

# Horizontal View

The magazine of the Cossack Owners' Club  
November/December 2021  
The Rally Revival Edition



It is a far, far better thing to have a firm anchor in nonsense than to put out on the troubled seas of thought.



## Front and rear covers

John Kenneth Galbraith wrote almost fifty books, mostly about economics but including a few novels as well. His non fiction works were best sellers for 50 years. He was born in 1908 and grew to an imposing 6' 9" tall.

He considered his greatest contribution to humanity was his rigid control over the US economy during WW2 when he was appointed by the Roosevelt administration to the post of "Price Czar". The fear was that the huge demand for production required a massive budget deficit which would have resulted in rioting inflation if someone hadn't taken a grip on the public's self interest. Galbraith had achieved a stable wartime economy by the time he was undermined by the conservative right in US government, who accused him of "communist tendencies".



Giving you the impression Galbraith was a champion of liberalism is as far as we can go in the apolitical Horizontal View. We'll just enjoy his sense of humour on the front cover and this 1962 photo of him towering over Jackie Kenedy when he was US Ambassador to India. Phil Inman found the quote.

The beautiful shiny pistons are those Konstantin Long brought to North Owersby, on page 18. Also at North Owersby, when was the last time you saw two Voskhods at a rally? On the left is the entirely adequate editorial Voskhod, and right is Jim Turner's, the furthest travelled solo would you believe! This is on page 15.

Many thanks to Suzie Mutter and Samuel Turham for the photos of Charles' first Horizontal View rally.

The rear cover is not shiny. For this issue it's a celebration of a different, weathered aesthetic. It's the sort of world weary, much loved provenance you have to earn. No amount of money is going to

buy what used to be paint or plate what used to be chrome. Only thousands of miles of adventure can look like this. Inside the rear cover is Jim Adam's Chang Jiang, the outside is Russell Johnson's 750 Ural. It's a bit like Great Grandad's Excelsior on page 32.

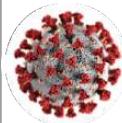
On the subject of journeys, Samuel Turnham bought the editorial Voskhod 3 which you might remember from page 17 of the July August issue of HV. The huge wad of internet evidence impressed DVLA and UK registration was forthcoming once I'd filled in the number of seats box on the V55.



Since the happy photograph above, something has happened. At the time of writing we're not sure what, we're chasing a gremlin round the electrics. I feel guilty about sending Samuel up the learning curve so soon but we'll solve the mystery I'm sure.

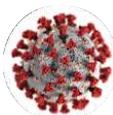


## Forthcoming events



Looking forward to next season? See Charles Hancock's introduction on page 13. In the January/February 22 issue of HV we hope to have a list of dates for COC rallies including The Red Star in Rutland around August, The Three Magpies in Wiltshire, The Horizontal View in Lincolnshire and one other yet to be announced.

There will be the two Dent in Lancashire dates, which are the weekend after the first May bank holiday and the second weekend in October.



With luck the Yorkshire Section of the MZRC will tell me what they're doing and the IFA club will have a list of their events organised at the beginning of the season. It was lovely to see the JawaCZ club at Stafford again, in spite of the plague. Let's hope they have something planned in 2022. There will also be the two Stafford shows in April and October.

Finally, the 2022 COC AGM will be held at the Red Star Rally. For all those new members who don't know, The Red Star is a collaboration between the COC, The MZRC and The JawaCZ club. It should take place every four years but this next one will be two years late, because of the plague of course. It's a spectacular weekend.



## A warm welcome to.....

Mark Allison, Dereham, Norfolk.  
Richard Makara, Burntisland, Fife.  
Steven Davies, Bingley, W. Yorks.  
Alan Wareham, Rochester, Kent.  
Steve Griffin, Beverley, E. Yorks.  
Simon Pendargon, Thornton Heath.  
Ian Rodgers, Kinlochleven, Highland.  
Terence Inman, Crowborough, E. Sussex.



Hello Mark Allison. Did you know Graham Drew also lives in Dereham? He joined the COC in March and we hatched a plot to meet up and have a chat about Urals, and whatever else. Sadly the plague balked us. In spite of 30 to 40,000 new infections daily, the UK seems to be quite relaxed about Covid these days. Presumably we've all been double vaccinated by now? If you fancy a

local Norfolk get together, paulcodling@mail.com  
Still up for it Graham?

### Krampus Treffen Winter Rally

The delayed and much anticipated winter rally run by the Yorkshire section MZ riders club will be all systems go on **3/4/5th December**.

Based in rural Lincolnshire on a small private campsite. There is no pub in the village so an honesty bar will be in operation. It being winter, there will be adequate shelter available and a wood stove to thaw out frozen digits/dry out damp nether garments. The cost is £40, this includes camping, 1 ltr beer, 2 evening meals, 2 breakfasts, 24 hr tea/coffee + biscuits, bracer on arrival. Food courtesy of the roadkill cafe.

Due to limited space prebooking is necessary, please contact me at bynnsi@gmail.com

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.

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 [rhspecialistinsurance.co.uk](http://rhspecialistinsurance.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.*

Here's new member.....

"I spent a career in aviation starting on Pratt & Whitney engine overhaul but I have always been a biker.



**Tony Jones Insurance**

**Terry Inman**

I have recently finished a ground up rebuild on a MZ 250 Trophy, *below*. I cut my teeth on R985s, R1830s, R2000s, R1340S3H1G. Then a bit of Dart work and I went into airline work. Met up with the Bristol Centaurus which was such a beautiful engine but my nickname came from working on the Wright 3350 Turbo compound which was something else."



Terry's nickname is "Oiler" by the way. He's on the way to restoring a 1968 Jupiter 2, *below*.



"I have three engines, two Jupiter 3 and one Jupiter 2 which I recently obtained. I have sourced all new internals apart from the crankshaft / flywheel assy but hope to have at least one good pair. I have a new gear cluster (Russian), new clutch basket (Russian), new auto gear change parts and just recently received a pair of Jupiter 2 cylinders rebored with new pistons etc from Russia."

He's sourced a speedo and a headlamp rim from the stash of parts on page 26, as well as a set of Jupiter 2 crankcases from the editorial shed. Opposite is how he found his originals. You'll notice the bearing housings have been roughed up by punching in an effort to stop the main bearings spinning. Of course this never works because with little surface area supporting the bearing, it spins worse. The crank's shafts were dot punched too.



This happens in places where Loctite 641 isn't available. Here's a story about that.....

In Mongolia, with several battle scarred Urals to rebuild, Loctite would have been marvellous. I tried to find some and tried to explain "I want to glue my gearbox bearings into the cases" through the language barrier. (To page 5)

## Politburo

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**Facebook:** Because almost everyone does it.

www.facebook.com/cossackownersclub

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

This magazine was beautifully printed in Leeds by

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Leeds, LS13 2AF 01132040600

www.thistleprint.co.uk

This resulted in Evostik, super glue and some sort of RTV for building sites.

Eventually the trail of experts or those who might know led us me into a ladies clothes shop. Apparently the owner was hot stuff when it came to Urals. She suggested flashing a welder round the outside of the bearings to deposit what would act as teeth on it. Then, I should hammer it into the housing so the teeth cut scars they would hopefully stay in. And next time?

It's important to remember that in Monglia, running is all that matters. Misfiring, smoking, rattling and making horrible grinding noises are all variations of running and don't matter.

Terry's built a "mad machine" to true up oval brake drums, below. It's a lot like the starting rollers racers use to start race bikes. The idea is to glue emery paper on the brake shoes then use the machine to spin the wheel with the brake on lightly.



Lying on top of it is the Trophy's front brake plate with emery shoes. It works beautifully now.

Right, new damper rods and mounting bushes Terry? It's going to be a beautiful outfit. The sidecar has been flipped over and rewelded to take it's place on the left.



As you must have figured out by now, here in the HV office we love aeroplane engines. Did Terry mention Bristol Centaurus? Pictured opposite is the front crankshaft with nine rods and the epicyclic reduction gear for the propeller, on the left. More interesting still, in the lower left are what



in a normal engine would be cams but in a Bristol Centaurus are the sleeve valve operating pegs. The gears they're on raise, lower and twist them round the pistons which run inside them, as if they were the cylinders. Shaped holes in the sleeves open and close the inlet and exhaust ports and facilitate valve timing. Right, this is a sleeve valve.

