



Il Leone Ruggisce
Winter 2025/26

<http://www.benelliclubgb.net>



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

The Lion Roars Winter 2025/26

<i>In this issue:</i>		Page
The Chairman's View	<i>Steve Peace</i>	4
Tribute to Keith	<i>Pete Rimmer</i>	5
Club News		6
Just Like Buses (Part 2)	<i>Clive Steemson</i>	7
Cadwell Moto 2025	<i>Jon Wilkins</i>	11
Benelli Logos Through the Years		13
Scenes from Stafford		15
Benelli 2C Brakes	<i>John Blackburn</i>	16
Puzzle Page		20
Benelli Week 2025	<i>Steve Peace</i>	22
Book Review - Morbidelli		26
New Benellis at EICMA		27
Puzzle Answers		27
Runs and Events		28
Club Section Meetings		29
Classified Advertisements		30
Final Thoughts	<i>Steve Peace</i>	34
Club Contacts		35

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

KEEP YOUR ARTICLES COMING!

Send in your news items, pictures, stories, etc to editor@benellclubgb.net. Make sure pictures are of good resolution . We look forward to hearing from you.

Articles may be edited for length and/or content.

Please send your article(s) as PDF documents and photos in JPEGformat, or if you prefer, send your article by post to **Steve Peace, 85 Ballamaddrell, Port Erin, Isle of Man IM9 6AU**

Articles must be submitted before 15th February 2026 for inclusion in the Spring magazine

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

The Chairman's View

Steve Peace



Hi folks, here we are again with another edition of the winter magazine - doesn't time fly...? It has been another good year for the Club regarding the implementation of the new website, and all the associated adjustments that have been necessary. Thank you, Mary and Julie for the smooth change over, and also all the committee and Club members alike for adapting and taking on board some much needed changes.

While we are talking about changes Val would like to draw your attention to the way in which we hand out membership cards.

NEW WEBSITE PASSWORD: pasolini1961
(CASE SENSITIVE) Active from 5th January 2026
(Current password riverside1968)

Although she does send out a leaflet explaining the changes, may I reiterate that the membership card sent to you is a **permanent once-only issue**, so from the 1st of March 2026 they will no longer be issued annually. To ensure your continuing membership, could you all check that the email we have for you is current; for the tiny number of members who haven't an email address, or those who have yet to notify us that you have one (you will know that we haven't got an email address on our records for you if we contact you by post for your membership renewal), please make sure we have the correct details for you (exact address, etc.)

John Blackburn has informed me that the BSB 3-day Club event at Thruxton went down well this year - maybe it is something that we can grow even larger in the years to come. With a free 3-day pass and camping on offer what's not to like, especially for members who live in the vicinity and can easily attend as they wish.

The EICMA show in Milan was really all about the Chinese manufacturers who own former Italian marques and standalone companies taking up most of the floor space. There is no denying that the riders generally in the UK and Europe have not been buying motorcycles in the numbers that they were a few years ago due the much-publicised cost of living crisis. Naturally with the market depressed, new models in the Benelli range this year have only resulted in a few additions and new colourways. The long running import of the popular TNT 125 has finally ended and so ends the potential for buying a new one but there are lots still around to buy secondhand. As for the 2026 release models, the Benelli stand at the Milan show mainly concentrated on the long-awaited 902 available in two versions, alongside several new middleweight models and some 125s. By the time you read this the UK Motorcycle Live Show at the NEC Birmingham will have been and gone, but maybe that show will give us some idea what the importers will be bringing in to the UK. There is so much on offer worldwide from the QJ corporation, of which Benelli

is a part, that models from the likes of QJ, Keeway and, to a lesser extent Morbidelli, badged bikes will most likely be flooding the market.

We have already got some dates lined up for next year's Club events and participation from you the members, whether it be displaying/helping or both, will be needed if they are to be a success and viable going forward, so please help us to have another good year like this one.

I would just like to say what a good time we had at the Mechanics show at Stafford in October. The Club stand was excellently decorated with some new scenery depicting an Italian cafe and this time we had a good amount of space for our exhibits. Many thanks go to the following members for bringing their bikes: Jon Wilkins (Benelli 500 race bike and 900 Tornado tre), John Harland (900 tre and 1130 tre), Glen Page (750 sei), Peter Ray (750 sei), Greg Egan (750 sei), Clive Steemson (Motobi Catria Lusso), Pete Rimmer (Hurricane 65) and Wendy Rimmer (G2 Elle moped). Glen's 750 won a second place prize in the European Classic class - well done Glen. Clive very kindly arranged to send his Catria to the show, and what a superb example it is, considering that he bought it as a complete wreck (his story "Just Like Buses" concludes in this issue).

I bring these opening notes to a sombre end by paying tribute to Keith Pattinson who sadly passed away in September. Keith was a long standing member who was regularly seen at the Club events alongside his wife Dana, who was our Events Coordinator for a number of years. May I offer our condolences to Dana and to their family from all their friends at the Benelli Motobi Club GB.



TRIBUTE TO KEITH

Pete Rimmer

On 17th September 2025, one of our long-standing members, Keith Pattinson, sadly passed away after a long illness. His funeral was an uplifting celebration of his life - a life filled with helping others, a loving family and motorbikes. He was a keen and true motorcyclist, one of his favourite bikes being his Norton ES2, or "Easy-Two" as he liked to call it. Over the years,

Keith had owned several Benellis, his 250 2C being a particular pride and joy for him, and a bike which he liked to display at many a Stafford show. I remember on one occasion we eagerly awaited his presence at Stafford, but he failed to turn up. When I saw him a few weeks later on, I asked what had happened. He said, "Well I did come to Stafford with the 2C but there were a load of birds there - the staff said sorry, the Classic Bike show was last weekend!" We didn't half have a laugh about it! Keith and his wife Dana supported the Club for a number of years; both great characters and lovely people. Keith left us with lots of fond memories - best wishes go to Dana and the family.



Keith with his Benelli at Stafford Show

CLUB NEWS

NEW MEMBERS

A warm welcome is extended to the following new members:

Robert Bryan
David Conway
Laurence Goode
Paul Harvey
Maria Hull

Colin Minshull
David Owen
Ian Pattingale
Haydn Platts
Peter Cowin Wroblewski

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.

Just Like Buses.....

