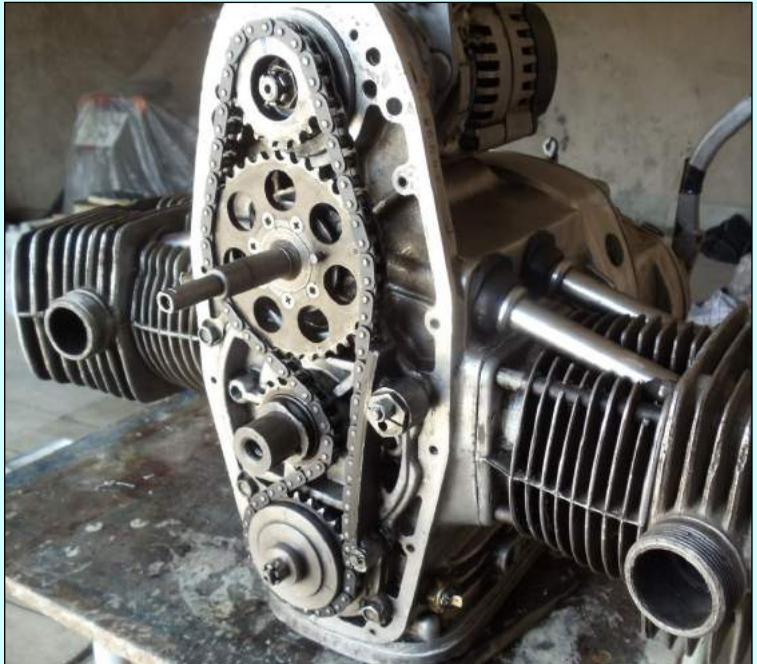


Horizontal View

The magazine of the Cossack Owners' Club
May/June 2021
The Road Map Edition



In
England
we drive
on the
left. In
Russia
they drive
on *what's*
left.



Front and rear covers

For this issue the covers are simply pretty pictures from the internet. John Tickell found most of the rear cover, except the two military re-enactment guys on the K750 outfit. He also found this, below.



It's on page 32 as well and seems to be a Dnepr with a stationary engine in the sidecar, belt driving the input shaft of a Dnepr gearbox where the Dnepr engine was. Why? I think it's supposed to be art.

Phil Rushworth sent me www.youtube.com/watch?v=V0oic-ix9bM It's Vladimir Putin telling a KGB joke. It's lovely to see him having fun. There are loads of other Russian jokes in the comments under it, well worth a scroll.



For some reason the previous issue of HV was a little confused and we have a couple of corrections to announce, and apologise for of course. On the article on the Jupiter on page 6.....

Jaz

It wasn't from the Used Bike Guide, but the Used Motorcycle Guide, the mag that spawned all the copycat publications like the UBG. I've got almost a full set of UMGs here; if I happen across any more articles on Soviet iron I'll send them your way.

UMG was the first of all those A5 non-glossy mags with content written by the readers. The great thing about it was that it didn't take advertising so they were free to say pretty much whatever they liked, unlike the glossies. UBG was one of the copycat

publications that came along once the UMG had become a hit. Frank Westworth, who ran the UBG, actually had a piece published in one of the early UMGs, so there was no denying where he got the idea from!

Paul Laurance

My sincere apologies for page 29 of the previous HV.

"Firstly (and most importantly to me) you spelt my surname wrong. Secondly, you said in the write up that I was abandoning the oil pressure relief valve and the warning light. I have made my own prv and relocated it in the sump. I will also most definitely be using a warning light."

The thing is I spend a lot of time on line looking for interesting content these days. There's lots on Youtube but I can't really write the text from the sound tracks. A lot of it is in foreign languages and the commentary doesn't always concentrate on the things I find particularly interesting. Paul's series of Youtube videos moved on to installing his BMW engine quickly, leaving me guessing the detail of his modified Dnepr from it's brief appearance in the first few.

Unfortunately, editing 36 pages means necessarily creative sourcing and therefore it's likely to be a little personal sometimes. For example, there's a lovely restoration on Youtube of a beautifully weathered Ural outfit. It's something of a chemistry lesson and will involve some serious internet research to understand. I was going to do that but then someone posted the link to the video on Facebook which meant we'd be duplicating ourselves. I'll wait until it's slipped into Facebook's unscrolled and forgotten depths.

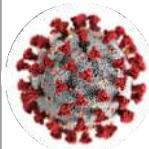
Wanted

Flywheel for an electric start 650 Ural. Look closely, below. It has teeth on its clutch plates not the earlier posts and holes. It looks like the 750 part but its internal taper is different to fit the 650 crankshaft.

Email Paul your editor, address on page 4, if you can sell one to Tarka, he's desperate!



Forthcoming events



We are still hoping that the 2021 AGM will be held at the postponed Red Star Rally, in August. At the time

of writing it feels too early to decide one way or the other. We're going see how Covid goes and post a definite yes or no in the July/August edition of HV.



AGM 2021

Stafford?

Morton's are optimistically planning 2021 and Comrade Carl tells us 3rd/4th are the dates for the July 2021 Stafford Show. Will they let you in if you've not been injected? We'll see how it goes. Carl's library is shut, he has no internet at home. If you want to speak to him, 01253 720327 only.

A warm welcome to.....

Colin Richmond, Harrogate. N. Yorks
Alistair Logan, Gourcock,
Inverclyde.

Duncan Townend,
Lowestoft, Suffolk.

William Currie,
Leominster, Hereford.

Robert Bruce, Galasheils,
Selkirk.

Robin Putman, Guildford.

Adam Lockwood, Watlington.
Oxon.

Brian Dickinson, Linlithgow, W. Lothian.

John Polkey, Peterborough.

Noel Davis, Stratford-Upon-Avon, Warks.

Stephen Murray, Rushden, Northants.

Mike Leahy, Abingdon, Oxon.

John Divall, Andover, Hants.

Rufus Cant, Durham.

David Clemmett, Wem,
Shrewsbury.

Joe Schofield, New Ollerton,
Notts.

Duncan Smith, Vale Escuro,
Portugal.

Keith Molyneux, Askam-in-Furness, Cumbria.

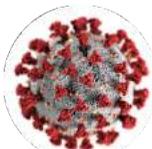
Alan Johnson, Godstone.

David and Karen Wallis, Grantham, Notts.

David Johnson, Lechlade, Glos.

Keith Homewood, Guildford, Surrey.

Konstantin Kostadinov, Reading, Berks.



Ian Quarry, Hereford.
Peter Foden, Kirkham, Lancs.
Stephen Ellam, Aldershot, Surrey.



In the previous issue I noticed that Graham Drew lived locally to myself, your editor, and I asked him, if he fancied meeting up for a coffee somewhere, he could email paulcodling@mail.com He did and when Covid allows we'll do it. I see we have another local in Duncan Townend who lives in Lowestoft. Fancy a coffee and a chat about Russian motorcycles too Duncan?

It gives me great pleasure to announce that a camping weekend has been organised! (plague permitting) It's the weekend of **July 30 to August 1st 2021**. After the success of the

Yorkshire section 40th celebrations at the Crown Hotel Middlesmoor, we have decided to return to celebrate a modicum of normality. Sadly the entertainment of Malcolm the dour landlord will not be available, as he took the opportunity of forced closure to retire. However the tenancy has been taken up by Angie who served her time with Malcolm behind the bar and in the kitchen and has always been a favourite of us Zedders.

Camp site has toilet and shower block, and access for vans (some people do!) Rooms are available at the pub for the feeble. Come and view much fantastic Yorkshireness from this lofty hill top redoubt. Splendiferous roads, beer, food and company await. For more details please contact Bynnz on 07980837005.

The IFA Club announce their North East England Eastern European Vehicle Rally on the bank holiday weekend of **Fri 28th to Mon 31st May 2021**. This is four day event featuring the Head of Steam Museum Darlington, Beamish Living Museum of the North, a road run into Northumberland and Tanfield Railway. All East European vehicles are welcome, including Russian motorcycles. Do the whole lot or just the day you fancy. There are no fees for taking part except venue admissions.

Details are available on www.IFAClub.co.uk or phone Steve on 07949800132 or Martin on 07788281952 or email Barbara Hastings at dragonlady2810@gmail.com



Well it took a bit of time and a lot of patience but I now have an age related V5C for my 1970 KMZ MB750. It was not straightforward and the story goes like this...

**Steve
Kiely**

Having submitted a V355 application to the DVLA together with all the relevant documentation it was all duly returned to me with a cryptic note saying that I needed to contact HMRC if I wished to progress the matter. It turned out that the make of the bike did not match that recorded on the HMRC Nova record.

When I contacted the HMRC Personal Transport Unit (PTU) they told me that the original importer had recorded it as a Ural MW750. Following a lengthy discussion about not being in contact with the original owner the upshot was that I had to submit another NOVA form with the correct details. The date and identification certificate supplied by Peter certainly helped in getting the make changed. Unfortunately the PTU then managed to list the wrong frame number but thankfully I spotted this before re-submitting all the paperwork to the DVLA. The PTU apologised and promptly changed the frame number back to the correct one when I telephoned them. After this I sent everything back to the DVLA with a covering letter.

To be fair to the DVLA the person who dealt with the first submission sent me an envelope with their name/ID on when he returned the original application so the paperwork went straight to the person who had previously dealt with it. The same person also responded positively to my begging letter asking for my original Ukrainian logbook to be returned.

The bike has taken a backseat at the moment as I am about to start as a volunteer vaccinator at a local centre but at least when I return to it there is one less job to complete. Good things come to those who wait.....speaking of which.....

In May 2020 I ordered some parts from an Ebay seller in Ukraine. They had not arrived come September 2020 so I asked for and received a full refund. This week I returned home to find a parcel covered in Ukrainian stamps; yes it was the parts that I ordered in May. The parcel and contents were not damaged and the address labels were perfect. Having taken 9 months to arrive I can only assume that it travelled here on the back of a lame donkey. Needless to say I have sent a message to the seller asking him to send me an invoice so now we are both happy.

DVLA are now allowing owners to keep their original reg docs and only provide a scan of it on the COC Date Cert. DVLA will then make the V5c Date B the same as B1. If the DVLA see the original reg doc (NB they have a right to shred it) then the B date will be the date off the original date cert. *Steve's B date should match his Ukrainian log book.*

PJB

We are getting successes still. We have a couple of owners with only basic mobile phones, so no PC, no laptop, no tablet (except valium) and no printer. They have trouble printing off forms and filling them in. We have the HMRC NOVA form in PDF that avoids having to declare importation on line, but only if the owner has a printer!



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Interesting motorcycle stuff only please. We find it necessary to filter out all sorts of the internet's alternative content!

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You won't know Olle, he lives in Sweden. He sent us.....

Olle Malmberg

"I need help with a Russian ATV, ZIM 350 from 1992. Today located in The South of Sweden but sold new in Germany. There is no brakes at all. Think someone poured hydraulik oil in the brake system. Hasn't dismantled yet.

