



MAY 2010 NEWSLETTER # 29

NEWS

BELLARINE PENINSULA RUN Saturday May 8.

Some people say, (apologies to Top Gear) that this was the longest, most well attended and possibly the best SolexOz run ever. Several members had been asking about a run across the Bellarine Peninsula for several years but it took the determination and skill of Geelong member Neil to pull it all together and turn it in to one of our most memorable yet.

The run started at Neil's beautiful and historic home in Geelong, after coffee we traveled the Bellarine Rail Trail to Queenscliff and back, a total of 70 Kilometres round trip. This was a challenging and scenic ride through the bush and seaside. Stopping enroute, at member Bruce's property at Leopold where he us joined for his first run. We continued on with several different challengers leading the pack, Bob on the venerable 3300 was hard to catch as well as Bruce who had the 3800 really singing. Neil and Glen were dicing for the lead as usual.

After a photo stop at the Queenscliff Station, we headed around to the main street for a great alfresco lunch in the courtyard of one of the popular cafes. It was then back on the Solexes for a thrash back to Neil's and wine and cheese in the garden during the late afternoon dusk, what could be better after such a top ride.

This was a long and at times exciting ride and our thanks to Neil for getting every part of it just right. Several members have already sent emails asking when we are doing this run again, I believe this is confirmation of just how good it was, well done Neil. It was great to see our Geelong team in such numbers, these being Marty, Bruce and of course Neil. Some of our group traveled for up to 3 hours just to get to the start including Joe and Bryan driving down from Bendigo and Mark all the way from Warragul, thanks guys, for the effort.

Several participants have sent me their fuel consumption figures for the run, confirming that 70 Kilometres is about the average endurance of most Solexes. Bryan's 1700 used 1.43 lts for the 70km journey, Andrew's 3800 used 975 mils and Frances's 5000 1259 mils. I suspect that some of the speed demons may have used somewhat more?

Participant were as follows; Bryan and Neil on 1700's, Mark, Glen and Ern on 2200's, Bob on the 3300, Andrew, Glen, Bruce, Marty, and Geoff on 3800's, Don and Frank on 4600's, Frances on the 5000 with Joe on the Rex. Also along for the fun was George on Neil's NSU Quickly.

One interesting statistic that proves the reliability of our bikes, 15 Solexes each covering more than 70 kilometres for a total of over 1000 kilometres for this run, we had one puncture (very unusual) and one motor mount bolt fall off, (which did not stop the bike from completing the run). Considering the track was mostly un-sealed and rough in some parts, this was an outstanding result proving once again, the reliability of the Velosolex. Joe's Rex had a minor failure with its clutch, but after 59 years of hard work, this is more than acceptable, although Geoff was heard muttering something about "typical German engineering problems – it just wouldn't happen with a Solex"...

Our photo page this month features many fine shots from our Queenscliff Run. As always, Frances has caught the mood of this run really well and with great style and has put them all together in another top photo montage.

FUTURE EVENTS:

Saturday June 19

Our next run will take place on Saturday June 19. Starting in Spotswood, we will travel via the Federation Trail to Point Cook and pay a visit to the RAAF Aviation Museum. This is one of the best Aviation Museums and Aircraft displays in Australia and is the original home of the Royal Australian Air Force formed in 1917. Final details of this run will be sent out 7 days prior.

Sunday July 11

Bastille Day Breakfast, Williamstown. We have again been invited to join the Citroen Club's annual Bastille Day celebration at Café Breizoz in Williamstown. Further details closer to the event.

BIKES AND PEOPLE.

Several new members have joined our group since our last newsletter; Hans from the Mornington Peninsula has a Dutch OTO 1700, he was very surprised to find out about SolexOz and even more surprised to find out just how many Solexes are in Australia. Another new member, Chester from Bentleigh is very keen to purchase a Solex and become involved in our group. Chester is involved in the Veteran Car Club and a friend of Andrew and Frances.

Several Solexes are currently for sale; these are all quite rare models so you will need move quickly if looking for an interesting Solex.

