

HORIZONTAL VIEW

The magazine of the Cossack Owner's Club

March/April 2018

The price of progress edition

A true gentleman
knows how to play the
bagpipes, but doesn't.



Front and rear covers

On the front for this issue we have Richard Squance and Mark Hummerstone at John O' Groats. These two are obviously a team and that looks like loads of fun. They're on page 6 but the stunt pictured there isn't them.

Our quote isn't really a quote at all, just a humorous quip I heard somewhere and it made me laugh because it applies to all sorts of talents best practiced in the privacy of one's own home. Sorry if you love bagpipes, the sentiment isn't particularly about those.

The rear cover is a picture of the Ural Thailand stand at a trade show in Bangkok and used in their official promotional literature, goodness knows why.

Inside the rear cover in contrast is Regent's less sexy attempt at marketing but just as irresponsibly features the inevitable period wild wheelie to give the gullible and over eager the impression that buying one will be exciting. Thank you very much to Chris Drucker for knowing we'd love it.

In winter we slow down a little and spread throughout our spring edition are occasional bits and pieces only vaguely associated with Russian motorcycles just to fill in.

As you know much of Horizontal View not contributed by members is internet based and I find lots of lovely things I can tell you nothing about. If anyone wants to comment on anything please do.



A warm welcome to.....

Martin Butler, Stranraer.
Barrie Reid, Talgarth, Brecon.
Adrian Waddell, Morpeth Northumberland.
Martynn Randall, Stemberidge, Somerset.
Thomas Owen, Stroud Glos.
Simon Wardle, Farnham, Hants.
Simon Brudnell, Santerbury, Kent.
Dylan Jones, Stockport.
Brian Morris, Bolton Lancs.
Colin Turbett, Isle of Arran.
Maurice Bolan, Leicester.
Peter & Eileen Fender, Prestatyn Denbighshire.
Neville Bowyer, Shrewsbury.
Richard Squance, Plymouth Devon.
Tim Curry, Chiddingfold, Surrey.
Lee O'Bryan, Bath.
Hugh Peters, Swindon Wilts.
Peter Franklin, Birmingham.
George Boyd. Norwich.

We didn't have space for a new members list last issue so some of these aren't as new as others, but they're just as warmly welcomed.

I see George Boyd lives in Norwich. What do you ride George?

Politburo

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Facebook because everyone does it, don't they?

www.facebook.com/cossackownersclub

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Forthcoming Events

Dear Cossack Owners Club,
I am motorcycle PRO for the Motor Cycling Club, Britain's oldest sporting motoring club. We are best known for our three classic trials, the 'Exeter' in January, the 'Land's End' at Easter and the 'Edinburgh' in October. For more about these challenging events visit www.themotorcyclingclub.org.uk or Google MCC Trials and watch films on Youtube. We cater for cars, motor cycles, outfits and three wheelers.

I've just been watching exploits on Ural outfits in Siberia. Impressive stuff. Why not persuade some of your members to have a go in our trials? We have had one or two Ural outfits entered before. They could easily manage Class O, the entry level class, or even have a go in Class E in the main trial. Under our rules however, sidecar wheel drive would have to be removed/disabled. If any of your members were interested I'd be glad to provide further information/signposting.
Roger Bibbings.

Stafford The two classic shows at Stafford County Showground this year are on April 21/22nd and October 13/14th. Comrade Carl on page 2 knows about these. He's also manning a stand at Event City in Manchester on March 22/23rd.

The Ace Café runs all sorts of bike and car events pretty much constantly all through the year.

Of particular interest to us are March 4th, which is the Sidecar, Trike and Three Wheeler day, March 18th, which is the Overland and Adventure Travel Bike day, June 17th, which is Polish Bike day, October 21st, which is Red Oktober Eastern Bloc Vehicle day and November 11th which is a combined military vehicle and remembrance day.

David Greenwood has this to say about November 11th....."They seem to appreciate when we attend and place us right at the front and several ask about the club. Other members with Military or look-alike combos are very welcome to attend. The owner always asks



me to spread the word.

Also "I will be at" The Sidecar day at the Ace Cafe on March the 4th. I look forward to meeting other club members there either with or without a sidecar."

The address is Ace Corner, North Circular Road, Stonebridge, London. NW10 7UD and if you want to know what's going on throughout the year ring Linda Wilsmore on 020 8961 1000.

Fenman August Bank Holiday Rally is held every year at Wimbotsham right on the landward edge of Norfolk. See page 12 for Fr Alan's offer of hospitality. Comrade Carl our standman lives at the other end of the country and organizing a stand at the Fenman is not really practical, unless someone else fancies it?

Can we all see this? The essential info here is www.bathfestivalofmotoring.com



Dear Sir or Madam,

ホンダ博物館

The David Silver Honda collection opened to the public in 2016 and houses over 150 vintage Honda motorcycles including many unique in the UK. We are open to the public Monday – Saturday all year round and we offer a reduced entry fee for pre-booked club visits (£5.00 a head instead of the standard £10.00 each).

Please contact us if you wish to organise a date for the Cossack owners club to visit us in Suffolk. Regards, Mark.

If anyone fancies accepting Mark's offer and organising something email him at sales@davidsilverspares.co.uk I know it's all Hondas but some of these are from a time before world domination made them boring.

AGM This takes place over the weekend of 31st August to 2nd September at Rutland Caravan and Camping, Park Lane, Greetham Rutland, LE15 7FN (Off the B668, just north of Greetham and not far from the A1, follow the Rutland Caravan and Camping signs).

No pre-booking, just turn up. The exact costs of camping will be announced later but they're expected to be entirely reasonable. It should be pointed out that Gina runs the on site café!

EASTERN BLOC VEHICLE WEEKEND Fri 11th - Sun 13th MAY 2018.



Here's Richard Hemington.....

Events organised by the Wartburg Trabant IFA Club UK are open to all classic vehicles designed, or sharing pedigree with those built, behind the Iron Curtain. Not only do we have road runs through spectacular Welsh scenery, but the option to take in trains, boats and planes as well as a nuclear bunker too!

This event is based on scenic Llangollen, Denbighshire, in north-east Wales. From where I live, Llangollen seems like the other side of the world (as might Colchester seem to someone from Llangollen!) but, like our 2017 event in Lincs, it is only an hour or so away from much of the Midlands.

If making a long weekend of it, and travelling to Llangollen on Friday, we're suggesting meeting up on the way at RAF Cosford and the National Cold War Exhibition. From there, we can head off in convoy to Llangollen. Our evening meal is already reserved, and we'll be ready for a fresh start on the Saturday morning.

Whether you're an old hand at Club events, one of our many new members, or the owner of any Cold War classic vehicle (any number of wheels), we'd love to see you at what promises to be another great Eastern Bloc classic vehicle weekend. The provisional itinerary is below. There are no fees for taking part, and you are welcome to join us for the whole or any part of the weekend.

Friday 11 May 18. Meet up from midday at the National Cold War Exhibition at the Royal Airforce Museum Cosford, in Shropshire. Over 70 aircraft of international importance (e.g. the world's oldest Spitfire and a Lincoln Bomber) are

housed in three wartime hangars and within the National Cold War Exhibition. Around 16:00hrs we head off 50 miles to Wales and the attractive town of Llangollen.

Saturday 12 May 17. While some participants will be on their way to meet us, those more local or staying over can enjoy a return trip along the beautiful Dee valley on the recently extended Llangollen Railway (steam service on this day). We'll start from Corwen, 10 miles from Llangollen, where there is adequate parking.

Train times have still to be confirmed, but around lunchtime the advance party off the train will meet up with those recently arrived then head off for a drive through superb Snowdonia scenery including mountain passes and alongside Lake Bala, the largest natural lake in Wales. We'll stop several times for the scenery, vehicle photos and at a traditional Welsh inn for refreshments. Length of the road run from Corwen and back to Llangollen is 70 miles.

An option, for the adventurous, is to divert on the return journey to the so called 'EVO Triangle' – said to be one of the best 'driving' roads in the UK. Be warned that some of the cars on this triangle might be a tad more powerful and faster than ours! During the day, we will visit Llangollen Motor Museum (a 'quirky' collection of 60+ vehicles).

Sunday 13 May 17: We meet around 10:00 at Jones the Boats, The Old Wharf, Station Road, Trevor, near Llangollen, where we have a narrow boat booked for a 45min return trip across Pontcysyllte Aqueduct. Back on wheels, we drive up the scenic Horseshoe Pass north of Llangollen, including a refreshment stop at the famous Ponderosa Café.

Refreshed, and no doubt after more photos, we cross back into England and continue to Hack Green Secret Nuclear Bunker. This site played a central role in the defence of Britain for almost 60 years covering WWII and Cold War periods.

Interested? Contact events@IFAClub.co.uk or Richard Hemington, 24 Recreation Road, Colchester, CO1 2HE, Mobile: (0049) (0)7736 962572:

My very first car was Wartburg, a light and airy fibreglass and tin thing with a three cylinder two stroke engine of 1,000cc. Premix oiling in a car!

We will be at.....

Mike Rowe in May. The Three Magpies weekend is back on the calendar for next year, it has been provisionally booked for 2 nights Friday 18th and Saturday 19th May 2018. It is a camping or caravan / motor-home, event held at the pub with good campsite facilities in Sells Green, Wiltshire, see the website www.threemagpies.co.uk The Friday evening will just be a social get to meet the others evening. On the Saturday maybe a ride out to visit some local attractions, if a consensus decides on that. Sunday is a pack up and head for home !!

