesaro company in faithfully reproducing the Honda engine. Prampolini recalls how the Italian components industry of the time, technologically far behind that of the Land of the Rising Sun, was certainly not equipped for engines of that complexity.

The carburetors made by the Bolognese company, Dell'Orto, one of the most specialised companies in the sector in Italy, could not fully stand the qualitative comparison with the Keihin carburetors used by Honda. If we add to this the complexities due to the modifications of some details such as the gearbox which was entirely redesigned to ensure greater reliability, it becomes clear that this project was not an easy one to carry out.

Nevertheless, once the carburation problems had been solved, the prototypes of the 750 cc, tested for several months by the men of the Experimental Department of Pesaro, had reached such a degree of reliability that there was hope. Prampolini says:

"The prototypes travelled for a year driven by, among others, the pilots Eugenio Lazzarini and Cristoforo Fattori, without any particular problems and the set-up, managed by the Technical Office where technicians of the calibre of Luigi Benelli, Benito Mariani and Sergio Valentini worked, was profitable ... The reliability achieved was excellent and was also due to the great care with which the engines were built: we had many components made by highly professional external companies; the crankshaft, for example, was built by Montepilli (which also worked for Fiat), while all the gears came from Cima in Bologna where the engineer Giovanni Castellani worked, a world-class authority in this sector".

From the detailed account of the former Benelli technician it clearly emerges that the real problems of the Pesaro flagship arose later, in the phase of actual production. Some of the technical choices made during the design stage were in fact completely revised by (De Tomaso-owned) Moto Guzzi in order to further contain costs.

The gearbox, which had been the subject of particular studies by Benelli designers, was modified according to the machine tools available in Mandello using lead steel for the gears and selector forks, which was 25-30% less resistant than alloy steel. The results of this choice, as confirmed by Franco Foletti, a Milanese dealer of Benelli and Motobi, were rather disappointing. *"There was a problem with the gearbox with the selector fork that wore out prematurely and tended to stick to the gears resulting in difficulty or blockage of the engagements. Benelli itself then prepared a modified gearbox kit at a special price for owners of the first series"*

Another noticeable problem was linked to the manufacturing process of the camshaft rocker arm pads. The latter, initially entrusted to the care of an external company, were later chromed at Moto Guzzi, but with a non-optimal process that meant that the chrome, when detaching, ruined the cams.

As with most things, teething troubles can be resolved, and in the subsequent series of 750s, the previously defective components were improved by using better materials

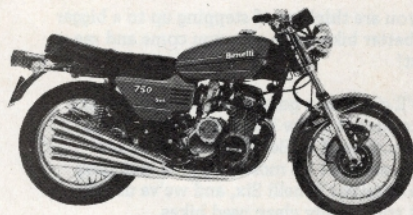
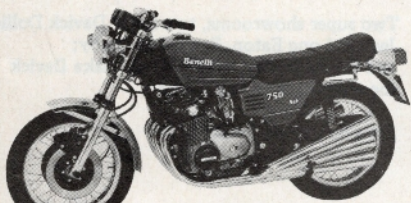
The Launch

On 27th October 1972 - a grey autumn day in Modena, northern Italy - Benelli invited a select group of journalists to the presentation of its new, sensational motorcycle in the Hotel Canale Grande. In the hotel's dining room, covered by a sheet, stood the new Super-Benelli. Alejandro de Tomaso proudly explained that this new Italian motorcycle would be a declaration of war on the Japanese motorcycle brands that dominated the market at the time. For too long, Italy had allowed its market share to be taken away and, not least, had watched as Japanese companies shamelessly copied Italian and European motorcycles, improved them and flooded the market at relatively cheap prices. Now it was time to return the favor and this motorcycle would be the start of a counter-offensive. With these words, he had an employee remove the cover and an unusually styled, well-proportioned motorcycle appeared, the most striking feature of which was its six-cylinder in-line engine.

Although the launch took place in 1972, it would be another two years before the machine was ready to be released to the public



the choice is... **Benelli** the bike for today



Superbly finished, quality motor-cycles from Benelli.

The new Benelli 750cc 6 cylinder looks superb and performs even better. This well balanced machine combines elegance with top rate performance.