There is another problem. Impossible to start engine. According to what I found out it should be IZH 350 engine, 350 cc 2 cylinder 2 stroke. Been searching for information, nothing found. Both ignition coils are rather new. Good spark when testing. Not even with ether it gives a sign of life. Both spark plugs become wet from fuel. Hope that someone in your club has the knowledge to guide me."

We were pretty sure Olle had one of these, right. It seemed likely that



his float valve was leaking badly and filling his crank cases up with petrol. Apparently he's fine now but it matters that he lives in Sweden where petrol has been 10% ethanol for a long time. Did it eat his neoprene float valve washer?

FBHVC

Here's the FBHVC website on new legislation on the introduction of E10 petrol here.....

"After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market.

HM Government have sought to reassure FBHVC members and historic vehicle owners that, without

a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available."

There's a very helpful list on fbhvc.co.uk of the materials you might run into trouble with running on 10% ethanol but that much is likely to affect carburation significantly. I've covered thousands of miles in Scandinavia on a Planeta Sport and a Chinese side valve and they both suffered. I found it necessary to file my Sport's carb needle to get it to run on a light throttle, below. Even my Coleman 533 petrol stove hated it!



While I was filing my needle on a campsite well inside the Arctic Circle, a bloke from a campervan came over to look at my bike. He recognised it because his mate had one and he knew it was an IZH. He was Dutch by the way. I asked "Your mate wouldn't be Robert Hoffman would it?" I was kidding of course, but it was.

Occasionally I am asked to recommend motor insurance for our type of bikes. I always recommend RH Motor Insurers. When taking out motor insurance it is always advisable to look further than the headline premium. Ad-ons, policy excesses and extensions can make a big difference over the term of the insurance.

Tony Jones Insurance

RH Insurance is a division of Hiscox Insurance and they issue policies underwritten by Equity Red Star. Their policies are classed as specialist policies rather than classic or modern bike policies. They are primarily aimed at classic machines, over 20 years old. Multiple bikes can be added to the policy. For example I recently added a 1994 Soviet Knight to my policy and the additional premium was £5.60 for the remaining seven months whereas a 2006 Ural 750 combo was £140 for seven months.

Contact RH insurers on 0333 043 3911 or rhspecialistsinsurance.co.uk and be sure to mention the Cossack Owners Club.

Check out the November/December 2019 edition of HV, page 29, for a more in depth introduction to RH motor insurers.

Martin made me smile by sending in a photo of his text as a hand written letter. I must say he seems philosophical about the law and the curse of Chinese quality.

I sold my last Cossack around 1992 but just recently have been itching for another one. My, haven't prices changed? I have re-joined the club and been invited to send in a blog or some pictures. I don't know what a blog is so here are some pictures of my new acquisition.

Martin Donnelly



As can be seen it has a funny registration plate and a right hand sidecar. The reg plate means it has to be registered for use in this country, the sidecar, I have been informed, means it can't be! So, I will have to be content thinking with it, as I have no real desire to ride it solo, and I don't want a left hand sidecar. One of the reasons I bought it was the right hand chair.

Before I found out I can't use it, I spent a small (not quite so small actually) fortune on parts (mainly rubbish) from the Ukraine. I suppose it could have

been worse as I've had three deliveries now and not been charged any VAT. I don't think that will happen in the future though as Ebay are now apparently adding the VAT when you order, even on goods from China. I didn't even know they were in the EU!

Reading Horizontal View I noticed one writer bemoaning having to put up with 6volt bulbs, but it doesn't have to be like that. For some time now I have been using 12volt LED bulbs on my old BSA's 6volt system with a wonderful device, again from Ebay, a DC-DC voltage booster converter thingy for about £4 (*opposite bottom*). It even has a display screen to tell you battery voltage and output voltage and is adjustable. I would not try filament bulbs with this device though as they cannot handle a large amount of power, and I wouldn't be tempted by the 50p variants, they work but only once in my experience.

I have just fitted a LED light to the sidecar. It is the type used in domestic lighting and believe it or not I have had to fit some opaque plastic in place of the original clear glass as it is blindingly bright. If anyone else wants to try this, remember to use the 12volt type. If you use the 240volt type it will probably be dimmer than the 6volt one you are replacing. I got mine from Lidl for about £2.



Have you ever been stuck for a piston ring clamp? Not such a great problem on a Dnepr but on a parallel twin it can be a frustrating, nerve wracking, sweat

inducing and possibly expensive job, if you break a ring. The answer though is simple. Wait until it gets dark, then saw a few inches off your neighbour's



drain pipe. (*He's kidding folks, I hope. Don't do it in real life!*) Keep the ends as square as possible and put a slot in the side so that the ends nip up when you put the jubilee clip on.





finished, machined surface on them anywhere and the ring wouldn't turn in the fork. Worse, the ring was a lot thinner, meaning it would not engage the splines on the drive dogs or the gear fully. The new one is on top in the picture right.



The fork too is compared with the original below, new on the left.

Far removed from the engineering processes as a customer, I'm guessing that the strange dents all over it are because the die it's cast in is made of recycled metal and was once something else. I checked other parts suppliers in Eastern Europe and discovered that all of them stock the same horrible pattern parts. Matthew offered to try to sort out my dissatisfaction but to be honest, I can't see what he could do. The sad fact is, we're running out of real Russian parts and all there is available to replace them is this stuff. Is it Chinese?

The pipes comes in several sizes which should cater for most pistons but 3" or 75mm is normally used, absolutely perfect! Saw the excess off the jubilee clip before using to make removal quicker. I have also fitted an SU carburettor on home made adaptaters. I bought a kit to do this but the parts were so poor they went in the bin, which is getting quite full now. I have a home brewed CDI system which cost about £15 all in. I have the same system on my BSA which has run perfectly for over 500 miles now. It would have been more if Covid hadn't put a stop to things. I could send you details if anyone is interested.



In the September/October HV, page 6, we touched on the possibility that the editorial Dnepr might jump out of top gear because her 3rd/4th selector ring and fork was worn. Better buy some new bits then. These days that's fraught with trouble. We have a new parts supplier called Windmill Motorcycles, which Chris Tomes will introduce on page 8.

Quality (not)

Matthew at Windmill Motorcycles was noble enough to split a set of new selector forks and supplied the necessary top gear part with a selector ring. Sadly the quality of the parts was so bad I didn't think I could use them. There was no

The worry is, what's it made of? If it's soft or unsuitable as a bearing surface the rough surface finish will rub off quickly allowing the fork and ring to run sloppy, which was the problem in the first place. I discovered that the original 1st/2nd selector ring will run in the new fork, so I get max engagement for 3rd and 4th. Putting the new ring in 1st/2nd gear's place, and turning the best side to face 2nd means the worst engagement is for 1st gear where the stress is least.

I'm going to need to watch the gearbox oil for sparkly bits to make sure my new Neanderthal looking parts aren't filling my bearings up with metal paste. Build the old parts up with weld? Highly unsatisfactory still I might have to.

Windmill Motorcycles

I read recently on the COC Facebook page that someone had to pay UPS £50 or more for import duty on a VAPE electronic ignition system he'd bought for his Jupiter. That's how it is now and the extra cost is going to affect the questionable value of cheap pattern parts even more. Windmill sell on Ebay and are based in the UK. If you watch the COC Facebook page you'll already know this but here's Chris Tomes on our new direction.....

Apologies for reposting, but a gentle reminder of the parts situation. I am no longer retailing, but assure everyone that Matthew at Windmill is stocking the better quality version of what I had in stock, and I think I am right in saying he will tell you the origin in the Ebay listing.

I have just spent 2 hours on the phone to Suppliers in Russia and Ukraine, asking about the supply of original parts for both Ural and Dnepr and variants. The bad news is original parts are drying up fast and prices are rising accordingly. The good news is that enterprising small businesses are buying up low mileage bikes and breaking for parts. Mainly for Ural in and around Irbit where there is a glut of bikes.

Most parts are restored/refurbished and then offered for sale. We are working hard to find original parts where we can, as I know some of you, myself included would rather have original parts rather than Chinese copies.

In the case of Ural Motorcycles, the classic ones as they call them, the 650 engines, no parts are produced by the factory anymore. There are still N.O.S. parts coming out of garages, attics, and military stores like the cache I came across and posted the other week.

Sources of parts are now only the small workshops manufacturing new and refurbishing older parts, or China. The prices of new old stock where available, are increasing daily. More than ever before it seems keeping an old Russian bike in good running order will mean sacrificing originality in some cases, a certain amount of engineering skills on the part of the owner and/or an acceptance of rising prices to maintain originality.

On a personal level I do not mind non original bikes, and myself use motogadget parts for the electrical side of things, and modern manufactured parts in the engine for the sake of reliability. I do

like to see them looking on the surface like they did when they came out of the factory.

Dnepr the story is the same, small workshops making parts, and new old stock or Chinese. We have a small workshop making stainless steel parts, and these are a huge improvement on the original, also the same applies for sidecar seats, covers etc. IZH and other brands the story is the same, but not so much newly made stuff as the bikes are not that popular themselves so demand is less.

So, in the interest of trying to help us all, the first thing is, know what you have, do not assume that because you have a Dnepr that all the parts are Dnepr. Some Ural parts will not fit, rear drive cover is one example I have had today.

Chinese parts will work if you have a limited budget, they are cheaper and the quality is not as good as the Ukraine made new parts or new old stock, so be prepared to fix and fiddle your new part if you buy Chinese. New old stock if they can be found are better but will be more expensive and running out fast.

Enjoy your bike but remember buying a part for these is not the same as buying a part for a Honda, you will need to be prepared to get some tools out and fettle to suit. Have a great weekend.

Chris, Vostok Motorcycles.

It feels to me as if we're going back to how things were before the wall fell, when we couldn't get anything. Don't throw worn out Russian bits away people. You never know!



Pictured right is a Lavochkin La5. So what? Well..... In the desperate days following Barbarossa, the Lavochkin Design Bureau was charged with coming up with a new fighter aircraft for the Red Air Force, quick.



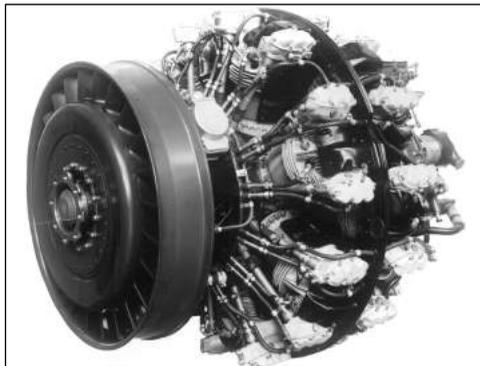
Chronically short of aluminium, they made the airframe out of phenol resin impregnated wood and used the only available Klimov V12 liquid cooled engine. The result was called the Lagg 3. It was too heavy and had the rate of climb and manoeuvrability of a brick. Hundreds were lost in air to air combat because unfortunate Soviet pilots couldn't get out of the way fast enough.

Soviet expediency themed anecdote

As punishment for that the Kremlin sent the whole design team to Tbilisi but no one wanted to live in Georgia. Lavochkin himself pleaded with the authorities to be given a chance to sort it out and they let him have another go. He got six weeks.

