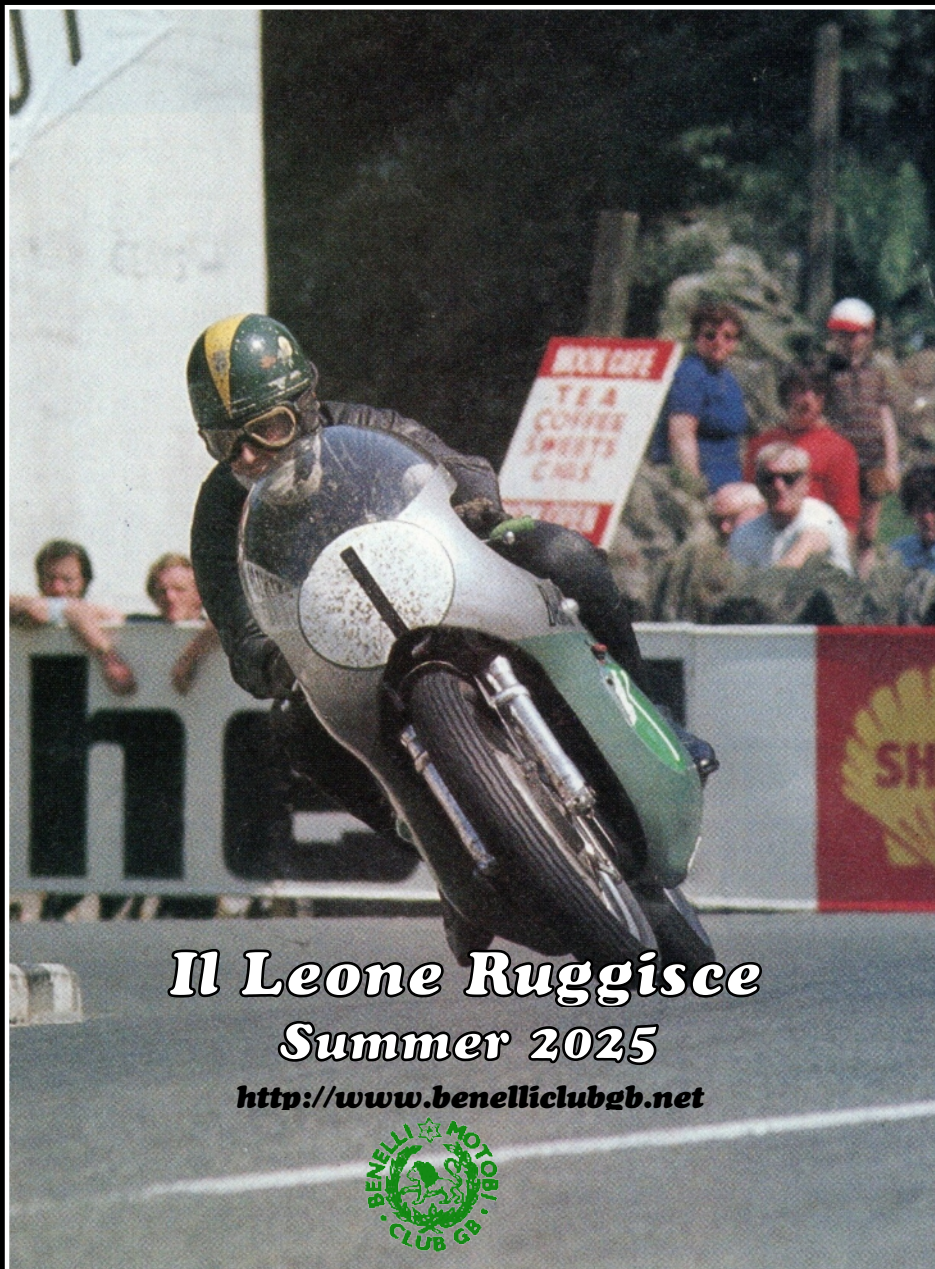




***Il Leone Ruggisce***  
***Summer 2025***

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



## Membership Renewals

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

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**NEW WEBSITE PASSWORD: tornado1911**

## **YOUR OPINION MATTERS.....**

Often we receive requests for information, technical articles, etc. If there is something that you would like to see printed in the Club magazine, email [editor@benellclubgb.net](mailto:editor@benellclubgb.net)

## **KEEP YOUR ARTICLES COMING!**

Send in your news items, pictures, stories, etc to [editor@benellclubgb.net](mailto:editor@benellclubgb.net). Make sure pictures are of good resolution . We look forward to hearing from you. Articles may be edited for length and/or content. Please send your article(s) as PDF documents and photos in JPEG format, **or if you prefer, send your article by post to Steve Peace, 85 Ballamaddrell, Port Erin, Isle of Man IM9 6AU**

**Please note: articles must be submitted before 15<sup>th</sup> August 2025 for inclusion in the Autumn magazine**

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

# The Chairman's View

## Steve Peace



Hi everyone. Welcome to your summertime edition of The Lion Roars. I write these notes as this glorious early summer sun continues to give us all the sort of biking weather we can usually only dream about. Have you been out on your bike? If so send us a little story on where you have visited; or has the good early weather caught you still fettling your bike for the season?

It was certainly good to have the warm and dry weather at the Stafford Show for the commemoration of 50 years of the Sei, despite the organisers trying their best to squeeze us on to the initial (very small) promised size of the stand. They even thought it was a good idea to allocate us another metre less on the day. Thanks to Pete & Wendy for duly sorting that problem and organising the personal mementos for our exhibitors - we had a great time and I hope all the kind folk who displayed their bikes enjoyed giving up their time for a great display.

We had many requests at Stafford for help in trying to find parts and I do try my best to find them and answer everyone. It is inevitable due the high demand on line that sometimes these requests get missed and I apologise for that. Also some enquiries are for rare parts that are for motorcycles over 70 years old now and it does take time to locate items in Italy and around the world, so feel free to drop me a line occasionally either to ask for a progress report, or let me know you have managed to get the part and are no longer looking.

The price of buying a used bike is now in many cases drastically reduced. That said there were bikes in the auction that were still being given guide prices that were not too much below the asking prices a few months ago. For instance there was a blue 750 Sei that was guided at £12,000 to £14,000 which was about correct for a non concours machine a few months back, but struggled at the final bid of just over £7,000 and the inevitable result of not sold. Lots of no reserve and low reserve items were going at bargain prices, so buy now and you may get yourself a Benelli/Motobi at an affordable price.

We are approaching the peak season for bike shows etc, and we at the Club try to provide a varied selection of events, some with a full Club presence and others with private individual presence. One of the most successful events without full Club participation over the years has been the Crich Tramway Classic Bike Show. You can either enter as a private individual and enjoy complimentary rides all day on the superb historic trams or just turn up and pay the day entry price and park in the car park. The superb track at Olivers Mount was on offer to us this year for the Cock o' The North Road races, but sadly we couldn't make the required numbers asked for by the organisers for Club participation and we regrettably had to cancel - please see my closing notes for more information.

