



Il Leone Ruggisce

Spring 2026



<http://www.benelliclubgb.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)

The Lion Roars Spring 2026

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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@benellclubgbg.net

KEEP YOUR ARTICLES COMING!

Send in your news items, pictures, stories, etc to editor@benellclubgbg.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 May 2026
for inclusion in the Summer magazine**

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

The Chairman's View

Steve Peace



Hi folks, I hope by the time this edition reaches you, the hideous winter rain and wind has beat a retreat, and we can look forward to some better springtime biking weather. We have a selection of events coming up starting with the Classic Motorcycle Show at the Stafford Showground. We are in the regular spot of Side Hall 2, stand S10. On the stand this time alongside the 4- and 6-cylinder bikes will be what we believe to be the only pairing of the extremely rare Benelli Jarno 125 machines ever seen at a show in the UK. Named after the Finnish Benelli rider, Jarno Saarinen, they were never imported officially into the UK so we are

NEW WEBSITE PASSWORD: italian750sei
(CASE SENSITIVE) Active from 15th April 2026
(Current password pasolini1961)

extremely fortunate to have two members with these machines, and grateful to them for their display. We also have a number of events recommended by some of our members as events of interest, and although there is no official Club stand at these shows they may be of interest to our Club members. Regarding the Oliver's Mount and Founders' Day events may I remind you of the need to register your interest in plenty of time. With respect to the Olivers Mount meet, I am in touch with the organisers right now and hope to have some up-to-date news to announce later on.

I know this is a little early, but the display on the Club stand at the Mechanics Show at Stafford in October will be to celebrate the 250cc 4-cylinder bikes. Announced at the Milan Show around the second half of 1970s, these models produced in various versions were to be manufactured for almost ten years. The models we are hoping to display include: Benelli 250 4-cylinder Mk 1, 254, 304, Guzzi 254, or any Race replica based on the 250 multi-cylinder. So come on, all you 254 owners, get in touch and bring your bikes to the show!

Moving on now, all of you will have noticed that with your membership card there has been (since March last year) a note saying that there will not now be a yearly replacement, so please look after it! On the reverse, it does give you your membership number and a reminder of your renewal date but not the year. This is intended as a push back against the crazy high cost of postage in sending out the cards thus protecting what we think is a fair and reasonable membership fee. Membership cards will be issued for all new digital and postal memberships, and any current member who has lost their card can request a replacement at any time. Therefore the issue of annual membership cards to current members will come to an end on the 1st March 2026.

Finally in these opening notes, I would like to expand the information I give out to our new members, so I am looking for recommendations and contact information of businesses you have found to be helpful and give a good, honest and reliable service, particularly in the field of restoration and general servicing.

CLUB NEWS

NEW MEMBERS

A warm welcome is extended to the following new members:

Remo Colluzi

Katie Jade Taylor

Philip Constantino

Andrew John Webb

Lee Douglas

Paul Witherford

Paulette Green

Ken Thornton

Many of you will have noticed that in the Club contacts, the contact for information on the Benelli 254 Quattro (Ken Thornton) is no longer displayed. I am sorry to announce that Ken passed away before Christmas and it is sad that after over 20 years of helping countless members with their temperamental machines he is no longer with us.

I visited Ken and his wife Maureen down in Yateley many years ago and they made me very welcome. I was keen to meet the man who made a lot of practical suggestions to resolve the niggling faults that we as 254 owners come across from time. I say we because I have owned an early 250 Quattro and a 254 and know how fickle they can be, but properly set up they are a joy to ride.

I remember that Ken proudly showed me the extra goodies the dealer Motorcycle City had given him when he purchased the 254 eg. Benelli Paddock jacket, key ring, etc. Alas he told me how the engine blew, and it was replaced under warranty. He then decided to utilise a deeper sump and associated oil cooler. He ended up with a very different looking bike which was more akin to a Race Rep and that probably was his aim to go racing. However shortly afterwards the bike was sold to an enthusiast in the USA . So that could have been the end of his enthusiasm for the little Quattro's, but Ken was adamant he would continue to help others. I would like to pass on our sincere condolences on behalf of the Benelli Motobi Club GB to Maureen and family.

RIP Ken.

READERS' PAGE

Please keep your stories, pictures and snippets coming in: email editor@benelliclubgb.net

“If they ‘ad brains they’d be dangerous....”

Archie Vist

Not far from where I live there used to be a motorbike shop called Richardsons of Mansfield. It was one of those places where you could just pop in and get most things, be it a riding jacket, helmet or a part for your bike. Sadly, these kind of shops rarely exist nowadays, such is the complex nature of the modern-day motorcycle. I suppose we have become far too sophisticated for our own good. Anyway, one particular day back in the glorious seventies, when full-face helmets were becoming popular, I happened to be in the aforementioned store, having a browse amongst the new products. It was a “man thing” more so than a “woman thing” back in the day - these shops were like magnets to the blokes, even though you didn’t really want to buy anything, you simply had to go in and look, just in case.

Whilst weighing up the advantages of one helmet over another, the shop doorbell tingled and in walked a spotty teenage youth, cut-off jacket covered in metal badges, helmet in hand. Swaggering up to the counter and trying to look cool, he nodded to me; “Orate youth?” he mumbled. “Ar” I replied.

“How can I help you, young sir?” said the old guy behind the counter pleasantly. “I need a new visor, me old one’s all scratched” came the reply. The old guy went into the back room and came back with a brand new visor for the young gentleman’s helmet. After helping him to fit the new visor and disposing of the old one for him, the youngster expressed his thanks (“Cheers, mate!”) and bounced out of the shop, riding away on his little Honda that sounded like an angry wasp.

However, about ten minutes later, said youth pushed open the shop door again (I was still browsing). “Hello again”, said the old guy, “What’s up?”

“This visor’s a bit cloudy and I can’t see through it very well; can you swap it for me please, mate?”

