



NEWSLETTER # 43, JULY 2011

Another July, another Bastille Day, on Saturday July 16, our group here in Melbourne marked the French National Day with a run around the Bay to St.Kilda followed by a lap of Albert Park Lake then back to South Melbourne for a typical French breakfast of Croissants and Coffee.

Glen arrived at Solex Central for the start looking as blue as his 3800 after a quick ride from Spotswood in 3 degree temperatures. After a warming coffee, we headed off along the Bay Trail in still air with the Bay looking like as smooth as a sheet of glass. A photo stop at Luna Park was followed by a look at some of St. Kilda's early architecture and then a thrash around the Lake on the Grand Prix Circuit.

It was then back to South Melbourne for hot croissants and coffee and the usual discussion as to why some Solexes go better than others? Participants on the run were:

Bryan, Don S and Geoff on 1700's, Brian on the 3300, Kerry and Glen on 3800's and Frank on the very fast black 5000. Tony rode a "carbon neutral" non-powered bike for the exercise.

Our numbers were low due to many of our team being away on holidays including Tiby and Tara visiting his parents in Paris, Frances and Andrew also in France cruising on the Canal Du Midi following an Alvis Rally in the UK. Jurgen also in France scouring the markets for Solexes and parts, Cath and John are hibernating in Byron Bay and Ern and June have just headed up to the Sunshine Coast to escape the Melbourne winter.

Apologies also from Ted, Peter, Joe, Bob, Bruce, John and Neil.

See the last page for a few of Glen's photos of this event.

FUTURE EVENTS

EASTERN SUBURBS RUN, SATURDAY AUGUST 13

A chance to ride some of the beautiful and newly constructed bush trails in the North Eastern Yarra Basin. Details will be sent out a week prior.

SHINY FRANKS SWAP DAY SEPTEMBER

Snap up a bargain or find that elusive part, this is always a top day in our calendar, a lot of fun with morning tea supplied. More details soon.

GREAT ALPINE ADVENTURE WEEKEND OCTOBER 14 To 16

This event is now almost fully booked, for those that have booked please make sure you have paid to secure your booking. If you have not already booked, please call Geoff to secure the few final spots.

BIKES AND PEOPLE

Cameron has been working on his Solex fleet in Canberra, cleaning and assembling the 45cc and painting the 1700. Cam's wife has taken to Cam's 3800 and no doubt will be doing laps of Lake Burley Griffin in the not too distant future.

Tran from Sydney has just purchased a Solex needing restoration, he is sending further details and hopes that someone in Sydney that could assist, please let me know and I will pass on details to Tran.

Luu from St.Albans in Melbourne has recently purchased Geoff's restored 660. Luu and his father both rode Solexes in Vietnam, Luu also has a large collection of classic motorcycles. He is excited about riding his Solex and looking to buy several more soon. A welcome to both Tran and Luu from all at SolexOz.

As mentioned, John has taken the 3800 (Markus) to Byron Bay for the Holidays. After a long journey on the open trailer, Markus refused to fire up and after several desperate emails between John and myself, a good squirt of CRC carby clean got things sorted. He is now exploring the surrounds of Byron Bay with the Solex going better than ever.

TECHNICAL TIPS - ROLLER RESISTANCE

On nearly all models, with the exception of the 5000, the position of the lifting lever can have a marked effect on speed and performance a Solex. The roller can bury itself in the tyre and the resultant drag tends to slow the motor. When next riding, try pulling the lever back 2 or 3 cms and you will notice the motor increase in speed, this frees the motor, reduces drag and allows the motor to reach its best torque and power which is about 2500 rpm and above.

If the lever moves back forward again and slows the motor then it is most likely that the friction slides either side and below the motor are not holding the motor in the correct position as they are designed to do.

There are often two reasons for this;

- a. The 9mm friction nuts are not fully tightened and need to be fully done up.
- b. The slides may have oil on them and are slipping. These slides should not be oiled and work best when kept dry. Also we have seen people putting oil on the slides believing they need lubrication. Oil misting from the motor can and does end up on these slides and should be cleaned dry regularly and checked for tightness and resistance.

The height of the front wheel should also be checked and should not be fully up in the fork slots, it is best for the axle to be approximately half way in the slots.

Tyre pressure can also affect the roller resistance and the front tyres should have a minimum of 28 psi, I tend to run my tyres at 35 psi. This gives a slightly harder ride but allows the motor to run more freely.

SOLEXES FOR SALE

1959 Solex 1700, This is a very original early model 1700. Recent work includes an Ellis Motor rebuild still needing running in, new Michelin Tyres, and brake work, Could do with a small amount TLC and some chrome work but is too good to restore having great patina only \$1400. Contact Geoff for further details on 0403 359876.



BASTILLE DAY RUN PHOTOS



Outside Luna Park, St.Kilda's 100 year old icon.