We have had a good response for this years Benelli Week in Pesaro with eight of us making the trip from the UK and a warm welcome to Club member Paul Nourish travelling all the way from Australia. I hope you all have a safe and pleasant trip, and Val and I look forward to meeting you all in September.

## CLUB NEWS

### NEW MEMBERS

A warm welcome is extended to the following new members:

**David Eley**

**Mark McGaughey**

**Hanka Petr**

**Ron Sigsworth**

### THE WEBSITE [benelliclubgb.net](http://benelliclubgb.net)

To access the **Members' Area** you are required to use the new password, which is **tornado1911** (active from 1<sup>st</sup> July)

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

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](mailto:editor@benelliclubgb.net) or myself at [steve.peace@benelliclubgb.net](mailto: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 11am 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: £3.50

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

Tent (up to six people) £15.00

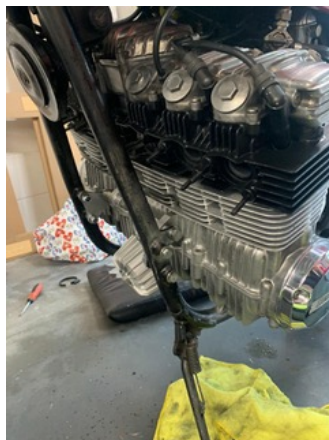
# Refurbishing My 750 Sei

*By Nick Murphy*

Hi everyone. My 750 Sei has just gone through a 100-plus hour refurbishment, I have attached some before and after photos. Most of the new parts were obtained from Selwyn autos in Suffolk. All of the work was carried out in my garage in Bakewell by a terrific bike detailer (Andy) and me.

The engine was in good condition but ran far too rich and developed starting problems so I took it to local bike specialist Rob in Bakewell who rebuilt the carburettors and got it running perfectly.

The refurbishment took several weeks as we were only able to work on the bike outside of working hours. The first job was to clean up and repaint the cylinder head and engine block which took many hours of careful rubbing down and preparation.

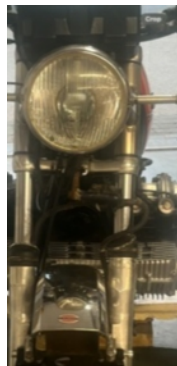


The frame was also repainted but without removing the engine which also took a long time but was definitely worth the effort.





The wheels were removed and cleaned a spoke at a time to remove the tarnish, we did consider rebuilding each one with new spokes but we wanted to keep as many parts as possible original. The chain was really worn so was replaced, as was the front brake cable system which now works more efficiently than before.



The wiring was generally good but a couple of lights needed rewiring and a new indicator relay was added.



The exhausts were in good condition so a good polish was sufficient. All smaller parts ie stand, foot pegs chain guard, etc. were removed, cleaned up and repainted, any rusted or tarnished nuts & bolts were also replaced as a nice finishing touch. The tank, side panels and all metalwork was then painstakingly re-polished to a good finish. Finally I managed to source an under seat tool tray which i did not know was used on Seis until I saw a photo of one online which finished the job off nicely.



# Benelli 2C Brake Parts - Where can I find them?

*By John Blackburn*



I've spent a bit of time carrying out some research on other makes and models, principally Moto Guzzi, to find out which other bikes share the same brake pads, brake calipers and brake master cylinder as the Benelli 2C (and Moto Guzzi TS250). This is what I've come up with so far: it's not definitive, so all comments and helpful suggestions welcome.

## Brake Pads

There are three types of brake pads currently available: carbon ceramic pads have the best braking, but have the shortest life and wear the brake discs the fastest. Sintered pads are next best in terms of effectiveness and last a bit longer, but can be nearly as hard on the discs. The most long lasting are organic pads, but these are not as effective as the other two types.

However, organic pads wear the discs the least of the three and, personally, I have found them quite effective enough, although their effectiveness seems to vary with the brand of pad. From past experience (with a big Guzzi), Brembo pads are good, Ferodo Platinum not quite as good, while EBC are noticeably effective.

Brake pads (carbon ceramic) are listed by **Brembo**, see <https://www.bremboparts.com/europe/en> (you select motorcycle/make/model/engine size/year).

**Gutsibits** (<https://www.gutsibits.co.uk>) list both the Brembo carbon ceramic pads and EBC organic pads. In the applications list for a variety of machines they do include the Benelli 125 2C (but oddly not the 250).

## Brake calipers and master cylinder

As far as I can tell using various cross-references, the Moto Guzzi V50 1,2,3 (also some models of V35, but not all) shares not only the brake pads, but also the same front brake caliper, F05 (P5), or equivalent replacement P2 F05 (P5). The handlebar master cylinder used by the 2C is also used by the V50 III. The master cylinder piston and seals used by the 2C are shared by all V50 1,2,3 models, even though the earlier V50 models have a remotely operated master cylinder.

This master cylinder piston, together with the seals, is used in the rear brake master cylinder of the V50 models and also on the Moto Guzzi Spada 1000 and is designated PS12.

**Gutsibits** list caliper repair kits for the Moto Guzzi V50 (and therefore Benelli 2C), either just the seals and bolts, or these plus pistons. The standard pistons available are made of aluminium alloy, but by special order you can order pistons made of stainless steel. These caliper repair kits are not always in stock, but they are available and you can request an email alert for when they are back in stock.

Gutsibits also stock a variety of banjo bolt connectors including ones with brake light sensors that screw into the master cylinder. Be careful to ensure that the screw thread listed for the units that screw into the end of the master cylinder is the fine metric thread (note that the brake pipe connector block/stop light switch sensor located below the bottom steering yoke has a coarser thread).

# READERS' PAGE

Please keep your stories, pictures and snippets coming in: email [editor@benelliclubgb.net](mailto:editor@benelliclubgb.net)

Here we have a picture sent in by Club member, Carlo Battain. Carlo writes:



*"My 250 2C was tested by Rick Partington for Classic Bike [early this year]. Not sure when it will be published. The bike behaved well and a good time was had, so let's see what he makes of it. Think it will be some time before it comes out as apparently another Benelli is being featured shortly."*

This photographer looks like he will go to any lengths to get a photo - just hope he managed to get up again before the traffic came along!  
[Update: the article will appear in the July 2025 issue of Classic Bike]



These photos were sent in by Club member, Owen McGearry. of his superb Benelli Tornado 650 on the Ayr Classic Motorcycle Club stand at the Edinburgh bike show in March. Owen says, *"It was a great show. I am looking forward to putting some more miles on the clock this year"*



Here is a picture that Club member Brian Forster sent in. It's Chairman Steve Peace on his 254 Mk2 in the background with Brian on Steve's old Mk1 riding it to its limit at the Mallory Park Festival of a Thousand Bikes, probably in 2011, when the Club celebrated 100 years of Benelli .

