

Horizontal View

The Magazine of the Cossack Owner's Club

March/April 2019

The ifuture edition



**The real danger is not
that computers will begin
to think like men, but that
men will begin to think
like computers.**



Sydney J Harris is the man responsible for the words of warning on the front cover. He wrote for the major newspapers in Chicago and was something of a prolific quote machine, rolling out eleven books as well as his daily newspaper column, reprinted in two hundred newspapers throughout the USA and Canada. "When I hear somebody sigh, 'Life is hard,' I am always tempted to ask, 'Compared to what?' made me laugh out loud but the computer quote was the one to have because this issue of our magazine comes to you Apple powered.



Of course the only way we can effectively enjoy the classic, intermediate technology culture of our old Russians is embrace the digital age. Sadly the venerable lap top died and with it went the comfortable, familiar, obsolete version of Microsoft publisher we've been relying on all this time. It gave us an opportunity to leap into the modern age and for me, to continue the Star Trek theme of last issue's electric Ural, the experience has been a little like being confronted with the flight deck of a Klingon Battlecruiser.

Not only do we have a strange alien operating system but strange alien software as well. This is istudio publisher which is only now beginning to cooperate having taught me to think like it does.

I've read all the help topics, spent hours on the istudio publisher website watching tutorial videos and tried desperately to convince myself it's only a stupid machine and I have only myself to blame for the exasperation I've suffered.

This MAC makes no noise, at its thickest it's hardly an inch wide and apart from the 13amp plugged one, there are no wires. The graphic quality of its 21" screen is better than I can see and it can handle more tabs open at the same time than I'll ever need. Almost every programme we'll ever want was on it

out of the box so with luck, the wicked wad it cost should be the last of that. I've been writing myself a little manual as I go, in the hope that I'll remember how it all works next time and in order to make the next editor's job easier should I get beamed up by aliens or something. If HV seems a little dry this time, we've suffered a few sense of humour failures!



And another thing. Ten Pin Racing's off to Goodwood this year with a guest pilot on the other Triumph which we left under the bench in pieces at the end of 2017. We're excited because the Barry Sheen Trophy race takes place under the old Formula 750 rules, which is us. Not only that we're having a go at what's called GP Originals which is for two stroke Grand Prix machines, pure race bikes instead of home built lash ups. We have two of those. (No, not lash ups!!!) As you can imagine both these classes are posh, I'll need clean overalls, to avoid a suit and tie, and the bikes have to be shiny. This is on top of our usual CMRC year and means eleven weekends out plus the odd test day and all the consequent workshop support. Not a lot of rallies for me then. My head's spinning already. How thrilling will it be? With luck not this much, below. Graham kept quiet about this incident until incriminated by the photo!



Forthcoming Events

WARTBURG TRABANT IFA CLUB UK 50th ANNIVERSARY EVENTS.

The Wartburg Trabant IFA Club UK reaches its 50th anniversary in 2019. This is a significant moment for any club, but particularly so for one with a niche interest such as ours.

Scottish IFA Day: 28 April 19. Details TBC but will include an interesting run through impressive scenery.

Eastern Bloc Vehicle Weekend. The Cotswolds: 10 – 12 May 2019. Based on Tewkesbury, this event includes a tour of the Morgan factory plus visits to Broadway Tower, Gloucester docks, the Cotswold Motor Museum, the Bugatti Trust and an action packed day at Prescott Speed Hill Climb.

Iron Curtain Vehicle Weekend. Yorkshire Dales: 12 – 14 July 2019. Starting at the National Coal Mining Museum (underground tour for those that want it) then moving to the Embsay and Bolton Abbey Railway near Skipton. Saturday sees a day tour through some of Britain's most spectacular scenery, with lunch at the attractive town of Hawes. On Sunday there is an Eastern Bloc vehicle rally on the forecourt of Embsay Station. Train rides (even a steam-hauled full English breakfast) available.

Red Oktober – Coventry Transport Museum: 5 October 2019. A return to this brilliant venue for a relaxing display of Eastern Bloc motoring excellence.

Camping is available at the weekend events, or there is a wide selection of alternative accommodation in the Tewkesbury and Skipton areas. Pub evening meals will available. Participants are welcome to join in for all or any part of either weekend event.

As ever the man to ask is **Richard Hemington** Events Officer, Wartburg Trabant

IFA Club UK Events@IFAClub.co.uk or Mob: 07736 962572

Comrade Carl's April Stafford Show takes place over the weekend of **27/28th**. You should know what a riot that is by now. Some people call it The International Classic Motorcycle show but it's very much a club event for us. Contact Carl, details in the Politburo panel, if you want to be there.



Mike Rowe's The Three Magpies has been booked for the weekend **17/18/19 May 2019**. Check out July/August 2018 Horizontal View for what a joy this weekend was last year. The Three Magpies is in Sells Green near Devizes in Wiltshire. Google it, get on its website, find out where it is exactly.

Ural France will hold their bi-annual mega rally somewhere near **Arras in North East France on September 22nd 2019**. That's all we know so far. Mike Rowe is already getting excited by this and it's within easy reach of the COC enough to turn it into something of a club adventure. See November/December 2017 Horizontal View page 9 to find out what happened last time they did it at St Nectaire.

At present it doesn't clash with CMRC race dates so I might join Mike for the trip. Anyone else interested?

Dent. The Dent formula is it takes place the weekend after the May bank holiday and the second weekend in October. For 2019 this means the dates are **May 11th and 12th and October 12th and 13th**. Some people get there on the Friday and spend two nights in the pub. Watch this space for info on the possibility of entertainment in the barn in the form of a sort of show what you brought slide and picture show of contributor's motorcycle

experiences, and chat. Dent is in the Yorkshire Dales by the way.

Jawa-CZ Owners Club's 65th Birthday National Rally 14-16th June 2019 This is at The Anglia Motel, A17, Washway Road, Fleet Hargate, Spalding, Lincolnshire, PE12 8LT. You'll remember this as the venue for the last Red Star Rally. It's celebrating 100 years of CZ, 90 years of Jawa and 65 years of the Jawa/CZ Club. Well done to them of course but you should be tempted to go because they also held their 60th anniversary there and attracted 200 people including a substantial Latvian contingent, who rode from Latvia! It's a perfect excuse to get East European for the weekend. I'm sure they won't mind if you take your COC ride, the more the financially viable!

Epping Revival 6th and 7th July 2019.

Trendy marketing people Media 10 organise this and it's more of a glitzy, family day out than an oily fingerprints and greybeard do. Sadly the pdf I promised to make available died with the old computer but there's plenty on line for the determined googlist to find.

Basically, according to Media 10, it's.....

"At North Weald Airfield in Essex and comprises of heritage aircraft and warbirds, classic cars and motorcycles, vintage fashion, period dress and music from the 20's, 30's and 40's, WW2 re-enactment groups and their vehicles, food and drink festival, funfair and children's activity area."

AGM!

This takes place at Greetham Campsite, Rutland, same as last year on the weekend of **August 30th to September 1st.** It must be pointed out that the same offer of half price camping, subsidised by the club, is in place for this year as it was for last. When adding the numbers up you'll see that the saving of £18 for the weekend is comparable to your membership fee, so come to the AGM and get your money back!



Just a quick email to inform you that I have provisionally booked the Red Star rally on 21st to

23rd August 2020 at the Greetham Community Centre, Greetham, Oakham, Rutland. LE15 7NG. I visited the site when we had our AGM and having spoken to them it appears to suit our needs very well. There is a large hall to accommodate 200plus, separate meeting room if we want to hold our AGM that weekend, fully licensed bar, fully equipped kitchen, nice level playing fields for camping, good car park, toilets and showers that can be open 24 hours. They can do Friday and Saturday evening meals and Saturday/ Sunday breakfasts. The only downside is no electrical hookup points and no water standpipes on the field. Water is available from the building. We haven't discussed costs but judging by their tariff sheet it seems reasonable. *Watch this space!*

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Facebook: because everyone does it.
www.facebook.com/cossackownersclub
Russian motorcycle stuff only please!

**Tony
Jones**

Hi Tony
Thanks for all your
time and
knowledge.

Just for amusement. Here is what I am
planing. Thanks Heiko.

*The above
was sent to
Tony
although I'm
not sure
whether
Tony's
advice was
about
motorcycles or barbeques. Tony told me.....*



One of our
members is
planning to build
a BBQ sidecar
outfit. He is
going to Poland
this week to buy
an outfit.

Thought that you
may be
interested in
some pics. Yes he's going to UK rallies.