Lots of people will be at Dent. This is really a general motorcycle camping weekend with Vince Briers keeping Cossack Owner's Club members informed, making it the perfect meeting point for us. 2018 dates are May 11th-13th and October 12th-14th

The campsite is at Deepdale Road, Dent, LA10 5QT, Sedbergh. Phone: 015396 25277 Dent is soaked in history and the Heritage Centre in the village is an absorbing read. Here's a short extract.....

“Although many records of the slave trade were destroyed with the abolition of slavery in 1807 there is evidence that it continued in the Dale in to the 19th century. The Sill family were residents of Dent, residing in Westhouse (Now known as Whernside Manor). It is possible that Edmund Sill built Whernside Manor through the profits produced by Slave trade.

Both Edmund Sill and Miles Mason invested in Slave Carrying ships; Edmunds brother John also had half shares in two ships named “The Pickering” and “The Dent”. The Sill family also owned a plantation in Jamaica which allowed them to generate their wealth and reside in Westhouse. The Sill family owned up to 180 Slaves.”

Is that outrageous or what? Just imagine being kidnapped from the humid heat of West Africa and dumped in the icy northern blast of a Yorkshire winter. Go to the rally and camp for the weekend for a hopelessly inadequate insight into how that must have felt. The ice will have melted by May and the sun will be blazing down but it'll still be Yorkshire!

Tim Entwistle. Read Tim's invitation to Ireland on page 6.

Mike Rowe in September. A similar weekend to the 3 Magpies, on Friday and Saturday nights, 14 and 15 September 2018 in the Forest of Dean. A camping or if you must, motorhome event, they also do B&B at Cherry Orchard Farm! www.cherryorchardfarm.co.uk

There is a pub just 5 minutes walk down the road. www.theostrichinn.com

The Friday will be arrival, then the evening quite relaxed possibly a pint and a meal at the pub, and no doubt "bike talk". Saturday a ride among friends through the Wye valley, either a northerly or southern route still to be decided. Sunday after breakfast and begin the ride home.

Further details to be announced nearer the time, but one to put in your dairies now.

Bynnzi. Yorkshire section 40th anniversary spektakliar camp.

Listen up puppies. The Yorkshire section anniversary spectacliar summer camp is at Middlesmoor Nidderdale. We will be in the camping field behind the top Crown pub. HG3 5ST. Dates are 27th to 29th July.

Large site with toilets and showers with distant views of an area of fantastic natural beauty. One pub The Crown is easy staggering distance, with the next pub The Crown (!) only a mile away, but a mile downhill! Lots of walking fantastic biking roads and no snow guaranteed. 6 quids a night. Be there or be elsewhere. Any queries to Bynnzi at Bynnsi@gmail.com or txt me on 07980837005.

I've been here before and "spectakliar" is only half how spectacular it is!





This is Richard's self introduction having joined our lovely club. An economical one literarily but his pictures say it all really!

Richard Squance

France and Spain to Gibraltar in May. I will let you know how we get on. My wife, Yvonne, will be flying out to Gibraltar to accompany me on the trip back to Blighty.



I'm the bald one and the chap in the sidecar, wearing the hat, is my long suffering mate called Mark Hummerstone.



Tim Entwistle

For the past six years, I have run a compact and bijou little do at a fantastic venue called the Shepherds Rest. I don't call it a rally, as I don't have any public liability insurance etc. Its just a gathering of friends and like minded people.

It started off as a do for the Thumper Club, which is practically non existent now, as the forum has lost a lot of people to Facebook, but we are all still friends. Then I expanded it to the REOC, another interest of mine, and they advertise it in their club mag, but not as an official club rally. My mate organises a similar event at the same venue for the Irish Sidecar Owners Club, so last year we ran a very successful joint do, which we will be running again this Spring. The dates for 2018 are the 20-22nd April, and I would be more than happy for you to advertise this in Horizontal View for COC folk. I believe there would be a good mix of like minded idiots across these four groups!

To give you an idea, the Shep Rest, has some interesting facilities, including a modern shower toilet block with under floor heating, a small one room cottage were we have an open turf fire going all weekend and free tea and coffee facilities. There are pitches with electric hookup, but you need to book these in advance with the Shep Rest. The pub is set in the middle of the Sperrins, one of the quietest areas in Ireland,



I have owned Nevals since the early 80s until the early 90s. I bought a Neval MT10/36 with 2 wheel drive in 2014 and had had many adventures on her.

My last major trip was Lands End to John O'Groats and back to Plymouth in May 2017 and this year I will be travelling through



and an undiscovered gem, with great minor roads for ride outs. The nearest town is only six miles away, to the east, Draperstown, where we use Slims Cafe for breakfasts. Its a bike friendly caf that is cheap and cheaper still as they give bikers discount!

Camping is only £5 per night. On Friday night the pub lays on bar snacks at £3 each, and on the Saturday night we all sit down to a two course dinner with tea and coffee for a tenner. Last year we had fifty four people, for Saturday evening. What really makes the venue, is Colin, the owner, who cannot do enough for people and visitors. Some people stay on for a few days or extend their visit and head off touring. I think this year we may head over to Donegal for a few days to follow some of the Wild Atlantic Way.

For anyone booking ferries, use Nutt Travel, who are a local firm that will get you the best rates. Phew! That's all for now. Feel free to contact me if you have any questions. Cheers, Tim.

alison.machin@tiscali.co.uk is Tim's email address.

In August 2012

Dnepr's demise

something called the state property fund sold 90% of the stock in the Kiev plant for 60million UAH with terms and conditions in place to ensure that the new owners would be experienced in the production of motorcycles, competent enough economically to sell them and would continue to invest in the development of the plant. Sadly that's not what happened.

By the time of the sale the factory had already been looted and the machinery and equipment had been sold off to goodness



knows who. Apparently the Chinese company Shineray took an interest in taking over the factory but discovered it could no longer produce engines and transmissions, the electroplating, casting and pressing machinery having been stolen. Only the ruined buildings and offices were left. The last few new Dneprs left the plant in 2007 made up from the remaining stock of



parts after the machines fell silent. Even the contents of the factory museum and the prototypes of future models went missing, probably ending up in private collections. The killer blow seems to have been the imposition of crippling taxation in 1996 by the desperate deputies of the local government anxious to grab revenue from anywhere and appear to be doing a good job to someone. Although the decision was reversed a



year later the factory had incurred debts of 600,000UAH which once recorded could not be simply written off.

The order books were full but the debt made continued production too expensive. The then director of the plant Anatoly Mazurenko may well have kept the factory afloat. Motorcycles were to be sent to Germany (300), where lovers of the old classic BMW had run out of affordable ones, Switzerland (50), Belgium (80) and Czech Republic (80).



These contracts were long term, and the first batches would be followed by second and third deliveries. Contracts were signed in the US (the first batch being 400!), where the local bikers wanted to revive old iron, in the literal sense of the word, and ride classics.

Interestingly, the products of KMZ by that time were certified for sale in 50 States! Then the motorcycle "Dnepr" was accepted in Argentina (preliminary agreement of 2000!). Military exports would use the utilitarian model MB-650M with ammunition boxes and gun mount. 2000 of the same "Army" (armed with a machine gun) was to leave for service in Egypt, and 1000 in Nigeria. Besides KMZ managed to make a breakthrough in yet another market. In Uzbekistan during 1998 five "Dnepr" models were promised in quantities of 1000 motorcycles. There was planning to open an assembly plant too, to which the Kiev plant could supply components. As you can see, KMZ was ready to deliver its products.



The internet article this comes from stresses that KMZ's production could not be seen as outdated. The new engine would have produced 70bhp from its 1,000cc capacity and powered a

range of motorcycles including an enduro version with monoshock suspension and disc brakes. A revised oil system not only improved lubrication but forced air/oil and even water cooling allowed the existing engine to produce 55-60bhp. There was even the inevitable electric model!

At this point there seems to have been a change of leadership and the new man, Igor Kudashev, appeared to have other priorities.

If the factory hasn't yet been demolished it will be one day. It stands on 250,000 sqm of land now earmarked for redevelopment. Is that something Kudashev had his eye on all along?

The text of the original article on line is a mildly confused translation of an older original in Ukrianian perhaps, so this is a sort of editorial unravelling of it. I must say it reminded me of the avaricious plundering of the once great BSA by the suits and illustrates beautifully how capitalist market forces have absolutely nothing at all to do with art, appreciation of history or the real quality of our lives.

A Dnepr really is a piece of the Soviet history and feels like it. I can't imagine IZH's electric thing delivers quite the same thrill somehow.

With Sadness....

PJB Has this to say on the passing of Val Cropp, honorary member and long term friend of the club.

Val and Frank ran the Three Magpies annual Cossack rally for many years starting in the mid 1970's when I used to go on my MT9 from Lancashire with my Pal Gavin. We had some adventures as poor students!



Val rode her MT9 outfit until both she and the Dnepr were of, shall we say, advanced years. Frank did all the maintenance including using an old stainless steel kitchen sink as the basis of a pannier, so on a camping rally they did indeed take everything including the kitchen sink. In later years they used an orange VW camper van. Val will be missed.