Have a good look at Benelli and appreciate the value of real quality engineering on these competitively priced motor-cycles.

agratl

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St. Marks Street,
Nottingham NG3 1DA.
Telephone:
Nottingham 50616/7

Above: Advert put out in 1975 by Agrati of Nottingham who were the first importers of the Benelli 750 Sei to the UK



750 SEI

The Benelli 750 Sei (Six) is the most exciting motorcycle ever offered to the public.

The inline, six cylinder engine is the smoothest, most responsive motorcycle engine ever produced.

Such a formidable engine demands an equally superb chassis. The strong Benelli road racing heritage insures precise, predictable handling. Double hydraulic front disc brakes provide the stopping power necessary for this 130 M.P.H. machine.

The Benelli 750 Sei promises an exhilarating ride, exceptional quality, and a uniqueness yet unseen in motorcycling. The Benelli Sei if it had four wheels, we'd call it a Ferrari.

specifications

displacement • 747cc
bore x stroke • 56 x 50.6 mm.
engine type • 6 cylinder, OHC
compression ratio • 9:1
carburettor • 3 Dell'Orto VME29
ignition • distributor
starting system • electric and kick
lubrication • wet sump w/cartridge filter
clutch • wet multi-plate
final drive • heavy duty chain
transmission • 5 speed constant mesh
dry weight • 484 lbs.
seat height • 29 inches
seatbase • 55 inches
overall length • 86-1/2 inches
front tire • 350-18 pirelli hi-speed
rear tire • 470-18 pirelli hi-speed
front brake • Ø300 mm. dual discs
rear brake • Ø210 mm. drum
front suspension • telescopic double dampened
rear suspension • adjustable hydraulic
top speed • 130 M.P.H.

specifications subject to change without notice

The USA importer Cosmopolitan reported that in 1973/4, potential customers were flooding his office with inquiries about the Sei. When the Sei was finally available in 1975, hardly anyone was interested in it. So the 750 Sei was sitting in the showrooms, selling in numbers far below expectations.

Larry Wise of Cosmopolitan Motors said of the early Benelli 750 Sei: "We had sold 20 or 30 of the 750 Sei to one of my dealers in Missouri and he had trouble selling them immediately and wanted to return them claiming they wouldn't go the 130 mph we advertised. He even took legal action. So we rented the Mount Pocono race track and my employee (Eraldo Ferracci) rode it at 138 mph through the timing lights to settle the lawsuit"

Benelli COSMOPOLITAN MOTORS, INC.
JACKSONVILLE & INDIANAPOLIS ROADS HATFIELD, PA 19040

750 Sei Production Figures

In 1972, three prototypes were made (brown/gold livery)

1974 293 machines were produced (European market)

1975 1479 machines, including 203 for Rest of the World

1976 1145 machines, including 855 for Rest of the World

1977 283 (European market)

TOTAL 3200 machines

Gallery



750 Sei in silver

750 Seis were made in various colours besides red, including silver and green

Below: Joey Dunlop, Isle of Man in 1979



750 SEI

Benelli 750 Sei - 1977
 Benelli 750 Sei - 1977
 Benelli 750 Sei - 1977
 Benelli 750 Sei - 1977



Benelli 750 Sei, complete with trailer, spotted in Belgium



Painted by Dream Machine of Nottingham for group Slade in the 1970s



Marc Bolan poses on a 750 Sei in the 1970s

Benelli Week 2024

This trip was our 13th Benelli Week holiday by road since that first one in 2011, which I described as the trip of a lifetime, not expecting to ever make the 2,600 mile return road trip again. I am writing this as we prepare for the 2025 14th yearly trip down to the birthplace of Benelli on the Adriatic coast of Italy.

We started off in our motorhome, aboard the IOM Steam Packet's new flagship, The Manxman, which is really like a mini cruise ship when compared to the twenty year old previous ferry the Ben My Chree. Crossing the unusually calm Irish Sea to Heysham we drove across to Wakefield to see my family, then a few days later we departed for Ipswich to stay with Val's family before setting off for Harwich for the overnight Stena Line crossing to the Hook of Holland.