*Left is a coffee
shop someone
prepared earlier.
They ride down
onto the beach
and keep
everyone
hydrated in the
hot summer sun.*

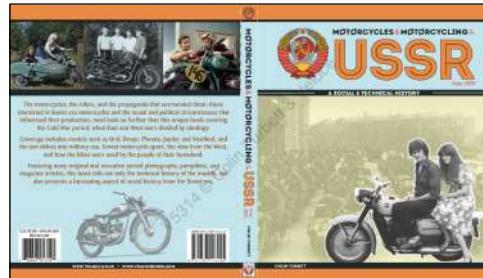


Hieko Simmchen

Colin has written a book
and enlisted PJB to help
him with it. This is to
Peter.....

Colin Turbett

Just to keep you in the loop, the book is now at the printers and should be out in February according to Veloce. It looks really good - the set up with the photos has been done very professionally - having a proper publisher certainly makes a difference! I will try and get them to send a review copy to Horizontal View - maybe you can keep me right about who it should go to.



An HV review copy, oh yes please!

A warm welcome to....



John Dixon, Norfolk.
Steve Reaney,
Chesterfield.
Wayne King, Hereford.
Stephen Dilloway, Suffolk.
Matt Little, Warwickshire.
Richard Womble, Essex.
David Brand, Hereford.
Sam Baker, Worcestershire.
Alex Lewis, Yorkshire.
Aldy Ball, Harrow.

*We really have
someone
called
Womble?
That's a cool
name Richard!*

This magazine was printed beautifully in
Leeds by Thistle Print Ltd, Unit 6, Aston
Court. 01132040600 www.thistleprint.co.uk

I'm a fairly newish member but have the bug for buying Cossack bike. I've moved over to the UK from New Zealand and we just don't have access to these bikes.

Shane Newman



I'm restoring a K750 and sidecar, also a Jupiter 3 sidecar. Chemical dip, rust repair, rust proofed and epoxy primed. Bit too cold in the shed to continue until summer. That's me struggling with last rusty bolt on the floor much to my mates amusement, think I put my back out for two days after that one.



Rick Spratt send this to PJB.....

Email Mechanics

I wonder if you can save me pulling out what's left of my hair. Bike was running fine until recently when it developed an oil leak from right hand cylinder head joint, a drip and a bit of sprayed oil film, also seemed to be coming out of the exhaust. I replaced the head gasket. Same problem. Tried again after flattening the face of the head on surface plate with wet and dry, same problem. I have a spare cylinder head so today I took the cylinder barrel off and again cleaned the face of the cylinder on the surface plate and put the other head on as well, guess what no difference. Any suggestions would be greatly appreciated. I'm not an idiot but this has got me stumped.

PJB sent back.....

1. Oil flows down the pushrod tubes to lube the rockers, then returns, or should, down the hole in the bottom of the barrel. The return oil has to flow through the base gasket through a hole in the gasket, is that blocked? If it is blocked then the rocker box can fill up and if the valve stems/guides are worn then this will suck oil in on the over run induction stroke and may not all be burnt the thus ejecting it? Smoke on the over run when hot, closed throttle? Is there much oil in the rocker box when you take it off?

2. Piston rings gone, so blowing oil into the combustion chamber, same effect as 1 but

smoke under power. Unlikely. Clutching at straws here.

For what that's worth the editorial second opinion was.....

If your oil drain is blocked and the rocker box is filling with oil it's not inconceivable the cylinder will suck enough in through the valve guides to go some way towards hydraulic locking, stressing your head gasket joint. How did you get on with investigating that?

On the subject of blockages, how's your engine breather? There's a rotating valve in the timing case driven by a peg on the camshaft. The thing with a boxer engine is you get lots of crankcase pressure as both pistons descend. The valve is supposed to be open then to blow it out but it closes so that when the pistons rise they create a vacuum in the cases. This sort of averages out when running to keep a small vacuum in the cases which leaking oil has to overcome to get out. Clever eh?

I bought a rebuilt Ural once which had only been started or a short while in the garden. My man had left the breather valve out having been advised it wasn't important. It is. Without it the engine pumps itself up and oil blows out of everywhere if you try riding.

I've seen quite a few camshafts with broken or fallen out pegs. If you poke something down the breather you might be able to find out if yours is still turning. On a M63 or 66 you can shine a torch down the hole and see it. How about a cracked piston?

Let me know how you get on and take a picture of the offending component when you find it. If that's OK we'll put you in the mag to guide those who suffer the same gremlins.

We often get in these email streams these days and sometimes achieve success not by

being clever particularly but simply just by thinking of more things than a man alone would. Well Rick, what happened?

Tom O'Brien

Remember that chat we had about modern linings damaging drums? Well it's been bugging me as I put EBC linings in my CZ as I was using it so much and wanted an effective front stopper which the linings definitely gave me. I decided to check as I have noticed a strange black dust coming out of the drum and guess what the drum is ridged to buggery!! (*Deeply*) I have a bad feeling it may be knackered, I presume these drums are not repairable?



Fortunately I have the original shoes but god knows how bad they will be on these drums? Really annoyed with myself, just goes to show the factory knew what they were doing matching the shoe material with the drum steel, I suppose they were working to such tight financial constraints they did the best they could with the materials they had available? I've always followed the mantra of keeping a bike that is used for the purpose it was designed for as stock as possible, this was one of the few occasions I strayed from my path.

The chat Tom refers to was my complaint that the soft Ferodo linings someone had fitted my Minsk brakes with had chewed the drum up. Then the brake dust rolled into little balls which became trapped in the grooves leaving me with no braking at all. This happens with the wrong material. If you reline your brakes, find out what you're lining them with first!

I'm Sam Baker, one of the latest members to join the club, I'm writing to you as I've recently received my welcome letter and saw that I'm invited to introduce myself for the newsletter. It makes for absolutely brilliant reading and I've got plenty of useful information out of it, I'm looking forward to seeing the next one!

I've always been a motorcycle enthusiast since I was younger, and I've always had an appreciation of sidecar outfits and going offroad, this naturally brought my attention to these bikes a few years ago. Ever since then I've been scouting the internet and waiting for the right time to get started. I decided that this Christmas it was time to get started.

I very recently bought a K-650 project outfit with a K750M engine installed. It's been stripped bare, cleaned down and repainted and is now half way through being reassembled with new replacement parts and a fresh re-wire. The sidecar is another chapter however, requiring a patch up, repaint, new seat and other accessories.

From looking at the wheels (they're almost eggs), the state of the final drive and other parts it is very apparent that the poor bike has had a very hard life in the past I believe and I'm very much looking forward to getting it back up and running, registered and on the road! There is still much for me to learn about these bikes however and I'm very

Sam Baker



excited to hopefully get to some future rallies and see everyone there.



Freddie Weaver

Peter (PJB) recently gave me a huge amount of help with registering my 1974 Dnepr MT-9, which now spends its time terrorising other road users in the Wiltshire area. I asked Peter if I could offer anything in return for all his time and he said content for the COC magazine was always welcomed.



A while ago Martin Thresher advertised his MT-11 on the COC website and since I'd finished the MT-9 I managed to bag it as my next project. Martin was an absolute gentleman and wouldn't even accept a case of beer for it.





Since getting it back to HQ, I've given it a thorough service and MOT, and we now have even more reason to terrorise the Wiltshire residents.

As with all Cossaks it's no summer show pony and we've been using them

both as much as possible. I've attached some of the photos, including a couple of the MT-9 taken last winter in the snow.



Freddie very politely mentioned he forgot to send me a peach of a photo of himself scaring his ballast witness in his original email. What he meant was "You forgot me last time!" The photo looked familiar and I searched the inadequate editorial filing system for it and discovered it had been overlooked for the May June 18 edition of HV, along with his introduction for the club. I also

Profound apologies

searched the archive for Martin Thresher's advert for the Dnepr Freddie now cares for. It didn't make it into HV because Freddie took it home before the print deadline. So, in retrospect, here's that advert for the sake of continuity and the rest of.....

The missing Freddie Weaver

I bought my 1976 Dnepr MT9, sort of by accident, after a late-night drunken ebay trawl. The previous owner certainly had a pretty 'unique' take on maintenance: It looked like it had been painted by a toddler play group, and as it turns out the head gaskets were made from an old cereal packet! The past few years I've gradually been unbodging everything and generally getting it up and running. I'm now at the stage of getting it registered with the DVLA, and all going well it should be terrorising the roads of Wiltshire soon!

I'm from the Wiltshire area, and a mechanical engineer by profession. Perhaps of interest to other owners is that I spent last year travelling all over South America on my other bike, a 1976 BMW R75. Admittedly not from the USSR, but it is at least a horizontal twin so may have some acceptance!

I've attached two photographs. One of myself with two friends thoroughly 'testing' the Dnepr's wheel bearings, and the other of the BMW on the salt flats in Bolivia. See inside rear cover.

Freddie said "if you want to know anything else just let me know." How was Latin America then? Yes, seriously!