Hubert died on
January 24, 2018
at the age of 71
of an aortic dissection in Sacramento California.

Hubert Kriegel



He spent 13 years travelling round and round the world and most of it on a Ural outfit. It's all available to us lesser adventurers on www.thetimelessride.com which is an epic feast of photos, videos and blogs.



Just to give you a rough idea of what's on Hubert's site here's a few of the thousands of photos of his journey.



"Selling everything I had to go travel round the world on my sidecar was the best decision I ever made in my life."

Hubert's Ural always appears to be clean and tidy and he must have been competent with his spanners. There are quite a few pictures of him helping other Ural pilots but there's very little of the mechanical adventures endured by his own outfit.

I found some of the occasion his sidecar frame broke and one of his Ural crated up and on its way back to the USA for attention after "80,000 miles of abuse" as he calls it. It carried on a lot further after that!

www.timelessride.com is all about humanity and the thrill of travelling and of course it's wonderful for that but I'd love to know what Hubert's Ural thought of it. How much did it break down, how was it modified as its journey progressed and how much of the original bike exists now? He started his trip on a BMW you know!

Now he's gone I wonder what will happen to it. Will it end up in a museum somewhere like Ted Simon's Triumph did, or will it become a Kriegel family heirloom? It must be the world's most famous Ural.



Previously we've featured spectacularly atmospheric shots of Russian motorcycles parked in the middle of frozen lakes which look so cold you know the temperature can't be much more than -25c. Usually the sun is blazing down on a crystal glazed panorama of crisp, clean ice, the sky is a brilliant blue contrasting the pristine whiteness and the lucky people pictured in such exotic locations invoke the spirit of adventure just by being there.

The photo above is not like that, it's bleak, it's grey and it's January in England. It's Jim Turner's K750 and his friend's Gear up snapped as the sleet settles on David Greenwood's camera lens on a day out in Royston in truly miserable English weather. Is this real adventure? Oh yes!

Here's the rest of

Greenwoods Gallery

Silver Ball Day Meet.

The weather on Sunday, January 21st was the worse day so far of this winter. As I wheeled our Ural outfit out of our garage it was snowing and very cold. My wife Anne was not keen to go but I had kitted her out with heated electric clothing so she agreed to come along.

Royston is approx 60 miles from our home in Buckinghamshire and the further we travelled the worse the weather got. By the time we felt we had enough we were almost there so we plodded on.

We arrived 10.30 approx and 3 sidecar outfits were already there. I was surprised and pleased that by mid-afternoon approx 15 sidecar outfits had turned up and a few more couples in cars. There were no solo machines but I can't blame them for not attending in these terrible conditions. Previous years there has been double this attendance and a few solos as well but in better weather. However, I was still pleased with the turnout of the 'diehards' that braved the conditions to attend.

I counted 4 outfits (Including ours) from the Cossack club, Jim Turner was there on his 750cc side valve along with his friend on a Ural gear up model. Also Stephen and Marion Wood from nearby Hertford. *Their Ural Retro and Vlorex sidecar is pictured below.*

Mike Rowe had contacted me to say he was coming all the way from Bristol on his Dnepr outfit. This would have been a mega trip for him



but the weather was too bad for such a long trip. So I was not surprised when he cancelled.



One keen winter rider who is disabled arrived on his Triumph Tiger outfit from Chelmsford. Greg has done most of the adaptation work including the manufacture of leading link forks himself. His wheelchair fits into his sidecar.

The new cafe owners are slowly doing things up. They have all new tables and chairs and an overflow/function room and better toilets. The car park is still rough but they are considering quotes for its repair at the moment.

Thank you to all those who attended.
David and Anne Greenwood.

I'm not sure the Gear Up **For sale** pictured on the previous page is one. Didn't that model have sidecar drive necessitating a right hand sidecar? This one's is on the left. Would you like to put your sidecar on the left too?

In that case you might like these, bolt on left hand sidecar mountings.



Anyone interested can email paulcodling@mail.com and I'll send pictures of what they look like fitted on a Dnepr frame. I haven't used them although someone has and they were securely bolted in place, having maintained their integrity during use, presumably!

Too mean to want to pay for them? Make me an offer, you never know!

Alan Davies

If you haven't already been notified, there is an M.Z rally at the Salem Bridge brewery (Batemans) in Lincs 16-18th March, organised by the Yorks branch, called, oddly enough the "Booze up in a brewery Rally", to which all Cossacks are invited. It includes a brewery tour, which if you've never been on one before is very interesting, after all between us we tend to dispose of quite a lot of the stuff so it's good to see how it is made.

Contacts. Mark 07813 636428 or the local contact Charles Hancock 07895 979923. If we support this one it will give Comrade Charles a chance to prove that he CAN organise a booze up in a brewery (sorry Charles, couldn't resist that one).

The Fenman Bike Show, as usual I can offer camping in my garden, to any who wants to attend on August bank holiday, and if any members want to attend earlier and make a weekend of it that would be great, perhaps a club stand? There is always space for club stands and there is no charge for a stand just the individual entry for each member. Last year it got so busy, I hardly had chance to talk to my visitors, and it took me two days to recover afterwards, so this year, other committee members being in a similar state, we are getting professional help for traffic management, which should ease the burden a bit. Ring me on 01553 810675 with any queries. It's great going round afterwards giving away the dosh to local charities, long may it continue.

Urals seem to attract more attention than ever these days, last week I paid a pastoral visit to one of our local care homes. As I left the supervisor asked me if I minded parking a bit further down the road next time, as they had not got enough staff to get all the old boys outside who wanted to look at it, but could I please bring it along on their open day in the summer. Another date for the calendar.

The mag seems to be going from strength to strength, it's always good to hear from Bynzni. His tale of disposing of ashes reminded me of an old friend, long dead, who got a bit maudlin one night after many beers and said he would like his ashes strewn from a bike on a run. His pal jumped straight in with "Good idea George, you could get sucked into someone's carb, and bugger up one more bike on your way out". Bikers can be awful micky takers sometimes,

and in an age where taking offence at imaginary slights via twitter etc has become a popular pastime this is all to the good, with our fellow bikers we get a chance to be ourselves.

An old riding companion on hearing that I had sold the Virago that I have been using as a general runabout, to make room for the MZ and a nice little beezzer said "Good, you always looked a complete pillock on that thing". He may well have been right.

Roll on summer. Fr Alan (Amen to that!)

In the meantime, if you thought Royston was rough, it's grimmer up north! These days just the mention of "Binanzi" has me shivering. How cold was he this time? Here's.....

Michael Wadsworth

Let it snow, let it snow, let it snow!

Its now the third Saturday in the month of January and the day rider heads north to the "Snow Kingdom of Nidderdale" Seems the MZ Riders Rallying Cry Song for snow seems to be working!



Henry Ford said you can have any colour as long as it is painted black.



Below, MZ Bushcraft Centre with its own Black Sheep!



Under the "Soviet 5 Year Plan" started off as a Yellow Submarine. (Who's is it?)



Our man from Bingley could only get a cough and backfire from the engine.



Now kneeling down is it a curse or act of praying? Yes a miracle cure called a new spark plug.

The Stean cafe now comes with a new extension over the gorge with a glass floor to view the river.





Bye for now from Gouthwaite Reservoir.

Michael didn't say so but we're absolutely certain he went to the annual MZRC winter rally at How Stean Gorge, brrrrrrr!!

Top tips for the gas cook.

Nick, Lynn and Alice Tucker

No 3 in an occasional series – Polishing your tappets.

The reason that I am doing this rebuild on my 1996 Dnepr MT11 finds its origin in a substandard part sold to me by a dealer in Germany.

With the help of a friend who is a genuine expert in the mechanic's art we were putting an awful lot of effort into rebuilding my 1997 Dnepr MT11 in the hopes that this would be the last we would see of its innards for a long while. A nominal 30 horsepower 650 isn't really making enough power to wear itself out, and so should really be functionally immortal. I was living in Christchurch, New Zealand at the time so shipping parts from Europe was a bit of a chore, and very expensive. The tappets were showing signs of wear so I ordered a new set from a concern located just on the Polish border.

The rebuild complete, I was looking forward to some happy riding. Unfortunately, the happy riding only lasted about 50 km. One valve kept going severely out of clearance, and so I took the engine down again, and found that I had been supplied an unhardened tappet (Right). This was indicated by being able



to scratch the bearing surface with a penknife, and confirmed by the Department of Mechanical Engineering at the University of Canterbury in Christchurch who did some Rockwell (C) hardness measurements on the parts.



In failing the tappet also took off the top of the lobe from the camshaft, damaging it beyond further use (Above).

The response from Udo the dealer was not terribly satisfactory:

“So all parts we have has the same quality. The Russian quality is very bad. In Germany: the clients check the parts before they used it. When the clients think its to bad they send it back. Is no problem !

Here the shipping is quick (24h) and cheap. (5,E). When the clients think the part is ok they used it, when they have a problem with the parts after first use is the risk from the clients.”

So, in essence, we ship dodgy kit... and sucks to be you – the practice of selling goods that are not of “merchantable quality” is against the law both in Europe and New Zealand. However, I'm on the other side of the world, so what can I practically do? Realistically, just never deal with this company again (and perhaps mention it in passing if I happen to write up the next rebuild for publication).

