

SolexOz

MAY 2012 NEWSLETTER

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NEWS

MELBOURNE EVENTS

'LA NIGHT AT THE BOATSHED'

On Friday May 25, our Melbourne group got together for our first ever club and film night, 'La Night at the Boatshed'. Joe and Neil organised this fun night that included a BBQ and the showing of some excellent Solex DVD's.

This was the first purely social event in five years of SolexOz and judging by the success of the night it will not be the last.

Neil kindly organised the Wesley College Boatsheds for our venue on the Yarra near Como and Herring Island, it was a perfect spot for our night with excellent views of the river and all of the facilities one could hope for. Everyone bought along great food and plenty to drink, with Jurgen's homemade bread being a highlight.

Joe crafted a compilation of the following Solex Videos. The 1951 Shiphol Rally with over 3000 Solexes attending, manufacturing Solexes at the Impex Factory in Budapest, quite fascinating a video of a German guy who, whilst on the dole decided to ride his Solex to Spain for a holiday, this was one of the funniest videos I have seen for some time, and to finish off a ride. Day of a German Solex group not dissimilar to our own, just with a few more participants.

A very big thank you to Joe for coming up with the idea for this night as well as bringing along the videos and to Neil for organizing and setting up the venue with John's help, everything turned out just perfect.

Participants included; Frances, Andrew, Don Jurgen, Ern, Peter, Tiby, Geoff, John, Frank and of course Uncle Joe and the Nelster. Below are a few of Jurgen's photos of the night.

It also turned out in a discussion between Jurgen and Joe that they grew up around 6km from each other in Cologne, Germany.... 6 degrees of separation or what?



Things beginning to look a little fuzzy as the night rolled on, Peter, Geoff, Frank and Don all looking slightly out of focus



Neil and Ern, Sausage inspectors?



Where did all the tucker go?

JUNE EVENTS

Our next Melbourne Run is planned for Saturday June 16, this will be an Eastern Suburbs Bush Trail ride and is being put together by Jurgen, further details will be distributed closer to the date.

ADELAIDE IN MAY

Pascal reports that May has been a quiet month in Adelaide with no formal events planned. This has not stopped a small core of riders getting out and enjoying rides every week. Early in May, John K and Pascal rode a 55km round trip to Bill's shed for a coffee and had a great night.

Bill, John and Pascal have had several night rides down to Glenelg for coffee. The three riders have spent many fun days Riding – Fixing – Riding and getting lots of use out their bikes, great to see so much activity.

Pascal is off to France with his son in June to pick a family 3800 for his son and hunt for some Solex bargains at swap meets and Summer Solex Events, sound fabulous.

BIKES AND PEOPLE

Dan from Adelaide has added to his collection with a very rare Pli-Solex. This will join Brian Randall's Pli, as the only other Pli in South Australia. Dan brought this Solex from Ern in Melbourne and will be picking it up soon. We believe that most of the Pli-Solexes in Australia originally came from Adelaide being sold by the Adelaide Solex distributor. Well done Dan.

Neil recently acquired Ted's 1948 45cc/650. This is one of only two 45cc/650 in Australia and was one of the first Solex models built between 1946 and 1950. These lovely old Solexes feature 26" wheels (650mm) with gendarme rims, a gooseneck frame and clutchless motors.

Ted had carried out much refurbishment prior to passing it onto Neil for finishing off. It is now running beautifully and looks superb with virtually all of its original patina intact.

Neil has been very excited about this project and hopes to have it up and running alongside Geoff's almost identical 45cc on a run soon.

The only other 45cc in Australia belongs to Shayne Harris in Darwin, this is a 1951 model with the smaller 24" (600) wheels but otherwise very similar.

Neil has also sold a 1700 to a new Geelong member whom we hope to see on a run soon.

Alex from Geelong has purchased a new Black N Roll Solex from New Zealand. This is the first one imported into Oz and it will be interesting to see how it performs.

Stephen from Canberra had an altercation with the gutter on his Rouge MBK 3800 recently and suffered some damage to his front forks, he has since ordered a replacement pair from Bertrand in France and should be up and running soon.

TECHNICAL TIPS

Over the years some Solex owners have reported problems with motors idling too fast when wishing to ride slowly or stopped at lights etc, Ern and Don have tried various fixes to this problem and Don kindly has written to us to let us know how he overcame this problem on his 5000.

Dear Geoff,

Late in the afternoon of April 2, I rode some 12.65 kms. To my daughter's place along a bike track.

I checked the time of sunset in the Age and determined that if I started my return journey by 7pm I would arrive home just on dusk.

Having finished a delightful meal with my daughter, granddaughter and son-in-law I left to find that it was pitch black outside. For 3 days the Age did not correct the sunset time for daylight saving.

I rode along the bike track using only the head light of the Solex 5000, which was very bright.

However, the idle rate of the motor propelled the bike faster than I felt safe to travel at and for much of the distance I had to ride with the brake half on.

To slow the idle rate I bought a new throttle mechanism, the cylinder that rotates in the body of the carburetor, to make sure that there is minimal leakage of air past it.

On one of my other bikes, the cylinder had worn 0.015 inches (0.397mm.) out of round but the bore was round to within 0.002 inches (0.07mm.) It would appear that it is the cylinder that wears and not the carburetor body. This is good.

The correction I am about to describe is not new. Ern has done it for one of his bikes and I have also done it on a previous occasion. The process I am about to describe worked well for me and was simple.

I bought a new Barrel Throttle to minimize air leakage as well as to reverse the process if necessary.



A New Standard Barrel Throttle

A digression – There is a groove in the end of the cylinder that on idle lines up with a groove in the body of the carburetor allowing a more constant air supply on idle. (See photo)

Using a round file, I removed 0.0312 inches (0.79mm.) off the leg of the plastic plate, which stops the barrel when turning into the idle position such that the throttle is allowed to close a little more. On the metal plate that actuates the throttle cylinder there is a straight section for when the hand brake is pulled on. In fact, it is not straight but a smooth curve. To allow for this

and to cause the cylinder to rotate to its new position I got some soft aluminum – 0.025 inch thick (0.6mm.) and 0.3125 inches (7.937mm) wide and a length of approx. 0.75 inches (19.05mm.) I then bent this into a longitudinal u-section over the back of a knife.

I then cleaned the “straight section” of the throttle actuating plate and then rubbed it with 300 wet & dry. I had also done this to the aluminum sheet before I bent it up.

I then mixed some high strength epoxy glue, added this to the inside of the u-section, and slid it over the straight section of the actuating plate.

Using pliers I gently squeezed the sides of the Al section together, and this is the important part, gently squeezed the Al section back onto the flat section so that it took up the gentle curve of the original actuator.

When it was dry I re-assembled the throttle actuating cable via a made up screw adjuster. The whole system works very smoothly and the idle rate is such that the bike has a modest forward speed on idle.

I hope that these thoughts may be of some use. If not, just put it down to the ramblings of an aging metallurgist. (Editor, My mother often warned me about aging metallurgists.)

May your rims remain round?
DS.

P.S. Since writing this note, Ern has replaced the Barrel Throttle on his bike with a new one and this alone slowed the idle rate. This was not the case with mine and so I had to make the above modification.

Great to read of the camaraderie happening in Adelaide, this should inspire us to call a friend and get on our Solexes and go for an impromptu ride or visit a friend for a coffee, this is really the true spirit and fun of SolexOz. So don't just wait for planned formal events, let's make the most of our Solexes and get out whenever we feel the urge.
See you all soon, Cheers, SOLEXOZ

