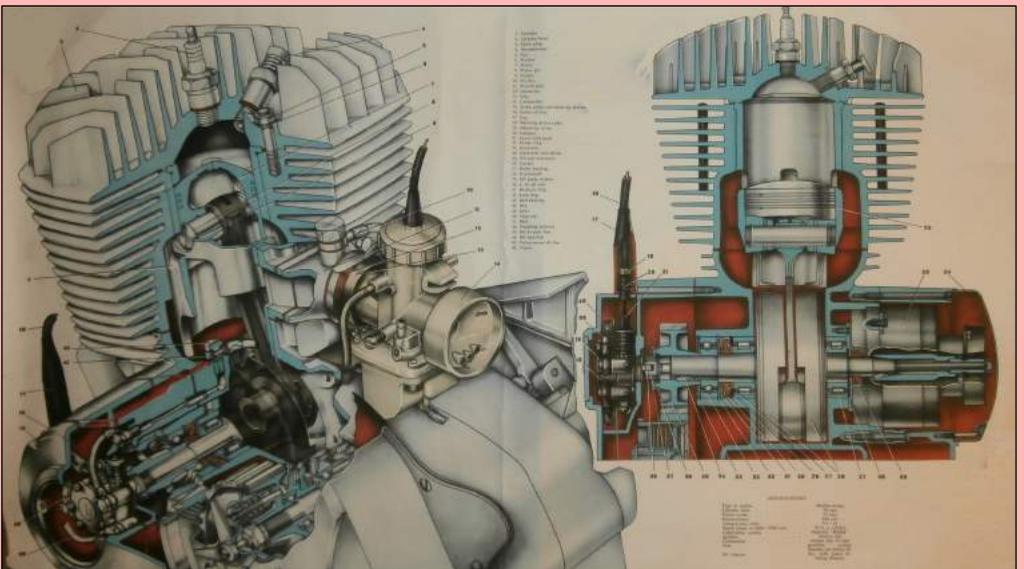


Horizontal View

The magazine of the Cossack Owners' Club
May/June 2022
The Planeta Sport Edition



Life is like a roll of toilet paper. The closer it gets to the end, the faster it goes.



Front and rear covers

This issue of HV is shamelessly pretty much all two stroke and mostly Planeta Sport. I think this is because most of the project rebuild update content goes to Facebook these days, leaving me the internet, my email correspondence and my personal experiences to fill the magazine with. As you know I love IZH and the Planeta Sport in particular, not because it's a "good" motorcycle with respect to performance, handling, comfort, reliability or anything else desirable. It's more perverse than quirky, capricious rather than competent and assembled from some of the most beautiful components ever built into a motorcycle engine. I have a box full of those it delights me to fondle occasionally.

On the subject of air filters as featured on page 18, the real genuine Avtoexport poster on the inside rear cover has a picture of the Mk 1 version, with the clever intake silencing box. If you own a Mk 2 you only get the top bit.

Have you been reading the last few issues of HV? If you have then you'll know what Arctic Molly's been up to, more of that on page 30.

This issue's fun quote is accredited to American writer and broadcaster Andy Rooney, famous as the stalwart of "60 Minutes", the



most successful television broadcast ever. The programme is "Hard hitting investigative reports" and light hearted profiles of the famous and narcissistic. If you want to, try www.youtube.com/watch?v=yByqryWDaDs. It's from 1981 and making fun of the bright and enthusiastic "Morning people" compared to those who waste their lives on hedonism in the dark. He made me smile. "The life is like....." idea feels particularly relevant for me, see page 5.

The outside of the rear cover is the flyer/info sheet for the East European Rally. We're going to go on and on about this because Baldrick's invested lots of his precious head space on it. You'd know how precious it is if you knew what went on in there. With all three UK East European motorcycles clubs involved, it's an opportunity for a bigger, more fascinating and even more thrilling East European experience than usual. If you only go to one rally

ever, this is one to go to. It'll be another four years before you get another chance, assuming there isn't another plague.

A warm welcome to.....

Stephen Wignall, Preston, Lancs.
Nigel Cullen, St. Mawes, Cornwall.
Lynette Shaw, Inverness.
Mike Gibson, Norwich, Norfolk.
Jim Davison, Chilton Foliat, Berks.
Mark Whiting, Kibworth, Leics.
Nic Castoro, London.
Norman Blackie, Auchterhouse, Angus.
Oliver Chance, Newent Glos.
Mark Collins, East Cowes, Isle of Wight.
Richard Llewelyn, Duston Northants.



I notice we have another new member in Norfolk, hello Mike Gibson. A while ago I thought we might arrange something of a get together for those of us locals in East Anglia. Then the plague condemned us to isolation and it wasn't possible but it is now. The nights are getting lighter, the weather's warming up and the traditional weekly gathering of all that's good and fun on two wheels is picking up again on Friday evenings at Whitwell Railway Station near Reepham. I know Graham Drew was up for a meeting, so's Will Hawkes. Fancy it too Mr Gibson? Email me if you are and I'll tell you what we're up to. Details on page 4.

Dear contributors. I have lots of your little bits and pieces I've not yet found an opportunity to include yet. If you've sent something in and you're wondering if I've forgotten it, I hope I haven't. Be patient, I might surprise you later!



May 6-8th The Spring Dent Rally, Conder Farm, Dent, Lancashire, LA10 5QT. This event is

Forthcoming COC events

run on the Dent formula as it has been for many years and is a get together for riders of a variety of machines! Rally badges will be available either included in the rally fee or for a nominal sum a trophy will be awarded for extraordinary endeavour. The price per night will be under £10 More details later.

June 10-12th The Three Magpies, behind the pub at Sells Green, Wiltshire, SN12 6RN. £10 per tent per night. Included in the price will be a Rally Badge and tea and coffee throughout the day. Evening meals should be available in the pub. Awards will be given for furthest travelled solo, furthest travelled outfit, most original machine and best modified machine.

June 24-26th South West camping weekend at Raleigh's Cross Inn, Brendon, Exmoor, TA23 0LN. Camping is £10 per night per pitch and booking is via www.Pitchup.com, I think. I've tried this and can tell you your card will be debited on **June 17th**. Do they take real money? Contact Baldrick, details on page 4, to find out if there are other ways of paying if you need them. There will be the usual rally badges and awards.

Baldrick says "Hopefully we'll see a few of our members from Devon, Somerset and Cornwall. This is a beautiful part of the country and I intend driving my Dnepr down there."

Camping weekend at **The Junction Pub, 102 News Lane, Rainford, St Helens, WA11 7JU** for **8th to 10th July 2022**. The venue is a pub restaurant with a large flat field at the rear. There are good, 24 hour toilets and by July there should be a shower unit. There is a large marquee on the field and on Friday and Saturday evenings there will be a brass band concert in the marquee.

In the pub on Friday evening there is an open mic session and any budding musicians can get up and do a turn. On Saturday evening there will be a band on in the pub. All music will finish by 11pm.

Table meals are available all weekend and on Sunday lunch time there is a carvery for those who want a meal before returning home.

All welcome, even campervans. The cost is £10 per tent/unit per night. Contact Tony on 07504 700522 with any queries.

August 12-14th The East European Motorcycle Rally held at Greatham Community Centre, Rutland, LE15 7NG. This is the postponed 2020 event and is a joint Rally of the COC, the JawaCZ Club and the MZRC. We hope this year to include the IFA club who are enthusiastic owners of all vehicles from the GDR. The price will be £20 per person. A badge is included in the fee. Other details of activities and speakers will be published nearer the time.



An event not to miss. Especially because the **COC AGM** will be held here this weekend.

September 16-18th North Owersby, Lincolnshire, LN8 3PW. This is different from the other rallies in that the relatively small size of the field means that we can only accommodate 25 people, so that means pre-booking is essential. The Rally is all inclusive with two breakfasts, tea, coffee and snacks available throughout the day, two evening meals and a litre of beer on arrival. A badge is included and awards are as for The Three Magpies. The bar operates on the basis of an honesty box with the price at around £1-£1.25 per can or bottle.

At North Owersby there is a purpose built cabin with a wood burning stove. The facilities building has a composting toilet and a wash hand basin with hot and cold running water. Next door is a shower room. The price is £40 per person.

October 7-9th The Autumn Dent Rally, Conder Farm, Dent, Lancashire, LA10 5QT. This is the second Rally of the year at Dent and is run on broadly the same lines as the May event with badges and an award.



14-15 May: 'Eastern Bloc Vehicle Weekend' - based on Oxford, we'll enjoy road runs through fabulous scenery, with interesting venues to visit including joining in a classic car meet at the Control Tower at RAF Greenham Common. Peace protesters, against the deployment of cruise missiles, made the airfield famous during the Cold War era making our visit all the more interesting.

9/10th July. Iron Curtain Vehicle Weekend based around Stafford. This includes a run to RAF Cosford and the National Cold War Exhibition on Saturday and Sunday based at the Really Retro Show at Penkridge, Staffordshire.

13-14 August: We head south to Surrey. Plans for the Saturday will likely include a run around the Surrey Hills Area of Outstanding Natural Beauty. On Sunday, we'll spend the day at Cranleigh Car Show and Autojumble. We're aiming to repeat the impressive line-up of Eastern Bloc vehicles we had when we last visited this great show (alongside 2000 other classics!)

18-21 August: The British Motor Show, Farnborough. Not a Club event, but we are supporting Dave Richards who is putting together a display to raise the profile of Eastern Bloc vehicles at this prestigious event.

1-2 October: 'Red Oktober' weekend will include a Cold War classic vehicle gathering at the Trolleybus Museum at Sandtoft in Lincolnshire (the World's largest collection of trolleybuses). Our Club AGM will be held in the museum's 'Regal' Cinema! We expect to also visit the South Yorkshire Aircraft Museum, the Grimsby Fishing Heritage Centre and possibly cross the Humber Bridge to visit Streetlife Museum of Transport in Hull.

Richard Hemmington is the man to see about these and the rest of the IFA Club's 2022 calendar. He's on 07736 962572 or on Events@ifaclub.co.uk

October 28-30th Sentry Circle Camping, Northallerton DL6 2UD. £7pppn. Again 3rd visit this time on their flatter field this year. It will also be their Halloween and Bonfire Night on the Saturday with entertainment on their outside stage. 3 pubs in a 1/1.5mile walk.



The info contact for MZ Yorkshire section events is Glen Kapoor on 07596556070. He's not worried about capacity at the campsite so it's OK to just turn up.

