



Il Leone Ruggisce

Autumn 2026



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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 Autumn 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@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 JPEG format, 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 November 2026 for inclusion in the Winter magazine

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

EDITORIAL

Time passes so quickly - I have just been reflecting on how long I have been compiling this magazine. In 2013/14 I took pity on Steve and decided to have a go on a temporary basis until a new editor came forward. It seemed like a good idea, since my dear recently-departed other half, Pete, was the archivist and there was a vast amount of content to be found in our Benelli library, which had completely taken over one of our bedrooms.

The previous editor had been trying to hand over the reins to someone else for quite some time, but there came a point where he just couldn't go on any longer, whether or not there was someone to fill his shoes. So poor old Steve was lumbered with the job, albeit with help and contributions from Pete and others, and it was causing him serious stress. The biggest problem for him was trying to navigate the editing software, which can be very tough if you have never seen it before and don't know where to start. I offered to have a look at it, even though I am far from being an expert in these things - I do like a challenge though - and set about trying to teach myself how to use the software to our best advantage. Actually, I am still learning thirteen years later! An accidental click on a random icon I have never really noticed before has led to (for me) a mind-blowing revelation of a time- and effort-saving function. One example of this is that one day, whilst deleting various blocks and pictures from the pages one by one, ready for the next set-up, I had a little light bulb moment where I thought that if I highlighted all the pictures in one go I could probably delete several at once. This was amazing - it worked! But then, after highlighting several sets of pictures, I kept noticing a little jigsaw piece appearing at the bottom. After clicking on it I found that all the pictures became permanently joined so that they could all be moved together - wow! That did make things a lot easier when I needed to rearrange the page content.

I must admit that my first editing efforts weren't great, but in time I think I have improved somewhat. Technically, I am still the temporary editor, but I'm still here after 51 magazines, and I do enjoy having an outlet for my semi-artistic talents.....

NEW WEBSITE PASSWORD: ttmay1907
(CASE SENSITIVE) Active from 1st October 2026
(Current password leoncino2018)

The Chairman's View

Steve Peace



Hi folks. As I write these opening notes we still have the warm dry weather with us, so I hope you have all had the chance to get out and about on your Benelli/Motobi motorcycles and enjoy the good weather.

In the IOM we have now enjoyed the Pre TT Classic, TT, and the Southern 100 races on the Billown course in Castletown. Of course the TT will be remembered mostly for those horrific sidecar racing casualties with Maria Costello and her passenger Shaun Parker coming off much worse than the other pair (the Crowe brothers), and also the tragic passing of TT rider Daniel Ingham during practice week. On the positive side, we saw the immense talent of Dean

Harrison coming through on the solos.

The TT fortnight provided the spectacle of some Benellis going around on the Island's roads; examples of Tornado 900, TNT 1130 and a good amount of TNT/BN 125s were seen. It was unfortunate that the good practice week weather didn't last, and the race week Italian Gathering at Port Erin was cancelled due to the bad weather. Unfortunately, you can't control the weather, but the races on the island and all the celebrations and events surrounding them are certainly a great experience. The upcoming [at the time of writing] Classic TT and Manx GP remain the "go-to" events for anyone with an interest in classic race machinery.

Well, members, in the interest of editorial balance in the magazine, your input is needed. You can write to our editor (Wendy) and tell us about your bike, events that you have attended, what problems and repairs you have encountered and also what is good about your bike - indeed any story, now matter how large or small. If you don't fancy doing a bit of writing, then send us a photo of your pride and joy. In common with other clubs we do struggle to get original editorial material coming in. We have many factual and technical articles in the archive to include, but it is the members' accounts of their personal experiences that are most welcome as they throw up many good and bad points about the machines ready to be further discussed, and every edition needs that input from you, so please get in touch with Wendy at editor@benelliclubgb.net and get those stories rolling in. For example, did you visit the Crich Classic Bike Show or the Wallop Show as it was reported there were a couple of Benellis in attendance? If that was you then why not drop us a line and tell us about your day.

The Club had a stand at the Founders' Day in July at Stanford Hall, Leicestershire. This was a one-day affair and thankfully the weather was kind, so it was a thoroughly nice day out and it was a good opportunity to promote the Club and have a chat with fellow enthusiasts. Thanks very much to the exhibitors for bringing their machines and especially to John for organising the stand.

The Club welcomes new members with any Benelli or Motobi machine, from old classics through to the new models of today and we hope to put in articles covering all bases wherever possible, hopefully to include owners' views on them.

The 2026 Benelli Week in Pesaro will probably be under way by the time this magazine goes to press, so if you happen to be part of it, why not write in and tell us all about it?

CLUB NEWS

It is with sadness I bring you the news that long-standing Club member Gerald Merchant has sadly passed away. I have personally known Gerald for over 28 years and indeed many members in the South West of England will remember him for his attendance at various events and shows there over the years. He was a keen collector of the Benelli 2C motorcycles, especially the early models. He owned the first Benelli 2C recorded on the Club's database, which originally came from Germany, and it was such an early model that besides sporting the drum brake, short seat, iron barrels, etc. it had points ignition, and as Gerald wanted to keep things original, he was careful to have a few of those early Dansi spares always to hand. He later purchased a Moto Guzzi 400 GTS and that was another fine bike. There were not many around in the UK but I was able to view that bike closely when Gerald came to have tea with us on his trip over to the Manx Grand Prix. I wish I could have spent more time with him but me moving over to the IOM and him living down in Honiton Devon more or less meant that we didn't meet that often. My thoughts for the next 20 years then turned to receiving the annual membership renewal from Gerald where he would put a little note in the envelope always thanking the Club in general for the magazine and giving me a little insight into his life over the past year. Both Val and I looked forward to that note. The funeral has now taken place and it was reported that over two hundred and fifty people attended. It was obvious that, apart from in the Benelli Motobi Club, he was also very well known and loved in that part of Devon. May we pass our condolences from the committee and his friends in the Club, to his wife Dawn and all his family at this sad time.

RIP Gerald

Steve Peace

THE CLASSIC MECHANICS SHOW, STAFFORD SHOWGROUND 10th/11th OCTOBER 2026.

We will soon be attending the Mechanics Show and the Club will be exhibiting there with the theme of the stand being the 50th Anniversary of the world's first 4-cylinder 250cc road bike, and we need your mini Quattro! On offer are:

- Concessionary tickets for the whole weekend and to include the main setting up day on Friday 9th October.

- A commemorative gift for exhibitors

- A chance to meet like-minded enthusiasts and have a good look around the traders' stands well before the general public are admitted into the show.