“Ar, let’s ‘ave a look”, said the old guy, taking the visor and disappearing into the back room. “Here y’are, try this one”, he said reappearing. The youth looked through it, deciding it was “Just the job”, and waltzed away, happy with his purchase.

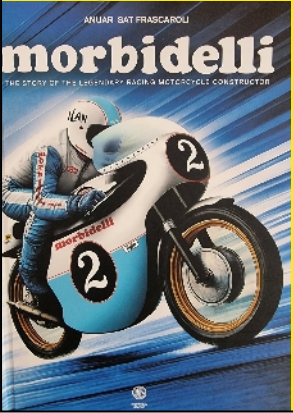
The old guy chuckled and said to me “It only wanted its protective film taking off. I don’t know - if they ‘ad brains, they’d be dangerous!”



SPRING COMPETITION

This time your powers of observation are to be tested! Throughout the magazine we have hidden several coloured Easter eggs. All you have to do is tell us on which page each of the eggs is located and the colour of each egg. When you have found them all, take the first letter of each colour to spell out a Benelli-related word. Email your answers, together with your name and address, to editor@benelliclubgb.net or post them to Benelli Motobi Club GB, 9 Cragg Lane, Newton, Derbys. DE555TN.

The winner will be chosen at random and will receive a copy of the Morbidelli book by Anuar Sat Frascaroli and Frank Cavens. The closing date for entries is 15th May 2026, so get searching!



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

NB: all prices DO NOT INCLUDE POSTAGE.



**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



Benelli TRK 702 X – Initial Review of the Bike and its Technology

By Paul Harvey



I took the plunge this September and bought myself a TRK 702 X, 2024 in Forest Green. I was offered a good trade-in deal for an old Moto Guzzi California 1100 that I had restored to a running condition during 2024 -2025. To be fair, it was an offer that was hard to refuse. With the bike costing a total of around £6.5K and the reasonable part chop for the Guzzi, it meant that very little extra had to be found to balance the books.

The bike was pre-registered in 2024 and was never PDI'd or fitted out with its left hand bar controls or reg plates. It was a simple choice between the S or the X model: both sat side by side in the show room with the X having the appeal of a better rear shock absorber (3 way adjustable), wire wheels and bash plate, plus it was a bike more suited to the beautiful, plush, flat, UK, B rated roads I often ride on (tongue-in-cheek statement for sure!)

I plumped for the X version. Since it was a 24 model, all the racks and hard luggage included for free in the 2024 deal came with the bike. The 2025/ 702 X model is essentially the same machine if you're wondering, but has heated grips, heated seat and crash bars; you also have to contribute about £500 towards the luggage and racks - when you can buy Oxford products to heat your bum and hands for a lot less than £500, it didn't seem so attractive to me.

I've always admired the bike since seeing it on the NEC show stand and the Forest Green is my favourite colour. As a northern lad the value for money is irresistible, especially for a machine which has so much kit included from the off. The truth is that most bikes are "boys' toys" and I couldn't justify paying in excess of £9K for a new Japanese or UK bike with a similar spec.



Before taking the plunge, I wanted to try one out – this wasn't possible, but I had a ride on the TRK 502 X which the dealer had available. Handling and seat position were fine, but the motor was a bit underpowered. I wasn't put off though: the lads in the shop all said the TRK 702 had a lot more power and torque and was the one to go for.

The network for repairs and servicing of these machines is good as the West Midlands has quite a few Benelli dealers to call upon. The motorcycle comes with a 2-year warranty and if it is serviced by dealer or motorcycle garage - you do need receipts and a dealer stamp in your book - it's possible to extend the warranty for a further three years for a few hundred pounds. Other brands do offer longer warranty periods, but when you take into account depreciation of their machines, perhaps a self-funded, extended warranty from the two insurance companies that offer policies for motorcycles is a better deal overall for the cheaper 702X. Time will tell, but it is possible to get a full 5 years cover for engine and major parts using this approach.

So how many of us in the UK have gone and bought the TRK 702 E5 S and X models?

According to statistics (howrareismycar.co.uk) 61 were registered in 2023 based on the total registrations, then 2025 showed a marked decline in sales, but the pre-registered bikes like mine are affecting this number. I think quite a few potential punters are perhaps waiting for the 2026 model and the 900CC version of the TRK before purchasing - it was on my mind for sure - and if the good deal wasn't forthcoming for the 2024 /702 X, I think it would have affected my decision to purchase the 2024 model. The QJ motor SRT900SX is the bike in question, which will be branded as a Benelli in 2026, at a price of £7499 OTR when displayed at Motorcycle Live in November. The comments from visitors were very favourable, many had purchased comparable adventure bikes that have depreciated in value more in the last two years than the initial purchase price of our machines!

So what are my initial thoughts? It's a nice machine to ride with a good suspension system and has logical no fuss controls. The back-lit buttons are a nice touch and the general workmanship appears good. The headlights are truly excellent - the best I've had on any bike I've owned and they will hold their own against modern car lights. It has just had its first service at 600 miles, new oil filter, 10/50 W oil and a general check up, so I

can now enjoy its performance as it has achieved its initial run-in period. The bike cruises lovely at 70 Mph and in the words of Jeremy Clarkson – “Some say” even holding it at 100 mph on longer run without stressing it is easy! I really wouldn't know!

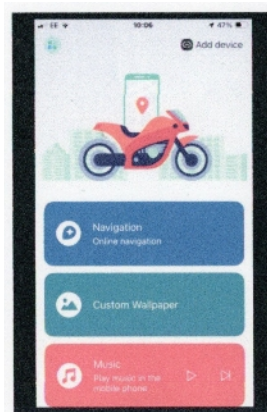
Anyway, I wanted to give you more information on the bike and its associated electronic trickery that's built in for free. This often gets overlooked in most write-ups as journalists tend to just ride the bike and never take time to really explore its capabilities. You must read the manual and run through a few iterations to get it working, but

with a bit of perseverance and a person under 30 years old who's tech savvy to support the initial attempt, you will get it resolved!

