



Horizontal View

The magazine of the Cossack Owners' Club

May/June 2026

The New Guys edition - number ten



Are you coming?

CONTACTS

President: Peter J Ballard

Committee

Machine Identification and Registration

Peter J Ballard

jdandreg.cossackownersclub@gmail.com

Secretary

Peter J Ballard

secretary.cossackownersclub@gmail.com

Tel: 01225 891634

Treasurer

Nick Turnham

Tel: 017837945434

treasurer.coc@mail.com

Horizontal View Editors

Nick Tucker

family.tucker@gmail.com

Tel: 01522 539331

Andrew Mutter

andrewmutter@yahoo.com

Tel: 07775890815

Membership Liaison

Paul Codling

paulcodling@mail.com

Facebook Group Administrator

David Angel

f2mcltd@gmail.com

Non-committee

Supporting roles

Membership Secretary

Richard Makara

membership@cossackownersclub.co.uk

Show Organiser

Carl Booth

Tel: 01253720327

comradecarl01@mail.com

Webmaster

Dave Cox

kamuro@hotmail.co.uk

As always, please appreciate that most of us are working, looking after family or even riding and working on our motorcycles when you contact us for advice or support.

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A Warm Welcome to our New Members

John Clarke - Essex
Lara Spurr - County Durham
Kevin Dennett - Hampshire
Tim Horn - Bristol
Martin Williams - Wychavon
Christoph Hamburger - Isle of Wight
Mark Brown - Buckinghamshire
Mikolaj Krol - Cambridgeshire

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***Front and rear page - Kev's 1975 650
Ural M66 his latest project.***

New Member – Kev

Hi everyone, I'm Kev Dennett and I've just joined the club. I'm 50 and live in Hedge End, near Southampton, with my wife Jan. We've got two grown up daughters who are both away at university. I've been riding motorbikes all my adult life, sometimes alongside a car and sometimes as my main transport. At the moment I've got a Moto Guzzi V7, an old Harley Sportster, and my latest project, a 1975 Ural 650. I picked up the Harley a couple of years ago as a winter project. It ran well but looked a bit tired, so I tidied it up and really enjoyed the process. That got me wanting another project and something even older, which is how I ended up with the Ural. I spotted it on Biketrader and bought it in September 2025, and I've been tinkering with it ever since.

Cosmetics:

I've resprayed most of the bike, apart from the frame, with black wheels and accessories, and green mudguards and tank. I wanted to keep a bit of a used look, so I layered dark green over olive and then rubbed parts back to give it a worn finish before clear coating. I've added ammo boxes as panniers on some brackets I made, plus a few extras like brush bars, hand guards made from old heat shields, and some engine guards from eBay. I also fitted a pair of old touring lights from my Harley, using some low watt 6V bulbs I found online, apparently meant for tractors! The tank bag did not match at all, so I dyed it and reproofed it, which worked out quite well. I also made a simple seat pad from an old shirt, and added a rear rack to finish it off.

Mechanical & Electrical:

Mechanically, I've gone through most of it. New seals and gaskets, without opening up the engine, a full service, oils changed, carbs cleaned and adjusted, and the ignition system rewired with new points, leads, and plugs. I also reset the tappets. The side stand leaned a bit too much, so a friend helped extend it, and it now sits much better. I've also fitted a new exhaust with black wrap to complete things. I have only really done a small number of miles since working on it as the weather has been so bad. I'm really looking forward to getting out on it once the weather improves and hopefully meeting some of my new clubmates.

Hey Kev that's a great looking bike. We really are looking forward to seeing you at some events. When I spoke to you on the phone you talked about going to the Three Magpies 50th Anniversary weekend. We'd love to see you there.



Advice for Buying a Ural Bike *Andrew Mutter*

If you are thinking about buying a Ural, whether as a ready to ride classic or a project bike, it pays to know what to look for. When I was searching for my own Grey Ural, someone shared a very helpful checklist with me. I have tidied it up here into a guide that might help others. Of course, what you are looking for will depend on your skills. Some people are happy to take on a rough project, while others may prefer something more complete and road ready.

Before You Go

It is worth taking a few basic tools with you when viewing a bike:

- Compression tester and basic toolkit including a spark plug spanner
- A bill of sale template

These will help you properly assess the bike rather than relying on guesswork.

Engine and Running Gear

The engine is the heart of the bike, so this is where you should focus first.

Check the compression on both cylinders. Ideally, you want readings between 90 and 120 on each side. Make sure there are no obvious oil leaks and that the engine runs cleanly. Look closely at the barrels and ensure there are no broken cooling fins. Also check for exhaust smoke. If you see smoke, it could indicate worn components or leaking gaskets. In that case, it is worth asking the seller to include a gasket set or repair the issue. The gearbox should feel strong, if possible, ride the bike and test all gears. If that is not an option, put it on a stand and run it through the gears with the rear wheel spinning. Check carefully for oil leaks around the gearbox, especially near the gear change foot lever seal. These are usually easy fixes, but still worth noting when negotiating.



Wheels, Brakes and Suspension

Spin the wheels and make sure they run true with no wobble. Buckled wheels can be costly to put right. Check the tyres for cracks and make sure they are proper road tyres, not poor quality originals.

Test the brakes properly. If the bike has a single leading shoe front brake, it may be worth upgrading to a twin leading shoe setup for better stopping power.

Check the front forks by giving them a firm shake and making sure everything feels solid and aligned.

Carburettors and Electrics

Older Urals often come with K301 carburettors, which are generally considered poor. Ideally, you want K65 carburettors or better. Wiring is another common weak point. Be wary of messy or amateur looking work such as cheap connectors or excessive electrical tape.