We are looking for any of the following models:

Benelli 250 Quattro

Benelli, Guzzi, Motobi 254

Benelli 250 Pasolini Replica

And just for a contrast the same looking bike in the Benelli 124 or the Guzzi 124.

Other bikes will be needed to flank the Quattros so book now and we will endeavour to get you a place. Contact Steve on steve.peace@benellclubgbg.net

BENELLI 902 STRADALE and a not-so-old favourite



First of all, what a wait for the largest of the UK imported Benelli models, namely the 902. It's been nearly 2 years since it was shown at the Milan Show and Club members in the meantime have either bought the 702 or got sick of waiting and bought other higher capacity models from the QJ group. The importers have a good selection of Benellis on offer and the introduction of the 902 is a good addition to the family. The Moto GB website states: *"Derived directly from the Xplorer*

platform, with which it shares its engine and chassis, the TRK 902 Stradale is making its market debut. This road-going crossover differs from the adventure version thanks to a series of features developed specifically for road use, which enhance its comfort, handling precision and suitability for long-distance touring.

"From the front, the most striking feature is a different windscreen, which is transparent and larger in size to offer excellent aerodynamic protection on long journeys. In this case, the windscreen is electrically operated, but its movement is managed by the same four-bar linkage mechanism already seen on the Xplorer. This visually striking design combines functionality with a commanding presence and stands out as an aesthetic feature as well as a technical one.

"The chassis completes its identity as a road crossover, featuring 17-inch light alloy wheels and Pirelli Angel GT sport touring tyres, in sizes 120/70 at the front and 180/55 at the rear. The reduction in the front wheel size compared to the Xplorer (19") – together with the reduced suspension travel, which drops from 170 mm to 130 mm – allows the rider's seat height to be set at 820 mm."

This results in a distinctive dynamic character, designed to prioritise road riding. The ability to plant both feet firmly on the ground even when fully laden represents a significant safety advantage for both rider and passenger, whilst the different chassis dimensions – such as wheelbase and trail – help to deliver more effective and precise handling on tarmac".



One thing that was advertised in relation to the Imperiale 400, which is virtually unheard of these days, is the presence of a kick-start as well as the usual electric start on the latest Euro 5 compliant model. It is clearly stated in the specification on the Moto GB website but I couldn't find any pictures to show it; it is certainly interesting if true. Although this bike is not a bike to break any speed records, it is a very good bike that goes about its task of providing the owner a relaxing ride very much like the Royal Enfield

single and twins have been providing for years. There is a market out there for this type of machine, and we have a number of owners in the Club. Maybe Watsonian will now sell a few more of their budget Imperiale sidecar packages again as it did look a good buy a few years back.

Have You Got the Right Plug?

From the Archives

The information in this article is taken from a feature, "VITAL SPARK" from "The Classic Motorcycle" May 1995, written by Brian Woolley

Electric ignition is as old as the internal combustion engine, used by Etienne Lenoir for his non-compressing workshop gas engine in 1860. Motor engineers Daimler and Maybach (1885) and the Werner brothers (1897) used platinum tubes heated by burners, which was not only inefficient but highly dangerous since the tube was heated by a naked flame.

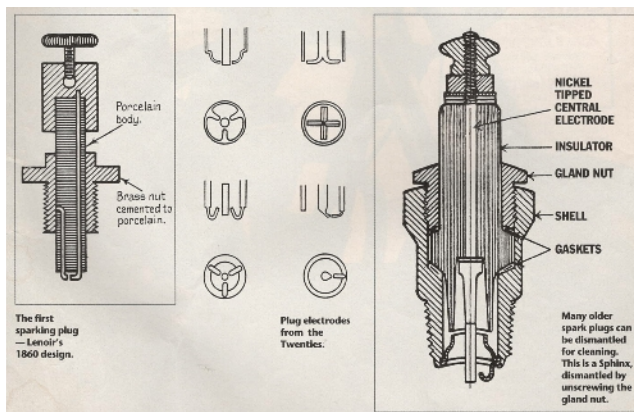
We owe today's spark plug to the De Dion Bouton engineering company, which began selling proprietary single-cylinder engines in 1897. Designer Georges Bouton (1847–1938) was a French engineer, who along with fellow Frenchman Marquis Jules-Albert de Dion, founded De Dion-Bouton in 1883. Bouton used a battery, high tension coil and spark gap for ignition. Reasoning that the spark gap would need to be cleaned and adjusted, he made it easily detachable.

He chose a thread of 18mm, which was generally the universal standard size until the 1930s, when it was replaced by the 14mm design, to cope with the demands of smaller overhead-valve cylinder heads, larger valves and four-valve layouts. The 12mm plugs used by the makers of some car and aircraft engines were considered too fragile for use by amateur mechanics, and the standard American plug too large with its 7/8 inch diameter thread. Although materials and technology have come on in leaps and bounds, the basic principle of the spark plug has remained the same.

It consists of an air gap to which high tension (HT) current is applied, the moment at which the spark occurs being determined by a timed contact breaker. The HT electrode

of the gap is prevented from leaking potential to earth by insulation. To complete the circuit, the electricity has to jump a gap to earth the electrode. Air is a very poor conductor of electricity, so it has to ionise the air in the gap, resulting in a visible and audible spark which is hot enough to ignite the fresh charge in the cylinder.

The insulation on early spark plugs consisted of substances such as mica or steatite or types of



porcelain, all of which could be easily damaged by thermal shock or mishandling. The electrodes were made of copper or steel, which were rapidly eroded. Most of the early plugs were removable so that the insulator and electrode could be taken out and cleaned. Carbon, if allowed to build up, is a very good conductor of electricity and if not removed will allow the HT current to run to earth inside the plug body rather than the air gap.

Modern plugs (as in 1995) had insulators of sintered synthetic ceramics and electrodes of nickel alloys that resist erosion. Today's plugs feature a deep copper core

running through the centre electrode. Copper is a soft metal, but it is an exceptional conductor of electricity and heat. It pulls heat away from the tip fast to prevent the plug from overheating. The white upper body is moulded from high-strength aluminium oxide ceramic. This material handles extreme voltage without letting electricity leak out to the engine block, guiding the spark strictly to the tip. The threaded body and hex nut casing are made of cold-rolled steel with a zinc or metal plating to prevent corrosion and keep the plug from seizing inside the aluminium cylinder head.