Carbit Ride App

This allows you to connect the TFT display on the bike to the app called “Carbit ride” – it's a basic sat nav and music player that links your phone to your machine; it links wirelessly and not by blue tooth, like connecting to a router. The TFT display will show you a QR code for Apple or android and you follow the steps to join with your phone (pairing etc). It won't show anything from the app until you see the wireless connection and phone's battery power shown on the bike's TFT screen in the upper left corner. This will happen automatically every time the bike and phone connect with each other when you go for a ride.

To get the desired map to show on your TFT, i.e. display between map and speed on your dash, open the app on the phone whilst stood by the bike and set up a route and press go, only then it will link to the TFT and pop up on the display with the speed in MPH on the bottom of the TFT. Not before pressing “go” on the phone though – you must initiate the route and have the bikes ignition on, and the phone paired.



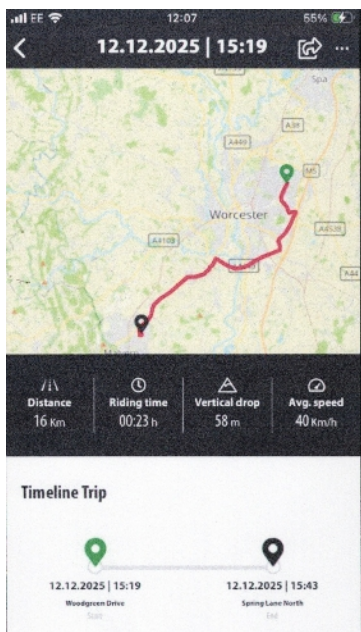
The Carbit Ride screen on your phone

First impression – it's ok; if the phone stalls or locks up though, you lose the route. If you've ever used Google maps it can be temperamental and often needs re-centring on your phone. The main benefit of this System is that the phone stays dry in your pocket and the dash does the sat nav work for you in the wet – use a portable power pack or wire up your phone to the DC outlet fitted on the bike. Normal caveat applies – any USB connector in the pouring rain gives up the ghost, any water detected in a USB connector of an i-phone results in no charging.

My Benelli App

I like this app and it's useful tool for anti-theft and a journey record keeper – it can record your total mileage, average speed and peak speeds graphically. Download the app, follow the instructions to link the bike and then scan the code on the piece of paper in the little plastic bag found under the rear seat of the bike – you will need to remove all the seats to find the little plastic bag and the code printed on this. It's not obvious that its part of the plan – don't discard it as rubbish and if you buy a second hand machine, ask the owner to show it to you! This links the bikes inbuilt sensor to the wireless system and your phone – so at the end of the process the "Miasma or cloud " knows where your phone is and importantly where your motorcycle is!

You can set up a geofence to notify you when the bike moves from its location – it is tracked from

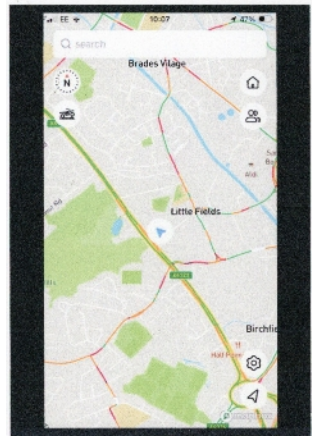


now on! It also knows where you've been and how fast you rode, this could be "big brother" watching you as well, it opens up a whole load of possibilities from

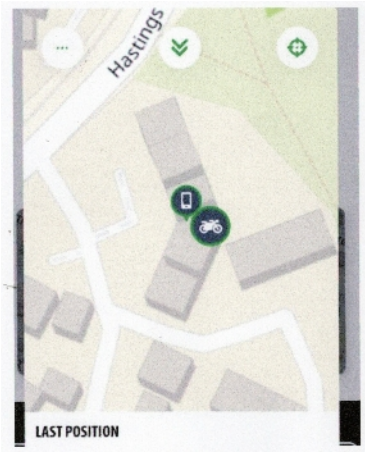
proving duplicated / cloned number plates and avoiding traffic offences – you can prove the bike wasn't there or your maximum speed on a run. If it gets nicked – well, you can now find it and if you read your notifications in the app you can tell when it's about to leave your garage /street or last location.

It gives you exact coordinates lat -easting / long - northings to 14 decimal places – wont share this with you for obvious reasons!

Left: This is a journey I did to the dealers who sold me the bike. You can see a map of the route I took and the time the journey was made.



Classic map display on phone that is relayed to your bike TFT - you can switch to satellite or overhead view





All the trips over the last few weeks are compiled for you to review. You can open them up and investigate by following the green arrow on the app for details of the trip. If you have lent it to your mate you can tell if he's thrashed it!



Above: This is the ride and its breakdown - it even records the weather and speeds

So, in conclusion, there's quite a lot on offer from Benelli with regards to technology on the TRK 702 models, so very useful on adventure bikes. Please don't be deceived this Tech is the domain of the main brands only, a fact often overlooked by the dealers and not shown to punters. They who understand camshafts, brakes etc, appear a lot less knowledgeable on "Tech" from my experience. There's no excuse for not having a go though, the Benelli app might help you find a stolen bike and save the investment in a tracker. Grandkids are often good for support when navigating and installing this type of software, they do have their uses occasionally!

Paul Harvey 22.12.2025



The New BKX 125 - *a Small Bike for a Big Adventure*

The 2026 Benelli BKX 125 is a lightweight, 14-15 BHP adventure-style motorcycle designed for young riders, featuring a 125cc liquid-cooled, Euro 5+ engine. It offers 180mm suspension travel, a 41mm adjustable fork, and ABS. A road-focused variant, the BKX 125 S, is also available for urban commuting.

This great-looking little bike is available now, and marketed to appeal to the younger generation of motorcyclists who “want to explore alternative paths and explore new roads with complete freedom”



According to Benelli, it is “a lightweight, easy-to-use all-rounder, designed to offer maximum handling and control in any context and on any surface, always ensuring maximum fun. The BKX 125 is the bike Benelli has designed for those approaching the world of adventure, making lightness and ease of use its winning features. Its all-round spirit blends perfectly with a chassis designed for riding pleasure and a unique, innovative design”.