Anyway, fast forward to the present. Now being resident in the UK again, and engaged in yet another re-build to end all re-builds, it was a bit of a puzzle as to why a soft tappet should be able to so comprehensively trash my nice new camshaft. One of my UK colleagues used to be the chief metallurgist at one of the larger diesel engine manufacturers and he had the explanation. All the contacting metal surfaces in our engines, ought not really to be contacting.

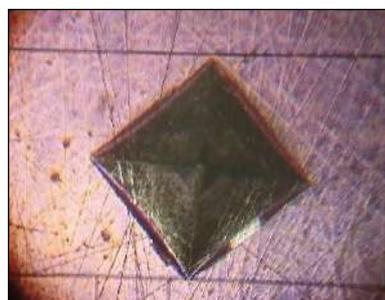
They should be separated by a thin layer of oil. The thickness of this film is somewhere between 10nm and 100µm. Udo's soft tappet rapidly wore to a rough surface which was able to pierce this thin oil film, leading to metal-to-metal contact, resulting in adhesion between the sliding surfaces and the sudden death of both components by the process known as galling.

My metallurgist told me that the best and perhaps obvious thing to do would be to polish all the contacting surfaces to a mirror finish so that there would be a minimal risk of rupturing the oil film. This was achieved by polishing with a sequence of emery cloths, putting the cloth on a flat surface, and wet polishing to a state of uniform finish using a circular motion and WD40 as a cutting fluid. This process was repeated using finer and finer emery cloths until the much prized mirror finish was obtained. The sequence of cloths is shown right.

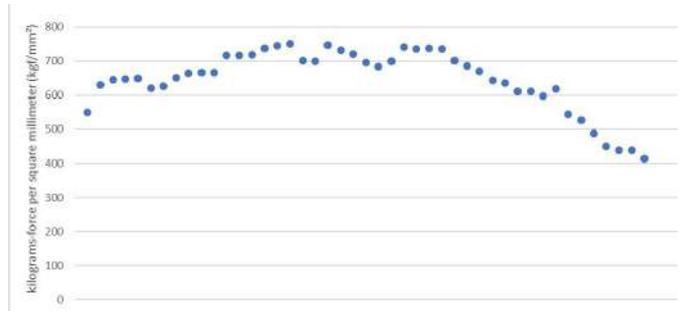
Stage Number	Grit number
1	80
2	320
3	600
4	1200
5	2000

There is nothing magic about the choice of grades – these were ones that I had to hand, but finishing with 2000 grade did give a nice mirror finish.

Have I polished off all the hardening by doing this? Back to the lab Igor, and have a look at the hardness across the surface of a tappet using the Vickers Hardness Tester (Right). This is done by driving a tiny diamond shaped indenter into the surface of the test piece with a given force for a given time, and then measuring the size of the impression produced (Bottom). The bigger the dent, the softer the material. The units are kilograms-force per square millimetre (kgf/mm²).



The other thing is also that even when you have a finish that looks nice and shiny to the mark one eyeball, it still does have (very titchy) scratch marks on the surface. The finish is nicer to the eye than that of the unused parts, so probably done some good here.



When plotted as a graph (Above) we can see that the tappet surface is fairly hard, but harder in the middle than at the edges. According to my metallurgist pal this is typical of induction hardening. So, the top of the tappet has been heated by electrical induction and then quenched to increase the hardness, and incidentally make it more brittle. This is why only hardening the top is an advantage as the toughness of the part is largely retained.

I didn't want to pull the cam out to inspect the lobe surfaces so borrowed an endoscope of a pal who had been quick off the mark at Aldi and had managed to get one for fifty quid, and used it to look up the push-rod ports. The cam surfaces looked reasonably clean and smooth. Unfortunately, cheap endoscope, so no way of getting pictures off it for publication.

As to how well all this works – time will tell!

Interestingly your editor spent many happy years flat lapping things with an eye for flatness, parallelism and surface finish.

One of the jobs our little company was involved in was making calibration samples for hardness testing machines. These were finished to a known hardness and specified surface finish to compare the dent in them with the subject in question.

Some of the components we processed required a rougher surface finish to enable them to run in quickly, thus reducing the need for precision in manufacturing, making them cheaper.

The machine in question would creak and grind until it settled down to its own particular running tolerances, a bit like a Russian motorcycle.

Conversely some components needed to be polished to a mirror finish so that initial running wouldn't rub off the peaks and they'd achieve dimensional stability from new. Of course the quality of the metal mattered and on that subject, how's the editorial Dnepr getting on?

Well.....

Ever tried to buy a split pin recently? Once upon a time you could walk into any garage, engineer's suppliers or even motorcycle shop and walk out again with a real split pin made out of real split pin steel you could bend into a real split pin shape secure in the knowledge that you hadn't compromised its functional integrity.

RFH 184R

Надежда

These days what look like split pins come in little blister packs of three instead of their industrial predecessor's oily box of hundreds and they're sold not by brown coated storemen over the venerable weathered wooden counter, but from a hook on a rack of "lines" in the shop, with other small items in blister packs. It'll be a suit who takes your money.

They'll be made in China, soft and an uncertain security for the nuts on your Dnepr's big end cap bolts. Ebay is worse, or Amazon, or the Pearl Garden Spilt Pin Manufacturing Company in Xing Foo itself. You don't even get to look at those before you risk a purchase.

The trouble is, however good a split pin is, it can't grip its nut, it's not a spring and it'll rattle in its hole. On the end of your wheel spindles it'll last a hundred years before it frets and chafes its way to pieces but on your crank? How much rattle is that?

Perhaps the original Dnepr big end bolt split pins were proper crankshaft quality. I'm thinking seriously about replacing mine with stainless steel lock wire rather than rely on the available cheese metal Chinese alternative. We have that at work, and that's the other reason the editorial Dnepr hasn't progressed much.

There's always a drama with racing. I don't how it happens but it always does. The pressure to build four bikes for testing in Spain has meant going back to work full time for two whole weeks because no one could deliver anything quickly enough. They're under pressure too. Is it worth it? Check out this year's Triumph opposite. It's shorter, more nimble and tight turning than last year's. Replica eligibility means that although



it's 1971 pattern, it's all brand new and almost as exotic as this.....



This too is brand new. It's a Harris chassis with a Yamaha TZ350 engine which gives it the power to weight ratio of an insect.

Most of the components visible in the picture right are magnesium or aluminium alloy and those are held together by hundreds of pounds worth of oh soooo sexy titanium nuts and bolts.

We're almost scared to touch it never mind thrash the living daylights out of it. I don't think it will let us do anything else.

The stand which came with it is made of polished thin walled stainless steel tube and is as aesthetically wonderful as the rest. Apart from rattle resistant big end bolt wire, I think looking pretty is all stainless steel is good for on a motorcycle.

When it comes to Nick Tucker's galling, stainless steel is a bitch!



Mark Avis, on metal

I was interested in Tony Jones' comments on spoke and wheel breakages. I really expected this to happen to me, and I took spare spokes. However my back wheel (unlike the sidecar wheel, and unlike rear wheel bearings which did need attention) stayed tight and true, despite all the abuse I threw at it in Ukraine. I am idly wondering if this is because I used a bottle top hub, which are normally very oval and rather bendy. It may be that the thing is springy and therefore limits peak stresses by deforming (hopefully elastically). I can certainly see it bend if I use one on the front with my Morris Minor hydraulic brake, and grip it hard when at a standstill.

I could ring Tony up and ask him, but perhaps this question would fill a corner of the next mag and generate some correspondence. By Easter we might have refined our hypothesis.

My Chang Jiang had radial flanges on the brake side and the angle of the bend in the head end of the spokes had to match it exactly or the stress forced a curve in the spoke. Those broke regularly.

Yes, I see. I guess on that side the spokes are really short - so any movement of the rim will amplify the strain (=extension / original length) in the spoke. It would be fun to play with the Youngs Mod (for steel = 210×10^9 Pa = stress / strain), so stress = strain x YM. Say mild steel starts to go plastic for stress = 250×10^6 Pa, and snaps at about double that. Then you can work out how much rim deflection will be needed to break a spoke, but first you need to know what the static stress is due to spoke tension, and how much does the bike, rider and luggage weigh (since this adds to the stress in the spokes at the top of the wheel, on which the bike hangs. Imagine all that tension on those little threads in brass!). Then it all falls apart again when you remember that fatigue life is different from ultimate strength and you should have been counting stress reversals. Oh, and that bends in the spokes are stress raisers, and my spokes are pitted and rusty and...

Nonetheless, those short ones will get a hard life and I guess the bendy flange on the bottle top hub starts to look useful. And the long ones (with the stress-raising bend, on the not brake

drum side) are perhaps long enough that the strain (and so stress) is halved, compared to the short ones, for a given rim deflection.

I know stainless is a movable feast, but it seems to have better book figures than mild steel. Maybe it fatigues differently. Maybe we should be making our own spokes from piano wire!

I think it could be quite interesting to see responses in the mag in terms of what wheels have people had breakages in. Phil Rushworth tells me he broke 6 getting his Dnepr MT16 back from Lithuania, but since moving to new style Ural wheels, has broken no more. Perhaps those Dnepr rim stiffeners (little screw jacks lodged between hub and rim in sets of, I think, 5) are a must have when using those wheels on a laden outfit. Cheers, Mark.