The copper/nickel alloy combination is a traditional design with a pure copper core for heat conduction and a soft nickel-alloy tip. They offer a strong spark but wear out the fastest (approx. 8,000–10,000 miles). The platinum option features a platinum disc welded to the electrode. It resists heat and erosion much better than nickel, lasting significantly longer. Iridium is the most durable modern option. It has an ultra-fine centre electrode that requires less voltage to fire cleanly and lasts tens of thousands of miles.

Modern spark plugs are virtually indestructible and do not need to be detachable for cleaning - they are allowed to run just hot enough to burn off any carbon deposits as they form on the insulator. This is achieved by careful design of the heat path from the insulator to the exposed and air-cooled body of the plug.

The development of spark plug design was not as rapid as it might have been. Until the 1926 TT, race regulations allowed the doping of petrol with benzol and alcohol anti-knock compounds thus masking the problem somewhat (engineers knew high-compression

The suitability of a spark plug is indicated by its heat range, with soft (hot-running) plugs for lightly stressed low efficiency engines at one end of the scale, and hard (cool running) plugs for sports and racing engines at the other. It is vital to use a plug whose heat value is correct for your engine. Too soft, and it will cause detonation, too hard and it will oil and foul up.

power then use the harder of the two plugs.

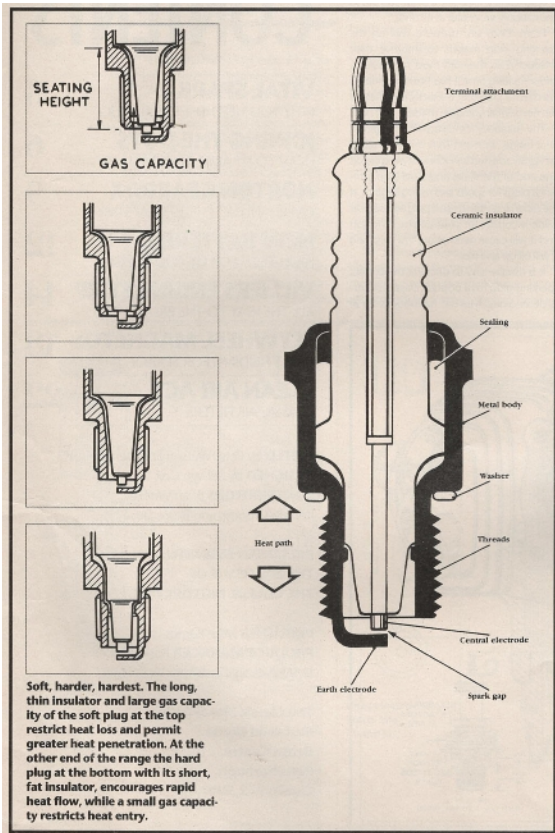
Some engines, especially vintage two-strokes, can be very sensitive in this regard. If the plug used is too soft, detonation sets in when it is thrashed. The owner may then turn up the oil feed, and because excess oil lowers the octane rating of the fuel, the problem is made worse. The two-stroke may also oil its plugs. So the owner fits an even softer plug, which then causes the engine to seize in even less stressful conditions. Here, the answer is harder plugs. Also, if solid copper washers are specified, do not substitute

for a crushable copper-asbestos washer as the heat path will be affected and cooling will not be efficient. Two common lengths (reaches) of spark plug threads are 1/2inch and 3/4inch. Common sense tells you that the reach and the size of plug hole should match. Do not over tighten spark plugs, your manual should tell you the torque setting but as soon as you feel the crushable washer start to bite, the plug is tight enough.

Usually, the gaps of modern plugs do not call for adjustment, and if erosion has occurred, it is time to get a new one. Some older plugs had two or even three earth electrodes, the theory being that if one gap is fouled the others will continue to work. It is a myth that the gaps can be adjusted to different gap sizes to cover all conditions in the engine - the HT current will always take the shortest and easiest path to earth.

You can't tune a worn out engine, so make sure that the magneto, battery and coil are up to the job so that the spark plug

can do its job properly. The same goes for air leaks, lack of compression and oil leaking into the combustion chamber. If your engine is in good mechanical order, one very effective way of getting the best from it is to fit a new spark plug of the correct type.



Shiny Side Up

by 'Arcane'



When did you last see a 'Stop' sign? The Stop sign was introduced in 1975, as part of the move to create internationally recognised road signage, to replace the previous 'Halt at Major Road Ahead' signs, which had prevailed since 1935.

It was while 'doom-scrolling' the other evening, that I came across a thread which comes up regularly about how to keep oneself safe in the daily roundabout of our overcrowded roads. "Defensive riding", said one – I applaud that; "always assume that car drivers are out to kill you", said another. I object to this: car drivers, and van drivers, may be numptys because at times they don't look where they are going and perhaps don't look out for others, but, with my car driver's hat on, they very very rarely set out to do you deliberate mischief.

In, perhaps, over 200,000 miles of riding I have only twice had a car driver clearly set out to target me and that, most likely, was because I reacted adversely to a carelessness on their part.

Some years ago, I took one of the country routes back from Milton Keynes, as I was wont to do when returning home from work late on a Friday afternoon. This route passes through March Gibbon and joins the A41 Aylesbury to Bicester road at Blackthorn railway bridge. The A41 here is the Roman built Akeman Street* and, for all that it is dead straight at this location, visibility when emerging from this junction is poor, due to the side road joining the main road very close to the railway bridge on one's right and the pillar of the bridge obscuring the view to the right. The view to the left is clear, but in order to see to one's right, you have to come right up to the Give Way line in order to see clearly any approaching traffic.

On this particular occasion I was in the car and I spotted (or rather, I didn't properly spot) a motorcyclist approaching from my right, some distance away. Perhaps carelessly, I glanced to my left to check traffic from that direction, while allowing the car to drift slowly 12-18 inches over the Give Way line so that I could get a better view to my right. As soon as I realised how close the motorcyclist was to the junction, I hit the brake to prevent further encroachment into the main road. The response I received from the motorcyclist was a hand gesture suggesting that I had lost my brain (!). With this, the remorse that I felt for my mistake and my sympathy for his situation rapidly evaporated and I thought "you're lucky that I hadn't drifted right across into the main road or you would have had a seriously 'brown pants' moment". (It's fair to add that I've had exactly the same thing happen to me when I've been on a bike, travelling down a main road (the Manchester road towards Sheffield) where visibility to both sides of

the junction (from Rivelin Valley Road) was excellent and I ended up having to ride right across on to the wrong side of the road to avoid the car. I glared at the driver, but just continued on my way a little more cautiously.)

Had there been a Stop sign at this junction at Blackthorn Bridge, in view of the poor visibility from the side road when looking for traffic approaching from the right, there would have been no question of the need to come to a complete stop in order to check for approaching traffic.

