



JULY 2012 NEWSLETTER

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ADELAIDE NEWS

Rolf reports that things been a little quiet in Adelaide during the winter hibernation with Pascal in France and Nick and Jan in the UK. The rest of the team having short rides and the odd coffee as well as preparing their Solex for the upcoming spring season.

Pascal, Rolf and Geoff hope to do some further research into our interstate weekend get-together planned for latter in the year. The crew in Melbourne are looking forward to this event.

MELBOURNE NEWS

Saturday July 21 saw the Melbourne crew heading up to Trentham on top of the Great Divide for our "Day in Trentham Run". Although Trentham is 2300ft above sea level and often very cool this time of the year the weather behaved with light winds and moderate temperatures.

This run was mainly a series of short trips around this very interesting town starting at the Old Railway Station and touring around the streets looking at various historic architecture with our first stop at the historic Red Beard Bakery for coffee and buns fresh out of the 140 year old Scotch oven. This bakery is a must on any visit to Trentham and is famous for its organic bread, some of the best available in Victoria.

Coffee was followed by more snooping around town and a visit to the town square for the monthly Farmers Market as well as a wander around the Main Street.

We then headed out of town to East Trentham for a drink at the Pig and Whistle Pub but were a bit early, as the bar had not yet opened. Back in Trentham, we headed to yet another bakery that specializes in superb Pies and Pasties and enjoyed a great sit down lunch. After lunch, we headed back to the Station and split up for our journey home. The sights and sounds of Joe's Rex dicing with Neil's 45cc were memorable.

This was a very successful day with lots of socializing and rides on some beautiful and quiet country lanes, those enjoying this great day were:

Joe on the Rex, Neil on his recently refurbished 45cc, John 1 on 1700, Frances and Don on 5000's with Andrew, Frank, Deidre, Alex, Geoff and Peter on 3800's.

Apologies came from Ern, Jurgen, Brian, Glen, John and Cath.

COMING EVENTS

Saturday August 18; Shiny Frank's Flogathon at Brighton

This is always a great fun day and a chance to off load some of the junk you bought last year and maybe pick up some interesting Solex bargains or treasures. There is always a load of interesting items for sale including parts, tools and even complete bikes. To

make this day a success it is important that everyone brings something along to flog, don't worry about the condition, what may appear to you to be trash could very well be treasure to others.

Frank's Hotdogathon is also a major highlight of the Flogathon.

Sunday September 16:

For a change, we will have a Sunday run in September with further details to be announced next month.

Friday October 12: Don's Dastardly Tour of Darkness.

Don has a wonderful Twilight tour planned including a BBQ feast at Chateau Scutt. More details to follow.

BIKES AND PEOPLE

NEIL'S 1949 45cc 650

Our July Trentham Run saw Neil's 45cc on its first outing, as mentioned previously, this very original and rare early model was imported from the UK in 2009. This bike has been in Ted's care until recently when Neil was lucky enough to prise it out of Ted's hands. Ted had dismantled and cleaned every part and was part way through a faithful refurbishment and re-assembly when, in a moment of weakness, sold it to Neil for completion.

Neil has carried on the great work and the highly original Solex it is now Neil's favorite mount. As always, Neil has the motor running like a Swiss watch on steroids.

The 45cc was the first production model built between 1946 and 1950 and featured a gooseneck frame, 26" gendarme wheels in either black or chrome, a 50mm roller, no clutch and 45cc single port motor with a deflector piston. The smaller capacity motor and single transfer port and large wheels gave the 45cc good torque but a slower top speed of about 26kmh.

The beauty in these early models is the classic "old bike" look of the frame and large wheels.

Between 1950 and 1953, the 45cc continued to be built but with the smaller diameter 600mm or 24" wheels and eventually became the 330 model with the change to a 49cc motor,

Neil has given the 45cc motor a slight bit of warming and it is now capable of about 30kmh and hence more easily able to keep up with the rest of the pack.

This beautiful example is in almost identical condition to Geoff's 45cc, we look forward to seeing these two vintage Solexes out on a run together hopefully with Glen's gooseneck 330 for company. Neil's 45cc centre stage below.



SHANNONS JULY SYDNEY AUCTION, SOLEX 3800

On July 22, Shannon's Sydney Motor Auction featured a Solex 3800 Motobecane selling for a whopping \$3200, the owner was expecting around \$1600. Although these types of auctions tend to get people a bit excited on the day it is still some indication of the interest and collectability of our wonderful Solexes.

TECHNICAL TIPS

E10 ETHANOL BASED FUEL

Last year we warned members of the potential damage of ethanol based fuel in our Solexes. The planned changeover from Un-Leaded fuel to ethanol based fuel has since been put on hold in several States as more new research comes to hand. It is generally accepted that using this type of fuel in vehicles built prior to 2000 may have a detrimental effect on certain parts of the fuel system. Obviously two stroke motors that are 40 or 50 years old could suffer as well. I have noticed recently that E10 fuel is becoming available at more service stations and we should be wary of using such fuels in our Solexes.

The general consensus of opinion is that the sugar cane based additive;

- Can corrode and dissolve certain metals such as alloys (carbys and fuel lines) and brass (jets).
- Rot or dissolve rubber and plastic fuel lines.
- Absorb moisture, then as fuel evaporates, it leaves behind a furry crystalline residue that blocks jets and interferes with fuel pumps.

We recommend that until further conclusive evidence of the use of ethanol fuels is established, we should continue to use only unleaded 95 premium grade fuel in our Solexes.

SPARK PLUG SETTING

We have had a few budding Solex mechanics shout their bike a brand new NGK B6HS spark plug only to find it running worse than before. After calling us, we were able to advise that the correct setting of the plug was the culprit. The B6HS is factory set to a wider gap than required for the Solex. If the gap is not set correctly it will cause poor starting and running. The correct plug gap for the Solex motor is .50mm or .020"

SOLEXES FOR SALE

There a few Solexes For Sale including Ern's very nice 3800 and Tiby's very rare and original 2200, please call Geoff for contact details on 0403 359876.

Well that's all for this month, in our next newsletter we would really appreciate some more articles from members such as John and Dan's articles in last months edition. These stories were really well received and maybe we could have a series of articles letting us know how you got involved in Solexes and what has been the highlight of your Solex ownership. I personally would love to hear some stories from our resident legend Shayne H. from Darwin, I am sure we would all be fascinated with Shayne's long association with the VeloSolex.

Our Photo page features a great montage by Frances of our "Day in Trentham Run"; Frances always produces a beautiful record of our runs and puts them together with such style, thanks Frances.

Au Revoir, SolexOz.