Waking up the next day refreshed and ready to hit the road, the weather was good, and after negotiating the Rotterdam ring road we chose the fast motorways of the Netherlands and equally fast autobahns of Germany. Some may think this a boring trip as a sightseeing spectacle but it is actually very pleasant in places; more importantly it gets us to Pesaro quickly, where all the action is, compared with some of the routes we have taken over the years. On previous occasions we have travelled through Switzerland, France, Belgium and on to the Amalfi Coast, Sorento, Paestum, and a lot of places in the South of Italy. We even contemplated going to Sicily once, but the threat of Covid restrictions put paid to that idea. We always found that, as nice as these places were, we were always pleased to get back to Pesaro, so we do not feel the need to travel to other places now, as we feel much more at home amongst the many friends we have made in Pesaro.

Germany is a big, well-connected country, and if we do miss a turning for our chosen autobahn, it is not a disaster, as another route South is not far away. Our first night's stop was in Germany and places worth seeking out, depending on your chosen route, would be the Rhine valley near Cologne, the magnificent Aviation Museum at Sinsheim with two supersonic aircraft (namely the Concorde and the Tupolev TU 144) mounted side by side on huge pedestals, followed by the rolling hills and countryside south of Stuttgart and then the Bavarian Alps. At Fussen, there is the choice of entering Austria either via the Fern Pass or the seemingly longer route through an area called the Mittenwald with deep valleys and castles perched high on mountains; this is probably my favourite route of the two. Then it's on to Garmisch and then another pass near Seefeld to the beautiful Austrian Tyrol region ending up in the Inn Valley near Innsbruck. With high mountains reaching for the sky it is quickly over the Brenner Pass and to the breathtaking views of the magnificent Italian alps (also known as the Dolomites). A sudden heavy downpour in the Po valley did slow our progress somewhat, but that passed quickly, and it was time for our second overnight stop at the very bottom of the A22 south of the city of Verona, of Romeo and Juliet fame.



Val in the sidecar of Dettlef Burian

The rest stop had everything we needed - shop, cafe and, vitally important to us now that the temperature was rising, a free-to-use electric hook up: a facility you don't often see these days.

The next day was an early start under a clear blue sky with the trip south-east over the flat fertile land and then a glimpse of the large city of Bologna. With the Apennines rising in the west and the view of hilltop towns coming into view, the outskirts of Monza, Ravenna, and Rimini all flash by and on the right the ancient independent principality of San Marino soars up into the sky. With the final places of interest such as the motorsport stadium at Misano and the grand old walled city of Gradara on our right, we arrived in Pesaro.

Our first week here is taken at the campsite underneath the cliffs, a short journey south on the coast road to Fano. This week is all about the build up to the Benelli Week. The vast majority of the visitors would probably not want to be bothered with it, because Benelli Week is where all the action is perceived to be, but for us it is a week when we can meet our friends at the Club and really get a feel for all the organisational work that goes into making Benelli Week such a great event. We always have a warm welcome from the Club, and the man who is always in the office is Paolo Marchinelli. Over the next few days we usually nip up to the museum and sometimes into the city near to the Rossini theatre to allow Val some retail therapy, and then pay a visit to motorcycle mechanic supremo Franco Pagnini's workshop, just a stones throw away from the museum, where a stunning mix of old and not so old Benellis and Motobis sit awaiting preparation for Benelli Week. In the actual museum new additions and a tweaking of the exhibits await the unsuspecting stand-in English-speaking guide (me for the next fortnight). I enjoy this part of the holiday as I have the chance to meet folk from all over the world who are drawn to Pesaro, the "City of Culture" for 2024. Other attractions include the Moto GP at Misano, and the stunning scenery and historical features in the Marche (pronounced Markay) region. Val gets to help at times in the kitchen. However, she doesn't cook: that is best left to the Italians. We have never had a bad meal there even though I am a fussy eater - they are excellent cooks.

As the week goes by there is a constant stream of activity relating to the event, and one of the highlights is the press day where all sorts of dignitaries, including the mayor Andrea Biancani, are welcomed and the Benelli Week programme is presented. As the big event approaches friends from all over mainland Europe, the USA and of course the UK, start arriving and over the next few days the excitement and the buzz slowly build, and a long row of new bikes for hire is set out in front of the building. There are bikes from the little 125s up to the much larger 700s.