So I ask again “when did you last see a Stop sign at a junction”? From the motorcyclist’s viewpoint, had he blown his horn when he spotted the front of my car appear at the junction, I would have been immediately alerted to his presence.
When did you last use your horn to warn other traffic of your approach?

**Akeman Street is a Roman road in southern England between the modern counties of Hertfordshire and Gloucestershire, (in this case not to be confused with the Cambridgeshire Akeman Street that runs from Cambridgeshire to the north coast of Norfolk). It is approximately 117 kilometres (73 mi) long and runs roughly east–west.*

Akeman Street linked Watling Street just north of Verulamium (near modern St Albans) with the Fosse Way at Corinium Dobunorum (now Cirencester). Evidence suggests that the route may well have been an older track, metalled

and reorganised by the Romans. Its course passes through towns and villages including Hemel Hempstead, Berkhamsted, Tring, Aylesbury, Alchester (outside modern Bicester), Stonesfield (where a large Roman villa was discovered around 1712), Chesterton, Kirtlington, Ramsden and Asthall. Parts of the A41 road between Berkhamsted and Bicester use the course of the former Roman road, as did the Sparrows Herne turnpike between Berkhamsted and Aylesbury. A minor road between Chesterton and Kirtlington also uses its course. Other parts are in use as public footpaths, including a 6-mile (10 km) stretch between Tackley and Stonesfield that is part of the Oxfordshire Way.



Akeman Street

READERS' PAGE

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

Club member, Paul Gilling fairly recently acquired this lovely Motobi moped in need of restoration. Here, he tells us of his progress so far:



"I have acquired the log book for the moped and have established that it was first registered in 1965. It is the simple automatic gearbox model and not the three speed one. As there are so many parts missing I have taken the plunge and after lengthy emails to B & B Meccanica in Italy I have ordered from them a replacement engine, stub exhaust, exhaust silencer, and centre stand for a total of £198.00 including carriage from Italy, which I think is very reasonable. The only caveat is that the engine is currently seized, so I am taking a punt on being able to free it up! I have ordered a rebuild kit for the Dell'orto

carburettor and so I am now committed to the restoration. Let's tackle the seat first, though. There is a lot of work to do on the bodywork and frame so I am persevering with this until the engine and other parts arrive.



"I have now rebuilt the Dell'orto carburettor from the kit available online and have refurbished the petrol tank. I am not aiming for a 100% accurate restoration so have



applied a Motobi decal filched from the internet and printed on self-adhesive vinyl, as I understand that imported Benellis were badged as Motobis and a similar decal was on the original tank. Now I am on to the front mudguard after removing sixty years of crud and I am loving it! I met the Wirral Wobblers [a branch of the National Autocycle and Cyclemotor Club] recently and it turns out that we have many colleagues in common! Such is the incestuous nature of the Wirral peninsula!

"I have come to realise that there is a whole community of moped enthusiasts out there which I never knew existed and am enjoying the

research. Myrons Mopeds and IcenicAM are an amazing source of information and I anticipate having questions for our fellow members as the work progresses. I have warned my partner Brenda that in keeping with the fashion of the 'sixties', on completion of the



rebuild, I would expect her to be prepared to ride sidesaddle behind me complete with pony tail and pleated skirt".



Check out the newly-restored 1971 Nouvo Leoncino 125 Scrambler of Club member Haydn Platts. Haydn says:



"It's been a fun journey but she's back on the road enjoying the countryside. A few more tweaks seem to have sorted the tick over and the slight rich running. Was holding a steady 50 before, now a little quicker. Slightly hesitant early on when revving but soon picks up. Thanks everyone [on Facebook] for all the advice and parts. Just the horn and the brake lights to sort".



Here is Paulette Green at the Sammy Miller Museum Italian Day in August. Paulette says, "I managed to get a nice photo with Sammy on my Motobi Super Sport 125. Sammy loved it - he's got one too"



SCANDINAVIAN CLUB MEET JUNE 2026 by Greg Egan



This year's meeting was in Norway. My hosts, Halvard and Cecilie, invited me to stay with them for two weeks using their place as a base. I had a long drive in the van to Norway, with the modern 702X Benelli inside.

On the Friday, with Halvard on a 900 SEI, Hardy and Lisbet on a 1130 Tornado, and Tom and his friend on 750 SEI and Tre-K, we rode a very scenic route led by Halvard

through the most beautiful mountain vistas to our hotel surrounded by grass topped cabins (pictured left) at Rowland Hogfjellshotell. The weather was 99% dry and on arrival we were greeted by 30 other club members from Denmark, Finland, Sweden and of course Norway I



counted five 750 SEI, five Tre-K, a 900 SEI and a Café Racer amongst many other bikes.

Over the weekend we visited Amot, Dalen Hotel (1894), known widely as "the hotel from the fairytales," functioning as a preserved 19th-century time capsule, and stopped at Straand Hotel for a buffet lunch.

We had a fabulous time together and enjoyed many Benelli stories, hints and tips and many hugs. The weekend soon came to an end, and everyone left for home on Sunday. I returned to Leir with Halvard and during the next week we went out on our little road trip again riding on roads that were almost deserted, good condition and afforded us with spectacular views, mountains and awesome waterfalls. We even did a mountain pass, which had narrowed to 30cm with snow, an interesting ride!



Top: The Dalen “Fairytale Castle” hotel. Above: One hotel we stayed in was a beautiful cabin overlooking a lake. The 702X was brilliant, with no issues and plenty of power for these mountain roads.

The second week we met up with Tor Hande who had planned a four day tour of his home district and were joined by our Benelli friends from the Netherlands. We visited the stunning Aalesund and the Atlantic Way, using the occasional ferry boats between the islands. Tor took us to the most amazing viewpoints, I can say Norwegian views really are second to none. We stayed at some beautiful places and enjoyed the local cuisine.

The trip soon came to an end, and I had to leave a few days early. My grateful thanks to Halvard, Cecillie and Tor for hosting us, planning the most stunning routes and keeping me well fed and safe. And of course, on my route home, I couldn’t help but stop by Celle in Germany to see Detlef Burian for a few spares. Always a pleasure to see him.

Norway is very bike friendly but be warned: there are very proactive speed checks and we were pulled over at 9am one morning for a breath test; fortunately the price of beer was between £12 and £17, so no chance we would be over the limit. In fact the price of everything was very expensive compared to the UK; a basic burger was around £36, a hotel room £200 a night, fuel was the same as the UK, but it was all worth every penny.