## GPS Navigation. A blessing or a curse?

Greg Guille



Recently, perhaps rather foolishly, I commented on a Facebook post relating to a miniature GPS navigation unit, which is made specifically for a motorcycle and only gives you left and right turns, straight ahead and the distance to go. I remarked that the size of the device could well make it hard to concentrate on the road ahead if you were looking at a small display constantly. I was immediately stomped all over by a load of replies from “young people” who said I was an idiot. It got me thinking: I love to learn about the world at large so I looked into the statistics of road collisions caused by “distractions.” It turns out 20% of all recorded road vehicle collisions in the UK have been proven to have been caused by looking at GPS navigation. This, as opposed to looking out for things you might drive into! I would mention that this data does not include near misses, nor does it cover people who crashed motorcycles alone, or the events that were unreported to either the police or the insurance companies. I can say with certainty that (so far) I personally have never had an incident while driving/riding caused by looking at the GPS screen.

I have had a motorcycle licence for over 40 years. Margaret Thatcher was the Prime Minister and Britain was engaged in the Falklands war when I was taking my test! In the time since then, I have undertaken professional training in my work as a traffic police officer. The principal safety measure taught by the police, is to look where you are going! I have noted in my own driving, that navigational errors made by me are always due to my failing to take a junction indicated by the GPS navigator. Every time this has happened, it has been because I have been distracted from looking at it in time, because I was watching the road. This inability to concentrate on the screen in favour of the world around me is hard wired into my riding and driving. I guess, not growing up with hand held devices has made me prioritise where I am going in preference to anything else.

A little side research shows me that GPS navigation as a thing, can be disabled by the US Government. They are the body who own the satellites. The switch-off, can be achieved at the stroke of a computer key. Many foreign countries are barred from using it and it just doesn't work in those locations. Navigation using a mobile device is also somewhat uncertain. If the cell phone transmitter fails, you lose the mapping ability along with everything else. It is interesting to note that The Royal Navy still teach navigation using a sextant, a watch and the position of the sun, just in case their connection to satellite navigation is somehow broken. Maybe they know something we don't!

I guess for most, it is all very convenient to put in a post-code for the intended destination at the beginning of a journey, then to arrive a while later having diligently followed the route laid out on the screen. I would say I have found this to be both a blessing and a curse at the same time. Travelling around France, I have found the GPS routing is not always the best route. A place I visit regularly is a case in point. The GPS “fastest route” mode takes you through a load of villages, with recently introduced speed humps and 19mph speed limits. I have discovered that the locals stay on the motorway for an extra junction, miss out the villages and save 10 minutes travel time, for the expense of a mile or two in extra distance. No GPS system will ever pick the route with the best scenery, the best sweeping bends for a motorcycle or the one with the fewest potholes etc! Currently, destination signposts (towns and villages) are still very much in evidence and most are still pointing in the correct direction.

My older brother who is an experienced biker, still uses paper maps for most of his routing. This has the advantage of a much wider overview of the route. He has a small clip board on the handlebars or a tank bag with a map window and writes down key locations on his intended route. You can't beat the old methods.....

# STAFFORD SPRING SHOW

*Pete and Wendy Rimmer*



This time the Club was celebrating 50 years of the Benelli Sei. Unusually, we basked in glorious sunshine for most of the weekend, which compensated somewhat for our usual rubbish treatment by the show organisers who tried to cram our eight bikes on to a six-metre stand rather than the seven metres promised. We soon put that right - I will say no more!

Our display was quite impressive after all, with three 750 Seis, two 900 Seis, a 500cc race replica, a G2 Elle moped and our regular attendee, the 59cc Hurricane. The sixes attracted a lot of attention from the general public, who asked lots of questions about the bikes and kept us busy all weekend. We even had some favourable remarks from the CBX owners who were on the stand next door to ours.

All our exhibitors received a commemorative Benelli 750 Sei mug and coaster to say thank you for attending and displaying their bikes. The MotoGB stand across the way brought a selection of new Benellis, along with some Voges, scooters and a rather oddly named "Benda", which was a large in-line four cylinder bike with a huge fat rear tyre. Matt from MotoGB told us that the Benellis were selling well and when asked why the prices were so low compared to other makes, he replied, "Why are other bikes so expensive?" - certainly food for thought.



Looking around the show, we saw some other nice examples, such as a superb race replica on the IMOC stand, (left) along with one of my favourites, a Moto Graziella folding moped, below. (OK, I know it's not a Benelli but it was cute and it caught my eye!)





Outside in the autojumble was a half-decent Motobi 250 Sport Special being offered for sale by GT Moto Imports, who informed us that they could get most models from abroad after we had enquired about the availability of the 1930s vintage Benellis. "Oh yes," they said, "just drop us an email of what you want and we'll find it for you". Just for your information, their email address is [darenrudling@aol.com](mailto:darenrudling@aol.com)



Another little gem we were quite interested in was this lovely little Benelli service garage sign. That is until the stallholder told us it was £250! Mmm... might paint our own for a lot less.

It was very pleasant browsing the stalls outside in the sunshine, not like the usual freezing cold wind and rain (last April there was frost on the ground).

It just remains for us to say a big thank you to the following people for bringing their bikes and helping us out:

**Brian Forster**, 750 Sei; **Colin Graham**, 750 Sei (with 116,000 miles on the clock); **Greg Egan**, 750 Sei; **Richard Powell**, 900 Sei - this is the one that has undergone restoration as featured in the Club magazine and is now for sale (see adverts). One of the guys from Classic Bike took a real interest in this and asked Richard if he could take photographs, presumably with a view to writing an article on it; **John Harland**, 900 Sei; **John Wilkins**, 500 LS Race Replica; **Pete and Wendy Rimmer**, G2 Elle moped; **Steve Peace**, Hurricane mini-bike.



# Watsonian-Squire's Benelli Outfit



Once again, the Benelli Imperiale and sidecar outfit was on show at the Stafford Classic Bike Show. We were able to have a conversation with the Watsonian-Squire representative and asked him why they chose the Imperiale for the outfit. He told us that the Benelli 400 was a good match for the single-seat chair as the engine has a long stroke which makes it ideal.

The bike and sidecar were transported as separate units to the show as it was easier that way, and on arrival it took just twenty minutes to assemble. There are four main connecting bars for attaching the sidecar to the bike. There was no need for modifications to the forks as the standard ones cope well, and there is a steering damper available if you need one to stabilise the front end a little.