The BKX 125 was designed by the Centro Stile Benelli in Pesaro which focused on simple, soft, and clean lines, with meticulous attention to detail, resulting in a style that immediately captures the eye.



The front light cluster has a modern and eye-catching daytime running light, while at the rear the brake lights are integrated into the turn indicators. The front indicators, however, are housed within the structure of the handguards: a premium detail rarely seen on motorcycles of this small size.



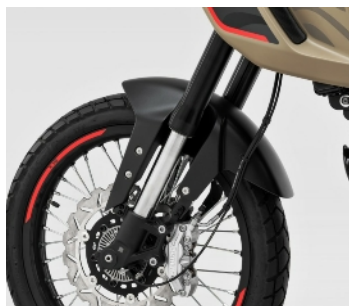
The BKX 125 features a steel tubular trellis frame and a 41 mm front fork that is fully adjustable for preload, compression, and rebound damping. This is a premium feature in a very accessible segment, allowing even the youngest riders and beginners to experiment with chassis setup and discover the infinite set-up combinations.

The monoshock, adjustable for preload and rebound damping, is connected to the swinging arm via a linkage. To tackle any terrain, the BKX 125 features 180 mm of suspension travel and a 19"/17" spoked wheel combination, just like modern adventure bikes (90/90-19" at the front and 120/90-17" at the rear).



The heart of the BKX 125 is the new 125cc liquid-cooled, 4-stroke, Euro 5+ single-cylinder engine (bore x stroke: 54 x 54.5 mm) for power and torque figures that fall perfectly within the limits of the A1 license: 15 hp (11 kW) @ 9,500 rpm and 12.1 Nm (1.2 kgm) @ 7,000 rpm.

As for the ABS braking system, the BKX 125 features a 280 mm diameter front disc gripped by a four-piston radial caliper, while at the rear we find a 240 mm disc with a single-piston floating caliper.



The BKX 125 has a seat height of 860 mm with a ground clearance of 233 mm, a wheelbase of 1,430 mm and a weight of 144 kg. Thanks to a slim but capacious 12-litre fuel tank and low fuel consumption, the range reaches the threshold of 500 km.

The BKX 125 will be available from early 2026 in 4 exclusive colours :



Avio blue



Cement grey



Dune sea



Nordic white

Benelli BKX125 Specification

Engine

Engine type: *Single cylinder, 4 stroke, 4 valve, liquid cooled*

Displacement: 125cc

Bore X Stroke: 54.0 x 54.5 mm

Compression ratio: 12.0:1

Rated output: 15hp / 11.0 kW @ 9500 rpm

Max. Torque: 12.1 Nm @ 7000 rpm

Lubrication: *Forced wet sump*

Fuel supply: *Electronic fuel injection with throttle body ø 28 mm*

Exhaust system: *With catalytic converter and double oxygen sensors*

Electrical system: *EFI*

Clutch: *Wet multi-plate*

Gearbox: 6-Speed

Final drive: Chain

Ignition: *Bosch Motronic MES 8.0*

Cooling system: *Liquid-cooled*

Battery: 12V11.2Ah

Spark plug: NGK CR8E

Starting: Electric

Chassis

Frame: *Trellis frame in steel tubes*

Front Suspension: *41 mm upside-down forks fully adjustable in spring preload and hydraulic brake rebound and compression*

Front Suspension Stroke: 180 mm

Front Brake: *Single floating discs 280 mm with 4-piston caliper with ABS*

Rear Suspension: *Rear swinging arm in steel, shock absorber with progressive link, adjustable in spring preload and hydraulic brake rebound*

Rear Suspension Stroke: 180 mm

Rear Brake: *Single disc 240 mm with floating caliper single piston and ABS*

Front Rim Type: *Spoked wheel with aluminium hub and rim*

Rear Rim Type: *Spoked wheel with aluminium hub and rim*

Front Tyre: 90/90 - 19 M/C

Rear Tyre: 120/90 - 17 M/C

Headlight Lamp: LED

Tail-light Lamp: LED

Dimensions

Length: 2090 mm

Width: 910 mm

Height: 1210 mm

Ground clearance: 233 mm

Unladen weight: 144 kg

Usable tank volume: 12 litres

Reserve: 1.5 litres

Wheelbase: 1430 mm

Seat height: 860 mm



This Wheel's on Fire

by Pete Rimmer

"....This wheel's on fire, rolling down the road. Best notify my next of kin, this wheel shall explode!...." were the words emanating from my scratchy little garage radio, reminding me of a little mishap I had with my 750 sei, back in the days when mishaps were common and panic unheard of; you just got on with it.

It was summertime in 1983, and I, along with a group of friends, had just enjoyed the carnival atmosphere of the Dutch Grand Prix in Assen. It had been a fabulous weekend and we were all in great spirits as we rode to the Hoek van Holland to catch the ferry home. As we rounded a traffic island, my Benelli began to falter, and as I looked down I noticed smoke coming from the cut-out switch. I quickly hit the kill button to cut the engine, but being stuck in a high gear and trying to control a fully loaded bike was not much fun! I put the switch back to ignition and tried to restart the engine but there was nothing there, so I coasted to a standstill, luckily into a lay-by, and stopped.

I had to find out what was wrong, so off came the tank bag, followed by the petrol tank. All the fuses seemed ok, the problem turned out to be a direct short circuit from one of the wires on the ignition coil. The wire had become bared and had shorted out on the petrol tank, causing the ignition wiring that passes through the cut-out switch to overheat. This had then melted the plastic internals of the switch, resulting in no contact across the cut-out switch. Thankfully I had some tape in my bag, so I taped up the bared wire. I then had to bypass the cut-out switch to make a circuit in order to get my ignition back on again.

