



SOLEX OZ

MARCH 2008 NEWSLETTER.

Bonjour, just over 12 months ago Don D. and I were sitting in the back yard at South Melbourne over a cuppa and fiddling with our Solexes. We pondered how many other velos maybe about and the possibility of getting a group together to go for rides and help each other maintain our machines. At the time we only new Peter H. and Ern M. who had Solexes, but Don had seen others in the past at “All French days” and Citroen Concourses. We reasoned that there could be up to 3 or 4 other Solexes in Melbourne and maybe a small informal club might be possible. 12 months later our group consists of over 20 members and 45 Velosolexes and still growing.

Our original brief was to be totally informal, and not have the burden of committees, membership fees, mail-outs, monthly meetings, elections and all the other drama (crap) that goes with formal clubs. Just pure fun and an unadulterated passion for all things SOLEX.

We hope that the status quo will remain and we all can enjoy our Velos long into the future, just as we have done for the past 12 months.

LONG LIVE THE PASSION! ♥

NEW MEMBERS

Ray G. of Coogee NSW has been in contact with us and wishes to be part of our group, Ray is also attempting find Solex owners in the Sydney area and hopefully form a local club. Next time Ray is in Melbourne we hope he will join us for a run.

Alessandro D. of South Melbourne has purchased a restored “1700” from Ern M. and will be joining us on our runs.

Also on our last run around the City (see recent events), we were approached by Jean F. who had his own 3800 in France and was quite surprised to see Solexes in Melbourne. He also would like to join and is looking for a 3800 to purchase.

RECENT EVENTS

We thought our Docklands run on 28 January was the best yet, but on Saturday the 1st of March, we had our “Visite du Ville”, a ride around the historic back streets and lanes of Melbourne. This fabulous run was organized by Andrew and Frances McD. and will be hard to beat.

With a printed sheet in hand, we toured around the historical buildings and laneways of old Melbourne. We visited such gems as St. James Old Cathedral, the Mitre Tavern and many more fascinating sites and finished at the famous Pellegrini’s coffee shop (straight out of the 50’s) for a nostalgic coffee and the best apple strudel ever. As usual, Frances captured many top photos, which feature on our photo page. Thanks Frances and Andrew for a truly memorable day. This, I am sure will become an annual event.

Participants on this run were Peter H. 3800, Andrew McD. 3800, Don S. 3300, Frances McD. 5000, Ern M. Pli 5000, Bryan L. 3800, Geoff S. 45cc 650. and a cameo appearance by Jean F.

COMING EVENTS

SATURDAY 6th APRIL

Don S. has extended an invitation to a run that takes place on Saturday the 5th of April. A cycle group will be riding from Cranbourne to Venus bay with a lunch stop at the Kilcunda Pub. Total distance is 130 km but could be handled in smaller distances as desired. Don intends to enter

his 3300 and any wishing to join him should call. Don is also organizing a BBQ dinner at his house at Venus bay as well accommodation to anyone wishing to stay overnight.

SATURDAY 12th APRIL

Our next monthly run will be organized by Bryan L. and will take place around the beautiful Gold Rush city of Bendigo, with visits to various historic sites and museums. Bryan suggests catching the high-speed sprinter from Southern Cross station to central Bendigo a very fast 2 hour journey that we are able to take our bikes on. Special bike racks are available on the train. Or maybe transport your bike by car and join up with the train commuters at Bendigo. Bryan will be supplying lunch and will need to know numbers 7 days prior for catering. We will send out further details 10 days prior to the date.

TECHNICAL TIPS

Many small things can transpire to stop the Velosolex performing at its best. Things like fuel pump problems, carby cleanliness, fuel mix, decompressor adjustment etc. But one major problem that affects performance is crankcase pressure. 2 stroke engines require a fully sealed crankcase to force the fuel/air mix through the ports into the combustion chamber. The volume of mix in the chamber greatly affects the power out put. Sometimes pressure can be lost through loose end gaskets or sealing bolts. But the greatest loss of power is through the crankshaft seal and bearing. This usually occurs with high mileage motors. Also, fuel pump performance is stunted by poor seals. The 6202 and 6203 sealed bearings are not that expensive, but disassembly and rebuilding is tricky and can damage motor parts if not carried out correctly. Through the efforts of Ted C. and Ern M. the correct tools have been obtained and rebuilds will be a reality soon, which should also include new piston rings and gaskets. Contact Ern through our [website](#) or at solexoz@gmail.com

Ern has also made another batch of variable jets, and is experimenting with aluminum fuel pump back plates to replace tired plastic ones.

That's enough waffle for now, keep on buzzing,
Cheers Geoff S.



Visite du ville Velosolex Run 1 March