With no overhead valves, these give the 53.6 litre Centaurus, even with a bore and stroke of 170 to 180mm, a diameter of only 140cm. The gear train to achieve this is a wonder to behold, below. Below is a Hercules, but similar. To reach 53.6 litres, the Centaurus has 9 instead of 7 cylinders in each row.



As you know, Yamaha make musical instruments as well as motorcycles and these will be all electric soon. They're probably going to be very dull and boring so a new division of the Yamaha corporation called Alive is developing an electronic noise generator, or rather an instrument to artificially create a "soundscape".

## According to the internet

The idea is not to duplicate the throbbing, rise and fall or mechanical clatter of a gear changing internal combustion engine. The point is to create "An emotion filled driving experience". What, like it's an intergalactic star fighter in warp drive?

Will it be programmable, will it have a range of options, will it irritate other road users? I'd like Prokofiev's Dance of the knights if I'm ever forced to ride an electric bike, or Grieg's Hall of The Mountain King please.

It made me smile to think that the Japanese have been desperately trying to make their motorcycles interesting for years. At least with internal combustion, when it was possible, you could do something yourself. With electric it'll sound like a vacuum cleaner whatever you do, unless you buy into the bollocks. Consumerism eh?

Here's something called The European Transport Safety Council.....

"By next year, the European Union will have, by far, the most stringent vehicle safety standards in the world with systems including Advanced Emergency Braking (AEB), Emergency Lane Keeping Assist (ELKS), drowsiness and distraction recognition and Intelligent Speed Assistance (ISA) all mandatory. By 2024 every new car sold in the EU will need to be fitted with these technologies."

On the subject of Intelligent Speed Assistance, manufacturers will initially be allowed to choose between simple warning systems which flash lights, sound alarms and vibrate the throttle pedal, and more invasive designs which limit the power of the engine through GPS interference with the engine management systems. One of these has the ability to push back the throttle pedal against the driver's foot!

All this will apparently be monitored electronically so that the ETSC can determine how effective it is given that at first, it will be possible to switch it off. The technology which enables monitoring isn't

much different from that which could take speeding fines straight out of your bank account the moment you enter speed limits.

Autocar magazine wondered if, when ISA becomes compulsory, the point will be to make everyone drive at 30mph and abandon their cars in disgust. Job done, integrated transport system here we come. This will of course be electric.

California is contemplating extending Sonoma County's ban on petrol station construction to the whole state. This means whole new stations or new pumps in existing ones. Would anyone be building petrol stations now?

Close to 11% of all new vehicle sales were electric in California in 2020 compared to only 2.3% nationally in the US. Norway by the way is the biggest buyer of electric cars at 74%.

The thing is, the current trend is for supermarkets to invest in petrol stations and lure customers in with cheap fuel. These spend as much money in the associated supermarket as they do on the forecourt. Sadly it matters that each gallon of petrol sold adds 9kg of carbon to the atmosphere having been extracted, refined, transported and then burnt. This is a big issue in California which regularly bursts into flames. Locals remember the rain and fog with fondness.

Did you know that a typical petrol station spills 100 gallons of it each year? The poisoned plots where petrol stations existed will in the future present a monumental environmental problem long after we're all bored with driving at 30mph.

The internet article which said this didn't mention the carbon footprint of mining the materials needed to manufacture millions of electric cars, manufacturing them, installing the infrastructure to support them, and generating the electricity. Isn't that just more consumerism, the real reason the



planet is a toxic wasteland? You can't really tidy up Chernobyl, Fukushima or whichever nuclear power station goes pop next with a truck load of soap liquid. In Japan the tsunami swept over the sea defences only ten minutes after the earthquake. It trashed the Fukushima plant's automatic shut down systems before they had time to work.

The Harley pictured opposite was found on Graham Island, in British Columbia in Canada, in the container that its Japanese owner, Ikio Yokohama, had used to store it back in Japan.

Peter Mark, the man who discovered it in April 2012, realised it had a Japanese number plate attached and might be tsunami debris, and so it was traced. Some 20 million tonnes of material were washed out to sea with it.

After considering offers to ship the bike back to Japan to be restored, its owner decided it should be exhibited at the Harley Davidson Museum in Milwaukee, USA, as a memorial to those whose lives were touched by the disaster. Mr Yokoyama lost several family members himself in the tsunami as well as his house. He had nowhere to put it.

Millions of tons of radioactive coolant are still contained within the site of the power station. Debate rages on about what to do with it. Currently the safest option is nothing.

On the first weekend in August, the Yorkshire section of the MZ Rider's Club met at Middlesmoor, which if you don't know is at the end of the road high up on the moors. The last time I went, hurricane force winds tore tents out of the ground. This time the weather forecast included heavy rain as well, but only on the Friday when I'd be riding the editorial Voskhod up from Norfolk. I rode up on the Saturday instead.



## Middlesmoor

The village itself is spectacular, reached by a series of steep turns before the tarmac ends just past the pub. The houses are clustered together round the church and it's all very dry stone wall and atmospherically Yorkshire. For someone who lives in Norfolk, riding 250 miles on a Voskhod for just one night's camping is well worth it, even though I missed the ride out through some of the most breathtaking scenery in England. The COC has lots of members who're also in the Yorkshire section MZ club which has a very healthy attitude to camping.



Below, Russel Johnson's Dennis the Menace jumper, more of his outfit (sidecar) three weeks later on the rear cover. Below that, Steve Coppin's beautifully restored BMW engined Dnepr.



Overleaf, Michael Wadsworth and Steve Coppin get technical. The new sidecar body is particularly impressive. See the previous issue of HV, page 28 to find out what happened to the old one.



were a riot of interesting conversation in The Crown. Royal Enfield seem to be a popular choice. So are plastic bottle hand guards. These are Bynnzi's, below top.



Note GPS and a plethora of other electronic gadgets, above. Beam me up Scottie!

Above, note earlier than CV bing carbs and how shiny everything is. Right, the gearbox installation wasn't quite right first time then?



On Sunday, Bynnzi, Glen and myself made our way individually to Charles Hancock's house in Lincolnshire, which for me is on the way home. Bynnzi's old next door neighbour's father is in his 90s now and worked on Lancasters shortly after WW2. Charles organised a special guest pass for him at East Kirkby museum, on one one of their Lancaster taxi days.

The museum maintains an Avro Lancaster and a De Haviland Mosquito in working, although not air worthy condition. On taxi days they wheel them out of their display hangar, fire 'em up and trundle round what's left of East Kirkby airfield. You can help with the running cost by buying a ticket to ride in the Lancaster. Brian, as the museum's guest is called, wanted to show his wife a Lancaster up close, so she could smell it, hear it rumble and breathe in its exhaust smoke. Surely an evocative experience having heard all Brian's stories.



Glen Kapoor rode this TS150, above, to Middlesmoor as the finale to a week long, 1,000mile tour of England. He did this in the company of friends who I think are MZ Club members but all rode modern machines. They



Yes, they've chopped the ends off the wingtips so it fits in the Hangar.



Above, Brian listens to the man tell him the ladder is Avro factory spec. At the time he didn't use those. He was athletic enough to clamber up onto the tyre. His job was to prime the fuel pumps for starting, all four of which are behind the inner right hand engine, above the landing gear.

Oddly enough, for me less is more and four or two Merlin engines isn't quite the same thrill as one. I like to imagine the geometry of twelve 5.4" pistons sliding past each other and that yard long crank shaft, spinning smoothly. The rhythm is easier to feel with less audio interference from lots of them. The later Griffon, at 37 litres, with the same bore and stroke as the Schneider Trophy R engine, and supercharger boost pressure consistent with 2,000hp, was apparently a bit of an animal.

The R engine ran on a mixture of 78% benzol and 22% petrol and consumed 2.4 gallons a minute! Oil consumption on Castrol R castor oil was 10 gallons per hour. Benzol by the way is roughly refined benzene polluted with mostly toluene and xylene, which are like benzene with more atoms in the molecule's carbon ring.

When testing, the R engine's test rig cooling fans were driven by two auxiliary aero engines and the supercharger intake was supplied by another one. This meant 48 cylinders all running on open exhaust pipes. The mayor of Derby needed to visit residents living adjacent to the Rolls Royce factory to plead with them for their cooperation, because the racket was in the national interest.