Check that all lights work, including headlight, brake light, and the warning lights for neutral and generator. If the brake light is not working, it may simply need a new switch. Early bikes do not have a front brake switch - it is worth noting motorcycles first used on or after April 1st, 1986 are required to have a brake light that operates from both the front and rear brake controls to pass an MOT.

Frame, Numbers and Documentation

Always check that the frame number matches the paperwork. Take time to look through the documents carefully and make sure everything is in order.

Common Tricks to Watch For

One common trick is running the engine with low oil so that leaks are less obvious. Always check the oil level. If it is low, ask the seller to fill it to the correct level and then recheck for leaks.

Comfort and Practical Tips

Urals are known for being comfortable bikes, especially for taller riders. Simple modifications can make them even better. For example, adding two springs under the rear seat using welded studs can significantly improve comfort. Measure the handlebars and seating position to make sure the bike suits you.

Exhaust and Final Checks

Inspect the exhaust system carefully. Make sure the mufflers are solid and free from holes. If there are issues, you can often negotiate for repairs or replacement parts.

After Purchase Essentials

Once you have bought the bike, plan to give it a full service that includes fresh engine, gearbox and final drive oils, grease for all fittings, plugs and tappets.

You will likely need a new battery. Consider upgrading to 12 volt if the bike is still 6 volt. This is a simple and worthwhile improvement, requiring a new regulator, battery and bulbs. It is also a good idea to fit a charging lead and keep the battery topped up. Aim for at least a 10Ah battery, though 14Ah is better.

Final Thoughts

The most important thing is that the engine runs well and the gearbox is strong. Everything else can usually be fixed with time and effort. Good Urals tend to sell quickly, especially at sensible prices, so if you find a good one, do not hang around too long. With a bit of care and the right checks, you can end up with a unique and very enjoyable machine.

Latvian Temptations (Proceed with Caution)

Paul writes my mate Steve is currently on holiday in Latvia. He is a Matchless club bloke, but he knows that I suffer from a Soviet fetish, so kindly sent these over. I thought you might appreciate them for Horizontal View..... Note the snow.

If you were to buy the machines below and to the right, it would be wise to read the preceding article carefully. These are certainly not for the faint hearted and present a very real restoration challenge, best approached with patience, realistic expectations, and a healthy sense of humour. At first glance, this trio appears to be a carefully curated display of Eastern Bloc engineering, mild neglect, and long term optimism. The first machine, finished in a well worn red and

liberally decorated with stickers, looks very much like a small capacity Soviet two stroke, likely something Jawa adjacent. It has clearly lived a full life. The missing fuel cap adds a certain air of improvisation, and the exhaust suggests that rust has not so much attacked it as moved in permanently. The second bike, in green, has all the hallmarks of a Ural or Dnepr. The flat twin engine is still present, which is always a promising start. The wiring, however, appears to have been arranged according to instinct rather than diagram. It gives the impression that it could run again fairly easily, assuming one's definition of "fairly easily" is suitably flexible. The third machine, correctly identified as an IZH Jupiter 3, wears its turquoise paint with what might generously be called character. The twin cylinder two stroke engine is still in place, and the bike has



A dilapidated Jawa 2502 stroke



A KMZ Dnepr MT9

achieved that enviable level of patina where corrosion is no longer a flaw but a design choice. The seat seems to have stepped back from active duty, and the exhaust has embraced ventilation. One suspects that Latvia is something of a paradise for this sort of thing, where abandoned Soviet machinery quietly waits in barns, yards, and snowy corners for the next optimist to come along.

Whether you return home with a bargain or just a renewed appreciation for your current bike is, of course, part of the adventure. All three machines share a certain honesty. They are simple, robust, and entirely restorable, at least in theory. In practice, they are likely to consume time, patience, and a steady supply of tea. Which, of course, is exactly the point.



An IZH Jupiter 3

Grouchski and Me

Ady has started sending me pictures and text about his M66 Ural and how he is progressing with it.....

I am going to start sending you photos, Andrew. The ones attached show how he was at F2 when I went to see Grouchski, my Ural M66, and the photo of me captures my exact expression when I first clapped eyes on him. These were immediately sent to Tarka for his esteemed opinion and, more importantly, reassurance that I had not completely lost my senses. For a bit of background, prior to all this I attended the Greetham AGM in 2022. Tarka was going, and I was already beginning to warm to Russian bikes, possibly due to the heat. It was a scorcher of a weekend weather-wise, and while there, I met David Angel from F2, who casually mentioned that he had an M66. If I remember correctly, David was not particularly happy with the circumstances under which he had come

to own it, though it may be worth checking with David for his own recollections. What he did say was that it was not worth anyone paying him to sort it out, but it would make a good project for someone with a mechanical mind who knows how to use a spanner, or words to that effect. I took this as a personal challenge. So, from the 18th of August 2022, I became Grouchski's new guardian. Once home, I knew that while I did not want this to be a full restoration, I did want to return the bike to a good oily rag condition. A reliable runner with all the character of a 1970s motorcycle. In reality, this translated into quite a lot of remedial work. I started, as one should, by dropping the sump. This revealed plenty of sludge, but thankfully no large lumps of shrapnel lurking where they really should not be. The first few days were spent enthusiastically de cruding, which is a polite way of saying scraping decades of history out of places best left unseen.



