



DECEMBER 2015 NEWSLETTER

TECH TIP: CORRECT INSTALMENT OF THE BOLTS THAT ALLOW THE MOTOR TO PIVOT.

The abovementioned bolts work in conjunction with the rubber bushed shaft at the back of the motor. When functioning properly, they allow the motor to pivot smoothly backwards and forwards to engage and disengage drive and also to allow the motor to smoothly and quietly maintain drive. Correct installation of these bolts is essential. They basically consist of five parts : the bolt, nut with cylindrical extension, compression spring and two washers(as shown in photograph A).

The key to correct installation is in the order of assembly and correct placement of the washers. Please note that the washers are different and have different diameter holes. This is because the small holed washer goes over the bolt and the large holed washer goes over the cylindrical part of the nut. When assembling, the bolt goes through the engine mounting triangular pressed steel panel, the small holed washer goes on next and sits in a rebate stamped into the panel. Next comes the curved and slotted slider which is bolted at the other end to the motor casing. Then comes the compression spring followed by the larger holed washer and then the cylindrical nut. The end result should appear as in photograph B.

The next stage is to tighten the cylindrical nut whilst ensuring that it goes within the arms of the slider (as in photograph C) and does not pinch onto it. Tighten up the bolt nicely. If done correctly the motor should pivot smoothly and easily. Also, when powering the bike, it should not be either bouncing around or cause excess vibration..



Photograph A



Photograph B

The cylindrical nut has not been installed yet to give an better idea of the order of instalment.

The spring sits on top of the slotted slider whilst the cylindrical nut(lying on its side with washer attached) will sit inside the slot and be tightened to the bolt.



Photograph C

DECEMBER 14th – SCARSDALE TO SKIPTON RAIL TRAIL

ATTENDEES : Geoff, Charles, Peter, Andrew(3800's), Don S, Don B(4600's), Frances(5000), Bernard(1700), John M(Spartamet and Neil (NSU Quickly).

This was our last run for 2015. Inland Victoria can get quite hot in Summer but this day dawned cloudy and rather cool with an expected top of only 19 degrees. The cool and cloudy conditions suited us quite well. No sunburn to worry about today.

We all met at the designated spot and were greeted by Bernard who has owned his model 1700 for about 25 years. Bernard is a remarkable person who has a passion for anything on two wheels and

currently owns a number of bikes ranging from old bicycles to a Victoria and various Hondas. His 1700 is a real time warp machine. It's totally complete right down to the Salvation Army issue taillight.

Andrew and Frances were also on this run relatively fresh from their holiday in northern Europe and the Arctic circle. This run also included a couple of non Solexes (we are a tolerant bunch) - John on his Dutch Spartamet and Neil on his 1953 NSU Quickly - which also lived up to its name and blew all challengers to the weeds.

After a slow getaway, we finally made Skipton right around lunch time. We dined at the BP roadhouse there and during this time our annual perpetual trophy for good deeds or challenges done in the name of Solex was awarded to Geoff in recognition for all the years of effort and toil he put in as both leader of our terrific group and chief editor and publisher of SolexOz newsletter. Well done and well deserved Geoff!

It was chiefly due to Geoff that our non club succeeded in the format it is today with the main attributes of a great group of people who love their Solexes and wish to enjoy them with fellow enthusiasts in a non formal manner without going to the trouble of meetings, minutes and personality clashes.

After lunch we decided to visit Santa and his sheep powered sleigh for our Christmas photo shoot. Straight after this we returned to the track for the 32 klm ride to our cars. The return journey was very pleasant. The weather had warmed up a lot and the bikes got to stretch their legs a bit. Neil shot ahead on the Quickly- not to be seen for quite some time. It is easy to see why this particular run is highly regarded.

Please refer to below, Geoff has humbly worded a response to the award.

I was both surprised and humbled by being presented with the 2015 SolexOz "Exceptional Act of Solexism Award" by Neil and John during last Saturday's lunch on the Skipton Run. So surprised that I was lost for words and failed to express my amazement and appreciation for such an honour.

The first recipients in 2014 were of course Don and Dee Scutt for their outstanding effort and organisation in riding a Solex over 2800kms from Port Augusta in South Australia to Darwin in the Northern Territory, now that is what I consider a real achievement.

My award was for nothing more than setting up and running SolexOz for the past 8 years, in my mind this was neither a challenge or as difficult as Don and Dee's achievement. All I did was to organise a ride with a few friends (Mark McKibbin and Andrew McDougall) on our Solexes back in 2007 after which, things just took off without a lot of intervention from me. Most of the success of our Non Club came from the wonderful help, encouragement and participation of some of the most wonderful group of friends one could ever have the privilege of knowing. It was just pure fun for me and nothing more. Having received this award for having such a fun time makes me feel a trifle guilty?

Thanks to Neil and John and everyone in SolexOz, I feel deeply honoured.

Geoff Scott



Our perpetual trophy.



Congratulations Geoff.
Well deserved .







NEXT RUN ?

Our next run will be sometime in February and at this stage no decision has been made as to when and where. If anyone has any suggestions, please bring them forward.

In the meantime, I wish you all a Merry Christmas and a safe and happy new year.

And please remember to keep the shiny side up !

Best regards,

John.