Clive Steemson

(Part Two)



In the Autumn magazine Club member Clive Steemson told of his quest to find a winter project and, just like buses, two came along at once. This episode concludes the restoration of the Motobi Catria Lusso - and what a fine machine it has turned out to be....



The Lusso - it was in a poor state

A start was made to strip down the Motobi into units and a list made of the condition of each unit, along with the parts and work needed. D & M Engineering at Bilsthorpe (near Newark) played a large role in the repair of the damaged parts. The large dents in the petrol tank were skilfully pulled out and cleaned up in readiness for painting; work was done on the frame to make and fit a new steering stop and

the swinging arm was freed and removed (a two-hour job I am told!); The bent right-hand frame and footrest were repositioned and the broken footrest bolt removed, and the stay holding the pillion footrest and exhaust was pulled back into line with the frame. I had acquired some new toolboxes (with the kind help of Steve Peace) and some new brackets for these were made and welded into place. The stripping out of the forks took a considerable time as they were rusted solid - the oil seal and o-ring had rusted away, the lower part of the spring and oil valve was one rusted lump and the fork bushing was worn out. There was no oil in the fork leg, just lots of dirt, sand and water. The fork tubes were sent away for new hard chroming and new bushing was made to fit the fork tubes, which were given new seals and o-rings on their return from the chrome shop. All this took a lot of work and expense - over £1,000 was spent on the fork repairs alone. The rear wheel sprocket was machined out, along with the wheel hub so that a new bush could be made for the sprocket. My plan was to take the wheels to the Winter Classic Bike Show at Newark so that I could hand them over to Central Wheel Components for new rims and spokes (it saved on postage and packing too!). I put on a display of Motobis and a Puch engine on the R H Insurance stand there

The split front mudguard, chain guard and number plate frame were all repaired with great skill, and when all the parts came back home (except the petrol tank, which was sent to Vale Paints near Mansfield) I cleaned them all up and prepared them for painting by me.

All the parts that needed re-chroming were cleaned, checked over and put in a box with a list and description so as not to lose them. I also needed to look

for a new exhaust pipe and silencer as the old one was just too rusty to be salvaged. Dan at the chroming shop worked his usual magic and the parts came back to me looking like new.



*Above: All the parts prepped and ready for painting
Below: Parts are nicely sprayed*



Next the engine. I took off the rocker cover head and the cylinder. The piston was really tight on the pin and wouldn't move freely. The gear box sprocket was not such a problem - with the locking washer out of the way I managed to remove the nut with my fingers. The flywheel with all the ignition advance parts missing was loose on the crank shaft as there was no nut there to hold it. The backplate for the points and coil came off next, followed by the clutch cover, which only had some sort of white glue for a gasket. The Allen bolts were over tight, so I took care not to round the heads off with the Allen key. In theory the cover should then have come away easily, but no- it was rock solid, so some careful tapping and prising was in order. I took out the clutch springs and plates from the

clutch basket, noticing that the locking washer had not been bent over on the shaft so it was easy to remove the nut by hand. I locked the crankshaft with a suitable tool and loosened the nuts on the camshaft and crankshaft, then removed the gear-change shaft and gear-change position wheel.

Splitting the crankcase proved to be another major challenge. I managed to remove all the bolts and Allen bolts from the two halves of the crankcase, which should then have split open, but there was the mysterious white glue again cementing the two halves together. Despite using expansion bolts to try and

separate the two parts, they remained firmly stuck together. In the end I took the crankcase to D and M, who spent an afternoon heating, tapping and gently prising the case apart. I turns out the white glue was "No Nails" - not the ideal substitute for a gasket! The bike is now rebuilt and made an appearance on the Club stand at the Stafford Show in October



Left: The partially built Lusso



Below: The end result



For a number of years I have attempted to put my Benelli and Motobis on the Show Sponsor's Insurance stand (Carole Nash) at the Newark Winter Classic Bike Show. They were happy for me to do this for the 2020 show, but it was cancelled due to the Covid pandemic. For the 2025 show, I was able to display my two Motobis, along with my split twin Puch engine, on the R H Insurance stand. I also took up the offer to display my Benelli 304 on the Italian Motorcycle Owners' Club stand and the BSA Gold Star I am looking after - previously mentioned in the Autumn magazine - on the Gold Star Owners' Club stand.

So, with three bikes and the Puch engine in the van, I set off to Newark on the Friday set-up day. Having delivered the Benelli and BSA to their respective stands, I took the Motobis to the Lady Eastwood Hall and the RH Insurance stand. It was bitterly cold on the Saturday and the main door was left open. The two ladies on the RH stand with me were frozen and did complain. Sunday was no better and show visitors tended not to stop and look but kept on walking. The insurance ladies were extremely disappointed at the small amount of interest shown, saying that they would not be coming again. They did however, look after me and made sure I had hot drinks and food. On the bright side, we did win best trade stand and the ladies kindly let me take the rosette and trophy. The Gold Star won Best in Show un-restored. Despite the bitterly cold weather, it was actually a fabulous weekend.



The two Motobis and Puch engine
on the RH Insurance stand

CADWELL MOTO

*Report by
Jon Wilkins*

The Benelli Club was invited to join the Italian Motorcycle Owners Club at Cadwell Park for Cadwell Moto in September this year, which was an event organised by the Classic Bike Trackdays team. There was a wide array of vintage and modern classic bikes in both standard and modified trim and many were out on track in either track sessions or parades. There were many different Yamaha's to mark Yamaha's 70th anniversary and 50th anniversary of their first Grand Prix title.

The IMOC stand had several Benellis and MotoBis and there were also a few more dotted about the paddock including a beautiful 250 4-cylinder race bike in Pasolini colours.

I arrived at eight o'clock on the Saturday morning and was made very welcome by the members of the IMOC. They had already erected their double sized gazebo and helped me to put mine up alongside theirs.

There was a good mix of Italian bikes with



Moto Guzzi, MV, Ducati, Fantic and Garelli all present and then, more importantly, Benelli and MotoBi.

On the Saturday the paddock was busy with spectators, and bikes going out for track sessions. The numerous track sessions were for all levels of experience and riders and bikes were grouped appropriately for safety reasons. Each session lasted about fifteen minutes, so plenty of time to put your bike through its paces.

Since the Yamahas were celebrating their 70-year anniversary, there was an anniversary parade of Yamahas of all descriptions at lunchtime.



