



# **SOLEX OZ**

**July 2007  
Melbourne Australia**

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**For some time now I have felt there could be an advantage in trying to co-ordinate some communication between Solex tragics here in Victoria.**

**After chatting with Shayne H in W.A. regarding all things Velosolex, I was inspired to attempt to do what Shayne and Tom N have done in Perth get owners to participate and use their Solexes.**

**After talking to some local owners including Ern M, Don D and Peter H I was encouraged (pushed) into trying to produce a regular newsheet and email it to owners with the following aims:**

- 1. Print a list of owners and their contact details to allow communication between each other.**
- 2. Print regular technical and parts information so as to allow owners to keep their Solexes on the road.**
- 3. Try and organize the odd short ride around Melbourne.**
- 4. Encourage others to hunt out unused solexes to restore and use.**

**Shayne has done similar things in Perth and has now, a dedicated group that are enjoying their Solexes regularly. I believe we should be very informal, no meetings or committees just plain fun and no great workload for anyone.**

**Rides should be organized at short notice by ringing around when the weather looks good and include maybe a short run around the city early on Saturday or Sunday ending with morning tea at a café or someone's house. I will kick things off in the next few weeks.**

## **CONTACT LIST**

To complete a list of owners, their bikes and contact details could you please email to [solexoz@gmail.com](mailto:solexoz@gmail.com) , the following info:

Name, address, contact phone and email address and details of solexes owned, including model, eng.number and condition. Only send details you wish to have published. This information will only be sent to other owners and no one else. As soon as we have a complete list we will email the contact list to each member. Also please call and let me know of any other Solex owners you may know and may be interested and we will send them a newsletter too.

## **PARTS**

Parts for Solexes can be found readily on eBay overseas under Velosolex, Solex and Velo Solex. There can be bargains, but as a rule prices can vary dramatically and are not always what one has ordered, so be sure to ask for specific details. Parts are also available from specialist dealers in Europe. One that Shayne and I have used and can recommend is Marc Duchamp in France, his site can be found under Le Solex on the internet. Marc has thousands of new and second hand parts at very realistic prices. Also we would encourage you to maybe advertise parts you no long need, for sale or swap in these pages.

Another great site to chase parts is “VSX71”

There are many suppliers of parts, some commercial others private in Europe the U.S. Also distributors of the Chinese built 3800 have parts that are suitable for many models including wheels, tyres, lights and frame parts, one of these is Velocruz in the states and can be found on the web.

## TECHNICAL

A great friend of mine for over 30 years Ern M. of Blackburn South has a 1700 and 5000. He is a retired engineer and 'A' grade mechanic and has made up some tools and pullers and has become quite proficient at sorting out problems and fixing Solex motors and drive components. Ern's details can be found on our contact list.

A great source of information can be found on the web, NACC site under 'Les Amis' edited by Brian Holinshead. Rather than re-invent the wheel you can read Brian's newsletters written over the past 10 years and its many useful hints and tips.

**FUEL MIX:** In many of the Solex user manuals, differing oil/ fuel ratios can be found ranging from 2% to 6%. With modern oils especially Synthetics I have found that 2% works best with un-leaded and reduces smoke and oil drips from exhaust. Good quality motorcycle 2 Stroke synthetic or semi-synthetic oil is best. Avoid using premium un-leaded as this can breakdown the lubricating properties of the oil.

**SPARK PLUS:** The original V36 Marchal plugs are very hard to come by if at all, the following plugs are readily available and the correct replacement type: NGK B6HS, Bosch W7AC and Champion L10.

**HEAD LIGHT GLOBES:** The correct globes for most Solex headlights are 6v. 6w. and are very hard to find. I have purchased a small quantity from France in the original yellow colour. If anyone needs some they are \$5 each (pick up Sth. Melbourne.)

**AIR FILTER:** The original air filter material is costly and hard to find, a great substitute that I have tried and works well is surgical gauze. Packets can be purchased from your friendly chemist very cheaply. Just lever off the air filter retaining ring and place a single sheet of gauze over the inlet, trim excess and press on the ring. Old blocked filter material can cause rough running and power loss through rich mixture.

**CARBON DEPOSITS:** Carbon can build up in exhaust port, pipe and muffler system. This can restrict the flow of exhaust gases and therefore reduce power. Make sure the system is clear and free of deposits. If

power is low try running without exhaust and muffler (not early Sunday morning) and see if there is improvement this will identify if system is blocked and needs cleaning or replacement. Also engine pipe and/ or head may need cleaning out.

## **FOR SALE**

**SOLEX 5000.** Blue early 70's model no motor or mudguards but otherwise generally complete and in good condition price neg. contact Now Sold

Several other solexes have surfaced including a running and complete red 5000 in Griffith N.S.W./ a Blue 5000 north of Adelaide runs well but missing a few parts/ a 1700 without motor in Yarra Junction and a 1960's 3800 in almost un-used condition in S.A. (very expensive) Contact Geoff S. at [solexoz@gmail.com](mailto:solexoz@gmail.com) for phone numbers.

I hope this newsletter is of some interest and may fire you up into using your Velosolex, please let me know if you have any suggestions or ideas and don't forget to send your details ASAP so I can send a full list to you.

Cheers and happy buzzing,  
Geoff S.