Sold as seen at F2 Motorcycles



Note the CJ boxes in the background

Years of sludge in the sump



Trailer wire put to good use

Fresh wiring came next. I procured a new trailer wiring loom, which yielded an abundance of thicker wires suitable for the six volt system I was determined to keep. To help every last volt reach its destination, I added individual earth wires, all taken back to a common earth point connected directly to the battery. I have heard plenty of horror stories about K301 carburettors, and I believe there were articles written about them in the past and published in Horizontal View. I have yet to get my hands on those publications, but I am still looking for advice and parts. If you can help, I would be very grateful. My contact details are at the bottom of this article. If all else fails, I will be following Peter Ballard's advice and fitting Concentrics. Just two weeks after getting Grouchski home, I had him fired up and running. I tested him by riding the lanes and villages where I live, I began putting a few miles on him, mainly to see what

would fall off. In 2023, I rode him to Stafford for the COC 50th anniversary, which coincidentally was also Grouchski's 50th birthday, having been built in 1973. That was the furthest he had travelled under my ownership, and I was fairly pleased with his performance. The tyres, however, were less impressive and were clearly living on borrowed time. He is now shod with a pair of Mitas tyres, which appear far more committed to the idea of grip. Another issue soon presented itself. I needed to be doing at least 50 mph before the charge light would go out, which made night riding feel more adventurous than intended. New bearings, brushes, and a field coil were fitted to the dynamo, and that particular problem is now well and truly sorted. The charge light now goes out almost instantly, which still feels slightly suspicious! Last September, I chose not to ride Grouchski to the Norfolk 'n' Good.



He was not running as well as he should have been, intermittently wetting his plugs, fine one day and sulkling the next. It is one thing to deal with a problem that develops on a journey, but quite another to set off knowing the bike is already in a mood. I worked methodically, eliminating the probable. The carbs and ignition were checked first, but nothing obvious presented itself. So out came the compression tester, which rewarded me with a dizzying 50ish psi in both cylinders, well below the expected 85 to 100 psi. Mmmmm. Off with the heads, then. The good news was that the engine was still running standard size pistons. I ordered a new set of piston rings from Matthew at Windmill, which arrived quickly. However, when pressed down into the bores, it became clear just how worn they were, with the ring gaps well over the maximum limit. The solution was a new set of plus one millimetre oversize pistons from Matthew's shop.



Ady and his M66 arrive at the 2025 AGM

The cylinders have since been rebored to suit the new pistons by someone I trust implicitly. A proper old school bike man, firmly rooted in the world of two wheels and probably wondering why I had not brought it to him sooner.

Like most of you, I expect Grouchski to be an ongoing project. I will keep you up to date with my Ural owners tale, how I get on fettling the bike, and my future trips to rallies and events, assuming Grouchski agrees to attend! More to follow!!



M66 in backyard ready for the next outing

Ural — A Better Shifter?

*Some riders don't get on with the toe-heel shifter found on many Soviet machines. I came across the following post while browsing online, written by **Tom Clouse** on the Soviet Steeds Facebook page, and thought it was well worth sharing in the magazine.*

<https://www.facebook.com/groups/1048969185173384/permalink/4693762674027332/>



Tom said ... I think I'm one of the few who actually hate the heel shifter on the Ural. I find it high and awkward to use. The stock shifter also isn't very toe-friendly on upshifts, the sharp metal will eventually tear up your boots. I can make better, smoother upshifts using my toe and timing the changes properly than I ever can with my heel. Toe shifts often end in a clean click instead of a heavy clunk. Looks like a modification was in order! I ordered a 2-1/8" x 1" universal rubber shifter tip from Amazon (I found Akozon Motorcycle Foot Gear Head, rear foot shifter) and set about modifying the stock shifter to accept it. I cut the original tip off the shifter, then used a large Crescent wrench to bend the remaining metal into proper alignment. After rounding off the metal tip, I drilled a hole to accept the new shifter tip, painted the metal, and reassembled everything (I'll be replacing the nut with a lock nut soon). *The result is a shifter that's far more boot-friendly — and it's back to smooth shifting once again.*





25 Years With One Ural

Kevin Gayton

From my youth, I have always had a mechanical bent and an interest in motorcycles. My first was a Honda C50 step-through, acquired from a friend who had found it abandoned in a local field. Apparently, some lads had been riding it around until it stopped and then simply dumped it. If I recall correctly, I gave him a fiver for it. Replacing broken piston rings soon had it running, and I learned to ride on it using a pair of mole grips as a gear change lever. There were a couple of others after that, but I never took a test at the time. Life, work and family took priority. It was not until my late forties that the bug returned and I finally got my bike licence. I briefly owned a BMW K75, but did not get along with it. It was too heavy and unwieldy for me. Then I came across Ural. I had never seen one in the flesh, but I think it must have been in a motorcycle magazine that I first spotted one. After a bit of digging, I found F2 Motorcycles and contacted David Angel, who kindly sent me some information. That led to a trip to Banbury to have a look. This was at David's old shed of a showroom and workshop, but I found

nothing odd about it. Quirky bike, quirky place. Shortly afterwards, following a brief discussion with the bank, I ordered a Ural outfit.

"What colour do you want?" David asked. "I do not really mind," I replied.

That answer seemed to please him, and he offered me one in red and cream. I agreed, and I have never regretted that choice. I loved it from the moment I first saw it.

This was in 2000. I took the train to Banbury to collect my W reg Ural Roustabout. Having never ridden an outfit before, David gave me a bit of instruction and added some weight to the sidecar before I set off. Despite heavy showers and some difficulty restarting after a stop in a layby, I thoroughly enjoyed the ride home. The quirks of the Jikov carburettors were something I soon became used to. Over the next year or so the Ural became my main means of transport, commuting daily from Bromsgrove to Coventry along back roads and country lanes. About 30 miles each way. It was not without its problems. A snapped clutch cable was one of the first, dealt with by a temporary roadside repair. A persistent misfire eventually led me to replace the ignition

coil with a twin pole unit from a Renault, mounted under the seat and wired into the original ignition module. That modification has worked perfectly ever since. I was also getting through tyres at quite a rate. Avon triple duty lasted longer, though the ride was very hard. I now use Mitas, which are much more comfortable. Towards the end of 2000, or early 2001, I changed jobs and was working in Warwick. One evening on the way home I felt a snatching sensation followed by a loud knocking and loss of power. I managed to nurse the bike to a layby just outside Henley in Arden, where I had to admit defeat. With no mobile phone, I was wondering what to do when a lady stopped and offered help. Her husband turned out to be a biker with a trailer. They took me home and helped recover the bike. I never got their names, but I remain very grateful. The problem was a failed front main crank bearing. Although out of warranty, David Angel supplied engine gaskets free of charge and advised me to source bearings locally. There was quite a bit of swarf to clean out, and although I did my best, I suspect that may have contributed to problems much later on.