In the mean time Arkadiy Shvetsov had doubled up the lightweight, short stroke copy of the Wright Cyclone he'd been manufacturing into the fearsome twin row 41litre, 14 cylinder Ash 82 air cooled radial. This used the same bore and stroke as BMW's 801 and Lavochkin borrowed the same German cleverness as Focke Wulf in arranging the fan generated airflow through the cowling to blow on his cylinder heads. The resulting fighter flew in five weeks and turned out to be the Soviet's best of The Great Patriotic War.

Apparently the similarities in installation and dimensions with the BMW 801 mean that an Ash



82 fits in a Focke Wulf. Although 70,000 Ash 82 engines were built, into the 1960s, there are very few left and no parts. A number of restored FW190s are flying at airshows around the world powered by a Dongan HS 7, which is a Chinese built copy of the Russian engine! Don't worry, aviation is different, one would hope.

On 16th May 1979 MCN published an article on Neval Motorcycles brave new attempt at the UK market. What happened to all their plans to go racing? This is from **The Chris Drucker Archive**. As ever it's journalism so how much of it is accurate is anyone's guess.

Soviet Bike Invasion



The Russians are roaring in for their first serious hammer and sickle assault on the British motorcycle market.

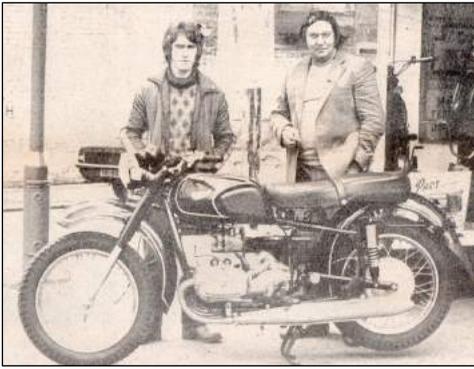
And to spearhead the attack they are taking the unprecedented step of releasing full works road race and motocross machines to be campaigned on British circuits.

The racers, which have never before been placed in Western hands, will be managed and run by Neval Motorcycles of Hull who have clinched the exclusive UK marketing rights for every model produced by the Russian motorcycle industry.

That industry is made up of ten co-ordinated factories that are together producing nearly two million motorcycles a year!

The racing programme is an integral part of the contract the tiny northern firm has negotiated with Avtoexport which serves as the export outlet for the Russian automotive industries.

Neval Motorcycles aim to be putting 7,000 Russian bikes a year on British roads by 1984 and have been promised the full backing of the world's second largest producer to help them achieve that.



The caption under this picture, above, reads "Alan Voase and Neville Mason with the MT9 650cc Dnieper that was formerly offered in the UK under the Cossack banner. A higher performance MT10 version of the bike will be making its debut at the Earl's Court Motorcycle Show."

The racing bikes and spares are being given to Neval free of charge to help promote the range of 50cc to 750cc road bikes that will be arriving in showrooms shortly. "I insisted that we needed the racing bikes to help establish the road bikes," said Mr Neville Mason, who shares the reigns of the British firm with his young partner Alan Voase.

"We intend to build up the reputation of these bikes in this country and see a successful racing programme as an ideal way of doing this."

The most exciting racing machine involved in the Soviet propaganda programme is a Dnieper road racing outfit powered by a 500cc flat four two stroke. The rotary valve engine is said to produce about 75bhp and bears a striking, and not wholly coincidental resemblance to the Konig (See page 12). Delivery is expected to be made at the end of the year for a 1980 British track debut.

Although never raced in the West, Russian ace Alexandr Seropov clinched both the 1977 and 78 Soviet championships on one of the outfits. Neval are also toying with the idea of slotting one of the power units into a solo frame for a double bite at the racing cherry,

"A larger capacity version of the engine, rumoured to be about 700cc, is also said to be in existence and we are keen to lay our hands on one of those too," said Mr Mason.

Dnieper will also be providing Neval with a 750cc works motocross outfit based on their horizontally opposed, BMW like four stroke twin. This too will be arriving at the end of the year and has been

earmarked for Geoff Stokes and Graham Martin who were runners up in last year's British sidecar cross support series. If all goes to plan they will be giving it one or two outings at the end of the year in preparation for a full scale assault on next year's British sidecar cross championship.

This season's racing programme will be a low key affair based around 125cc two stroke motocross and road race bikes due to arrive from the Minsk factory within the next few weeks. The air cooled single cylinder racers have been developed from the standard road bike the factory is turning out at the rate of more than 200,000 a year.

Neval employee Bill Clark will be campaigning the road racer at national level while the motocross machine will be making its debut in schoolboy events in the hands of Mr Mason's 14 year old son John.

Neval have been importing 125cc Minsk road bikes for the past 18 months and are using the experience and dealerships they have gained as the launching pad for the new operation. Although they have been shrewdly insisted upon being given the sole UK marketing rights for all 10 Russian factories they will, initially, be importing only those models made at the Riga, Kiev, Izhevsk and Minsk plants.

About 120,000 motorcycles a year run off the main assembly line at the Dnieper factory, below.



All the machines they bring over will be sold with the Neval name prefixing that of the actual manufacturing factory. So as to achieve a measure of uniformity. Certain of the models are also being "re-engineered" here in Britain to slot into more

popular capacity classes thus giving them a special UK identity.

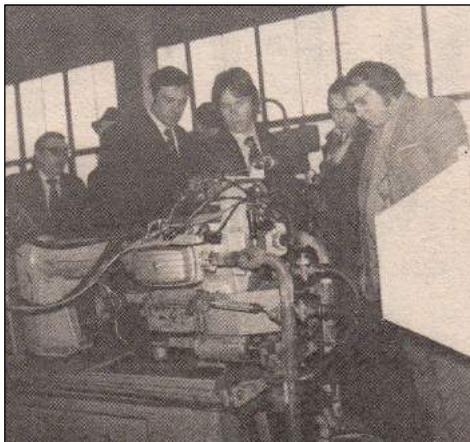
This work of sleeving down some engines and boring out others has given birth to 150cc, 250cc and 400cc single cylinder two stroke road bikes and a 350 trial bike unheard of in Russia! The modifications are however, being carried out with the full blessing of the factories who are indeed looking at the possibilities of taking up some of the ideas themselves.

The smallest bike in the comprehensive line up is a 50cc two stroke, two speed Riga moped and the largest a shaft drive Dnieper sidecar outfit powered by a simple side valve 750cc horizontally opposed twin cylinder engine. In between the two extremes fall a whole array of light and middle weight machines aimed to sell at bread and butter prices.

"The Japanese have gone over the top with some of their designs thus allowing us to take advantage of the gaps they have left." said Mr Mason.

The £485 price tag worn by the Anglo/Russian Neval IZH is a very good illustration of why Mr Mason is so confident. The red revolution is going to take off in Britain. For the same price you can have a 400cc version of the bike and £650 will buy you a lightweight sidecar outfit powered by a 350cc twin cylinder two stroke.

Alan and Neville have fun checking the machined bores of Dnepr crankcases, below, and watching an engine test, opposite.



the Earls Court Motor Cycle Show this summer. Although not due to appear in the showrooms until next year the provisional price of this OHV shaft drive machine has been set at just £1,000. And it is the most expensive solo bike in the range!

The MT14 boasts more frills than usually seen on iron curtain bikes, which is perhaps an indication that they are beginning to attach far more importance to the Western markets. Their main export sales are at present being chalked up in countries such as Cuba, Vietnam, Iran, Bulgaria and Mongolia. Home demand is however, so great that Russia itself has to import machines from its neighbouring Eastern block countries.

MZs, CZs, Jawas and Hungarian 250cc Pannonia outfits are on general sale in the USSR, but Western bikes get no further than the industry's research labs. There the latest offerings from Japan, Italy and so on are stripped down and examined to see if any of the technical ideas are worth "borrowing" for incorporation on future Russian machines.

Each factory has its own development team but the majority of new designs are born at a state research institute based about 85 miles south east of Moscow. The 200 or so people employed at the institute work hand in hand with all the factories which come under the authority of a special ministry in charge of motor cycle production. The co-ordinated research work is one of the reasons Russian bikes sell so cheaply.

Any suggestion that the British prices are the artificial result of heavy subsidies is categorically denied. "Don't ask why Russian machines are so cheap, ask why Japanese prices are so dear." suggested Mr Voase. The question was however,



The most costly and sophisticated machine scheduled for inclusion in the range is the MT14 650cc Dnieper which is due to make its debut at

one of 22 he and his partner carried with them from Motor Cycle News when they recently became the first Britons to visit the Minsk and Kiev (Dnieper) factories. Mr Hablack Georgi Ivanovitch, the Minsk factory's general design manager, said his and all the other factories have to stand on their own economic feet.

"The factories receive no support subsidy from the state and operate at a profit." he said. "This profit is used for bonus schemes for workers, technicians and other staff for sending them (*Whether they wanted to go or not?*) to resorts, building houses and for other social purposes."

The low prices could be explained by the high level of production and by the high level of mechanisation and automation in the factories. Although the Russian bikes still look a little dated by Western standards the industry itself is less than 50 years old. Styling has in that time played second fiddle to such considerations as comfort, reliability and ease of maintenance. Glamorous superbikes are not the Russian scene.

The first all Russian motorcycle was a 550cc 7bhp model which appeared in prototype form in 1927. Other experimental models followed before the L-300 went onto production at the Krasny Oktiabr works in Leningrad in 1930. It is from this foundation, the Russian industry was born. Soviet motorcycles are now produced in Izhevsk, Irbit, Kovrov, Kiev, and Minsk. Scooters are built at plants in Tulsa and Viatskiye, mopeds in Riga and Lvov and motorised bicycles at Penza.

Each factory is allocated a particular sector of the market to cater for so as to virtually eliminate home market rivalry. Although it could be argued that rivalry improves the breed, Neval Motorcycles are confident the Russian machines they are importing will be able to withstand the stiff competition they will encounter in Britain.

That confidence is shared by the 32 dealers who have signed as agents. By the end of the year there are expected to be 50. Neval employs just 10

people but with the backing of the Soviet Union they have big plans.

You'll note there's no mention at all of Ural in the MCN article.

Kim Newcombe was born in New Zealand but moved to Australia in 1963 to go motocross racing. He was working as a marine engine mechanic to pay for that when he discovered the König flat 4, 494cc two stroke, outboard boat engine. He was so impressed by it he wanted to meet Dieter König who designed it. König was impressed with Newcombe and gave him a job.

König



In Germany Newcombe met Wolf Braun who'd begun a project to build a road racer around the König engine but didn't when his life changed. Dieter König asked Newcombe to carry on with it. Getting an outboard engine to work in a motorcycle was a nightmare.

The crankcases had to be watercooled to cope with the motorcycles closed loop cooling system and diaphragm carburetors were needed because the engine laid flat instead of standing upright. Newcombe turned the cylinders round to point the exhaust ports up, possible because the König breathed through a single belt driven rotary disc valve in the middle (below). The belt drive turns through 90 degrees by the way.