Unfortunately, for the first time in all the years that we have travelled down to Pesaro, there was almost constant rain for four days out of the seven. Cancellation of days out were kept to a minimum with a plan B operated by the ever resourceful Pesaro Club. Some of the excursions were operated by minibus such as the trip to the Camerano caves, followed on the same day by the traditional run out to the coast and the fish restaurant near Ancona. Ride-outs were undertaken to the magnificent Battisti museum and around





Superb Motobi in the Museum Pesaro



Out in the countryside, with a hilltop town in the Marche region in the background



Benellis in the Museum bike park before a ride-out

the foothills local to Pesaro. Evening entertainment is always on the agenda during Benelli Week. A hastily arranged evening meal in front of the museum thankfully avoided the rain, and another superb night out at the theatre nearby had something for everyone's musical taste, from ballads to well-known Italian anthems - a great experience, with the Pesaro club and friends taking up a large proportion of the seating. Another enjoyable get-together was arranged at the Hotel Imperiale by the sea by Christer Nielsen of the Benelli Club Scandinavia, but we could not attend because it was unfortunately on a day of heavy rain and our motorhome was literally surrounded by a patch of water several inches deep. We had no wellingtons so were marooned for the day even though, very thoughtfully a club member with a car came to offer us a ride up to the museum. Thankfully the Benelli Day on the Sunday was an outstanding success with the sun out again, and the traditional laying of the wreath on the monument of Tonino Benelli this year was dedicated to the late Cicco Baronciani a former president of the Moto Club, who died in July.

This was followed by a traditional ride out, calling first at the charming village of Montefabbri and the hills around Tavullia, then a ride along the Panoramica scenic route between Gabbice and Pesaro followed by the huge procession of road bikes led by the GP race bikes from the Battisti collection. The assembled formation then trundled down the hillside into Pesaro ending up on the promenade watched by hundreds of bystanders. The ride finished with a huge fish lunch served to the riders, family members, and the police motorcycle escorts who kindly ensure that the whole event goes off smoothly and safely to the enjoyment of all.

Well that's it for another year. It was a Benelli Week like no other with challenges from the weather, which has not shown itself before in such severity. We would like to thank our hosts in Pesaro for their hospitality for a great two weeks, and honestly we will order the sun for the next 2025 Benelli Week.

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

by Richard Powell

The story continues with the latest installment of the rebuild.....

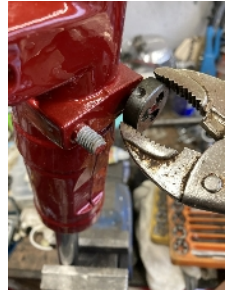
My sprayed parts have come back and are all looking good.



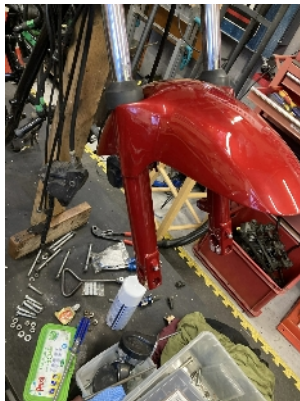
I have had to mask and spray the inside of the fairing. I sprayed it outside and moved it back into my workshop for drying.



I cleaned all the threads of paint and reassembled the forks with new seals and shrouds (below)



I fitted the front fairing and mudguards and reconnected the wiring



I removed all 3 calipers for cleaning and re-spraying, and checked that all the pistons were free. These calipers were rebuilt a few years ago and the rear caliper was replaced. I intend to fit new seals to the front handlebar cylinder. Unusually it is fitted with a German Magura unit which is hard to source spares for. I located a seal kit a couple of years ago after much searching.

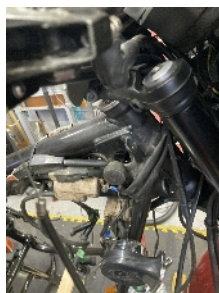


I had to use a small abrasive wheel to remove paint to allow the front axle to pass through the fork legs. I used an inflatable cushion I bought in Lidl's - it raises the wheel to allow the axle to pass through.