Should we have a "Metal of the Month" feature? I've heard of people making piston rings out of old cast iron drain pipes and whole frames out of bits of gas pipe they found in a ditch, but are they true? Horror stories anyone?

In the last issue we featured Phil Rushworth's friend's daughter and the film she was making about our club. He says.....

Daniele came to visit for a couple of days in November and we had a few days out getting four and a half hours of footage which she has edited down to 23mins, and here it is:

https://www.youtube.com/watch?v=hOOaf96-_A8

Hope you enjoy it. Please give it a thumbs up and maybe leave a comment. Thanks, Phil.

I've watched it, it's lovely! We can't have hyperlinks in a paper magazine so I'm afraid you'll have to type all the characters, including the hyphens, punctuation marks and numbers into the address bar of your web browser, in exactly the right order, then press enter to watch it too.

I've explained that rather than assume all 300 of us know how to find things on line. Would you believe I get hand written letters, in the post. Keep 'em coming. Every word is valuable.

Old Love Doesn't Rust

Pretending to be annoyed by the marketing driven decay of the humble split pin is one thing, but the same force is eroding humanity's love of internal combustion too. This time, instead of lagging behind the rest of the world in its clamour to jump on the bandwagon whatever the cost, the Russians are up at the sharp end as the new automotive revolution gathers pace.

Changing world

Oh how I wish I could bury my head in the sand and blissfully ignore the approaching asteroid electric vehicles are like the dinosaur they're soon to make me. Oh dear, this has happened.....



The doom laden internet reveals "The Russian company recently presented its new IZH bike at the 2017 International Military-Technical Forum and will soon equip special units both in the Police and Army divisions.

The bike is powered by a 15 kW electric motor fed by a lithium-ion battery with enough juice to run between 100 and 150 kilometers (62 to 93 miles) on one charge. It's silent, able to ride on rough terrain and is designed for reconnaissance, patrol, search operations, and raids.

The maximum speed is limited to 80 km/h (50 mph). Having already passed initial tests, 50 electric IZH bikes made by Kalashnikov have been given to the Moscow Police for patrolling purposes. Later, the bikes are planned to be used at mass events like bicycle parades, marathons, as well as in parks and natural protected areas like VDNKh, Tsaritsyno, and Poklonnaya Hill.

The bike itself looks to be based on an enduro model and seems pretty spartan. It comes with standard suspension, chain final drive, a single brake disc up front, and a drum brake at the rear. The dashboard uses an LCD for multiple

info here you'll also see a forward-neutral-reverse switch.

Extra kit comes as different metal guards for the headlight, motor, disc, and chain, side cases, CB radio, police lights and a siren. The army version wears a camouflage colour scheme and comes complete with side cases and a gun rack.



Will they get the same recognition as the iconic AK-47 rifle? It's a bit early to say for sure, but you have to give them credit for making a step in making Russian special forces go green."



I read somewhere that it will be illegal to sell vehicles powered by internal combustion engines for use on the public highway in the UK from the year 2040, in other European countries it could be earlier.

As we approach that date and the market forces which ensure our supply of Planet Earth's precious fossil fuels keep flowing dwindle away, the infrastructure we rely on will collapse as the lack of interest in it goes critical. I want to be too old to ride when that happens.

In the short term we will of course carry on making independent vehicles. Cars are such an important part of the world economy that it's

going to be difficult to find something else to soak up our disposable income and keep the establishment's tax rolling in.

This means that instead of starting civil wars in oil rich countries in order to achieve energy security by removing unsympathetic governments, we'll be interfering in the politics of wherever lithium comes from instead.

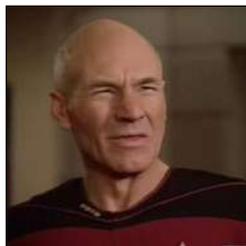
However anyone with more than half a brain can see that the carbon footprint of manufacturing millions of electric cars pretty much negates each unit's saving in emissions during the course of its life when you consider the electricity still has to be generated somehow. Obviously simply replacing internal combustion in private cars is not the end game.

The ultimate development in electric automotive technology will be making the road electric, not the cars. Electric power's lack of maintenance and its suitability for centralised, digital control means that eventually you won't own your car or even drive it yourself. You'll get in it when it's passing and leave it for someone else when you get there.

You'll pay for the ride digitally and the establishment will tax that instead of your ownership. They'll know where and when you went, how long you spent there and who you spent your time with.

I can see how such a future works in an urban environment, and along the arteries which connect them but what about adventure? What about riding across the planet when the world economy makes petrol worthless, the petrol stations are all gone and a tin of it gets hard to find?

Enjoy our filthy habit while you can people! David Greenwood found the innocuous looking article which brought the subject up.



David Rodgers

I hear that the new 750 Urals can no longer be imported to Britain as they are now all two wheel drive machines and can only be fitted with the sidecar on the right. This may be extremely limiting to the Cossack Club, as the only new machines will be small capacity two strokes.

(IZH and Minsk fit Chinese 4 stroke engines now David. At least they're not electric, yet!)

Now, my friend the late Paul Wilson did have on loan a 750 from Dave Angel, possibly as his (bought from new) Red Star broke the crankshaft. Paul was to run in the engine. It was definitely solo and as wide as the dining room table. I had a ride around the block and it went up hills like nine pence. I didn't really look at the back axle, but it had non of the two wheel drive gubbins. So the factory did make a one wheel drive axle. Whether it was strengthened to cope with the extra capacity or not I cannot say.

I guess that if someone wanted 50 or 100, the factory would be pleased with the order. I don't know how many were sold of the old 650s per annum, but other dealers in countries which drive on the correct side of the road might be interested. Australia. New Zealand, South and East Africa and India to suggest a few. *(And of course the land of disposable income, Japan!)*

I don't know if the swinging arm was the same on one and two wheel drive, if so it would have been simple to offer us a legal one wheel drive machine. Of course with no new machine being sold it must put up the value of our 650s.

A gubbins is a small worthless device according to my dictionary!

My contacts in the CHEKA have uncovered some serious activities of the Counter Revolutionary

Not John Denny

Party. The covert assembly place, the evidence of the length of the escape procedure and the discovery of the new and very powerful engines to be fitted in the new T72 tanks.

These findings should cause concern to the Politburo. I therefore sign off anonymous.

Been to the Ace Café then John? See overleaf.



You'll notice John has taken pictures under the bonnets of the various Trabant and Wartburgs present. We are of course keenly interested in period East European engineering and we seem to be becoming mates with the IFA club, a good thing.

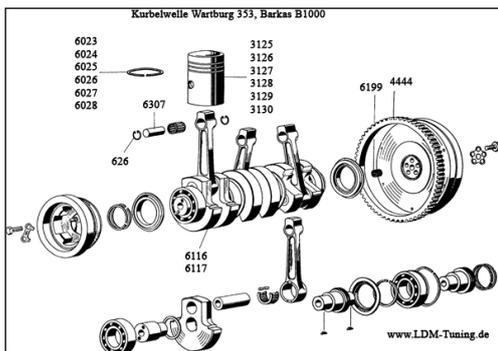


I tried to carry a Wartburg engine from the front garden, where I'd stripped a scrap car for spares, round the house into the back garden where my shed was because my mother complained about my influence on local house prices! The crankcases are made of iron and the crank and flywheel are vast.

Right is what the lovely 1,000cc triple looks like on the floor and below is what the bits look like.



I remember mine approaching 75mph flat out and wallowing like a drunk walrus at anything like corner speed. The aluminium casting on the left of the engine houses three sets of points and these are triggered by a cam on the end of the crank. The entire front of the car had to be removed to get at them but



that was only held on with four 10mm nuts and easy to remove, often. The carb was a double barrelled thing with a small cheapskate's hole for most of the time and a bigger, hooligan's option for fast.

I once had to move some furniture which meant driving about with the tailgate open. The exhaust noise made by a two stroke triple is glorious and there's a hundred postings on Youtube of them. I particularly enjoy this one, <https://www.youtube.com/watch?v=y2jEgSU4h8c> which is pretty much what carting a boot full of chairs sounded like.



Like the Trabant, later versions of the Wartburg were powered by boring four stroke Volkswagen engines which were far more reliable and economical, and no fun at all!

Goodness knows what this is (right), apart from Russian that is. If John Denny had pointed his camera in there he'd have seen the filthy, dust encrusted evidence.



Above the right cylinder is a starter motor and hardly visible is a ring gear round the clutch. In



the pilot's eye view you can see several levers, any of which could be a gear lever. Does it use the Dnepr gear box?



Hooliganism

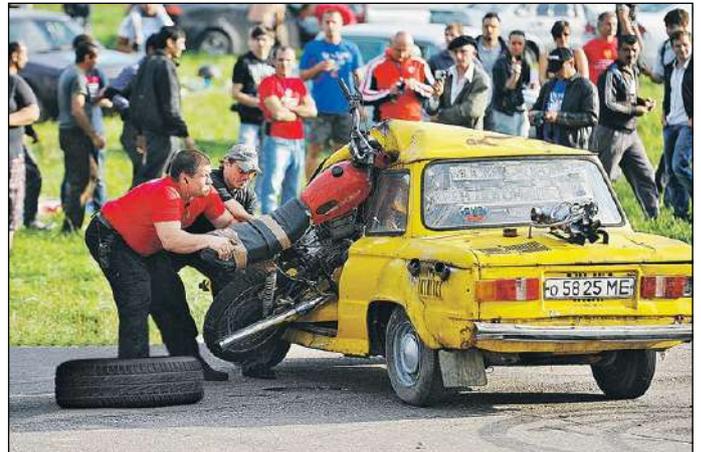
Modern culture demands that the sporting hero gets his knee down and this idea is propagated by the magazines who, faced with only boring modern motorcycles to write about, have to indulge their readership with something! Really getting your knee down is a consequence of modern racing techniques and in fact happens effortlessly on race tracks all the time. In our day however an airborne front wheel was the mark of a man and you didn't need a Fireblade to do it.

ago and for these, orange seems to be favoured. If anyone wants to relive their wild and reckless youth and wants to buy a Voskhod, here's how to do it properly.



