



JULY 08 NEWSLETTER

Solexoz

Bonjour fellow solexists and a warm welcome to another edition of our monthly newsletter. The cold winter months have not slowed our enthusiasm; many Solexist's have been out and about on some great runs. Our most recent run was the Bastille Day Breakfast to Williamstown with the combined Citroen Clubs on July13 (see recent events).

NEWS

Through our email newsletter and overseas forums, we now are attracting quite a bit of overseas interest. Our good friend Jeff Mathews of Velocruz in the US has been very supportive of our efforts and has included our last newsletter in their latest mail-out. I would recommend you Google "Velocruz" and look at their site. In addition, we have had a lot of communication through the VSX25 site and their forums "Cyclo Galet" this great site run by Bernique in France, has many very helpful tips and problem solving articles, and is a real must. We have been talking to its many members in Europe via this forum.

The irony of being more well known overseas than in our own country is something we need to address, at the recent Bastille Day Breakfast there was a lot of interest from Citroen Club members who were very surprised to see our organized group. Some had Solexes at home and showed interest in joining us, others asked many questions about buying bikes etc. Over the past few months, we have been looking at how to reach more of these people and will update you with our progress soon.

Bryan L. is busy as ever, not only finishing off the restoration of his "1700", but also working hard on our publicity material such as tee-shirts and caps, we should have details and how you can order these items in the next newsletter. Nick and Jan D. should be back from the UK next month with heaps of bikes and many interesting stories of their travels.

PAST EVENTS

Our most recent event was the outstanding "*BASTILLE DAY BREAKFAST*" on Sunday July 13. Six brave souls set off in the chilly wind from South Melbourne with French flags flying, and rode through the Docklands towards Footscray and down along the Yarra River to historical Williamstown. There, we met up with members of the combined Citroen Clubs at the very French, Café Briezoz for a great morning of French crepes, bowls of coffee and a rowdy rendition of the French National Anthem led by our very own Ted C., who not wanting to make Maurice Chevalier look bad, deliberately kept the performance to an average standard!

Our sincere thanks to Ted C. for inviting to join in this great event and to Frances McD. for yet another superb photo montage of the event, which can be seen at the end of the newsletter. Our display of Solexes parked outside the Café was a great attraction.

Participant were; Andrew McD. and Peter H. on the "3800's", (Andrew's recently refurbished Dutch "3800" looked fantastic), Frances on the 5000, Ern M. on the "Pli", Don S. on the "4600" (looking great with new parts from Velocruz) and Geoff S. on the ancient "45cc". We were met by Don D. on his very rare Dutch 5000 Micro with 12" wheels; this was its first outing and created much interest. Don bought his mother along and she loved the event being of French-Canadian background.

Don S. recently passed on to me a great DVD of his adventurous ride in a Solex race in Holland in 2006, it is just fantastic watching him competing on a borrowed 3800. I was most envious and it is dream we all have here, riding in such an event.

COMING EVENTS

Our next run will be on Sunday August 10 and will be a run not to be missed, details will be sent out a week prior so please pencil this date in your diaries.

We are also looking at a weekend away late this year or early next year, possibly 3 days in the Pyrenees visiting wineries etc, please let us have some feedback if you believe this to be a viable event for our group.

The September event will be another "visite du ville", the last historic city ride was one of our most popular events and everyone has asked for another. Details next month.

TECHNICAL

Ern M. has un-earthed a large supply of NOS Solex parts, mostly for 3800 and 5000 models. These parts will be available if you are stuck for that difficult piece. Ern will be in Qld. for the next 6 weeks, so please contact him upon his return in September.

When next riding your Solex, try moving the lifting lever back a small amount, this frees up the roller and allows the motor to gain more speed, which in turn allows the motor to gain more torque. It makes quite a difference and is well worth experimenting with. We believe this overcomes the problem of the roller burying itself in the rubber tyre and creating drag.

MODEL OF THE MONTH “3800”

1966 saw the introduction of the S3800, the most numerous, the fastest and the most copied model ever produced. As with nearly every Solex model to date, the new 3800 was part previous model and part new. In 1964 Solex moved away from the solid tubular frame models that had been produced since 1946 and designed a pressed metal frame for its new 3300 model, this still used the previous 2200 motor. However, in 1966 the ultimate model came together, with a 3300 frame and a new 3800 motor. Producing a whopping .795 hp at 2600 rpm, it was not only fast but had greater torque at lower RPM, to climb hills. Top speed was between 37 and 40 km/h. depending on state of tune. It was a most popular model and Solex and Motobecane sold close to 1.6 million before they went out of business. After its demise, the Impex Co. in Hungary produced many more 3800's and eventually it was built in China and still is, to this day.

The 3800 had many improvements over previous models, including a rear hub brake, simpler brake and throttle controls, and was the first model sold in a colour other than black, in 1968 the luxe model was available in blue, red, yellow and white. Other models had stainless steel mudguards and electronic ignition. The 3800 motor also went on to power other models such as the 4600, 5000, Pli and Micron.

The 3800 sold well in New Zealand but was never sold here in Australia. All 3800's here have been private imports. Several were purchased new in France by expats living there and they could not bare to leave behind upon there return to OZ. Two Dutch built 3800's reside here, owned by Ted C. and Andrew McD.



I am sitting by the fire with a glass of Rough Red and contemplating just how lucky we are, not only to own one of the greatest of motorised icons, the Solex, but also being able to communicate with other owners throughout the world. Recently I have talked to Charles Vogel and Jeff Mathews in North America, Bryan Hollinshead and Franck Meneret in France, and others enthusiasts spread around the globe, all because we all have a common interest and passion for all things Solex,
Cheers Geoff S.

BASTILLE DAY RUN TO BREIZOZ CREPERIES WILLIAMSTOWN