The other weird fact was that Norway really has become 75% new sales to electric vehicles. I couldn't believe the number of Tesler's pulling trailers and they weren't carrying spare batteries!! Live every day and enjoy the ride



Left: one section of road had been reduced to a foot wide with snow build up. But we got through just!!!

Right: one of the spectacular waterfalls cascades down the mountain



Bottom: The wooden church at Lothepus was made last year, all hand carved, and was absolutely stunning.



Founders' Day 2026



**John Blackburn and
Wendy Rimmer**

This event took place on the 19th of July in the beautiful grounds of Stanford Hall (near Lutterworth in Leicestershire), on a lovely, warm and sunny Sunday. The [organisers] Taverners section of the Vintage Motorcycle Club (VMCC) were marking the 80th birthday of the VMCC, which is a great achievement for a motorcycle club.



This year, the owners of Stanford Hall offered camping from the Friday night, so some clubs made it a weekend to hold their own rally and, perhaps with a little more advance notice (clubs were asked their view on this possibility in March, but it was not confirmed until about a month before), we might decide to hold a club rally here next year. It is certainly a good geographically central location and there is plenty of room for camping and camper vans.

The Benelli MotoBi club stand was at the head of the row of Italian bike club stands, with our well-known neighbours, the Italian Motorcycle Owners Club, alongside us and fielding a good variety of Italian makes of mostly smaller capacity machines, including MV, Morini, Moto Guzzi, Garelli, Laverda and Ducati. After a really good showing last year, with eight bikes on the stand, this year was quieter, with Neal Martin's bright red Tornado Tre and Wendy Rimmer's G2 Elle, a very nice restoration done by Pete four years ago. Both bikes attracted a good deal of attention from visitors to the stand. The red Tornado Tre stands out on its own merit; and the number of comments about the G2 showed that many people were not aware that Benelli made small commuter bikes alongside the more illustrious fours and sixes of the 1970s.

Sadly, there was no Wall of Death this time, but there was an entertaining display of trick riding from trials rider Steve Colley and guest rider Alice Minta, the ladies' British motorcycle trials champion. It was reminiscent of the 1970s/80s/90s BBC TV show "Kickstart", where trials riders had to negotiate a series of unusual obstacles without falling off or putting a foot down. They had the crowd holding their breath at times, including when they rode up on to the roof of a Transit van via a near vertical ramp and negotiated 'the

crocodile', amongst other feats.

As always, there was a more-than-decent autojumble. One MotoBi Picnic (75 cc scooter) was spotted in the autojumble as well as the mid-30s TN seen last year (in no better condition but with last year's exorbitant price tag removed).

There were plenty of displays, such as the celebration of "Flat Tank" motorcycles. It is about 2 pm that you get 'the visit': "payback time", the man says, "if it runs, then you're riding it (round the arena)". Neal was pardoned this duty, "well, I might fall off as I've only got 30° lock"; and Wendy, "just have a smell of the fuel in there: I don't think it will go because it's been in there for four years!". However, a good number of bikes were ridden round the arena, though it is a bit small and on grass, fortunately completely dry this year. There was a lively and ongoing commentary by Annie Durrant of the VMCC, with

interesting technical information added by each of the owners.



This is one of the best summertime shows to attend, and being situated in the Midlands is ideally placed for most enthusiasts. The weekend camping option is well worth considering if you have a fair way to travel, and makes for a great weekend away.

Thanks to John, Elaine and Wendy for organising and setting up and to Neal for bringing your magnificent Tornado Tre to display on the Club stand.



*Pictured previous page :
John chats to a Benelli
enthusiast on the Club stand*

*Above: Neal Martin's Benelli
Tornado Tre*

*Bottom: Wendy's little G2 Elle
making its customary
appearance*

A Bike Trip Down Memory Lane - A ride-out with the East Anglian Branch, 2001

By Steve Peace

Our destination this time was Burnham on Crouch, down on the river Crouch estuary in the county of Essex. This being the second visit that the club had made to this area, a different route was initially taken on the Suffolk-Essex border region. It was to be a day trip rather than our more frequent Wednesday evening trips during the summer months. The usual starting point was our house near the town centre of Ipswich, and it was a small party this time of only five riders, an easily manageable number. The riders on this run were Patrick Bloomfield (Triumph 600 TT), Kelvin Buckles (Moto Guzzi V65 SP), Tony Robinson (Moto Guzzi Mille GT 1000), Steve Hough (Morini 500 Sport), and myself on the Benelli 354 Sport II (pictured above) We all gathered at the house with banter and laughter being vented from the usual suspects, namely me and Tony, coupled with last minute instructions, and the obligatory doggy welcome from our over-excited young German Shepherd, Scooby.



With an almighty racket from the V-twins of the Morini and Guzzis caused by the owners' insistence on blapping the throttle, we were soon threading our way out of Ipswich, and navigating the ever-increasing traffic on the Norwich road. We made for the more rural area of Copdock using minor roads passing the Copdock garage which sold new Gilera and Piaggio two-wheelers. This is where the locally famous Copdock motorcycle runs of old started from. I remember the event growing in popularity into a peak of 600 bikes plus on the ride-outs, which took place twice a year. We rode past the Village Hall where the now huge Copdock Motorcycle Show was originally held in the field, before it progressed to its present home of the Suffolk County Showground.

Up and over the hill, with the 354 just purring along and waiting to be unleashed, we



The Copdock service station

passed the old garage where the infamous but beautiful Lancia cars once stood proudly in the 1970s, offering an extra long warranty against rust of 6 years, all brought about with the on-TV admission that they rusted so badly around the sub frame that the engine

would fall out. I would visit that garage in the 70s and was friendly with staff up there, basically because I fancied (even with their reputation), a Lancia car. Sometimes they would have a Beta Coupe, or maybe I would spot a secondhand Monte Carlo. In their back yard would be a line up of Lancias waiting for warranty work or, in severe cases, waiting for the Lancia rep agreeing to buy them back. The occasional surprise would turn up like the old Soviet Moskvitch car, which I was allowed to inspect as the salesman knew I liked odd and rare cars. Needless to say, the style and inside trim didn't excite me at all, but, being a Yorkshireman, the price looked good!

Just passing the top of Copdock in the vicinity of Capel St Mary village, we then turned on to the main Ipswich to London Road, namely the A12, as we headed for Dedham Vale in the area known as "Constable country", referring to the famous painter John Constable who produced some great classic paintings around there.