The celebrations carried on in the evening, starting off with a DJ, followed by awards for the "Best Yamahas", and a presentation of "70 Years of Yamaha". The evening was rounded off with live music from "Ska'd Up".

Unfortunately on the Sunday the weather was not as good and it curtailed people's enthusiasm for taking their pride and joy out on to a wet and slippery track.

Overall it was a most enjoyable weekend spent with like-minded Italian bike enthusiasts and hopefully next year I'll be better organised and arrange myself some track sessions. If we could

also organise some better weather that would help as well!



★ Benelli Logos ★ Through the Years ★

The Benelli logo has gone through several changes over the years, with significant life events and changes of ownership. This information was kindly provided by Paolo Marchinelli from the Officine Benelli Museum in Pesaro



Benelli logo 1921. The first Benelli logo depicts a gear with the words "Fratelli Benelli Pesaro" (Benelli brothers, Pesaro) and "Brevetti G.Benelli" (patents to G (Giuseppe) Benelli)

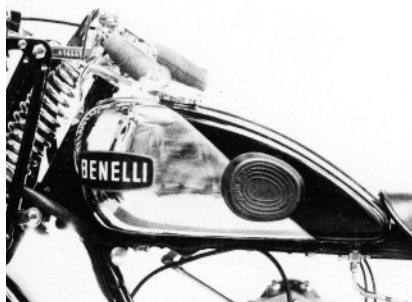


Benelli logo 1926. The second Benelli logo, with a laurel wreath, the words "Fratelli Benelli" and "G. Benelli" patents.



Benelli logo 1932. Three stars represent the first three Italian titles won by Tonino Benelli. The lion symbolizes strength. In 1930, the Benelli brothers purchased the factory on Viale Principe Amedeo (now Viale Goffredo Mameli), from the Molaroni family which was associated with a short-lived but significant Italian motorcycle manufacturing company, Moto Molaroni, which operated from 1921 to 1927 in Pesaro, Italy. The family was initially involved in the ceramics and

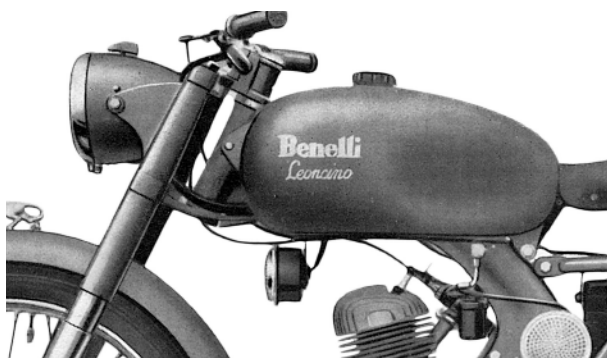
timber industries. There were two lions on the two pillars of the main gate. That factory is the only building left of the great Benelli factory and is now home to the Benelli museum. This was the official Benelli logo until 1971, when the Benelli brothers sold the company to the Italian-Argentine industrialist Alejandro De Tomaso.



Above left: (from the Benelli catalogue) Benelli sticker on the tank used from 1932 to 1935 (the 1932 logo is on the steering head).



Above right: (from the Benelli catalogue) Benelli sticker on the tank used from 1936 to 1943 (the 1932 logo is on the steering head).



Left: Photo of the 1954 Leoncino. Benelli sticker on the tank used for all 1950s models (1932 logo on the steering head)

Benelli

The Benelli De Tomaso logo from 1971 to 1991, and also from 1991 to 1996, was used by Pesaro industrialist Giancarlo Selci.



The Benelli Merloni logo from 1997, still used today by Q.J.

Scenes from Stafford The Classic Motorcycle Mechanics Show 2025

It was another good show for the Club, with ten bikes on the stand, which looked amazing with its new scenery backdrop. Thanks to everyone who attended, and especially to Clive Steemson, who very kindly arranged for his Motobi to be transported to the show for display on the Club stand.



Top: The
Club stand
Above left:
Clive's

Catria Lusso; Above right: A very rare Benelli E3 Moped; Left: 49cc moped; Below left: Glen's 750 won a 2nd prize in the European Classic class Below: Glen receiving his prize from Roger Marshall



Benelli 2C Brakes – Parts Source and Overhaul

by John Blackburn

In the Summer magazine I outlined 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).

Brake pads can be sourced from both Brembo (see <https://www.bremboparts.com/europe/en/catalogue-bike/benelli-2ce/8722> part no. 07BB0106 for the 2C) and Gutsibits (<https://www.gutsibits.co.uk>), and also EBC (see <https://ebcbrakesdirect.com/motorcycle/benelli/124-125-126/25002139>).

Front caliper and pistons are shared with the Moto Guzzi T250 and most models of the V35 and V50 (try Gutsibits) and the handlebar master cylinder (P12) is shared with the Moto Guzzi V50 III, as is the master cylinder piston. **Motul Dot 4 brake fluid** was purchased from Gutsibits (AGIP brand available too). Some experience with cheaper brake fluids, such as moisture attraction and fluid evaporation, leaving brown gunge in the brake fluid reservoir, have convinced me that the extra cost of best quality brake fluid is invariably worth it.

Overhauling the brakes

The fluid in the master cylinder reservoir appeared clear, at least at the top, so after adding a little fresh fluid I tried to bleed the brake using a suction tool (available from Amazon) with a vacuum gauge, which was helpful in knowing whether there was actually suction taking place or whether in fact it was air that was being drawn into the system without any suction. A few bubbles and a little fluid came through but no solid flow of brake fluid. Next, pumping the brake lever and applying suction on the return stroke, then doing both together had the same effect.

Since the fluid in the reservoir appeared cloudy towards the bottom, I detached the brake line, removed the master cylinder with integral reservoir and emptied out the existing fluid. 20 years of standing had led to the bottom of the reservoir being covered with a dirty brown sludge, so I washed the reservoir carefully with cellulose thinners and an old toothbrush to remove the gunge. Properly, I'm sure that I should have used brake cleaner, but the can of thinners was to hand.

I had acquired a new master cylinder piston so I removed the old one (called a "float" in the workshop manual) by inserting a 6.5 mm drift through the small hole at the brake pipe end of the master cylinder and tapping lightly with a hammer to push against the piston thus removing the soft metal ring that holds the piston in place. Ring, seal and piston could then be removed from the operating end of the master cylinder.

