

AvtoExport – Vehicle Export from USSR

Between the time when the USSR started to seriously export its automotive output to the sympathetic parts of the world and the end of the Soviet Union, there was a centralised Soviet vehicle export agency called Avtoexport. Their offices in Moscow are shown below. All spares were distributed by the sister company Zapchastexport. This made business relatively easy for companies outside the USSR to set up importation of motorcycles and spares into their countries.

The Avtoexport All-Union Corporation is the sole representative of the Soviet Union for export and import of automotive equipment.
The Corporation trades with 75 countries. Its export programme includes over 450 items of machinery and equipment.



The offices of V/O Avtoexport.
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With the gradual and eventual collapse of the USSR in 1991 these vehicle and parts exporting agencies too collapsed. Then the factories had to set up their own sales and marketing teams. Parts were also a problem, many of the assemblies were not made in the main factory and so the purchase and resale of these parts as spares had to be organised, it caused great problems for the motorcycle and parts factories in countries that were no longer joined together in the USSR. This splitting up of the USSR also meant that some parts for instance for a Ukrainian Dnieper that had been made in Russia, now were made in a foreign country where the parts may well also be needed by the Russian Ural factory.

The following pages show many of the motorcycles and factories that were running in the 1970s and 1980s. The pages are reproductions of the articles from the regular 'Avtoexport Roundup' magazines that were sent around the world.

GROWING DEMAND FOR SOVIET MOTORCYCLES

- **Motorbikes for leisure, tourism, business trips and small cargo haulage**
- **50 to 650 cc machines, cargo scooters and motorcycles with sidecars**
- **100,000-plus machines annually exported**

Soviet motorcycles, scooters and mopeds have proved their worth in traffic-choked city streets, on fast motorways, on tough mountain and desert roads, and in cross-country races and highway rallies in many countries. Avtoexport has quadrupled sales of these machines on the world market over the last six years.

The motorcycle occupies a special place among the various means of transport. Its high manoeuvrability and cross-country capacity, small size, light weight, low cost and minimal running expenses appeal to every conceivable type of customer.

The Soviet motorcycle industry was born more than half a century ago. However, the first efforts to build the "two-wheel motors" date as far back as the beginning of the century when light motorcycles with belt drive were assembled, mainly from foreign parts, at the Duks bicycle factory (Moscow) and several workshops.

It was only after the October Revolution that a solid basis was laid for the mass production of these popular machines in our country. In 1924, a group of designers developed and tested the first Soviet motorbike, the Soyuz (550 cc, 7 hp, 80 kph). It was followed by the IZh-1, IZh-2, L-300, NATI-A-750 and other experimental models. In 1930, the Krasny Oktiabr Works (Leningrad) began batch production of the L-300's (292 cc, 6 hp, 80 kph). Shortly afterwards, the Izhevsk Engineering Works which launched production of the IZh-7 (293 cc, 6 hp, 80 kph) and the Podolsk Works which began manufacturing the PMZ-A-750, the first Soviet motorbike with a sidecar (747 cc, 15 hp, 80 kph), were put in operation.

The tremendous work done in that period made it possible to put the new Soviet motorcycle industry among the world's best. Since then, it has made impressive progress from the primitive "two-wheel motors" to modern powerful motorcycles — fast, reliable, economical, comfortable and good looking.

Today, Soviet motorcycles are produced by factories in Izhevsk, Irbit, Kovrov, Kiev and Minsk, scooters in Tula and Viats-

kiye Polyany, mopeds in Riga and Lvov, and motor bicycles in Penza. The USSR is the world's second largest producer of motorcycles, scooters and mopeds, with about two million units made in 1977 alone.

Today, Avtoexport has a wide range of models of various classes on its export list.

The 50 cc mopeds are represented by the Verkhovina-6 (49.8 cc, 2.2 hp, 50 kph) and the Riga-16 (49.8 cc, 2.2 hp, 50 kph). These are light-weight single-seaters with a kick-starter. Bright colouring and attractive, elegant lines make them popular with a great many customers.