Only two expansion chambers were used, one for the front pair of cylinders and one for the rear. The primary drive was by chain to an AMC gearbox. In spite of not enough gears, not enough exhaust



pipes and without proper carburetors, the König race bike was blisteringly fast but broke down lots. Power rose from 68bhp in 1969 to 75bhp a year later and eventually 80bhp. However in 1971, works pilot John Dodds became disillusioned with walking and left König to go buy a Yamaha, with his own money. So Newcombe rode the bike himself.

Agostini, both MV mounted. The essential fact here is that 1973 would have been his first full year of road racing and he built, maintained and rode the König all on his own. Astonishing!

If you want to buy one, Konnymotors in the Czech Republic will sell you their 700cc unit for either marine or road racing use. Apparently all the bits fit original König engines.



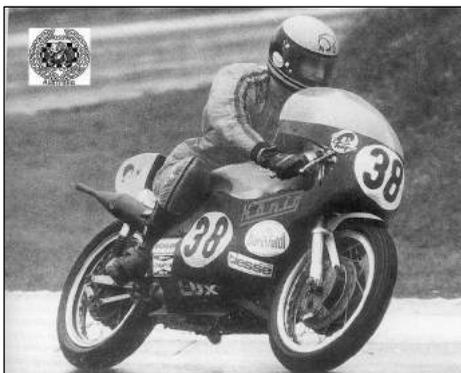
The toothed belt in the middle, above, is the rotary inlet valve drive. Left of that is the water pump.

To describe Newcombe as talented is epic understatement. He won everything in Germany to qualify for a FIM licence and took on MV Augusta for the 500cc world championship in 1972. He took 3rd at the Nurburging but a crash at the Dutch Grand Prix lost him half the season. His König proved to be faster than Agostini's MV.

In 1973 Newcombe was consistently podium placed and after winning the Yugoslavian Grand Prix, led the championship. He was offered loads of money to race a special 680cc version in an unlimited race at Silverstone in August that year but tragically crashed, losing his life in hospital later. He posthumously finished 2nd in the 500cc World Championship behind Phil Read but in front of



OK, so it's not quite as sexy as a Jupiter 3, but it almost is. Back in the day, König developed a road engine and two were installed in BMWs, across the frames to use the BMW drive train. BMW were no doubt appalled by this but KMZ might have been receptive to the idea, if Mr Mason thought of it?



The shed of never depleting pleasure

Bynnzi

It's happened again. I don't know how but it's the same story every time, I'm either cursed or blessed with a never emptying shed. I'm going for blessed.

During the bad times of 2020 with more time to fill than normal, I trawled the depths of my lock up and exited with forgotten treasure, riches in the form of boxed bikes, corrugated containers enclosing dismembered East German exotica. Springs, levers, bits of wire and oil covered lumps resembling engines.

It's a sad sight, and Mrs B is constantly rolling her eyes and tutting whenever I tip up with another. But I can see past the oil and cats cradle cables, I am sad enough to know where the little springs and collets should go and I have the good fortune to be able to visualise the finished vehicle. This perception is helped by the fact that most things I build tend to emerge as olive drab butterflies freed from their cardboard cocoons. So what I have in my mind is another green bike. And due to my on going east bloc problem, another green MZ.

2020 was productive, I extracted three of these projects, big boys airfix kits. I spent hour after hour degreasing, priming, painting and assembling. To be fair number 2 was treated to some splendid contrasting black and grey enamel, but being a tyke I soon saw the error in this, as the powder coating cost more than the bike!

When one was finished I drove him round the pub next doors car park, I was the most frequent visitor. Sadly the only visitor. My test track weaving between forlorn picnic tables and empty beer barrels. Then, quality control complete, he was put up for sale and his cousin was installed on my bench. So three boxes down and a bit more space freed up. Fantastic. What now?

I had a couple of engines in the same format, so I spent an all too brief period of time sorting those. What now? Well the problem is, when you are into bikes, and quirky bikes in particular. The word gets out. Other people also cursed with this over endowment of time have been doing things, things alien to my thinking. Like gardening or decorating, finding dads old bike propped at the back of the garage as they rummage for a spade or rake. Discovering a rusting relic incorporated in the hedge they have just cut back, leant there in 1984



(Big Brother would approve of the new speak and draconian limits on personal freedoms in 2020!) forgotten about and gradually lost from sight/ memory. What to do? Take it to the tip or try to sell it. Turns out that a friend of a friend has a friend (just like an Adam and his ants lyric) who might have an acquaintance that may know what it is/take away the problem. Word gets out.

If it was an old Brit or Japanese bike it could stay in the hedge for me, but Eastbloc, fantastic I'll be there in my van. Half an hour OK? So, three boxes out of the shed have been replaced by four more needing the treatment. Plus a full bike minus an injin. I can't help myself. I picked up a complete bike for a buddy and came away with another kit form MZ125, that will be three stripped 125s I have now. Keep me busy for a bit anyhow. And then there is EBay!

It never rains etc. I also have a liking for ugly skutrs and have had a weather eye out for an IWL Troll or Wiesel for a number of years, even a Simson Schwalbe would do. These are very thin on the ground this side of the former iron curtain and I have not managed to get my paws on one yet. But, having a bit of free time one day I turned on my turing machine and there in the auction section was a Jawa Tatra for not much money. Usual tale, not running, no documents, history or interest.

I must admit this was a new model to me, also I have been known to be scornful of the Czech built brand. The photos showed a thing which was east bloc ugly but a bit Art Deco inspired. I call it artbloc. Beauty it is said, is in the eye of the beholder and he was a handsome beast. Mistakenly I arranged to view and the inevitable loading of my van occurred.

Back at the bat cave further in depth inspection took place, and I was pleasantly surprised.

Historically I have bought shite, either in box form or semi complete. But definitely shite. Here waiting my ministrations was a complete thing, no rust, and everything fastened on securely in the right place. This for a 55 year old bike is amazing. The wheels turned, though the original Barum tyres were definitely past their best. I covered him in WD40 and left him to get used to his new quarters. Barum are still in the tyre business, but re-badged and rebooted after the wall came down under the Mitas brand name.

The following morning probing/inspection continued. He had not disgraced himself overnight, the only fluid on the floor was the overspill from his fragrant essential oil shower. My earlier satisfactory conclusions were confirmed and regeneration commenced.

The rear body was lifted off, only needing the removal of six bolts and unplugging the loom to the rear lights. This exposed the injin and supporting frame, again rust free and lacking clag. The motor not being MZ was a new thing to me and I spent some time trying to find a kicker. Not finding such a thing, my attention focussed on seeing if I could turn the injin and check the gears by rotating the rear wheel. This I could do, the piston was free and I found that rather than 1 down 3 up that is a normal gearbox he is neutral 4 up with an awkward toe and heel lever. I also found a thing called a dyno start. That translates as an electric start, this is a 1966 vintage bike remember, an electric boot no less, how exotic.

The wonder of the inter web came to my aid, information is there on any subject if you know how to find it and manage to avoid the porn. I found a workshop manual with a wiring diagram and spent some time in study. A surprise was the use of 2 six volt batteries fitted in series, this gives the required 12 volts to turn the starter. I had a couple on the shelf so connected them up toot sweet. Bloody hells, everything works. And he turns over on the key!

Anyhoo, long story short, this project wasn't destined to take up much of my time. All that was needed was the wheels rebuilding with new rims and bearings, replacement indicator/high/low headlight switch and a fresh suspension damper. I had him running a week after installing him on the bench, and very sweet he sounds. The rims were sourced from Czech and tipped up 2 weeks later.

A month from start to finish, and most of that was waiting for parts to come from Europe. He now has an MOT and is waiting for a registration number from DVLA as he was imported from the DDR back in the day, and has never graced our roads.

January 2021 came round with a whimper, very similar to Christmas 2020. The evening of 24 December will forever be in my memory as the one when Mrs B and myself stood on the market square in front of the towns festive tree with a flask of gluwein and some tins of cider, having a shouted conversation with another couple. We were the only people there, distanced or otherwise. It was so underwhelming we didn't bother to repeat the experience on New Year's.

We stopped in, watched tosh on the tellybox, possibly celebrity spank off or cooking with nobodies. I can't remember now, but we were in bed by 9.30. So, same old same old. Now in lockdown 3 and more enforced time wasting is again being filled with the sound of sandpaper being wielded and the smell of paint. The sitoutupon is festooned with bits of bike suspended on wire while the pigment dries.

Another MZ, green again, is gradually taking shape on the bench, this time a 250. I still have half a can of olive drab left so it looks like my colour schemes won't alter much going forward. I can already see the culmination of this project and I am making plans for the future.



Normally my planning would involve a couple of ferries and visits to far flung places, I have been known to take a tent to Germany in search of snow. That won't be happening this year, neither will meeting up with friends, drinking beer in pubs, talking crap and riding into sunsets.

There is a rosy glow on the horizon, and people are getting excited about how the new vaccine will change things. Some people are kicking back,

refusing to be vaccinated as it has been rushed into production. I will be at the front of the queue. I'm of an age now where the chance of growing another arm doesn't really bother me. Also it would be a useful addition, unless it sprouts from my rs.

But it will still be a long haul to herd immunity (more new speak), and I have written off 2021. It would be nice to put some miles on my skutr but I'm not holding out much hope. What now?

My immediate future centres round a couple of cardboard boxes and an oily lump. I think I might build myself a little green laner from my ever regenerating stock of 125 bikes. It will be an MZ and it will be snot green, the perfect colour for what I have in mind. The project will pad out my house arrest and clear a bit of space and then make way for another, but I may have to chuck away that can of paint as even I am getting bored with green.



This is number 4, above, since the first lockdown from the Binns shed of happiness. Strange how a worldwide pandemic has been the salvation of so many old bikes. This one came to me in box form possibly 5 years ago, as a swap for an AJS frame. He sat in my shed for a bit, then moved quarters to live with my good friend the Wing Co for a while. From there he moved in with another chum Russel briefly, to finally come full circle back to my mitts earlier this year. No idea when he was first stripped and boxed, but he is now replete with elephant snot pigmentation and is raring to go. And he is also for sale if not already gone. (need room for the next one)

We pictured Bynni's Tatran in the previous issue of HV. I can tell you it's now registered in the UK, WooHoo! If you want to buy the MZ pictured opposite, email your editor, details on page 4, and I'll pass you on. Remember that IWL Troll he mentioned? Well it's a real thing.

Troll

IWL were founded by Daimler Benz to produce aircraft engines in 1936 but the factory was wrecked during the war and the Russian stole anything worth having. In a few years it was back in business producing Soviet aircraft engines, machine tools, agricultural equipment and scooters. Up until 1959 IWL built 50,000 Wiesels, replacing it with the Berlin and then in 1963 with the Troll. Both were powered by MZ's 145cc engine, achieving a top speed of 56mph in the faster Troll. IWL made 56,000 of these. This one, below, was offered for sale recently in Washington USA for \$3,400.