The rep said they had sold several of these outfits and he remarked that when you are getting on a bit and the bike itself is too heavy for you, just pop on a sidecar and the vehicle holds itself up! The sidecar can be undone and removed in no time at all should you want to go solo again, so you have the best of both worlds. It's a classy-looking bike with a stylish sidecar - what's not to like? Even Henry Cole has had a go with one on one of his TV shows, and was quite impressed. The outfit retails at the moment at £7,995.00, which is quite a bargain.

A little bit about driving licences: back in the day (possibly 1980s and before?) you could ride any size of bike with a sidecar on L-plates. Today this is not the case as the law has changed. Now you have to have the same licence as you would for a solo bike of the same size. Some people ask, "Can I ride a sidecar outfit on my car licence". Again, no you cannot. All car drivers, regardless of when they took their car test, must pass a CBT and/or a bike test before riding an outfit on the road. Remember as far as the DSA is concerned a motorcycle and sidecar is a motorcycle with an attachment not a car or a trike.

If a motorcycle was first registered in the UK before August 1981, you can legally ride it in the UK with a right-hand sidecar. If registered after that date, it is illegal to use a right-hand sidecar. Also you MUST wear a helmet, as must a pillion passenger, but the passenger in the sidecar doesn't have to (I think I would though, just to be safe).

# A Sunny Day out in the Dales *Wendy Rimmer*

I happened across the "Old Smithy Tearooms" in Monyash when it popped up on the Derbyshire Bikers' Facebook page. It looked like a pleasant setting, with plenty of room and lots of motorcyclists in the picture; it is also in our home county of Derbyshire, which has some amazing roads through beautiful countryside.



It was a brilliantly sunny spring day, with clear blue skies and not too hot. Perfect for sacking off the long list of jobs to be done, such as mending the shed, painting the fence - anything classed as useful, in fact - and unearthing the bikes and heading out on a jaunt.

There are several ways of getting to Monyash from our house. Via Matlock and Bakewell is probably the shortest, through Belper and Ashbourne the longest, and via Cromford and Newhaven the nicest, so we chose the latter. I was riding my 400cc Imperiale and Pete took his Moto Guzzi California.

I am ashamed to say that I hadn't ridden the bike for months so a bit of reacquainting was needed with steady riding and taking the many bends gently - just as well as some of the roads were rough with potholes. The bike went like a dream though, so I needn't have worried. Pete had a bit of a torrid time with his big beastie, which doesn't really like going steady with all that power in the engine. I keep telling him he should have a 400 like me as it is much less demanding and will happily trundle along at 40 mph in top gear ("I never got higher than third gear!" he complained).

We turned off the A6 at Cromford and headed up the Via Gellia road towards Newhaven. "Via Gellia" translates to "Gell's Road". It refers to a steep-sided wooded valley and the A5012 road that runs through it. The road is named after Philip Eyre Gell, who constructed it in the 1790s to connect his family's lead mines to a smelter in Cromford. The name is a mock-Latin style, possibly inspired by the Roman road Via Appia, and the Gell family's claim of Roman descent. There are lots of uphill and down dale bends and twists, so you daren't take your eyes off the road for a millisecond as it would be quite easy to run off the road in places.

At Newhaven the road joins the A515, which comes up from Ashbourne and a few miles further on there is a right turning called "The Rake" which takes you past the Arbor Low prehistoric (circa 2000 BC) stone circle and eventually to the small village of Monyash.

Monyash is situated 5 miles west of the market town Bakewell, and is centred on a village green at the head of Lathkill Dale in the limestone area known as the White Peak. The area was once an important meeting place, a watering point for drovers' animals at the intersection of several trade routes, and industrial centre supporting the local lead mining industry. The village can attribute its existence, and its name, to water. Lying underneath the centre of the village is a narrow band of clay deposited during the Ice Age. This resulted in pools of standing water, a highly unusual feature in a limestone area. Over time meres (ponds) were fashioned into the clay by the villagers that enabled life before piped water. Only one remains today. The Domesday Book of 1086 names the village as Maneis, which means "many springs or waters".



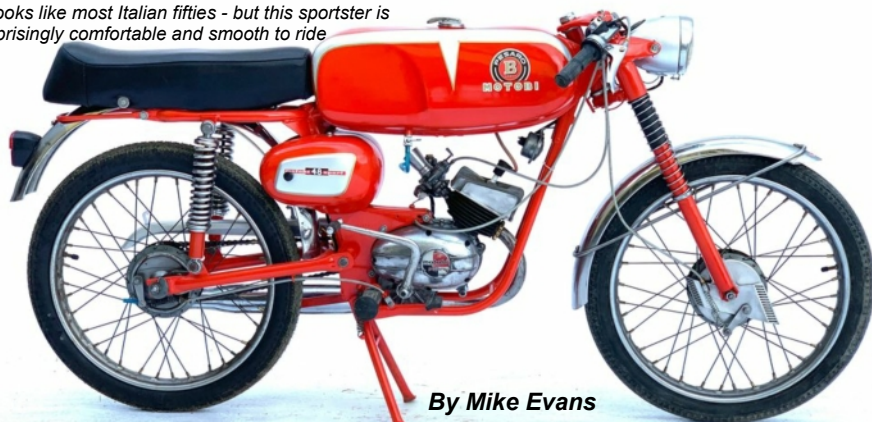
We parked our bikes by the village green and trooped into the Old Smithy for a welcome chip butty and a cup of tea. The tearoom itself was packed so we ate outside in the sunshine. There were lots of different bikes there (only one Benelli though -mine!). I tried to take some artistic photos but the sun was so bright I couldn't see the screen so there was a bit of guesswork. The

photo above shows our two bikes to the left of the daffodils.

To complete the circuit, we carried on to Bakewell, where the road came out a little awkwardly, as you cannot turn right and have to turn left on to the roundabout and then come back on yourself in order to get on to the Matlock road.

We carried on as far as Rowsley, where we turned off and rode through the magnificent Chatsworth park (strangely, there were no sheep in the park this time) and on through Chesterfield to Clay Cross, where we stopped for a coffee and a bun at CMC motorcycles. It was still very warm and we languished on the wide expanse of grass in front of the showroom. Whilst we were basking in the sun, a little group of three TNT 125s swept into the bike park. Two of them had the up to date livery of black and silver grey, and black and green. The third one, however was oddly painted in the Aprilia racing livery (why?) Maybe they thought it would go faster like that, who knows. It's not very often you see three together out on the roads though. It was interesting to note that all three riders were, shall we say, the more mature of gentlemen. It just goes to show - fun doesn't stop when you're getting on a bit....