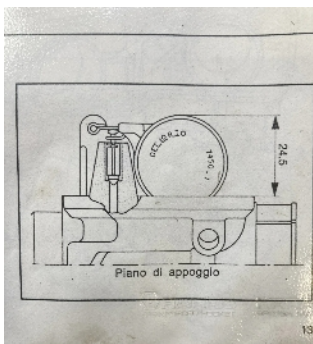


I re-fitted the brake calipers and am fitting a new piston and seals to the Magura Master cylinder. Most Benellis have Brembo master cylinders but on this late model they used German levers and switchgear. I put a bin liner near the cylinder to keep brake fluid away from the paint work

The cylinder had a lot of residue in it that I cleaned out with brake cleaner and an air line



I took the carburettors apart, cleaned the jets out and reset the float heights. I also lubricated all the throttle and choke mechanisms



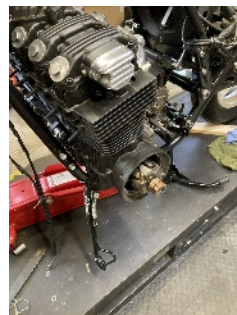
On preparing to fit the inlet manifolds, and following advice from my friend (and fellow Benelli enthusiast) Selwyn, I fitted the gasket on the inlet manifolds. The pictures on the next page show the gasket is restricting the inlet manifold by a least 1mm, so I used an attachment on a drill to file out the overlapping gaskets on all manifolds. You must correspond the the gasket to the manifold as they are all different. You spend loads of time and money tuning engines and this simple job will have similar results for an hour's work.



It is quite important to stick the gaskets to the manifold in the correct position before offering them up to the barrel. Also they have fibre washers behind the nuts on each stud, I have also fitted new viton o-rings to the ends of the camshaft followers.



I got the engine back in the frame with help from two friends. I put pipe lagging on the frame to protect the the paint work, then got the two lower bolts in to hold the engine. These bolts allow the engine to pivot and put the remaining engine mounts in place.





Left: the engine is now in place

Next, I made a new clutch cable and fitted it, including adjusting the free play. I also refitted the carburetors and sprayed the last exhaust parts ready for fitting.



Left: the new clutch cable

Right: adjusting the free play on the clutch cable



Far Left: carburetors now re-fitted

Near Left: the remaining exhaust parts have been sprayed

I fitted the exhaust back on, using a litre of exhaust paste on the gaskets to get a good seal.



To be continued...

A Ride Out to the Colne Valley Railway with the East Anglian Branch

Steve Peace



Way back in the late 1990s the Benelli Club was just starting out so I joined forces with the Morini Riders' Club on some of their ride-outs to boost their numbers and ours, and to offer the few members of our club the chance to ride with other Italian enthusiasts. In practice, we did accept any local rider with any bike that could reasonably keep up with the, shall we say, "brisk riding" of the Italian machine owners. Needless to say those with ill-handling 70s bikes (usually originating from the land of the rising sun) and those with large touring bikes soon realised the error of their choice of bike when they were left floundering several bends back up the road! Having said that, we did look after everyone in the group, and we did observe all the speed limits (honest!)

Now on to the ride out to the Colne Valley Railway at Castle Hedingham in Essex. Almost all our ride-outs would commence from Ipswich and would sometimes pick riders up on the way. The participants on the run that day were: Jim Leigh on his well used Moto Morini 350 Strada, Steve on his immaculate Moto Morini Dart, Kelvin Buckles (Moto Guzzi 650 SP), Patrick Bloomfield (Suzuki 250 Gamma Pepsi edition), Tony Robinson (Benelli 654T), Wilksie (Norton Comando 850 Interstate), Mr Bloomfield senior (BSA Spitfire), Steve Hough (500 Morini Strada), Trevor (Benelli 654), and myself on the Benelli 250 Quattro.

