

# SoleXoz

## NEWSLETTER # 30, JUNE 2010

### NEWS

#### A MILESTONE

Welcome to our 30<sup>th</sup> newsletter, another small milestone for our group. Although well into our 4<sup>th</sup> year, we did not produce newsletters every month during our first year. This is an opportune time to thank Bryan and Joe for all their behind the scenes work over the years helping to set up and run our website and assist with newsletters.

Our group follows a similar pattern to our sister club in Toulouse France GAGAs run by Marc and Bruno. ([www.lesgagas.free.fr](http://www.lesgagas.free.fr) and translated, e.g. <http://translate.google.com/translate?hl=en&sl=fr&tl=en&u=http%3A%2F%2Flesgagas.free.fr%2F>, well worth a look). As with GAGAs, we operate without the burden of committees, fees, politics and bickering. Every member helps with the running of our "non club" including events, organizing runs, opening their homes for social events and helping each other with technical skills and parts, and it really works!



From time to time, we do run short of ideas for our newsletter and would really appreciate some help with new and fresh articles, so please don't hesitate to send me articles or ideas for incorporation in future newsletters.

New members to our non-club this month include, John, Chester and Ray. A very warm welcome and we look forward to seeing you on a run soon.

#### RECENT EVENTS

Our most recent run took place on Saturday June 19. The Point Cook Museum Run started at Glen's in Spotswood and followed the Coastal Trail through Williamstown, Altona and Sanctuary Lakes to the Point Cook Airfield, home of the Royal Australian Air Force.

This is one of the best Trails we have been on, a great surface with very little traffic and very scenic. The weather was not perfect and the strong head wind took its toll on our normally thrifty motors with a few of the thirstier bikes running out of fuel on the return journey. Still it was a challenging and exciting ride and one we should repeat in the future.

At the start, Joe dropped two Balls??? from his clutch but a quick on the spot repair had the REX up and running without further problems.

The RAAF museum was fascinating and we strongly suggest a visit to those not on the run.

It is always great to see our group enjoying their Solexes, even though a few of our group are approaching 70 years young. It never fails to amaze me just how much fun we all have on such a simple piece of machinery. Who needs a Ferrari or a Harley when you have a VeloSolex?

12 participants who braved the elements on the Point Cook run included, Joe on the Rex, Neil and his brother in law John both on 1700's Mark on the 2200, Graham and Bob on 3300's, Ern, Frank, Glen, Geoff and Saskia on 3800's and Ray on the 5000. Apologies received from those unable to attend included, Bryan, Don, Ian, Tiby, Dom, Phil, Frances, Andrew and Ted.

Congratulations to John and Ray who joined us for their first SolexOz run, we look forward to seeing you both on future runs.

Our photo page features photos taken by Graham and Neil on the Point Cook Run, thanks team.

## FUTURE EVENTS

### BASTILLE DAY RUN, SUNDAY JULY 11

Our July run will be the annual Bastille Day to café Breizoz in Williamstown. This is the third year we have shared this memorable day with the Citroen Clubs. We have reserved 16 seats for our Solex table so get in quick and call Geoff on 0403 359876 to reserve a seat.

Joe has suggested we have a social night in the near future to show some of the more spectacular Solex videos he has collected. I think this would be a great night and after 3 and half years it would be our first such event. Please let us know if you agree and we will organize the night and put together a selection of Solex videos to be washed down with some French wine and cheese. Maybe we could encourage Frank to do the "Solexine CAN CAN" ???????

### SOLEXES FOR SALE

Ted has a pair of Vintage Solexes for sale, this includes a very rare and desirable 1948 45cc with 26" wheels and a beautiful 1400. These would be ideal for the serious collector, both are very complete and highly original, contact Ted for further details 0400 592208.

Graham has a fully restored 5000 available. Powder-coated in gloss white with a rebuilt motor and all new fittings and tyres with zero kms since rebuild. This Solex is "as new" and will not disappoint. Call Graham on 0419 009300.

Frank has 3 Solexes for sale and include: a black 1400, a black 3800 and a blue 5000. All are in very good, original and usable condition, contact Frank on 0418 588625.



## **FEATURE SOLEX OF THE MONTH** **LES VELOSOLEX 45CC**



The Solex 45cc was the first production model introduced in 1946. France in the period immediately following the end of World War II was one of total abject poverty. Most factories had been destroyed, homes, workplaces and most infrastructure was in disarray. The greater population could barely afford to put food on their tables. As people found work and roads were rebuilt people needed transport, purchasing a motor vehicle was an impossible dream for the majority of the population during this difficult period.

It was in this harsh environment that a small miracle appeared, one that would give the French population the transport they needed at a price they could afford and change the French dream forever.

**LA BICYCLETTE QUI ROULE TOUTE SEULE**, (The bicycle that rolls by itself). Not only was the Solex a practical and inexpensive means of transport when it first appeared, it became the spirit of freedom and one of France's greatest transport icons. There wasn't a family in France that did not have a love affair with the VeloSoleX, and that affair lasts to this day.

The 2-stroke single port motor had a 38 x 40mm bore and stroke and produced 0.4 hp at 2000 rpm. The piston was of the deflector type giving the motor its distinctive popping note. The roller was 50mm in diameter. There was no clutch on these early Solexes. Clutches did not appear until 1959 on the 1700 model.