FREE TO A GOOD HOME - BUT TAKER COLLECTS

1989 DNEPR 11 plus military sidecar which was imported by Neval. It has not been used since 1994, having done only 3668 km. It has a sidecar screen and hood, and a top box. The bike has some surface rust (particularly the exhaust), some perished rubber parts, a dead battery etc, and will need significant recommissioning to get it back on the road. It is generally in reasonable cosmetic and good structural condition. The engine turns freely. I now recognise that I will not get it back on the road and it is taking up space - and I would rather that it is being used by someone with the enthusiasm to get it up and running. It is registered with V5C and declared as SORN.

Is that heart warming or what?

My name is Darek and I'm a new Cossack Owners Club member. I've got a video of me and my motorcycle. I don't know if it could be useful for you. I haven't any good pictures at the moment but I will send you something soon.

Obviously you can't watch this video here but you can on the Cossack club Facebook page.

This music is doing the job. They singing with strong accent what really fits to the movie.



My son made this video using drone, Gopro camera, etc. That's his little hobby. The guy on the motorcycle it's me. It is such a good fun to drive this machine. I've got two of these K750. Another one is waiting for renovation.

Because I've got own business where I'm doing any sorts of welding and shotblasting,

spray painting etc I don't have to pay anybody for labour only for materials.

Przerwa translates as break in English by the way, as in tea or coffee break. I thought I'd remembered that from somewhere.

Thanks for having me in the Cossack club. I have to admit, I feel a bit of a fraud as as my reason was completely selfish.

I need to find out how to gain registration for my recently attained 1969 k750 combo.

David Brand



However, as mentioned I've only had it for a short time but in that time I've become completely immersed in it and everything I've read about the mark (must be its Russianness or something) it's different! I'm sure you've heard all this before and this is supposed to be brief. So yippee I'm in and looking forward to it. Dave Brand from Hereford age 59 and three quarters.



After a little encouragement to share the joy of Russianness with us Dave said "I'm feeling at home already. Will try and pass on my bike's story."

By the way, not brief is fine. Outpourings of emotion are particularly interesting, go for it! In that vein, capricious is one of the English language's best words. The Oxford definition is "Guided by or driven to an unaccountable or whimsical change of mind or conduct." Trying to get an old vehicle registered these days means dealing with capricious in bucket loads. It's not like the wall of obstructive bloody mindedness trying to buy a visa at the consulate of some military dictatorship is, or the need to resort to lying because we shouldn't be riding these bikes. PJB sends me progress reports in our attempt to understand and I really believe everyone wants to get the job done and register us all, if only DVLA had a clue what the job was! The Oxford definition of exasperation is "Intensely irritating, infuriating." Here's.....



I am forwarding this letter I sent to Peter. I hope it is self explanatory. I hope you will agree that it is worthy of insertion in the next HN. The bike in question is my Jupiter 3, which I wrote an article about in the November December 18 edition.

Unfortunately, DVLA clerks have taken against me, partly due to my own misreading of their many rules and partly, I think, down to their own determination to play mind games with me.

The first two rejections were down to:

- * My not including the actual, original, Lithuanian log book.
- * My not sending them a birth certificate and documents proving my address (type not specified)
- * The document sent as proof of address, being the confirmation of insurance from

Adrian Flux, with my full name and address upon it, being deemed "unsuitable".

* Finally, with all appropriate and correct documents in their possession, they, again, sent back all the papers, refusing, this time because the numbers on my application form "did not match those on the Nova form". When I rang the DVLA, the clerk would not discuss this with me, nor did she give me any explanation of "did not match". It was I who suggested that the two symbols before the numerals which I copied from the original log book, were my interpretation of the cursive Cyrillic letters which had been omitted by HMRC, possibly because they had no means of duplicating them on their system. I was advised to contact HMRC, who kindly offered to alter the two symbols in question to "IO K", upon my suggestion, and also offered to contact DVLA to clear up the misunderstanding. HMRC then forwarded DVLA's reply to that, now saying that: "We do not process Cyrillic characters and, therefore, we shall only issue a Q number".

Richard Powis

To add insult to injury, when the papers were returned to me (for the fourth time) the envelope had been slit open and the contents tampered with. They were contained in a clear plastic bag with the worrying notice informing me that the package had been "received damaged from outside the UK". DVLA did not wish to discuss this, nor did they offer any apology. (No, of course it was not their fault the package had been tampered with but they had forced all the contents, forms, photo evidence, your evidence of age certificate, my birth certificate and personal information into a flimsy envelope that was not fit for purpose.) Not only this, but on one other occasion when they returned the same forms, the envelope was damaged as if someone had tried to rip it open.

We must make other members aware that DVLA will no longer simply send a polite letter asking for the missing evidence, whilst

retaining the owner's documents for processing later. My documents have been shuttled back and forth, quite unnecessarily, each time running the risk of being pilfered for personal details or possibly a V5 or driving licence to be sold on the black market.

I am not sure what I am going to do now, but I did read, in the latest HN, that an appeal can be made if there is no clear justification for the refusal of an age related V5. If this is possible, how should I go about it?

Also, can I apply for "Historic Status", and thereby free tax and no requirement for MOT for a Q registered vehicle? Or, do I assume that, in spite of their zeal for accuracy, the DVLA will record the year of manufacture as being the same as the date they issue the V5?

I can understand how the staff at Swansea are under pressure, but, surely, the way they have handled my application, which was made in good faith, cannot do anything to make their lives any easier. I may add that I was somewhat irate with the clerk, especially in view of the tampering. However, the clerk's attitude did nothing to assuage my irritation and I feel, now, that they are dealing me a "tit for tat" by offering the Q plate.

I shall send a copy of this email to HN as I hope it will be of some use to other members striving for the same objective. The insensitive way that I have been treated is upsetting and distressing as it places public servants in a position where they can manipulate the emotions of ordinary citizens for no useful purpose.

Many thanks for all your help. I am sorry that your efforts have not resulted in a positive outcome.

The nature of the beast is of course that David Brand's attempt at registration, or anyone else's, will not fall foul of the same

stumbling blocks Richard Powis fell over, they're different every time! Does anyone remember that 1970s television series "Kung Fu" with David Carradine? "Patience Glasshopper!" Tell it like it is Peter.....

PJB

To get a GB (NI is different) age related registration for your unregistered Soviet or Chinese motorcycle one needs to apply to the DVLA with a V55/5 form, easy - or not! A few years ago we had nearly a 100% success rate with the COC Date Certificates supporting owners' V55/5 applications for a GB age related registration, then if rejected a single appeal letter from me resulted in success. Some of these had no frame plate and no receipt, or we relied on the COC machine register which is hardly definitive as we wrote it!

Then it all went wrong! DVLA decided to computerise the system, this was a good idea as the vast majority of work the clerks do are changes to registered owner, new vehicle registrations, driving licences and changes of address - then they get an age related 1950's Ural! ARGH what is that! Previously the clerks could use a bit of initiative, but not any more if there is not a screen menu pick to click on!

DVLA did an investigation into how the COC owners applications are treated and that threw up a few interesting issues:

1. Old reg docs, DVLA retain the right to destroy any historical reg doc even if the owner asked for it back. They admit that they will destroy historical docs on a vehicle that they are giving 'Historical' status acknowledging that the historical evidence is in the old reg doc and that the value of the vehicle can reduce with no historic evidence!
2. VIN numbers are defined in ISO3779 of 1979 and 1980. Vehicles before this have frame or chassis numbers. Soviet bikes we deal with do not have VIN numbers as they did not sign up to ISO3779 then! But despite

this DVLA stated: "We are unable to use VIN plates as proof of manufacture"! WHAT? Every motor vehicle produced today has a VIN plate, but the DVLA say they will not accept it as evidence! Really?

Then on a couple of rejected V55/5 applications DVLA stated that Polish reg docs are not acceptable as evidence of make, model, year and serial number! So what happens to the Polish migrant worker with a Polish registered VW Golf who wishes to get a GB reg, sorry pal DVLA won't accept the Polish reg doc nor the VIN number on the plate on the VW! So for a while Polish reg docs were all blacklisted, recently DVLA have rescinded that policy! BUT they still have not clarified what they mean by not accepting VINs as evidence.

Frame plates; all our bikes and many classic and vintage cars and bikes have frame or chassis plates that detail the make, model, year, cc and serial number, that is how it was done! DVLA no longer accept frame or chassis plates as evidence, so they say, and this has caused ructions in many other car/bike clubs not only ours. Now this is strange, as in DVLA doc V355/5 'How to fill in your V55/5' item 32 "Give the full VIN, chassis or frame number usually shown on a plate near the engine", what on a plate! Also on the MSVA (Motorcycle Single Vehicle Approval" form from DVSA (VOSA merged with the Driving Standards Agency (DSA) to create DVSA) it states that "Date of manufacture" shall be taken from the "manufacturer's data plate".

Also in DVLA V765/3 "Providing Dating Evidence" the owner has to take a rubbing of the "source for the date", oh that will be the frame plate then. But then when the V55/5 is submitted the clerk rejects the application as they do not accept data on frame plates, but all the DVLA and DVSA documents refer to frame plates!