Whilst I was sorting my sick bike, the traffic on the other side of the road had stopped at the traffic lights. One driver was so busy looking at me mending my bike that he nearly ran into the back of the stationary cars! With a screech of tyres, he just managed to avoid a collision - it was a close thing! I quickly put the bike back together, connected the fuel lines and reloaded my luggage. Now that the engine was running again, I managed to reach the ferry on time. The Benelli gave me no more trouble, and when I got home I replaced the entire switch on the handlebars and all was well again.

Wheels on Fire Chapter Two

Fast forward twenty-odd years, and Wendy and I bought a couple of Benelli 500 Quattros. One was in a rough state, but the other one had been nicely restored. The first to arrive was the very pretty, teal-blue, restored Quattro. I was told that the bike wasn't a hundred percent - i.e. it wasn't running properly.

Firstly, I stripped down the carburettors and gave them a good clean, checked the timing and gave the bike a general look-over. All seemed okay so I re-fitted the carbs and got the bike running again. I took it out for a test run but it still wasn't quite right, so off came the carbs again for a good soak followed by a stint in my electronic cleaning tank. I made sure that all the jets were clear and that the carbs were spotless inside, then put them back on the bike.

This time, the engine sounded much better and revved cleanly. I went for a gentle ride around the locality (along with Wendy and her Imperiale) and ended up at Matlock Bath. After the compulsory fish and chips, we headed back towards home.

A couple of miles out of Matlock, the Quattro started to bog down when I opened the throttle, and picked up again when I shut it off. I had to coax the bike back home, hoping that it wouldn't break down completely.

As I pulled on to my drive, the bike was over-revving and just kept getting worse even when I tried to slow it down, so I switched it off with the ignition key. Then, plumes of smoke started to rise from under the petrol tank - yikes! I looked under the tank and saw that the outer coating of the clutch cable was resting on top of the engine and about three feet of it had melted away. I let the bike cool down before removing the petrol tank to inspect the damage. I found that the clutch and throttle cables had been fastened together with a cable tie, which had been threaded through the webbing of the frame and pulled tight. This had caused the cables to be pulled on to the ignition coil securing bolt which had an ignition wire on it. Therefore, the clutch cable was shorting out the coil and overheating all the wires around it. I had to cut off the cable tie and replace both cables, re-routing them away from the ignition coil. Whilst the tank was off, I made sure that all the wires going to the ignition coil were well insulated so that this situation could not arise again (I used an old inner tube to make a sleeve for the wiring that sits under the petrol tank).

Wheels on Fire Chapter Three

The second (rough) Quattro is now on the bench in the process of being "sorted out". Having inspected it, I found that this bike has also suffered from the same shorting problem as the previous two. Several wires have been fried, the cut-out switch has melted internally and even the multi-pin connecting block has been plagued with heat transfer and has melted where the pins go through the holes.

I am now rewiring the bike and will make sure that there is extra insulation to prevent any more mishaps due to short circuits. Why the fuses didn't blow, I have no idea! Hopefully now I have identified this problem (three times), I will have some happy riding days with the Quattros without my "wheels on fire"!!

The moral of the tale is that it is a good idea to keep an eye on the electrics that sit under your petrol tank to avoid getting your wheels on fire!



MOTOBIS ON THE MOVE!

Just recently, two Motobis belonging to Club members have found new homes. The first one was the beautifully restored Motobi 125 Sport Special belonging to Clive Steemson. It has now ventured south to the Sammy Miller motorcycle Museum in the New Forest. On arrival at the museum the little Motobi was fired up and Sammy himself was soon whizzing round the courtyard with determination and a huge smile on his face! He certainly appreciates the Italian craftsmanship, and this is his first Motobi. Sammy recalled his racing career back in the fifties and remembered the Benelli race bikes being very good in their day.



Above: Sammy tries the Motobi Sport Special for size



Left: Sammy rides round the courtyard on the Motobi



The second Motobi to move house was the Catria belonging to Graham Keeble from Ipswich. Graham's collection of Motobi bikes and spares has been advertised for sale in the Club magazine, and one of our new members, Philip, from the USA had been looking for a Motobi to buy for some time. He contacted Graham and arranged to make the journey over from the States to purchase his dream bike.



Graham bids his Catria farewell



Philip (left) and Graham outside the Fox Inn

He came to The UK in a roundabout way, he firstly went to see friends in Texas, then travelled to Switzerland to see yet more friends. Then he and a friend went to Morocco, returned to Switzerland and finally came here to Suffolk!

Graham says, "I took Philip down to a traditional pub close to where we live to give him a taste of good old 'Blighty' He certainly enjoyed it."

Philip says, "I owe you [Steve Peace] a great debt of gratitude for putting me in touch with Graham & his lovely wife Kathy. What wonderful people! They showed me around Woodbridge, seeing the re-creation of the Sutton Hoo long boat and Graham also drove me to Leiston for a tour of The David Silver Spares Honda Collection. After visiting 'David Silvers' Honda museum, we drove up to Aldeburgh as I wanted to try fish & chips."

**Sutton Hoo is the site of two Anglo-Saxon cemeteries dating from the 6th to 7th centuries near Woodbridge, Suffolk, England. Archaeologists have been excavating the area since 1938, when an undisturbed ship burial containing a wealth of Anglo-Saxon artefacts was discovered*



Key Metrics



This was a survey carried out by the National Historic Vehicle Society in 2025. Since more than half of the motorcycles in the Benelli Motobi Club are historic vehicles, the findings may be quite interesting for our members

WHAT IS A HISTORIC VEHICLE

Internationally, vehicles become regarded as "historic" when they are 30 years old.