This presented an opportunity to inspect the inside of the master cylinder and check for scoring. Using a domestic spout brush, soaked in a suitable cleaning fluid, I cleaned out the master cylinder and rinsed it through. Fitting the new piston turned out to be less straightforward than expected. Our archives/spares man (thanks, Pete) had kindly furnished me with the correct Benelli factory tubular fitting tool for the soft metal retaining ring, which has a reduced diameter collar for fitting the new ring at the correct distance into the master cylinder bore. Essentially the outer diameter of the tool is too large a diameter to enter the internal bore of the cylinder, thereby fixing the distance that the ring



Bleeding with suction tool

is inserted. I smeared the new piston and seals with the supplied assembly grease and carefully inserted it into the master cylinder.

There was a plain steel washer in the repair kit of a size to fit over the piston, where it has a reduced diameter at the brake lever end, and which logically would fit between the back end of the piston and the outer seal. However, when the original outer seal with recess to hold the retaining ring, was removed from the master cylinder, there was no washer fitted, so the piston was inserted and the retaining ring gently drifted in without this steel washer. On pressing the piston in to check operation, the spring which fits between the piston and the fluid outlet, simply forced the piston back past this seal. Initially the old retaining ring was added to the new one in an attempt to hold the outer seal in place, but this made no difference. After trying this a couple of times, I realised that the original seal must be made of a stiffer material than the new one, hence the need for the steel washer to bear against the outer seal and prevent the piston pushing through it under pressure from the return spring. Unfortunately, there were no fitting instructions included with the repair kit and it was only later that I discovered a workshop manual for the 2C with an exploded diagram (but no specific instructions).

All now seemed good, so bleeding was recommenced, but still all that came out of the bleed nipple on the caliper were bubbles and a little fluid. So the next item to be checked was the actual brake line from master cylinder to caliper, which might be blocked with the same dirt that lined the bottom of the reservoir. I removed the whole brake pipe from the caliper, placed the banjo end from the master cylinder into a small jar of new brake fluid and used the suction tool to suck this fluid through the pipe until it flowed freely out of the other end. This took a little while to achieve and some of the fluid was indeed slightly dirty. Everything was reconnected and brake bleeding recommenced, but still all that was seen were bubbles and a little fluid.

Close inspection of the bottom of the master cylinder reservoir showed two drillings; through the rear one it was possible to see the piston moving, so clearly the purpose was to equalise the pressure in the master cylinder between the two seals on the piston and the fluid in the reservoir. However, the front drilling appeared to be blind and I was thinking that there really ought to be a proper hole there to allow fluid to flow out of and back into the reservoir. I found a pin from my sewing box to dig around in the front drilling and, of course, discovered a tapered bottom to it. Some serious digging with the pin finally enabled the pinhole at the bottom to be cleared of the 20 year-old solid cake. Eureka, I'd finally discovered why even with the suction device and pumping the master cylinder, no fresh fluid could flow down the brake line! Off came the brake pipe from the master cylinder again, the brake lever applied and fluid was now emerging from the outlet at the pipe end. I reattached the pipe and used the suction tool to pump fluid through the system and out of the brake nipple on the caliper. Well, that was what I expected, but all that came through was bubbles and a little fluid. Back to square one!

I began to suspect that the collar on the special tool was too long, making the piston sit too far into the cylinder with the front seal on it overlapping the pin hole that draws fluid from the reservoir into the braking system. The piston and retaining ring were drifted out again and drifted back with the special tool but not quite so far this time, so when the brake lever was squeezed, a significant squirt of brake fluid was sent back up into the reservoir before new fluid actually entered the brake line. In fact, I had the whole master cylinder apart, piston withdrawn and re-inserted three times before the retaining ring was inserted at the correct distance, so that there was just a slight surge of brake fluid at the surface of the reservoir before fluid was pushed into the braking system by the piston.

It was clear that the original factory-supplied special tool had been machined incorrectly resulting in the aforementioned pinhole obstruction. I scribed a new mark on

the tool to indicate the correct insertion distance, for next time. This distance between the front edge of the seal and the pinhole that allows fluid to pass from reservoir into braking system and back again is critical. As the brake pads wear, it allows more fluid into the brake lines and, when new pads are fitted and the caliper pistons pushed back, it allows excess fluid to flow back into the reservoir.

It is important to allow a small amount of play between the brake lever and the end of the piston, to ensure that after releasing the brake, the master cylinder piston front seal returns behind the pinhole that allows fluid into and out of the braking system. Failure to do this can result in the brake lever coming right back to the handlebar when the brake is applied, as the brake pads wear, because no new fluid can be drawn into the brake lines. In addition, leaving your bike standing in the sunshine in hot weather can result in the brake binding on the disc for the same reason, that not enough free play has been allowed for expansion of the aluminium brake lever when there is a significant increase in ambient temperature.



Brake lever off position



Brake biting point

With the master cylinder problems resolved, the next task was to remove the caliper from the fork leg, and this was relatively straightforward. Removing the socket cap bolts which held the two caliper halves together required keeping the caliper fixed firmly to the fork leg in order to hold it securely while attempting to remove the bolts. Use of an Allen key, even with extension, to loosen the bolts was impossible to do by hand and I had to use an impact driver to slacken them off. I've heard of various ways to remove pistons from age-hardened seals in the calipers. Perhaps the most extreme was to drill through the outside of the caliper and drift the piston out. Doing this would seriously compromise the integrity of the caliper, as there is no way that it could be restored to its former strength and integrity.

Using hydraulic pressure in the brake system is always best, so caliper bolts were nipped up again and the brake applied. It soon becomes obvious that one piston is going to come out more easily than the other, so applying a clamp to the easier one allows more hydraulic force to be applied to the other. On the 2C, the pistons can be pushed out until they actually meet in the middle. Once the caliper has been split, it is generally straightforward to use a wrench of some sort to twist each piston out from its seals, though it needs to be done over a tray or cloth to catch any residual brake fluid. Once removed, it could be seen that the original caliper pistons were showing signs of rust towards the seal area, so new pistons were obtained. Next the old seals were carefully removed and new seals from the Brembo rebuild kit, along with new anodised alloy pistons, fitted after



Old and new caliper pistons

carefully cleaning each caliper half. You must ensure that the sealing ring between the two halves is not accidentally misplaced when fitting the two halves together; the assembly grease supplied in the kit can be used to hold this sealing ring in position on one caliper half.