Below is the naked, 51mph Berlin which is pretty much the same as a Troll. Check out the MZ primary drive driven fan and the parallel bar rear suspension. Is that cleverly configured to keep the chain tension constant? The chain by the way, is in what looks like an MZ chain case with rubber gaitors. According to the internet, Trolls are a plush ride and highly desirable.



How's this for a challenge?

No she wasn't cheap. I paid £278 in total for the heap. Isn't Tyneside a wonderful thing? I could have contacted the Cossack Owners Club and just got one anyway. There isn't much on it that isn't seized. Every nut and bolt is a bastard to undo. The engine is seized. It's just a massive pile of crap. I'm going to be needing some bits from our friend in the Ukraine. I will keep a record of the things I do and observations I make so that you can include it in your Club magazine if you want to. I was a member of the MZRC for 10-years, but this is more like a trip down memory lane from when I was a kid.



Derek Ansell

what you mean about the fuel taps they are crap right from new. I have a really expensive decent one sat in my tool cabinet that never got used so I am going to drill out the fuel tank and put a new thread in it to take it. Although the new rims are extremely tempting, the cost of wheel building is prohibitive. I did once attempt a wheel build and it looked fantastic. But I found out that it wasn't fantastic when I rode it down the road and it felt like I was riding a bucking bronco! Now I understand why there are specialist wheel builders.



I offered Derek some of the rusty crap from my pile of discarded Voskhod bits and he said.....



I've had a good study of your pictures and the back wheel that you have is much better than the one I have. I would also be needing the front brake plate and any brake associated bits. The exhausts pictured are in way better condition than the ones I've got. But I don't feel that I would be able to get them to a standard that this will need so I'm going to go with universal pattern part silencers. I know



I had an email from Will.....

Hi Paul, a lady called Hazel gave me your email address, you might be able to help me finding some parts for my 1975 IZH. I am mainly looking for the lower rear engine mount bolt, the inlet rubbers and the Mikuni carb, also looking for the little oil pump cover that bolts onto the left casing. I am also after the rectifier that sits next to battery. My model is the Jap parts version.

The Magic Will



I bought two from a former employer. One was NOS and the other had been used by an employee who then stripped and nicked some parts from it. Also maybe a little out there but I'm also looking for the handpump that mounts under the tank. I will also need some help to register the bike which I am willing to join the owners club for. I am also interested in just some general spares if you are selling some.



I own a Mk2 Sport but I've picked up a few bits and pieces for the earlier one, like yours. I think I have a rectifier and I know I have a Mikuni carb. I might have an inlet rubber. I'll have to look for an engine bolt but I probably have one. For the oil pump cover do you mean the little round chrome one? I should have that. Maybe even a hand pump, I'm not sure about that.

There is lots more but I've never catalogued it. That would take ages. It's not going anywhere. It'll take me a while to scramble around in the shed so give me a few days. If I find anything specific to your model I'll drag it out for you. The two models are quite different. The electrics are much better on the Russian ones and the frame is a lot stronger, they don't have that rubber mounted engine which believe it or not is smoother! The suspension geometry is different too.

It's not a rush project. Currently engine in bits as trying to locate some crank seals. The



frame is rebuilt and painted. I'm not making it a minter but I will make it tidy. It's really just for a giggle as I like oddball bikes and it was hiding in a workshop for 45 years. The ex employee has fitted a funny plate and ridden it until the crank seal failed.

I have a Mikuni carb with inlet manifold rubber, a rectifier, at present still on a loom with the voltage regulator as well, an oil pump cover and, how lucky are you, a working handpump!

I also found a set of crankcases and there are some fork bits and maybe an exhaust system but these will take some extricating from the depths of the shed. There's a new and unused barrel, piston and cylinder head, which is precious for being real Russian and not Chinese. By the way, use gudgeon pins from a CZ 380 motocrosser if yours needs replacing and quality Yamaha circlips, part number 93450 19052. You need to file a little groove in the piston to be able to hook them out again because they have no tail, which is a good thing. I've seen the originals ping out and wreck the barrel.

Out of interest what small end bearings would you recommend? The original looks weak at best as it's aluminium with steel bearings? Also any info about conrod kits etc as I would look to buy spares.



The small end bearing is an issue because the Sport piston has a big gap between the gudgeon pin bosses. You'll notice the cage is extended well beyond the small end of the rod to fill it. Believe it or not aluminium is an excellent bearing material running in the hardened small end eye. Also, it's very light. The trouble with heavy steel cages is that they push the rollers as the bearing accelerates and slows, as it does at various points during crank rotation. This makes the rollers skid and get hot. The Sport's alloy small end cage is one of its good points. The issue is, the Chinese replacements are steel and because they're wide, they're heavier than a usual cage would be. Unless it's suffered some sort of trauma, keep your original small end.

I had thought of using the CZ380 small end cage with aluminium spacers either side of it. That would be a nice arrangement. So far, mine is proving to be quite robust. When the time comes I'll think about it. We rode 8,000 miles in 8 weeks, right up inside the Arctic Circle to 71 degrees north to camp by the Russian border. As you can tell, I love IZH and the Sport.

The Chinese issue affects everything. There are Chinese rod kits available but they're suspect quality. I've had Chinese rods for things because I've had no alternative. Sometimes the rough grinding shows through the finish on bearing surfaces and goodness knows what they're made of (see page 20). Perhaps that's not so much of a problem on a slow revving stump puller like a Planeta 3 or 5 but the Sport is a bit livelier. Sadly there is little Russian stuff left and it's hard to get hold of it when something does turn up. Usually it's on Ukrainian Ebay where the sellers might not be honest. They'll tell you it's original Russian when it's not. Look after your original rod, it's precious.

I have some second hand ones and if I ever needed a crank rebuild I was going to use those rather than buy Chinese. Again, the Sport's big end is a split roller in an aluminium cage which is lovely. The Chinese replacements are one piece rollers in steel. If you want me to explain why the split roller is better I will, it's to do with manufacturing accuracy, not a Chinese strength!

As a good test of your big end, see if it scrapes on the inside of the crank webs opposite the big end. You might find it touches one side only. If it does one half of either your crank pin or big end bearing surface is beginning to flake. Press it apart to check it. If it doesn't touch it's good. Often one half of the bearing can flake so when you pull the rod

up and down to test the radial play it feels OK even if it's not.



The little end looks like it may have got hot at some point. I had my crank pressed apart and inspected and was told it was fine. The bike has only covered 5000km from new and the other bike I bought at the same time only had 4km on it from new. Both stored for over 45 years in old bike dealership in Hereford. I'm just waiting on a gasket kit to assemble the bottom end. I have the green owners manual for it and some Russian books for maintenance and parts list. The brakes are original, are they asbestos? Where can replacement ones be sourced?



You can reline the brake shoes but make sure the company you use can assure you their linings are compatible with the Russian brake drums. Usually modern brake lining material is too soft and metallic. It works brilliantly for a while then tears up the drums so the dust rolls round in the grooves, leaving you with no brake at all.

As ever, the original Russian brakes, even though the shoes are hard and take ages to bed in, are eventually better than trying to improve them. At such a low mileage do you need new shoes? They last a long time, in Russia they have to! Unlike most Russians, Sport brakes are quite good. Very often the drums are almost round.

They seem very rare here in UK , fair few for sale in ex Soviet areas. I will get the ball rolling on how to reg the bike. Also wondering about maybe upgrading ignition to electronic any suggestions

Most of the East European parts suppliers might do electronic ignition. Search IZH electronic ignition on Ebay and see what happens.

As ever, my personal opinion is that standard is best. All the after market stuff for Russians is Chinese and the Sport, even though it's called "Sport" isn't fast enough to stress its points. I'd much rather have points than a little plastic box full of Chinese semiconductors I can't do anything with. You're welcome to disagree with that.

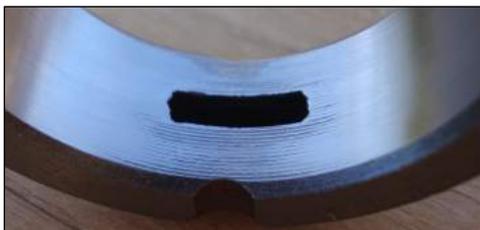
I have no docs. All I know is that it was imported in mid 70's to a dealership. The bike is now running as of this evening the parts you supplied made it possible. And in the long run the only electrical fault was with the flasher unit which I have swapped for a modern 3 pin unit.

We've recently scored a few successes with age related registrations with no previous paperwork by providing internet evidence of similar examples and comparing engine and frame numbers with known examples. We've recently discovered that the Cyrillic prefix on IZH numbers is a year stamp. For example we know of two UK registered 1975 Sports with numbers prefixed by the letter B and another 1975 model yet to be registered.

As a member you'll be able to get in the member's section of the COC website and check out HV issue November/December 2020. Go to page 11, Dating Lovely Hazel. This is how it works. Read the current registering guide published by Peter Ballard who's the man you'll see about a dating certificate. Supply him with the internet evidence so he can put it on the certificate. You will need to correspond with him when it'll all make sense.

This is purely a personal point of view and of course, one which doesn't matter compared to the ruthless pragmatism of global economics. I'd rather have

足够近



original Russian than Chinese availability. Why? Well.....The following pictures are of an old IZH Planeta conrod and it's modern Chinese replacement.



The Russian part looks like it was forged, literally, in a coal fired, smoke belching, Soviet factory. It was machined by Russian hands on the wheels of machines,

each one carefully nursed to precision. It's quaint and elegant and its beauty is because it's industrial history. It can be relined. To be refurbished it needs a new bearing pressed into its big end. To facilitate this The Vintage Bearing Company, specialists in the obsolete and unavailable, will make one for £200. This will be beautiful too. However, the Chinese alternative costs £20.

This is a cheap, charmless lump, formed on a machine which has software linked to the Shanghai Stock Exchange. Its computers know exactly what it can get away with and the position of its cutters and grinders in three dimensional space is calculated to achieve a retail price of £20, not mechanical longevity.



Opposite bottom is what its big end looks like, with machining marks still visible where the finish grind hasn't touched them. It's the point of least stress, on the sides of the bearing so I suppose the software doesn't

care. It's only an old Planeta. For 15bhp at 3,000rpm, it'll do won't it? To be honest, for £20 compared to £200, it's worth a punt. I haven't built my Planeta yet. If I love it when I eventually do, I'm seriously tempted to keep it as Russian as possible. Simply knowing what's in it matters because the art in it was put there all those years ago by Russians. I'd like to keep it pure.

If you're going to start filling your Russian up with Chinese parts isn't Russian anymore is it? Where do you draw the line? You might as well go buy a whole Chinese bike! Funny you should say that....



characterless. The engine is smooth, revvy and frantic compared to the Ural's industrial slogger. You get quaint features like the old CJ's springy saddles, and swinging arm suspension made to look like plungers. You even get a winch because with no ground clearance, one wheel drive and no reverse, off road you'll get stuck.



Ural France bent one of the silencers by bashing it on a curb, just like the old sidevalve CJ's fishtail does.