There were other modifications along the way. The carb mounts were prone to splitting, so I fabricated my own using steel plates and tubing with rubber connectors. This also improved low speed response slightly.

Back working in Coventry again, I began to have battery issues. Rather than replace it with another small bike battery, I fitted a car battery in the sidecar. It worked well, though my first attempt at mounting it was less successful. The

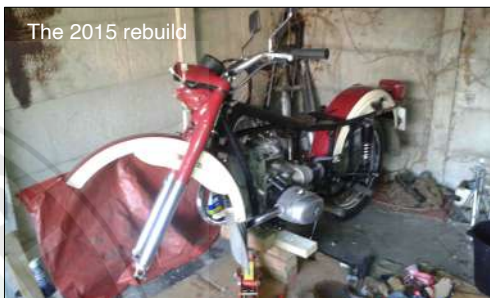


battery was not properly secured, bounced around, cracked, and emptied acid into the boot. Lesson learned. I have only had one accident on the Ural, partly my fault. A car pulled out from the left while I still had my indicator on. I managed to slow enough to minimise the damage. After that I fitted an indicator buzzer. There have been plenty of mechanical issues over the years, but only one occasion where I needed recovering. Most problems I managed to fix at the roadside or nurse home. One more involved repair was the gearbox, which began jumping out of fourth gear. With no money for proper parts, I rebuilt worn components using weld and careful reshaping. It was crude,



but it worked for years. Eventually I acquired a car, so the Ural was no longer my only transport. That allowed me to spend some time tidying it up. Rust was starting to show in several places, so I stripped and repainted parts using Smoothrite. Not perfect, but much improved. At one point the bike was stolen while parked near my sister's home. The thieves failed to start it and ended up dumping it in a duck pond. It was recovered, with more damage from recovery than the theft itself. I chose not to go through insurance and repaired it myself. Years later, around 2015, I carried out a much more thorough rebuild. The sidecar in particular needed significant work, including welding repairs and rust treatment. The whole outfit was stripped and repainted using coach enamel. At the same time I upgraded to a Nippon Denso alternator and rebuilt the gearbox properly. More recently, an MOT failure due to brake drum run out led to refurbished wheels with stainless rims and skimmed drums. Shortly after that I chased an

intermittent electrical fault, eventually traced to a failing fuse box rather than the ignition system. The most recent major job has been replacing the



crankshaft after detecting play in the big end bearing. With hindsight, I suspect this may have originated from that early bearing failure many years ago. With the rebuild complete, I took part in the Distinguished Gentlemen's Ride in Evesham on 18 May. The bike ran well throughout and, for now at least, everything is working as it should. After 25 years, the Ural is still with me. It has been my transport, my project, and at times my frustration. But I would not swap it for anything.



Frozen Fingers and Russian Resilience

*Hello Colin (from the Matchless Club),
Yes, I am also a Matchless G3 pilot, or
rather I will be once I have rebuilt the
crank. Do you have any more Voskhod
memories? Most people seem to
remember their destitute youth as a
catalogue of Voskhod catastrophes.
Adversity makes the best stories, eh?
Our second Matchless Club meeting took
place this morning. No snow, a few AMC
motorcycles in the car park, and more
attendees than last time. We are looking
forward to a few runs in the summer.
Best,
Paul Codling*

Dear Paul,
I was quite surprised when reading
through my latest *Jampot* to see a
picture of a Voskhod which I know well.
What has happened to the right hand
exhaust pipe, or has the engine been
modified? I am the former owner of a
Voskhod and I look out for you at the
annual two stroke club rallies when I can
attend, to talk about various Russian two
strokes. Seeing the picture of your
Voskhod in the snow, and your mention
of its suitability in those conditions,
reminded me of one of the few times that
I was grateful for those Russian tyres,
which I normally cursed in all other
conditions but could not afford to replace.
It was during one winter at work in the
late 1970s when it started snowing quite
heavily around lunchtime. By the time I
left for home that evening, there was
quite a layer of churned up and
compacted snow on the roads outside
my workplace. The Voskhod and I
slithered along with the rest of the traffic
as best I could manage in the bitter cold,

and I stayed upright along the main
suburban roads and roundabouts until I
reached the start of the long hill leading
up to the town where I live on the
outskirts.

From then on, it was a case of slithering
my way around sliding and stuck cars for
the rest of the journey home, with only
the last road being a lane covered mostly
in snow and free of cars. The normally
half hour journey took two hours, and I
arrived home frozen solid and looking
like a snowman.

I patted the tank of the Voskhod, which
had not missed a beat, with a gloved
hand that I could no longer feel, and



went indoors to an anxious wife, a mug
of hot tea, and a hot meal. At that
moment, I forgave the Voskhod all the
problems it had caused me up until then.
Unfortunately, it was not to last, as it was
not long before something else went
wrong and let me down yet again.
Still, thinking about it now, the
temperatures I endured then were
probably nothing like as cold as those
you encountered on your Norway trip.
Best wishes, and I hope to catch up with
you again at one of either club's events.

Colin Atkinson

MoT Exemption criteria on Vehicles over 40 years old - important changes.