The 354 was enjoying the freedom of the open road and the fast revving engine was now in its element. In the early days people would come up to me and ask why do I ride the 350 when I could get the more powerful 500 in the same frame? The answer is simply that I don't mind flogging a small engine to get the best out of it as I am a rider of fast revving 2-strokes and I rode sub-125cc machines for years. High revving 4 strokes are music to my ears (I know they wear out quicker with a smaller engine) and also you had all the looks of the lovely Benelli 500 Sport without the higher price tag.

We turned off towards the Stour estuary and the villages of Dedham and Flatford, where we stopped off to view the magnificent water wheel and mill, an idyllic setting of river and weeping willows, often the subject of Constable's paintings. We rode on to Catterwade with its salt marsh flats where the fresh water of the River Stour meets the tidal estuary. Unlike previous ride-outs this way we needed to make good time on the run into Essex, so it was a dash under the East Anglia main railway line at Manningtree and a steep climb up the hill arriving at a junction with the Harwich to Colchester road.

Obviously all the other bikes on the run were a lot more powerful than mine so I was mindful not to hold them up and this made for a spirited run by the 354, powering out of the river valley while everyone else just took it in their stride. This road into Colchester via Ardleigh is a nice road with plenty of bends, and we made our way around Colchester and on to Tiptree, a place famous for producing some unusual flavours of jams with names which, shall we say, never appeared on a jar of Robertson's or Hartley's. Some good distance was covered here over a short period of time and the other riders were now taking turns to be at the head of the group. The bike that I was really worried about on this trip regarding reliability was Pat Bloomfield's Triumph TT. That was a bike with serious glitches when it came out regarding the fuel injection but not to worry - this time he was bend swinging along nicely with the rest of us. A

bike that caught my eye was the small block Guzzi V65 SP (left) owned by Kelvin Buckles, and considering I was a sport bike only person at that time, I thought this bike looked the business with its full complement of high and low fairings, and what seemed that like an extra special bright red paint job, probably due to him polishing the living daylight out of it. It was very hard to spot Kelvin with the same bike twice, as he had a fetish for owning a bike for a maximum of no more than three weeks.



Back to the ride out, and recollection of more pleasant roads being encountered on our way to Maldon, a nice town on the River Blackwater.



The final destination of Burnham on Crouch was accessed by using the road more or less following the river course towards Burnham. and a stop off at the Mangapps Railway Museum, just outside of the town of Burnham. This museum is an interesting one that was created on a farm with a 3/4 mile railway line and extensive sidings and buildings. You can travel on the trains hauled by vintage small industrial type engines. The

railway also has some larger mainline diesel engines from the 60s. We had a good look round the site and had a beverage and snack in the cafe which is situated in an old railway carriage. There are other small artefacts displayed and this section coupled with a trip on the railway makes for a pleasant few hours of browsing.

We then rode through the town of Burnham on Crouch with its riverside quay. When I think about Essex generally I sometimes think about the county being all about medium

to large vibrant seaside places, mostly flat countryside, and some not so good places to look at around the Thames estuary, but today's trip was a real eye-opener mixing some pleasant villages and towns with some equally pleasant countryside, particularly around Maldon. Essex is not all flat and mainly uninteresting countryside, it's a county full of surprises so give it a try. The way back was via a detour to Battlesbridge and a visit to the motorcycle museum there. After leaving



Burnham it involved taking a road south over an undulating road through South Woodham Ferrars and onto the Battlesbridge Motorcycle Museum, a museum which I had been to previously but not for a good number of years, indeed ever since a few trips to the now defunct Southend Transport Pageant. The museum has some very interesting machines, but it isn't a museum where mostly everything is in a pristine condition and spread out. It is a small museum with a display of British Classics displayed closely together, mostly



in a ridden condition surrounded by memorabilia. You can spend a while there and the current admission price is just £1.00 so it won't break the bank. If you have more time to spare there is also now a large area with craft and antique type shops and refreshments, if that's your type of thing. As time was now at a premium we did what we do on a lot of our trips and that is to get back home by the shortest and quickest route. The

route back was to make for the A12 around the Chelmsford area and ride up past Witham, Colchester and back to Ipswich, and finally ending up with all the participants parting off to their home destinations. It is of note that our then webmaster, Steve Hough, would still have another 40 miles to get home via the A14, A140 to Norwich. He was indeed a loyal follower of the Benelli Club runs, and also a valued part of the club committee.

*Please note that these ride-outs were undertaken about 25 years ago and of course the attractions that are mentioned may have a different look to them now, so if you do intend to visit it would be a good idea to look at their current websites.

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**



**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.

A Triumph for Benelli - Part 2

Initial Development

by John Blackburn

Following on from his article in the Summer edition of "The Lion Roars", John tells of the trials and tribulations of setting up the Triumph engine and his initial road tests of the Benelli Tempest, which consists of a Triumph 5TA engine in a Benelli 2C frame.



I'm told the bike follows a great British tradition of constructing specials. I certainly had in mind the Trifields and Tricatis occasionally seen in the early Eighties, which had a reputation for being faster and handling better than the factory originals.

The first ride (to the MoT testing station of course) is always full of fears, whether something essential will stop working or involuntarily detach itself before the test; and "what is that funny noise coming from the engine". However, the light switches all continued to work correctly and the slight knocking appeared to be nothing more than a cold piston and cylinder bedding in after rebore. So with MoT and tax, I could finally take to the road.

The first time I rode out on it, it brought a grin to my face: there's a pleasant four stroke growl from the exhaust when accelerating and the characteristic vertical twin burble when slowing down. And being a Benelli, it's light to handle and has good brakes. I first had it complete and running in 1997, but the engine wasn't right; it was clearly getting hotter than it should, even on short runs, and I set the project aside for a while. In time I approached Brian Bennett, still well-known for building Triumph twin engines, to sort out the crank bearings in the bottom end. The timing side crankshaft main bearing bush had tightened up when tightening the crankcase bolts, so this was replaced and line-bored to ensure a free-running crankshaft.

With the engine bottom end properly sorted out, the bike finally came together again early in June 2001 and I covered about 1000 miles on it over the following two months; and then spent the autumn sorting out minor teething problems and making improvements to its general operation. The carburation presented a challenge and quite a lot of time was spent juggling with carburettor jets, slides and needle positions, since I fitted the later Amal Concentric carburettor to an early 5TA engine and there is no precise information on this fitting. In addition, only unleaded fuel was now available instead of the leaded variety for which it was designed; and this made a difference to the carburation as well as to the ignition timing. At one time it was clear that the mixture was far too rich on a hardly open throttle, yet after a run the sparking plug insulator was white.

