



APRIL 2016 NEWSLETTER

TECH TIP: TROUBLE SHOOTING WHILST ON A RIDE

Whilst on our recent Venus Bay run, one of our bikes just conked out. At this moment we all had ideas as to what might be the problem. We can simplify our trouble shooting analysis down to two questions that generally apply to all infernal contraption engines. Do we have fuel ? And, do we have spark ?

The Solex hand book lists the following as possible non starting problems:

FUEL.

Fuel tank too full.

Choke lever in incorrect position.

Blocked fuel filter.

Blocked fuel jet.

A simple check we often use is to turn the motor over with the fuel return supply pipe disconnected and see if any fuel is coming out of the carburettor.

SPARK.

Check engine on/off switch (later bikes).

Check spark plug and replace if fouled.

Check spark plug gap.

Check for damage to spark plug lead.

Happily, in our case, the first thing we did was to remove the spark plug and check its condition. We found that it was trying to grow a beard between the electrodes - or in Solex parlance - it was fouled. We gave it a clean, gapped it and, happily, the bike restarted and we were on our way again. Although Velo Solexes generally seem to be very good on spark plugs, it's probably good practice to carry a spare spark plug with you at all times.

THE VENUS BAY WEEKEND RUN.

Attendees: Don (3800), Dee (5000), Don B (4600), Neil (45) John (1700) and Elsie (vehicle back up support).

Don and Dee not only plan this fantastic run but they also offer attendees a place to stay whether it be a bit of spare room in their home or the option of staying in your own tent or caravan on their lovely green and shady acre of land. Don is also a whiz with his industrial coffee machine and, if you like your high quality coffee or hot chocolates like I do, you're in heaven.,

Saturday 9th – Day one.

After a sumptuous breakfast of fried tomatoes, eggs, bacon, toast and Don's famous coffee, we loaded up the bikes and headed for "The Great Southern Rail Trail". Ever heard of it? No, neither had I. It is now etched in my memory as one of the best trails I have ever been on. We intended to start at Koonwarra and ride all the way to Toora - the track is actually much longer than this. The distance involved is 52 kms each way so spare fuel is a must. The surface of the track is compacted gravel all the way and the scenery changes from gentle farmland hills to semi rainforest and bush areas occasionally we got high up glimpses of the sea towards Wilsons Promontory. At one stage, we even had to wait for a herd of dairy cattle to cross the track on their way to the milking shed - they left a fair bit of poo behind for us to negotiate our way through.

Each of the towns we passed through had a lot of old world character and charm. Our bikes seemed to love having a really good, fast run to clear the cobwebs and none of them was a slow bike. They all seemed comfortable to hold around 30kph on the flat sections. We had decided to have lunch at our destination (Toora). We didn't get there until about 2pm but we found a place that served lovely ham, cheese and tomato toasties on local high quality bread. By the time we decided to mount up for the return trip, we realised that there would be some night riding involved. This made the trip even better. There is something great about night riding- especially on a near deserted track. The trip back was just as great as the way there and all of us agreed that it was one of the best rides we had ever been on. Just goes to show: a good bike, amazing trail and good company. Life doesn't get much better.

Once back at Don and Dee's, the BBQ was fired up and we had a terrific meal with plenty of wine and other drinks and also plenty to talk about.

Sunday 10th-Day two

Today would involve a shorter ride because we all had to return home and some of us would take the Sorrento to Queenscliff ferry on the return drive.

After another terrific breakfast, we loaded up the bikes and headed to Kilcunda to ride along the coastal track. Here the track follows the wild and rugged coastline of Bass strait providing beautiful views of the sea and coastlines around Phillip Island and Cape Woolamai. The area around here is hilly farmland and, because it is on the Bass highway, there were a lot more people around. We decided to have lunch at a café at Kilcunda prior to our return journeys home.

Don and Dee had really tried hard and succeeded in giving us a Solex run to remember. It was, I think, the best run I have been on.

Many, many thanks to you Don and Dee.







NOTICES

Ern still has some spares for various models for sale and also has a rack that bolts onto a tow bar which will hold a Solex. He can be contacted on 0419427246.

Charles is going to France for a holiday (lucky bloke). He will be also hunting up some Solex spare parts and has kindly offered to look for spares for anyone else. He can be contacted on chagussol@gmail.com

Libby is selling her 3800- see photo below. She can be contacted on (03)96866959



NEXT RUN.

Our next run will be **Sunday May 15th** and will be from Curlewis to Queenscliff along the Bellarine rail trail.

We will start at 9.30 am from John's place at 145 Hermsley Road Curlewis and follow the rail trail to Fellows road where we will then go to Point Lonsdale, view the rip, and then return to our trail to Queenscliff where we can have lunch at the marina prior to our return trip. This is a nice long run through the rolling hills of the Bellarine Peninsula which also gives spectacular views of Port Phillip Bay and Bass Strait.