



## JUNE 2014 NEWSLETTER

The onset of winter and a cold southerly did not deter 15 SolexOz members from enjoying a great day in the Macedon Ranges on June 15. John M has written a great report on this run and can be found on page 2 together with another of Frances's wonderful photo montages.

As mentioned in our May newsletter Miguel M, a long term member of SolexOz joined us for his first ride in June. The smile on his face for the whole run said it all and has vowed to be on many more runs.

Our July run will take place on Saturday July 12 with details to be advised in the next two weeks.

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### TECHNICAL TIPS

During our Kyneton Run several owners noticed nuts missing from their machines, this is not uncommon with Solexes and can happen for several reasons. Sometimes nuts are not properly tightened after servicing or possibly vibration and resonance coming via the 2 stroke motor can loosen nuts and bolts.

To avoid this problem it is worth checking over the entire frame and motor once a year. On most models up to the 3800 only a few spanners are necessary, a 9mm and a 14mm will fit nearly all nuts on these models, and on the 5000 13mm nuts replaced the 14mm nuts. The head stem nut is a 12mm size.

Do not over tighten nuts as it is possible to strip threads especially on the Cylinder base nuts as these are threaded into aluminium. If you do not have the correct metric spanners or not sure how to go about this procedure, just call on one your fellow riders and ask them to show you how.

Whilst doing this check it is also a good time to carry out a few other servicing chores such as resetting or replacing the Spark Plug. Our preference is to use an NGK B6HS plug and set the gap to .050mm.

If you have had the same fuel in the tank for more than six months it will have gone off and most likely have absorbed moisture. Un-Leaded fuel has a shorter shelf life than earlier fuels. Drain the tank then clean and dry the inside of the tank and put a fresh batch of fuel in. The ideal fuel mix if using fully synthetic oil is 2% or 100mls for 5 litres of fuel.

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### The Kyneton Solex Run by John M

Attendees were Neil (45cc), Jurgen, Andrew, Peter S, Charles, Miguel, Geoff (all on 3800's), John M(1700), Frank S(4600), Frances, Ted C and Peter H (all on 5000's). Others attending were David M, Ted B and Catherine. Apologies from John G, Ern, Joe, Peter T and Glen.

The run officially started from the Kyneton Botanical gardens on a cold and damp Sunday 15<sup>th</sup> of June. However, everyone had brought along warm jackets, scarves, hats and gloves. One member (Peter H) looked every inch a distinguished English Gentleman in his woollen jumper and tweed hat. .

We started with a small tour of Kyneton viewing magnificent "Gold Rush era" houses and buildings as we meandered through various roads on our way through the town. Soon enough we were out of the town and on the back roads heading towards Malmsbury. Here we could open up the throttles a bit and experience "high speed" motoring at its best (without fear of getting booked). The countryside here consists of rolling hills of green interspersed with trees and yellow flowering gauze bushes. Very scenic. By this stage the weather had cleared up a lot and the road was mostly dry.

Eventually we reached Malmsbury. A small, old town with very old buildings and loads of character. Our destination was the Moto Bean café. Upon arrival we were greeted by a quite new café done in a unique style to suit any clientele with an interest in bygone motoring. One can sit down to a drink or meal surrounded by various old and interesting motorcycles, motoring memorabilia and a rather stunning 50's model Mercedes SL convertible.

All too soon, it was time to head back to Kyneton and load our bikes up for home. For those who were not in a hurry to go home, Geoff kindly invited us to his home in nearby Trentham for more coffee and viewing of his latest love - a 1920's French open topped two seater Amilcar Sports. This car is truly unique and beautiful to behold. Geoff is smitten by this car and reckons it's a "keeper". He would not even accept a fully restored Solex 1700 and 50 bucks in exchange for it.

It was a very enjoyable run and it just goes to show we are fortunate here in Australia that we can use our classics in winter and not have to "lay them up" until Spring.

Cheers John





KYNETON VELOSOLEX RUN JUNE 2014