In the UK we recognise 7 categories:

Cars

Motorcycles

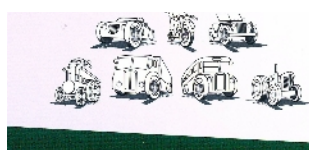
Buses and Coaches

Lorries

Agricultural

Military

Steam vehicles



When historic vehicles become 40 years old, under the provisions of the Finance Act 2016, they are exempt from paying their Road Fund Licence



There has been growth in the number of historic vehicles registered and the average number owned per person



1,934,178

The number of historic vehicles registered in the UK*

The figure for historic vehicles now stands at just under 2 million. The predicted growth by 2025

2.8



The number of current historic vehicle owners who also own a Youngtimer vehicle (registered between 1994 and 2003) remains around 1 in 4.

Those historic vehicle owners who also own a Youngtimer typically own 1.5 future historic vehicles

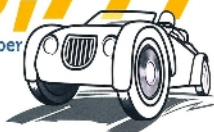
The average number of historic vehicles owned per person

* Source DVLA, August 2025

The number of historic vehicle owners has risen

690,777

The estimated number of historic vehicle owners in the UK (up from 683,967 in 2020)



66

The average age of an historic vehicle owner

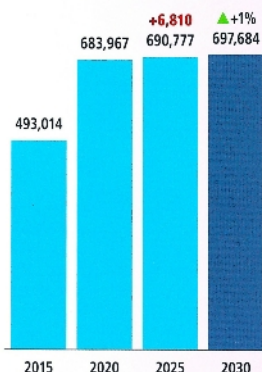


There continues to be growth in the number of historic vehicle owners in the UK but it is more modest than was seen between 2015 and 2020.

We estimate that there are now around **690,777** individual historic vehicle owners. This is 1% higher than the equivalent estimate of 683,967 in 2020.

The average age of an owner has also risen over time to **66** currently.

Estimated number of historic vehicle owners 2015-2030 (projection)



Please note: The estimate of historic vehicle owners tracks the number of registered historic vehicles divided by the average number of vehicles owned in the survey results (2.8). It allows a like-for-like comparison to be made every 4-5 years. We have applied similar logic to the calculation of new historic vehicle owners over the next 5 years. Please treat as indicative and with some caution.

Key Trend Comparisons with Previous Surveys

	1997	2006	2011	2016	2020	2025
Number of historic vehicles	Not reported	Not reported	850,000	1,039,950	1,538,927	1,934,178
Number of historic vehicle owners	Not reported	Not reported	Not reported	493,000	683,967	690,777
Average historic vehicle owner spend (per annum)	Not reported	Not reported	£2,900	£3,400	£4,223	£4,567
People in employment (historic vehicle activity)	25,000	27,000	28,000	34,900	34,113	34,500
Mileage (average per annum in historic vehicles)	516 miles	350 miles	288 miles	1,124 miles	1,200 miles	837 miles
Historic vehicle values	Not reported	67% under £10k	70% under £10k	53% under £10k	51% under £10k	43% under £10k
Total historic vehicle value	Not reported	Not reported	Not reported	£17.8bn	£25.8bn	£35.1bn
Historic vehicle owner household income per annum	Not reported	30% under £20k	30% under £25k	£43,200	£45,000	£45,930
Business growth expectation (% historic traders expect their business to grow)	Not reported	Not reported	52%	54%	29%	27%



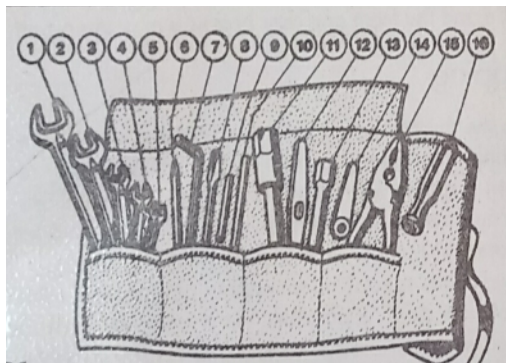
WHAT'S GOING ON.....in the *Workshop* By Pete Rimmer

Whilst the weather outside has been frightful, and the temperature has barely risen above zero degrees, time in the workshop has been minimal, but at least I have managed to check the bikes over, charge batteries and do a bit of cleaning.

On the workbench at the moment stands the Benelli 500 Quattro I bought about two years ago. I rewired it after finding several burnt-out ignition wires and replace some parts that had been melted due to heat from the shorting-out wires. The carbs are still in a stripped-down state waiting to be cleaned and inspected; all seems to be ok, it's just a matter of carefully rebuilding it all. A few engine parts, like tappet covers, were sourced to replace the ones which had been overtightened and damaged, and one that didn't even belong to that engine! New tyres will be fitted as the sidewalls are showing cracks, even though the tread is reasonably good. New clutch and accelerator cables will be needed, as I pinched the existing ones to put on our other Quattro which had a mishap with melting cables (see "This Wheel's on Fire" earlier in this magazine).

Lots to do yet before I can start it up and get it going. It needs a new exhaust system, especially the silencers as its last MoT said they were a little bit loud - we don't want to attract the wrong attention and upset the neighbours!

I am currently sorting out a toolkit for the bike to carry under the seat for "just in case" and also for maintenance. The original kit comprises of a few spanners which seem to be made of rubbish metal, and simply break when you try to use them; also the original factory-supplied plug spanner, crosshead screwdrivers, a set of feeler gauges, tommy



- 1 - 22 and 24mm spanner
- 2 - 17 and 19mm spanner
- 3 - 12 and 13mm spanner
- 4 - 8 and 10mm spanner
- 5 - 5.5 and 7mm spanner
- 6 - cross point screw driver
- 7 - Offset hexagon bar key Allen key for Ø screws
- 8 - Screw driver
- 9 - Generator pin
- 10 - Pin for tubular spanner
- 11 - Spark plug spanner
- 12 - Lever for screw driver
- 13 - Tubular spanner 10 and 12mm
- 14 - Thickness gauge
- 15 - Pliers
- 16 - Screw driver grip



Top: The tool kit as featured in the official workshop manual

Bottom: One of the "rubbish-metal" spanners with broken jaw

bar, distance bar used to help remove the rotor from the crankshaft (with use of the correct extractor puller, of course), etc. But there was no wheel nut spanner in this kit. If you have to remove the wheels on your bike, the front wheel nut is easy to get at, but the rear one isn't. The exhaust pipes are in a position covering access to the rear wheel nut, so you need a spanner that will slide between the exhaust pipe and the frame of the bike.