Pictured above is the Chang Jiang Pekin Express. It's been in production in China for a few years and has recently been available in Europe. Now, F2 have been appointed as the UK dealer. At present a UK version with left hand sidecar is on it's way through the paperwork according to David Angel's f2motorcycles.ltd.uk/Chang_Jiang_650.html

It's pictured below on ural-france.com/news/ural-vs-chang-jiang.html where it was compared with the current model Ural in a back to back road test.



In France, the CJ costs €12,200 as opposed to €16,300 for a Ural. For that you get a 60bhp, liquid cooled, eight valve, fuel injected engine, linked disc brakes on all three wheels, heated handle grips, Kayaba suspension, all LED lighting and a USB port. You don't get reverse gear, a kickstart, the Ural's off road capability or shaft drive.

According to Ural France, the CJ is thoroughly modern under it's classic styling. It's lighter, more nimble, faster and generally easier to ride. They found it a lot less tiring than the Ural, but of course,





windswept rock called Berneray, in the Outer Hebrides. Two weeks beforehand I took my usual leisurely approach to servicing the outfit.

The service was unremarkable and included fitting a new rear tyre. Oh yes, and organising a fully comprehensive tool kit and spares. This included throwing out the stirrup pump fitted to the inside of the boot, and using the space to store a far more useful piece of equipment, a spare drive shaft. Then, the exemplary importer of Urals, David Angel of F2 Motorcycles, kindly gave me a spare, protectively wrapped alternator to take with me, just in case, you understand.

Andrew (Ross) and I thought it would be a great idea to announce the Western Isles Camp, as a Hebridean rally, ostensibly for sidecarists, over the weekend of my stay. We had formed a club as part of the Federation of Sidecar Clubs (the Fed). This is what a lot of Fed clubs have done for over 60 years now, held camping weekends, rallies and day meets. So, leaving home early at 6.30 one morning, in May 2004, I rode down through Hertford and out toward Stevenage and the A1M. The plan was to travel until I needed petrol then refuel and take my breaks at the same time.

There's always something annoying one forgets and soon after merging onto the A1M at Stevenage, I noticed the freshness and foreboding rain clouds. It struck me that I'd left the fleece, which was part of my personal riding gear system, at home. This minor worry gradually evaporated and I was pleased to find myself in Doncaster at 10.00am without getting wet or too cold. Having had a good start, a refreshing coffee and a toasted tea cake, I pressed on.

The Dalesman and I made good progress. I don't mean good progress in the advanced riding sense, but in the Ural sense. I'm a mechanically sympathetic kind of chap and found that the Dalesman would cruise quite happily at 55mph when riding it alone, as recommended. It would also do the same if the sidecar was fully loaded, and again if fully loaded and carrying two people.

I missed the turn off to Scotch Corner, but found a useful road taking me west and back on track. I stopped for fuel at the Esso station there, the place was swarming with sports bike riders, none too friendly it seemed either. I was shot hard looks and treated to the spectacle of aggressive riding behaviour. I couldn't fathom it. (*You're inverse cool Stephen, they hate it!*) Happy to have fuelled up I headed for Troon, around 30 or so miles south of

Try www.youtube.com/watch?v=ouGKE5fqW2U as an insight into how far and how fast the Chinese have come since copying the Honda CG125. The internet tells me half the world's motorcycles are now made in China and Chinese factory Loncin manufacture BMW's 650 single cylinder engine, for BMW. Of course Triumphs are made in Thailand these days. What a strange place modern life is, consumerism eh?

Stephen Wood

Just after Ural embarked on the 21st century by developing their 750cc engine, I bought a Dalesman outfit. This was in 2002, and I very quickly grew to love it.



Stephen's caption to the photo above is "First manoeuvre" that is ever, under the watchful eye of Mr Angel.

A couple of years later I planned a visit to my friends the Ross's, who for some inexplicable reason had moved from Oxfordshire to a little

Glasgow on the west coast, in my calm, peaceful Urally bubble.

piece of clootie dumpling. Something I am now far more familiar with.

At 2.30pm we, the outfit and I, were across the border and the sun was shining. I enjoyed a demented grin as I soaked up the warm sunshine in a lay-by whilst perusing the map.

(Clootie Dumpling is made with mixed fruit, spices, suet and treacle. It is steamed for two hours in a cloth, a cloot, hence the term clootie dumpling. It's always sliced and can be served in the following ways: Cold with tea, like cake, fried, with breakfast or warm, with custard as pudding. Culinary adviser: Her Scottishness, Marion Wood, the author's Mrs.)

Motoring across country the weather began to dull and later I was stationary, on the A76 to Kilmarnock, leaning up against the outfit in the road, drenched to the point of hysteria and being hammered by large rocks of hail. The only light, it seemed, being provided by the lightning! I turned to the couple in the camper behind me and spread my arms in a gesture of defeat giving them an insane grin.

Morag Mathieson runs a fine guest house and I recommend it. She was, however, a proponent of the Scottish national sport, taking the 'P' out of the English. All in good humour of course, and she did reassure me, "Och, it's not your fault" in her drawn out lilted style.

We were in a queue of traffic brought to a standstill by a rather unpleasant looking accident in which a large van had overturned. It was serious enough for all three emergency services to have been called out and the police made the decision to close the road. At their advice I U-turned and followed the camper to detour through a town called Cumnock. The town, my Scottish wife tells me, often wins the best gardens competition in Scotland. I hadn't met her in 2004, but it would have probably been lost on me anyway.

My route took me over the Erskine Bridge to the west of Glasgow and along the bonnie bonnie banks of Loch Lomond. The rain and greyness did not detract from my impression of the breathtaking views through the trees to my right.

After being terrorised by tales of lack of petrol stations in the Highlands I began to fill up at every opportunity. I had taken the precaution of packing a lovely vintage two gallon metal Esso petrol can of fuel in the boot which proved to be unnecessary. Nice to know it was there though, and I did have to take into consideration that my twin carb air cooled flat twin might only achieve 40mpg at best.

Despite the delay, the early evening saw me arrive at a very comfortable guest house in Troon, albeit a little damp. I allowed myself a slow, deliberate and satisfied look over the outfit on which I had just covered 300 or so miles. I find travelling a distance on basic simple machinery has a particular kind of satisfaction.



My awe was further struck by the Glens and mountains on the way to Skye in a mixture of weather that included periods of sunshine and heavy rain.

Stopping for fuel and refreshment at a rare opportunity, The Green Welly Stop, a place well known amongst Scots and bikers, provides very good sustenance. I came out to find the outfit surrounded by German Moto Guzzi's, including a very uncomfortable outfit. The rider must have had a titanium bum. I wouldn't have liked to go down to the local shops on that thin slab of a seat let alone travel

from Germany! I recall a satisfying refill there, for both the bike and myself.





As a result of this, I phoned the ferry company and said I had booked with a motorcycle combination and wouldn't be able to honour my booking. "Ah Mr Wood." came the instant reply, to my surprise. "No problem just turn up for the next one."

I then did what I knew I should have done in the first place and phoned David Angel. "Give me an hour and I'll hot-wire one like yours and phone you back" About twenty minutes later David phoned with specific instructions for my hot-wire.

Ewan gave me a lift to the local garage where I bought some connectors because I wanted to make a neat job of it, so made a loom with a switch attaching it securely to the bars enabling running lights and ignition at the flick of a keyless switch. Keyless ignition in 2004 eh? Ahead of my time! I rather enjoyed this little conversion. Absolutely lovely. The delay was a blessing in disguise as it was uncommonly beautiful with sunshine and blue skies.



I spent a leisurely time riding along the north side of Skye, stopping occasionally to take photos and soak up the pleasure of being alone in a lovely part of the world with my outfit.

The Ross's were there waiting for me as the ferry door groaned and squealed its way open. I followed their outfit, and Bubbles (the black London cab) back to their place crossing the single track causeway from North Uist to Berneray.

The Ross's son, James, kindly gave up his room for me which was quite a sacrifice considering it housed his computer. At every subsequent ferry we went down to see if any other sidecarrists had arrived for the Western Isles Camp. Nobody had, or ever did. Just as well for me as I may have been



Across the then controversial Skye Bridge, which I thought was rather attractive as bridges go, and onto another well kept guest house, above. I had just got off the machine and begun to walk to the door when I was approached by Ewan, the landlord, who said he would show me where I could put my outfit (stop sniggering). He ushered me into a large double garage which was cleaner than my front room, where my Dalesman was to share space with his dry weather only Gold Wing. I was quite privileged as a party of Swedes on BMWs had to put up with external car port style accommodation.

I took myself out for dinner and thoroughly enjoyed it, and the leisurely walk back from Portree, the capital of Skye. A good evening.

That was until I couldn't find my ignition key. I turned my riding suit inside out, upside down, shook and felt it up several times but to no avail. The room was checked by me, the landlady, and landlord. The landlady was not going to be satisfied until she made me trudge the mile back into town to retrace my steps. She phoned the restaurant and even the local police station to see if it had been handed in.

I phoned Andrew in The Western Isles to let him know I would be on the next evening's ferry rather than the morning one. Berneray was obviously experiencing some very rare and glorious weather as this proved too much for him, as he said the sun would be shining and I had to get there now. I've never seen him so agitated, he's normally such a calm measured bloke.

He dragged the President of the Cossack Owners Club out of his bed for technical advice which I put into practice the following morning. This was the same advice I had received from Ewan via a well known island motorcycle mechanic who was asking £100 to come out and do this job! From Ewan's reaction I think he might have to modify his pricing structure in the future, or consider retirement. The procedure resulted in smoke and burning wire which I quickly ripped out of the machine.

kicked out to camp on the exposed Hebridean coast with them. *(Pictured opposite bottom is the Ross Guesthouse, which you'll have to pay for! According to isleofberneray.com it's now called Sea View B&B which is one of two B&Bs on the island. There are five self catering opportunities and a shop but no campsites. The island is 2 miles long and 3 miles wide and has a population of 130. Significantly all the photos on the island's website were taken in glorious sunshine. Pictured below is Stephen's Dalesman's accomodation on Berneray.)*



The weather was good, apparently, and we had a run out the entire length, nearly, of the Uists. An unlikely convoy of a well worn and used Gold Wing/ Watsonian Oxford outfit, 'Bubbles' the London taxi and a Russian combo.

Sheep often sauntered through the Ross's property as they are wont to do



in this part of the world and I was treated to the sight of seals at the bottom of the garden. Amazing. On one occasion I blearily wandered outside to be practically stampeded by a large scared sheep which came tearing out of the workshop at me. I think we were as shocked as each other.

Andrew regaled me with some interesting facts about the islands and I learned about Black Houses which is what the hostel on Berneray was. These crude dwellings with feet thick walls used to have fires in the centre, the walls turning black with smoke, hence the name.



Pictured opposite bottom is the island of Barra, viewed from the tiny harbour at the southern tip of the Uists.

I had become used to the weather and when boarding the ferry on my return trip, with occasional weak sun through the haze and drizzle in the air, I commented to the man checking us in. "This is a good day isn't it?" "Oh aye it is," he replied. "Ah, I'm getting the hang of this."