Peter Ballard

These are now known formally as '**Vehicles of Historical Interest**' (VHI) not just 'Historic Vehicles' and thus starts to bring the UK designation into line with EU.

Note as previously published in HV, many EU countries use a 30 year rule for VHIs not 40 as in UK and then also apply very restrictive usage limitations on those VHIs; we in UK still have it easy!

Here is the important link [Historic \(classic\) vehicles: MOT exemption criteria - GOV.UK](#)

Below covers just the implications for motorcycles; but the law change also applies to other aspects of 3 and 4 wheelers with very significant effects.

Unchanged for VHI:

1. No Mot required if the motorcycle is not Substantially Modified.

Here is the change for VHI:

2. MoT is required if the motorcycle has had a Substantial Modification at any time of its life such as:

- i. Replacement engine that was not an alternative original equipment engine.; eg a BMW engine in a Ural or Dnepr.
- ii. Structural modifications to frames such as 'hard tails', headstock raking, lengthening or removing load bearing members.

NB A Substantial Modification to a VHI was made over 30 years ago that would not trigger the need for a MoT; BUT now there is a retrospective change in that the 30 year allowance is gone. Thus ANY Substantial Modification to a VHI now triggers the need for a MoT, whenever the modification was

made.

It has long been thought that the UK government could not bring in retrospective motor vehicle laws, is this the first?

Why has this been done? My thoughts:

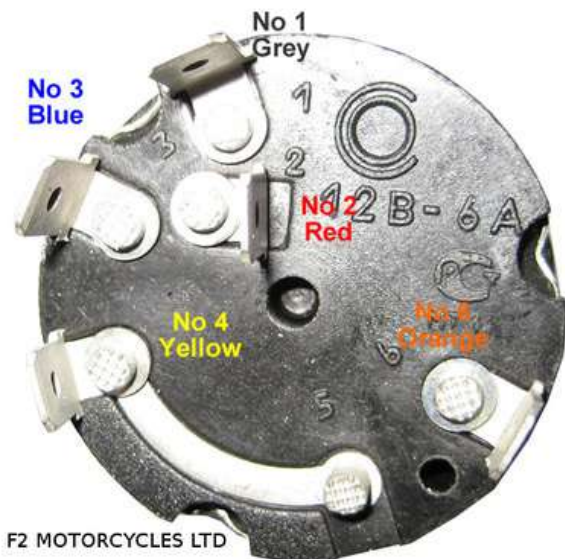
This is part of a much wider restriction on modifications to older vehicles to maintain their originality for historic purposes, that seems reasonable enough. There is also a safety aspect related to fitting a more powerful engine in a car or motorcycle when the brakes, steering and suspension might not be up to higher speeds attained. Then consider legal avoidance of VED, by uprating a 40 year old motorcycle or car with a later more modern powerful engine that would only have been available in a younger vehicle of similar type that would be liable for VED.

What if the owner/rider rides a VHI motorcycle with a Substantial Modification and no MoT?

The obvious result is potentially being charged with having no MoT and the resulting fine, but more importantly driving without an MOT often invalidates your insurance policy. As always be aware of the law and take the necessary action.

Compiled by Peter J Ballard but prompted by David Angel of F2 Motorcycles





Wires

When "Off"
No wires are connected

When "on"
1, 2 and 3 are connected
and
4 and 6 are connected
but
1, 2, 3, are not connected to 4, 6

Parking light on
3 and 4 connected
but
4 and 6 are not as when "on"

Blue - feed from battery
Red - to ignition/neutral light
+ ignition unit, starter relay
+ both brake light switches
+ horn
+ flasher can
Grey - main lights
Yellow - sidelights
Orange - instrument lights

Ignition switch diagram. I have been searching for a correct ignition switch wiring diagram for my Ural M-63/66, which proved surprisingly difficult to source. I eventually tracked down a diagram that I believe originally came from F2 Motorcycles (thanks again to David Angel F2 motorcycles). I am publishing it here for reference, it relates specifically to the ignition switch fitted to my bike however I've seen it on many soviet machines. While many general wiring diagrams are available, this diagram (switches supplied both by F2 and Windmill) accurately reflects the switch connections used on these machines. It should be a useful reference for replacement fault-finding, repairs, and rewiring work.

David Angel says ...The ignition switch diagram is for an M67 onwards Ural or Dnepr MT11 onwards, if your M63/66 has this switch fitted it is a later addition.





Eastern Promises, starring Naomi Watts

Film Set to Club Run: The "Eastern Promises" Ural

Tony Jones writes: A few years ago, a club member (you know who you are—thank you!) told me about a pair of Urals that a film props company was selling. I contacted them and found that one had already been sold, but the other was still available. They had been used in a film called *Eastern Promises*, starring Naomi Watts. The one that had been sold was used for the riding shots, while the one that remained was used for static scenes. This was ideal, as the static bike had very low mileage on the clock I passed this information on to a member who was looking for a bike, and he subsequently bought it. The film company hadn't been kind to the bike. The starter motor, indicators, left handlebar switches, and speedometer panel were missing. All the brightwork had been dulled down with black or brown paint to make the bike look older. We later discovered

that the missing parts had been used as spares for the other bike.

The bike was eventually restored and put back into use. Recently, I received a call asking if I knew where the *Eastern Promises* bike was. Apparently, a film



Nikola and the Ural



Eastern Promises (2007)

This thriller from director David Cronenberg reunites him with his A History of Violence leading man, Viggo Mortensen. The film follows the mysterious and ruthless Nikolai (Mortensen), who is tied to one of London's most notorious organised crime families. His carefully maintained existence is disrupted when he crosses paths with Anna (Academy Award nominee Naomi Watts), an innocent midwife trying to right a wrong, who inadvertently uncovers potential evidence against the family. Nikolai is then drawn into a harrowing chain of murder, deceit, and retribution.