May 20th/22nd 2022 MZ club Notts and Derbys Section Camp at The Miners Standard Pub and Campsite, Winster, Derbyshire, DE4 2DR. Pub meals (inc breakfasts) available, also limited accommodation available at the (haunted) inn. See Gary Watson, 0115 956 9421, 07745 106764 before 8.00 p.m or at gandmwatson@gmail.com

Occasionally I am asked to recommend motor insurance for our type of bikes. I always recommend RH Motor Insurers. When taking

Tony Jones Insurance

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 rhspecialistsinsurance.co.uk and be sure to mention the Cossack Owners Club. *Check out the November/December 2019 edition of HV, page 29, for a more in depth introduction to RH motor insurers.*

Contact Details

President & Identification and Registration:

Peter Ballard: 01225 891634

idandreg.cossackownersclub@gmail.com

General Secretary: Tony Jones: 01942

605949/07504 700522

cossack@blueyonder.co.uk

Treasurer: Phil Inman: 01780 720420

ccc.inman@mail.com

Membership Secretary: Gina Inman: 01780

720420 coc.inman@mail.com

Show Organiser: Carl Booth: 01253 720327

comradecarl01@mail.com

Rally (Dis) Organiser and Regalia: Charles

"Baldrick" Hancock: 07895979923

charlesphancock@yahoo.co.uk

Magazine Editor: Paul Codling: 01508 520890

paulcodling@mail.com

Webmaster: Dave Cox: 01794 884492

dave@russianmotorcycles.co.uk

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
Thistle Print Ltd, Unit 6, Aston Court, Bramley,
Leeds, LS13 2AF 01132040600
www.thistleprint.co.uk

Charles, "Baldrick" Hancock, see Contact Details on page 4, is going to take over Regalia but only for the time being.

Want a Job?

However the club will be looking for someone to take over the sale and administration of regalia in the future. Anyone fancy that? You need to be able to count money, have some idea of stock taking and book keeping and perhaps, if you want to, you can have some input into design and style. Please contact the club for an insight into what's involved and how much fun it is.

How would you like to be the next Horizontal View editor? This really *is* fun! I love it, but, I have increasing commitments in another direction which at some point might mean that I'll no longer have the time to devote to this wonderful publication. At the moment I'd like to announce at the 2022 AGM that I'll step down in one year from then. By then I'll have edited 50 issues. It would be lovely if we could find someone willing to spend the time and head space on it to preserve its current format or something comparable.

I always worried about making HV very personal, that is full of the sort of things I like, but so far no one's complained about that. Rather than publish contributions just as they are, I spend time on a little research and add to them as well as wandering off on interesting tangents which might only be tenuously related to East European motorcycle production. Would you like to do this too?

Currently HV is produced in something called istudiopublisher on a Mac but you might want to use whatever software you already have available. I'm beginning the search for our next editor early so that there's plenty of time for discussions and enquiries to bear fruit. There is quite a lot to talk about. You need to be willing to write lots and enjoy some degree of literary creativity. That's the fun part, so is spending hours distracted by bouncing round the internet, enthralled by the quirks and mysteries of all humanity.

We can announce here that the COC will be offering a Dnepr as a raffle prize at the East European Rally in August. Blimey, a whole one? Well, sort of, here's Baldrick.....

Baldrick's page

It is a well known law of motorcycling sociophysics that every owner of a Soviet motorcycle feels compelled to acquire, in some way or other, spare

parts for their machine (Baldrick's Law). The dilemma that eventually confronts these persons is what to do with them when this process of acquisition has reached such proportions as to require sheds, garages, barns and outbuildings to accommodate the hoard (Blackadder's Rule) The writer of this paper was confronted with just that problem.

One of our members, Igor, suggested that it would be great if somehow we could take the spares the writer has and with the addition of the unwanted spares belonging to friends and other club members, build a motorcycle that could be raffled off at the East European Rally in August. Thus a Cunning Plan was hatched which promptly slithered away, found a pile of spares and started eating them. So after fixing my rebellious MZ, Igor and I began to

sort through the Good the Bad and the Ugly. We found a frame, right, with a swinging arm, a fuel tank, wheels, a MT9 engine, gear box and a



whole lot more. From Tony Jones we acquired a huge amount of other parts including front and rear mudguards, a final drive unit, a front fork assembly and a huge amount of other stuff. So the strip down of all the parts has commenced so that they can be made fit for purpose (which is a posh way of saying don't expect it to

look as if it can win prizes at Rallies for being the poshest bike). When the various parts have been made serviceable they will be assembled onto the painted frame and hey presto we will have it sorted.



The second part of the cunning plan is that over a four day weekend in the near future a gang of intrepid Cossack Owners will come to North Owersby, camp in the paddock and work on assembling, fitting and fettling the machine. Camping will be free but a voluntary contribution to the Roadkill Café toward food would be welcomed.

The idea is that people turn up on the Friday and spend some time discussing how to do the job best and then get on with it. An early breakfast will be followed by a mid morning char and wad followed by a decent lunch and in the evening a slap up feed followed by a few beers (The COC Cabin currently has 86 litres of canned beer stockpiled in readiness) So a fun few days which could be described as a refined form of Scrapheap Challenge (incidentally for those who get hot and sweaty at the thought of work we have a fully equipped shower facility including of course a heated towel rail!)



The completed machine will be trailed to the East European Rally and there it will be raffled off. The raffle tickets are £5.00 for five tickets but the minimum number of tickets a person can buy is five tickets, although we expect that most people will buy at least two strips of five to give themselves a real chance of winning. What the winner will get, who'll probably have paid £10 for the privilege of getting the bike, will be a machine in the final stages of rebuild and with enough documentation and evidence to facilitate in all probability certification and thus registration of the machine with the DVLA. To buy tickets, contact Baldrick, details on page 4.

Some of the parts are new, right. Top, Jim polishes an old fork leg.



David Angel

Regarding the words in brackets on page 12 (*Of the previous issue of HV*) where you state you read somewhere that the engine in the Chang Jiang was made by Loncin. This is in fact wrong. The engine is made by CFMOTO who produce engines for other manufacturers including the KTM LC8 as well as producing a wide range of sporty/utility buggies which are especially popular in the USA.

The 650 has been around for a while. I had a CFmoto 650 tourer, which I liked. (Marketed by WK in the UK, who have finally dropped the WK

nonsense and now sell the latest range as CFMOTO). The obvious advantage to Chang Jiang in choosing CFMoto is the reverse gear taken from their buggy and quad range. I have been seriously considering becoming a CFmoto dealer, but they look a bit modern for my taste. *And mine!*



I love the prices quoted for the Urals on page 13. If only. I have been involved with Ural for years and I always thought being straight and upfront about the bikes, the prices, the reliability, what they can do, and what they can't do was the only way to be. I genuinely hope this strange new approach adopted by the new importers doesn't alienate people.

I took a couple of pictures off the 2022 Ural brochure and failed to notice, because you have to blow it up on line before the small print becomes readable, that it said "Prices exclude VAT, registration, road tax, delivery, set up, dealer installed options and additional dealer charges, if any." This means the quoted price is in the box, you'll need to pay someone to take it out and screw it together for you. Is that sneaky or what?

The first regards a few photos I stumbled across on one of my favourite facebook groups that you may recall me mentioning before, Bikers 60's and 70's photo collection. They show a Ural sidecar outfit on the side of the road back in the day, being used in anger with a right

Jim Turner



handed chair! Crucially one of the pics is a view of the rear of said outfit and the number plate is legible. I immediately searched the registration number on the gov.uk website to see if it still exists and it does! Registration number is KCO293P, it is currently SORNed, first registered May 1976, but a new logbook was issued in 2012 so it may well still be a runner. Obviously I don't want to be seen as just another internet stalker so in my own defence I would say I undertook this selfless research in order that the current owner of KCO293P may be able to see pictures of their glorious machine in action in it's heyday.

One thing I would point out though is that despite the facebook group



ostensibly being dedicated to photographs from the 60's and 70's, the Ford Sierra passing in the background of one of the pics would date it to 1982 at the very earliest, this being the year the Sierra was first released! If they are a member of the Cossack Owners Club then hopefully this information may reach them. Interesting stuff!

Here's Tom O'Brien....

I'm just letting you know that In the village I live in Etwall, Derbyshire the well dressing festival is going ahead this year on the weekend of the **21st and 22nd of May**. I have an area cordoned off at the festival where I invite folk with old interesting vehicles of any type, cars, trucks, vans, bikes, traction engines....anything. I provide a safe watched over parking that also doubles as an extra attraction for the visitors to the event. If anyone local in the club would like to ride over I'd be more than happy to watch over their bike or whatever they come on for the day. *Etwall is between Derby and Burton, just off the A50.*

From the horse's mouth....

I wanted to drop you a quick note to introduce you to bikerscampsite.co.uk We are in West Wales, and as the name suggests, we cater for Bikers. The site is ideally located as a base to visit the many coastal and mountain roads

of Wales. Our site is available to be booked out exclusively for Club meets. Please visit www.bikerscampsite.co.uk to see our facilities.

Here's David Greenwood.....

There is a sidecar and trike day at the **ACE Cafe on Sunday 24th of July**. Those of you on solo bikes are also welcome and it would nice to meet up with as many of you as possible.

Ace Cafe Sidecars

I read with interest the comments about ULEZ in Andrew Mutter's article in March/April HV. Those with historic vehicles will probably be exempt as Andrew says but probably best to check with the web site again as Andrew recommends. I have discussed this subject with Mark Wilsmore (ACE cafe owner). He says that if you stay on the A406 North Circular and don't venture inside towards central London then you will miss the charges. His cafe is situated on the 'outside' of the A406 so driving around the North Circular and then pulling into his carpark will keep you outside the ULEZ zone. At the crossroads above the underpass in front of the cafe there is an Esso petrol station which is situated on the other side of the road. Many bikers call in there to fill up. However, Mark says if you do so from now on then that filling station is just inside the ULEZ zone, so don't fill up there!

On the subject of are there any cameras? Good question! I did not ask him that and he did not mention it either. There may well be one as they are all over the place along the North Circular Road. There is definitely one in the petrol station which may or maybe not linked to the ULEZ system. Obviously if you drive across London rather than going around you will be in the ULEZ zone and may be caught on a camera somewhere.