The crossing back to Skye found us in the legendary thick, ghostly mist. Once there I recall dry roads and the outfit ran well in a spirited ride back to the guest house on the island, where my ex-wife Andrea had sent the spare ignition key. She was right on the ball in this little crisis. Ewan came out with the packet in his hand and I was off again immediately, keen to make Troon before nightfall.

I rode back through the glens with interesting and dramatic changes in the weather. At times the weather up ahead was foreboding and if you have seen or read Lord of the Rings, it was as if, at times, one was riding into the evil darkness of Mount Doom.

Glencoe, I think it was, saw me surrounded by mountains on long straight road with very heavy persistent rain pounding down, bouncing off everything with lightning all around. I recall someone telling me it's one of the remotest parts of Britain, and there I was, alone, unable to prevent thoughts of what I'd do in the event of a breakdown without a mobile signal and little or no other traffic. I reassured myself with the thought that I was riding my Ural.

Dark grey and black surrounded me and at one point I was approaching the summit of a mountain surrounded by very low thick cloud and mist, apparently hovering above the ground as if it were some kind of ghostly UFO. The idea of a photo opportunity passed as I rode on through the relentless rain.

Some time later I emerged from one glen and into another, Glengarry. Incredibly, on rounding a bend into Glengarry the sky had turned blue with fluffy white clouds and the sun was shining as if I had ridden through a portal into a different world. A fantastic contrast to the drama of the glen I had just passed through. Breathtaking views of the vast loch spread below and before me. I stopped and took the occasional photograph, although there is no technology on Earth that can adequately

capture such sights, they just have to be seen. Photographs are a mere reference. These things are not pictures, they are an experience.



Above, The monument to the Giant of Nova Scotia. Angus MacAskill (1825-1863) was a Scottish giant. The tallest non-pathological giant in recorded history (7 ft 10 in, or 2.36 m) and had the largest chest measurements of any non-obese man (80 inches, or 200 cm). He was born in Scotland and spent most of his life in Nova Scotia. Andrew, standing there, is 6ft I believe.

Later on and far further south I found a small Little Chef. I had to eat. Again it was dark and raining heavily. I needed a warm welcoming something to eat and a hot drink to replenish myself for the rest of the journey. This place was staffed by the most miserable and unfriendly couple of men one could have the misfortune to encounter, which added to the misery of wet and cold, most annoying, but at least a hot coffee and the egg on toast was enough to get me going again.

At 7 o'clock in the evening I was back outside Morag Mathieson's guest house in Troon. Having booked in to this comfortable B&B by the sea, I walked down to the local fish and chip shop where I asked what was what. I had to, as they seemed to be speaking a strange local dialect. Well, the local fish and chip terminology was beyond me anyway. This was my first encounter with the term 'fish supper'. Asking what it was produced a rather unfriendly response I recall. I managed to escape with food and without harm, and scoffed it whilst walking along the beach back to the guest house. I was sure they could spot a Sassanach half a mile down the road.

After another refreshing night's sleep and fine breakfast, I packed the combo and got my gear on. I checked the room and plunged my hand into the left pocket of my Cordura trousers. I brought out, in my palm, a few sundry pieces of paper and nestling

in the centre of them all was nothing other than the ignition key!

I stood stupefied for some moments, and with a silly grin made my way downstairs and out to my transport of delight. I was in no hurry to return the ignition wiring back to its original state, I was enjoying the new switch rather than use a key.

It was a very encouraging kind of morning I recall and I looked forward to travelling the long last leg home. By the time we reached the Pennines. It was somewhat cold, it always is there it seems to me, and I pulled in to a very small Little Chef. It was quite a contrast to the previous establishment I had patronised and was staffed by a pair of very pleasant and friendly ladies. I left refreshed and warmed.

The Dalesman thrummed its way across country and back down the A1. Navigating a roundabout at Grantham, in lane 2, whilst moving ahead of a vehicle in lane 1, the engine began to stutter and falter in a way that told me we were going to come to a standstill. Quickly looking behind me, I swung in, almost immediately, to a convenient layby.

On dismounting my first action almost without thinking was to delve into the headlamp and remove the ignition loom fitted on Skye returning the wiring to its original situation. This was after all something that had been recently altered. This had no effect I discovered, on pressing the starter button. So, quickly down on my knees to drain the two carbs of any sediment that may be there. Again, no dice.

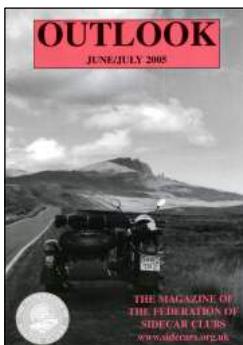
I took a few paces up and down and a few deep breaths, told myself to calm down and put my sensible diagnostic head on. I checked the fuel. Fuel was fine. Then sparks, there were none. Aha, an electrical fault, Progress!

My first thought was the wire that had been ripped away, by which I mean, carefully removed, on Skye to prevent the impending fire in Ewans' garage. I quickly made my way through the ignition wiring and removed the cover at the front of the engine where ignition components live. As it turned out the connector at the coil was loose. Once pinched up and tweaked my wonderful machine fired into life in its usual easy way. We proceeded, the engine running more smoothly than it had for some time.

Apart from this the rest of the journey home was very pleasurable, pleased with myself for having

successfully diagnosed and repaired a fault, albeit a simple one, resulting in a more smoothly running engine. A most memorable trip, how fortunate I am to have done it on such a fine machine.

This article was originally published in Outlook, the magazine of the Sidecar Federation which Stephen now edits. His Mum painted the cover shot, below.



Yes Mum loved her painting, she took it up in the latter part of her life, joining her local art group. She passed in 2012 at the tender age of 96.



Still on the subject of "The Fed" here's another member.....

David Greenwood

As you all know we have not been able to go out on our bikes and it has seemed to be a long winter. I sorned my Ural and decided to use the time making some improvements. I know you can purchase a bumper bar for the sidecar but as I had time I thought I would have a go at making my own. I am mainly self taught but as a retired plumber I do have pipe bending skills. I did not want to go out

buying materials and anyway most merchants were closed. So I managed the job with what I had in stock. The oxygen bottle in my welding plant was reading low but I just about managed to complete the work before it ran out.

I used a length of mild steel gas pipe for the bumper and some flat steel for the front cross member. I bolted 2 small sections of angle iron to the front lower sidecar body mountings and drilled 2 holes



in each one. I then used a smaller section of angle iron to fit the whole width of the underside of the sidecar and bolted this to the 2 first sections. I have a pipe bender but the thickness of the gas pipe was too much for hand bending. So I did the whole bending by heating and pulling to shape. I bent the bumper bar in 2 halves then gas welded them together. I then welded the cross bar on the bumper bar, after bending to shape and drilling this to the underside of the sidecar body. I then had to weld the whole bumper bar to the length of angle iron under the sidecar body.



I decided to have a small badge bar at the front on the bumper but this required smaller diameter tube.



I had an old Craven carrier so I cut off the small radius bends and brazed them to the bumper. I painted the whole finished job in satin black.

It was cold in my garage/workshop over night so I made small heated oven out of old bedding and a frame and left a light bulb on over night. This really helped to dry the paint slowly and the finish came out well. It's all finished now I have one badge and it looks good. I am pleased with the outcome.

I look forward to seeing you all soon when we can go to rallies. *Amen to that!*

My tax reminder came through the post the other week, I love a "nil" tax charge, and it reminded me it's been a year since I bought the Voskhod! A lot has happened during that year. So here is my "Year with a Voskhod" summary.

Tristan Parish

content of an owners manual for a modern bike, which seem to consist of 3 pages telling you not to drink the contents of the battery. It gave me all the wiring diagrams for the ignition and lighting circuit, so I now had a bike which keyed on and off!



Next, disbelieving that the front brake was actually operational, I sent off some spare brake shoes Paul had given me and had them relined in a modern material by Custom Brakes and Hydraulics (great, rapid service). Paul did warn me that the relining material might accelerate the wear on the insides of my brake drums but so far and 300 miles later they seem to be OK. While these were off I regreased the wheel bearings (needn't have bothered; Paul had worked his magic throughout the bike). I reassembled the bike and realised that yes, the brakes had been fully operational. Not to worry, speed is not really in the Voskhod's vocabulary. I guess years of 6 pot Tokicos on big Suzukis has left me spoilt.

Then I just started riding the bike. It didn't matter how far I went; with harvest picking up at work I had less and less time but this is the kind of bike you can go out for 10 minutes and still return grinning from ear to ear. It doesn't ride like what I might call a typical 2 stroke, more like an old 4 stroke single. Once it's clicked into 4th it just keeps going and never feels like it's going to stall. And if course, there's the (exciting?) risk that you may be pushing it home.

I next ordered a new centre stand and a spare clutch cable from Chris at Vostok motorcycles, the stand making maintenance on either end of the bike easier than a carefully positioned bottle jack under the engine. A pressed rear numberplate has been fitted purely for looks and I think it just looks right.

The clutch cable was a lucky purchase as about a month later, and 4 miles from home the original snapped. Of course I did not have the replacement



As some of you may remember, I became a paid up member of the club last year with the purchase of my Voskhod 2 from Paul, about 2 weeks before lockdown. There's been a couple of additional bikes since then, but the Voskhod has remained as old faithful!

One of the first things I did was fit the supplied ignition switch. Fortunately, supplied with the bike was an (English!) Voskhod manual which goes far beyond the



on me so here followed a ride home which involved minimal stopping and a small bit of "off highway" riding. New clutch cable fitted we were back on the road.

After that, I must admit I had my head turned when a 1983 Yamaha XT250 appeared 5 minutes from home at an irresistible price. I had just sold my Triumph Speed Triple and had cash burning a hole. I bought it as a non runner from a guy who also had 3 XT500s and a Corvette in the garage. After a carb clean, oil change, valve clearance check and new spark plug it fired up and I've been enjoying the XT ever since, another oily rag "restoration".



After a period with 2 smaller capacity bikes, I added to the stable with a MK1 Suzuki Bandit 1200. With high lift cams, full race pipe and a K&N, it quickly became my go to bike and the Voskhod lived in my parents shed over winter, coming out now and again for short rides.

At the end of February I sold the Bandit and the Voskhod came home. I decided to give it a bit of a birthday and it's had 2 new tyres, Turkish brand from M&P motorcycles, to replace the original made in the USSR rear and inner tube, it turned out.

The new inner tubes came from my local bike shop and I called down there on Saturday afternoon after I stuck a tyre lever through what I had thought was a reusable tube. I went down on the XT and I was there for a good half an hour just having a chat. Always good to use these local small firms where possible and reassuring that they are still there! Returned, new tyres fitted and inflated I set out on a test ride on Sunday morning. There were a few other bikes out that day and I followed a BMW S1000R out of Woodbridge. I took a short ride to the coast at Bawdsey, and on the return leg an old boy nearly fell off his Yamaha FJR clocking the Russian steel passing him! This is a regular

occurrence, and a part of Voskhod ownership I particularly enjoy.