The gathering in front of our house always caused a stir from passers-by and from the neighbours, who either presented themselves in full view at the window or curtain-twitched. I always thought, naively at the time, that they were generally interested in our bikes, but now 26 years later I am realistic, and think it was probably more to do with the anti-bike and anti-noise attitudes of the long-suffering neighbours. All the riders were offered a cuppa before we left, and after the obligatory Yorkshire banter from Tony directed at Valerie, and the customary hugging from Barney our Rhodesian Ridgeback doggy towards the whole posse of riders, it was time to set off.

We left Ipswich via the Wherstead Road travelling on the twisty A137 to the outskirts of Colchester and so, after a couple of miles we were enjoying the undulating countryside between the Orwell and Stour estuaries. As I was leading the pack it was a perfect opportunity to absorb the noise from the engine of that tiny four-cylinder emitting a great high pitched exhaust note, but of course the rest of bunch (with the exception of the Suzuki Gamma) was travelling behind in a more relaxed fashion. The frantic nature of the 254 is not to the liking of every rider, but for me it is absolutely fine as all my life I have enjoyed small capacity noisy bikes (usually two-strokes).

So it was with rapid progress we proceeded down the steep hill near the White Horse pub at Tattingstone then swept round the bend and down the hill to the Stour estuary at Cattawade. An obligatory slowing down for the village was heeded and pleasant views were observed to the right, up the meandering River Stour towards Constable country and Flatford Mill.



A typical Constable country scene up-river at Cattawade

The choice of roads from here was either left over the railway crossing that leads to Manningtree and Mistley, or down the height-restricted low bridge route under the East Anglian main train line. Not wanting to get caught at the busy rail crossing, we took the underbridge route. A steep climb out of the valley took us towards the outskirts of the Roman town of Colchester. We took the route out to towards Stanway near to the site of the town's Zoo, then on to a short stretch of dual carriageway before skirting the village of Marks Tey.

We followed the route towards the village of Chappel on the A1124 and a stop was made to have a quick look around the site of the East Anglian Railway Museum (pictured right). There was a nice collection of small industrial steam tank engines and a rake of old tube stock which looked rather odd against the full size coaches. This museum sits right alongside the branch line from Marks Tey to Sudbury.



After a coffee break it was time to climb aboard our bikes and head for Sible Hedingham. No problems so far for the bikes, except for the small niggly problem on my 254 of the slight hesitation from the engine at around 4,000 revs, which has always been present on both my 254 mk1 and mk2 machines, but it did not show up at all in the many trips that the bike undertook in Italy. Anyway I didn't let it spoil my otherwise excellent ride on the 254. The route to Hedingham was a very pleasant rural ride with a stop made to view the impressive Chappel 32-arch railway viaduct across the River Colne (right) which was built in the 1800s, then onwards towards Halstead. We entered the town of Sible Hedingham where we took a rest stop at the premises of Jim Aim Motorcycles, a KTM, and Beta competition dealer, amongst other makes. It was the small range of Beta



Ark scooters that caught my eye amongst the large selection of competition bikes. They were interesting to me because I had never seen any road-going Beta machines since a visit to Harglo Ltd, the Morini, Batavus, DKW, and for a short while the Beta 125 road bike importers, situated in the leafy suburbs near Solihull. After a quick chat with the counter staff we departed and rode through the town to Castle Hedingham and the Stour Valley preserved railway.

It was a large site and it was immediately apparent that this was an ongoing long term project. At that time there were steam trains running and the station buildings were being renovated with a room dedicated to information about the restoration of the whole site. It contained a scale model of the planned improvements for the site, and pictures of the old station in its heyday for comparison.

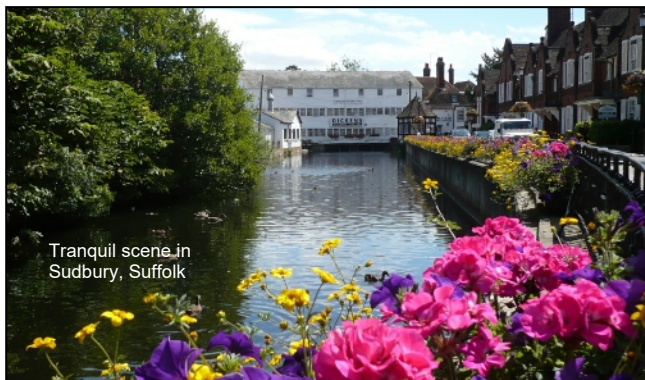


Saddle tank engine at the Colne Valley Railway

A little later we all rode on the train which chugged along the restored track for about a mile, travelling in some old 1960s compartment coaches. The trip ran through some pleasant rural countryside with a good smattering of lineside features such as the old semaphore signals and a platelayers hut and of course the signal box. We then returned to the main station at Castle Hedingham and after a quick look round it was time to ride home. One of the group members realised that he had mislaid his bike keys, so an extensive search was