My new set of spanners came from Wickes and cost about a tenner

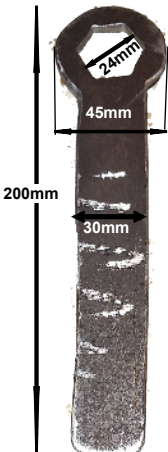
The nut size is 24mm across the flats of the nut, so I set out to look for a suitable spanner for the job. I had managed to purchase a new set of spanners from 6mm up to 19mm to replace the ones in the original kit and a plug spanner from the Club, but no 24mm spanner for the wheel nuts. I looked on EBay for a suitable tool, only to find that the ones offered were too long, too costly or too weak for the job. I therefore decided to make one myself.

I had a piece of steel plate which was 5mm thick - just about the right thickness for what I wanted. I cut the metal to the required length with an angle grinder, then cut it down the middle to make two suitable pieces to make two spanners. I drew the shape of the intended spanner on the metal



and then cut it out using the angle grinder first, and then smoothed the sharp edges with a file (see right).

I decided to make the spanner end round and flat like a ring spanner, remembering that it has to fit between the frame and the silencers. The next thing was to drill a hole in the metal large enough to be able to insert a file, then file away on all six inner edges to make a hexagon shape. With careful filing, I eventually arrived at the correct size of 24mm. I made the spanner 200mm long so as to have some leverage, but at the same time to be able to fit it into the tool tray under the seat. On the other end of the spanner I intend to make a tyre lever. The shape of this spanner makes it very robust and as it is a flat ring spanner, it won't slip off the nut or break whilst in use. The spanner could be hardened by heat treatment, but I think this unnecessary as it has so far proved to be strong enough for the job. The spanner will be polished and painted with enamel to finish it off nicely.



Check out our new workshop stools. We bought them from Stafford show - specially made for us by Stek Products. We had to order them at the show and they arrived within a few days. All that was needed was a quick self-assembly and hey presto - two lovely stools for either workshop or home. If you would like one, see stekproducts.com on the Internet.



Looking Back at ... **Thruxton BSB 2025**

By John Blackburn

The second weekend of August 2025 saw some of the best weather of a warm year, not as hot as 2022, but with not a sign of a shower; and though Friday saw some cloudy and slightly cooler weather, by that evening and throughout Saturday and Sunday the sun shone brightly.

The racing was keen: "Danny Kent (McAMS Racing Yamaha) dominated the 2025 Bennetts British Superbike Championship round at Thruxton (August 8–10), securing a double victory in Races 2 and 3 after Kyle Ryde won the opening race. Yamaha extended their unbeaten streak at the circuit to 14 races with a strong performance across the weekend" (courtesy AI).

The "Two Brothers" Stunt Team performed faultlessly (well, nearly, with one of the two guys neatly stepping off when his bike went in an unintended direction) - an amazing display of 'dancing' on a motorcycle!

On the club stand we had Jeff's Pasolini replica 500/4, with ear-splitting exhaust, when he started it up: was that in response to the Norton guy on the other side of the classic bike area, whose bike was started at regular intervals and stopped all conversation across the field? The Benelli screamed where the Norton just made an obnoxiously loud noise . . .

Next in our bike line-up was Marcus really neat Jarno, looking absolutely resplendent in its newly sprayed livery, a 118 kg (260 lb) bike with 28 CV (27 bhp) from its 125 cc, making it capable of 148 km/h (92.5 mph). It attracted a good deal of interest amongst the more enquiring visitors to the stand, as it is one of only 700 built and only two known to the club in this country.

Bob's 899 TnT, although dating from 2008 (yes, Mr. Organiser, it is one of only six in the UK and the only black one and the engine design does date back 25 years) attracted regular interest from racegoers, who were perhaps more familiar with more modern machines and as a result Bob was regularly answering questions about it.

Pete and Wendy's 125 Sport and newly restored G2 Elle also attracted regular interest – many people do not know that Benelli made a full range of mopeds – and their minibike on the end of the line definitely turned heads.

The pictures also show the 'elephant in the room', if Marcus will forgive me for calling it that, his 1965 Ford Galaxy was a motor that we just had to bring forward into the line for its sheer size and distinctiveness, beautifully sprayed bright red and sparkling inside and out. It attracted a good deal of interest and many interested conversations during the weekend.

All in all this was a weekend to remember.

This year's event is on Friday 14th – Sunday 16th August (with free classic bike show entry from Thurs 13th). Come and join us!



If you would like to participate, contact John, email machinedating@benelliclubgb.net

Wallop Wheels & Wings 2026

10:00 - 16:30 Saturday 11th July



Join us for our popular fundraising event, Wallop Wheels & Wings on Saturday 11th July 2026. We can't wait to welcome a spectacular array of historic aircraft, classic and supercars, motorbikes and much more. Don't miss this fantastic day out for all the family!

A full entertainment programme will run throughout the day including air displays, vehicle parades, a motorcycle cavalcade and an engine roar.

With a range of delicious food and drink on offer across the site, you can sit back and enjoy the atmosphere or wander around and chat with the vehicle owners and pilots. The Historic Army Aircraft Flight will have their amazing aircraft on display so do go along and meet their team.

Public entry £22, individual ride-in £10, special discounted club member price £5.

