



## **DECEMBER 2017 NEWSLETTER.**

### **SCARSDALE TO SKIPTON RAIL TRAIL RUN.**

**ATTENDEES:** Don B(46000, Frances5000), Andrew, John Mc, Geoff, Charles, Neville,(3800's), Bob(2200), Neil(650), John M(Spartamet) and Peter(back up vehicle and pit crew in a stylish Mazda MX5).

Our last run of the year saw the day dawn beautiful-sunny, very little wind and around 26 degrees. Perfect weather for riding a Solex. We were up and running around 10.00 am but had only gone about one kilometre when Frances' pedal separated from its shaft – inconvenient but not enough to stop a determined Frances. We made it to Linton where we decided to have some coffee and food at the local café which also had some nice outside tables and chairs. Having recently had an operation, Peter was in his MX5. He had brought along a chest of tools and some Solex spares. To the surprise of everyone he even had a spare set of pedals so a loan was put on Frances' bike.

Soon we were back on the track again. Geoff and I were at the tail end of the pack when his front wheel was tramlined by a rut in the track which caused him to crash. Fortunately he was ok apart from skinning his knees and legs but his bike suffered from twisted/bent forks and was no longer rideable. After some makeshift repairs, he was able to push his bike back to the Linton café for temporary storage whilst he continued the day with Peter in the MX5. Whilst all this was happening the rest of the group had continued on initially unaware of what had happened. I then mounted my bike in pursuit. After about 10 kilometres, I caught up with them as they were waiting near one of the gates on the track. We then all continued on for a few kilometres with me riding behind Don. Don's bike then began to stutter and lose power. A quick check whilst still riding showed plenty of fuel being returned to the tank so it was assumed that the problem was electrical. We stopped and removed the spark plug which showed it wanted to go feral and grow a beard between the electrodes. After cleaning, Don took off like a herd of stampeding Gazelle only for the problem to repeat itself after another kilometre. This time after cleaning the plug we also closed the gap a bit. The bike gave no further trouble.

The rest of the group were waiting for us at Skipton. It was decided that we would buy food and drink at the take-away shop and eat it at the small roadside park next to Santa and his sheep powered sleigh. Santa might get more done if he hitched up some Solex bikes to his sleigh.

After lunch it was time to present our annual perpetual trophy to a worthy recipient who has done much to help fellow club members, further the Solex cause or perform a historic feat such as transcontinental ride of a Solex coast to coast. This year the trophy was presented to Neil. Neil is a very deserved and reluctant winner who has always helped fellow club members with advice, repairs or restoration help. He rarely misses one of out

events and is well respected by fellow members. Like Peter, he has very good mechanical aptitude on all things mechanical. Congratulations Neil.

Soon we were back on the track again. This time the return journey. Not long before Linton, Neil's 1949 model 650 began to make ominous knocking noises from the motor. After stopping the bike we raised the front wheel with the roller still engaged and rocked it backwards and forwards a bit. The knocking noise was replicated sounding ominously like play in the conrod so it was decided to ride the rest of the way into Linton under pedal power alone. Fortunately most of this section was downhill. We now had two bikes to collect at Linton.

Our ride had been plagued by incidents and it was so fortunate that Peter attended the run in his MX5. However, the beautiful weather, good companionship and willingness to help each other meant that the ride could still be regarded as a success. We are very fortunate to have such a great group of people forming SolexOz.

Footnote : I contacted Neil during the week to get the post mortem results on the 650. It turns out that the flywheel nut had worked itself loose and all that was needed was for it to be tightened. Luckily Neil didn't proceed under motor power.

**OUR NEXT RIDE** will be in February. Details of where and when will be conveyed in January.

I would like to thank you all for your help and friendship through this past year and wish you all a great Christmas and a safe and Happy New Year.  
And remember to keep the shiny side up.

John.