The assembled caliper was refitted to the fork leg and the caliper bolts from the rebuild kit inserted and progressively tightened to 2.9 kgm (28.44 Nm). The caliper was removed again to allow the brake pipe to be attached and tightened, then finally bolted back on the fork leg.

In order to replace the air in the system with brake fluid, I found it most effective to use the suction tool to draw brake fluid through the system first, until it emerged freely from the bleed nipple with only smaller bubbles appearing, then to pump the brake lever until there was a steady flow of fluid with virtually no bubbles. The factory manual advises that the last few bubbles will find their way out of the system naturally, after leaving overnight. I used a one-way bleed valve from Sealey Tools to help with the final bleeding when pumping with the brake lever and with this, in fact, it was possible to remove all visible bubbles from the brake line even without leaving overnight. Gentle nipping up of the brake nipple finished the process and the brake now had a very solid feel when applied, without too much movement of the lever before the brake took effect. What should have taken perhaps only a couple of hours to complete in fact took many hours of checking, cleaning, fitting, refitting, etc. and I used about half a litre of brake fluid to complete the job, but the result appears good; and two months later, brake lever operation is still as good as when first completed. It remains only to test operation on the road.

A polished aluminium reservoir cap for the PS12 is also available. The 'Brake Master Cylinder PS12 Round Brembo Rebuild Kit' is currently available at £45.00 (correct at time of printing). Various brake hoses, similar to the original 2C type are also available. Brake hoses can also be purchased direct from Goodridge, with fittings according to requirements, via their 'Buildaline' menu selection; and they stock a double banjo brake light switch too (see <https://www.goodridge.co.uk/pages/buildaline-pf>).

If the existing master cylinder and reservoir are unusable, a possible alternative may be selected from a recent make and model, for example a modern SWM 440 Silver Vase or GT model (MY16, MY17, MY18) has a very similar brake lever profile to the 2C and the whole master cylinder unit including lever and brake light switch is available from Evolution Bike, priced at approx. 70 Euros (see pic and <https://www.evolutionbike.it/swmstore/3622-oem-parts/silver-vase-gran-turismo-my16/10187-frame/10217-026-front-braking-system.html>). Even with packing and carriage from Italy, this would work out at rather less than half the price of a new original type Brembo master cylinder, brake lever and switch.



Bleeding with non return valve



SWM brake master cylinder - front



Alternative master cylinder no. 2



Lady Isobel's Puzzle Challenge

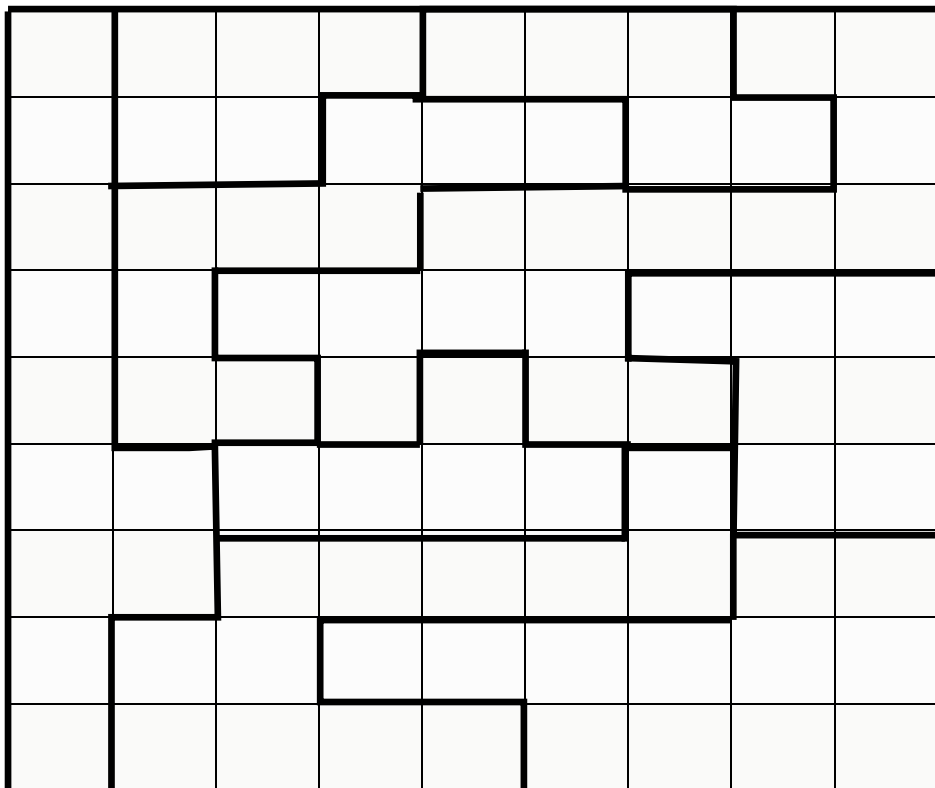
Hello, everyone. I'm back with some more Christmas Puzzle Challenges for you. They're not too taxing, so when you've all enjoyed your Christmas dinners, settle down with a glass of something comforting, put your brains into gear and have a go. **The answers can be found on page 27.** Happy puzzling, dear members, and a Merry Christmas to you all

Isobel

Benelli Star Puzzle



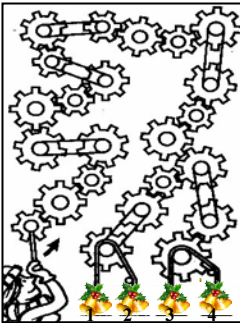
- Fill the grid with Benelli stars so that each row, column and outlined area contains TWO stars. Squares containing stars cannot touch either horizontally, vertically or diagonally



Missing Link -a-Gram - Find the four letter word which can be placed after the first word and before the second word on each line to form two new words or phrases. Enter your answers into the grid, then rearrange the letters in the shaded squares to reveal the name of a former 500 cc World Champion

- Persian _____ Stream
- Whisky _____ Grapes
- Riding _____ Box
- Tea _____ Chat
- Volley _____ Room
- Musical _____ Pad
- Banana _____ Diver
- Life _____ Dancing
- Fruit _____ Over
- Ram _____ Company
- Saddle _____ Point
- Second _____ Cream

World Champion.....