Did you know that for the 1926 Schneider Trophy race held in Hampton Roads Virginia, the Italians were concerned about the availability of alcohol during prohibition. Their Macchi M39 racing plane

went to America with the fuel tanks in its floats full of chianti, allegedly.



Above, Jim Adams is doing well after his stroke but isn't going to ride anymore. He's given his Chang Jiang to Charles. Jim rode in the chair to East Kirkby with Bynzni piloting the outfit. It sounds fantastic. Charles rode his Dnepr with Glen in the chair. Glen said he felt safer in that than he did in Charles' car, although not actually safe.

Below, the electric start conversion on Charles' Dnepr. This has a ring gear bolted on the clutch plate drive posts and a hole chopped in the top of the crankcase. You can buy these on Ebay.



Previous page, Jim with his old bike at East Kirkby. Below, Glen carefully trundles Charles' Dnepr out into the open. Is he doing it right Bynnzi?



Sadly the plague dashed our hopes to hold the AGM again but we're filled with a new resolve to hold it next year, not just for the meeting itself but because it'll be at The Red Star camping weekend. In the mean time, here are the committee reports as if there'd been one this year.



**Peter J Ballard: President.** This is very much an honorary position so I don't contribute much except to apply a bit of history and experience to the club, getting close to 50 years!

I thank the committee members for their contribution of their valuable time, experience, advice and support to keep this wonderful club thriving.

Technical Adviser. This role is split in two:-

1. Technical advising. In the last year I have had zero requests for such in letters and maybe two in emails. The bulk of cries for help go onto the COC or Cossack Buy and Sell Forums where many get answered by experts and some sadly get answered by well meaning owners who often know less than the enquirer.

2. UK age-related Historic registrations. I create typically two Date Certificates a month, all for members, all successful though still fighting one. These are predominantly for the KMZ K750 then a few KMZ M72, then IMZ M72 then a few 650cc bikes and two strokes. This year I also processed three modern Chinese 125cc bikes as the DVLA insisted on Date Certs before being given current registrations as they had been stored a few years.

I did such. COC received £25 each certificate. DVLA and dealer happy. DVLA will always register a bike with original non-UK registration documents, even if it needs a simple appeal. DVLA will now formally accept scans of the non-UK registration documents. In all but one ongoing case DVLA will also accept 'other proof of year of manufacture' including a few screen prints of internet sites. COC is working closely with FBHVC (Federation of British Historic Vehicle Clubs) which the COC is affiliated to. FBHVC is the sole official conduit between clubs and the DVLA. FBHVC itself has recently been caught out by DVLA's unilateral change of the type of date evidence they require as the FBHVC recommended content for a Club Dating Letter/Certificate included sources the DVLA no longer accept, for example comparison with exact same models of the same year where the year of the comparator had already even been accepted by DVLA.

A formalised DVLA approved standard V55/5 Dating Letter/Certificate must be the way to go, I am supporting that. I have reviewed twenty Dating Letters/Certificates of motorcycle clubs supporting older bikes, and all contain less information and evidence than I submit yet seem to get a much higher first issue success rate than mine, thus the COC Date Cert content has been clarified and simplified.

I hear from the FBHVC that there are a variety of fake Dating Letters/Certificates being sold by various sources being investigated by the DVLA, reading the warning on the V55/5 obviously does not work. I also understand that certain select clubs' Dating Letters/Certificates get fast tracked by the DVLA, eg VMCC, I do wonder if the COC is at the bottom of the list. I will continue fighting.



**Gina Inman: Membership Secretary.** Year on year there has been a large increase in membership this year. It appears that the rush of new members joining last year has remained and far fewer people have allowed their membership to lapse.

Year ending 2020/21, 325 paid up members, 20 honorary members, 345 members in total.

Year ending 2019/20, 272 paid up members, 19 honorary members, 281 members in total. There has been an addition to the Honorary Members List. A very long standing member (a two digit membership number!) resigned due to age and no longer owning a bike or being able to ride. The committee decided to offer him honorary membership in recognition of his loyalty to the club. This was accepted with thanks. Below is a table showing the monthly breakdown of new and renewed membership.

MONTH	NEW MEMBERS	RENEWALS	TOTAL
Aug-19	9	15	24
Sep-19	7	13	20
Oct-19	13	26	39
Nov-19	11	11	22
Dec-19	11	12	23
Jan-20	9	14	23
Feb-20	19	14	33
Mar-20	7	23	30
Apr-20	7	20	27
May-20	6	26	32
Jun-20	12	16	28
Jul-20	8	16	24
Totals	119	206	325

During the course of last year an astonishing 115 people have joined the club compared to 64 in the previous year. Along with a mere 51 resignations compared to 83 the previous year. In April of this year I was contacted by Mark Hastings of the Laverda Owner's Club. He did a survey of some of the clubs, asking about membership rise and fall during Covid. As a club we have rated 5th, with Women's IMAGB, of the 28 respondents for increased membership numbers. Percentage wise only Morini, Kettle, Moto Guzzi and Laverda clubs have attracted more members with some clubs showing a sharp decline in numbers. At that time we had a 10% overall increase in membership. This trend continued all year and we have ended with an increase of just over 20%.

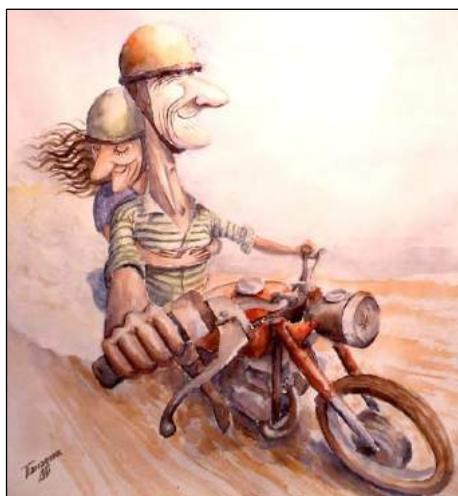
GDPR, General Data Protection Regulations. For the benefit of new members, I want to reiterate the way the club holds personal data. GDPR primarily affects clubs in the area of security of data and how long data is kept after resignation. The membership database is backed up to The Cloud and password protected. As most people don't formally resign but simply fail to renew their membership this has proven to be a bit of an issue when someone forgets to renew until they realise they haven't had a magazine recently. We aren't permitted to keep data post resignation so if someone renews after simply forgetting after a couple of months, we need to issue a new membership number and treat them as new members! Sometimes the original membership number is still available and can be reissued.

In accordance with the law the committee put together a GDPR statement which is on every membership welcome letter.

Horizontal View Distribution. In my role as Membership Secretary I am also responsible for the distribution of Horizontal View. Three years ago we contracted the printer to distribute the posted magazines while I continue to send out the email copies. Although using the printer to post copies out does cost a little more per magazine per person against doing it ourselves, it is definitely a benefit to the club, and to me personally!

The number of people taking email copies has risen back up to over 100 again.

Should it be the will of the membership I am happy to continue in the role of Membership Secretary.



**Phil Inman: Treasurer and Regalia Secretary.**

Please see the attached Year-End Financial Report, opposite, which gives a detailed breakdown of Income and Expenditure, by category.

Financially speaking, this has been a quiet, profitable year for the Club. Our bank balance at Year End was £9,087.09, compared with £7,598.43 for Year End 2020.

Income amounted to £6,041.21, coming as usual mainly from membership subscriptions. The provision of Dating Certificates generated income of £72.52, whilst Regalia Sales amounted to £353.44. Income from member subscriptions showed an increase of £1,488.66 over last year.

Expenditure amounted to £4,552.55, compared with £4,331.57 for last year. Postage costs were £71.22 higher than last year, due mainly to the cost of despatching welcome packages to new members, of which there has been a significant increase this year. The largest item of expenditure was, as usual, the printing and postage of the Club magazine, at £3,065.98.

This year, the Club's income has exceeded expenditure by £1,488.66, a very good result. Yet again, it will not be necessary to recommend an increase in membership fees.

Regalia sales are significantly higher than last year, with Regalia sales for the year (£353.44) exceeding purchases (£203.08) by £150.36. Stock levels are good. Where members order items which are currently out of stock, our suppliers kindly produce the item and post it directly to the member, thus cutting down on delay.

I am happy to continue as COC Treasurer for the next year, should that be the membership's wish.



