



FEBRUARY 2016 NEWSLETTER

A PERIOD ACCESSORY FOR YOUR BIKE?

I have elected not to do a tech tip in this month's newsletter. Instead, I will touch on the subject of how, with a little bit of imagination, we can personalise our bikes with period non-standard accessories. Items such as reserve fuel tins made from old oil tins, cleaned up with brackets made up to fit on a Solex spring to mind. I will relate to an item I recently came across. Neil and I recently went to an antiques/collectables market where I came across an old 1950's leather bag which I guessed as a lawyers document bag. The asking price was the princely sum of \$10. I was about to put it back when I had one of those increasingly rare moments. The light globe above my dull old brain flickered and then started to flare. With a bit of modification that bag could become very handy for carrying some tools, puncture repair kit and a bike lock. I could attach some ute tarp hooks to locate in the slots of the Solex carrier. Some elastic to pull over a locating button on the carrier leg and hey presto, I have a great looking accessory on my bike. All the parts can be purchased from Clark Rubber. Photo's below.





BAYSIDE AND FARMERS MARKET RUN

ATTENDEES : Frank, Frances and Ted on 5000's. Peter S on a 4800. Geoff, Andrew and Peter H on 3800's. Tibby and John M on 1700's. Neil on a 45. Ern and John F without bikes but giving moral support.

There was something special about this run. We all met at the Salford Lads Club café. On our arrival we noticed a lot of classic vehicles already parked nearby. The café is a meeting place for people with a bit of petrol in their veins. The cars ranged from old Toyota, Datsun, Holden, Porsches, Mustangs and even a very rare Alfa Romeo van (inside which was a Moto Morini and a Harley Aermacchi – both for sale). There was also someone selling 3000 watt electric bicycles which were styled to look like very early motorcycles.

We started out a bit later than anticipated due to our social chatter and classic vehicle environment. Geoff was our squadron leader on this run. He knows the area very well and we stopped on a few occasions so that he could pass on some very interesting historical aspects of the sites we were passing. We wound our way along the Yarra River through the reserve areas around Westgate Bridge and then along the bike path following the bay foreshore passing the Spirit of Tasmania. Soon we turned left and ended up at the café next to the South Melbourne Farmers Market. Here we parked the bikes (which attracted lots of attention) and we could sit back and socialise with some food and drink. It was really good to catch up with Ern, Ted, Peter H, John F (who had been recovering from a badly broken leg) and Tibby whom we hadn't seen for a while.

This particular run is not very long but it is particularly good for its social aspect, especially after the Christmas/New Year break. A very big thank you to Frances for the photo's.



FUTURE RUNS

I have been getting some requests for some Sunday runs and I appreciate there are many people who have Saturday morning commitments. I will endeavour to include some Sunday runs throughout the year. The next run will be Sunday March 20th. It will be the Gardiners Creek Run. We will start from the area between Wesley College Boatshed and the Café Kanteen opposite Como Park in Alexandria Avenue. Melway Map 2M C2, at 9.15 for a 9.30 departure.

Don S has kindly offered to host the April run from his holiday house in Venus Bay. His house has great access (being on an acre) for tents and caravans. I have been on a number of Don's runs and they are truly fantastic. It is proposed to have the run on April 10th.

ANNIVERSAIRE

2016 sees the anniversaries of two of the most significant Solex models. 70 years ago (October 1946) the first of over 7 million Velosolexes produced, the 45cc was introduced to the French populace. Its basic layout set the template for all following Solexes. Designed as a low cost and easy to maintain form of transport for the cash-strapped French, following the 2nd World War. It was just the tonic needed to stimulate the economy and confidence of the French nation. There are hardly any French families that have not owned at least one Solex and today it is regarded as iconic as Baguettes or the Eiffel Tower.



50 years ago (March 1966) another Solex was introduced, the 3800 model, this was the most numerous model accounting for more than half of all Solexes ever built. The 3800 incorporated all the improvements of the previous 9 models and went on to licensed production in Holland, Hungary and China. The 3800 was the first French Solex to have colours other than the original Black.



Quatre coloris proposés : noir, bleu métallisé, rouge, blanc.