*It looks like most Italian fifties - but this sportster is surprisingly comfortable and smooth to ride*



ROAD  
IMPRESSIONS  
OF NEW  
MODELS

# MOTOBİ 48 SPORT

*This is taken from an article first published in "Motor Cycle" magazine  
6th January 1966*

**IN APPEARANCE** the Motobi 48 Sport is just another fifty. A little smarter than usual with its razor-edge styling, yet it looks nothing really out of the ordinary. However, sit astride the little sportster and prepare yourself for a pleasant surprise. Surely that handle bar is more comfortable than usual? And that seat is a dream compared with the average ultra-narrow Italian offering.

All in all, the bike is very comfortable to ride. Controls are well sited and the riding position is not cramped even for a long-legged rider.

Starting from cold is an acquired knack. Light flooding, air control closed, a couple of kicks..... that was with a soft sparking plug. But with the hard Bosch 260 plug fitted for high-speed work, cold starting was difficult and a run-and-bump was usually resorted to.

Mind you, with such a light machine it is no penance to push-start. Starting with the engine warm is a first-kick ritual, regardless of plug grade.

Once on the go the engine runs with a degree of sweetness very seldom experienced, even from two-strokes. The choke can be opened within the first 100 yards and from then on, two-stroking is regular.

If one adjective is to be selected to describe the power unit it must be smooth. A fistful of throttle takes the revs soaring to peak power at 8,000 rpm - and not a tremor to remind the rider of the fact. Only the racy sound of the exhaust gives the game away.



*Handling is precise and road holding excellent -  
marred only by too-firm suspension*

This tiny two-stroke, with its down-draught Dell'Orto carburettor is as smooth a power unit as you could wish to meet.

With the light easy action gear change, all the cards are set to wring the very best from the willing engine. Couple it with precise, sure-footed handling (marred only by the common Italian fault of hard suspension) and you can imagine what pleasure is obtained from riding the Motobi.



The machine isn't very fast - but its 52 mph maximum is about average for the type. For normal road work, with a ten-and-a half stone rider, top gear proved a shade too high.

Maximum speed could be obtained only occasionally - and then with the rider hugging the machine, pancake fashion.

Normally, 45 mph is the maximum in top, although it is often necessary to snick down into the 40-mph third gear, especially on hills or against headwinds.

The brakes are more than adequate, indeed they would do credit to many a larger machine.

Lighting doesn't match up to the rest of the bike. It is simple in design - but in action it proved no better than that of most similar Italian machines. The headlight of the test model served more as a warning to other vehicles than as a pathfinder.

Nevertheless, this is not a great worry for prospective owners since the 48 Sport is designed primarily as a nippy gadabout with sporting looks, not as a long-distance tourer.

From the famous Benelli stable at Pesaro, the 48 Sport impresses all along the line. With economy to the tune of 120 mpg, a comfortable riding position, good handling and, above all, the sweetest two-stroke engine imaginable, the machine must surely be a success.

## Specification

**ENGINE:** Motobi 49cc (40x39mm) two-stroke single. Compression ratio, 10 to 1. Petroil ratio, 20 to 1

**ELECTRICAL EQUIPMENT:** Six-volt flywheel magneto with remote HT coil. Direct lighting.

**TRANSMISSION:** Four-speed, foot-change gear box in unit with engine. Ratios: bottom, 27.5; second, 19; third, 13.75; top, 10.25 to 1. Primary drive by helical gears, final drive by chain with guard over top run.

**SUSPENSION:** Hydraulically damped telescopic front and pivoted rear forks

**TYRES:** Pirelli 2.25x18in studded rear, ribbed front.

**WEIGHT:** 118 lb without fuel.

**PRICE:** £112 7s including British purchase tax

**ROAD TAX:** £2 a year

**CONCESSIONAIRES:** Europa Imports Ltd., 63-65 Reading Road, Pangbourne, Berkshire



# T trials and T ribulations

*By Eddy Torr*

Archie Vist and I go back a long way. We met in the 1980s through a mutual acquaintance and just seemed to get on straight away. Over the years we have had many a crazy adventure, usually involving motorbikes. We often just loaded up Archie's bike with pots, pans and camping gear and headed off to some destination we had never been to before, sometimes roughing it in a farmer's field with nothing more than a stone sink in the farmyard for washing facilities. There have been some scary moments too, like when Archie took a wrong turn on to a motorway, turned the bike round and rode back up the hard shoulder to get off again. Luckily it was evening on a Sunday and not very busy - I just shut my eyes very tightly and prayed we hadn't been seen by a lurking policeman!

One of Archie's real loves was going to the bike race meetings. We have visited many of the UK circuits over the years, and each time as we watched the riders hurtling into the bends Archie would have that look which said "I would love to have a go at that". He always thought that he could mix it with the best of them, but with speed restrictions on the public roads there was no other option but to take up circuit racing properly if he wanted to push his bike to the limit. So he joined a local club and his racing career began.

His progress was slower than he had hoped at first, but gradually he honed his skills and began to move up a few places in the Club rankings. Soon his thoughts turned to the pinnacle of road racing - the Isle of Man TT. This would be the ultimate challenge for any up-and-coming rider, so Archie got himself booked into the Manx GP, a race for the junior TT riders. Having watched the TT in the flesh so to speak, back in the day before they had luxury ferries (your transport across the Irish Sea was a glorified fishing boat), Archie was sure he could do a fast lap of the TT course and make a name for himself.

So, having acquired a van, we loaded it up with the race bike and lots of provisions, along with the now moth-eaten camping gear and, with broad smiles on our faces, set off for the docks. The crossing from Liverpool to Douglas was pretty uneventful. The ferry was packed with people like us, heading for the Manx GP - a mixture of riders and their families and general motorcycle fans, all excited to be going to the Mecca of motorcycle racing.

We set up camp along with the other riders - there were all manner of tents like ours mixed in with the posher vans and everyone seemed friendly and enthusiastic.

We had a good first night in camp; the atmosphere was amazing and we had some great conversations with total strangers about the best way to ride the circuit. Some of the riders were very experienced, having ridden at the Manx for a number of years, and they seemed to take Archie under their wing as it was his first time. He hung off their every word, trying to absorb their hints and tips.

The general advice was to take it easy at first as it takes a long time to remember the course. "Just ride to the best of your ability and be mindful of the capability of your machine. Don't overdo it and ENJOY!" they said. They then gave him a bit of a talk on corners and bends.

"When taking a corner you have to choose a braking point that suits your riding style, so that you can arrive, take the bend and exit at a speed you are comfortable with. Your braking point could be the position of a gatepost or some other such marker. Try and remember to look out for it each time you go round and it will help you an awful lot".

I could see that as the time drew nearer for racing, Archie was getting a bit nervous - I was feeling nervous for him! He arrived at the start line ready for his first practice, trying to remember everything he had been told, especially the bit about bends. I gave him a good luck thumbs up and, with a quick tap on the shoulder from the starter, he was away down Bray Hill.

