



## **NOVEMBER 2015 NEWSLETTER**

### **TECH TIP : CENTRALIZING THE CALIPER BRAKES.**

Ever had the situation when one brake block is rubbing on the side of the rim whilst the other side well clear? Because the Solex is playing with a short deck, one can ill afford to lose performance to such happenings. The caliper brake cover has a locating tab which locates into the spring. After years of manipulating the top spring of the calliper with a small screwdriver and then carefully replacing the caliper cover ( a very time consuming job ), I have been set on to the path of enlightenment by Geoff. The correct procedure being as follows :

1. Loosen the two caliper cover nuts so that the cover can be tilted back enough for the tab to clear the spring.
2. Adjust the brake blocks fully tight against the rim.
3. Move the caliper cover forward again and then tighten the two nuts.

Job done – nice and quick enough time to go for a ride.

### **OCTOBER CURLEWIS TO QUEENSCLIFF RUN**

**ATTENDEES :** Geoff, John, John F, Charles,(3800's), Pascal (2200), John M, Bill (1700's) and Neil (1010).

This was an extra event organised to ride with and get to know three great blokes from South Australia - Pascal, Bill and John. All three are keen Solex riders and have been wanting to do this run for a long time.

We met up in Curlewis on Saturday October 17<sup>th</sup> and after introductions, soon started talking about all things Solex.. Soon we set off. The weather was warm and dry. The trail takes us past the Curlewis Golf Club and then on to Drysdale where we pass the old railway station which is part of the steam train network. We then follow this track all the way to Queenscliff. Once we had reached the outskirts of Queenscliff, it was decided that we would deviate from our normal route and head to Point Lonsdale. Here, there is a great look out view across the entrance to Port Phillip Bay where incoming and outgoing ships have to contend with the narrow and dangerous section called "The Rip". We were in luck, just as we arrived, a ship was being navigated through the entrance.

We then turned back towards Queenscliff to follow the bike path to the Marina where we had a very social lunch. The return trip home meant we could take a road we had bypassed due to the Point Lonsdale deviation. Murray Road - we nicknamed it "the mad mile". Straight for more than a kilometre and with virtually no traffic. We assembled at the start and then went absolutely flat out along its entire length. It must

be hilarious for a spectator to see eight bikes, many of the riders prone and drafting their opponents going as hard as they can and still not breaking any speed limits. John F had the fastest bike on the day but was just pipped to the post by John M who got a quicker start and put a geared hub to full advantage. All too soon, we were back at Curlewis with Bill, Pascal and John saying that they had really enjoyed the run. They have offered to show Victorian counterparts some good Adelaide tracks should they venture to S.A.



Part of the RIP as viewed from the lookout.





## **NOVEMBER 1. FRENCH CAR FESTIVAL**

**ATTENDEES** : Frank, Don B (4600's), Peter H (Pli-Solex), John F, Libby, Charles (3800's), Geoff, John M (1700's), Ted (main organiser), Andrew, Bob and Mark (type 37 Bugatti).

If you like French cars, this is a good event. If you like old cars, this is a good event. If you like old, French cars, this event is a fantastic must see.

We all met in the car park of the Wesley college Boat Shed at 9.00 am. After the usual greetings and social banter, we set off following various Yarra river trails for perhaps eight kms and ended up at the French Car Festival (FCF) – about 200 metres from where we parked our cars! We had been invited to display our bikes by the Citroen Car Club (thanks Ted). I have never owned a French car but have often admired them. The design of many French cars is often very inspirational and also often unconventional. This gives them a strong individualistic character with a very loyal following.. The affection one has for a slow and characteristic Solex is not unlike an owner may have for a 2CV.

France has a rich history of automobile production that goes beyond its current makers. Famous makes such as De Dion, Panhard, Hotchkiss, Gregoire, Bugatti, Delage and Amilcar spring to mind. Many of these fine and magnificent cars were on display today including a fantastic Citroen Traction Avant convertible.

There was also a plentiful amount of once common but now quite rare cars such as Citroen 2CV's and Light 15's, Renault 750's, 10's and 4's, Peugeot 403's and 404's and Simca Aronde's (my Father had one of those).

I was very much looking forward to this event and was not disappointed. A tribute to the organisers and to those who displayed their cars.



## **NEXT RUN – SCARSDALE TO SKIPTON RAIL TRAIL**

Our next run is our annual pre Christmas Scarsdale to Skipton rail trail run to be held on Saturday December 12<sup>th</sup>.

This is a lengthy run and, being held in December, the weather can be warm to hot. So it's best to dress sunsmart and have plenty of fuel and water.

I have used Geoff's notes, as below, for details :

Our annual Skipton Christmas Run meanders through the beautiful Western Districts along quiet bushland and rich farming country on the old Rail Trail.

Our start will be at 9.30am from Scarsdale about 20kms South West of Ballarat. Upon arrival in Scarsdale veer left into Pitfield Road and down 100 meters to the rest stop for parking and our start point. From there we will travel along the scenic bush rail trail to Linton for a coffee and cake pitstop.

We then continue onto the Skipton Gallery Cafe for Lunch. We will also make our "Solexman of the Year" presentation during lunch.

Directions: From Melbourne, take the Western Highway to Ballarat, follow the signs to the Hamilton Highway through Sebastopol and onto Scarsdale.

For any further details call Geoff on 0403 359876 or John 0404970075.

We hope to see you there.

Until then, smooth runnings and remember to keep the shiny side up !