Then one persistent applicant is told that his 1980's bike can not be allocated an age related number and that it has to go through MSVA, but then you look on the MSVA manual and DVSA will not test a vehicle over ten years old, the MSVA was not intended for that, it is V55/5 that is the due process for a GB registration. DVLA must do it not try to pass the buck and suggest the owner puts a 'Q' plate on an original 1980's bike!

That all said, some V55/5 applications still go through at first attempt with a replica new frame plate (not at all 'distressed'), a std COC Date Cert and no old reg doc! BUT some get rejected many times with exactly the same information available yet in one case an owner has an identical motorcycle with an age related plate that had its V55/5 application accepted at first attempt.

It is the inconsistency that is the problem, if the DVLA followed their own published advice in their documents then we would be back to close to 100%. We are working with FBHVC (Federation of Historic Vehicle Clubs) on this matter, they are the designated representatives of owners clubs for the DVLA. They have been putting our problems and similar ones from other clubs to the DVLA, but are getting back incomplete answers. The DVLA have recently rescinded the blacklisting of Polish reg docs without saying why they were blacklisted in the first place. DVLA still have declined to clarify they will no longer accept VIN numbers as evidence, there must be a significant fraud going on somewhere for them to do that, maybe that was same reason why Polish reg docs were blacklisted for a time?

The FBHVC has another members' meeting Jan 26th, so I will be there to catch up, but I am in weekly communications with the FBHVC DVLA liaison officer, he is a good chap. The FBHVC legal officer (ex barrister!) at the FBHVC is also very well informed on all

this matter and is also pushing the DVLA for answers. His push is that the DVLA are not carrying out the law as laid down by the UK government on historic vehicle registrations.

For any rejection of a V55/5 the COC will keep on providing appeal letters to the DVLA via the owner until success, or in a couple of cases the FBHVC are challenging the DVLA rejections directly.

My advice is to get all the docs absolutely in line with make, model, cc, serial number and year: HMRC NOVA, DVLA V55/5, Date Cert, Frame plate, clear frame number stamp, receipt that matches the bike (so many do not!) and MoT if less than 40 years old and apply! Keep applying and appealing and we will get there.

At some point in the near future the editorial Voskhod project will embark on registering a completely original one, only 32km, although some 45 years, old. Because it had been imported 45 years ago there's no rush and the first piece of paperwork required was the dating certificate in case HMRC wanted proof of age when applying for a NOVA number. Fortunately I had the opportunity to discuss with PJB what we should put on the dating certificate so that the purchase receipt, the dating certificate, the NOVA number application form and the eventual registration application all say exactly the same thing.



Cossacks from the SATRA era aren't called that anymore. My Voskhod is going to be a ZID Voskhod 2 with a uniform absence of cyrillic letters on every piece of relevant paper.

It's October 1976 and Stewart Boroughs tested the new IZH Planeta Sport of which so much was expected, or did it test him? Motorcycle Weekly's headline was NIET! NIET! NIET!

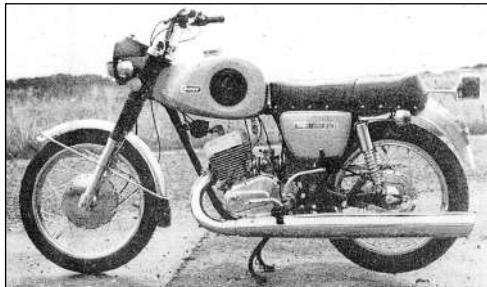
Simple, basic but rather clumsy, the 350 Planeta Sport is in character anything but the fleet, charging, daredevil that the name implies.



For although the latest Planeta Sport is the brightest star in the Russian made Cossack range, with its yellow petrol tank and side panels and mottle finished chrome mudguards, and although it is more refined, fitted with Japanese electrics, oil pump and carburettor, and West German Hella head lamp, the looks of this three fifty are its greatest asset, for both in performance and ride the model is 20 years out of date.

A pretty damning introduction, but when there are three fifties around so much better in nearly all respects, the contrast is striking. Perhaps it is wrong to compare, but the comparison is inevitable, for the Planeta, in the 300 to 400 class, comes up against some pretty stiff opposition from Honda, Kawasaki, Suzuki and Yamaha. On price it is competitive, some £180 to £260 cheaper, but the rider who wants a sporting 350 will not be

The Chris Drucker Archive



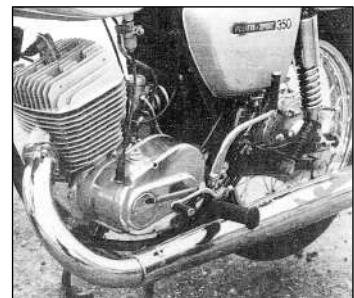
happy with the Planeta. The bike falls into the same category as the Czech 350 Jawa. Cheap, reliable transport used in the main as a workhorse (although realising there are riders who use their bikes for long distance hauls) is the Cossack niche. Top speed at a mean 80mph, is just about adequate, yet exceeded by most two fifties. However, 87mph is claimed by the manufacturers and this more respectable figure might have been reached but for a misfire which manifested itself over the last few degrees of throttle opening. At 80mph the engine is only revving to 5,600rpm, well below its peak of 6,700 and a carburettor fault would seem the likely culprit.

Where the Planeta comes into its own is in its cruising speed, a sitting up 75mph. Barring steep gradients or stiff headwinds it cruised all day at 70-75mph with no sign of protest, and the riding position, although rather upright, is an excellent compromise. However, cruising at this speed highlighted a handling problem. Top heavy steering is felt immediately you pull away, and initially tyre pressures were thought to be on the low side. After a check had found them to be correct, a

wobble was noticed at 70mph, with some pretty hairy results. The steering fails to neutralise and correct itself at any speed, and on one occasion, heading for London along the M1 on the drop to Newport Pagnal service area, the yawing very nearly took complete control, taking the bike from the fast lane to the slow lane with the rider striving to keep his balance.

Jacking up the rear shocks to the hardest of the three preloads helped to temper the problem but slightly less steering trail might cure the problem completely. (*As would adjusting the steering head bearings!!!!*) Damping is negligible in the front forks and the rear shocks and the left front fork seal started leaking after 500 miles from new.

Harking back to the carburation, richness on the opening quarter throttle caused heavy, lumpy running at



low speeds and tickover. (*Actually it's leaness, the poor Sport suffered a strange choice of needle. Why is a big subject.*) The oil pump too had been set far too rich and the exhaust belched blue smoke in traffic. Oil consumption, at 126mpg is very high, and expensive. (*And necessary to keep it cool while running so lean.*)



Petrol consumption dropped from 82mpg at 30mph (*Because it's as lean as hell on a light throttle*) to 47mpg at 70mph, with two thirds of the 800 test miles covered on suburban roads, and the rest steady maximum cruising. Overall consumption was 49.5mpg. Although reserve is not indicated by reversing the fuel tap lever, a few more drops are available, but only enough for nine miles at a lowly 30mph.

Apart from its lumpiness, the engine pulls quite briskly from low engine speeds and is fairly smooth, with rubber mounting at the front of the crankcase, and rubber mounted handlebars.

What really spoils a reasonable ride are the controls. The footrests are adjustable but it is impossible to relocate them so that you don't have to lift your foot off the footrest to change gear. The same criticism applies to the brake pedal which stops on the footrest also. Not only inconvenient in traffic, where the plonking Planeta should be showing itself at its best, but also very tiring. From cold the clutch drags, but once the engine is hot neutral can be selected fairly easily. Gear lever action, one down and three up, is long and slow with any attempt to rush things met by nerve tingling grating noises.

The stopping figure of 42ft from 30mph to some extent speaks for itself. Both the 7.5 inch diameter front and 7 inch rear drum anchors are very poor. Both require a great deal of pressure and even then the rear barely works at all. They are spongy, with the front grabbing belatedly when it seems all is lost. The combination of vague brakes, heavy steering at low speeds, and soft compound Russian tyres is a nightmare in the wet. Even a clairvoyant's pulse rate would double in the circumstances.

The Japanese electrics (with Yamaha handlebar switches) caused no problems apart from a blown rear light element after 500 miles. The switches are nimble and smooth to use and turning the headlight on gives an average beam good enough for the model's performance. However, on dip it is, strictly speaking, illegal, for the beam dips to the right, continental style.

Once you have acquired the knack of short sharp swings on the kickstart on the left, the big two stroke single usually fires up forth or fifth kick from cold after opening the starter jet



on the Mikuni 32mm carburettor, first or second when hot. The speedometer is very accurate, marked in 20km denominations from 20 to 160 but don't forget to convert the readings to miles. Likewise, the tool kit is comprehensive, with a tyre pump hidden away beneath the 3.5 gallon petrol tank for good measure. Probably due to an oversight, none of the three tube spanners fitted the spark plug.