Since I couldn't go with him for the racing experience, I had to rely on his recollections of it when he returned. He was so made up that he was actually part of it that he remembered just about every minute of it:

After the sprint down Bray Hill Archie was going round Quarterbridge and heading on to Union Mills. Trying to remember all those place names wasn't important as much as concentrating on keeping the bike pointing in the right direction (how could you possibly remember all those Ballas and Cronks anyway?) He had started off a bit tentatively, but as he got into it he relaxed more and began to open the throttle, enjoying every second. He even executed a tiny leap over Ballaugh Bridge and managed not to ride through the pub at Ginger Hall as George Formby and Co had done in the film "No Limit"!

Soon he was fast approaching Parliament Square in Ramsey, then round the Ramsey hairpin and on to the Mountain section. He told me he rode as fast as he could and felt as if he was following in the footsteps of all his heroes who had ridden in the TT before him. He remembered the good old times when Benelli were at the TT with the 250/4. Pasolini was injured at the time and Kel Carruthers became the main rider, going on to win. It was the last of its type to win the TT as the F.I.M. governing body decided to ban all four-cylinder machines from competing in that class the following year.

Archie caned his bike down the mountain and round Creg-ny- Baa. On the approach to Signpost Corner he remembered the advice about the braking point marker and decided to put it into practice so he could take the corner more quickly. There was a large stone at the side of the road, and Archie decided to use that as his braking point marker. It worked a treat! Wow, thought Archie, as he thundered towards the start line to carry on for his second lap of the course.

Off he went again down Bray Hill, gaining in confidence all the time and getting faster and faster on his bike.

His leap at Ballaugh Bridge was a bit bigger second time around and Archie almost laughed out loud with the joy of it. He was soon down the Mountain again and looking for his brake point marker at Signpost Corner. He spotted his large stone on the roadside again and braked hard to take the corner, exiting rather faster than the first time but managing to keep control of the bike, then gunned it down to the start again.

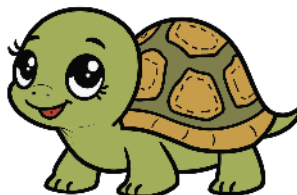
His third practice lap was to be the last one for the day. By this time Archie was really buzzing and heartily pleased with his progress ("I can see myself on the podium before long if I keep this up", he thought to himself). In reality though, his pace was not up to the standard of the more experienced riders - with a lap time of over 22 minutes he wasn't going to break any records.

Archie's third lap was going well, and as he came round to Signpost again he spotted his stone and braked hard as before ready for the bend. This time though, he ran out of road and clipped the kerb. He lost control of the bike and it slid away from him. Luckily there was no injury to his body - just his pride and a couple of bent levers on the bike.

He picked himself up off the road and dusted himself down before helping the marshals to get his bike out of the way. He was a bit bemused as he had been going so well and couldn't understand how he could have had this mishap when he rode the corner using the same braking point as before - or so he thought.

Ever the problem solver, Archie wanted to examine his braking point to try and ascertain what had gone wrong. So when the last rider had cleared the track and the marshals were given the all-clear to disband, he walked the short distance back to his marker on Signpost. It seemed a bit strange - I'm sure it's moved, he thought. On closer inspection, his "stone" seemed to have grown a head and some legs. "Oh my gosh!" exclaimed Archie, before almost falling about in fits of laughter. "It's a tortoise!" It was indeed an adult tortoise that had escaped from its garden and on to the roadside and was wandering down the grass verge eating the green leaves as it went.

Well, you can imagine the uproar in the pub that evening when Archie was relating his story to the other riders. He was the hero of the hour and probably enjoyed that as much as the riding. One bright spark at the end of the meeting decided to present Archie with a special prize. He called for everyone to hush, then made a little speech especially for Archie. At the end of it he presented Archie with a little box. He opened it up and inside was a little enamelled - yes you've guessed it - Tortoise Trophy!



## ***KEL CARRUTHERS AT THE TT OF 1969***

It was 1969 and Kel Carruthers was looking forward to the season, having been offered rides for Aermacchi in the World Championships.

The season opened in Italy with the usual round-the-houses internationals and a special moment involving local hero, Giacomo Agostini. Kel fell in front of Ago in a 350 race, causing the then world champion to crash and fall. Back in those days, attitudes in racing were different and an apologetic Carruthers helped Agostini remount, as he knew the spectators had paid to come and see Agostini race. He finished in second place behind Agostini at Jarama in the rain and sixth at Hockenheim. Next to come was the Isle of Man TT.

On the third day of TT practice, Kel recorded an average lap speed of 100 mph on the Aermacchi 350, which made the Benelli team sit up and take notice. Benelli had a dilemma in that it had one of the most powerful machines in the 250 class, but had yet to log a single championship point in 1969. For the TT, Phil Read had been hired by Benelli to play second fiddle to Renzo Pasolini, but when Pasolini crashed in practice Read was promoted to ride their number one 16-valve 250-four and offered the second string 8-valve machine to Kel Carruthers. Kel phoned Aermacchi to ask permission to ride the Benelli - their main concern was that he should not beat their works rider, Angelo Bergamonti. Kel's reply was classic - "If I don't beat him somebody else will!"

Kel took to the Benelli at once, despite it being rather heavier due to the 250 four being made up of lots of little parts instead of a few large castings. The frame and cycle parts were superb though and Kel rode it by setting his weight to the inside of the machine in corners.

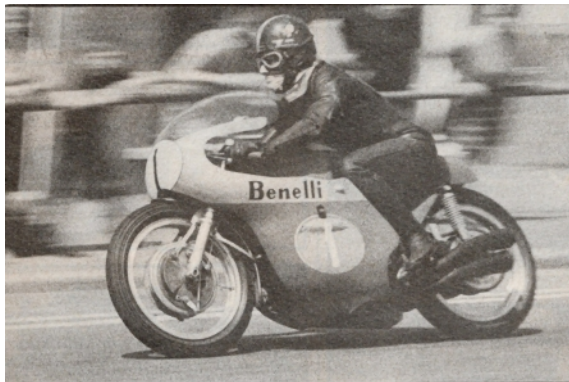
By the end of practice week, Carruthers was second on the 250 practice leaderboard (the injured Pasolini was first); Kel's instructions, however, were to back up

Phil Read, who had the more powerful bike. Kel was first to go, and the conditions were perfect for the six-lap session.

After the first lap, Carruthers led by 12 seconds with Read third behind Rod Gould on the Yamaha. Carruthers increased his lead on lap two, whilst Read fell further behind Gould. Because of this impossible situation for Read, Carruthers was given the go-ahead to push for first place, winning by nearly three minutes,



setting the fastest lap at 159.35 km/h. Neither Gould nor Read made it to the finish.