Well Dressing

Bikers Campsite



Here's Michael to introduce Wadsworth's Websites for this issue.... "My

Wadsworth's Websites

Cossack project started just over a decade ago when I purchased a Dnepr MT 16 "Born in USSR" from a young man from West Yorkshire who resides on the banks of the River Aire. I was later informed that in he was the Great Nephew to Auntie Wainwright."



Michael's first web link is to Youtube and lots of Last of the Summer Wine. Auntie Wainwright was played by Actress Jean Alexander. Was she really related to Bynnzi?

I remember this outfit when Bynnzi owned it. It was all Dnepr then with shark's teeth painted on the sidecar. He rode it to the AGM at Marsham many years ago. That was memorable too, because as the sun set, clouds of midges swarmed out of the surrounding swamps and ate anything which stood still long enough to let them. There was a railway tunnel under the moors close by and round, brick built vents which puffed condensation ahead of the passing trains we could hear but couldn't see.

Michael's caption for the photo above is "On 16th Jan 2022 the Cossack sea trial starts." It's a naval analogy. With it Michael's chosen website is www.youtube.com/watch?v=Fb09486Jqzw This will tell you the RNLI has five classes of all weather lifeboats. Oposite top is an example of the Tamar class, at speed, 25 knots absolutely flat out.

The Tamar class is powered by two Caterpillar C18 diesel engines of 1,000hp each with 4,600 litres of fuel. 27 were built between 2000 and 2013. These all have computerised Systems and

Information Mangement, which means the boat can be controlled entirely from within the wheelhouse. The hot function here is that the Tamar is completely watertight and can self right with 60 people on board. In an emergency it can carry 120 passengers but if it goes over then, you'll lose some.



If you get stressed you might like to watch www.youtube.com/watch?v=VZI-13IS_Ho&t=1s This is a whole hour of "Ambient relaxing RNLI lifeboat footage and music for winding down, meditation and study with everything from refreshing guitar vibes to Beethoven set to calming waves and lifeboats." It didn't do much for me. Considering there's still lots of Ukrainian bits on Michael's outfit, the AA might be a better bet.

Michael's caption for the photo right is "We start the shakedown by visiting its country of origin." This means The Taraskiva Ukrainian Youth



Centre at Weston on Trent. This seems to be some sort of corporate team building, events centre available for hire rather than much to do with youth. Their website is www.tarasivka.co.uk/cym if you want to check them out. They have summer camps, a dance hall, a country pub and they'll sell you regalia to dress up in "uniform". Predictably they're preoccupied with events back home in Ukraine at present. Michael found the plaque below on site at the youth centre.

It's particularly poignant now of course.





Michael's caption for the above photo is "My next ride was on the 19th Jan to Old Dalby to meet up with John and Bob at a small private motorcycle museum." Does whoever owns it charge admittance to the public, is it by appointment only? It looks a worthy collection.

The thing in the centre of the picture right, next to the bird's nest, is a whistle. It's on the James



next to the BSA on the top shelf above. Apparently it was used for bomb escort duties on RAF airfields. If something went wrong I would imagine a flat out, escaping James would blow a hearty blast on that.

Next up, "Friday the 21st it's up north to Nidderdale and the MZ Riders' Winter Meeting." We don't know where this was, it doesn't look like Dent, but it might be. Does the cat look familiar? "This is "Shadow" the campsite legend. They say that he's 18 years young and really has a great taste for rabbits and also likes forty winks in your sleeping bag if you happen leave the tent door open!"



We've no idea who owns the Jupiter 5 pictured opposite top or have any info on it at all. Are you a COC member Sir, whoever you are? It looks lovely and shiny. Nice box.



"Saturday morning I take a stroll with Glen to The Yorkshire Arms, below. However, it was closed, but a very kind Welsh gentleman stopped to give us a lift back to the campsite." I can't tell you who the Welsh



gentleman was I'm afraid. Michael suggests www.theyorkearms.co.uk as an insight into what that's like. On the website you'll find a link to a Youtube video which begins with a drive through the rural tranquillity of Yorkshire in an Aston Martin DB5, I think. It pulls up in the car park alongside some Range Rovers. Ostentatious isn't half of it. Was it really closed? Or did they see Michael and Glen trudging up the drive and turned the lights off to hide?

"MZ Harry Happy Hours starts about 13.30pm with cheese, meats, crackers port, red wine and coffee laced with whiskey, just ideal antifreeze. Plus delectable lemon tarts from Shipley Paul." Pictured overleaf.



MZ club pilots will know who these people are. I recognise some of them from our close association with the MZ club's Yorkshire section. Below them is yet another MZ with the aesthetically charming plastic can handbar muffs beloved of the MZRC.



procedure, and yet another editorial adventure. We first met this corroded mess on page 17 of the May/June 2021 issue of HV. Why are so many abandoned with no sparks plug in them? Is it exasperation punishing them for reticence when they failed to start that last time, or is it because the spark plug had some value? The pictures on this page are the "before" reference. At least the petrol tank looks pretty good, on the outside.



Who are these people, where are they exactly?
"Bye for now from Nidderdale."

Derek Ansell

Derek is restoring a Voskhod 2, which he bought in awful condition. Rather than write an article supported by pictures of his progress, he sent in a folder full of diagrams, videos, photographs and internet downloads with no text at all. Here in the HV office, we're going to assemble a sort of comic strip story with a few suggestions as to what's happening, with hints from Derek's video commentaries. It's quite a departure from the usual

Opposite top are insights into taking the poor thing apart. Yes that's a blow lamp pointing at the exhaust retaining ring. Below those is a screenshot from a short, 5 second video with the sound track "Victory is mine, they're both off, Yeah!" It must have been an epic struggle then? Note broken fins, always disappointing to discover. Have you noticed how abandoned rust buckets all smell the same? Is it a cocktail of the rust, the dead spiders and the occasional sprinkle of mouse urine?





been able to figure out the IZH serial numbering system by comparing years and numbers to discover a pattern, which is invaluable in dating them for the purposes of age related registration. Do Voskhod numbers also have a significant pattern too? The more VIN plates we can check, the closer we'll be to finding out. Although DVLA consider a single VIN plate to be unhelpful, supporting evidence from hundreds has to be credible. That seems to work for IZH.



Above left, Voskhod air filters often look like this.

Below, Ooooh fluffy! Condensation is the curse of the abandoned two stroke. It's often a blessing to need



Opposite top, an opportunity for some aesthetic experimentation on the way down? 80 mph? Yeah right, but not much less optimistic than the Voskhod's original 140kph. Below those is Derek's VIN plate. Why is this so important? Well.....

NB. It says Восход 2 and 1975. You'll notice Derek's engine number is prefixed B and his frame number is prefixed IO. I've noticed other 1975 Voskhod 2 examples also have engine numbers prefixed like this. What does that mean? We've



to hammer the piston down the barrel after boiling oil treatment because it's sealed the ports to humidity.



By the way, if you're not as lucky as Derek seems to have been, there's a box of NOS Voskhod cranks and barrels in the editorial shed.

Derek's original K36 carb is 6cm long, below, so what? I think he needed to know how much space he had in order to sacrifice the K36 so he could fit a Del Orto.



I know this because accompanying the series of pictures opposite, Derek sent me voice messages to listen to on Facebook Messenger. The poor K36 was cut up with angle grinder, ground into roughly the right shape for a Del Orto mounting flange on a bench grinder and then polished. The mounting stub itself looks a little bit uneven and tapered in the picture. Will the hoped for accuracy of the modern Del Orto be

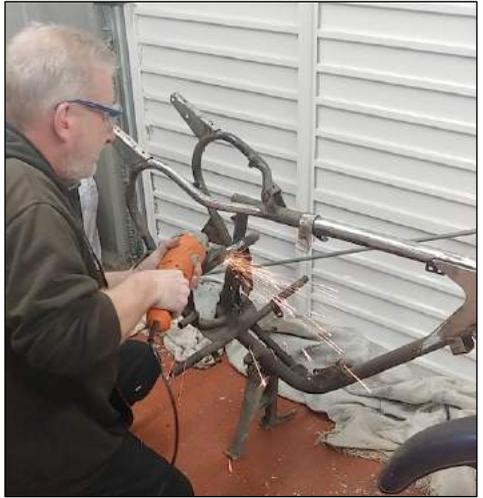
compromised by irritating air leaks?



Above left, are these Yamaha parts? Right is what Derek's Voskhod might look like if he uses them on it. Did you save all the little bits and pieces from the K36 Carb Derek? Things like the needle clip, the needle itself, jets and the slide are precious.



Here's Derek, in writing this time. " I will be using 12 volt electronic ignition from the Voskhod 3. I've already got the alternator and what looks to be a regulator kind of thing."



The above is a screenshot from the video of Derek polishing the old paint off his frame. There's no voiceover with this, just angle grinder noises.



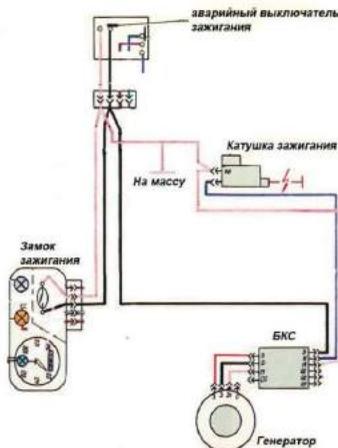
Above is what the Voskhod 3 alternator looks like in a Voskhod 3 and below is the little box of tricks you need with it.

Unlike the 6volt system which runs all direct AC, this thing rectifies to send DC to the lights on so on.

Theoretically it shouldn't take much head

scratching to use all the Voskhod 2's switches and wiring and just change the bulbs, replacing only the ignition system with this, below. If I remember correctly the bottom terminal on the right is the horn, and the two above that are for the lights.

Could you use the off position of the original ignition switch to connect the black wire as stop?



Right, is this some sort of grit blasting? Below that is a screenshot from a video in which Derek is reminding himself that the orange wire goes on "That little box". This might be the choke. No, not on the carb! The choke is the black box in the picture. We mentioned these before but it's worth a recap because chokes often confuse new Vokhod 2 owners. It's an inductive filter which does not allow



AC current of too high a frequency to the tail light. Being all direct AC, a 6volt Voskhod needs this, to stop the tail light blowing downhill in a tail wind. 12 volt Voskhods, with DC tail lights, don't need it.

Derek sent lots of pictures taken for future reference and accurately labelled the original wiring, so it looks like Plan A is to add the 12 volt alternator as an upgrade.