Frank has his rare Blue 4600 V3 for sale, this is in top shape and goes really well. Contact Frank on 0418 588625

Glen has a recently imported Black German 3800 available. it is in almost perfect condition with options such as a lifting handle, motor guard and an original Veglia Speedo. It also has a new tank, magneto cover and headlight. It goes and looks great. Contact Glen on 0413 028446.

Ted has decided to part with his very rare 1958 1400. One of only three in OZ this early clutch less Solex is in excellent condition and completely original. Call Ted on 0400 592208.

Graham has a fully rebuilt 5000 for sale, recently powder coated in spectacular white gloss and includes many new parts as well as a fully rebuilt motor. Contact Graham on 0419 009300

UPDATE ON LAST MONTHS 4600 ARTICLE.

Member Brian from New York has kindly sent us further info on last months "Model of the Month" the 4600. Apparently the V1 4600 was the only model that used 5000 handlebars, the V2 and V3 versions used 22mm bars similar to the Pli Solex. In addition, our reference to indicators was incorrect; these were never fitted as standard.

Another point is that the Export 4600 was known as a 3800 in Germany. Brian has an excellent site about the 4600 as well as many other excellent Solex articles and is well worth looking at: <http://velosolex4600.over-blog.com>. Thanks Brian for your helpful info and continuing support of our group, best wishes from all your friends at SolexOz Australia.



Photo sent to us by member Marc Rivals, France.

SERVICING TIPS OR DON'T RIDE A WOOD DUCK.

Regular cleaning and servicing is essential to keep your Solex in a reliable state. It is said, to make a Solex go all you need is clean fuel and a good spark and they will always start. However, it one thing to start and quite another to be totally reliable. Every few months it is well worth rolling up the sleeves, spending time cleaning, and checking your Solex over. Below are a few tips on what should be done;

1. Before doing any work give the bike a thorough clean and wipe down, I use a Cleaner/Degreaser bought at Bunning's called Peerless Cleanshop Degreaser, sold in a 1 litre plastic container. This is excellent for removing oil and dirt that accumulates around the motor and front wheel due to oil misting from the motor and exhaust. Clean the front wheel and rim carefully. This will make the front rim brakes work much better and keep *YOU* cleaner when working on the bike. Also wipe around the brake surface area of the rim with a solvent such as Turps or Prepsol, it is amazing how much oil comes off and improves braking.
2. Starting at the top of the motor, remove the air cleaner and clean and oil the air filter. Remove the Spark Plug, clean and reset the gap, using a feeler gauge, set the gap to .50mm or .020 inch. I replace my plug twice a year, as they are only \$4 to \$5 each. I recommend NGK B6HS or Bosch WA7C.
3. Whilst the air cleaner is off also check the tightness of the Cylinder head bolts just nip them up but do not over tighten as this may strip the threads.
4. Drain the fuel tank and put in a fresh batch of 2% fuel, if you continually top up the fuel, over time the oil mix gets too high as some fuel evaporates leaving behind higher levels of oil, this will in result in poor performance.
5. Remove the Magneto cover and check the ignition points timing, this should be done at least twice a year and if you are not sure how to do this, ask one of our tech members to show you how. This is often the reason most Solexes loose power over time as the point's gap changes and retards the spark. It is also worth removing the flywheel and dress the points as well as putting a light smear of grease on the cam. Members willing to demonstrate and teach these skills are Ern, Geoff, Glen and Neil.
6. Check the brake rubbers, replace if worn or hard, and then adjust the calipers. On later models from the 3300 onwards, adjust the cable on the rear drum brakes. Clean and Oil Chain and any other moving parts such as pedals etc.
7. Using your 9mm, 14mm and 18mm go over the entire Frame tighten all nuts and bolts, our bikes have no suspension so vibration and bumps can loosen bolts. In addition, motor vibration can loosen many of the nuts around the motor and mounting plates. Carefully check the two frame bolts above the pedals as these often come loose.
8. Finally, road test the Solex after servicing to make sure everything is correct and running true and that the brakes are adjusted correctly and not binding.

QUEENSLIFF RAIL TRAIL RUN