Apart from frequent topping up of the oil the only regular maintenance needed was to the chain, adjusted by eight flats in 800 miles, which revealed another unusual detail, the spindle was left hand thread. Overall attention to detail is poor but certainly an improvement over earlier Cossack models. Niggling little things remain, like a missing brake pedal stop, centre stand reached from the offside and which doesn't spring back up out of the way, and no quick way of checking the oil level without moving the left hand side panel.

On the face of it, SATRA Belarus have made great efforts to improve the finish and detailing of the Cossack 350 Sport but it remains only on the face. Thought it has neat switches, separate oiling, distinctive styling, a comfortable ride and bright chrome the basic faults of the Russian machine still exist. The machine only becomes good value if you're the sort of person to make good the deficiencies yourself.

Apparently top heaviness, the Russian tyres and the grabbing front brake shattered Stewart's confidence in the rain although he liked the horn. In order to brighten up the bleakness of the Planeta Sport's poor Soviet showing I've scattered a few colour pictures of cherished Sports in amongst Motorcycle Weekly's grey ones.



Avtoexport said "Well suited for both business journeys and pleasure trips, the IZH Planeta Sport meets the many requirements of motorcycling. It combines lively pickup, good off road performance, high speed and easy maintenance. In addition, a comfortable sporting handlebar, adjustable rear absorbers and a restful seat make long journeys short. The attractive appearance, excellent finish, separate engine lubrication system and dependable operation will satisfy even the most exacting motorcyclists."

Note "good off road performance" and "restful seat" ?

Opposite is SATRA's pretty ad from 1975. Because it's too small, It says.....

The first in an exciting new generation of Soviet built machines, the Planeta Sport 350 is stacked with style and packed with power to put you in line with the best. The only difference is that the price puts you way ahead.

The Planeta is the only 350 bike in the UK with a two stroke single cylinder engine, which can deliver you the kind of easy

cruising you've always dreamed of. Anywhere. And it's the first Soviet built

machine with direct positive oiling, and the only 2 stroke bike with an electric oil warning light. And you get the usual Cossack comprehensive tool kit inclusive in the price. The finish is handsome, yellow and black livery with crackle chrome mudguards.

The Planeta Sport 350 means more power for your money, and more looks for your money. And you need never tell anyone how little it cost you, they'll never believe you anyway.

As ever, neither the Western media's predictable, formulaic journalese or the contrasting quaint and desperate rose tint of the East's attempted marketing was anything like owning one and to my mind both miss the point entirely. Russians are different!



Some time ago a man I'd never met before, but the COC knew, engaged me in conversation at the Stafford show about a motocrosser he owned called a Vostok. I

thought he meant Voskhod, who did make race bikes but apparently there used to be a state run motorcycle sport development facility outside Moscow independent of Soviet manufacturing. These people were not only responsible for the famous Vostok road racers but had much to do with Tony Jones' Wasp outfit.

Our man Chris Drucker's relentless trawl through ancient papers found this in Motorcycle News, January 1978, titled.....

Vostok no one can buy.

Stung into action by their British distributors, Russian manufacturers are busy designing new bikes destined to compete on more equal terms with those of Western rivals. But while their motocross aces continue to race Western machines, Gennady Moisseev and Vladimir Kavinov were first and second in the 250 world championship on Austrian KTM, the Russians have no export plans for their latest Vostok.



From the same source as the four cylinder Vostok racers which made occasional grand prix sorties in the sixties, a businesslike motocross bike with cantilever rear suspension is strictly for works riders who do not compete outside Russia. Also used by the Russian moto ball specialists, the Vostok 250 SKV3 is a five speeder with electronic ignition. The two stroke engine is reputed to give 36bhp at 7700rpm. Weight is just over 215lb. Both front and rear suspensions provide considerable wheel travel in the

region of nine to ten inches.



Moto ball? That explains this then, above. The hawkeyed will notice however that it's powered by a Voskhod motocross engine, nice but still based on the flailing primary chain, layshaft and now and then selecting gearbox design we all know and love. Then I found this all indirect, drum selected, needle rollered beauty on the internet. The other side of it's no less exotic. Is it a Vostok? Who knows? It certainly looks Russian, almost Minsk perhaps. The trouble is those enterprising Russians made all sorts of wonders out of whatever



they could get hold of, even the factories did, and I can't tell the difference between the works ones and private enterprise. Pictured overleaf is definitely a Vostok.



Not identifiable because of any particular technical feature, it just says BOCTOK on the tank!

These lads are lucky to have it, whoever they are. Some Russian motocrossers had to endure this sort of thing..... Voskhod power!



Enough of dirty weekends and the thrill of sport, you'll remember "Stung into action by their British distributors....." a few pages ago? Mr Drucker found more on that. Here's MCN in 1978 again, on the front page!

Cossacks sent back. Russian bikes are not good enough- importers.

Russian Cossack motorcycles have been "expelled" by the British importers because they are not good enough. Importers SATRA have sent many machines back to the USSR and are now hoping for improved models more acceptable to Western markets following a visit to Russia by sales and service manager Bob Manns. And until quality of the notorious bikes improves,

SATRA have put the brake on their sales drive while waiting for new models. "There is talk of a high performance 650 designed to run on high octane fuel but I have yet to see it." said Mr Manns, who admitted that Cossacks had been too "Eastern" to be competitive. Optimistic about the Russians' ability to improve, Mr Manns said "They want to get it right. We've pestered them for a long time now." *Good job that worked then. (!)*

And finally from Chris for this issue, from MCN in December 1975, a letter written by a youthful Peter Ballard, Technical Adviser Ural, Cossack OMCC (it says).

I read Mr Paul March's letter in MCN of December 1st and noted that he couldn't resist putting in a dig against motorcycles sold under the Cossack name, i.e. all Russian motorcycles sold in Britain.

Perhaps he has never bothered to look at the brakes on a Dnepr, if he had he would have seen that the brake is in fact waterproof, it has a labyrinth seal between the wheel hub and the brake plate. So when it rains there is no sudden loss of braking as on many disc braked bikes. The brake arm is inside the drum, well out of the way. The cam incorporates a device to ensure equal pressure is exerted on both brake shoes and at the other end of the shoes is a wear compensator, adjustable from outside the drum, to adjust the clearance between the shoes and the drum. This all adds up to a brake that is very easy to set up.

Concerning Russian tyres, true they're not as good as British tyres but ridden within their limits many riders find them perfectly satisfactory.

I note that he didn't have time to criticise Japanese tyre roadholding in the wet, or the performance of stainless steel discs in the wet. Or is it that he is like so many motorcyclists who are quite willing to proclaim

to the world how bad Russian bikes are and then when questioned admit they know nothing about them!

We all hope that stung, Mr Paul "Bandwagon" March!!!!

Fantasy

Fantasy or real life, which is which? I don't know about you but it always seemed to me that dear old MCN and the other paper, Motorcycle Weekly, were part of the establishment, the motorcycling equivalent of The Daily Mail whose job it was to tell us what we needed to know to reinforce the status quo. Misinformed and often simply mistaken they never seemed to offer real reasons, just shiny new fantasy ones, like marketing!

Soviet motorcycles were fish out of water in the West in 1975 and road tests were pretty much meaningless. MCW's Niet, Niet, Niet was inevitable of course and compared to it the SATRA or Avtoexport sales pitch looks miles adrift, bless them. Is real life then the business of selling fantasy, or is it living with the product when the fantasy succeeds?

Deeper still, is the reality of manufacturing comparable to the reality of ownership despite the fantasy of marketing between the two? In the West we never keep anything long enough to find out. Real Soviets had to.

Oddly enough there are several advantages here in the West for buying (for almost no money) into the fantasy of owning a Russian motorcycle. Economy, in the Soviet sense with both ownership and manufacturing inextricably intertwined, is the prime driver of Sovietness and the real charm. On the wrong side of the wall, no one had to pay for marketing of course but does exasperation and defeat await the fantasist who seeks to live the dream and make it real?

Pictured opposite is the editorial Planeta Sport, actually on the Arctic Circle in Sweden.



See HV January/February 2017 for that and a lovely shot of a shiny new Planeta Sport on the rear cover. Adversity makes all the best stories of course and the trip definitely was a real life highlight although less of an adventure because nothing went wrong. So obviously the Sport's long list of defects isn't prohibitive. Is there a huge gulf between the necessary fantasy aspect of Western marketing and the reality of living with a Soviet motorcycle? Yes there is! The question is, which is more fun?

Voskhod piece

In conversation with Mr Russell Johnson, our favourite impoverished mill worker, the subject of struggling to keep up with desire came up and he accused me of having taken a vow of poverty, as if that somehow rendered me immune to dissatisfaction. Since then I've come to think of that as a perceptive and perfect description of the fantasy I enjoy.