Cossack Owners' Club – Year-End, 31 July 2021  
Financial Report. Income.....

Account	Amount £
Dating Certificates	72.52
Donations to COC	13.00
Membership Subscriptions	5,602.25
Regalia Sales	353.44
Total Income	<b>6,041.21</b>

Expenditure.....

Equipment	84.99
Insurance	100.80
Membership – Clubs & Societies	152.75
Postage	181.54
Printing	3,065.98
Regalia	203.08
Shows	225.00
Stationery	144.20
Website	394.21
Total Expenses	<b>4,552.55</b>

Bank Balance as at Year-End = £9,087.09  
(WooHoo!)

**Tony Jones: Club Secretary.** The AGM for this year was cancelled yet again because of the Covid situation. Things have been quiet but ticking over and there are signs that things are returning to normal. Activity has mainly been restricted to answering emails and passing on emails to the other committee members where appropriate. I was able to attend two events recently, the excellent weekend with Charles Hancock and the Stafford motorcycle show. It made a nice change to meet up with other members.

Charles has volunteered to try to put some life into the flagging weekend meets and after discussion with the other committee members we have agreed to add Charles to the committee. We are already discussing the Red Star Rally for 2022. Everything has yet to be confirmed but we hope to hold it at the Greatham Community Hall in Rutland at the beginning of September. The AGM will be held whilst we are at the Red Star Rally. If any member has any comments to bring to the committee's attention then please email them to me at the club's general email [cossackownersclub@gmail.com](mailto:cossackownersclub@gmail.com)

I am willing to continue as the club's secretary.

**Paul Codling: Magazine Editor.** Because Horizontal View is bi monthly it lags behind the action on the ground by a few months. The plague ensured there still wasn't much of that early in the year, consequently HV has been heavily internet based again. Remarkably no one has complained about that even though I've filled some of it with only vaguely Russian motorcycle related things I find personally interesting.

Thank you very much if you've contributed, I'm sure the club appreciates the effort as much as I do.

I'd like to point out that the whole club will be interested in the progress of your project or the adventures you have together. Don't keep it to yourself. The whole point of being in a club is sharing experience and doing that holds the club together. Don't leave it all to me, send stuff in. Believe it or not each magazine takes at least a week in man hours to produce, most of which is being distracted by the internet.

As ever, please send pictures as attachments to emails instead of burying them in the email itself. This preserves the original file format. Some operating systems, particularly those sent from phones, sometimes seem to deliberately obstruct the editing process.

HV competes with Facebook to some degree, which is a lot better at keeping members, and non members, in daily contact with each other but the magazine has a permanence which Facebook doesn't, especially the paper version. Isn't it wonderful seeing yourself in print?

I'm hoping that Charles Hancock, our new Rally Organiser will inspire more of us to get out and about and generate contact, camaraderie and a wealth of new content for the magazine, which will in turn inspire more people to risk adventure and get out too.

I'm looking forward to editing HV in 2022.

Although he wasn't on the committee last year, he is now, so rather than a report, here's introducing....

### **Charles Hancock: Rally Organiser.**

I'm Charles Hancock and I have been appointed as Rally Organiser. I have been organising rallies for over 20 years off and on. I'm also an MZ owning member of the Yorkshire Section of the MZRC and latterly have organised several rallies at the Batemans Brewery in Wainfleet. Each of those was attended by members of the COC. The Batemans



rallies were put on because it had been said that riders of old East European motorcycles couldn't organise a piss up in a pub so we went one better and put on rallies at a real ale Brewery!

Most recently we organised the first post Covid rally for our Club here at North Owersby. I say we because we had input and help from almost all of the committee. To them I say thank you.

We decided to go back to the sort of rallies we used to hold. We decided that offering a rally which just consisted of a get together in a field next to a Pub and nothing else will attract only a small and decreasing number of the most ardent members. So our future rallies, and the future starts now, will be based on the Owersby model. So what will be offered?

1. A campsite that is very good value for money.
2. A badge.
3. Breakfast and an evening meal where no on-site catering is available.
4. A raffle.
5. Other activities such as a quiz with a prize for the winning team.
6. Awards for the furthest travelled outfit and other awards (Mike Rowe won the furthest travelled award at the Owersby Rally). The awards will be models of Soviet motorcycles, supplied by Konstantin Long.
7. An auction of spare parts and motorcycling gear.
8. A ride out to places of interest. Those wishing to take part in the rideout will be required to sign an undertaking that the machine they intend using is in all respects roadworthy.
9. Regalia such as tee shirts for sale.
10. A half litre of beer or lager or cider per person.
11. Free tea, coffee, snacks and cake.
12. A souvenir gift.

We don't care if you come in a car, a campervan or on foot, we just want you to turn up and have fun! Members of any club or no club will be welcome and most especially our comrades in the Yorkshire

section of the MZRC. On this point let's hear it for Glen Kapoor (who won the prize for most original machine at the Owersby rally), Jo and Tony Simmonds, Phil "The Coleman lamp wizard" Plant and Binnzi who won the Mikhail Sholokov Award for creative writing.

Binnzi is the Section Rep for the Yorkshire Section of the MZRC and he built the facilities block at Owersby. Where members want to use Bed and Breakfast we will provide details of nearby accommodation.

Lastly what will it cost? Well at the Owersby Rally which included 2 breakfasts, two evening meals and everything else we charged £30 all in! Naturally the price of the individual Rally will vary according to the site and the availability of onsite catering but we will keep it as low as we can.

Finally I've been a member of the COC off and on since the 1970's and I just want our little club to thrive and bring it's members fun, fellowship and fulfilment.

*I think I'm not the only committee member to be encouraged by Charles' rioting enthusiasm. Whether or not it will be possible to deliver his expectations in detail remains to be seen. The "Owersby model"? He pulled it off in his own back yard with spectacular success.....*

The plague meant that we had to keep this rally invitation only in order to control the numbers attending. Not only that, Mrs Hancock and her friend Kate cooked the curry on the Friday night and the chilli on the Saturday in the kitchen, in their house. They eventually ended up with 23 mouths to feed, as many as they could cope with. Baked potatoes were provided by The Road Kill Cafe to go with it, on the rally field. The cafe, Charles' in a pinafore, cooked ham and eggs for breakfast or provided muesli for the veggies.

Our apologies to those who felt left out but these are strange times. 2022 promises to be better.

Below, our heart felt thanks to Bynnzi for his fun



filled history tours round Yorkshire, and "Lanky Hell". The pen is apparently a real Russian pen and the base was hurriedly carved from an off cut discarded from the building of the field's composting toilet. Our heart felt thanks to Bynnzi for that too.



Who's Mikhail Sholokov? Find out on page 29.

Konstantin Long provided the rest of the awards, supplying models of Russian motorcycles which came with magazines full of info on that model, in Russian. You'll remember these from the March April 21 edition of HV of course, page 32.



Above, this is the award for the best modified motorcycle which was won by Igor Tsyokhla, opposite, Charles presenting.

Igor's Dnepr is fitted with his own fuel injection made of components he's found from a variety of sources.





It also has Sovtek electronic ignition which he's taken apart to make sure it's OK. He thinks it is.

There are gearbox modifications planned for the future as well as improvements to the valve gear. I expect he'll get round to tidying up the wiring once the experimental phase of his project is finished. There'll be a technical article on all this from Igor later.



Glen Kapoor won the most original motorcycle award for his gleaming MZ 125 Trophy, below. I thought this motorcycle sounded lovely, he thought my Voskhod did too.



The award for the furthest travelled solo was won by Jim Turner, who rode all the way from Bedfordshire on his Voskhod, opposite top. The award model was an IZH Planeta. Furthest travelled on a Voskhod? No wonder he looks amazed!





Above, Andrew Mutter's 650 Ural, Igor's Dnepr, Russell Johnson's 750 Ural and Tony Simmond's much travelled 750 Ural in the background.



The speedo reads 71,547km and the panniers read "everywhere".

Jo Simmonds did most of The Road Kill Cafe's washing up all weekend but still found time to relax (hide?) with a good book, opposite.



box full and a spare wheel with twice as many spokes in it as usual. Spokes are a thing for Mike.