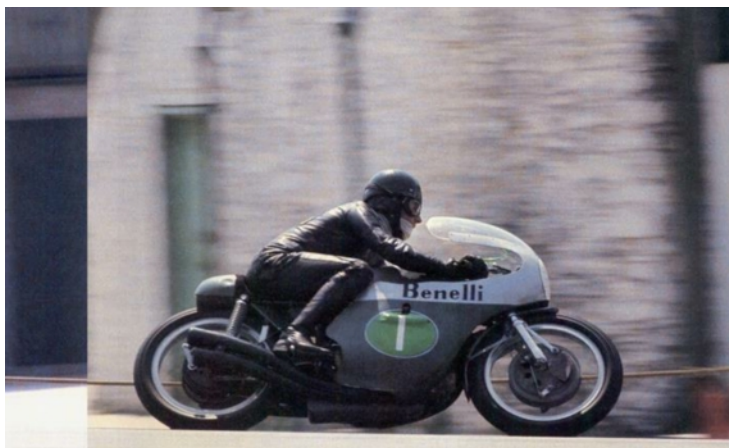
**Top Left:** Kel Carruthers heads down Bray Hill in the 1969 Isle of Man TT.

**Above:** Kel rounds Governor's Bridge

**Left:** Phil Read on the Mountain



**Below:** Kel Carruthers on his way to victory with the 250 Benelli at the Isle of Man TT in 1969





## Benelli Bobber Anyone?

Information: Don Williams of  
ultimatemotorcycling.com

Benelli's new addition to the Leoncino family is the all-new Bobber 400. Slipping between the 125 single and the 500 parallel twin, the 2025 Benelli Leoncino Bobber 400 redefines the Leoncino style, bringing a 60-degree V-twin to the table—the first V-twin from the Italian marque.

The 2025 Benelli Leoncino Bobber 400 features an undersquare V-twin. With each liquid-cooled cylinder getting a four-valve head and a single overhead cam, the 385cc motor makes most of its muscle down low. Torque peaks at 27 ft-lbs at just 4500 rpm. It's a long spin-up for the 35-horsepower peak, which happens at 8000 rpm. The motor is Euro 5+ compliant thanks to three oxygen sensors that work with the catalytic converter. Traction control is also part of the package.

The Bobber 400 has a six-speed transmission and belt drive. The



transmission will make the most of the V-twin's output, while the belt sends power to the rear wheel quietly and requires little maintenance. The Bobber 400's generous tank carries four gallons of petrol.

As usual, the design work was done at Centro Stile Benelli in Italy. Benelli puts the "power cruiser" label on the all-new Leoncino Bobber 400.



Despite the Bobber 400's audacious appearance, the frame is a traditional double-cradle configuration with twin shocks. The inverted 35mm fork brings some modernity to the styling, as do the angular side panels. The aluminium cowling behind the solo seat and the lion-enhanced short front fender support the Bobber designation.



The ergonomics look roomy. The handlebar has a flat bend and the footpegs are forward, mounted where the two frame downtubes bend toward the rear. The seat height is just 28.7 inches, and the bike weighs less than 400 (182kg) pounds at the curb. A passenger perch is available as an option, as shown in the photos of the Midnight Black example (above)



Beefy CST tyres give the Leoncino Bobber 400 a muscular feel. Both cast-aluminium wheels are 16-inchers, with a pair of conspicuously high-profile tyres. The

130mm front tyre is just 20mm narrower than the rear. Each wheel gets a single disc for stopping, and the calipers are no-name. The front end sports a 300mm disc and traditionally mounted four-piston caliper, while the rear



wheel gets a single-piston caliper and a 240mm disc. ABS is standard.

The mirrors and dash of the 2025 Benelli Leoncino Bobber 400 are round. You can decide for yourself if you want the bar-end mirrors above or below the grips, as they can be mounted either

way. Bobber die-hards will no doubt want the low-slung look.



The air filter housing for the V-twin sits conspicuously between the cylinders. The housing for the air filter has a window to satisfy gear heads.

LEDs keep the lighting visually subtle. The license plate holder is a wheel hugger design—you'll see it in the Midnight Black photos.



While the handlebar-clamp-mounted dash is retro round, it houses a TFT screen. The tachometer is analog-style with a digital speed readout.

The price for the 2025 Benelli Leoncino Bobber 400 has not been announced. There is no date as yet for when these machines will reach the UK, but reports have suggested that it would be this year sometime. It is probably best to keep checking the Moto GB website for updates.



## **2025 Benelli Leoncino Bobber 400 Specification**

### **ENGINE**

Type: V-twin  
Displacement: 385cc  
Bore x stroke: 60 x 68mm  
Maximum power: 35 horsepower @ 8000 rpm  
Maximum torque: 27 ft-lbs @ 4500 rpm  
Compression ratio: 11.8:1  
Valvetrain: SOHC; 4vpc  
Fuelling: EFI w/ 29mm throttle body  
Transmission: 6-speed  
Clutch: Wet multiplate  
Final drive: Belt

### **CHASSIS**

Frame: Double-cradle w/ steel tubing and plates  
Front suspension; travel: Non-adjustable inverted 35mm fork; 4.9 inches  
Rear suspension: Non-adjustable shocks; 3.9 inches  
Wheels: Cast aluminium Front: 16 x 3.00 Rear: 16 x 3.50  
Tyres: CST Front tyre: 130/90 x 16 Rear tyre: 150/80 x 16  
Front brake: 300mm semi-floating disc w/ 4-piston caliper  
Rear brake: 240mm disc w/ floating single-piston caliper  
ABS: Standard

### **DIMENSIONS and CAPACITIES**

Wheelbase: 59.8 inches  
Seat height: 28.7 inches  
Fuel capacity: 4.0 gallons  
Curb weight: 397 pounds  
Colours: Desert Tan; Midnight Black; Onyx Grey (to be confirmed)



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

*by Richard Powell*

*Here we have the final instalment of the rebuild.....*



I filled the bike with oil and adjusted all the valves. I bent a feeler gauge to make it easier to set the valves. With the battery fitted I turned the engine over to get some oil around it before trying to start it.



I started the bike on the bench initially and ran it for a short time to set the paint on the exhausts, then got the vacuum gauges out to set the carburetors. Finally, I put the body work back on. All that remains is a test ride.