The screenshots above and right are from a short video tour of the shelves Derek's Voskhod is presently stored on. In his own spoken words..... "This is where we're up to with it now. So, at the moment still all in bits, lots of stuff to do. I've got me new box of bits as well and some new bits I've got off Ebay. Um, yeah, plenty to do. So it's all there. As you can see the seat is up there, y' know, bits of engine and then we've got the mudguards and everything else. So I've made a start but yeah, the work in earnest'll start soon."

"Once she's finished I'll try and get to a COC rally so that you can have a ride out on it.

It definitely won't be like any other Voskhod you've seen before. But it will retain the essence of the original bike." I'm looking forward to that.

Torquil sent me an email which began

"I read the editors comments regarding the evolution of fuel injection on motorcycles with some amusement." *He was referring to the email exchange between myself and Igor in the January/February 22 issue of HV, page 21 if you're interested. Email exchanges like this throw up all sorts of interesting ideas and experiences, so what follows is another one. I've learnt that such a solid lump of text can be a little daunting for some people so interspersed are random opportunities for a little unrelated art. It's for those who just like to look at the pictures. OK Torquil, you first.....*

Dr Torquil Ross Martin

While I am the first to decry the evils of corporate lobbying, why should us mere humans be subservient to these giant incorporated beings who serve only their own rich masters?

I must take issue. The fuel injection story didn't get driven by the corporations. Fuel injection was first developed for aero engines (fighter aircraft to be precise) to give reliable means for controlling fuelling in response to varying intake pressure with boost and altitude and allowing continued operation during negative G manoeuvres.

And there it might have stayed, but for California's chronic air pollution trap, which kept all of LA's cars' exhaust fumes in LA and resulted in such a severe smog induced health crisis that legislation ensued. Not at the behest of the car makers, quite the reverse, they didn't want the added cost but fuel injection was essential to achieving the clean starting and the accurate air fuel ratio control



needed for catalyst operation to reduce NOx and hydrocarbon pollution.

And the transition to bikes? Not corporate manoeuvring, purely the pursuit of speed. Or more precisely controllability and power. For it was in Superbike racing, via the Ducati 851/888 family, that fuel injection took hold, with World Championship winning effect. And not for nothing. After decades of riding without ever having mastered sustained wheelying, I lucked into owning an ex-write off 996 and hey presto, I could wheelie. All down to the superbly direct and linear throttle response (and bags of torque). Thereafter all the superbikes grew fuel injection and thence more and more sophisticated engine output controls, encompassing rev limiters, quick shifters, downshift blippers, traction control, anti-wheelie (what???) and launch control, not to mention riding modes, like wet/urban/touring and sport. As though we needed them!

If you are not a racer (or reckless hooligan? But then why own a bike?) then most of the above is just gimmicks and stuff to brag to other people in stripy leathers about.

One might say, "Well I wouldn't fancy trying to ride a 200hp superbike without it", but surely the answer to that is "Well then, don't buy one!"

So really EFI arrived due to marketing men and racing budgets. However having arrived, it has allowed for a real clean up of motorcycle exhaust emissions with the (for us) unwelcome addition of catalysts on bikes, but adoption of these wasn't



driven by the bike makers, it was imposed on them by legislation both here, where it wasn't really needed as there wasn't a real problem (but was forced on the bikes by the car lobby, eager to add costs to its low cost rivals) and in the sprawling bike dominated Asian cities, where atmospheric pollution really was a problem.

Anyway, much as I love carburettor's simplicity if you leave well alone, they are a curse when trying to tune things. So I would not advocate turning back the clock. Nor turning it forward on a Ural.

By the way, I have some form here, having worked in engine development for a fair chunk of my career.

Interesting stuff! I too have some form in that I worked as a motorcycle mechanic for most of my working life and I've seen the inner workings of marketing and how that's the interface between technology and the customers.

The reason for the California air pollution trap is because millions of people bought millions of cars they didn't need. We all do. We do that because we're encouraged to by marketing which is the mechanism through which big business keeps the money rolling in, especially in California. Having ridden and sold thousands of cutting edge, technologically advanced motorcycles, I've discovered that the buzz was not because they were better, it was because the technology made them new. Our customers would buy anything, just because it was new and the marketing men guided the market any way they wanted. That's why once we had turbos, then we had under seat exhausts,

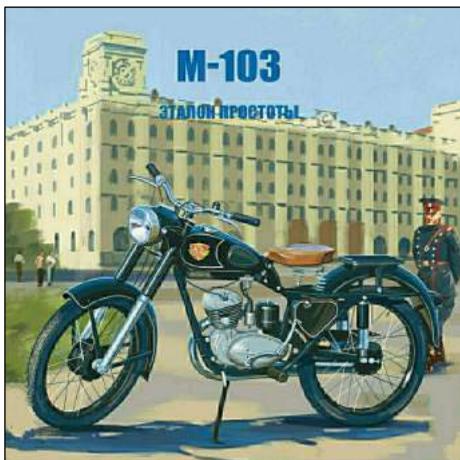


sometimes we had triples now everyone wants twins. When I last turned a spanner in a Honda dealer we were selling hundreds of Fireblades, now you never see one.

From my place on my work bench in the dealership, I struggled for years as the fuel injection became ever more digital, to iron out the ever present flat spot we were cursed with, which the punters complained about bitterly simply because they knew it was there. I investigated how it all worked and what it all did and understood eventually that the whole point of it was bollocks. It does NOT clean up exhaust emissions, it enables the engine management system to pass the noise and emission tests, that's all. Outside the parameters set by the tests, modern engines are as filthy as engines always were. If you want 100bhp, you have to burn 100bhp worth of gas.

Here's an example. Honda's HVIX valve was made of inconel and titanium with carbon bushes for the valve itself. It rolled round according to instructions from the ECU so that it could configure the exhaust system into four into two or four into four with each cylinder having it's own pipe and then rolling further so each cylinder shared all four. Effectively it altered the volume of the exhaust system to suit the light throttle necessary to pass emissions tests but still be able to flow the gas necessary to develop 140bhp. It must have been very expensive to manufacture, the carbon footprint of mining and refining the materials it was made of must have been huge.

One day, someone wanted to fit a full Akropovic race system which meant dumping the HVIX valve. I advised against this because the valve was an



integrated part of the engine management system and I wasn't sure what would happen. He insisted because it looked nice and I fitted it anyway. Nothing happened, at all. The new pipe made absolutely no difference because the original one was all bollocks. Why would Honda do that? They did it because the rules and regulations are an essential part of the auto industry's marketing strategy. I've seen it from the inside, I've worked in it. I've been on a hundred "product familiarisation" courses where I've been told that what was the ultimate last year wasn't, now there's a new ultimate. It's consumerism, that's why the planet is a toxic wasteland. Worse than that, it gave the marketing men tools to use in convincing the punters they want this or that new feature, all of which does nothing really.



Manufacturers like Honda, lobby for things like the compulsory introduction of linked, anti lock brakes and ever tightening emission controls because this gives them something to sell, something to render last years models obsolete and worthless and keep the money rolling in. I've spent most of my working life helping them.

Of course Daimler Benz's fuel injection gave German pilots a tactical advantage over Merlin power in 1940, of course it was important, they were trying to kill each other. Of course digital engine management allows precise control of carburation outside the resonant sweet spots of engines with carbs, essential if you're racing. But we're not doing that, we're just going out for a Sunday ride. Well then don't buy one? That's it, that's my point. The greenest motorcycle is the one you already own, even if it's a Jupiter.

Mine was made in 1975 and to satisfy me, no one has had to manufacture another motorcycle for 47 years. How green is that! It matters that because

the marketing intends that whatever you buy should disappoint you a year later, not buying anything new is actually life enhancing.

When I started in the bike trade in 1978, when I was a kid, I loved it. We fixed everything, we did our best work keeping it all running because it was all precious and meaningful. Now, when the malfunction indicator light comes on, that's it, game over. Don't you think it's hard to take pride in something, love it because you made it yours, when it's necessarily disposable? At age 37, my daughter agrees that even she doesn't live in the world she grew up in.

Technology is changing the world so fast that it's getting harder and harder to feel I belong in it. Technology is focused only on consumerism. I think that's sad. I find comfort in my ancient Russians.

I think you can wheelie your 996 because it's short, light and powerful. I had my first Fireblade pointing skywards for the same reason, with carbs!

I agree entirely regarding consumerism and marketing, embodied energy and love.

Because of course love is proportional to the amount of care/time/effort you put in (broadly). So far more love is felt for our "unreliable" friends, once we have worked our way through and fixed their problems. (Assuming of course that they don't prove to be so ungrateful as to flip us into hate).

So I pity the poor Fireblades who's reliability has left them bereft of love and I understand why so many will pay more for a barn find than they will for a nice clean well maintained example of anything.

But regarding EFI, if I never have to strip another set of carbs to try to undo the damage wrought by water and ethanol in the fuel, it will be too soon

(and yes yes, I know that was an act of corporate malevolence towards older pre-evaporative emissions controlled vehicles), and, increasingly in Geek World, there blooms the ability to get inside and play with EFI. At least until the next set of legislation bans it. But at least the bikes of the last 20 years will survive.... Until the petrol dries up.



I too have resolved never to strip another set of Keihins in the forlorn hope that the struggle with adversity could be anything more than futile. Just one carb though, or at best one each easily accessible side, is an act of love I still cherish.

Would you believe there's a K36D on a shelf in my office just to look at?

I don't know about you but I'm going to miss internal combustion so much I can feel myself grief stricken already.

For years I had my Ducati 350 Mk3 engine as a bedroom ornament so no stranger to the love of things mechanical.

I think it is slightly premature to grieve the total loss of the IC engine. I think there will be a long tail of continued rich fuel based operation. I can't really image the rich and powerful relinquishing their right to drive ancient Bentleys, Bugattis and Ferraris any time soon. However it will undoubtedly become much more expensive and ultimately cull everything that isn't a copper bottomed "classic". But maybe not in my lifetime.

I suppose for parallels we need look no further than the relics of the steam age.

At least with steam power you could hack some more fuel out of the nearest hedge. I think we're of comparable age and that our lifetimes are going

to see huge changes in the nature of car ownership, transport infrastructure and perhaps, changes in lifestyle as a purely digital generation with no appreciation of oily, iron mechanics grows up to rule the world. I think it will be in our lifetime. It might be painful but it will be fascinating. We are in the making of history. I'm hoping that by the time running my Jupiter isn't possible, me riding it isn't possible either.