Mike Rowe won the furthest travelled outfit award with an epic ride from Bristol which involved replacing broken spokes on the way. He carries a

The wheel in his outfit for the ride to the rally was built by Central Wheels, but still broke spokes. The roadside technique is to let most of the air out of



the tyre but not all, above. This means you can push the nipples through the rim enough to put the thread on the new spoke in them, but they don't fall all the way in. The danger here is that you don't know if there's any thread poking into the tube out of the back of the nipple. This time there was, below. Nick Turnham watches.



Right, Konstantin strokes the new super spoked wheel before it went in. The time lost on the ride out meant the others had left Steve Lomas'



house before we arrived. Steve Lomas by the way, just happens to be an expert wheel builder. It turns out that he built the wheels for the mighty Ten Pin Racing P&M Triumph I used to look after, and much of The Classic Racing Club's punters.



Above, Steve explains that the Central Wheels build is not the world's best ever. The hub is worn so that the stress in the spokes is taken on the bend instead of on the head. The thing to do here is make slightly longer spokes and fit them through holes drilled in the hub deeper on the flange, where the metal is thicker. Apparently a cross two pattern is stronger in line with the wheel, where violent acceleration is necessary. On a Dnepr, a cross one pattern resists the twisting forces of heaving a sidecar round corners better.

Mike left Steve his wheel. At the time of writing they were still waiting for the special spokes to arrive.



Apologies for the dreadful picture, right, but this is Steve's oval drum truing rig. The wheel mounts on the spindle at the top with the tyre still fitted. It's driven round by the rubber roller on an electric motor, at the bottom. Between those two there's a tool post holding a boring bar which is then screwed in to skim the drum round.

All this is mounted on a length of 4" steel box section. We all know how easy it is to pull a Russian brake drum out of true by trying to true up an indifferently welded rim. This machine's a fix.

Steve builds wheels and trues brake drums for a living. 01507 343313 puts you in touch with him.



Above, Russell and Andrew listen to how the machine works. Steve also races, sand racing at nearby Mablethorpe. From the posters in his workshop he might have ridden speedway, which is drifting sideways too.



The Rickman Metisse above will have a Triumph Tiger engine in it. It's Steve's current racing project.

Right, Tony accepts Mike's award on his behalf and I think it was posted to him. Sadly he went home early.



Stragglers on the ride out missed the ice cream stop on the way home, opposite. James Turner, Jim Adams, Percy Wright and Matt Woodward didn't. It was local, made on site ice cream.



Nick also had his outfit jacked up, only a few miles from home on the way to Lincolnshire, to remove bits of broken brake shoe spring.

Although he rode an Aprilia scooter, Konstantin had space to bring along some parts and a table to display them on, a sort of pop up campsite shop. The pistons featured on the front cover and



right, are forged rather than cast and machined to run Lada piston rings made in Germany. The pistons themselves are made by Автотехнология in Russia and competitively priced because the labour costs are low. He was asking £100 per pair complete with rings. These pistons are available in rebore sizes and with various compression ratios.

I discovered they're available on websites in Russia like avito.ru and motolifemarket.ru along with loads of other stuff which looks a bit better than the Chinese stuff elsewhere. Here's Motolife.....

"The Moto Life Market online store invites you to buy components for a Soviet motorcycle, which will guarantee the reliability of transport and your safety on the road, from trusted manufacturers. It is very important to timely replace worn out components in transport from the times of the USSR, and we will help you with this. The positions presented in our catalog are popular and trusted by experienced motorcyclists. Buying spare parts offered by our store is a good opportunity to restore vintage equipment for further operation or to give it a presentation before selling it for little money."

They would say that of course.

However Konstantin had these parts too, below and right, which look much improved. He's not running a business or acting as a representative of the manufacturers. He's simply bringing what's available in Eastern Europe to our attention. He's from Belarus by the way.



Apart from the Autotechnologia pistons there are high powered alternators, 700-1,000w, from

Sergey Krasnov, diaphragm clutches from Ilya Chukalov, full wiring looms, both standard and bespoke from Evgeny Pertsov, electronic dashboards from Sirko, new oil pumps and modern oil filters from Skvortsov, polyurethane drive



doughnuts, from Zolotukin and more. Especially "Good head repair kits, different restorations, bespoke design, fabrication parts and advices from me of course." Konstantin says. This means he's willing to help anyone who wants any of this kit to deal with buying it in Eastern Europe, presumably starting with translation.

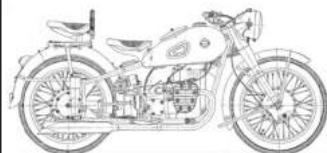
Above, a youthful Andrew Mutter circa 1975 on his Jupiter 3, a lovely period shot. He'd love another one if anyone can oblige. Email your editor and I'll tell him. Below, Andrew's current talking point.

The man on the left is Mike Moore. You might remember him from the July August 21 HV, page 4. There's still not enough of his Dnepr to ride, yet.



Andrew's other interest is strumming ukeleles. He brought lots and handed them out for us all to try.

Andrew's Ukulele Singalong Songbook





Bottom, Phil Plant leans on it. Phil is Michael Wadsworth's mate and we've pictured him lots enjoying BMW days out with Michael. He was present this weekend on his orange R1000 which he rode from South Africa to get it to the UK. He told me it's covered 300,000 miles now.



Above, this is a screen shot from one of the videos Susie made of Andrew trying Igor's Dnepr round the campsite. I think it was his first sidecar experience. He missed all the guy ropes and everyone ran out of the way fast enough.

There are four strings and only half a fretboard so the chord shapes are all wrong but us novices managed some of the songs OK. I particularly enjoyed Wellerman Shanty. (Huh!) You had to be there.

Right, Susie Mutter on Graham Butler's caravan.



Below is how well it fits Graham. We were worried beforehand if Graham's prolific pannier system would fit through the narrow entrance to Charles' field but all was well. The caravan is tiny.



Tony Jones brought this lovely old warhorse, above. The high tension brush in the magneto broke a few miles into the ride out but we didn't know that then. He thought it might be OK once it had cooled down and he'd ride back to the campsite. He waited in good humour until we all returned and could collect him with a trailer. Fortunately he was available to take part in the quiz as a member of the committee team who won convincingly, as expected.





The last place losing team were awarded a bottle of vodka as punishment. Below, I know this isn't Russian but it's beautiful in a similar, industrially charming way, and just as too heavy to push.



The ride out featured this off road section, opposite, out in the middle of nowhere in the Lincolnshire downs. Jim Adams invented the route to take in the most remote, gnarly lanes he could find. Not even Charles, who lives there, had any idea where we were going.

The carburation on Matt Woodward's little CB200 Honda is so accurate that so far, he's the only one I've met who's noticed a difference running on E10. We're worried that his rubber tipped float valve needles might dissolve. He's the man with the black top box in front of Jim Turner.



You might remember in the previous issue of HV we featured PJB's success in unscrapping Faebhean's Dnepr outfit with DVLA, on the page opposite Stephen Coppin's tale of a head on sidecar wreck. Here's Faebhean's story of how his outfit needed unscrapping.....

## Faebhean Kwest

On 2<sup>nd</sup> July 2018 I was returning from my week's holiday in France, riding my Dnepr MT10-36 with sidecar (left side), Amal carbs and electronic ignition but otherwise stock, running superbly (as it had been 'fettled' by Dave Angel, sunny clear weather, lights on, glittery bits on helmet, etc, etc.

All was right with the world, until an (expletive-deleted) French Juggernaut driver decided to both total my bike and me, with obviously maximum prejudice.



I ended up in a French Hospital north of Paris (never complain about the NHS again folks, until you've sampled Parisian "hospital-ity") and to cut a long, long story short, made my way back to Blighty with said M/Cycle and chair left in a Parisian Gendarmerie car pound.

Later, damaged old me and a great friend (Wesley) had to go back to France about a month later with a hire van and after the exorbitant charge (of £2000!!) to load said bike and what remained of the chair onto the Dieppe/Newhaven ferry we offloaded it into my garage.

Carol Cash (I mean Nash!) did me over my insurance (hence why I won't touch them again after 30+ years, with a bargepole) and I asked the Criel/Paris Gendarmerie for acknowledgement over what happened. But the Gendarmerie said nothing occurred and I probably just fell off my bike (!!), never mind the terrible facial/knee/trunk, injuries I sustained and extreme damage to the bike! In the meantime, back in the UK, not feeling I ever wanted to get on a motorcycle ever again (yes, but I'm OK now folks!), I sent my V5 back to DVLC and said I was scrapping what was left of the motorcycle.