Drive was direct and the motor needed to be stopped whenever the bike was stationary.

The 45cc Bicycle frame was known as a gooseneck, without the footpad of later models and looked much more like an old-fashioned bicycle of the period.

The top speed was around 26 km/h and the ride was quite smooth with the large 26" wheels. Today the 45cc is quite a rare beast, both here and overseas. Most 45's led a hard life, as they were often the only form of daily transport for many years and mostly ridden to destruction.

In Australia we are lucky to have four examples on our register, the oldest being Ted's 1948 model No. 60086 which is about to be restored, this came from the UK in 2008.

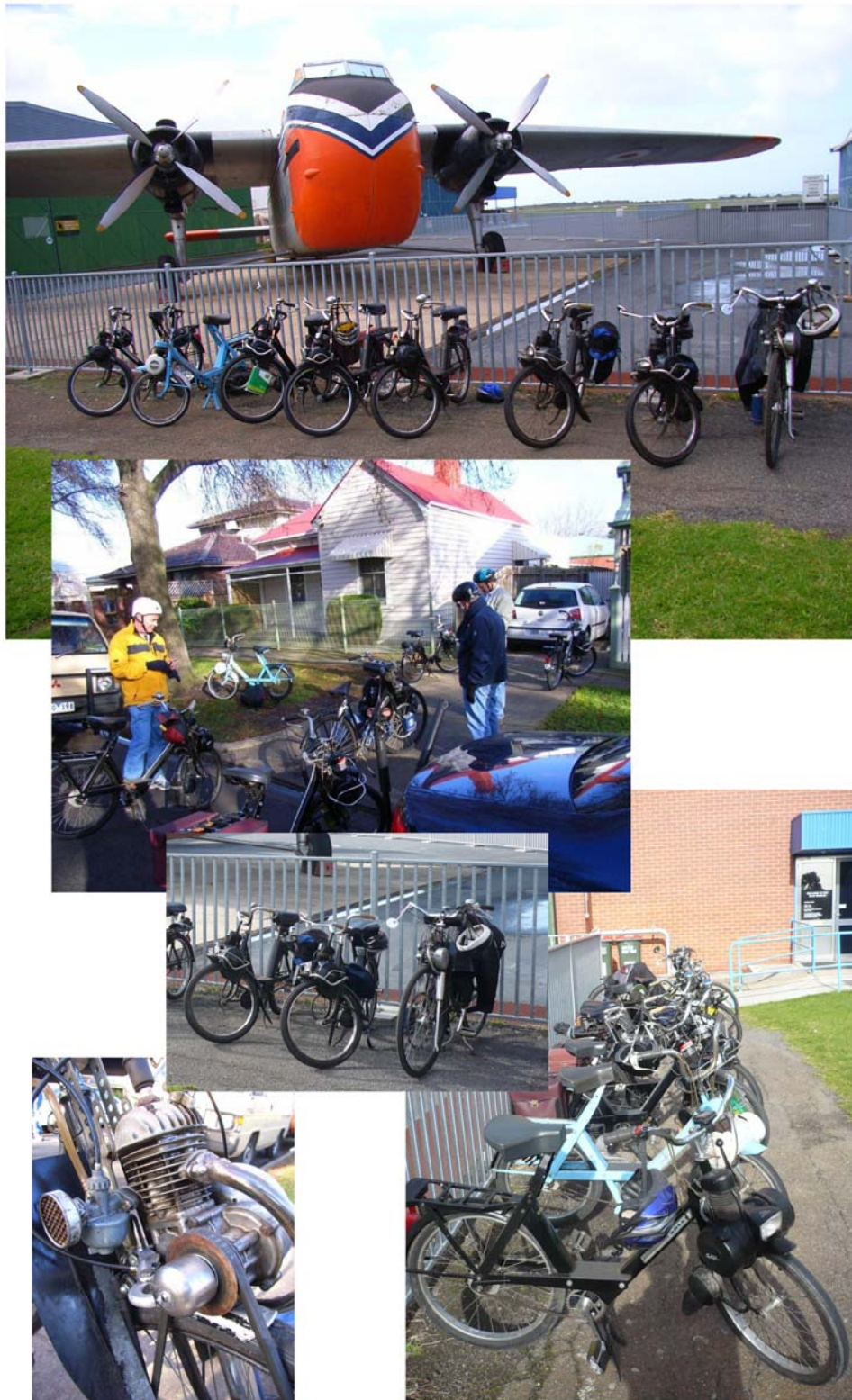
Geoff has a 1949 model No. 81198. This is a very original bike that has had virtually no use and resided in Australia since new in 1949.

Ta has a 1951 model needing some parts and work and will be on the road soon.

Shayne in Perth has a 1952 model, No. 180377, this is in very good original condition.

Well that's all for this newsletter, Keep on buzzing, Geoff

## POINT COOK PHOTO PAGE



Photos from top of page: Solexes lined up in front of a Bristol Freighter, from my experience the "Bris Fright" was a bit like a Solex: cold, slow and noisy but fun. Next, about to depart Glen's. Bottom, 1950's German Technology "The REX" and a line up of French Masterpieces.