After completing the initial running in, I began to open the throttle wider and discovered two things: the engine nearly died if the throttle was opened really wide and the ignition was clearly too advanced with a good deal of pinking under load. Initially, a standard 106 needle jet was used with the needle clipped in the centre slot, in the Amal Concentric, as fitted to the later Triumph twins. However, when running-in, the mixture was clearly over rich, so a 105 needle jet was fitted and a 150 main jet.

On completion of running in, it was clear that the engine was gasping whenever the throttle was opened more than about halfway; and closing the air slide caused a noticeable improvement in acceleration. So a 170 main jet was fitted, then a 190, then a 210 and finally, in desperation a 300. Not much improvement here, so it was back to a 106 needle jet and finally settled with the needle clip in the bottom notch and a 170 main jet. The engine was clearly running on the weak side, with the sparking plugs just off white, but a 107 needle jet was too much, with the engine inclined to hunt and the plugs covered in soot. What was strange here was that this final setting had proved far too rich while running in, borne out by a fuel consumption of about 60 mpg.

Now with the carburetter properly set up, the fuel consumption figure would regularly rise to 80 mpg on longer journeys cruising at about 55 mph, just below the start of the vibration speed. I did spend some time smoothing and polishing the inlet ports before assembling the engine, which will have improved the fuel consumption too. The throttle slide cutaway was increased from 3 to 4, which gave cleaner running at small throttle openings, but the engine was slower to pick up and did not start quite so readily, so a number 3½ slide was fitted.

The ignition timing had a discrepancy between the two cylinders of about 10°, so some judicious "adjustment" of the distributor shaft was effected, resulting in an improvement to about 4° difference in timing between the two cylinders, before vibration began to intrude, as the revs were raised. (For checking the ignition timing with full advance, the engine speed had to be raised above about 3000 rpm.) Above this point, it was impossible to obtain a steady strobe reading of the timing mark painted (tippexed) on to the alternator rotor.



The advance/retard initially fitted as standard is a 15° unit which runs at half crankshaft speed (so 30° advance available) and, in order to stop the pinking, the ignition timing was progressively retarded, but it was found that even with the static (fully retarded) timing position at TDC, there was still some pinking when the throttle was opened sharply. With fully retarded timing at TDC, the engine was difficult to start and I found it needed at least 6° advance for reliable starting.

A 10° advance/retard unit was then located and fitted and 8° degrees advance (fully retarded) found to be best for starting, while at full advance, 28° now provided effective ignition timing with only a trace of pinking at higher loads on a hot day.

Various oil leaks have had to be cured, but sorting them out has been mostly a case of re-tightening, together with a little more gasket goo. I don't believe anyone saw the oil spraying out of the primary chaincase when I pulled up on the tarmac outside the Countryman after the Saturday morning run at the Benelli festival weekend. For some reason, Triumph decided to fit the mainshaft oil seal with the lip facing outward into the primary chaincase. I'm told this was to prevent oil being sucked out of the primary chaincase into the engine. This seems rather an unlikely occurrence and I've previously assembled and used a Triumph engine with this oil seal lip facing inwards towards the crankcase. I had no problem either with oil being blown out of the chaincase or with loss of primary chaincase oil. However, Brian Bennett assembled the bottom end of this engine for me as per factory specification. The real cause of the problem may be an inadequate engine breather, which is a sectioned disc which attaches to the end of the inlet camshaft and works as a timed breather. Excess build up of pressure in the crankcase is relieved via the mainshaft seal into the primary chaincase. Hard (or even not so hard) use will result in an increased flow of oil through the engine which drains down into the crankcase.

Normally the scavenge side of the oil pump, having a larger capacity than the delivery side, will ensure that any oil in the crankcase is quickly returned to the (external) oil tank. However, when the bike is stopped after steady running and the engine left to idle, the quantity of oil draining into the crankcase is not immediately reduced. On the other hand, the quantity scavenged from the crankcase is reduced: hence there is a temporary increase in the quantity of oil in the crankcase with a consequent increase in crankcase oil pressure, which will escape if it can.



Seeing the project through from concept to final realisation took a little longer than anticipated, about eighteen years from conception to final reliable operation. Over that time I went through college, moved house six times, from Sheffield to Liverpool, then to Kidlington and finally to Bicester (though the move from my first house in Bicester to the second was simpler, being just across the footpath from a one bedroom house to the adjacent three bedroom property); and my life changed permanently with marriage and the arrival of children: and

family matters, as well as work, tend to get in the way of interesting projects. But for all the time and effort that has gone into the project, it has been well worth it.

Runs and Events 2026

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

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

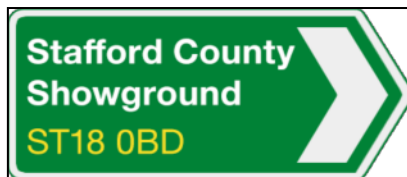
NB individual participation only (no Club stand)

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

SPARES AND SERVICE GUIDE

UK

Selwyn Motorcycles, Haverhill Suffolk, CB9 7YH.

Spares for all De Tomaso era 1974-1989 4-stroke machines 900/750 SEI, 654, 500/4, 350/4, 254, 124 2-cylinder. Repairs and restoration for all models. Contact by email wherever possible: selwynmotorcycles@live.com; website: www.selwynmotorcycles.co.uk

Colin Darlow, Cambridgeshire,

Spares for Benelli, Moto Guzzi, Motobi, 2C 2-stroke machines, including all mopeds and 50cc/125cc single-cylinder models from 1972. Service tools and much more. Contact Colin at colin.darlow@btopenworld.com

Moto GB, Arlington, Chorley

Spares and new bike sales for all Benelli & Morbidelli motorcycles and scooters, from 2014 onwards. www.motogb.co.uk or call 0844 4128450

Bennetts Motorcycles, Barnsley

Benelli 900/1130 3-cylinder spares, repairs and new bike sales. Tel: 01226 284293, www.bennettsmotorcycles.co.uk

Benelli Motobi Club GB Your one-stop shop for the following items: Workshop manuals, handbooks, parts manuals, brochures and test reports. Also the stockists of the renowned hand-made bespoke plug spanners for all the 4-cylinder models including 254. We also hold a large stock of tank logos, regalia and embroidered Club clothing. Contact Wendy Rimmer at archives@benelliclubgb.net

Germany

Maniac Motors

1130/900 3cyl, new and remanufactured spares, and repairs www.maniacmotors.de. +4991196983

Detlef Burian Classic Benelli spares specialists, huge spares stock from 1970-1994 www.benelliparts.de. PayPal payments accepted.