Get that still set up in the woods, lay down 4,000 tins of beans, 40,000 rounds of ammunition and an AK47 plus spares. But really, how else to invest one's pension?

For clarity please be aware that the above is a joke, except maybe the part about brewing your own fuel from wood.

There is no better insight into how badly the Soviets misunderstood the Western motorcycle market than IZH's enigmatic Planeta Sport. To my mind no other motorcycle has failed to live up to its marketing hype so spectacularly. Why was it called "Sport"? I supposed compared to the pedestrian Planeta 3 it was a little sporty, just. Fast? No, don't do that!

The (Planeta) Sports Page



Pictured above are the two different versions of the Sport, side by side at what we remember being the Three Magpies. These two were COC members, the Mk1 on the left was Peter Ballard's and the Mk2 on the right belonged to Alan Davies. The detail differences between them aren't easy to see here but they are important and make the two models very different to each other. More of that later.

You'll notice Alan's bike has posh cast wheels and a couple of other bits and pieces which he says were fitted by Neval to make the Sport attractive to buyers in the USA. He tells me there was a container full of these which for some reason came back to the UK unsold. He bought one, this one, in

lovely condition second hand in 1990. See the May/June 2020 issue of HV, page 15, to find out what he thought of it. The bloke he sold it to took it to pieces and left them vulnerable to the leaking roof in his shed, consequently the poor thing corroded badly. We know this because Alan recently bought it back. Now it look's like this.... Planeta Sport geeks will be fascinated to learn that



Alan's has the strengthened frame with the solid mounted engine of the Mk2 but retains the Mk1 charging system with the Mk2's Russian switches. But the frame is not exactly Mk2 because the air filter is a peculiar device which breathes through the seat base. Neither Mk1 or 2 models do this. You need to know this stuff if you're restoring one too. We covered the essential differences between the two in the May/June 2020 HV but I've never seen one like Alan's before. Right is the airbox with the two holes which line up with the holes in the seat base, opposite top. The air intake is at the



back. All those other little holes were drilled by Frank Cropp who also owned this bike at some point. Frank hoped the extra holes would let the engine breathe better. Did it need that? More on that later too. Obviously the double skinned seat base means you get less foam to sit on and ordering a Planeta Sport seat on Ebay probably won't get you one of these. The air filter element looks normal. The other Sports breathe through the bottom of their plastic air filter covers.



Just like Derek's Voskhod on page 11, Alan's VIN plate is a happy thing for proving that all IZH Planeta Sports manufactured in 1980 have their engine and frame numbers prefixed by И.



NB, IZH engine and frame numbers match which is why there's no number actually stamped in the frame itself. For the factory there was no point. Here it is in the crankcases, right. Obviously if you change the engine, or someone else has, you'll lose the serial stamp on the vehicle itself rather than the VIN plate. If your IZH has yet to be age related registered, having the original engine, even if it's not in the frame, might impress DVLA and certainly makes dating for the purpose more robust. So, no matter how shagged your crankcases are, or whatever fire breathing tarmac ripper you replaced your original engine with, keep the cases with your bike. They date it not just for you but for whoever you sell it to. Alan might build his engine using these cases, below. These are in better condition.



Their number is prefixed by K, which means they were made in 1981. We know



this because we have other examples of 1981 Sports also prefixed K. Can you see what we're doing here?

Here's another pitfall, right. This is Alan's swinging arm. The Mk2 has a lot more ground clearance achieved at the rear by using a longer swinging arm. Alan's bike has a different solution and uses the Mk1, short arm with taller shock mountings. Below is a Mk2. Note how it's extended past the shock mountings. How will it handle if you buy the wrong one? You'll need the right length chain to go with it.



I sold this bike on Ebay after Molly's trip up North, continued on page 31. It was her frame but



not the Molly I screwed all my best bits on. This one was all the other parts, registered in the UK in 1983 but manufactured in 1981. Sports sold slowly.





Above, how beautiful is this? You can't really see the open bottomed plastic air box here. The Mk2 has this but also a proper metal airbox for the carb to suck on instead of nothing.



This one, above, was owned by Bob French. When I wanted a Planeta Sport, I spent the weekend driving round the North of England in my Sherpa camper van. I'd arranged to view several bikes advertised the week before and bought three, along with the piles of parts always associated with Russians. I drove home with my camper rammed solid with Planeta Sports. Bob was one of the people I visited. Some parts of this bike were screwed on Molly for her trip, the petrol tank being the most obvious one. B353URH must have been shunned by the motorcycle buying public longer than most 1981 Sports. 1984? I bet the dealer thought they'd have to give it away.



The Mk1 Sport pictured above really was given away. This one is 1975, B serial number prefix, and it was won as a prize when new. It came home wedged in my camper van the same weekend the others did. The story was, it was won by someone who didn't want it. I have no idea what the competition was or if the winner knew he'd been successful (victimised). It lay unregistered and unused in his shed for 30 years until one day his son's Honda broke.

His son did a deal with his mate, who knew how to fix Hondas. He'd do it for no money, just "That old Russian thing in your Dad's shed." I bought it from his mate who, fascinated by the adventure, registered it and fired it up. Apparently he was profoundly underwhelmed by the experience and told me the 300km he struggled with it were "kin awful". I struggled on for a further 5,000km.

For a laugh, I advertised it on Ebay as "The worst motorcycle ever offered for sale to the UK public." and had some fun with its shortcomings. Andy Pratt, who MZ club members will know, bought it intrigued by how bad it could possibly be. He still owns it although he's yet to ride it. If anyone has a Sport inlet rubber spare, tell me and I'll tell him, he's lost that bit somewhere.



According to Alan, the original Sport speedo, in kilometres and clockwise in operation, was a problem for the USA. Neval fitted Italian Veglia instruments in miles per hour. I read a road test of a Morini once in which the instrument console was pictured with the caption "Clocks are a Veglia as ever."

The speedo isn't much but Alan's wheels are spectacular. These were made in the USA but not specifically for the Sport.



been shrunk onto the hubs, after the fixture in the lathe had been machined in situ and not touched throughout the whole production run. Or, if the finished wheel, for something else, had been bored with the rim as a reference, it would need to be perfect before it was shrunk on the hub, which would also need to be perfectly turned down. Then, the heat shrunk fit would need to be perfect so as not to come loose in use. Obviously it is, what a beautiful job.

Note longer brake operating arm and modified cable anchor.

The original hubs with the brake drums and sprocket drive have been machined down. The hubs were turned out of the castings which

were probably for another application. These were heat shrunk onto the IZH hubs. To make sure the rims are concentric with the bore of the bearings, the wheels would need to be finished after having



Alan has inherited at least some polishing. Note the kink in his silencer. This is a Mk2 thing. The Mk1 is straight.

Below, rust, dead leaves and mouse piss. Oh well!



I sold him a new, old stock crankshaft from the box of those I have here in the editorial office. PJB bought one too. Why did he need one? Keep reading! By the way I have two left if anyone else is restoring a Sport. Real original Russian 45 year old IZH quality. Nothing Chinese about these at all. I can't imagine we'll ever find another stash, not here in the UK, so when they're gone, they're gone.



I last met it at the The Three Magies where it was inhibited by a sidecar. The picture opposite bottom, where it looks a bit yellowy is dated 1990s but here it is again, below, dated 1993. Make a note of the exhaust pipe design people.



Note the water marks on the small end. These cranks were protected by a coating of lanolin which was rubbed off on the outside over the years. The small end suffered some condensation but it isn't pitted. It feels smooth to the touch and you can't dig your finger nail in. The surface finish is still better than a Chinese rod kit, and it isn't made of cheese! Inside the webs, the lanolin was untouched and the big end is perfect.



Above is 2003 and much orangier. It's a Mk1 and looks like this parked beside Alan's on page 18. PJB sold it with the sidecar on but he's going to get back in the mud with another one, a Mk2 this time.



The above picture of the presidential Sport is dated 1991. PJB owned this bike for a long time and it's been various shades of orange as well as white.



This is it, above, on the way down for a paint up and to fix a broken big end. You notice the barrel is only half off because it's hit the frame before it's cleared the barrel studs. Hot tip, remove the studs first. Doing this makes putting the barrel back on so much easier too because there's room round the base to fiddle the rings in without the studs in the way. Breaking rings is very easy. Putting the engine in with the barrel off is also easier because even though it looks quite small, the Sport engine is still a hefty lump.



These days, much of the content which would have traditionally been submitted to club magazines is posted on Facebook. For example, all the tales of rebuilds and restorations are posted piecemeal on line rather than as helpful articles as a club resource in written articles. I try to keep HV different and interesting by avoiding doubling up content in competition with Facebook, for those club members who enjoy the digital wasteland which is social media. Sometimes



however, I need to grab a photo or two where it's relevant to what's happening here. Sorry Facebookers, you might remember seeing PJB's trailly Sport conversion already, but HV needs it, below and top.



Check out these shocks! It says Eibach on the springs. Is that the

manufacturer? Knowing PJB we can expect these to have springing and damping calculated to perfection. Note the triangulating frame rail above the engine and gusseting, then compare this with



PJB's old Mk1 frame which has none of it, below. This, along with the rubber engine mounting, was instrumental in frightening the living daylights out of anyone who thought "Sport" was more than optimistic marketing. (I love these models. They're so culturally Soviet it's beautiful!)

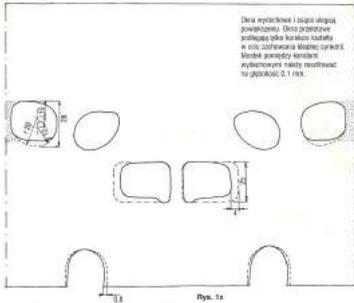


Here's Peter on the subject of mudguards..... "Bought a pair of SS mudguards yesterday from Hitchcocks; "Yes sir (liked that bit), what bike is it for?" "It's a IZH Planeta Sport MK2 / Yamaha, did that help? A what? So we left it there and got a 21"x 4 and a 18/19" x 5." Rebuilt wheels, below, are new trials size rims on the standard Sport hubs with real trials tyres and security bolts for running at 4psi, as you would in competition.