Directed by David Cronenberg. Starring Viggo Mortensen, Naomi Watts, and Vincent Cassel. Eastern Promises can be seen on Amazon Prime.

Tony has just texted me an update - it looks like the buyer is a film company making a sequel to Eastern Promises

enthusiast had bought the other bike and wanted the second one for his collection. I put the buyer in touch with the owner, and it appears that a deal has now been agreed. I hope the new owner enjoys his purchase.



One of the pair of Urals - at Tony's barn



Cossack Owners Club
Three Magpies 50th Anniversary Rally

29th, 30th & 31st May 2026

The Three Magpies, Bath Road, Seend, Melksham, Wiltshire, SN12 6RN

Come along and celebrate 50 years at the Three Magpies!

Significant milestone

2026 marks a significant milestone for the Cossack Owners Club, as it is 50 years since the very first Three Magpies Rally. To celebrate this special anniversary, we are returning to the original venue for what promises to be a memorable rally and camping weekend.

If you have attended before, you will already know just how special the Three Magpies is to the club. If you are new, there is no better opportunity to come along and experience one of the most traditional and welcoming events in the COC calendar.

For half a century, the Three Magpies has been a favourite rally venue, known for its warm hospitality and relaxed, friendly atmosphere. It is situated on the A365 between Melksham and Devizes.



Day visitors

Day visitors are very welcome, especially on Saturday, 30th May, when the main ride-out will take place. However you choose to arrive, whether by motorcycle, car, bicycle, on foot, or even by boat, you will receive a warm welcome.

Paul says...

Occasionally, members have taken advantage of the combined wealth of experience and in-depth knowledge available on the rally field at camping weekends by bringing their projects along in a van or on a trailer. The Three Magpies 50th Anniversary Weekend promises to attract more than the usual number of COC members, all of whom know enough to ride there. It's an ideal opportunity to learn, be encouraged or inspired, because nothing will point you in the right direction quicker than a "hands-on" experience.

Why don't you bring something with you if it's not on your bike already? Andrew says that he is hoping to get some help with rebuilding an old carburettor for his Jupiter rebuild. There is bound to be someone who has done it before!

Peter says...

My first trip to the Three Magpies was in 1975 on a Ural M63 with a Busmar Double Adult sidecar. The 3MP has a marvellous beer garden and serves great food. Behind the pub is a massive, well-laid-out camping field with toilets and wash facilities. It is located in deepest Wiltshire, close to the Kennet and Avon Canal, with its impressive Caen flight of 29 locks over 237 ft. Rolling hills, twisty leafy lanes, and opportunities for gentle trail riding surround the site.

We hope to take advantage of the impressive countryside by visiting some exciting venues on our ride out, including the working Claverton Pumping Station, as well as some old favourites such as the Dandy Highwayman coffee shop, a unique wooden church, and a visit to the local motoring museum. I'm really looking forward to sharing these local attractions with you.

Need More Information?

Enquiries? please contact: Peter Ballard
secretary.cossackownersclub@gmail.com
01225 891634

So finally, please join us for a Historic Celebration. Come and be part of COC history as we celebrate 50 years of rallies, friendships, and unforgettable weekends at the Three Magpies. We look forward to welcoming you, old friends and new faces alike for this very special anniversary event.

Pictures of past rallies from David Cox



COC Club Events 2026 **International Classic MotorCycle** **Show**

25–26 April 2026 Staffordshire **Showground, ST18 0BD**

Contact: **Comrade Carl 01253720327**

NB, Carl lives a peaceful life largely without the internet anxiety the rest of us suffer. He's not contactable by email.

Leave a message on his answerphone.

This is worth doing because yes, there is a highly polished motorcycle show, jumble, auction and trade stands as well, Stafford is a COC social event too.

COC Spring Dent 8–10 May

2026 Conder Farm, Dent, Cumbria,

LA10 5QT There is no official organiser for this, the weekend runs on the formula of the weekend after the early May bank holiday, so those who know go then. It's very much a COC institution, begun a hundred years ago by Trevor College, who's long gone now, bless him. Anyone interested in the Dent weekend should ask questions in reply to this email, paulcodling@mail.com

COC Three Magpies 50th Anniversary
29th, 30th and 31st May 2026 Bath Rd,
Seend, Melksham SN12 6RN This year

The Three Magpies Rally is a special anniversary weekend, because we've been camping here for 50 years!

Provisionally, it might include a run out, a come and fix it workshop, service parts availability, a commemorative badge, and a celebration meal on Saturday evening. For now it's important just to fix the date. There'll be more details later.

Contact: PeterBallard

secretary.cossackownersclub@gmail.com

01225 891634

Friday 5th - 7th June 2026. JAWA-CZ
Owners Club National Rally Greetham
Community Centre, Great Lane,

Greetham, Nr. Oakham. LE15 7NG

The rally organiser is John Blackburn, chairmanjawaczoc@gmail.com Once again a **free rally**, i.e. free camping (including motorhomes and caravans), free rally badge, free evening meal on Saturday. Bar on site, breakfasts available (not free). Saturday is the main day please make an effort to attend the AGM. More details to follow.

Maybe, we'll have an invitation only camping weekend in June, in South Norfolk focused on **The Locks Inn Geldeston**, accessible by dirt track across the swamp if it hasn't rained much, otherwise it's a ferry trip up the river from Beccles. Geldeston Locks is the extreme Southern limit of The Broads. Keep in touch with paulcodling@mail.com



Red Star Rally, or East European if
you like, and COC AGM, Friday
30th July – Sunday 2nd August 2026,
Talybont Farm Campsite, Talybont on
Usk, Brecon LD37YJ. This is a joint rally hosted every two years, now more frequent than the previous every four years, this year by the MZ Riders Club, with the Jawa/CZ Club and the Cossack Club. It usually has a brilliant turnout and in the past there have been over 200 people attend. The campsite is brilliant

with lots of flat grass, excellent toilets and showers and a couple of real ale and food pubs less than 10 minutes walk away. It really is a beautiful part of the country.