Minsk appears to be worth so little they often perform the role of stunt show clowns, their expendability meaning they get to show off just the once. I hope whoever got one to go fast enough to achieve the result pictured below enthralled the crowd with a spectacular escape!

For some reason the humble Voskhod seems to have been the weapon of choice for such irresponsibility either modified or not. Our front cover featured a special stunt Voskhod a while



Let's hope he intended it! Note footstep in petrol tank below and hand operated cable rear brake.

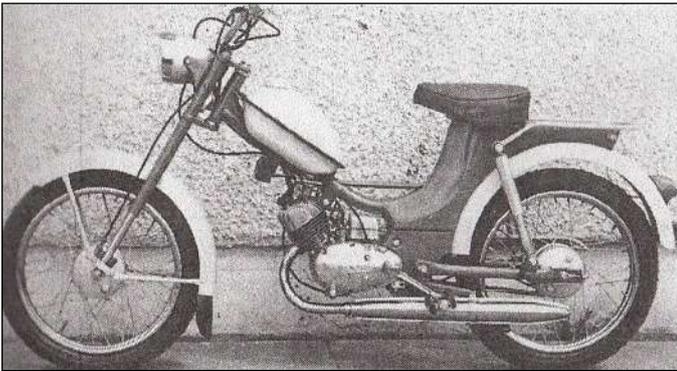


The following article is reproduced from *Motorcycle news* and first published in April 1971.

Is it just me or does everyone else wonder why journalese makes everything sound so mind numbingly dull? The article was headed **Russian Budget Bikes Unveiled.**

The Chris Drucker Archive

At last they are on sale in Britain, the Russian machines whose absurdly low prices have set the British motorcycle world talking after import plans were announced by East London dealer Fred Wells last month.



On Thursday the range was demonstrated at Stapleford Tawney airport, Essex. To be imported are the Riga 4 moped, a two speeder with pivoted fork rear springing, at £69, the 50cc SH55 Mercury motorcycle (£79), the 125cc Minsk Saturn (£125) and Voskhod Orion (£159), both two stroke singles, the 350cc two stroke parallel twin IZH Jupiter, £199, and the already famous 650cc Ural M63 Mars OHV flat twin which costs £329 in solo trim or £419 with a right hand sidecar.

Token deliveries have already gone out to customers. Further supplies of all except the Mercury (The only absentee from the Stapleford Tawney display) are expected during May.

Each model is far and away the most inexpensive in its class, you could buy three Ural Mars and still have change from the price of a BMW. How do the Russians do it?

“Because they’re the second biggest manufacturer of motorcycles in the world.” Wells replies. “Last year the Soviets made 1,700,000 two wheelers. All of our Planet range, except the 175 Orion, have been in production for over 10 years, which means that tooling costs have long since been written off. Second, the rate of currency exchange favours the British market.”

The bugbears of some previous iron curtain motorcycles have been uncertain deliveries and poor spares supplies. Wells says he has sewn up a two year contract, will import over 1,000 machines this year alone and that 10 percent of his orders must be for spares.



The bikes are entirely Russian equipped, even to tyres and batteries, but have been tarted up for the British market with brighter paintwork and a more lavish use of chromium plate. However, it is obvious that the Soviet industry has a lot to learn about detail finishing generally.

Styling and design too, are antiquated, the Saturn’s ancestry can be plainly traced back to the pre war DKW 125.

On a brief run, the 125 Saturn, with a claimed 7bhp available, felt underpowered. As seemed the case with the other machines, braking was indifferent. Wells proposes to replace the hard Russian linings with British types.

Major dealer interest is said to be concentrated on the 175cc Orion. This is the most modern of the Russian designs, two years old. It is an attractive utility model with few discernible vices and is equipped with windscreen and legshields.

Power delivery and transmission were agreeably smooth and in this respect the machine compares very favourably with its Czech equivalent, the CZ175. Riding comfort seemed well catered for though, in common with the other Soviet machines, the springing was on the firm side.

A noteworthy point, all the Russian two strokes feature enclosure of the rear chain.



Pride of the range is the Mars 650. Even a BMW enthusiast present admitted the its clutch take up and gear change were superior to those of the German bike. Acceleration is modest but the torque superb. A short run suggested that steering and handling belie the impression of weight.

Sole concessionaires for the British Isles are Wells Motor Cycles, 939 Romford Road Manor Park, London, E12.

Thanks to Chris for this. The article is slightly spooky because a few days before he sent it to me Comrade Carl sent me a picture of his latest project, a Riga 4 moped would you believe. That's two Riga 4 references close together and I've never heard of one before! Isn't it lovely?



The article was seriously spooky because I couldn't help noticing the registration numbers of the bikes in Fred Well's press fleet. GYK 802 J on the Mars and GYK 804 J on the Voskhod. It's likely that Fred registered his fleet all at the same time and consequently they have close if not consecutive registration numbers. We used to do this when I worked for a Honda dealer.



A long time ago I bought a Jupiter 2 as a project from a friend who'd become fed up with tripping over it. It's on my list to get round to one day and it's been in pieces in the shed since I bought it. It's registration number is, wait for it, GYK 806 J !!!! Does that mean I own the original Fred Wells demonstrator, the actual very same bike featured in the 1971 MCN article?

I wonder what happened to the Mercury 50cc motorcycle? Has anyone ever seen one?



Who owns the oldest UK registered Russian then? The article mentions previous iron curtain models. Did it mean Russian or was MCN complaining about the Czechs?

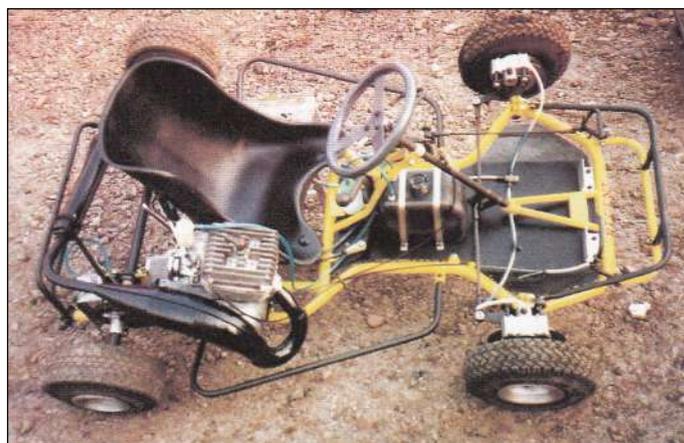
Chris also found the Regent brochure on the inside rear cover, one of several and one of those advertised the wicked little monster pictured below. 70 mph? Probably not and just as well really!

Did Regent make this in the UK?

GEARBOX STARTA KART

Complete and ready to run in, this has to be the lowest priced 125 gearbox kart in the world. Close competitive karting the way it should be, good enjoyable fun at a price anyone can afford, plus a guaranteed low priced spares backup to match. You don't need to take out a second mortgage to keep karting with a KYB Kart. Speed depending on gearing and conditions is approx. 55 to 70 mph. 4 speed 11 h.p. electronic ignition, discs all round.

£599 + VAT



The sadly corroded mess pictured above is another Ebay queen and was found by Matthew Hodder who didn't want to buy it. It took only a few days bidding to exceed its price when new and finally went for an interesting £491. The

vendor described it as "rare" and honestly volunteered that it had no paperwork and would not turn over. Here in the Cossack Owner's Club we appreciate our lovely Russians for far more than their value as investments of course and we're often staggered by their performance on Ebay, exposed to the desperation of an uninformed and open market as it is.

In the last issue Matthew wrote an article about the Minsk he then offered for sale, giving it a history, personality and character and making it too a member of the club, something its new owner will enjoy I'm sure.

In November 2017, after just about a year of ownership I decided to let my Minsk go to a new owner. After contacting Paul (Codling) I was encouraged to write a piece about the bike and why I wanted to release it from the oppressive tyranny of my totalitarian shed (I have other more liberal sheds). Within moments of HV January February edition hitting the doormats and inboxes of members I had sold the wee bike. I could have sold it more than once and I am grateful for each of the enquiries from free thinking freedom fighters who wished to allow the small Belarusian to roam the highways and byways of Utopia. Members in the south west of the country may yet see the machine pottering along in the company of wheezy imperial two strokes from Birmingham. I wish happy rides and trouble free adventures to the new owner 'PR', may your beard enjoy the breeze. Meanwhile, keep left and keep safe.

What a lovely way to do business! Something similar gave John the opportunity to own a Voskhod too, and the Planeta he really wanted of course. How are the projects going then John?