Turning the Cogs -Can you work out which bells will rise and which will fall when the lever is turned as shown?



Benelli Week **2025**

By Steve Peace

The weeks leading up to the holiday were not good for us this year owing to a problem with the motorhome and me not feeling too well with repeated flu like symptoms. All that was forgotten, though, when after a good night's sleep on the ferry and a few days pounding the highways of mainland Europe we arrived in Pesaro a week before the big event.

Next morning we scootered up to the museum in Pesaro from the campsite between Pesaro and Fano, along the beautiful seaside road with temperatures that were great for riding but a bit uncomfortable when we dismounted, but after all we had to acclimatise as we had only arrived a few hours before. We were given a great welcome by Paolo Marchinelli and a very short time later we were invited to the "Junior Camp Tonino Benelli" cross event just on the outskirts of Pesaro. We were given a lift by our friends Marco and Nives to the venue. It was a baking hot day but our hosts had thought of everything, and we soon sat comfortably near the track under the gazebo with drinks and buffet.

As the afternoon unfolded it was great to see the little ones on their junior mini cross bikes on the short track and much taller men and boys giving a good account of themselves on the demanding full circuit. A variety of machines were seen out on the track with Benelli, Aprilia, SWM, Fantic, Morini, Husqvarna, a smattering of Japanese and the almighty strong and loud Maico 400. During the break, I had the chance to talk to Alexandro Bossi about his knowledge of the Benelli Jarno 125, but the origin of the engine used still remains a mystery.

Although I had read about the frequent meets in the press announcements from the Moto Club Tonino Benelli, I hadn't realised just how significant to the Pesaro club the junior club are. A much talked-about benefit is to get the youngsters interested in motorcycles and the club. All participants have to be a member of the club and I did hear that a good number of new members had joined initially to gain access to this facility.

The afternoon was now coming to an end and it was time to return to the museum via a scenic route, which made a change and a viewing of the new Tonino Benelli monument (right) with Tonino depicted on his racing Benelli. This monument is in the middle of a roundabout on the main road coming into Pesaro from the Autostrada, and reminds visitors that historically Benelli was one of Pesaro's most important industries of the time.



After the Saturday fun outing we decided that since we would not manage even the short trips of the Benelli Week because of my problems and the fact that we only could manage to get around on the little Malaguti F10 scooter it would be short local trips around Pesaro for us. This is not a bad thing because the area around Pesaro is full of beautiful places and things to do.



Our first trip took us in a northerly direction deep into the St Bartolo National Park (left), with its hills and towering cliffs where the beautiful summer home of world famous tenor Pavarotti is situated. He would spend his down time here, with the most wonderful view of the Adriatic Sea. The usual twisty roads lead to the uplands and from there past the wooded areas that contain some grim reminders of a battle fought in the second world war - there are numerous crosses in the woodlands commemorating those who didn't make it. This is the local playground for walkers, cyclists, and to a lesser extent for

motorcycles and cars. You may find that last statement a bit baffling but Pesaro is a city of cycles and more famously for its long distance cycleways, so caution has to be observed as they seem to be everywhere, but the relatively slow top speed of our mount helped with manoeuvrability around these groups. Riding this scooter with its much smaller wheels and inferior road holding compared to my 254 took some concentration, but it does have a decent turn of speed so it was nearly full throttle all the way. Our first calling off point today was to the beautiful village of Fiorenzuola Di Focara with its little shops, narrow streets and stunning views of the Adriatic Sea. After a few hours here it was another bend swinging journey down the road to our final destination - the pleasant seaside town of Gabbice.

Ride no 2 was a little further to one of our favourite places, namely the Furlo Gorge (right) There are several ways to get to this magical place but we chose the Fano to Fossombrone route. There are plenty of memories to be made here with pretty villages, the towering sides of the gorge with the river deep down in the valley, Roman road tunnel, and the infamous Mussolini effigy carved out of the sandstone by his



supporters way back in history (it is no longer there). We spent a few hours taking in the beauty of the place; as you can see from the picture, it is breathtaking.

Our final ride out was a shopping trip for my long suffering wife to Fano. This pleasant seaside resort was easily accessed along the coast road from the camp and an enjoyable couple of hours were spent amongst the quaint narrow streets before returning to Pesaro. The week leading up to the main Benelli Week events went all too quickly and thanks to the generosity of Davide, Paolo and the Pesaro Club members we were able to taste a different local dish each lunchtime, all freshly cooked. It was all really enjoyable; just to sit down at the table in the company of people who have just a few phrases of English, was a real treat. The language barrier has never been a negative to us - we love playing our version of charades, and lip syncing.

The weekend came and there were several visitors from the the Benelli Motobi Club GB, who popped in to the museum on their travels, and it was a surprise to see several folk including Nick Murphy, and early member Angus Smith (apologies to the other members who I have not mentioned). The pace of arrival of fellow friends and enthusiasts from all over Europe picked up significantly over the next few days, including one of our



Kindred spirits - GB Club member Ian Jamieson (right) with a friend from Scandinavia wearing their kilts with pride

members from Australia, Paul Nourish. I think that's a record distance for one of our members to have travelled! I can honestly say whenever and wherever I saw Paul he always looked like he was enjoying himself, which was good to see. He participated on many tours with the club, but he mentioned that the ride was severely compromised by his Ducati Monster hire bike, which was in need of a good service and TLC. Other UK Club members were welcomed including Dawn & Greg Egan, Ian & Margaret Jamieson, and Heidi Klavus from Finland, thank you all for the continuous support and friendship.

The week was full of daytime ride-outs which were very well attended and enjoyed by our members, and followed by really nice evening entertainment in the gardens including music provided by the resident club member on his guitar and synthesiser accompanied by Paolo Marchinelli. The fact that he would. gladly take requests and sing them in English was a big

surprise.

On the Thursday night we attended the traditional event meal thrown by the Scandinavian Club and a brilliant time was had by all, a great night. On the Saturday we all visited the Batistti museum, and again we were given a lift in the car by another member of the Pesaro club, which used to hire classic Benellis out during Benelli Week which was a great help to the visiting clubs. This is a museum which, although we have visited before always impresses. This time I made sure I rooted out the prototype road-going 125 4-cylinder engine in the museum. It was, I believe for the purpose of testing, mounted in a 2C frame and unfortunately was found to be seriously lacking in torque and the project was consigned to the history books.