Contact Andy Binns on 07980 837005
email bynnsi@gmail.com or
Peter Ballard

secretary.cossackownersclub@gmail.com

01225 891634

Norfolk 'n' Good COC Weekend

September 4th - 6th. The Venue is to be confirmed but **only provisionally for the moment**, we're returning to the campsite in Loddon, **Loddon Marina Campsite, Bridge Street, Loddon South Norfolk NR14 6EZ.** The site is under new management and has been significantly tidied up. It's quite pleasant now. Loddon is a spectacular location with some equally spectacular Saturday ride out opportunities. With luck, this will be another agricultural show/classic vehicle weekend and punters early enough might get a Friday evening ride out to Geldeston Locks Inn. Contact:

PaulCodling paulcodling@mail.com

01508520890

COC Autumn Dent 2-4 October 2026

Conder Farm, Dent, Cumbria, LA10

5QT The contact details are as for the spring Dent weekend,

Red Oktober Day, Ace Cafe, confirmed as Sunday 18 October 2026
Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London, NW10 7UD Eastern Bloc vehicle.

Contact: AndrewMutter

andrewmutter@yahoo.com 07775890815

The Classic Motorcycle Mechanics Show, 10-11 October 2026, Staffordshire Showground, ST18 0BD
Contact: **Comrade Carl**, as for the April Show above.

"In addition to the main calendar events, there are likely to be a number of ad hoc day events organised by local groups, such as Red Oktober Day at the Ace Café. Last year, several events were held at Krazy Horse Customs in Bury Saint Edmunds, all of which proved very successful.

The club also joined the Federation of Sidecar Clubs and exhibited motorcycles at both the Ace Café and the Silver Ball. Discussions are ongoing within different groups about organising further regional events, which will be advertised in Horizontal View and on the club Facebook page. Members interested in organising an event are encouraged to do so. Please inform the editors of Horizontal View so the event can be publicised. No prior permission is required. Events should also be advertised on Facebook.

It is particularly encouraging and exciting when these activities develop independently."

E-mails, sent out more frequently throughout the Summer, enable short notice meet ups.

Going out at the weekend, fancy making it a gathering of friends?
Email Paul, He will tell the Club through the newsletter, the more the merrier right?



Modern Power for My Ural

Andrew Mutter

My G424 alternator finally gave up the ghost last October while riding home from the Red Oktober day at the Ace Café in heavy rain, of course. In hindsight, it was not exactly a surprise. The unit was a Chinese copy, and after one failure too many, I decided enough was enough. Fed up with unreliable electrics, I took the plunge and ordered a replacement from Germany, a modern alternator based on a Denso unit adapted specifically for my Ural.

Owners of classic Ural Dnepr and other Soviet era boxer motorcycles know that originality is part of the appeal, but reliability is what keeps you riding. Electrical systems in particular are often the weakest link. This modern replacement for the original 12 volt G424 alternator promised contemporary dependability without sacrificing authenticity, although it did not come cheap at €299, mind you I hadn't seen a decent G424 for under £200!



A Direct Fit

The alternator is designed for motorcycles originally equipped with the 12 volt G424 system, including Ural Dnepr K750 and M72 models. It is not compatible with the older 6 volt G414 systems and is not intended as a voltage conversion.

Instead, it is a one-to-one replacement engineered to fit directly while upgrading the internals. One of the headline advantages, according to the advert, is simplicity. The alternator arrives fully assembled and supposedly ready to install with no drilling, milling or engine case modification required. Installation time is quoted at thirty to sixty minutes, depending on experience. Dimensionally it respects the original layout despite its modern internals

- 18 cm from the engine block mating surface
- 22 cm total length

So on paper it should fit comfortably in all 12 volt engine cases without clearance issues.

Reality in the Workshop

I ordered the unit from Ural Sauerland but I did not feel confident fitting it myself, particularly the wiring. While I was reasonably happy tackling the mechanical side electrics are another matter altogether. Fortunately, I know an auto electrician



called Steve who works mainly on Morris Minors and had previously helped me during my Ural rebuild. Steve has a habit of quietly sitting there with his magic wand of a soldering iron and multimeter, murmuring to himself about correct connections and voltage. I was doubly lucky this time as Roger, his biker friend and mechanic, also turned up to lend a hand.

Before they arrived, I had already fitted the new alternator with the drive gear pinion and Woodruff key. Interestingly, the new alternator is not secured with a traditional crown nut and split pin but with a nylock nut. I was assured this was perfectly adequate.

In reality, the alternator comes in three separate parts

1. An adapter that bolts to the engine case and carries the original drive
2. A machined aluminium intermediate plate
3. The alternator itself, which fits into a cush drive in the adapter
4. The drive gear pinion has to be taken from the old G424 alternator. Be careful with fitting the correct Woodruff key.

Getting the correct clearance turned out to be more involved than expected. The intermediate plate can be mounted in only three possible orientations, and we had to trial fit it several times to find one that cleared the engine properly. Thankfully, the third position worked, but it was a close-run thing. I was ready to throw in the towel, but Roger, with his mechanical logic, came up with another position!

Modern Internals Simpler Wiring

The alternator features a built-in voltage regulator, which means the old external regulator can be removed or electrically disconnected, although I confess I left mine in place. The connector on the alternator is a standard Denso two pin plug used for the L Lamp and IG Ignition terminals. I found these online by searching for Denso two pin alternator plug or Denso L IG connector. Alternatively, crimped spade connectors can be used.

