



AUGUST 08 NEWSLETTER

NEWS

August has been a quiet month for our Solesists with Ted and Helen C. keeping warm in Northern Australia on the 2008 2CV Raid, Ern and June M. spending a couple of months on the sunny Sunshine Coast, and Peter and Hazel H. on the Victorian Ski fields. With depleted ranks, it was decided not to have an August run, (first time we have not had a Monthly Run). It was decided to save our energies for our September Run. (See coming events).

Nick and Jan D. of Adelaide, have returned home after 3 months in the UK and Europe bringing home a treasure trove of auto cycles including six Solexes! More news about this later.

Several more new members have joined our group this month and will be on our mailing list from now on:

Hans P. from Brisbane inherited his Dutch mother's Solex OTO (Dutch 1700), it has not been used for 30 years but starts easily with one flick of the flywheel. Needing some refurbishment Han's hopes to use this for local trips around Brisbane. Could be the start of another chapter in Brisbane.

Frank S. from Brighton Vic. Is a Rolls and Bentley enthusiast and has a 1947 Aberdale and 1949 Malvern Star auto cycles. Frank had a Solex left to him in 1955 by an Uncle but was warned off by the police when riding it to school! Whilst talking, Frank reminded me that we both sailed the same class of yachts (Solos) at Albert Park in the 1970's as did Ern Miller, what a small world. Frank hopes to join us on the September Run. Welcome Hans and Frank.

SPARE PARTS NEWS!

We have secured another limited batch of new Michelin 19 x 1.175 tyres, this size is suitable for 1400 through to 4600 models, anyone needing a tyre or two, contact Geoff on 0403 359876.

As reported last month, Ern M. has found a stash of N.O.S. Solex parts mostly for 3800 and 5000 models, also Ern still has new fuel pump diaphragms and adjustable jets in stock. For all of the above contact Ern on 0419 427246 after mid September.

Jeff Mathews of Velocruz in Salt Lake City U.S. has an ever increasing catalogue of Solex spares to suit most models and with the Australia Dollar holding well this is well worth looking at. Contact Jeff on www.velocruz.com

COMING EVENTS

Our September run will be on Sunday September 14. Due to the popularity of our last "Visite du ville" run, it has been decided to have another, visiting further interesting parts of our historic city. On our last city tour, many of us found parts of the city we had never seen, it was fascinating. Final details of the starting point and times will be emailed out the week prior to the event.

TECHNICAL

The Solex fuel pumps although very simple and efficient in design is often the main cause of problems with our bikes. On nearly all of my solexes the top ball valve was missing when I first tried to get them started. The plastic balls are a vital part of the pump and without them, the pump will not work. The upper ball is captured under the top post, which must have a correct size washer to allow the ball to move up and down. The lower ball is not accessible and if stuck must be freed using acetone soaked over night. To find out if the lower ball is free you must remove the top ball, hold your finger over the top hole, and shake the pump, if you cannot hear the ball, rattling it is stuck. We are told that a cartridge from a waterman fountain pen has a ball of the correct size if opened, but an easier solution is to go to your ball bearing supplier and ask for some steel balls about 2.5mm to 2.7 in diameter. These are very cheap and work just fine.

The Rubber diaphragm and plastic back plate also can cause problems if not set up correctly. The diaphragm needs to be in good condition, not stretched or holed. The convex of the back plate must face the pump and not the crankcase, also we have found that new back plates (probably Chinese) don't always fit over the flange hole on the crankcase and need to be opened up a little so they don't reverse the convex when the four pump screws are tight..

Check for fuel leaks when all is assembled as not only will this be messy but also air will be sucked in and cause poor running.

Always fit a clear fuel return line so you can see if there is plenty of fuel returning to tank.

MODEL OF THE MONTH.

"5000"

My first Solex was an orange 5000 model. I rode it to work for almost a year without the slightest problem and loved every minute of it. It is now owned and used on nearly every Club run by Frances McD..

The 5000 was not always popular but now days they are rare and very much in demand and quite hard to acquire. Less than 225,000 were produced including the 5000 Pli folding model. Built from October 1971 to 1978 they were very popular with woman because of the 16" wheels and the lower centre of gravity.

Using the 3800 motor, the Tum 80A 6.5cm, it was quite fast and had excellent climbing ability. Although similar, in construction to the 3800 it differed in having high rise handlebars and the headlight was moved from the top of the motor to the handlebars. All 5000 were sold in four colours Red, Blue, Orange and Yellow but not black, and featured stainless steel mudguards. Another major change was the way the motor was lowered onto the front wheel, instead of the push lever, an over centre lever was placed onto the side of the motor and offered much more accurate roller contact with the wheel.

The Pli (meaning bend or fold in French) is extremely rare with only 2500 being built, was a great idea allowing owners to stow away in small Paris apartments or in the boot of a car.

The Dutch built 5000 has 12" wheels from a Micron model and we are lucky to have one example owned by Dom D. and is Black.

5000's in our club are owned by Francis McD. Peter H., Nick D., Dom D. (two), Ted C.. Pli's are owned by Ern M., Dom D. and Frank T.

See you all on the 14th September for the
"Visite du ville"
Cheers Geoff.

PHOTO

PAGE



Frances McD. immaculate 5000



**Andrew McD. proving that 5000's are
Designed for short-legged riders.**



Caption censored.



Motor Home, Solex Style.



Bardot had style!



So did Jaques Tati in "Mon Oncle".