

# SolexOz

## JANUARY 2014 NEWSLETTER



### MARIBYONG RIVER RUN

The SolexOz New Year got off to a great start with our Maribyrnong River Boathouse Run on Saturday January 18. This is the third time we have ridden the Maribyrnong River Trail and enjoyed the run and the hospitality of the crew at the Boathouse Cafe.

We had eleven starters for this run but unfortunately Peter and Jenifer suffered a puncture enroute and were not able to complete the run.

The Trail is very scenic and popular trail with many improvements being made since our last visit in 2011.

Participants on the day included: Neil on the iconic 45cc, Ern and John M on 1700's, Jurgen, John F, Peter S, Libby, Don B, Peter P, Jenifer P, and Geoff all on 3800's.

Apologies came from Andrew and Frances, John G, Tiby, Ted B and Ted C.

### NEXT EVENT

FEBRUARY 15

"Shiny Frank's Flogathon", a great day as well as a chance to sell all those unwanted Solex parts and accessories and spend the proceeds on more unwanted Solex bits? Frank's famous and much anticipated Hot Dogs, Coffee and Iced Buns will round off this fun day, further details to follow in the week prior.

## BEING DEFLATED CAN SPOIL YOUR DAY

Surprisingly, punctures are not all that common on a Solex, My 1700 has not had one puncture in seven years and my 3800 Blue Luxe, only one after riding to work every day for six years. Because of the Roller Drive, a Solex tyre needs to be thicker in section than a standard bicycle tyre and as such, withstands almost all rough surfaces with the exception of broken glass.

The main causes of a puncture are:

- Under inflated tyres, riding on a tyre with less than 20 psi can allow the tyre to move in the rim and rub the tube eventually causing a blow out.
- Side wall cracks, because of the poor UV qualities European tyres, side wall cracks can appear when the Solex is not used for long periods and will weaken the walls leading to a blow out.
- Sharp edges inside the rim, abrasive metal including sharp spoke ends and surface rust can rub through a tube in a very short time. To overcome this problem whenever replacing a tube always use good quality rim tape, (See Bryan L's article in the June 2008 Newsletter). Also check the inside of the rim for any signs of rust, if present, this should be removed with 200 to 300 wet and dry sand paper or a wire brush.

New tubes are not expensive so do not be tempted to use an old tube, no matter how good it looks. 23" tubes are not available in Australia but a 22" or 24" will work just as well and can be purchased at any Cycle Shop.

## JURGEN'S PHOTOS FROM THE MARIBYNONG RUN