Hoping to salvage at least confirmation of what happened, I sent a few letters to the Gendarmerie who still insisted they knew nothing of an accident involving me and my motorcycle. I decided in a moment of desperation to write to the very top and even though I knew there was no chance on Earth of him responding, I wrote to the President of France, Emmanuel Macron himself, to very politely ask if he would gently ask the Paris Gendarmerie to look again at their accident figures for that date in 2018. Maybe, one of his minions would at least send a memo to ask if anything had happened on that road that day?

He wrote back! Him and his department said they would look into it properly for me. I won't tell you the full details, let's just say that I will never say a wrong word against the President of the Republic, ever.

A short while later, I get a letter from the Gendarmerie – "Oh sorry Monsieur, it slipped our mind, so 'ow you say'. busy, ... yes, you were involved in *un' accident* - and this is exactly what happened, *Desole Monsieur – Excusez-nous!*" - **Funny that..eh?!????**

To cut an even longer story short I decided to rebuild my bike and life. I scrapped what was left of my lovely old Watsonian (after spending a lot of time and money on it), bought a 2nd hand Military chair (right hand I'm afraid) and Dave Angel very kindly rebuilt my Dnepr. I also wrote more than a few letters to DVLA asking if I could have an age related number plate or possibly my 'scrapped' old number. Many thanks to Pete Ballard and the sterling services of the Cossack Owners Club and his/their great detective work as well as knowing the correct channels to approach at DVLA as well as historic documentation. I got the original number back (as well as a shiny new V5!)

In a nutshell, if anyone finds the labyrinthine machinations of DVLA frustrate their efforts to get either an age related plate or the original back, then don't give up hope. The COC punch well above their weight at helping (and people moan about the £18 or so a year for joining? Purleez!).

This Bastille day I raised a glass to Mssr Macron and another glass to Pete Ballard on National Dnepr Day (what do you mean there isn't one? Why not??!) and hopefully should be riding around in Merrie Olde Englande soon.



*Just so you know, above is what Faebhean's sidecar used to look like.*

Followers of the COC Facebook page will know of Mick Mack's crash in which he was being over taken when there wasn't room to, leaving the driver of the oncoming car to chose the softer of the two impacts. His 750 Ural looks pretty much wrecked and Mick himself seems to have suffered injuries to everything but his sense of humour. Apparently his dog's OK. It's one of those times when it's lucky to survive such bad luck. Horizontal View wishes him well.

**Get  
well  
soon  
Mick**

Not many of us will know Heather but she was the daughter of Val Cropp who was an important member of the COC and

## Heather Macgregor

prime mover in organising The Three Magpies rally for many years. On June 25th this year the outfit she was a passenger in, driven by her partner Edward Trett, was hit by a car near Simonburn in Northumberland. Both were pronounced dead at the scene. As far as I know Heather has never been a member of the COC and the outfit in question might have been a BMW, not that either matters of course.

"I have been a member of your club previously but due to a change of circumstances I am no longer in a position to restore my 1974 Dnepr MT9. A civilian model in teal. I would like to advertise the bike to any members who would like to restore the bike or if not then it could be used for parts. The only stumbling block is my location. I live north of Inverness."

## Stella Burks

We have Stella's contact details here in the HV office. If anyone up north fancies her Dnepr, email me and I'll put you in touch.

My name is Steve Davies, I'm a new member to the club, just thought I'd send some pictures of the bike.

## Steve Davies

The bike is a MT9 with a MT11 engine, I didn't know this at the time as I bought it as a pile of bits and I know very little about Dneprs, although I now know a bit more! Lol.

Its now up and running, but having problems getting it registered, hopefully will get it sorted soon. Yes the silencers are a bit loud, but sounds really good! I'll try to attach some more pics. A bit of info about myself, I'm 63 years old, been biking since the early 70's, I'm a bus driver and live in Bingley West Yorkshire, (near Bradford). If you would like any more info, please get in touch.



*I had to ask "Those silencers look a bit loud. Did you buy it like this or has it been a project? How are you getting on with it? Been very far yet?" I like to encourage story telling.*

Apologies for emailing you all out of the blue. I'm a freelance casting producer and I specialise in casting real people for documentary style projects. I'm casting a classic motorbike enthusiast in his 60s or older for a national TV commercial through Another Film Company. It's a really nice project and well paid. I've taken the liberty of attaching a casting call out that explains a little more.

## Victoria Crawley

If you're able/willing to help, is there anywhere I could post the call out? Or anyone who springs to mind? I understand if it's not something you feel able to help me with but I will keep my fingers crossed!



Victoria sent an explanatory pdf which said "We want someone who has loved and owned classic motorbikes since they were old enough to ride them. Someone with a real passion and enthusiasm. Part of the idea is that we feature old photos and video (if possible) to bring the story alive and add depth to the film." It also said the fee was "very generous".

At the time she had only three days to find someone, which was ridiculous, but she said these projects come up all the time and normally she has a couple of months. I asked her how generous very generous was. How does £4 - 6k sound? "I may come back to you when I have another of these projects. They're always well paid." If she does, who's up for it?

Michael's intro to this issue's bounce around the internet is "Over the last few weeks I've been to two classic scrambles in the counties of Staffordshire and Berkshire."

## Wadsworth's Websites



Accompanying the photo of the mud monster above is a link to Godden Engineering's website. As you can expect from a precision engineering company, their website is deadly dull. However, did you know that the company was started by former European grass track Champion Don Godden who build first frames and then engines. His ultimate being the fearsome V twin which was two of his four valve, single cylinder speedway engines on a common crankcase.

The cylinders are 55 degrees apart with a bore and stroke of 85.5 x 86mm giving a capacity of 988cc. Running on petrol (E10?), power output is 100bhp at 8,000rpm but if you want to run on alcohol, 120bhp is possible. That's methanol, which is CH<sub>3</sub>OH, not pure ethanol, C<sub>2</sub>H<sub>5</sub>OH, the stuff that's

in your vodka. Methanol might get you pissed but if you drink that you'll go blind.



Someone called Gary Drake now owns Godden Engineering. They still make parts for their engines and Vincent parts for Conway Motorcycles. Pictured right is a Godden cylinder head, for a Vincent.



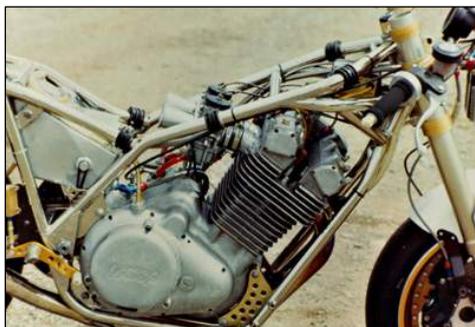
Below, this is a Wasp engine, in a Wasp chassis. There's no info available on line about this engine.



It doesn't look like a conversion of something else but a Wasp design from the outset. All I can tell you is it's a whole 1,000cc of DOHC twin. I've no idea how many were made, they must be very precious. Gary Bryans, who owns RGB motorcycles, brought this thing, above, along to a CRMC meeting once. It's about the same size as a 250 GP bike and it flew.



quick and wins quite a few races in the process." Opposite bottom, through Dnepr frame access to the BMW oil filter. Below, some sort of torsion bar link to the sidecar suspension? Is this to do with the sidecar wheel drive? It looks like just the sort of thing PJB might know about. Here's Michael again....."On the third weekend in July I travel only very local to Barn Farm Camping, organised by the BMW club Midland section." Would he have needed to wear a suit and tie for this? They visited The Nine Ladies Stone Circle.



At one of those classic scrambles Michael found this, below, yet another BMW engined Dnepr but the detail on this one is interesting. Michael said "No not a COC member. His son rides a 750cc Triumph Mettisse very



According to the English Heritage website this is "A small early Bronze Age stone circle traditionally believed to depict nine ladies turned to stone as a penalty for dancing on Sunday. It is part of a complex of prehistoric circles and standing stones on Stanton Moor." Dancing on Sunday? Would that have been a Bronze Age offence? It sounds medieval. The Flying Chiltern's website makes it look unbearably posh and just the sort of place the BMW club would love.

I would imagine you'd need a BMW engine in your Dnepr to go there, so it didn't drip oil on the car park.



