



## DECEMBER 2019 NEWSLETTER

### SAD PASSING OF HANS

Hans Werner was of Dutch origin and fondly remembered the Humble Solex from his more youthful days. He participated in a few of our runs – mainly the ones held in eastern part of Victoria. Don and Dee got to know Hans and his wife Tinnie quite well.

In Don's words:

Hans was a great lover of Solex's. He was helped with the original setting up of his Solex by members of our group. He was a very talented painter and had a magical ability with things mechanical. He told me once that you should die with a good number of projects still to be worked on. Hans and his wife Tinnie travelled north up the Stuart Hwy each year in their A van and were great company when Dee and I did the Solex thing. Our Thoughts are with Tinnie at this time as they were a very close couple.

## CHRISTMAS AT TRENTHAM RUN

**ATTENDEES:** Kerry and Pam supreme hostesses, Geoff (5000) and John Mc (3800) – also hosts, Andrew, Dan and Charles (3800's), Don (4600), Frances (5000), Ted and John M (1700's) and Neil (650).

What a great turnout ! We all arrived at Geoff' and Kerry's lovely new house where conversation, coffee and fruit cake flowed. Geoff had his "new" classic MG and his two Amilcars on display – all looking great.

Soon, we were off for a ride through Trentham followed by a stop at Dan's house. Dan has a very large shed in his backyard that is full with machinery – much of it over a hundred years old. Of the newer machines he has various lathes of differing sizes including CNC, milling machines and various other machines. Of the older machines, Dan has a great fondness of

extremely old printing presses. These were built in the days when a machine was also an object of beauty with brass handles and many ornate embellishments.

Dan has a great love for his machines and he knows exactly how to use them. It was a very pleasurable stop over and we all departed with a huge respect for Dan's talents.

We next departed for John and Pam's where we would have a very nice BBQ lunch with excellent side salads. The weather was perfect for such an event but it was also good that John had recently installed some very good shade sails to keep the sun at bay. December is the time to award our perpetual trophy for good Solex deeds and services to our group. Andrew was the worthy recipient this year. Andrew was one of the founding members of our group has a great passion not only for the humble Solex but also for veteran and vintage cars. Congratulations Andrew. Good food, good company and good conversation meant that it was a few hours before we departed for the return journey back to Geoff and Kerry's and our cars.

Many thanks to Geoff, John, Pam and Kerry for hosting such an enjoyable event.



Two of Dan's presses.

Photo collage below courtesy of Frances. Thank you Frances.



## SOLEX 40mm PISTON CONVERSION

There has been some discussion lately regarding putting a 40mm piston in a machined VeloSolex barrel in order to increase engine torque.

Brian Solex in the USA is a well recognised authority on all things Solex and he is also very approachable and willing help people seeking advice. He also sells quality Solex parts.

Below, I have copied and pasted some correspondence between Don S and Brian:

Greetings Brian,

Can I successfully use a short skirt piston 51mm long in a TUM 80A barrel ? The piston is 40 mm and the barrel will be machined to suit the piston.

What is the difference in performance between the two piston skirt lengths. Is it OK to put your answer in the SOLEXOZ newsletter?

Hope you can help in this matter.

Don S

Hi Don,

Yes, you can use a short skirt piston in a TUM 80A cylinder.

With a long skirt piston, some of the cylinder intake port is blocked at TDC.

A short skirt piston will provide slightly more torque (barely noticeable), but there will be more piston rock / slap, so the piston and cylinder will wear more quickly.

The top speed is generally not affected by the length of the piston skirt.

A simple trick is to use a long skirt piston, and to file a small amount from the skirt where it lines up with the intake port.

This way, you have the "less wear" benefit of the long skirt piston, with the "increased torque" benefit of the short skirt piston.



Yes, you can certainly use this info in the newsletter.

Best regards,

Brian

Thank you, Brian for such good advice.

## **OUR NEXT RUN**

### **VENUS BAY/GREAT SOUTHERN RAIL TRAIL SATURDAY AND SUNDAY FEBRUARY 15<sup>th</sup> AND 16<sup>th</sup> 2020**

This is an exciting weekend run that can optionally start on Friday 14<sup>th</sup> from Venus Bay (Don and Dee have kindly offered for people to camp, or bring a caravan, on their property). The main big event will be on Saturday 15<sup>th</sup>. If people are joining us from Melbourne or elsewhere on this day we will leave Koonwarra at 11am otherwise 10 am. If you have any other queries about accommodation on the Friday night please contact Don or Dee on 0540644570 or email [doubled@ozemail.com.au](mailto:doubled@ozemail.com.au)

The starting point is at a small village called Koonwarra and the trail is called “The Great Southern Rail Trail” and it is blessed with panoramic views of lush bushland, temperate rainforest and pristine seascapes. The Great Southern Rail Trail winds its way through South Gippsland and the surface of the track is quite similar to the Queenscliff rail trail. There is very little traffic and virtually no public road riding. The ride would encompass riding from Koonwarra to Port Welshpool and return for overnight accommodation at Welshpool hotel/motel which is quite inexpensive and has excellent evening meals. The following morning after breakfast the return journey would take us back to Koonwarra. The total distance travelled would be 135 klms.

**I hope you all had a great Christmas and have a safe and happy 2020.**