Visually nothing much has changed. Am now into the many small jobs that need completing and or correcting. Bought a full set of cables for it but found a couple were not quite the right length so had to remove a nipple! shorten the outer and re solder, all good now and fitted. It came with a 15 tooth gearbox sprocket so that was changed for the correct 18 tooth but whilst it is obviously the correct one was found to be 1,5 mm thinner across the width of its central boss which had the double effect of fouling the oil seal



Matthew Hodder

and being loose on its spline with the retaining nut done up tight. I know some Jap bikes run with that arrangement but I don't like it so had to make up a thin distance piece/washer to fit on the inner side which meant having to hand file an 8 tooth spline in its ID. All clamped up tight now. These problems are all surmountable and not big issues for me but why should a sprocket have its central boss 1 to 1,5 mm thinner?

The handle bar clamps had been butchered, held on by a 10mm fine thread nuts, yes you guessed some one had replaced with normal 10mm thread nuts. Haven't been able to get the correct replacement so fitted some universal ones off Ebay. There not bad and seem to clamp the bars better.

Am holding back from carrying out the re wire and sorting the electrics until some slightly warmer weather comes along as I need to carry out quite a bit of soldering and my garage is just too cold. 3 hours every morning is enough for me at the mo. I plan to add a number of additional earth wires back to a central point on the frame to give the 6 volts every help they can get.



I notice the clutch is stuck on and won't free on the kick start or pushing in gear. Still not decided whether to leave it and chance it when the engines running or pull the side off and

dismantle the clutch. Other things on the bike more important at the moment. So quite a number of '5 minute' jobs completed that end up taking a couple of hours. Not setting myself an end date but would like it done for some time in April.

Vostok Motors supplying most of the things I need, 2 weeks delivery time and very fair prices. Do you know of anyone actively running a Planeta in the club?

Been working my way through back numbers of Horizontal View as supplied by Gina. I know they're on line but I like to sit and read such things in the comfort of an armchair. In a number of them you mention the club keeping a log of frame and engine numbers, something I am in favour of, and asked for comments. Both the Planeta and Voskhod 2 I am playing with have registration dates different to manufactured dates (info on VIN plate) so was wondering if this could also be useful info tying frame numbers to manufactured date assuming there is some logic linking the two. Might be useful if bike is unknown to the club with no VIN plate or Reg number. Just a thought.

We haven't forgotten this. In the past Russian two strokes were regarded as awful by the mainstream, yes, strange but true, and it wasn't unusual for dealer's stock to hang around for years before being sold and registered.

You'll notice there's a box on the club membership application form these days for your frame number as well as your registration number and year of manufacture. One day, someone will have time to process this information into a register to back up DVLA records if a log book gets lost.

To link frame numbers and years of manufacture we'd probably need to look at factory records, if there were any. Does anyone know if the frame numbers mean anything significant?

Enclose a couple of pics of the Voskhod for your amusement. Been off the road since 1987 and showing only 4000km on the speedo. Needs carb bits, which are proving difficult, and both hub brake arms otherwise substantially complete. Interesting colour scheme, black in the V5C! Squirted some fuel in the carb mouth and it fired up straight away. Something to mess with when the Planeta is finished.

I noticed in one of the back copies an immaculate orange Voskhod 2 Reg number FAG 656T presumably from the same supplier.



You can compare John's Russians with their first appearance in Horizontal View on page 13 of the November/December issue. Don't you just love continuity?

The carb bits John needs are the throttle slide, needles, springs and clips for his K35b carb. For some reason it always seems to be these which go missing. New parts are hard to find, does anyone have used ones they don't need?



Have you ever heard the myths about the use of wooden pistons? Czech this out, it's a CZ 175 I think. The crown is burnt so it must have run. Is that amazing or what?





The glorious old relic pictured above was photographed by Rene Maly of TLO Photography in Holland. It's parked in the yard of a bakery in Burgh Haamstede in Zeeland along with some other rusting motorcycles and cars as an interesting attraction for visitors to the café.

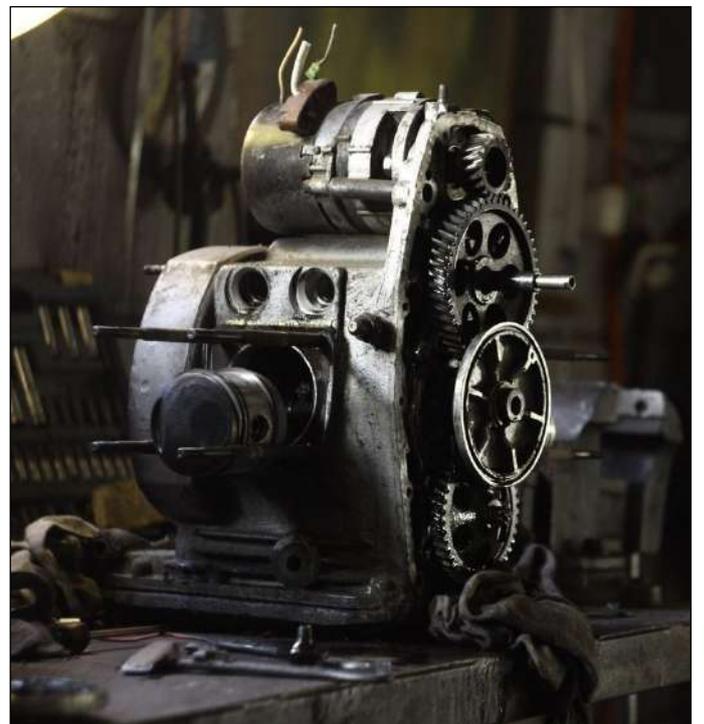


If you're interested in photography lots more of Rene's work can be found at <https://tlo-photography.deviantart.com> and <https://www.flickr.com/photos/chantalrene>

Our own David Cox is also a competent photographer and on Flickr as well. Find him at <https://www.flickr.com/photos/137508189@N06/> He didn't photograph the Dnepr engine.



Rene describes it as "untouched". I wonder if anyone's tried to buy it?



Frankenstien

Look on in disbelief! I found this thing, this apparent hybrid of four and two stroke parts on the internet and know nothing about it at all.



Many years ago Husqvarna produced their first four stroke motocross engine by fitting a four valve, four stroke top end with chain driven overhead cam on their two stroke crankcases.

The cam chain carried oil up to the top end and they cleverly used the two stroke's primary compression in its sealed crankcase to pump the oil back into the gearbox through a reed valve, using the box as an oil tank. I can't see anything that clever here.

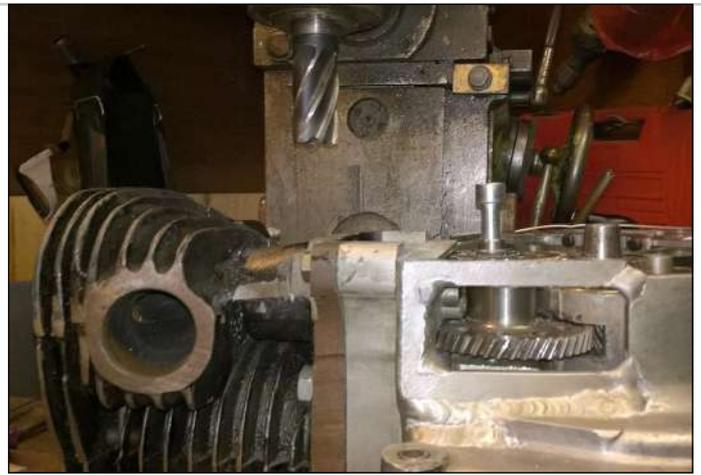
However, there's some serious engineering afoot and our man seems to have welded up some Planeta crankcases then machined them to install home made timing gears, with cams, inboard of the primary drive.



These then drive the cam followers in more machined welding next to the crankcase mouth so that the valves of a sidevalve cylinder can be operated. You can see from the pictures it really does fit! Does it work? I have no idea.

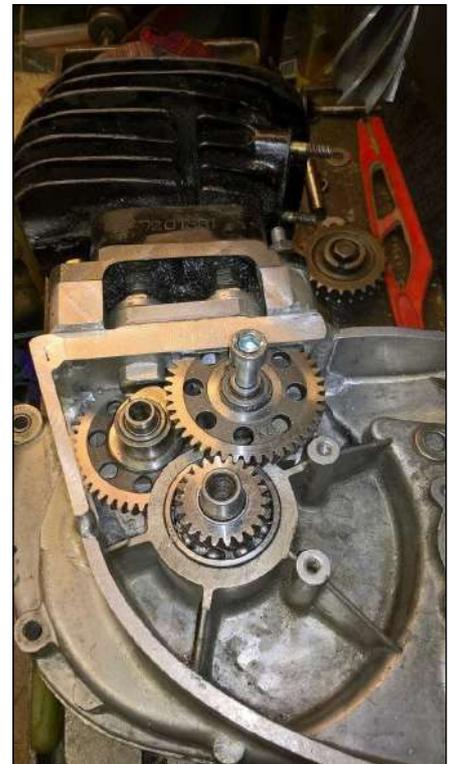
If the Planeta crank and Dnepr, or IMZ, cylinder are standard the 78x83mm dimensions of the resulting monster give it a capacity approaching 400cc.

The rod looks like a normal IZH part but in the photo above it looks to have an oval small end. Do we think it's going to vibrate significantly?



Someone's done this simply because they can, I can't think of any other reason for it, unless it's a joke.