Carrying on where Voskhod Piece ended a couple of issues ago I can tell you that Trevor's old Voskhod is up and running. It's purring like a chainsaw and all it needs now is insurance to put it back on the road. This has to wait until my insurance renewal in March to avoid the £40 administration fee. Economy at all costs remember!

However, the Transit load of scrap I bought back from Hereford, in this context is hardly

scrap at all. Buried under the shelving in the shed here was a Voskhod I almost prepared earlier but lacking a few vital bits and pieces, abandoned to worry about later. Thanks to Trevor's reluctance to throw anything away, that Voskhod too is up and running and, having been insured to register it, as it had to be then, is back on the road completely now. Originally I thought my experiment in running a motorcycle while economically destitute would curse me with Minsk ownership. I owned one already, there was no need to buy one



and its scandalous cheapness somehow made enduring it part of the art in the fantasy. Thankfully the universe has now gifted me Voskhods and if you raise an eyebrow when I tell you the Voskhod's smoothness, effortless power and quality of ride is a joy, it'll be because you haven't ridden a Minsk!

How many miles have I yet to ride? That number definitely feels more finite now than it used to. There seems less point now in buying things just in case they come in handy or building a stock of parts I might need in some distant emergency, but what emergency? Does it matter if I get stuck for a few days or even weeks? Not now it doesn't. I now have a pile of Voskhod parts and all of it worthless on Ebay. However if my vow of poverty means keeping a Voskhod on the road for as long as I am myself, the pile will make it possible without engaging the Western economy. Each rusty, filth encrusted clip, spring, gear, special nut or whatever is vital and precious outside the usual value parameter of money.

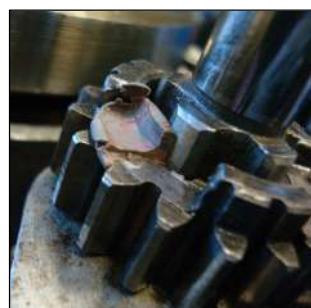
One of the Voskhods will be for sale later and that will even up the balance sheet. They're

old enough to need no tax, no MOT and they're safe enough not make a dent in my insurance premium. Is anyone going to nick a Voskhod? Carole Nash don't think so. So far so good, on the road for £0.00!

As an example of this poverty declaration check out the method of checking gearbox dog meshing with plasticine right. Why?



Well if I put shims behind the sleeve gear bearing I can ensure maximum meshing thus reducing the load on each point of the engaging dogs and minimising the wear, making the gears last longer even if the selector forks wear a bit, which avoids ever having to buy some more. This of course means I won't have to spend my life earning the money to replace them, the time being the real cost. I'd rather spend that playing with plasticine.



Because I'm a privileged Westerner and I live in an economy awash with money you could argue I'm pretending to be poor in order to bring fantasy poverty to life. Well yes but by living with a Soviet in its natural habitat, that is grinding destitution, I'm enjoying it in depth, more profound still than appreciating it as Russian history. I don't own a car by the way.

Instead of being simply amused by it as an interesting curiosity, the fantasy is saving my real life from the self oppression Western marketing demands. Then, having achieved

freedom from work, I can work towards achieving freedom from possession by finding the time to at last get in the bloody shed and finish all those projects I never had time for. Significantly here, that's an untapped source of income. Yes it's a form of madness and could all go tits up in style, but there's art in it, it's an adventure too. All because I've been charmed by a pretty little Voskhod. Yep, I can live with her!

Plasticine

It's a kid's toy right?

Yes it is but it does possess some interesting properties. Often there are all sorts of clearance issues between moving parts inside your engine whose inaccessibility makes any amount of careful measuring little more than applied guesswork. If you warm up your bits and squash a piece of oil impregnated plasticine in the way it will stay soft enough not to impede their movement, hard enough not to fall apart afterwards and won't stick. Then you can cut it in half with a stanley knife and measure how thick it is with verniers.

Would anyone like to see a plasticine cast of the Ten



Pin Racing Triumph's piston to exhaust valve clearance? No? I can't believe that!

Went to collect a Honda CT90 for a buddy last week. While he was doing the deal I had a skulk about. The pile of frames in the picture are all british. It was the largest of 5 piles all with similar content. It is the first CT90 I have



Bynnzi

seen and I must say I have bike envy. The one purchased was a late model with integrated high/low gearbox, but there were a couple of earlier ones there that had 2 rear sprockets. One of them nearly the size of the wheel. To select low ratio you need to insert a short length of chain to make it long enough to go round the big sprocket.



My pal is making noises about camping with it, indeed threatening to attend the Yeti. So no doubt I shall get him up to Dent for the Cossack camp.

Is there a wad of V5s somewhere too?



On the Honda 90 theme, above is a Karparty rendered more dangerous than a Chinese pit bike by its 110cc Chinese pit bike engine. I had to delve into pit bike world when my son owned one, at the age of 28 I'll point out! 110cc is nothing these days and the Chinese are now making their own totally new oil cooled designs with slipper pistons, 4 valve heads and a capacity of almost 200cc, and



even hop up kits for those. The little monster above is a Zhongshen 190 which delivers 18bhp straight out of the box. It comes as a package with carb and electrics. The generator will run lights and charge a battery. It was snapped on Youtube about to gain a big bore kit taking it to 212cc, and as far as I can tell, it still fits straight in a Honda 90 frame! Oh my goodness!!!!

Michael Wadsworth encountered these two mopeds, with pedals, at a VMCC meeting in Staffordshire, Chinese engined with the soft, 9bhp option. Sort of inevitable really.



Now then Bynnzi, did you say.....

Yeti!

Warning. This was primarily a MZ club camping weekend but we share a considerable number of members with the MZ club and although the event will probably be reported in the MZ Rider's magazine, I don't read that. This then, is the COC perspective with pictures taken by Phil Rushworth, Michael Wadsworth and Bynnzi, with additional interest from websites thought of by Michael. I suppose when your BMW runs so smoothly a long ride could get dull so

it's nice to have something to occupy your mind Ha, Ha! For example, Michael's caption for the photo right is.....

The day after the winter solstice the day rider heads to North Yorkshire and things get interesting after Leyburn on Whippendale Rd to Reeth. I hit a pheasant or was it a partridge on the outfit, so was it an unscathed man, bird and machine to continue to Reeth!

This is supported by a link to an ancient Heineken advert on Youtube in which a cartoon partridge is shot down and opens a can while crashing to avoid the impact, using a surprise parachute. Get it? Next up is this picture, right.

Wainwath, River Swale ideal spot to get your kit off for....



And the link this time is to a page on www.countryfile.com all about where to go wild swimming, even though there looks like a sign in Michael's picture warning against that here.



Now in the wild and woolly border lands of North Yorkshire, Cumbria and County Durham. Ravenseat home to the family of....



Following this link will tell you "Shepherdess, hill farmer, writer,



photographer, public speaker and mother of 9 (!!!) Amanda lives a busy and rewarding life with her husband Clive and their family at Ravenseat in Swaledale, one of the highest, remotest hill farms in England. After being featured in the popular ITV series The Dales, Amanda began documenting the fascinating story of her farming life, before publishing two best selling books The Yorkshire Shepherdess in 2014, and A Year in the Life of The Yorkshire Shepherdess in 2016."

www.yorkshireshepherdess.com Try it!



New tent for Phil from Sunny Walkden. Above The correct pose/ technique for starting a MZ and sidecar. Below.



With
NATO
snow
shoes at
the
ready?
next
comes the
special TEST! This time Michael's link takes
us to Youtube again and a short video of

Royal Marine cold weather training in Norway. Here's a little screenshot.....



(Seriously?)

Over the "Pack Horse Bridge"
to the barn for
lunch and I
meet the three
wise men of
the MZRC.



Ravenseat Ford. The "Sheep Shearers" and only 4 miles walk over yonder hills to the Tan Hill Inn. www.tanhillinn.com because this website is also an insight into why we should go camping up here in summer, voracious midges or not. Bynnzi loves it.



I went to Binzi's MZRC Yeti Hunt the last weekend before Christmas. It was at Ravenseat, Swaledale at The Yorkshire Shepherdess' farm. ('er off the telly.) She seems like fun. It was a good do, basic, obviously, pretty remote for Britain, no pub or cafe etc. Nearest shop is half an hour away in Hawes. However we did have use of this little barn, electricity is available upon request. The film show went down OK. There's a toilet block next to it. Other attractions include a ford and tiny pack horse



Phil Rushworth

bridge. £5 a night. I like how the inside pic of the barn looks like Capt Scott's base camp hut in Antarctica or something. Just throwing this out there for perusal next time we need a venue. Best Wishes, Phil.

