



## **APRIL 2017 NEWSLETTER.**

### **CURLEWIS TO QUEENSCLIFF RUN**

Attendees : Neil, Peter H, Brian (5000's), Charles (3800) and John (1700). Special visits from Alex, Ern and Elsie.

The week before this run we had received around 90mm of rain. The day before the run we had quite significant rain and overnight we had some quite heavy showers. This was not going to be a dusty run as in some previous years. In fact, quite the opposite was experienced.

The day dawned cloudy with little wind and the forecast was for "possible showers". We all met at John and Elsie's around 9.30 am and socialized until about 10.20 am. Some of the riders took some fresh apples from John and Elsie's trees to eat on the run. The first two klms of the run are on quiet Hermsley Road and from there we joined the Bellarine Rail Trail. Another four klms of smooth bitumen took us to the historic Drysdale railway station. From here the trail is of compacted gravel and from here it got to be more of a challenge for both rider and Solex. The rain had caused a fair amount of puddles, soft ground and mud. Our hardy Solexes took every challenge in their stride and it's quite easy to see why some regard them as two wheel versions of the 2CV - tough, simple and a heap of character. Upon reaching the outskirts of Queenscliff, we join a very quiet bitumen road we call "the mad mile". Here we decided to have a race. We gave Brian a bit of a head start because his bike seemed a bit slower than the others. It must be quite a sight seeing five riders going flat out at between 30 and 38 kph in full Moto GP crouch drafting and adjusting variable jets to get the best advantage. Neil won the race on his 5000.

Not long after this we arrived at the Queenscliff marina where we enjoyed a long lunch and were joined by Ern and Elsie. The clouds had thinned out quite a bit and the temperature got to around 24.

Soon it was time for the return journey. The "mad mile" was run again ( with a slight head wind) and this time Neil was soundly beaten by the oldest bike on the run - John's 1960 model 1700. On the return journey the track had dried out a bit more and progress was a bit better. The head wind meant that Brians bike was little slower but perhaps it will be a bit quicker with the variable jet he purchased from Ern installed.

Overall, it was a very good run and everyone agreed that the conditions did not daunt them and simply added a bit more challenge. The bikes impressed with their hardiness and ability to slog it out.



## **BIKE FOR SALE.**

John Ryan has a 1985 VeloSolex for sale that is “new/still in it’s original shipping box. He has an interesting story to tell about how it, and two others came to be in Australia. I have edited some of his wording as follows :

A closer look at the papers shows that the three bikes were purchased in 1985, I think I bought it from Jeff in 1987. I remember seeing the red and the white ones and had the choice of colour, the three colours of the French flag. He also had a black Solex which he had bought earlier and used it regularly when he lived on the Coast; it was used to do the compliance testing for his plan to import and sell them. He registered the trading name Bikeplusmotor for the venture.

As mentioned I want like to give the Solex Oz members first chance to buy it but eventually I will offer it elsewhere. With cheap airfares it would be a simple matter for anyone that wanted to inspect it to do so and it could easily be transported back to Melbourne in a van or on a ute.

Can I draw your attention to a small detail I noticed which proves the care and pride with which these little bikes were made and assembled; look carefully at the picture of the carrier rack above the rear wheel and notice the bolt heads; they are both positioned with flats to front and rear! The bolt heads on the sides are assembled with the top flats horizontal as are the bolt heads under the seat and elsewhere; amazing attention to detail! The tyre pump is fitted to the bike with brand name and “Made in France” uppermost, proudly displayed for the new owner to see; you don’t get this with anything made in China.

John, my phone number is 0417 1932 99 and I would be delighted to answer any questions about my little blue Velo Solex.

Regards  
John Ryan



Tom Newsome from Western Australia has a very original looking model 1010 and an original Mertens VeloSolex test bench as used in VeloSolex workshops. See photo's below. He can be contacted on Northam [newsome@amnet.net.au](mailto:newsome@amnet.net.au) or 0409294359.



## **INTERESTING NOSTALGIA**

Hubert Alkemade very kindly sent me a terrific photo with the wording " it might be of a little interest to some members to know that this picture was taken shortly after ww2 in Holland. Both my parents worked for v.d.Heem in The Hague building solex mopeds, this was a promotional shoot and my mother is 3rd from left. Guus Veerman. Regards Hubert."



## **MAY RUN**

Neil has kindly suggested this run and Geoff has kindly provided the notes and photo. It will take place at 9.30 am on Saturday May 20<sup>th</sup>.

## **SPOTSWOOD TO ALTONA RUN**



Start 9.30am at the Scienceworks Car Park Cnr. Booker and Craig Streets.

We will then follow the Bay Trail West along Yarra River to its mouth and on to the seaside town of Williamstown.

Then around the shores of Port Phillip Bay to Altona Beach foreshore. After a short break we return back to Williamstown for a stop at Gem Pier. Grab a coffee and snack and a walk around this historic bayside precinct.