I remember going to the BMF rally many years ago and the Cossack Owner's Club had a bicycle modified to turn left when the handlebars were turned right on their stand. Punters were offered the chance to ride it over a straight ten yard course. No one made it while I watched.



Is this such a challenge?

I love it!



This is Lovely Hazel's page and she's written us a story.

Space junk

We've got a lovely little community in Loddon. So when a large lump of space junk came crashing through the roof of our village hall last month the locals sprang into action.

Luckily the incident happened when the hall was empty and locked up for the night. Unluckily the insurers have refused to pay up saying it was an 'Act of God'. Act of God I ask you, then again perhaps God doesn't ride a Harley, but a vintage Russian motorcycle instead, notorious for vibrating parts loose, which occurred whilst passing over the town?

To repair the damage we need to raise an awful lot of money and the Town Council can only afford so much, anyway everyone has been asked to do their bit towards fund raising and besides it's the Pilates and Yoga room that's been damaged and I like my fitness routine along with the social aspect of tea and cakes afterwards.

I had an idea, it involved sponsoring, I know - groan! But I'm game for a laugh and as summer had finally arrived and was warm enough I decided to ride my 350cc IZH Jupiter 3 that I've just finished restoring around the triangle of towns to Beccles, then Bungay and back to Loddon. "What's that?" I hear you say, "That's nothing special". Oh but it is. You see I have never cut my hair, Father wouldn't let me it's right down to the back of my knees and there's lots of it so I thought I'd do a Lady Godiva. I expected to gather a few crowds en-route. I thought I could tape some hair over my nipples and sit on the ends of my long tresses at the front to cover my modesty.

I started a facebook page which has lots of followers so far and I've advertised it on the Post Office notice board and all the chaps in the local garages are collecting signatures for me as is the Cossack Owner's Club. It's going to be fun.

I've had a word with the local Police and they say I have to wear a helmet, so I'm wearing an open face on to which I've stuck matching hair extensions, oh yes and I'll be wearing my boots. The nice Policeman I talked to has kindly offered to escort me round, he says he'll follow me just so as I'm ok.

I set the date for Sunday when the roads should be quiet and the forecast looks good.

Sunday arrives. I start up just inside the shed and climb on to the seat with its sheepskin cover with a slit cut for the handle to go through. I was worried I'd stick to the vinyl. I adjust my hair accordingly and set off to waves and wolf whistles from the neighbours, word has definitely got round, I'm hoping all those young lads have signed up to sponsor me.

Wow! this feels free, wind in my - never mind. The Police motorcycle waiting down the road a bit follows on at a safe distance and we take the back roads to Beccles on the understanding that the drivers on the A146, a notorious road for accidents, might get distracted.

Some spectators along the way are sitting on deck chairs with flasks of tea and there appear to be an awful lot of cameras about, I guess I'm on Youtube and Facebook already.

On a quiet stretch of road after leaving Bungay, the P.C. draws alongside and gestures for me to stop. He's just received a call about some nutter on a rice rocket doing about 120 down the bypass, he has to go and catch him and off he goes.

The sun is high, the breeze is warm and I'm alone, naked, doing 45mph and the Jupiter sounds sweet. It's then that I notice that the road is wet up ahead and just as it registers a massive jet of irrigation system water spurts over the hedge casting rainbows into the air and soaks me good and proper, then the tape over my breasts goes soggy and falls off.

The next thing I know the engine coughs and



splutters, I look down to see it has got wet too, then it stops. I get off and put her on the stand. "What now?" I ask myself. No pockets in my birthday suit for a phone or tools.

There's a car coming, I grab the sheepskin off the bike seat and dive through a gap in the hedge, the car slows to look at my bike and then speeds off. So I sit on the sheepskin in the balmy sunshine drying off and wondering what to do next, I don't really want to leave my bike and neither do I fancy walking anywhere like this.

After about 20 minutes I hear the clip clop of hooves on tarmac. Peeping out from behind the hedge I spot an old boy driving a horse and cart. Holding my sheepskin around me I emerge and give him a wave. "Oh my, 'tis the wild woman o' Ditchingham", he says through a gappy smile, "Hev yer got a praablen then Gal?" (*We're in Norfolk!*) I ask if he can help me out and he says, "Oi recon so, here, hold Oi' Bessie's reins a minute".

The traditional wooden cart is open at the back and he happens to have a handy plank to push the bike up on, after first giving me some baler twine to tie the sheepskin around me so I could help him. I tell him my tale and it's then that he suggests I sit up on Old Bessie like a proper Lady Godiva and that's how I arrive back home, to cheers, whoops, Anglia TV, Radio Broadland, the Beccles and Bungay News and Eastern Daily Press.

In fact the response was so good my stunt raised enough to fix the roof and more besides, thanks to my video clips going viral on Youtube. I now have my own blog and I'm available for fetes and charity balls, you could say I've gone from space junk to pennies from heaven!

History

Godiva was married to Leofric, Saxon baron of Mercia, and she objected to the oppressive taxation he applied to his people. Apparently she kept on and on about it and in exasperation at her persistence he told her if she stripped and rode naked through the streets of Coventry he'd relent, so she did.

History records her as a heroine who shared a large proportion of her considerable wealth with the Christian church, supporting the creation of

several monasteries and gifting them many treasures in the form of gold ornaments, securing her a position of some political power.

Sadly things went tits up for the Saxons after 1066 when William stripped the country, not of its clothes of course but of anything of monetary value. All Godiva's gold gifts were melted down as the Saxon monasteries were plundered. The country itself was distributed amongst William's friends, the barons whose support he'd enlisted by buying it. Then the much vaunted Domesday Book became not so much a snapshot of Saxon life at the time but an inventory of who'd stolen what so William could call in the favours later should that be necessary.

Someone once asked Gerald Grosvenor, Duke of Westminster, revered by his questioner as the country's richest man, what it took to become that rich. He said one should take a look back through history and find an ancestor who'd been mates with William the conqueror! Would you believe Britain still has the second worst land distribution per head of population in the whole world, only Brazil is worse.



Lovely Hazel allowed the above beautiful tattooed spanner man to redress the uneven sexiness balance I fail to avoid somehow.

We almost had to have the fat man right, in all his humorous, high definition detail!!!!





The Stafford show is all about buying things and therefore it's an ideal opportunity to sell. The available assembled committee and Lovely Hazel were called upon to model at the show once again. Fancy any of this lot?

Regalia



Regatta Dover Fleeced Lined Jacket - £47.00
 Product Code: COCJ1. Waterproof, Windproof hydrafort polyester fabric. Fully lined with Thermo-guard insulation. Taped seams, concealed hood and adjustable cuffs. 2 zipped lower pockets. These jackets are very nice and comfortable and come with the Star Logo on the left breast as with other products. The club's web address (www.cossackownersclub.co.uk) is across the shoulders on the back. Colours: Only in Black with Silver Logo and writing. Sizes: M (40") - L (42") - XL (44") - XXL(47") - XXXL(50")



Hooded Sweat Shirts £21.50
 These are normally on an order only basis.

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





Woolly Hats - £8.50 The woolly hat is the knitted type and again with either club logo. This is an essential bit of kit for any club member. Standard Club Logo or Star Logo.

It must be said here that Comrade Carl's sweat shirt is a testament to the enduring quality of COC merchandise although you haven't been able to buy one like that for a long time. Is it collectable perhaps?

Baseball Caps - £9.00 Adjustable band at back, supplied in Black or Blue. One size fits all, choice of either the standard club logo or the star logo.



T Shirts- £13.00 Phil and Gina at regailia@cossackownersclub.co.uk or on 01780 720420 are the people to see about the current availability of styles and colours. Cloth badges, metal pins and stickers are also available. If we hadn't run out of space this issue I'd show you those as well. They're on the club website and you don't need to be a member to look.



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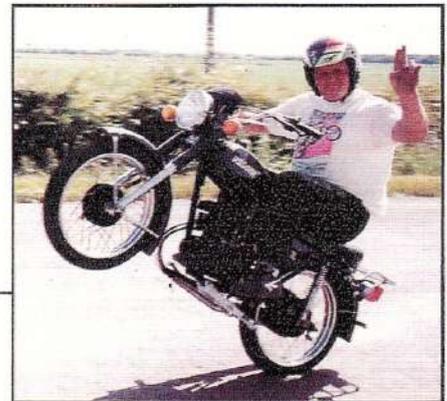
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HI!

The above stunt was performed on a private road by an expert rider - DON'T COPY.

123cc 52 Bore x 58 Stroke Four Speed, 11 h.p., Two Stroke engine based on the world famous DKW and Bantam. Over 5 million manufactured over the last 34 years and thousands sold in the U.K. over the last 20 years. Made in Belarus, nr. Poland and developed in the U.K. for our market.



Low priced spares and insurance, simple servicing, 12 months parts warranty, speed depending on conditions 50 to 60. Fuel depending on conditions 70 to 90. Weight 125 kg. 12 Volt electrics, electronic ignition, seat height 30ins., fully enclosed rear chain, gas rear shocks. Full pre-December 1990 car licence holders are entitled to drive this 11 h.p. 125 using their car licence as provisional, without passing CBT Test. Comprehensive tool kit. 16 improvements on previous model, home delivery arranged anywhere in mainland U.K. £5.00 to £20.00 depending on distance involved.

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