Only two control wires are required

-L Lamp connects to the charge warning light

-IG Ignition switched positive from the ignition

The alternator housing itself is grounded, which simplifies things further.

At idle charging voltage sits around 13.5 to 14.2volts rising to approximately 14.5 volts at 2000 rpm exactly where it should be.

The Gasket Job

In addition to the alternator, we had to make a new gasket. The manufacturer kindly provides a cutting template, and I decided to cut several spares in case one tore during installation, always a good idea.

Installation Summary

In short, the installation involved

1. Disconnecting the battery negative
2. Removing the old G424 alternator and external regulator
3. Fitting the zero point five millimetre gasket with the seventy one millimetre template supplied
4. Bolting the new alternator assembly in place
5. Connecting the L and IG terminals
6. Reconnecting the battery and checking charging voltage

After the first start we let the engine run for a minute or two then rechecked bolt tightness and charging output.

On the Road Again

Ultimately, I am a rider who wants to spend more time on the road and less time chasing electrical gremlins. While the installation was not quite as straightforward as the advert suggested, the end result appears to be a solid, well-engineered solution, only time and miles on the road will tell, I've now done more than 500 miles using this alternator.

As always, two or three brains are better than one, and I really valued the help of my auto electrician friend, which undoubtedly saved me a lot of time and head scratching. If the alternator proves reliable in the long term, it should turn out to be a worthwhile investment, saving frustration workshop hours and possibly a few more wet rides home.

For more details contact

Ural Sauerland

Elleringhauser Straße 1,
59939 Olsberg Germany,
Tel:+49(0)16091937206
Email: info@ural-sauerland.de

*Or feel free to contact me,
details are at the front of the
magazine.*



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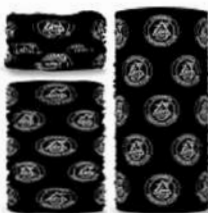
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£10.00



Key Ring
£6.50



Ural Round Tank Logo
£2.00



Dnepr Round Tank Logo
£2.50

DNEPR

Dnepr Gold Sticker
£1.75



Star Logo Cloth Badge
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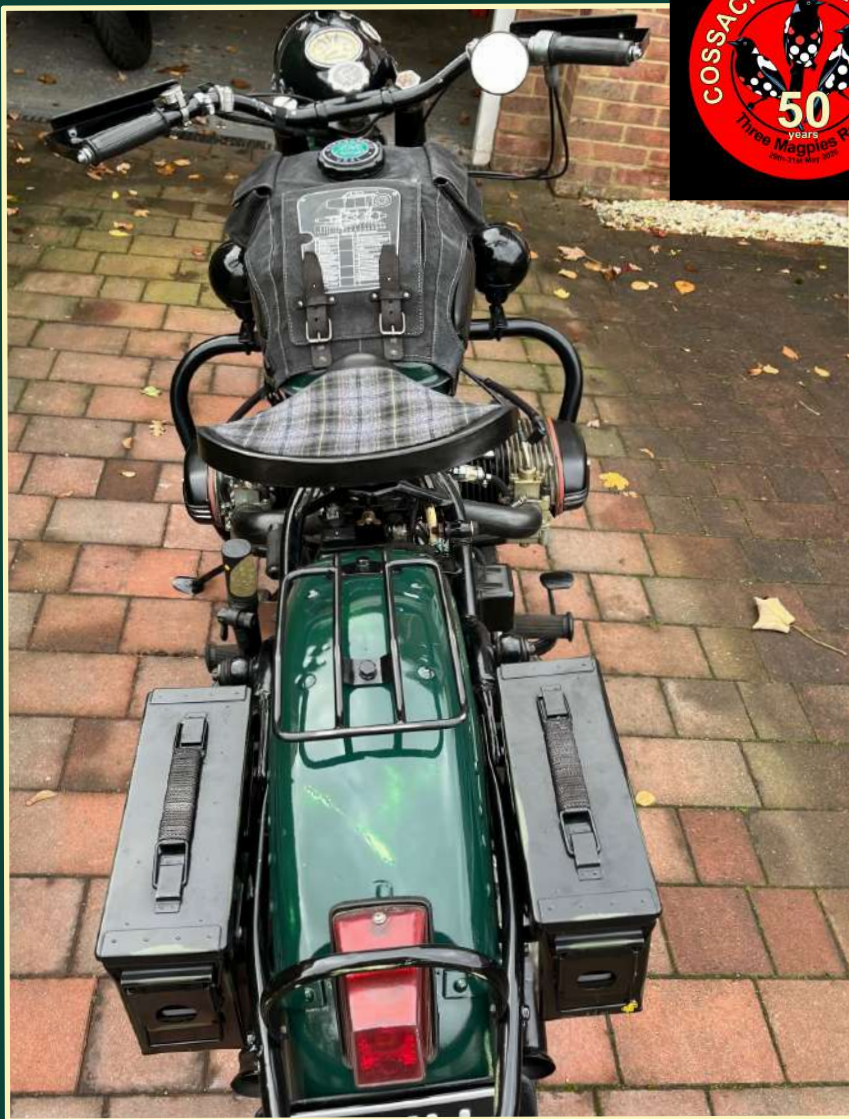
COC Cloth Badge
£5.00



COC Pin Badge
£5.25



Ural Tourist Pin Badge
Out of stock



The Cossack Club website features a gallery of photographs — sometimes showcasing the inimitable photography of Webmaster Dave Cox — all organised into albums for easy browsing. It's a great way to see **The Past, The Present, and Into The Future** of the club. If you haven't yet been to a COC camping weekend and are wondering just how much fun you've missed, take a look at the *Club Rallies and Event Photographs* section.

For example, if you're based in the South, check out *The Three Magpies* album (from Wiltshire) then make plans to be part of it **next year!**