



NEWSLETTER # 26, FEBRUARY 2010

EVENTS

Our January 16 run was organized by Glen and Saskia which included a start and finish at their home in Spotswood. The Run included a ride around the Bay through Williamstown and Altona in almost perfect weather along some very scenic trails, followed by morning tea of Scones Jam and Cream washed down with Tea and Coffee, another great SolexOz day. Our thanks to Glen and Saskia for their wonderful hospitality. See the excellent photo page at the end of the newsletter by Frances.

Participants included; Frances and Dom, on 5000's, Neil, Frank and Geoff on 1700's, Glen on his hot 2200, Graham, Saskia and Ern on 3800's and Joe on the Rex. Apologies received from Andrew, Bryan, Tiby, Ted, Helen, Don and Peter.

Our February Run is being organized by Ern, this will include some very beautiful trails in the Koonung Creek and Doncaster areas. We will also include a Torque Trial competition where a hill climb will be run to see which Solex climbs the furthest without pedaling. A prize will be presented to the rider able get furthest up the hill. A non-pedaling flat start of 50 metres will precede the climb. So, time to practice your technique, head down and lots of tugging on the lifting lever. More details will be sent out via the Run Sheet 7 days prior. The run will take place on Saturday February 13.

Our March run, being planned by Neil will be a tour of the Bellarine Peninsula. This should be a great event. The tentative date for this event is March 14.

Our event for April will be the Annual French Car Festival on Sunday April 11, at Macleay Park Balwyn. Those that attended this event last year will not want to miss this top day and the kind hospitality of the combined French Car Clubs.

The Venus Bay challenge is also coming up shortly and Don. S will have final details in the next newsletter. We hope to get a team together to challenge to Lycra Lads.

BIKES AND PEOPLE

Ern, Glen and Graham have all had their Solexes at the Powder Coaters for stripping and new gleaming finishes. Ern's 2200 looks just great with its new black coat and is now going through re-assembly. Glen has had Saskia's 3800 done in a Baby Blue color scheme with cream fittings and should be a stunner with new chrome wheels acquired from Jeff Mathews at Velocruz. Graham has done one of his 5000's in a beautiful white finish and will be resplendent with whitewall tyres and white fuel tank and magneto cover. We hope to see these three magic Solexes on runs over the next month or two.

New member Gerhard from Elsternwick has purchased a blue 1700 that came up on eBay recently from the Dunolly region in Victoria. Gerhard hopes to get some help from our members getting it up and running and we hope he will join us on a run soon.

Neil, down at Geelong, has purchased a second 1700 and commenced a rebuild. Neil is also helping Marty with his 2 Solex rebuilds, a 1700 and a Blue 3800 Lux.

Graham has purchased a full set of motor rebuild tools from Velocruz and carried out his first complete overhaul on one of his 5000 motors.

Ted's 5000, purchased in Germany last year for Helen is now up and running and should be on a run soon. Member Ta has purchased a complete 1700 for rebuilding, this is his third Solex joining his 45cc and 3800. Ta has also made a few trips back to Vietnam and has found a supply of very good local tyres as well as some NOS parts. Frank has purchased Geoff's very rare 1958 1400, one of only two in Australia, the other being Ted's.

Any members wishing to receive a copy of the latest list of Solexes in Australia please drop Geoff an email. We will send out a copy, we do not publish this list on our site or in newsletters due to privacy concerns, but we are happy to send a copy to trusted members.



Well here is something to aim for, A GOLDEN SOLEX, let's see how long before someone in OZ tries this.

SOLEX TUNING

The designers of early Solexes deliberately restricted output of the 2-stroke motor to keep within regulations of the day and make the Solex safe and easy to ride by people of all ages.

Single transfer ports, small inlet porting, low compression and restricted RPM were some of the ways that the company was able to limit torque and speed in their early models. But as time passed the competition forced Solex into an ongoing performance improvement program using twin ports, larger and more efficient porting and extra compression rings which all combined to give the Solex better performance at a lower speed but also a higher top speed. The 2200 model was the first to use a 3-ring piston and improved porting profiles and subsequent models including the 3300, 3800 and 5000 saw this process improved even more.

The advent of the TUM 80A and the TUM 80A 6.5cm cylinders were a great improvement and meant that very little pedaling was required on all but the steepest hills. Maximum torque was achieved at 2500 RPM instead of 3000 RPM as the on the earlier models, top speed increased from 30 K/mh up to 35 K/mh or more with these much more efficient cylinders.

Today it is possible to achieve the above improvements with some of the earlier models without too much expenditure. For example, a 1700 model, which often struggles to get near 30 K /mh, can be improved by using a later Cylinder and a 3-ring piston. Taking this a step further, even better performance is possible by increasing the diameter of the inlet port up to 8.5 or 9 mm.

Both Neil and Glen have been making improvements to their 1700 and 2200 models over the past month and this was demonstrated on our last Run in January with a bit of friendly dicing as they left the main group well behind.

Although Glen and Neil went about their improvements differently, the end result was impressive. Neil has a friend who has dabbled in two stroke motors for many years was able to help Neil make some handy improvements including an third transfer port. Glen generally followed the alterations outlined in the excellent customizing guide "Brian's Velosolex". Glen also successfully added a few of his own ideas to achieve a very good result.

The only problem with altering the Solex is that often, an improvement in one area can have a detrimental effect in another part of the performance. A typical example, an increase in speed can often result in a lack of flexibility with torque and low speed acceleration suffering. Therefore, it is best to get good advice before making too many changes.

Both Glen and Neil have offered to help and advise on how to get the best out of your Solex, do not hesitate to contact them or have a chat with them on our next run.

Within our group, we are starting to build up some very helpful and specialized skills that are available to all members. Those that are happy to offer help and advice are listed below;

Ern:.....Motor rebuilds and parts fabrication and welding.
Frank:..... Wheel repairs and re-spoking.
Neil and Glen:.....Tuning advice.
Geoff:.....Servicing and Fault diagnoses.
Frances and Marty:.....Photography.
Graham:.....Spare parts.
Joe:.....Technical advice and prints.

We are most thankful for the help and time given by the above members.

THREE WONDERFUL YEARS

March 2010 will mark the third Anniversary of SolexOz. It was early in 2007 that Dom and I sat in the back yard at South Melbourne over a cup of tea and thought it was about time we got a group together to ride our Solexes and have a bit of fun.

Peter, Dom and Don S had been crossing paths for many years at various French Car events on their Solexes and it was this small group that became the catalyst for what we have today.

During our March run, we will take some time out toast our good luck and wonderful friendships that have come about because of "SOLEXOZ".

A special thanks to Frances who has been at nearly every event from day one, to record our Runs. See another of Frances's wonderful photomontages on the following page.

Well that's all for this month, we hope to see you all on the next run,
Cheers Geoff.

WILLIAMSTOWN RUN 16 JANUARY 2010

