



APRIL 2015 NEWSLETTER

NEWS

The weather is definitely taking a “Winter is coming” approach. Fortunately, Solexing can be done in most of Australia in winter because of the lack of snow and ice on the roads. The rider just needs to wear warmer clothing. I have been riding with the SOLEXOZ team for about 4 years now and I find them to be a terrific group of people from very diverse lifestyles and occupations. The events were co-ordinated by Geoff Scott- who always did a fantastic job with both enthusiasm and dedication. I have always looked forward to our monthly runs. I have received some news from Cam Jamieson from Canberra. He is currently restoring a model 1700 to a very high standard. He also owns a 3800 and a 45cc – a much diversified collection. It’s great to see as many Solexes as possible being recommissioned or restored.

TECH TIP

Do the easy and obvious checks first.

My family and I spent Easter in Kerang in northern Victoria. I thought this would be a great opportunity to take a Solex and go for a few rides, so the Solex was loaded onto the back of the car. Both of my bikes start quite easily and it was with dismay that it refused to start. Fuel was being pumped back via the carburetor overflow, so I concluded that the problem was spark. A wet spark plug was duly extracted and a test with the spark plug earthed against the motor and a spin of the flywheel revealed diagnosis to be correct. A new spark plug was fitted - the motor still refused to start. The plug lead was pushed hard against the coil – still no spark! I then decided that, since I did not have a flywheel puller with me, I would just park it and attempt repair when back at home. Once back at home, the coil was replaced-no spark! Then the condenser was replaced- no spark #?!!! Then the plug lead was swapped- no spark – despite threats of abuse and despatch to Simsmetal! The only thing left had to be the points. After prising them apart (with the flywheel still on) and giving them a rub with some emery paper – I had a spark. Had I done this simple thing back in Kerang, I could have impressed the locals with the sight of an odd looking chap on an equally odd looking bike riding around their locality.

CURLEWIS TO QUEENSLIFF RUN

With overnight rain and threatening clouds, one could be forgiven for thinking that it would be a wet run. The forecast, however, was for showers clearing with a late change. There were 8 attendees: Neil on a 1010, Peter S and Geoff on 3800's, John M and Hans on 1700's, Don S and Don B ON 4600'S and Frank on a 5000.

We set off with a strong tailwind. The Geelong to Queenscliff rail trail winds through the picturesque rolling hills of the Bellarine peninsula. The area is well known for high quality farming land with the trail passing green pastures, crops and vineyards. The trail is being constantly improved with new paving between Curlewis and Drysdale. After Drysdale, the trail is gravel (until the outskirts of Queenscliff where it is paved again) but the overnight rain kept dust to a minimum. Once beyond Mannerim, the trail begins to descend to Queenscliff allowing great views of both Queenscliff and Swan Bay. Due to the tail wind and no impromptu stoppages we arrived in Queenscliff well ahead of schedule so we all agreed to an early lunch at the Marina. This was a long and particularly enjoyable stopover as we all participated in conversation from the sublime to the ridiculous. It was at the Marina that Hans caught up with us – having taken the ferry from Sorrento. The return journey was over the same route and was just as enjoyable. This was a great run.



FUTURE EVENTS

INNER CIRCLE RAIL RUN-MELBOURNE SATURDAY MAY 16

Details to follow.

BIKES FOR SALE

Neil has decided to reduce his fleet. As a result a very good model 1700 is up for sale. For details I can be contacted on 040497005 or Neil can be contacted on 0415242670. Photo below.