The elusive 125 4-cylinder prototype



All too soon the final day came around, commencing with the annual Tonino wreath laying, and then the cavalcade of all those historic machines followed by the very capable modern machines, which was a sight for sore eyes. A few hours passed and it was time for the procession to return through the streets of Pesaro. The Benelli and Motobi machines, headed by the race bikes, made for a magnificent spectacle.

Afterwards, a quick dash back to our favourite bar, which was a short walk away, was the order of the day. A final visit to the museum resulted in us being invited to sit around the lawn with a circle of friends where we were asked to take part in a quiz about the history of Benelli (primarily aimed at us), and finally there were some more general questions about pop music and why we continue to make the long journey to Pesaro every year. Our answer was simple: to have a great

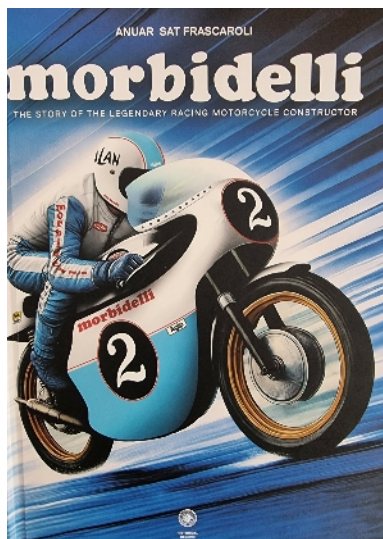
time and to meet our friends with a common interest in Benelli and the Pesaro region.

I would like to say a big thank you to all at the Benelli Club Pesaro for another great Benelli Week.

Top: A busy scene at the start of the daily ride-out

Left: A new Benelli 550 Tornado outside the Benelli Museum in Pesaro





Morbidelli - the Story of the Legendary Motorcycle Racing Constructor by Anuar Sat Frascaroli, with input and translation from Frank Cavens



This is the first and only book about Morbidelli written in the English language. A limited number of these books is now available for sale.

In eighteen

chapters, the book outlines the achievements of Giancarlo Morbidelli, both in racing and with his museum. Frank writes: "When QJ- Keeway bought the Morbidelli name they wanted to introduce the New Morbidelli brand with a strong link to the motor racing heritage of Giancarlo. Dante Bustos

(Morbidelli Head of Marketing in Argentina) asked Anuar Sat Frascaroli if he could put a book together about Morbidelli. Anuar accepted this task with the condition that he could involve myself as being knowledgeable about Morbidelli. I gladly accepted. Anuar set up the structure and initiated content, I wrote several sections and corrected the input from Anuar. I also provided many photos I took over the years as I visited Giancarlo many, many times. Anuar visited former riders and mechanics and interviewed them which now results in the interviews you can see and also hear by using the QR codes in the book. We also got together in the Netherlands to review all data and text and prepare the formatting. QJ - Keeway decided that the book should only be available in English and Spanish. Thus, all English text is my text without any native correction; I insisted on the latter but with time running out it was decided to print it. I know there are some mistakes at text and photos but we didn't get enough time for correction. Anyway I am very glad we could write this book and especially as it is in English as the majority of motorcycle books on Italian brands is in Italian language".

Steve Peace writes: "I have read this book and can honestly recommend it as it describes the journey and passion of the mastermind Giancarlo Morbidelli, from developing a well-known woodworking machinery company to the pinnacle of motorcycling racing success across the world, winning numerous world championships, along the way. The book is lavishly illustrated with pictures of machines, great riders and the technicians who made this small but perfectly formed racing outfit a stand-out name during the 1970s/80s. Also included are numerous QR codes, allowing the reader to appreciate the history of this great concern more fully. The story finishes with the creation of the famous Morbidelli museum, Giancarlo's only road bike, the Morbidelli V8 750 and the unfinished V12 750 which brings the curtain down on one of the most remarkable racing factories of the last 50 years". Please remember this a Limited Edition publication - when they have gone there will be no more, so order now. The cost of these books is £36.00 inc postage and packing. To order your copy, contact Steve Peace, tel. 07624 433629 or 01624 834975 or email steve.peace@benelliclubgb.net



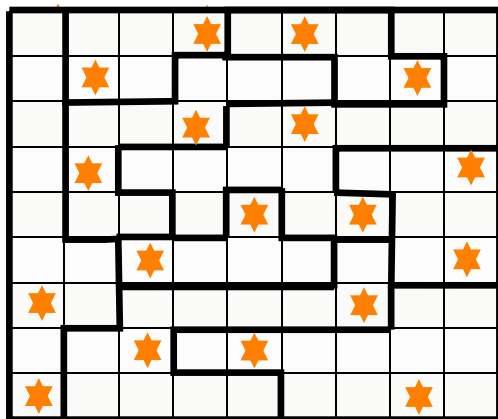
New Benellis at EICMA 2025

Three new models were presented at EICMA in Milan this autumn. The new Benelli 902 concept offers the TRK902 Stradale (top) and the TRK 902 Xplorer (centre). Both machines are powered by a 900cc parallel-twin engine. The TRK902 Stradale is ideal for riders who desire long-distance comfort and exhilarating on-road performance. The Stradale sports a distinct design, featuring cast alloy wheels (17-inch front and rear), shorter-travel road-tuned suspension and ergonomics optimised for sustained highway cruising. With its sleek fairing, integrated panniers and advanced wind protection, the TRK902 Stradale is designed to make every journey a pleasure. Expect sophisticated electronics, cruise control and a comfortable two-up seating arrangement, making it an ideal choice for grand tours and daily commutes alike. This model is set to redefine what a sport-touring motorcycle can be for Benelli. By contrast the Xplorer is more of an adventure bike, with a robust long-travel suspension system, spoked wheels (21-inch front, 17-inch rear).

Benelli also unveiled the TRK602X (bottom). It is expected to be powered by an all-new 600cc twin-cylinder engine, striking a perfect balance between accessible power and nimble handling. The 602X is positioned as a step up for riders coming from smaller displacement bikes or those who prefer a more manageable machine for both daily riding and weekend escapades. The TRK602X retains the rugged good looks of the TRK line, featuring semi-knobby tyres, robust chassis protection and a commanding stance.

