



CURLEWIS TO QUEENSCLIFF RAIL TRAIL RUN

ATTENDEES : Neil (650), and John (1700).

Government directives on the date of this run regarding Coronavirus meant that all the Melbourne crew could not attend. The Trentham contingent were not prepared to take any risks so all two of the Geelong contingent decided to give it a go.

We assembled at John and Elsie's place at the designated time. The weather was cloudy with a bit of wind. The Queenscliff rail trail can get quite muddy and slippery in patches during Winter but on this occasion we had not had much rain for the last two weeks. As a consequence the track was the best I have seen it for a long time. Firm, mostly dry, but not too dry as to cause any dust. We had just ridden through Drysdale with good progress when we decided to turn our engines off whilst going through some pedestrian chicanes. After this area, my bike would not start. It felt like the centrifugal clutch was slipping badly and not letting the front wheel turn the roller. We decided to head back to Curlewis with much peddling and Neil helping to push the bike. Once back at Curlewis the black 1700 was swapped over for the beige one. Once again we set off and this time both bikes were running extremely well and we made really good time to Queenscliff.

There is a really nice café/plant nursery in central Queenscliff that not only has good food and coffee but also has good distancing between tables. When we arrived there was only two other customers there as well. We enjoyed a nice meal here and answered some questions from some people who were interested and admired the Solex bikes.

The run home was just as enjoyable and made us realise how much we have missed our regular SolexOz group rides.



No trains today. Would have struggled to pass these two anyway.

Café/plant nursery in central Queenscliff.



TECH TIP FROM TED

On a recent run on my Solex 1700 the Drive Roller , after 60 years decided that it had enough and shattered into pieces
After checking all sites and VeloSolex suppliers from around the world I could not find a replacement Drive Roller as they were pressed in, not replaceable, and rare as hens teeth
And a discontinued item from all models before the 3800 .

On further investigation I discovered that the original Drive Rollers on all VeloSolex are made from CARBORUNDUM which is SILICON – CARBIDE.

I then did a search of suppliers of CARBORUNDUM and after tracking Down a supplier and told they only sell in 25kg bags @ \$90.00
I then explained to them what I wanted to repair with the CARBORUNDIUM and probably only needed one hundred grams
They decided to supply me with a kilo at a reduced rate for cash .
I picked up immediately from Mulgrave in case they changed their mind.

I then did some research for the best 2pak Epoxy Resin and speaking to The experts who led me in the right direction , a company in Queensland We decided the best product was WEICOM Easy – Mix N50 Adhesive.
It is a High Strength Adhesive for bonding steel , ceramics , stone , glass
And more.

Has a slow curing rate (which is best for bonding) and reaches maximum Strength in 72 hours @ 10c – 40c temperature.
Has a Shore Hardness of 55 Shore D and Tensile Strength of 17mm² .

I cleaned Drive Roller using a Brass wheel in the drill to remove any loose Pieces and to slightly roughen up the Drive Roller Alloy and cleaned with Acetone to remove all dirt and grease .

The Drive Roller on a Solex 1700 is 35mm long and 45mm diameter ,
I made a mould and poured some CARBORUNDIUM in and found 77 grams is all that is required .

The mixing process started with a small amount of Easy – Mix N50 onto A plastic tray and slowly adding CARBORUNDIUM until the required Mix was achieved about toothpaste consistency . As this is only the First time at having a go it is all experimental but a good starting point .

Next stage is adhering to Drive Roller adding a little at a time making sure The mix is pressed hard against Drive Roller .
Mixing and adding more as required until the correct diameter is achieved .
This is a very slow and time consuming process where you need plenty of Time and patience and cannot be rushed , took about 1 ½ hours .

As the air temperature was only 8c in Bentleigh I used the help of a Toaster Oven .

Set at the lowest temperature 40c and placed Drive Roller on a tray and Placed in oven for 1 hour then removed for ½ hour and repeated this for the Next 2 days . Reason I did this is I did not want the mixture to get too hot And crack and to give the best adhering and cure possible .
Again time and patience required .

I left it sit on the work bench for another 5 days for curing .

The last photo is the finished Drive Roller.

I have reassembled engine and did a 5 km run and all is working perfect .

This process I believe will also work well on worn Drive Rollers that
Need to be built back to manufacture diameter

I hope this is informative to all and we will try and keep these machines
Going at all costs

Hope to catch up with everyone once these restrictions are removed
In the mean time stay safe and well.

Best Regards
Ted White

[Check here for Ted's photos](#)

Thank you for your contribution here Ted. Intelligent thinking and an experimental mind working
towards keeping our bikes going is a very good thing.

WANTED TO BUY

Bryan L would like to buy a Pli Solex. If you have one to sell, please email me and I will put you onto him.