Obviously, the Sport's horrible all or nothing power delivery is going to be hard work plodding along in the mud, never mind the fact that the standard silencer is going to get smashed flat in a few minutes. In my experience, the exhaust pipe is as much to do with carburation as the carburettor, even on four strokes but for a two stroke, it's vitally important. Let us digress for a moment

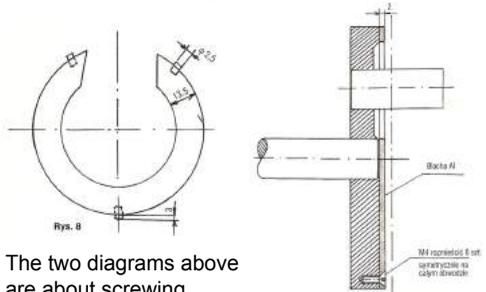
John Tickell found a Tune Up Your IZH article in a Polish magazine, written by Tomasz Salek. It's advice on making the old 350 single models go faster. I can't read a word of it but looking at the pictures it seems to be for the 49, 56 and Planetas. The port map right shows what to do about what looks like one of the older models with the fish tail silencers. I think this because the soft port timing is consistent with ancient exhaust pipe theory.



So ported, the engine would not be particularly sensitive to a "tuned" exhaust system with regards to when and how the power was produced. There would be some, but not much. Two pipes with two silencers works by giving even scavenging through both sides of the split exhaust port, either side of the frame, and by providing a big volume for flat out operation. Sidecar full of wife, three kids, seventeen chickens and a goat, uphill against the wind in deep sticky mud, at 3,000rpm? Then you need this porting.

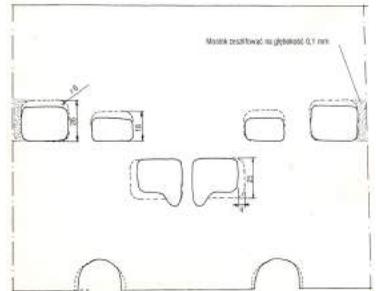
Note there is no recommendation for an increase in exhaust port duration. If you do that, to tune it for 3,500rpm, unless you tune the exhaust pipe too, nothing will happen except you'll make it worse at 3,000. The theory is that the longer you spend with the exhaust port open, the more important the pipe becomes. Also note there is an increase in what's called the time/area of the inlet port, both duration

and width, to spend longer sucking in more gas. Elsewhere in the article is a diagram for a modified inlet manifold, for a bigger, better carb?



The two diagrams above are about screwing specially shaped plates on the inside of the crank webs to increase crankcase compression. These days, with reed valves and Swiss cheese barrels more port than bore area, the exhaust port sucks on the transfers at 12,000rpm. At 3,000, with a pair of tiny little slots instead of a gas flowed super highway, crankcase compression matters. The pumping losses, that is the force needed to push gas up the transfers at high crankshaft speeds under pressure, are prohibitive. At 3,000 rpm they're no problem.

I'm guessing this port map, right, is for an aluminium barrelled firebrand, something well able to

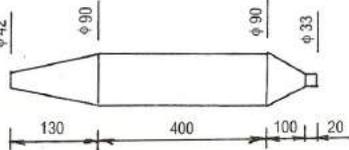


stand the heat generated by horsepower without warping out of shape like an iron barrel would. This time, an increase in both exhaust and transfer duration is recommended. Is that because it's supposed to be for use with a more moden exhaust system? Here's the problem, to produce more power, you'll need to flow more gas.

That means you'll need more volume in your exhaust system to allow the pressure waves to scavenge without impediment, that is without the pressure build up limiting the vacuum necessary for the suck on the transfers during the scavange phase of the exhaust cycle. It's a problem because on a light throttle, without the volume of gas to fill it, the exhaust will be too big. Ever heard sporty two strokes stuttering on the overrun, where the throttle's rolled off slightly on the approach to a corner or a roundabout? That's why. If you're not careful, your IZH will be running in the dead zone

when you're ambling along in the traffic or pottering gently down sleepy country lanes. Later MZs feel peaky and snatchy low down because of this. If I read Polish I could tell you what the silencer diagram

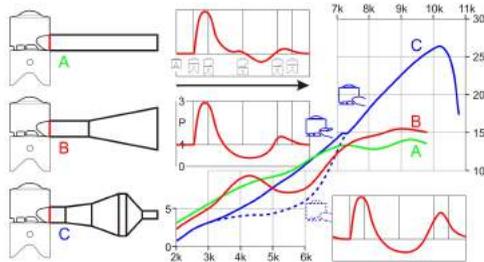
right was for. Is it the perfect pipe to match the porting on page 24?



The article also has dimensions for your combustion chamber and advice on reprofiling your transfer ports. Never mind that, we don't have space this issue to go there, later maybe.

PJB will need a pipe for his Trail Sport and being a Sport, it does have plenty of exhaust port duration to make it sensitive to its exhaust system. Here's PJB with an observation

"Exhaust graph as attached. Seems to me if I just use absorption type 'boxes' in the exhaust (one under the tank and one at the rear) I will get no benefit from the pressure wave effect but will get a progressive power increase with rpm. I don't need the top end power for what I need. The 280cc Rotax in the SWM TL320 trials bike only produced 25 bhp and there was no obvious expansion chamber. These were competing in sidecar trials in the 1980's at the same time I was on my 325cc Bultaco outfit, gosh they were so quiet you could only hear the gear whine in them, if I turned the Bultaco engine off!" Below is the graph.



The internet is full of pretty graphics and they're artistically lovely, of course. This one is intended to show the effect of no tuned exhaust pipe at all, half a pipe and how important a whole one is. That's true but I had to send Peter this

To get a progressive power increase with revs, you depend absolutely on managing pressure waves. Otherwise a two stroke engine produces power over a very small rev range. That's why ancient two strokes with deflector pistons and simple silencers were so feeble. Considered opinion at

the time maintained that Levis' win in the 1922 lightweight TT could well be the last significant win by a two stroke because four strokes were becoming so highly developed they were overcoming the disadvantage of firing half as often.

Your pretty graph is missing a vital parameter, throttle position. I know popular culture loves graphs but they're meaningless. Engine performance with respect to carburation, of which the exhaust system is a vital part, can only be expressed as a map.

Yes the 320SMW had an expansion chamber, it had to work. Your "absorbion box" is an expansion chamber. If you cut one open you'll see that the gas is allowed to expand slowly as it progresses down a perforated tube. This is what returns a negative pressure wave to the cylinder over a range of crankshaft speeds. This system works well on a trial bike because the small volume is consistent with the light throttle openings you need your accurate response available at.

You don't get the reverse cone effect of the classical race pipe shape but that doesn't matter because this is only necessary to cope with the wild port timing needed to go very fast. In this case, because the exhaust port is open ages, there's loads of time for the fresh gas to be sucked out of the cylinder straight down the pipe. The reverse cone returns a positive wave to push it back in before the port closes.

Interestingly, for me at least, you can also use the overall volume in the pipe to limit the loss of fresh gas at less than peak crankshaft speed. Did I tell you the hole in the end isn't just a hole? It's a pressure bleed resistor. It stops the gas pressure in the pipe escaping so that at some point, the pressure in the pipe will match the pressure in the cylinder after the initial burst of exhaust gas. Then, no fresh charge will escape down the pipe. If you're clever, you'll choose a length of perforated tube in your absorbion box coupled with a volume and a hole in the end to suit your intended power characteristics perfectly, just like SWM did.



Almost all road two strokes use a flat end to their expansion chambers because their port timing isn't radical enough to need the reverse cone effect. The go faster people sold "expansion chambers" to people with more money than sense to take advantage of the public's unrealistic expectations. In fact, the increase in volume of adding the reverse cone destroyed part throttle response so badly that a motorcycle so impaired by a pattern exhaust system felt as fast as the devil himself because it would only run properly flat out!

For a two stroke, its exhaust pipe dimensions are life itself. Otherwise its cylinder is just a tube with holes in it, that's not going to do anything.

By the way, the relationship between exhaust port duration and the distance of each point down the pipe from the port is linear. So, a 5% increase in port duration in crankshaft degrees is equal to a 5% increase in pipe length. NB this is percentage increase, so a point 20cm down the pipe has to be 1cm further and a point 40cm down has to be 2cm. To change the power characteristics of your engine, it's not necessarily necessary to get in there with your Dremel. People do, but that's often a mistake.

At the bottom of page 25 is Jawa's 1965 654 trial bike to illustrate the theory. Note the very long front pipe on and the small overall volume. This is consistent with good low speed, light throttle response.

Below, It would have been lovely to have shown you a picture of a real IZH enduro bike but the best the internet can do easily is home made lash ups. Have another Jawa to illustrate the shorter distance from the port to the start of the expanding pipe. This is to make it pull at higher revs. This is an enduro bike and to be ridden fast. It's pipe still doesn't have a huge volume as it would if it had

been a motocross pipe because it would need to run cleanly on part throttle to cope with gnarly sections of enduro course. PJB found the picture.

I sent him "Noting the dimension as a comparison is a bit vague because we can't know what the exhaust port duration is. Somewhere, I have the numbers for the Planeta Sport. From memory it's something like 174 degrees but don't trust my memory because a degree or two is a big difference. I'll find out if you like. You might be able to use the linear relationship between pipe length and port duration. For example, if you can get hold of the Greeves port duration you'll be able to copy the Greeves pipe and change it according to the Planeta Sport port to arrive at a similar power delivery.

Alternatively you could make something which looks about right then adjust it according to how wrong it turns out to be. Walter Kaaden famously complained that you know when you've arrived at the correct shape for your exhaust system when it's impossible to fit it on the motorcycle."



Greeves? PJB also found this, above. It was offered for sale in the Bonhams Auction at Stafford in October 2012. Here's the blurb.....

The Greeves Griffon offered here is one of two modified and raced in the early 1970s by Neville Mason and Alan Voase, partners in the Hull based motorcycle dealership, Neval, importers of various Soviet makes. Convinced that the engine was powerful enough, they set about improving the chassis by altering the steering geometry, reducing the wheelbase, adding extra bracing, inclining the rear dampers, increasing wheel travel and lightening the hubs/brakes.

Alternate cooling fins were removed from the cylinder barrel, despite which the engine ran 25% cooler. Other modifications included an aluminium swinging arm, Husqvarna gas shock absorbers and a CCM Elektron rear hub, all of which trimmed some 31lbs off the standard bike's weight of 225lbs.