Test ride completed - the bike is now for sale (see adverts page)

# Items For Sale - available from the archives



**Benelli 650  
Tornado  
keepsake tins  
11x8x2cm**

**£5 each**



**plug spanners -  
large (for the  
multis) £10 each,  
small (254/304)  
£5 each**



**750 Sei mugs £7.50 each  
LIMITED STOCK**

**Acrylic coasters £3.50 each  
or 3 for £10**



**metal 650 Tornado  
garage signs (two sizes -  
42 x 30cm £12 each;  
26.5 x 20cm £6 each);  
LIMITED STOCK**

**NB: all prices DO NOT INCLUDE POSTAGE.**

## Club Section Meetings

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

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

## Runs and Events 2025



**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](mailto:enquiry@tramway.co.uk) or tel: 01773 854321



**July 20th Founders Day, Stanford Hall, nr Lutterworth.** One of the premier one day motorcycle events Contact Steve:

[steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net); tel: 07624 433629 or 01624 834975 or John: [machinedating@benelliclubgb.net](mailto:machinedating@benelliclubgb.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@benelliclubgb.net](mailto:machinedating@benelliclubgb.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@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net) for details

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

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

Want to show your bike? Contact Steve for details [steve.peace@benelliclubgb.net](mailto: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](mailto:steve.peace@benelliclubgb.net) or tel 07624 433629 or 01624 834975

## Bikes for Sale/Wanted

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



### **FOR SALE: 1976 Benelli 750 Sei**

New six-into-six exhaust system; 280mm front disc brakes; 38mm Marzocchi front forks; new engine bars fitted; spotlights; still needs finishing - had engine running but needs tweaking/tuning. Offers invited (open to negotiation) For more information contact [archives@benelliclubgb.net](mailto:archives@benelliclubgb.net).



**FOR SALE: 1973 silver Tornado 650 S2.** Previously restored in 2011, now needs some new chrome. It is run up most months and has been taxed each year. Some spare parts. Registered in IOM £6000.

Contact Geoff Helliwell tel 07624 450472 or email [geoffhelliwell@doctors.org.uk](mailto:geoffhelliwell@doctors.org.uk)



**FOR SALE: 354/4 cylinder Benelli race replica /parade bike.** Up and running Nice Condition. New Alloy Tank & Seat unit . £6000 00 ono . For further information contact Bob, email:

[bobsheila1@gmail.com](mailto:bobsheila1@gmail.com)



### **FOR SALE: Benelli 654.**

Registered Historic Vehicle (1982). 29,500 miles. Good all round condition, as seen at a number of Club gatherings. Fitted with engine crash bars and period Krauser panniers. (See pics) Owned for 11 years. £3,450 Ono.

Contact Ashley on 01440 821149 (Newmarket)

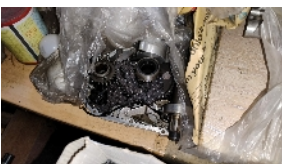
Email: [ashleyfarrow@yahoo.co.uk](mailto:ashleyfarrow@yahoo.co.uk)





**FOR SALE: Benelli 900 Sei.** This fabulous example has recently undergone a careful and thorough engine overhaul and respray. Details of the project are featured in the Benelli Motobi GB magazine and the classics section of the Benelli Online Forum. It is one of the last 900 Sei's ever made. It has a recent mot and 32,000 miles on the clock. It runs very well and handles superbly. £14,000. Call Richard on 07999772092

**FOR SALE: 1980 Benelli 900 Sei.** Various parts have been re-made by a master craftsman, e.g headstock, footrests and hangers, gear and brake pedals. Refurbished crankshaft. New pistons. The engine is currently stripped down and ready for assembly. The bike is near Castle Cary in Somerset. As the machine is in various parts it will need a van or similar to take it away. Last picture shows the bike when it was being used



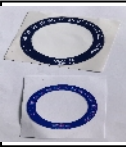
**ALSO FOR SALE: Benelli scooter 49cc.** This was a racing team pit bike and so it's never been registered and the leg shield has been signed by one of the riders. Contact Raymond Antell for information and prices



Email: [ray.antell@btinternet.com](mailto:ray.antell@btinternet.com)



## Spares For Sale/Wanted



**FOR SALE:** Speedometer stickers (two sizes) 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](mailto:archives@benelliclubgb.net)

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

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

**FOR SALE:** 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](mailto: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](mailto:Colin.darlow@btopenworld.com)

but phone is ok: 07739462887

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

# **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](mailto:selwynmotorcycles@live.com)**

**Tel: 01440 268120**

**[www.selwynmotorcycles.co.uk](http://www.selwynmotorcycles.co.uk)**

F&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)

**The Benelli Motobi Club GB holds an  
extensive archive, including many  
workshop manuals, articles and technical  
information. Need help or information?  
Get in touch - 01773 875085 or email  
[archives@benelliclubgb.net](mailto:archives@benelliclubgb.net)**

## Final Thoughts

Steve Peace

As mentioned in the opening notes the event at Olivers Mount as had to be abandoned, and reasons behind this are too numerous to mention here, but the one big thing was that the original event planned for The Barry Sheene event in July clashed with the Founders Day so we had to readjust to the Cock O' the North in June. Consequently the move saw us isolated with no other clubs attending, and requiring a minium amount of riders for the track time, and this we could not guarantee despite help also offered from our good friends over at the IMOC.

The Club website [www.benellclubgb.net](http://www.benellclubgb.net) continues to attract a good deal of attention from around the world and consequently my inbox and the machine dating has seen an upturn in enquiries. Speaking of the Club website please note that with particular reference to the members' area access security, there will a change of password to gain access every quarter, the new passwords will always be printed in your latest magazine, please take particular note of this.

Another feature of the Club over the last 27 years has been the issuing of the yearly membership card. Although every member will receive a flyer explaining the new arrangement, I thought it would be good to remind you of the arrangements here. You will in future receive just one issue of the card and the issuing to current members will carry on until March 2026 when all you will then have a card with a recurring month of membership stated on the card. Please note if you lose your card please contact your membership secretary Val Peace at [membership@benellclubgb.net](mailto:membership@benellclubgb.net).

We are actively seeking help and display participants for the following shows: The one-day Founders Day event at Stanford Hall near Lutterworth in July, plus the one to three day August Thruxton BSB event with free race tickets for the whole weekend, and finally the Stafford Show in October. The exact dates and contact details can be seen in the events section. For those wondering where the popular Popham Show has gone, I have been informed that this event is intending to return in 2026.

Finally, how about some write-ups on the bikes from the Merloni and QJ era? We know these great bikes are out here as many of you have informed us that you own one or more of them. These stories can be about your ride-outs, repairs or even just a few pictures.

All that remains for me to say is, have a great summer and I hope to meet up with some of you over the coming season.

Safe Riding

Steve



## Club Contacts

### ***Honorary President***

Kel Carruthers

### ***Chairman***

Steve Peace, 85 Ballamaddrell, Port Erin, Isle of Man IM9 6AU  
Tel. 07624 433629 or 01624 834975 [steve.peace@benelliclubgb.net](mailto:steve.peace@benelliclubgb.net)

### ***Editor***

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*Back cover: Tarquinio Provini rides the Benelli 250 single racer in the 1960s*

*The Lion  
Roars*



*No. 106*