conducted through the train carriages with the help of the staff, but to no avail. Thankfully he found the missing keys hanging from the bike's ignition switch.

We were now running a little late so it was decided to make a quick return run to Ipswich via Sudbury then the A14. The 254 was in its element swiftly taking the road to Sudbury in its stride with that rev-happy engine singing away, and with a flick of the arms going so effortlessly around the bends, it was a real treat to ride. We went through the market town of Sudbury and on to Bury St Edmunds where Bury man Jim would say his farewell, and later Steve Hough would branch off near Wickham Market to head up the A140 for Norwich. Further members of the

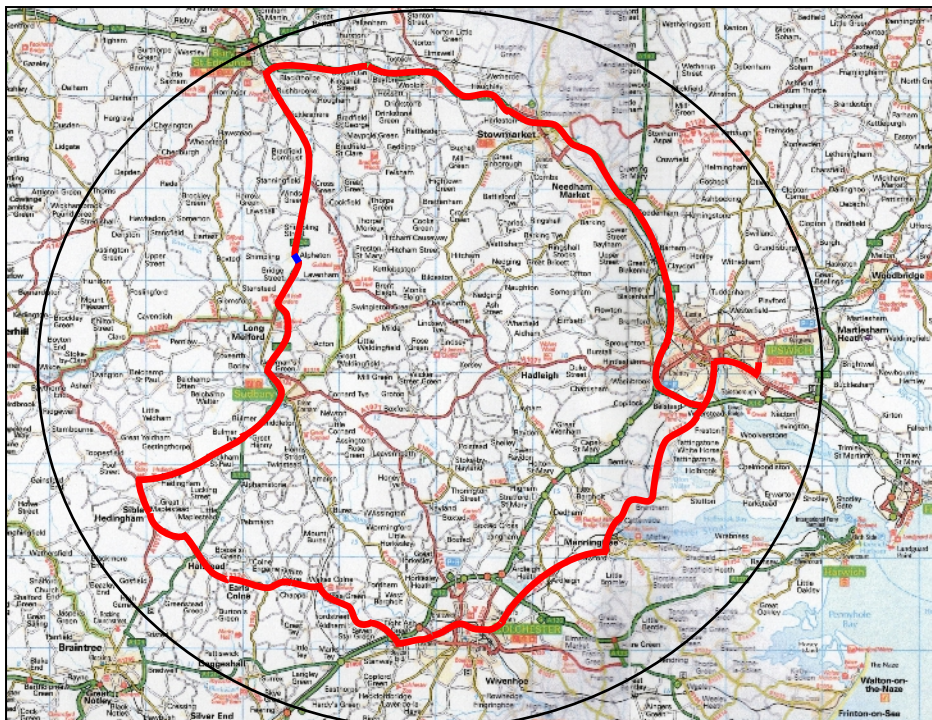


Tranquil scene in Sudbury, Suffolk



Bury St. Edmunds

party all left at various junctions on the A14 and I was left to make my last few miles home with just the intoxicating sound of the little 254 to keep me company; it was a great way to end the day. As a footnote to these late 1990s ride-outs, I do apologise for the lack of photos of the group but I was not good at photography; other riders did take photos but I have now lost touch with them over the years, and the photos are probably lost forever.



The approximate route taken is highlighted in red on the above map of the Ipswich area

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@benellclubgbg.net first.

SUSSEX The Cricketers, Commonsides, 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.

Runs and Events 2025

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

Stafford County
Showground
ST18 0BD

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

John: machinedating@benellclubgb.net



August 8th/9th/10th British Superbike, Thruxton.