The second bike had the same modifications but retained the stock steering head angle. After a hard season or two of racing, Alan Voase sold his Griffon to Nev Mason's brother Pete. During the 1975 and 1976 seasons Pete Mason won 33 races around the North East while Voase took 12 wins. It is the ex Alan Voase/Pete Mason Griffon that is offered here today. (Nev Mason's went to Norway). Dismantled in 1982, the machine was restored during 2011/2012 using a standard Griffon frame to comply with current Greeves Series regulations. The modified original frame ('63F 417') is included in the sale together with invoices for rebuilding the engine/gearbox and a copy of the vendor's detailed history of the Neval Griffons.

By the way, Peter's new exhasust pipe might have to wait a week or two because.....

"Hope to put a few more hours in next week, lots of orders for classic race car stuff for the 2022 season, MGB, Morgans and Cobras, been asked to design a five link rear suspension on a Jaguar XK120/140/150 to replace the leaf springs. Below is what I designed for the Morgan to replace the leaves, sold 120 so far, transforms the ride and handling, so similar on the Jaguar I guess, but 350 bhp at least."



Can't afford a Jaguar rear suspension system? Then also available from Peter are these Sport side panel stickers he's had made, below.

PLANETA · SPORT 340

PLANETA · SPORT 350

Maybe a couple of answers to your questions on page 24 of the January/February 2022 Horizontal View.

It is an MT12 on page 24, I refurbished it in the mid to late 90s after buying it from a chap doing a house clearance in the Manchester area. It was registered in 1980 if I recall correctly. Opposite above is before the

Stephen Coppin



rebuild, right is after. I had to rotate this picture 45° and lost Stephen doing it. Below is how it looked originally.



I built hardlydecent, a Dnepr MT9, with the Morris Minor engine in it, below. Again this was done mid 1990s. Went to the Elephant Rally on it twice in 1999 and 2000, with other friends from the C.O.C. It changed hands a few times and ended up somewhere on the north east coast. The question about the run out to view a 4 cylinder Ural? I imagine it would have been to Trevor College's at Carnforth as he was in the midst of putting a Subaru engine in a Ural, again if I recall the shed it was being built in was fired by vandals.



I have been trying to get a cover for my combination (Dnepr MT10 and military chair on the right) but having a hard time getting one. Would normally ask the Ukrainian sites but they're a bit busy at the moment! Do you know anyone in this country that makes them?

Faebhean Kwest

I have some Dnepr bits that I want to sell via the COC which may be of use to someone. I haven't put prices on, just ask people to make me an offer, I am open to that. I also have some fork yokes and other bits if people are interested. *Fancy any of this lot?*



If you do, contact the HV office, details on page 4, and I'll pass you on to Faebhean. NB, it looks like you get a petrol cap, knee rubbers and a tap with the tank. I can't really tell from blowing up the

picture of the forks how well the working surface of the forks will polish up. You'll have to ask.



Mike Rowe

I bought Ian's bike that was advertised in Trowbridge, it was Val Cropp's, it has a reg number one different to PJB's. *It's on the rear cover of the July/August 2019 HV.*

Ian gave up due to ordering new pistons and barrels but the barrel sleeve is about 4 mm too long! So now the pushrods and tubes are too short. Either needs this extra milling/lathing off or I maybe can use some old barrels I have here. Need to check them first. Have you ever heard of this before?

Were the new barrels Chinese? I'm not surprised they're too tall if they are. Where did Ian buy them from? If the aluminium bit's too tall is it the top or the bottom which is wrong. I mean to machine the top you'll need to take steel off the liner. That will cause trouble if it no longer protrudes enough to fit into the head and seal. I think the liner has ribs on it so you can't press it out. If the bottom of the barrel is wrong you'll have to machine it with the liner in. That's OK, you can do that but it means clocking it up in a lathe and a tricky holding fixture. Before you go to the trouble, can you check that the bore is round and not tapered? I know MT9 and MT10 push rods are different because of the different cam followers. Do you have any pictures of the new barrels?

Ian ordered the pistons and barrels 18 months ago and can't remember who he got them from other than they were mid price range from Europe. It appears to be the end that joins the head is too long. Both PJB and my friend Jimmy are going to help get the bike back on the road, so I'm in good hands. Interesting about the MT9/10 having different length pushrods, we did find 2 different sizes in the spares box. Originally the bike was an MT9 but Val had changed the engine and it's now an MT10 ?

are on page 4 of HV. I don't mind you sending pictures of the rebuild as it progresses!

Cossack Owners Club
The UK's leading authority on everything you need to know about the club.
The club is a non-profit organisation and is open to all who are interested in the club.
The club is a non-profit organisation and is open to all who are interested in the club.
The club is a non-profit organisation and is open to all who are interested in the club.
The club is a non-profit organisation and is open to all who are interested in the club.
The club is a non-profit organisation and is open to all who are interested in the club.
The club is a non-profit organisation and is open to all who are interested in the club.
The club is a non-profit organisation and is open to all who are interested in the club.
The club is a non-profit organisation and is open to all who are interested in the club.
The club is a non-profit organisation and is open to all who are interested in the club.

By the way, There is available the PJB guide to Buying, Importing and Registering, right. It's a pdf you can download and was last updated on June 19th 2021 but not much has changed since.

In Holland they have what translates from Dutch as "Key Days", important events maybe? I had to rely on Google translate for this so my apologies if it's not quite how UDCN intended. UDCN is Ural Dnepr Club Nederland. Don't be frightened, they have an IZH page on their website. There's not a breath of Voskhod or Minsk on it but I do know Benno Van Hamm owns a Tula.

Dutch Stuff

On April 2nd they held a Key Day based in this workshop, above. The idea was to save up all your technical problems and come along for a sort of spanner party. The UDCN website said "On our key days it is possible to tinker with the somewhat larger problems of our motorcycles, with or without the help of the various specialists present. You can also watch other people's projects so that you can learn something from them. In addition, it is of course also very pleasant. In addition to tinkering, you can also exchange, swap or give away parts. So if you have some unused parts lying around, you might make someone else happy with them." Sounds like a wonderful opportunity for a bit of ego competing. Parts supplier ROLPA were there and lunch was provided.



The next Key Day is on **October 8th** near **Wageningen**. Associated with this looks like some sort of off road ride out. Here's UDCN "In the lanes around Baarle-Nassau we will once again get the most out of man and machine with a day trip through the mud and/or dust. To protect the trails in the area, it is not the intention to dive through this at full throttle as a motocross rider. But just a nice ride with like minded people on old mopeds. Clumsy racing is not the intention and is not appreciated. The organisation will ensure that it does not happen!"



Above right is the old barrel, above left is the new one. Why does it have the raised spigot on the top of the casting? We think the outside of the cylinder head is landing on that instead of crushing the sealing ring in the recess it's in.

Will Hawkes

I am Will Hawkes a recent new member of the COC. (From page 2) The answer is yes to your suggestion about meeting up, Whitwell is fine by me. I also need some info, my Jupiter 3 frame has no plate, but I have got a new one to go on but I have no idea what sequence of no's it would have had when new. I have the plate and the right size stamps so help please. Then I need to register it with DVLA. I was thinking of putting the engine no on the frame, I deal a lot with DVLA as I specialise in rebuilding Panther motorcycles, which are old with no modern paperwork, so I need who to apply to for a dating certificate which I am sure the COC can supply. I live in North Norfolk and am now retired after working all my life on motorcycles. I have a fully equipped machine shop and workshop which if any local members need assistance is there waiting. I think that is all and I will send you pictures and bits of this Jupiter 3 when it is finished. if you need things for the magazine I look forward to hearing from you.

Jupiter 3 engine numbers and frame numbers should match. IZH didn't stamp the number on the frame. The engine number is prefixed by two or three cyrillic characters and the frame number by one or two. These identify the year of manufacture. The number itself is a serial number off the end of the production line, for example ДК23056 is Д for 1975, K for built with a sidecar and 23056th combination off the line. Peter Ballard is the man to see about a dating certificate. His contact details



A large part of the February edition of their club magazine is devoted to the event. If you want to see that contact your HV editor, details on page 4, and I'll send you the relevant pages, but you'll need to read Dutch. Pete Edwards tells me that so far, 7 UK Jawa/CZ pilots are booked in.



Other Dutch Jawa/CZ dates are....

May 22nd Brabant

Info: Rinie v.d. Wetering 06-15687564, rvendew@home.nl

June 12th 12th IJsselride

Info: Erwin Derksen 06 15961456, erwinjawacz@gmail.com

September 3 and 4th Basse weekend

Info: Tiny Rombout, t.rombout@outlook.com and Dries Hulst, 06 30805575, drieshulst@hotmail.com

September 18th exel

ride Info: dick.amtink@kpnmail.nl



July 8-10th The British

Jawa/CZ club are holding their 2022 National Rally and AGM at **The Anglia Motel, Fleet Hargate, Lincolnshire, PE12 8LT**, same place as last year, on a flooded campsite, and the same place the last East European Rally was held, on a flooded campsite.

The photo above was taken on March 9th 2022 when the intrepid Dutch took to the trail last time.

"There is space nearby to park trailers, for the cautious, or those who live further away among us. A good time to get to know the real power of an Eastern Bloc engine. Our bikes are made to keep moving on bad roads. Even if you have little experience with driving off the beaten track, that does not matter. We automatically adapt to the slowest and that certainly does not come at the expense of fun." It doesn't quite look like the drama The Ridgeway or Hardknott Pass can be but oh well, if you live in a swamp? I'd feel at home.

Other UDCN dates are..... **6, 7 and 8th May 2022**

This year we will start our Treffen series on the water, the Lek that is. The General Members' Meeting is also held during this meeting.

17, 18 and 19th June 2022 For the Summer Meeting we go to Groningen on the border of Groningen and Friesland in a beautiful scenic landscape. Dogs and motorhomes allowed.

9, 10 and 11th September 2022 We conclude the camping encounters at a well known campsite in Dordrecht. We will probably take a piece of Biesbosch along during the tour. Dogs (on a leash) and motorhomes allowed. Most likely again in the presence of the parts supplier ROLPA. If you fancy any of those and need to know more, www.udcn.nl

Opposite top is a flyer from the JAWA/CZ Club Nederland who are organising an International Jawa Rally at Borculo on 4-6th June. The flyer announces ride outs, bar, food, bike contest, auction and camping on site. More info at www.jawarally2022.nl It appears to be the 30th anniversary of the Dutch Jawa/CZ club.