Yes we need a venue, but more to the point, we need this one! Would we turn up? On that subject, here's the opinionated and occasional COC member

Charles Hancock

As with many interesting and appealing things in life the origins of this annual event are shrouded in mystery and conjecture. What is however beyond dispute is that this gathering has taken place at many sites over a number of years. 2018 marked a radical departure from the developing orthodoxy surrounding bike rallies and instead a return to basics.

The question was asked earlier in 2018 and it is one that goes to the very heart of what the MZRC is really all about. Are we to become a slowly diminishing band of people who trailer their beautifully polished machines to meetings, wheel them out for a session of mutual admiration and pedantic backbiting about the colour of wiring or the originality of parts? In short a collection of people who know the price of everything and the value of nothing. Or are we instead a band of brothers and sisters now ageing and beset with the problems that growing old visits upon



us. Who are striving to remain as lively and vital, as active and relevant to our changing world as we always were. For us owning an MZ was originally a means of getting from A to B and as the years have passed success and achievement have transformed a necessity to a welcome hobby. If so we don't need posh camp sites with hot and cold running gastro pubs and all the fripperies of bijou B&B and overpriced culinary experiences!

The decision was made that we would have a rally that went back to basics, no adjacent pub, no convenient B&B and no fast food burger van on site. Ravenseat was selected with some care because it was what it was (a working farm) where it was (at the top of Swaledale) and for the challenges it presented. In short could we get together, make merry and cement friendships in one of the bleakest and most inhospitable places in England. The answer was a resounding and refreshing yes.

The weather on Friday was cold, damp and miserable. I arrived to discover a sodden camp site and a barn full of pallets and piled furniture. Yet within a matter of minutes the barn was made into a place where arriving rallyists could enjoy the basics of comfort. The inadequate (virtually non-existent) electric lighting was supplemented by a Vapalux pressure lamp ca.1956 when it grew dark and by which time there were a number of people on site and busy setting up tents and stoking up the calories. Binnzi had thoughtfully arranged for the camp site owners to purchase some cases of beer lager and cider so there was no shortage of Christmas cheer. These were available to the rallyists at a very reasonable £1 per can which made for a very cheap evening's drinking! The amount of things to eat and drink was startling and ranged from a selection of cheeses to Christmas cake, port and wine. Mark, Binnzi and Harry Stanistreet

were introduced to the idea that coffee could be improved by waxing!

As the evening progressed the mirth and jollification was enhanced by community singing which consisted in the main of ditties that would make rugby players blush and some solo German marching songs to the embarrassment of the singer who next morning was reminded of his alcohol fuelled excuse for singing. And so to bed to wake up the next morning to a bleak and forbidding landscape enlivened by the sight and smell of breakfast cooking in the barn. This was later described by one of the eaters as resembling fried roadkill but no matter! Later in the morning the local pack of hunting beagles arrived for their Christmas jaunt (and they didn't find the Yeti either).

However before they arrived disaster had struck! On the way to the rally it seems that Binnzi's normally well behaved ETZ 250 had suffered a plug failure which was resolved by replacing the offending item with a Ural plug from Tony Simmonds and that seemed to work OK. However in getting ready for the run out to Hawes (or somewhere) the bike was misbehaving. Firstly an earth lead melted. This was replaced with a piece of discarded cabling found in the farm yard (in good old DDR tradition) but the problem wasn't solved by any manner of means. People gathered around offering advice, opinion, encouragement and support!!! It was a scene reminiscent of the NHS. One person doing the work, two supervising, a further three managing the situation and an observer providing an intellectual analysis of the problem! (*Opinionated remember?*) However eventually following complete overhaul of the carburettor, points and fuel system the problem went away and Binnzi along with others went for a ride out.

An event planned for the evening was a film show in the Barn. Rallyists were entertained by footage of motorbike trials in Yorkshire in

the 1950s, a trip to Northeren India and other interesting insights into our hobby. Another good night of cameraderie conviviality and fun.

Sunday morning was again bleak and damp rather than crisp and snowy and soon the field emptied of tents and the sound of two stroke engines starting, driving off and the noise of their engines fading into the distance as one by one people made their way home. The concensus among those who attended this Rally thought that it was a very well organised event which went back to basics and gave club members a wonderful chance to get together and have fun in a way that other rallies seem unable to. It must be said that the relatively small attendance of fourteen campers and two day visitors may be a reflection of the time of year as well as other factors. What it proves is that there is a very healthy appetite for this sort of event as well as the others that the Yorkshire section puts on.

In 2018 the Yorkshire section hosted a winter event in Howsteaen Gorge, a spring rally in Wainfleet (Lower Yorkshire) the Anniversary meeting at Middlesmoor, an October get together in Wainfleet and the Yeti Hunt in Ravenseat and without doubt in 2019 there will be a like number if not more. The MZ Riders Club leads the way in laying on a remarkable number of camping events throughout the country and throughout the year and we hope to continue in that vein.

Here in the HV office we make every effort to try to preserve the original texture and nuances of member's contributions, so Charles, even though he's not at present with us, is included uncut. Sometimes however the original format of some contributions makes some loss of subtlety in translation into the magazine inevitable. I know what Michael Wadsworth, means, I just can't share its

dependance on the internet with you. I'm still searching for a way to express it on paper!



Michael Wadsworth



Oily boot & trousers problem! The OILY culprit was the oil pressure switch. It becomes a "Sidecar Balancing Act" to remove & replace the oil pressure switch coming a new from my WONDROUS GARAGE spare parts department! *I reckon it was caused by the hydraulic pressure of driving about in all that water!*



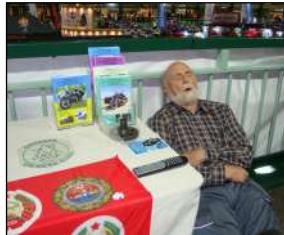
Carl Booth's Stafford

Such is the pressure on space in HV these days that it's taken us this long to get Comrade Carl's show report from October in. Just in time for the next Stafford show in April then.....

Well we survived the very wet and windy weather of some named storm and created a stand for the club to be proud of, we had an excellent display of bikes within our club scope which was very informative to the public over the weekend and news from Gina was she grabbed some new members (not personally) and filled our ranks. A new framed poster was installed by some unknown "rat man" (Matt) with the effect creating a new leader for the show (watch this space in April). We also had the newer version of the TV unit stand which was used for music on set up Friday and early mornings

Editor's note

with good Russian military and folk music (USSR anthem was a treat). We had a new load of display flags of Lenin/Stalin and the boys in the band as



well as bunting so there was nowhere we could not be noticed from. Our bikes on display were a mix of what the club stand aims for, a general mix of all Soviet styles large and small, weird and wonderfull, 3 combos of different varieties to show they're are all not military or black, 3 solos of different time periods and 4 small bikes below 125cc (I try the sympathy vote with the Riga), all this made us stand out and we were always busy with talking and answering questions poised over the show weekend, also a good supply of cakes/biscuits and tea fortified us up.



With our camping this was a bit upset due to the wind making Tony's set up of the club gazebo a major miracle and triumph (even though we all became munchkins) but we were dry and well fed with the BBQ and beer on Saturday we even managed to fire up the fumegator 2 as is now the tradition for fire (next

year its wok time). All went swimmingly with great komeraderie and fun.

Sunday absolutely heaved it down but believe it or not from 4pm it became sunny and we had an easy and dry load up and I pedalled my Riga back to

camp beating Matt on his big bike (ha ha). So that's it show finished for this year by the time you read this I'll have the April entry form and as I put down for 12 bikes I have only so many spaces, so get your name down to display yours as I need YOUR!! bikes on display to advance the stand, also required a Chinese bike for a difference.

Thanks to all who came:
Tony Jones-
Wasp combo,
Paul
Greensmith
and Riley-
Dalesman

combo, Mike Rowe-K750 dnepr combo, Ken Sutton-M72 ural, Phil Whitney-M63 ural, Paul Codling-Dnepr MT11, Sutton Junior-125 Minsk, Matt Woodward-Army Minsk, Mike Stevens-Riga 13, Me-Riga 4, Phil and Gina-Regalia and membership.



I have sent photos of my recent new exhaust fabrication for my Ural outfit.

My wife suffers from Tinnitus (ringing in her ears) and the exhaust noise was upsetting her. I considered a Siamese system running down the offside so as to reduce the noise in the sidecar. I asked David Angel for advice.



David advised against it saying that he had tried it and it had upset the carburation and resulted in rough running. He continued saying he had difficulty in setting it up and gave up after suffering flat spots at different RPM settings. I had also experienced a similar problem when I had a Guzzi after fitting a 2 into 1 system. To get my Guzzi running better I had to fit a less restrictive silencer and re-jet carbs etc. That defeated my object of reducing noise, so I did not want to go down that path again.



I discussed a few options with my chosen exhaust fabricator. He agreed with David and me and had experienced similar symptoms with siamese exhausts (on certain bikes)! His answer was to manufacture a new silencer specifically for a Siamese system. He showed me several types and the packing he

David Greenwood

uses. His experience would determine the amount of packing inside. However, he pointed out that it would produce more noise than the present standard Ural setup. This new (handmade) silencer would also be very expensive it would cost more than the price of the rest of the system and would result in re-jetting carbs etc!