Want to show your bike at this three day event? Free passes available for the whole 3 days, plus free camping. Contact John at machinedating@benellclubgb.net to reserve a place.

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@benellclubgb.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@benelliclubgb.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@benelliclubgb.net or tel 07624 433629 or 01624 834975



The beautifully restored ElbyMoto Benelli Sei on show at Mallory Park in the Club

Bikes for Sale/Wanted

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

FOR SALE: 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

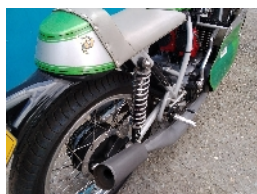
Contact Gerald: tel. 01404 613345, or 07568 369072 (Devon area)



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@benellclubgb.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: 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 £8500 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. £4850 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). Price reduced to OIRO £225 (would really like this to go to a true Benelli enthusiast) Reading, Berkshire Tel 07941711029



FOR SALE: 1979 Benelli 500LS Cafe Racer

Very rare bike. Imported from Spain. £2,795 Located in Chester - NW England

Contact Andrew on 07753 835527 or akennerley1@aol.com

Spares For Sale/Wanted



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@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: 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

FOR SALE: Parts for Benelli LS500 / Quattro from a project started but not finished. Some new parts, some original parts in very good condition. Single parts available or as a job lot. Please ask for more details of parts available.



Contact Steve on
07807220048 or email to
ssp.nobby@btinternet.com

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.

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

SELWYN MOTORCYCLES

Benelli Parts and Repair Specialist

Parts for all models from 1974 onwards,
including re-manufactured spares. Service
and repair to all models from a service to a
full rebuild and restoration



**Unit 2, Boundary Court,
Boundary Road,
Haverhill, Suffolk**

email: selwynmotorcycles@live.com

Tel: 01440 268120

www.selwynmotorcycles.co.uk

K&I Benelli S.p.A

Benelli



Workshop Manual



250 Quattro

250 Quattro

Rider's Handbook

AVAILABLE FROM THE ARCHIVES

Translated directly from the Italian language versions

Workshop manual (print) £25; CD £15

Rider's Handbook (print) £15; CD £12

(inclusive of postage and packing)



**1979 Benelli 750 Sei
nickname "Seiko Killer" on
the dragstrip in Vlissingen,
driven and built by Rob
Jansen - picture from
Benelli Club Nederland**

Final Thoughts

Steve Peace

You will have probably read about the drop-off in new bike registrations with many riders citing high purchase prices due to new bikes having all sorts of gadgets and refinements. There is probably therefore a need for more basic bikes which would be more affordable. There will always be those who want all the bells and whistles but today it seems they are in smaller numbers, and to that end the Benelli Morbidelli importers MotoGB are offering some really good bikes at reasonable prices. We are always pleased to see that the new Benelli scene is moving forward at pace, and to that end there is a new showroom opening at the former BMW dealership premises of Piddocks at Long Eaton near Nottingham. They are trading under the name of "Bikers Nottingham" and are part of the MotoGB group. Their official opening day is advertised as Saturday 1st March and the Benelli range will be in the showroom, presumably alongside all the other marques that they import including Italjet, FB Mondial, Morbidelli and Lambretta. There's also a cafe there so why not have ride out to see what's on offer?

Following a conversation with the management at the Oliver's Mount race circuit near Scarborough, we have been offered track time at the Cock o' the North race meeting, which will take place on the Saturday afternoon (21st June). There will be concessionary prices for entry to the event, parades and motorhome, caravan, and camping. I am waiting for confirmation of rules and regulations for the parades - please see the up-to-date bulletin on the website and Club News in this magazine (regarding prices).

Finally let's see if we can get out and about with our Benelli and Motobi machines, whether they be modern or classic, and importantly send us a write-up of where you have been and your riding experience.

May I wish you all a very pleasant Springtime and a safe ride.

All the best,
Steve



Benelli Motobi Club
Chairman Steve
Peace rides in the
sidecar of the
Benelli 750 Sei of
Detlef Burian at
Oliver's Mount,
Scarborough in the
summer of 2017 at
the Club's 20-year
celebrations

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The Lion Roars
No.105