June 18th Saturday 29297 miles. I changed my mind on the road because the weather looked good this way. We're in Finland, somewhere called Enontekiö, 65° 23' north. It's been a blinder of a day.

Arctic Molly



I met John the Irishman on the campsite in Jokkmokk. We left at different times this morning but met on the road. We had a cup of coffee by the roadside and rode the rest of the way here together. He's gone on to Alta, in a hurry to get to Nordkapp. Five years ago he was in Norway but didn't make it and it's been nagging at him ever since. He spent too long partying in Denmark and ran out of time. He said "Yeah I know." When I told him I'd heard Nordkapp was nothing, but he just had to go. People do. We filled up our petrol tanks at the last station in Sweden, it's cheaper than Finland, in the Euro zone and €1.67 per litre.

Even this far north it's still 17C in the evening. The weather has been amazing, which is the reason for the mosquitos apparently. People are wearing nets over their heads. North of Jokkmokk is proper Lapland. The pine trees are smaller and less dense because it's rocky and the countryside is rolling hills.

Imagine the Hollywood road movie, when the renegade and the heroine pull into some outback gas station/diner in the middle of nowhere. It's windy, parched and ominously remote. You don't get tumbleweed in Northern Finland but the rest is the same. It looks like no one's around, the radio's on, an oily bloke in dungarees watches you walk in and you feel like you shouldn't be there. I only wanted a loaf of bread. Nope, not on Sunday.

I walked into Enontekiö to see if the supermarket I'd heard about was open. Two jewelled chavs



cruised up next to me in their stupid blinged up car with Norwegian plates on it. Down slid the window. "Do you speak English?" "Yes." "Is there a shop?" I gestured down the road in the direction I was walking in. "It's shut." they said. I offered them the gas station I'd found. "Is that all there is?" they asked. As far as I knew it was. "Thank god for Finland." they said and drove off. I thought "You bastards!" on Finland's behalf.

I was beaten to most of this campsite by a bus load of punters from a "Camp in the Arctic tour company". They were English, Australian and Kiwi. We got into a chat about what I was up to and I ended up giving a lecture on what I think, until 11.30pm when we suddenly realised it was 11.30pm. In the morning they said they enjoyed it. Really?



June 19th Sunday 29447 miles. Karasjok 69°30' north. According to the internet, prior to the early 1700s there was nothing here. Now, the Sami parliament of Norway is located in the village. There's a thing called The Sami Park where you can buy everything you need to dress up like one.

During WW2, one of four concentration camps in Northern Norway was built here. This one, staffed by the SS, held 374 prisoners, mostly from Yugoslavia. They were tasked with road building which cost the lives of all but 111 of them within a few months. 45 were shot later, for some reason.



Karasjok, well inland and high, holds the record for the lowest ever recorded temperature in Norway, -51c. This is the coldest part of Western Europe. Summers are short, the lowest recorded temperature for April is -33c and for May it's -17c. However, high summer can be blistering hot with no night time. The record being 31.7c in June 1972 and again in July 2018. Temperatures fall significantly in August.

Up here, the road signs are in Sami as well as

Finnish or Norwegian. The guide book says of Kautokeino that most of its population consider Sami to be their first language. What both of them? It's a lot like North Wales for that.

Did I mention the weather? Astonishing! Around Kautokeino the pine trees stopped. Melted snow has soaked into the ground so almost everywhere is bogs and lakes. There's white water crashing along by the roadside and it's all lit up by a brilliant sun. The air temperature is not hot, around 17c but the sunshine is fierce, because the air is so clear?



Above the water table the ground is sandy. It looks and feels hot, dry and dusty and oddly a lot like Spain! Each little outpost of houses and cabins has temporarily redundant snowmobiles covered in dust. Even Molly is dusty. This weather is a rare treat, we'll go for the end of the world tomorrow in the hope it will last for another few days, Kirkenes or Grense Jakobselv, a few yards beyond which lies the impenetrable, mysterious land of the Russians. That involves a short trip back into Finland. Norwegian petrol by the way is 15KR, £1.90 a litre (in 2011), not just because it's Norwegian but because it's North Norwegian.



Parked next to reception on flat tyres is a Ural outfit. It doesn't look like it works but it's nice to see. Sometimes you know when you've come to the right place. I suppose this so close to Russia itself, there must be a few escapees.

Are there many mosquitos up here? They drown in hundreds in your tea, they stick to your dinner, they land in and on everything and make a moment's peace impossible. You can't sit down or stand still for a second because they fly into your eyes or up your nose. There's no escape from their constant high pitched whine. All the kids on this campsite are wearing hats with nets over their faces. At least there's the TV room with a door to keep the menace out. Free camping is legal up here but the TV room is worth the site fee alone. I feel really tired now. Too many late "nights".

June 20th Monday 29658 miles. We're waiting for the sun at the end of the Western World, Grense Jakobslev. 69°47' north.



It's been another crystal clear, bright blue skied day. We're happy that the fog won't roll in off the Barents Sea and we'll be able to watch June 20th become June 21st with no punctuation, demarcation or hint of influence from the human concept of daily time. The longest day doesn't mean an awful lot without a night time at each end.

There are several others here who've set up their almighty lenses on the rocks pointing out to sea. At present its getting on for tea time but there's already been some discussion about which rock to stand on. One has a white painted steel peg in it. What's that for?

Rain is forecast for around lunch time tomorrow. According to the Norwegian Army, who checked us out, it was foggy last night so clear weather, tonight of all nights, up here, is a whole stack of bonuses. We were warned in perfect English, to treat the border with respect, by a polite Norwegian soldier who explained that the high profile military activity later would be because of an exercise, nothing to be alarmed by. By the way Kirkenes has road signs in Cyrillic script and Russians everywhere. There's a Russian consulate of which the travel guides say "For something like help....."

My tent's in a dip in the dunes out of the wind and the plan is to take some pictures as the sun bottoms out above the horizon. Some people are installed on the rocks above the tiny harbour with a barbeque and beer.

Down south, even if you stay up all night, you still walk home as the sun rises and it feels like a new day. Here, it wont. The next dawn, in the southern latitude sense is in July. I can't shake off the



Varangerfjorden. It's Norway's third most productive salmon fishing river. After that it's fjords, distant snow caps, fishing villages and scenery, scenery, scenery!

June 21st
Tuesday 29782
miles Tana Bru
70°18' north.
On paper the
population is a
little over 700
but just like
most of these



little outposts. Not many seem to actually live here. There's a hotel campsite, a petrol station/car repair shop, a supermarket, a bus station, a bank, a cafe and a couple of tourist shops but only a few houses. I think the population is spread all over the countryside in those pretty painted cabins dotted around the hillsides, lakes and fjords and the dot on the map is just a commercial centre.

Bru means bridge in Norwegian, the road bridge being Tana's most obvious and most photographed feature. The original bridge was destroyed during the liberation of Northern Norway by the Soviets in 1944, who luckily went home afterwards.

People look different here. That blonde Nordic thing has gone. Northern Finland is like this too. The locals look like they've married their sisters, bless them. The women don't look much, having ridden up through Sweden, a tough act to follow.

We got away with the weather last night for the midnight sun photos but it's raining now. Reception girl at the campsite said Thursday is going to be hot. I asked how hot. 17c! The Samis will be breaking into a sweat in that. I relayed the info to an Italian I met briefly. He rode away on his BMW laughing. "I'm from Italy" he said, "40c is hot."

Blokes in dungarees and base ball caps drive pick trucks. They go hunting and fishing. They're swamp men. It's like the Wild West, it even has Country and Western music.

I went to sleep this afternoon, because it doesn't really matter when you do. I missed the worst of the rain and thought I'd adjust Molly. She's developed a lot more piston noise and snatching and pinging on a light throttle. Normally that's because the ignition's wandered advanced. After 3,000miles it would, it does that. But it could be E10 alcoholic petrol, all there is in Norway. Even after a siesta I'm tired but it's not a disappointing inability to get things done, it's a sleepy, mellow self satisfaction. It's lovely.

feeling I have to get the camp set up in time because it's going to get dark soon. No it isn't, not for weeks.

Above, the ridge of rocks along the horizon is in Russia. Don't you dare even think about it!



Right is as close as the two countries get. The yellow post is in Norway, the green and red banded one is Russian. Are there Russians in the bushes over the fence?



Above, Midnight Molly, on the harbour slipway at Grense Jakobslev, 00.01am 21/06/2012. The closest she's been to Russia for 31 years.

There's some doubt when midnight actually is. We're further east than Finland but Finnish time is one hour ahead. No one's watch shows the same time. Northern Finland, that bit which sticks up between Norway and Russia, is lovely. Brilliant blue skies, brilliant green pine trees and just brilliant everything. Then you ride into Norway and the first thing you come to is the rapids where the Naatamojoki, in Northern Sami, river dumps millions of gallons of melt water into

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
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 Fleece - £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





JAWA CZ
Owners Club

The MZ Riders Club



The 2020 East European Rally will be held at Greetham Community Centre, Greetham, Oakham, Rutland, England LE15 7NG over the weekend of 12th-14th August 2022

East European Rallies are held every four years as a collaboration between the three East European motorcycle owners' clubs in the UK and offer the biggest, most comprehensive East European motorcycle experience available in the country.

This one takes place on the large field associated with Greetham Community Centre, a venue familiar with hosting classic vehicle events throughout the year.

The club house has a fully licensed bar and a kitchen hoping to provide evening meals on Friday and Saturday and breakfast on Saturday and Sunday.

Water is available from the clubhouse which has toilets and showers, but there are no electrical hook ups on the campsite except for the COC gazebo.

Two nights camping will cost you £20, for Friday and Saturday night.

Saturday night only camping will cost £10. A Saturday day visit is £5.

There is every possibility there may be trophies for furthest travelled, most embarrassing break down, shiniest motorcycle, or even the scruffiest!

Entertainment will be provided by the attendees themselves so anyone with a tale to tell or photos to share can bring along a USB drive and plug it in the projector which may or may not be provided. It's too early to tell yet.

We expect some sort of East European or motorcycle themed quiz, and an ordinary raffle as well as a special, one off rally raffle with a Dnepr MT9 as the prize!

There will be a self guided ride out on Saturday with the route printed on hand outs for participants to enjoy at their own pace rather than follow a route leader.

Baldrick the Rally (Dis)Organiser's contact details are 07895979923 or

email charlesphancock@yahoo.co.uk