## The last of NEVAL Motorcycles?

As we know, NEVAL Motorcycles closed around 1997. Since then people have been buying up stashes of parts and goodness knows what else, allegedly clearing out sheds and barns in and around Hull. The stories have pretty much died out now. I think it was some Dutch bloke who wanted to buy the last of the two stroke stuff, but he missed some. At the Stafford show a few years ago someone approached Tony Jones to tell him he'd rescued the contents of the last shed left undisturbed. What was in that? Well.....



Above is what the Planeta Sport cranks looked like but they scrubbed up really well. When was the last time you saw nine new Planeta Sport cranks in a bunch? Actually they're new old stock, so although they're all virgins, they're 45 years old.



Above, this is a box of Voskhod cranks, wrapped up in lanolin and brown paper. So are the parts in this box, below. In here there are barrels, wheel spindles, layshafts, kickstart levers, silencer gland nuts, gear levers, selector shafts and bags full of hundreds of obscure parts no one will ever need.



I polished the rust off and knocked them all true. They're perfectly usable if not exactly perfect. There were Minsk cranks too, and lots of other Minsk engine parts. I had loads of fun poking around in the sticky mess and discovered things I'd never seen before. How about three complete Tula gearbox shafts with all the gears on? There's lots of spare gears too. I'm not sure if these are scooter, sand bike or Muravey parts. While watching Youtube I discovered that the bag of strange looking 27 tooth sprockets are



For example there's a bag full of at least two hundred of the little chrome caps which screw in a Voskhod primary cover, over the clutch adjuster, and at least a hundred Voskhod decompressor levers. The decompressor which no one uses.



for the input shaft of a Muravey differential. Do different Tula models have different gearbox ratios?



Above, is this a Tula clutch drum? It has no kickstart gear on the back. Tula kickstarts work on the gearbox so it could be. I was fascinated to learn that Tulas use an all indirect gearbox with input and output on different shafts. The gears have big teeth and the assemblies have a beautiful, agricultural aesthetic. They feel more Russian than anything else I've fondled.



Desperate for a Minsk speed drive? How many would you like? And Minsk pistons? There's loads of 'em!

Right, here's a cleaned up Minsk crank. These are a bit rustier. They fit the older 1970/80 models with the main bearings lubricated by gearbox oil. All the cranks were rusty on the



outside where the lanolin had been rubbed off by handling. On the inside, where no one's ever touched them, the metal's in lovely clean condition, including the all important big ends. Every one so far has been good.

Wanna buy a Minsk rear wheel sprocket? Email your editor, details on page 4 and we'll talk about it. Email me if you're interested in any of this lot. I'm not quite sure what Plan A is yet.



A few weeks after Brian showed his wife a Lancaster at East Kirkby Museum, on page 8, Myself and Lovely Hazel went back. Her father's best mate's brother, from when they were kids in London, was the last surviving Lancaster pilot from WW2, until he died at the age of 99 recently. His son has written a book about his wartime experiences and that was launched at East Kirkby on one of the museum's festival days. In spite of the plague there were thousands of people, many dressed up in period costume, including the military re-enactment brigade. The Wehrmacht were there, below.

## Dressing up



Steve Stephens, the Lancaster pilot, fell in love with the voice of the girl from air traffic control, who talked the incoming aircraft down after each mission. He realised that if he could face death over Germany every night, he could find the courage to find out who his angel of mercy was and overcome the terror of presenting himself.

They were eventually married for nearly 60 years.



On another subject Wasp leading link forks were mentioned in the last HV and how these altered the trail to suit sidecar outfits. However, another alternative is centre hub steering. This system is specialised and very expensive. I saw a Honda Blackbird outfit recently at the Federation of Sidecar Clubs rally with this system. I could not find the owner so I have no more information. I am enclosing a photos of same, *opposite*.

I can still only manage day visits to rallies, but still hope to see you all soon.

**John Tickell**

### General IZH 49 update.

Been playing around with different carburettors on the 49 with variable success but reverted to the correct carb with a remanufactured slide. Someone I guess in Poland had made a two piece oversize one in brass to compensate for wear but made a poor job of the top where the cables and choke attach so I unsoldered it and made a new top. Very fiddly. The amount of time I spend on this bike and the shake down miles I cover to check my work are completely out of proportion. I still have no confidence in going too far from home on it but when I am riding it its very satisfying. It's a pig to restart when it's hot, this appears to be fuel starvation as the plug is bone dry. You also have to keep telling yourself it is only nominally 11 HP, if that.



After reading Paul's comments about petrol and politics I agree with his last comment.

**David Greenwood**

"Perhaps you should go to every rally you can, while you can?" I note on the Esso web site says that currently their Supreme + 99 grade of petrol "Contains Zero Ethanol". Unfortunately due to logistic problems their zero ethanol is not available in all areas, Scotland , North Wales and others will have 5% ethanol. It does not state how long this situation will last and I have no information on other fuel companies.

I have a horrible feeling I will have to dismantle the engine over winter despite it being 'rebuilt' before I bought it as its a very clattery thing with a lot of crank end float and I'm wondering if I am loosing crank case compression when hot and hence the poor restarting, but does run smoothly. Doesn't seem to show any shims in the parts list to set crank end float. Its taking a lot longer than I anticipated when bought to make a reliable runner. Hopefully by next year.



John's 49 certainly sounds like a labour of love! Here's the editorial view from nowhere near the problem.....

A lot of crank end float means the drive side ball bearing is a loose fit on the crank, or worse, in the cases. I don't think there are any shims as standard but fitting some might be a good idea. I have a Planeta which shows signs of having been run with the main bearing outer race wearing its way into the flywheel.

Is it easier to start if you run the idle rich? Sometimes, especially with old fashioned carbs, you can get it to idle beautifully but cause a gap in the carburation just off tick over. The trick then is to run it rich at idle to fill the gap and then screw in the throttle stop until the richness leans out further up the throttle opening. With luck it'll tick over at a sensible speed in the sweet spot. Sadly, by doing this, the throttle is a little open on the overrun which causes loads of ring, ding, ding. If you have the gap, when you want the throttle just open to start it, you're in the dead zone.

Does all this make you wonder how bad IZH motorcycles were at the time? I mean they didn't have to be good, just available.

Mikhail's father was a cattle trader and his mother has been recorded by history as a Ukrainian peasant. She only became literate later in her life because she wanted to correspond with her son. However young Mikhail went to school. At the age of 13 he left to join the Bolsheviks in the Russian Civil War.

## Mikhail Sholokov

He began writing at the age of 17 but he needed a proper job to make a living. He worked as a stevedore, a stonemason and an accountant. In 1924 he returned to his home village of Veshenskaya in the Don Basin to concentrate on his writing career.

Although he was not a Cossack, most of his work was based on his experiences of living in Cossack territory. Quiet Flows the Don took him fourteen years to write and deals with the plight of the Cossacks during WW1 and the civil war. The Cossacks sided with the White Russians.

The book became the most read work of historical fiction in Soviet Russia and earned Sholokov the State Stalin Prize in 1941 and the Nobel Prize in Literature in 1965. Virgin Soil Upturned won the Lenin Prize, took 28 years to write and was

considered a powerful example of Socialist realism. Sholokov met Joseph Stalin in 1930 and became one of the few people who dared speak his mind. He won the Hero of Socialist Labour twice, amongst many other awards including six Orders of Lenin, and was elected to the Supreme Soviet of the USSR. I can see why Charles named the Horizontal View contributors award after him! Fancy something bright to look at after that?



Read Noel Davies on page 30 of the July August issue of HV first. Remember where we are? OK.....

## Noel Davis

I have ordered some new Pekars as they seem to be a popular choice. While I wait I looked at the "new" gearbox I have bought. It is a Ural box with reverse. It has both a foot change on the left and a hand change on the right. I want to fabricate a hand change to be located to the side of the fuel tank. The obvious choice is to link to the hand change shaft. This leads me to yet another question. As I understand it, the gear selection also operates the clutch allowing gear change without using the clutch lever (or is that only Dnepr?) Does this function work with both the foot and hand change options or just the foot?