Most interesting in the range of light-class motorcycles are the MMVZ-3.115 (123 cc, 12 hp, 95 kph), its sports version, the MMVZ-3.115 Sport and the Voskhod-2M (173.7 cc, 14 hp, 105 kph). Good manoeuvrability, road holding and cross-country capacity, plus the well thought-out design are the main advantages of these machines.

The IZh-Planeta-3-01 (346 cc, 20 hp, 120 kph), IZh-Jupiter-3-01 (347 cc, 27 hp, 125 kph) and the IZh-Jupiter-3K-01 motorcycle and sidecar combination (347 cc, 27 hp, 95 kph) come under the 350 cc class. They are reliable vehicles, often used for carrying small cargoes under a wide variety of road and climatic conditions. They are good to drive on hard-surfaced and dirt roads alike. The Izhevsk motorcycles also give an excellent performance in dense city traffic.

The heavy Ural-M-67-36 with sidecar (649 cc, 36 hp, 105 kph), the Ural-M-67-36 (649 cc, 36 hp, 130 kph) and the Dnepr-MT-10-36 with sidecar (649 cc, 36 hp, 105 kph) represent the 650 cc class. Reliable and economical, powerful and manoeuvrable, comfortable and with high cross-country capacity, they are widely popular abroad.

Soviet industry also produces the TGA-200 cargo scooter (199 cc, 11 hp, 60 kph) for carrying up to 250 kg loads. It is available in two variants — the TGA-200K with open body and the TGA-200F with van-type body. These three-wheel machines are extremely manoeuvrable and stable.

V/O Avtoexport first appeared on the world motorcycle market in 1956, and the high quality and excellent performance of Soviet motorbikes immediately attracted the attention of numerous customers. Over the relatively short period, Avtoexport has become the world's fifth largest exporter of these machines.

The territory covered by our motorcycle exports is very wide and varied. Foreign trade organisations in the socialist countries are the main buyers. Our machines are especially popular in Bulgaria, Cuba, Mongolia and Vietnam.

Great interest in them is being shown in Asian and African developing countries, where they are used in exceedingly tough conditions. Iran is an example, with local users enthusing over the reliability, economical performance, easy maintenance and unpretentiousness of Soviet motorcycles under all conditions. They are even used as taxis in the rural areas of that country, carrying the driver and up to five passengers on mountain and dirt roads.

Soviet motorcycles can be seen on the roads of such motorbike-conscious countries as France, the FRG, Great Bri-

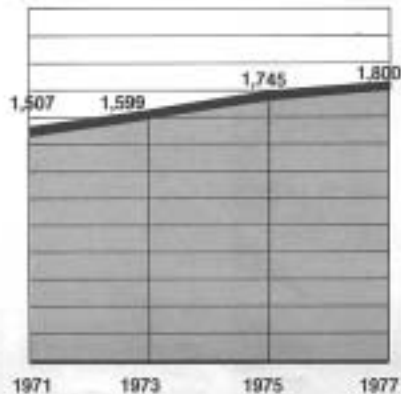
tain, Holland, and Italy. The wide network of good roads does not call for high cross-country capacity; reliability and comfort count there, and these qualities are also characteristic of all Soviet motorcycles.

The USSR is practically the world's only country turning out motorcycles with sidecars, and the growing demand for these machines has induced Avtoexport to include sidecars without motorcycles into the export list — they are readily purchased by US, West German and Dutch firms.

The Soviet motorbike industry is developing fast, which enables Avtoexport to put on the world market new, superior vehicles giving full satisfaction to their owners.



Output of motorcycles, motor scooters and mopeds in the USSR (thous. units)



The Soviet Union is practically the world's only manufacturer of motorcycle and sidecar combinations. V/O Avtoexport supplies sidecars (without motorcycles) to Dutch, US and West German firms.

VOSKHOD-2M



Whatever the road, you'll get there fast, comfortably, safely, riding in style on this magnificent 14 hp motorbike.

Exports of motorcycles, motor scooters and mopeds from the USSR (units)