I have been very pleased with my Voskhod experience and it has been a pleasure on all rides. If anything it has reminded me how much fun small bikes can be, without having to worry about my license. It's also a pleasure to work on, and I am pleasantly surprised by the availability of parts. Chris from Vostok motorcycles is currently looking for a Voskhod toolkit for me. It's great to see that this kind of specialist knowledge and supply is still available.

Oh, and to everybody who has asked me about the bike, the answer is always no, I have not got any plans to have anything rechromed! I think there may even room in the stable for another. (*Another what? Motorcycle or Voskhod?*) I can highly recommend the Soviet 2 stroke life to anybody thinking about it. Now, back to the shed to try and solve Voskhod's dragging clutch issue.....

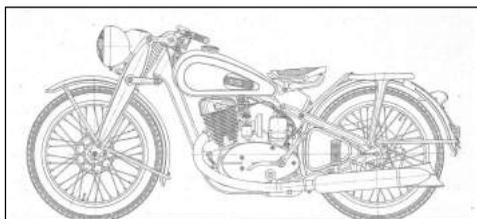
On a tongue in cheek, serious note, must take you to task on the last issue's front cover, anorak on, that's not a IZH49 its a IZH 350. Sorry. *Whoops! To clarify that.....*

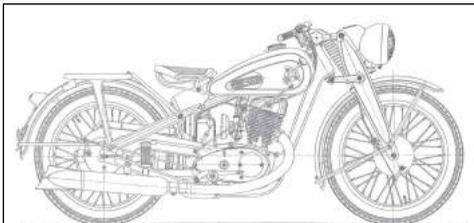
**John
Tickell**

The IZH350 was basically a direct copy of the DKW NZ350, in fact the first bikes off the production line used many DKW parts relocated from Germany, and are greatly sought after. Many mechanical parts having the DKW Auto Union circles embossed onto them. It has pressed steel girder forks and a rigid rear end.

A redesign was instigated in 1949, the bikes being upgraded with tele forks and swinging arm rear end controlled by plunger spring units. First bike available 1951. IZH49 In 1956 a new swinging arm frame was proposed. First bike available in 1957. IZH56. This information I have been able to glean from the Polish IZH Forum but am happy to be corrected if wrong.

Ventured into the garage yesterday, been too cold for me, to pick up where I left off with the IZH49.





This is why fuelling is expressed as a "map", which is the mathematical term for a 3D graph where the parameters are fuel/air ratio, engine speed and throttle position. There's a lot of interesting science in the wave mechanics associated with inlets and exhausts, even in 1938.

I raced a thing called a 3XV Yamaha, which is a 250cc two stroke V twin, below. The race kit dumped the standard air filters but to get it to run properly we had to blank off the space around the carbs to form something like an airbox. This is because we needed the engine to suck on a volume of negative pressure on the atmosphere side of the carb. The engine's intake pressure wasn't different enough from atmospheric in some places on the map to draw the huge volumes of petrol we needed off the jets. By restricting the air flow into the carbs, slightly, we caused a better venturi effect in the critical sub peak power zone, therefore ironing out the flat spot.

I spent all day at Cadwell Park, after strangling the carbs with bits of neoprene sheet, carving little bits off them before each test session. By the end of the day it was howling like a banshee.

The carburettor now looks like the pic taken from the web, not my carb, but identical. The interesting bit is the hole in the slide. I remember many years ago seeing this idea but don't remember the reason for it. With the choke closed it will work like a normal slide but with no choke its as if you would have a greater cut way. Ever come across this? Any ideas, what do you think?



I have ordered a K68 Pekar carb from Vostok motorcycles to try out of interest. I know its not original but would like to try one. Improved the running of my Planeta 3.

The hole in the slide is to prevent running dry on the overrun going down mountains. You still get a normal tick over but when the engine is sucking hard, being dragged round by the negative gradient, it can breathe through the hole as well. The hole disappears up the carb body when the throttle is open so it doesn't affect carburation then.

We had holes in our race bike slides for the same reason, except instead of mountains we shut the throttles braking hard into corners at 12,000rpm. The holes allowed extra petrol to be dragged into the engine which would otherwise run lean into the corner. It would then pick up cleanly for the drive out.

When the throttle is shut, the engine sucks more petrol off the jet than air under the slide but it still doesn't run rich enough if it's still spinning fast. The right size hole enhances this phenomenon so you get more richness until opening the throttle restores correct carburation for the rest of the track. Or once you get down off the mountain on a 49.



On the subject of getting things wrong, in reference to the front cover of the January/February 21 HV front cover.....

Philip Hollis

I'm embarrassed to say I think what I thought was a K-55 is actually a K-58. Though I'm not sure the tank is right as K-58 diagram is more 'modern'. Maybe there is some overlap in production or restoration. Put it down to naive enthusiasm and a struggle with the Cyrillic alphabet.

These ancient Soviets are from what for us Westerners, until recently, felt like the dark age of Eastern manufacturing history. However, if you

I've sent him a pair of good knee grips, right, and a reasonably good foot peg rubber (the squared off shaped one) for a Minsk. I have 4 complete bikes but most of the knee grips were perished, so now is the time before the good ones perish! Seems the mould is the expensive part and once made does not last to long either, I also wonder how good the modern rubber quality is, Russian stuff like their tyres were a lifetime of the bike fitment!



Right is the replica Triggs part compared to the original Minsk footrest rubber. It looks perfectly adequate to me. I wonder if Mick Triggs would fancy a go at IZH airbox rubbers. These perish badly. At the moment you need to buy a whole Chinese airbox.



As soon as we fully get out of lockdown and Covid figures are right down I would like to push the boat out at the chrome platers for 2 Minsk Wheel rims and rack. The wheel rims are uniquely Russian and the normal jap/euro style rims will not do, as this bike is the brand new and unrestored Minsk I bought a while back, painting silver is out on this bike too.

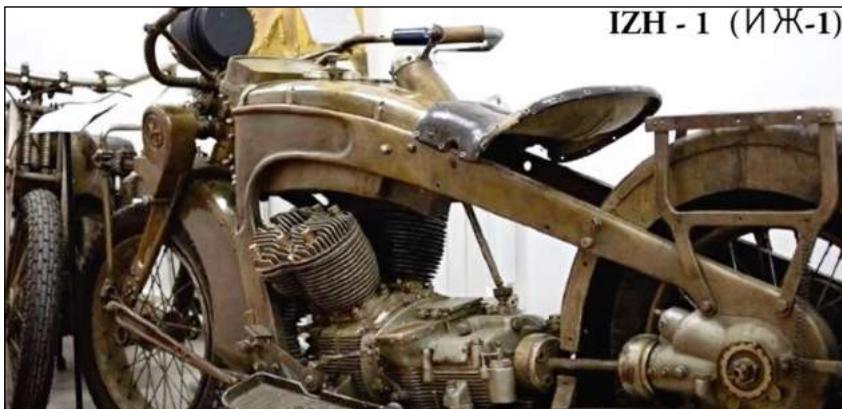
I do hear of a magic sounding fake chrome plate paint that has been developed and looks really good, allegedly, but I know little about this process. However it could be useful as there are the 2 other Minsk awaiting attention in my local Council lockup as well. One electronic model will feature drop bars like my original bike but be fitted with a pre electronic front mudguard and 2 tone black and grey saddle (already done!) I have looked every where and failed to find plastic sheet leopard skin



print material that I could get made into seat covers, just as I used to have on my original. These were 1960 era, stretch fit seat covers I found in an old breakers yard in 1979, NOS! Let me know if you ever come across some of this rare product.



As it says on the picture right, this is an IZH model 1. According to the Youtube video it's in it was the first ever attempt at a transverse V twin, in 1929. It's 1,200cc engine produced 24 bhp. It looks like it's in a museum somewhere and the video is some of the best pictures of it I've ever found.



it's life. It came to me with no top end on it at all. It was owned by its previous owner for 20 years, still without any cylinders on it, but fortunately didn't go rusty inside. It now has Chinese cylinders and heads because these days, that's all there is. At the time of writing it's covered around 700km with those and all is well. It has a MOT from April 2021 and tax and was originally registered in the UK as new in 1990. If you fancy it email paulcodling@mail.com and ask whatever you like, even if I'd like to take less than £1,400 for it. No I don't have the carb covers. They're in the box with the original cylinders, wherever that is!



I can find out almost nothing about it except that it was weapons manufacturer IZH's, and maybe Russia's, first go at a motorcycle. It's a fascinating piece of Soviet industrial history and wonderful for that. However it looks awkward, heavy and badly balanced and I'd be amazed it wasn't a horrible pile of junk in real life.

Pictured opposite is the editorial IZH Jupiter 5 which is beautifully balanced and a joy to ride. With it you'll get a plush seat, twin leading shoe front brake and modern 12v electrics with little coloured lights and all sorts. It has only covered 3,000km ever, having had a top end issue early in

Wanna buy a Jupiter?





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.

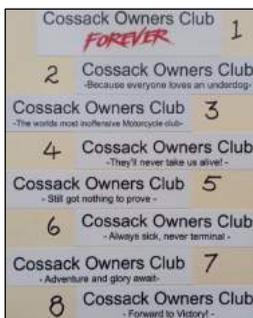


Regalia

Stickers are 4 for £2.50.

Hooded Sweat Shirts £21.50

These are normally on an order only basis.



T Shirts-

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



regalia@cossackownersclub.co.uk or on 01780 720420

Woolly Hats £8.50

The woolly hat is the knitted type.

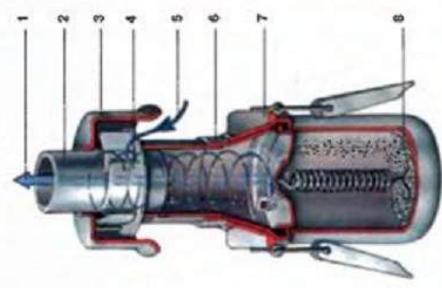
This is an essential bit of kit for any club member. Standard Club Logo or Star Logo.







0 50 см *Д* 09



ВОЗДУХОЧИСТИТЕЛЬ

Позиция: 1 — направление движения очищенного воздуха; 2 — патрубок; 3 — отражатель; 4 — спиральные лопатки; 5 — струя атмосферного воздуха; 6 — корпус; 7 — крышка; 8 — пылесборник.

ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ МОТОЦИКЛА ИЖ-49		Многодискное масляное	
Длина, мм	2120	72	Сцепление
Ширина, мм	770	85	Ход поршня, мм
Высота, мм	880	5,8	Количество передач
База, мм	1430	10,5	Привод заднего колеса
Дорожный просвет, мм	120	4000	Размеры шин, дюймы
Тип двигателя	Двухтактный	13	Емкость топливного бака, л
Рабочий объем двигателя, см ³	346	160	Масса заправленного мотоцикла, кг
	одноцилиндровый	90	Максимальная скорость, км/ч
	Передка от мотора	300	Заявленная скорость, км/ч
	к сцеплению		Ролликовая цепь