USA

Santi Di Motocicli Classic Spares for Benelli, Motobi, Wards Riverside, 1960s onwards. Contact santi_di_motocicli on eBay

Myrons Mopeds, California. Spares for Benelli, and Wards Riverside website www.myronsmopeds.com then order by email, PayPal accepted at myronsmopeds@gmail.com

Italy

Brezzi Samuele, Benelli, Motobi, parts especially exhausts 1950s- 1970s www.brezzisamuele.com

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: 1979 Benelli 500 LS.

I am offering for sale an original 1979 BENELLI 500 LS, a motorcycle from an unforgettable era: the 1970s, when the true cult of motorcycling was born, when every machine had soul, character, and a sound capable of sending chills down your spine. The Benelli needs no introduction among enthusiasts of classic Italian motorcycles. Its aesthetics, its presence, and above all, the sound of its engine... captivate from the very first moment. This is not simply a vintage motorcycle; it is a living piece of history. Preserved with great respect for its originality, this 500 LS delivers exactly what one expects from a true Italian classic: personality, mechanical elegance, and a riding experience impossible to find in modern motorcycles. This is an opportunity for collectors, lovers of legendary motorcycles, or anyone wishing

to own something unique, full of history and capable of attracting attention wherever it goes.

If you know what it means to hear a genuine late-70s Italian motorcycle come to life... then you already understand why this Benelli is special.

Open to reasonable offers Please feel free to contact me for any questions or additional information.

Email: enrique.llorens68@gmail.com (Spain)



For Sale: Benelli 350/4 Race /Parade / Show

Bike Offers over £5500 GBP . Plus Spare Engine Bring a Man & a Van. Genuine reason for Sale (Old Age)

Built to a Reputable Builder's Frame Specifications. I have a letter of approval signed by the man, (G.B.) If genuinely interested, email me for further specifications .& photos

email bobsheila1@gmail.com.



FOR SALE: 1982 Benelli 654

Historic vehicle; Runs well, has slight oil leak. Just needs a bit of tlc

£3,500 (open to sensible offers)

Contact archives@benelliclubgb.net

FOR SALE: Various Motobi spares



Sensible offers invited

Contact Graham email grahamkeeble1@googlemail.com



**FOR SALE: Benelli Panther
125, January 1975**

Good overall condition, but would benefit from some TLC to chrome and leather parts. Imported from the US in 2020, stripped down and rebuilt including new engine bearings and seals etc. Selling to free up garage space. DVLA registered and Benelli Club Dating Certificate so ready to ride on the roads and trails.

Price £1850.

Contact philatmolveno@gmail.com

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Email: darenrudling@aol.com

Classic Bikes For Sale

Contact Daren for further details

I make regular trips to Italy, so if you fancy owning a Classic, get in touch and I may be able to find your dream bike. Transport available too.

Email: darenrudling@aol.com



Spares For Sale/Wanted



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

Contact archives@benellclubgb.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@benellclubgb.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.

WANTED: Has anyone got a Benelli 254/304 4-cylinder 250cc starter motor, new or secondhand, for sale please?

Contact Malcombe on 07866480733
email: magicbike1960@gmail.com

SELWYN MOTORCYCLES

Benelli Parts and Repair Specialist

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



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

email: selwynmotorcycles@live.com

Tel: 01440 268120

www.selwynmotorcycles.co.uk

F&I Benelli S.p.A

Benelli



Workshop Manual



250 Quattro

250 Quattro

Rider's Handbook

AVAILABLE FROM THE ARCHIVES

Translated directly from the Italian language versions

Workshop manual (print) £25; CD £15

Rider's Handbook (print) £15; CD £12

(inclusive of postage and packing)

**The Benelli Motobi Club GB holds an
extensive archive, including many
workshop manuals, articles and technical
information. Need help or information?**

**Get in touch - email
archives@benelliclubgb.net**

Final Thoughts

Steve Peace

One question I would like to ask of you, the members of this club, is "What would you like to see in the magazine?" It is obvious now that the magazine needs to cover another thirty years' worth of machines since we started out as a club.

The period from the 1930s to the present day is

the scope for us to cover and not only for Benelli but Motobi, Wards Riverside, Morbidelli, and of course the various De Tomaso era crossover machines by Moto Guzzi. It is impossible to cover all the marques and machines adequately in the limited amount of pages available, so hence the question of what articles you would like to see more of in the future. Of course you can also see more by visiting our private Facebook page for Club members. If you desire a Benelli Motobi fix between magazines then join our group by visiting "Benelli Motobi Club GB" on Facebook and clicking "Join". Answer all the security questions and then you are good to go.

Finally, a controversial email was received from the new owners of Mortons Media (Kelsey) regarding money saving measures (to their benefit, not ours). They were informing the clubs, which have been a big part of that show for many years, that they would now be losing their so-called "benefits" that were included as part of the package over the years. Firstly let me say that Kelsey, the new owners of Mortons Media, who in turn run the Classic Shows and Auto Jumbles, seem to be basically a company with a magazine publishing house with little or no background in classic shows, and this arm of Mortons has come as part of the package so they have to feel their way around a little. Of course the old guard is still there and will have been advising on the matters in hand. Therefore it shouldn't have come as much of a surprise, I suppose, that they wanted to change things around a little, but it looked like the clubs in the larger scheme of things were being targeted. We were told that the tiny amount of expenses that they paid out to our exhibiting members (we have always added a little more ourselves to top it up a bit) would be no more, and the amount of concessionary tickets handed out would also be cut. Thankfully, due to a quick intervention from a past Mortons show organiser and hundreds of complaints, the measures were watered down regarding the ticket allocation to a manageable level and the club has decided to make up the expenses shortfall so the Clubs will continue to attend the two big Stafford Shows, carrying on the tradition of being there serving members and the general public, as we have for nearly 30 years. It is noted that Kelsey intend to refresh the presentation of the show with a representation of more machines of the modern day scene and more live entertainment. We all want the shows to remain popular but their cost-cutting measures disproportionately threatened the affordability and attendance of clubs, especially the small ones. To wrap this up it's all about good public relations and making people feel they are appreciated, and in the past these, albeit small, concessions certainly helped to promote that as a thank you.

What do you think? Is the Stafford Show still exciting and a place to have a nice weekend away from the rigours and demands of everyday life? I certainly still get a lot of satisfaction from seeing enthusiasts taking an interest in looking and talking about the great bikes that you, the members, proudly display on the Club stand, and it will be great to see some of you at the next show in October.

All that remains for me to say is try and get out on your bike a little before that cold, wet and generally nasty weather starts coming in again.

Safe riding,

Steve

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Kel Carruthers

Chairman

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