Puzzle answers:

Benelli Stars:



Missing Link-a-Gram:

Gulf, Sour, Gear, Cosy, Ball, Note, Skin,
Line, Bowl, Part, Sore, Hand
World Champion: Wayne Gardner

Turning the Cogs: Bells 2 and 3 will fall,
bells 1 and 4 will rise

Runs and Events 2026

April 25th/26th The International Classic Motorcycle Show, Stafford Showground, Show your bike on the Club stand and get a 2 x free passes for the entire show. We are taking bookings right now so do not delay as we don't want to refuse members requests because of late applications. Contact Steve for details steve.peace@benelliclubgb.net; tel: 07624 433629 or 01624 834975

Stafford County Showground
ST18 0BD



June 5th/6th/7th Benelli Club Scandinavia, Annual Event. This year it is to be held in Lillehammer Norway. For more info on this event please contact Greg Egan at gregoryegan10@gmail.com or tel 07427510091

June 20th/21st (provisional) The Barry Sheene Festival, Oliver's Mount, Scarborough. A chance to parade around the only road racing circuit in the UK is just one of the attractions of this event. **Please book early.** Contact Steve for details steve.peace@benelliclubgb.net; tel: 07624 433629 or 01624 834975

July 5th Crich Tramway Museum, Classic Motorcycle Day, a great day out, with free admission and complimentary travel on the trams. Booking is not open yet, but keep checking the website <https://www.tramway.co.uk> . If you intend to show your bike you **MUST** book your place. (This day is for bikes 25 years old or more)

July 19th July Founders Day, Stanford Hall, nr Lutterworth, Leics. A great chance to display your bike, and have a nice day out with option to camp overnight if required. Free entry for exhibitors. Contact John e-mail machinedating@benelliclubgb.net for details and booking

August 14th/15th/16th British Superbikes at Thruxton, nr Andover. Display your bike on our stand and get free admission for the three days of one of the premier events of the racing season. Please book through John Blackburn at machinedating@benelliclubgb.net

September date tba Cadwell Moto Cadwell Park (in collaboration with the Italian Motorcycle owners' Club). Track sessions for all

September 11th/12th/13th Misano GP nr Pesaro, Italy

September 11th/12th/13th Mostra Scambio, Imola, Italy. Huge bike jumble.

September 14th to 20th 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

NB:the events in Italy are subject to change and as yet to be confirmed.

October 10th/11th Motorcycle Mechanics Classic Bike Show, Stafford Showground,

Want to show your bike? Contact Steve for details steve.peace@benellclubgb.net; tel: 07624 433629 or 01624 834975



**Stafford County
Showground**
ST18 0BD

PLEASE NOTE:

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

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

Club Section Meetings

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

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

Bikes for Sale/Wanted

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



FOR SALE: 1976 Benelli 750

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



FOR SALE: 1971 Benelli 250 Sport Special,

£2400 Ono ,

Contact Stuart on 07784823804 .

FOR SALE: VARIOUS BENELLIS (POA)

I have for sale: 254, 654 Sport, Novo Leoncino 125, Enduro 125, 2 X 900 Sei, 750 Sei All are in good condition with many new parts. The Fours need about a day's work each, the Leoncino and Enduro are in bits.

All are priced to sell so grab yourself a bargain

Please contact aiw@talktalk.net for details

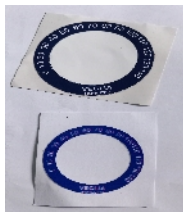
FOR SALE: Motobis plus numerous spares (see photos)





Sensible offers invited
Contact Graham email
grahamkeeble1@googlemail.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

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

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.

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



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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)

**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**

Final Thoughts

Steve Peace

Another year nearly over, and it's been a good year for the Club with membership rising and, judging by the amount of enquiries I receive, the interest in Benelli both classic and modern has never been higher. Talking of the classic side of things there has also been a significant increase

in the interest in the Motobi marque. One lucky member owns an early example of the B125 which superseded the 98cc and 115cc at the very start of Motobi motorcycle production; these machines were introduced a few years before Motobi started their egg engine production line.

Other recent additions belonging to new members have been a Benelli Enduro 125, 2C, and various Merloni era models. For anyone attending the Newark Classic Bike Show in January, may I mention that regular magazine contributor Clive Steemson will be displaying his Benelli and Motobi bikes, so drop by and have a chat. Whilst on the subject of magazine contributors, I would like to thank all of you who have taken the time to write articles for publication in the magazine - it is greatly appreciated.

I have recently decided to take a break from posting my daily machine pictures on the Club's Facebook page to concentrate on the many other important daily tasks of running a club, alongside the other members of the Benelli Club Committee. I will still put the odd comment up and use the page to post any important relevant points that crop up; in the meantime please post your pictures and questions.

As you can see we have a varied events list and the inclusion of the Scandinavian meeting in Norway this year gives our members another new destination. Maybe you might like to take the opportunity of incorporating it into a longer holiday that's a little bit different to your usual European destination. On the home front you will notice the return of the Barry Sheene Festival at the Oliver's Mount Road Circuit, Scarborough. We missed this event this year as it clashed with Founders Day, but for 2026 the dates have moved and we are ready to attend. The event has only just been announced so it is uncertain how it will be run, but I am hoping that there will be heavily subsidised or free parades for our members, and other benefits, coupled with a continuation of the rules introduced last year by the ACU such as the scrapping of the age 70 cut-off rule for parade participation, allowing all Club members to take part. So head up to Oliver's Mount and give yourself a taste and thrill of riding the UK's only Road Circuit, coupled with a few days at the seaside or the Yorkshire Moors. Full details will be in the Spring edition of the Lion Roars magazine. If you would like to attend any other events such as ride-outs and smaller or larger events that the Club does not traditionally attend, please let us know. Remember, however, that we can only take part in these events if enough members are interested in showing and also are willing to actually help in the organisational side of things.

Finally, Mike Schofield has mentioned that his Motobi Zanzani race bike should be ready for the next season's racing. All the best Mike we wish you a safe and successful racing season and look forward to hearing all about it.

It just remains to say that, from all on the Committee, we hope all our members have a very Merry Christmas and a Happy New Year.

Steve



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Benelli Multis

Peter Pasquale 01233 713262

Benelli 254

Ken Thornton 01252 873663

2026 CALENDAR

January						
Su	Mo	Tu	We	Th	Fr	Sa
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29	30					

December						
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27	28	29	30	31		

The Lion Roars no. 108