Contact John Blackburn for tickets See last year's highlights at

<https://armyflying.com/wallop-wheels-wings-2025-highlights/>

An Army Flying Museum Event (Registered Charity No.297897)



It is with a very heavy heart that I have to tell you all about the passing of our archivist (Archie Vist) on 15th March. Pete was my soul mate and best friend and I cannot begin to tell you how much I miss him. He had such an enthusiasm for the Benelli marque that it kind of rubbed off on to me. We met in 1984, when I was a mere lass of 19 and he was 34. We had many an adventure, traversing the country on his Benelli 900 Sei. The age gap was never an issue for us; he has been there for me always and we were hardly ever apart in these 42 years. He was highly astonished when I decided to book my CBT and learn to ride a bike at the age of 52, and incredibly proud of me when I passed my test first time - and that meant such a lot. He was there to hold my hand when our two daughters arrived into the world and again through the loss of our first

grandchild to stillbirth, and the losses of my brother and parents. He was an amazing husband and father, and for me no-one else will ever come close. So thank you, Pete for all that you were and all that you did to make our partnership super special.

RIP my love, Wendy (Editor)

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 The Barry Sheene Festival, Oliver's Mount, Scarborough. PROVISIONAL . For the very latest up to date info re this event please contact steve.peace@benelliclubgb.net

July 4th/5th 1,000 Bikes Revival, Mallory Park, [www.1,000bikesrevival.co.uk](http://www.1000bikesrevival.co.uk)
A weekend of classic bike parades, bike displays plus other attractions.

NB individual participation only (no Club stand)

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)

NB individual participation only (no Club stand)

July 11th Sat 10 00 am - 4 30 pm. Wallop Wheels and Wings. Army Flying Corps Museum, Middle Wallop, Stockbridge nr Andover SO 20 8FB. Club members are invited to individually display their bikes in a special all Italian bike line up. A great day out with flying displays, historic motorcycle and car displays and more. Show your bike. Special discounted admission price of £5.00 get your tickets from John at machinedating@benelliclubgb.net ***NB individual participation only (no Club stand)***

July 19th July Founders Day, Stanford Hall, nr Lutterworth, Leics.. Free entry for exhibitors. This event has now been updated to allow camping on the Friday has well as Saturday night, preceding the event on Sunday, There maybe some extra events such as a ride out and gathering on the Saturday. See my special notes. To reserve your free entrance tickets and book camping Contact John at machinedating@benelliclubgb.net

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 26th/27th Cadwell Moto Cadwell Park (in collaboration with the Italian Motorcycle owners' Club). Admission free Basically this is a spectator weekend For more info contact billytigwell@yahoo.co.uk

NB individual participation only (no Club stand)

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@benelliclubgb.net for details

October 10th/11th Motorcycle Mechanics Classic Bike Show, Stafford Showground,
Special Club event featuring the Benelli 250 Quattro. Want to show your bike? Contact Steve for details steve.peace@benelliclubgb.net; tel: 07624 433629 or 01624 834975

A green rectangular sign with a white arrow pointing right. The text on the sign reads "Stafford County Showground" in white, and "ST18 0BD" in yellow below it.

**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@benelliclubgb.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@benelliclubgb.net first.

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

Bikes for Sale/Wanted

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



FOR SALE: 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: SWM Silver Vase 440

2016 model, 6500 miles approx., excellent condition, new rear tyre, MoT Oct '26. Makes a good back roads 'point and squirt' bike. £2000.

Also -



Moto Guzzi Strada 1000; 1995 reg. High mileage, but well maintained from new. Would make good rebuild project. £850 ono.

Tel. John 07510 126073 (Oxfordshire).

FOR SALE: Motobis plus numerous spares (see photos)





Sensible offers invited
 Contact Graham email grahamkeeble1@gmail.com



GT MOTO
IMPORTS UK

VINTAGE ITALIAN MOTOR CYCLES

Tel: +44 (0) 7596 527248

Email: darenrudling@aol.com

Classic Bikes For Sale

***Contact Daren for further details and
prices***



1958 Motobi Catria in racing trim (F3 replica) for £3250 ono.



1971 Benelli Nuovo Leoncino Cross 125cc



1955 Benelli Leoncino Normale (Sport engine)



1979 Benelli 350 RS

Spares For Sale/Wanted



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

Contact archives@benelliclubgb.net

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

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

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



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

email: selwynmotorcycles@live.com

Tel: 01440 268120

www.selwynmotorcycles.co.uk

K&L 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

It has been a very busy month of February trying to sort out various events, and answering the ever-increasing number emails, particularly those asking for help with identifying machines and locating spare parts for those lovely classics. Recently,

there has been a problem with one of our classic spares suppliers whose website has appeared to be offline. The website and business in question is Wilfred's Benelli Bauer site, and this has caused understandable concern with our members. However, I can confirm that Wilfred is now back online. Our other long-standing suppliers are Detlef Burian, Selwyn Motorcycles, and Colin Darlow. Detlef's online address is benelliparts.de. He has a selection of parts covering the whole range of DeTomaso era Benelli motorcycles and there is an ordering system complete with parts diagrams for you to choose the part you want. Selwyn Motorcycles are another great source of spares and are very helpful. Please contact Selwyn via the contact information in his advert in this magazine. Colin Darlow also has a good selection of new and used spares for certain models, and you will be able to contact Colin using the details in his advert in the magazine under the heading of Benelli Spares For Sale. Anyone who finds themselves struggling to find a particular spare part at this time, please get in touch with me at steve.peace@benelliclubgb.net and I will do my best to locate your requirements, or put you in touch with other contacts in Europe and the USA.

We are now approaching our very first show of the 2026 season. This is the Stafford International Motorcycle Show, and our stand will again be in the Side Hall just off the main Bingley Hall and for reference the stand number is S10, which is on the right as you enter the hall. There will be for sale a selection of Club regalia and the very last Club stock of the limited edition Morbidelli book. If you need any other information please contact me. We will have a great stand so come down and have a look and a chat; you will be very welcome.

Have a great Springtime

Take Care

Steve.



Club Contacts

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Kel Carruthers

Chairman

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Webmaster

Post vacant

Machine Dating Officer

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Mike Schofield 01257 481587

Benelli Multis

Peter Pasquale 01233 713262

Back cover: Benelli TRK 902 at EICMA



The Lion Roars no. 109