*The clutch operating gear selection is a Dnepr only feature. On the Ural, the hand lever is on the end of the selector shaft and doesn't have the positive stop the foot change does. This means it's in a different position for each gear. It might be advisable to index the hand lever on the tank so that the detent in the gearbox doesn't have to hold all the heavy links and extra levers in place.*

*I'm sure, with a bit of fiddling with lever lengths and an adjustable tie rod, you'll have it all coinciding smoothly.*

Thanks for confirming that. I'd thought of indexing the change lever. It would be too easy to skip a couple of gears otherwise. I might decide to use a cross over shaft to link to the foot change and use the sequential change with its positive stops. It might be a bit clunky though. More scientific experimentation to do.

*This is what the guts look like, below. If you look at the edge of the selector plate you can see where the detent ball has been running. You can put shims under the hand lever to place the edge of the plate directly over the ball. This means the plate is on peak ball, preloading the spring to maximum. This holds your gears in nicely. However, you could make your gear change less clunky, if you had another index somewhere else, by moving the edge of the selector plate off the top of the ball, to let some spring preload off. Just a thought!*

even tick over but soon started missing. It has now used most of its engine oil without going anywhere. I think its only using the petrol to wash the oil out! I'm taking the barrels to a local engine recon firm for measuring. Then it's new pistons and rings and what ever else it needs to make it good. At least then I know what I'm dealing with. I'll take some pictures for your epic HV story.

*Oh my goodness! This might not be helpful but Urals have a timed engine breather. It's a top hat shaped thing driven round by a peg on the camshaft gear, it goes in the timing cover. Sometimes people don't put those in and the engine pumps itself up with crankcase pressure. The last one I found like that blew oil everywhere.*



*(Although the barrels and pistons were new, they were probably Chinese. The engineers Noel used liked the barrels, which were round and not tapered at all. They were horrified by the pistons.)*

While I wait for new pistons etc. I thought I would tackle the gearbox change. So far its proving to be a bugger of a job. I managed to get the driven end of the flexi coupling off after undoing the swinging arm to make room for it.



The plot thickens. After fitting some nice new genuine Pekar carbs things have changed. The good bit, both sides are the same. The bad bit, both are crap. It started out looking promising with a nice

Looking at the space I have between the frame and the coupling I don't think the gearbox is going to come out, unless it can wiggle a bit. I think I'll have to drop the front of the engine to give it a bit more space.

Is there a trick to this job with the short framed bikes? My other concern is the flexi coupling. The drive shaft slides into the driven part and there are three grooves for presumably a circlip which is missing. I assume the circlip fitting is trial and error to get it in the right groove. What sort of circlip is it? I can't find any pictures anywhere.

*It's a lot less stress to take the engine out to get the gearbox off, especially after you've got the barrels off. You can take the engine bolts out and slide it forward but the clutch push rod tends to stick in the clutch and prevent you removing the gearbox in situ.*

*The circlip is a round wire one which fits in the recess in the back of the driven dog. When you put it together, try it in the front groove first. It stops the dog clipping the frame. Sometimes the grooves wear and the circlip pings out. It doesn't have to be round. I've used square section clips with the ears cut off. I'm sure Dnepr parts are the same.*

I have been busy on the bike since I last emailed and it still isn't right. I took the engine and gearbox out, checked the clutch and final drive. Both in excellent condition. I fitted the new reverse gearbox. Everything went back really well. New Almot pistons and rings in freshly honed cylinders. Heads skimmed to tidy up the mating surface. New Pekar (genuine) K65 carbs. Full of confidence, I got her started and balanced the carbs.

It was running nicely apart from the odd back fire through the left carb. I thought it would be prudent to retard the ignition a couple of degrees, using unleaded. This didn't make any noticeable difference to the running. Still got the occasional fart through the carb on tick over but when the throttle is held open a little it really starts backfiring. I've never come across this before.

When I had the heads off I checked the valve seat seal and they were all good. I've set the tappets to 0.1mm and the valve timing marks were correct. It seems to be giving weak mixture



symptoms but the plugs are black and sooty. I am confused. Can you shed any light?

*You might have a weak spark? Try breaking the centre electrode off a scrap plug and seeing if it'll spark from the centre to the edge. In atmosphere it should. If the plugs are black and especially sooty you're very rich. You have to be to get the soot in there. What happens if you turn the petrol off and let it run out? Does it wake up as it does so?*

*What jet sizes do you have? The old cam profile needed around 165, the later ones 195.*

*This is a wild guess but on two strokes, when the exhaust blocks it strangles the engine, making it run black and oily but that feels lean because it misfires as you open the throttle. If yours has been burning oil for years that might happen?*

Quick update before I go on holiday. The battery is knackered but I think the spark is OK. I put a colour tune in and watched the mixture as it ran. I can see a decent spark and it runs a tad rich. (blue flame with a little bit of yellow. Yellow when throttle opened settling to yellowish blue when steady, as I'd expect. The interesting thing is that each carb fart is accompanied by a very yellow pulse, as if the fuel is surging.

This leads me to another bit of the story. I bought a pair of new Pekar carbs from Hamburg Ural. They turned out to be different colours. One yellow plated and the other silver/grey. When I asked them about it they told me Pekar had changed the plating in the last batch and they didn't check to see if they were both the same. As I wasn't bothered about the colour I accepted that.

Now that I have looked at them closer I notice that there is more to it than just the colour. The silver one couldn't close the float valve because the float was hitting the body casting which is different to the yellow one. I cured that by bending the float tang a bit. They both have all the same labels and stickers but I'm beginning to wonder if one of them is a bit of a cuckoo.

*(Of course no one seriously believes there's mischievous fairies in the toolbox. What's happening to Noel is a need to unravel the contradictory symptoms of several faults, all tangled in the complicated matrix of a Russian motorcycle. It's a machine, it's scientific, it doesn't have a sense of humour, does it?)*

For the third of my epic, 500 mile weekends on the spectacularly miserly Voskhod this summer, we went to Malvern for the

## Voskhod Piece

BTSC AGM and rally. These aren't like COC rallies in that almost everyone stays in campervans and brings their little Villiers powered things on trailers. The ride out of 30 miles is quite a daunting prospect for them. It makes me smile to notice that, as shiny as they are, many of them break down for not having been far enough to iron out their gremlins. The BTSC is not called The Whiskered Plug Society for nothing.



get to work during the war. Since then it hasn't been touched cosmetically, or cleaned, and it still sports all the expedient repairs and modifications Grandad made to it. It runs like a watch. Below, there's a deflector piston in here, long bronze bush main bearings with no seals and the carb and flywheel are made of brass, awesome.



Several times this weekend I was asked "How far have you come then?" and watched astonishment spread across the faces of those who thought "Bloody Hell!" To get to Malvern cost £15. The town is built along a ridge of hills and the view from the little streets on top is lovely, above.

I take lots of pictures of Francis Barnets, James, Dot, Greeves and Cottons, which look pretty in a very English way. Sometimes we get a DKW, right, an RT200. It's sort of related to two stroke Russians, tenously. Then, someone turned up on this, opposite top. It's a 1932



Exclesior powered (slightly) by a Villers Mk VIII engine. He rode it from Birmingham, 50 miles away, with his camping kit on the back. Apparently he inherited it from his grandfather who used it to





I sent him a couple of cylinder heads to practice reprofiling his combustion chamber shapes on. You'll notice it has a number plate screwed on the back. Looks like a wild ride.



I sold a Planeta Sport crankshaft to the man who's building the wicked looking contraption above. Only the essential parts of it are Planeta Sport. It's the earlier, rubber mounted engine model. He's used a Suzuki RM400 motocrosser piston which bores it out to 80mm, giving him a cylinder capacity of 377cc. Although he's confident his crankshaft is OK, it looks fast enough to make having a spare one a good idea. He's not a COC member but I'm hoping I can persuade him to divulge a little more of his project. He knows about the IZH customer motocross models and how closely related to the Sport their engines are.



on the rally field. Normal range of sizes:  
Medium - Large - Extra Large - XXL & XXXL.



**T Shirts  
£13.00**

You'll notice all our models are wearing the new **Slip Over**

**Scarf £8.50** top left. These are available in orange or black and well in time for Christmas. Phil and Gina are the people to see about the current availability of styles and colours for the rest of the Cossack Owner's Club range.

Cloth badges, metal pins and stickers are also available at.....  
[regalia@cossackownersclub.co.uk](mailto:regalia@cossackownersclub.co.uk)  
or on 01780 720420



## Regalia

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



**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.

**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