I decided my best option would be a new 2 pipe system made using the 2 existing Ural silencers running down the offside of the bike.

The foot brake

lever was fouling the run of the outside pipe so the spindle was extended (see photo right).



While riding my heel sometimes rested on this extended spindle so I have made and fitted a footboard which covers that area (see photo below).

I am pleased with the whole project. My wife reports that the noise is reduced in



the sidecar.

I have made no carburation adjustments as the running has not altered. The cost was reasonable and I can continue to use standard Ural silencers.

This is such a lovely piece of pipe bending I thought we ought to know who did it.

He did all the bending both front, middle and rear and connected them with a balance pipe which is located just under the offside cylinder. He also laser cut new exhaust flanges of thicker material as he thought the original thickness was too thin. I still have the original system which is untouched so ready to go back if ever I want to (very doubtful).

He welded the silencer brackets together so as to support each other, he also made and fitted an additional bracket in stainless to add additional support to the outside silencer (as shown in photo). He also extended the foot brake spindle to clear the outside pipe.

However, I made up and fitted the footboard.

When I went to the Morgan 3 Wheeler Club training day at Bicester Heritage centre there was a tour of the site. Ryan Edwards has a workshop there. He does mainly classic cars but also bikes and commercials or any vehicle. He understood what I wanted to achieve by reducing the noise in the sidecar so I gave him the job. I also saw his work which was to a very high standard.

Impressed? www.reexhaustfabs.co.uk At the other end of the spectrum however.....

show how a bad idea and a lash-up can be dangerous.

This is either a half finished attempt at two wheel drive, a half finished attempt at leading link forks or a joke. Check these out.....



A friend sent this to me. What a lash-up. If you look closely it is the whole rear section of a Ural. They have used the rear swingarm to make a front end leading link fork. The welding is horrible and I wonder if the brake works as it's being used in a backwards operation. Lots of extra weight, still got the back axle gearing and hub etc. Up to you if you put it in the mag. Maybe a good idea to

Why? Because they can. The Planeta top seems to have a geared front hub, to keep the chain on going round corners?

Remember Tim Entwhistle, the three little Minsks and Love and Peace from some time ago? Their story continues after he sold them. From Ireland then.....

My name is Ger Duhig and I am a new member of the Cossack Owners Club from Waterford in the south of Ireland.

Ger Duhig



I recently bought a Minsk 125 that featured in the Horizontal View Magazine in March/April 2017. I have owned Jawa CZ and MZ motorcycles all by motorcycling life. I am a founder member of the Jawa CZ Club Of Ireland and organise our yearly Rally. I also run the club's Facebook page. I am looking forward to getting out and about on the Minsk and getting to know it. I recently got my membership bundle and I have to say your magazine is excellent. Looking forward to participating in your club.



Good to see the little article about my IZH 49 in the magazine. Not a lot of progress on that one so far. Chris from Vostock managed to source a new piston from Russia for me but I am not particularly impressed by its quality when compared to the original piston. The new piston reminds me of a cheap die-cast toy. The barrel and both the new and original pistons are with an engineer at the moment for assessment to decide if we can get away with just honing the barrel and refitting the old piston with new rings or if we will have to rebore and risk the new piston. I managed to acquire some new transfer port plugs/cover from East Highway.

Stephen Waller

(With luck the May June 19 HV will include something of the horrifying crash in quality parts from Eastern Europe have suffered recently)

The Minsks that I was rebuilding for my friend Tim have been assembled and have headed off to new owners. The one pictured in the article with only 21 kms on the clock is with my friend Ger Duhig down in the South of Ireland. Ger has joined the COC so you may hear more about it in due course. At the moment he is having a bit of a fight to get it registered in Ireland, although we are working on a solution to that. The red one is away to another friend down in Killarney while the green Regent/Motobelo has gone to another of Tim's friends in Northern Ireland.

Meanwhile I have been working on another project. As well as the Minsks to assemble, I acquired a 1973 Ural M66 and a 1982 Dnepr MT11 (with matching sidecar) from Tim. These had been bought by Tim some time ago (there is an article in the magazine in May/June 2016 from when Tim first acquired them) but they had pretty much sat in Tim's living room since then. The plan was to tidy up and sell the Dnepr outfit to a friend in



Tullamore and keep the Ural for myself. However, when I started looking at the Ural I found the engine to be shot. When drained, what little engine oil there was in the engine



resembled tar and it looked like the original oil filter was still fitted, although it had long since disintegrated and its innards had been spread liberally around the engine, blocking the oil passages and causing the engine to eat itself. The timing gears are shot and there is also a nasty sounding noise when the engine is turned over which sounds like the crankshaft is broken. I may eventually rebuild the engine but for now it has been consigned to the corner of the shed.



The Dnepr was registered in the South of Ireland in 1982 and fitted with a right hand sidecar, making it impossible to register in Northern Ireland without removing the sidecar. However, the Ural was registered in the UK in 1973. Therefore I did a deal with

Tim for both the Ural and the Dnepr and an identity swap was considered between the two to make the Dnepr UK legal. Subsequently I have also acquired a UK registered Dnepr (Cossack) project from 1976 so now have another option for making a Dnepr road legal.



Anyway, I got the Dnepr running but found my first problem, as soon as I opened the throttle the battery voltage shot up to around 18v. I tried a new voltage regulator which lasted about two minutes before also being fried. Rather than spend more money on dubious Soviet and Chinese electrical components I decided to splash out on a Kawasaki alternator and adapter kit from Jorge Warnke at Ural.de. With that fitted I get a nice 14v just off idle and hopefully a reliable charging system. It simplifies the wiring as well, doing away with the external voltage regulator. I also added some proper earth cables from the battery to both the frame and the engine and did a general tidy up of the wiring loom.

I found that the bike had a standard 6v green coil



fitted under the cover, giving out a rather unreliable spark, so I removed that and have fitted an external aftermarket twin output coil under the tank and new HT leads and NGK plug caps for good measure.



The outfit had previously been repainted with a bright red and white colour scheme and wonderfully hippy llama logo with the words "PEACE" and "LOVE" on the nose of the sidecar but petrol spills had wrecked the paint on the tank so I repainted it based on the original red (Fiat orange/red to be precise) and white paint job and tidied up some of the rest of the paintwork and added some Ural logos in preparation for its transformation into a 1973 M66 (or now maybe a 1976 Cossack).

I have also given it a bit of a service and fixed a gearbox oil leak and attempted to fix the leaky carbs. Was slightly concerned to find almost no oil in the gearbox and final drive, but hoping that it has not been ridden far like that. Just need to sort out whether it will be a 1973 Ural or a 1976 Cossack and then I can take it for its mot. Even though it will qualify as a historic vehicle, and therefore be MOT and tax exempt, living in Northern Ireland I still have to get an MOT certificate before the post office will allow



me to apply for vehicle tax exemption! Then I can start using it and find out what other problems I will encounter along the way!



Hi Paul, Here are couple of images from the Canadian Cossack Owners for the magazine, IF YOU DARE!

David Cox

Did I mention somewhere my desire to maintain the integrity of member's contributions? I mean it's not the editor's job to filter out the art or humour in such inflection of expression is it?



Oh no, there isn't space for the naked fat bloke draped over a Voskhod we wanted to temper this outrageous bokeness with. Nevermind, maybe next time?



Regatta Dover Fleeced Lined Jacket - £47.00

Product

Code:
COCJ1.

Waterproof,
Windproof
hydrafolt
polyester
fabric. Fully
lined with
Thermo-
guard
insulation.
Taped
seams,
concealed
hood and
adjustable

cuffs. 2 zipped lower pockets. These jackets are very nice and comfortable and come with the Star Logo on the left breast as with other products. The club's web address (www.cossackownersclub.co.uk) is across the shoulders on the back. Colours: Only in Black with Silver Logo and writing. Sizes: M (40") - L (42") - XL (44") - XXL(47") - XXXL(50")



Hooded Sweat Shirts £21.50

These are normally on an order only basis.

Woolly Hats £8.50

The woolly hat is the knitted type and again with either club logo. This is an essential bit of kit for any club member. Standard Club Logo or Star Logo.



Regalia

Full & Half Zip Fleeces - £25.00

Product Code:

COC-FL. 100% Polyester,
unlined. Comes with Silver Club Logo or Star Logo over the left breast. These are great for chilly mornings on the rally field. Normal range of sizes: Medium - Large - Extra Large - XXL & XXXL.



T Shirts-

£13.00 Phil and Gina are the people to see about the current availability of styles and colours. Cloth badges, metal pins and stickers are also available.

regalia@cossackownersclub.co.uk or on 01780 720420





