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# Horizontal View

*The magazine of the Cossack Owners' Club*

*March April 2026*

*The New Guys edition - number nine*



## CONTACTS

**President:** Peter J Ballard

Committee

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### **Machine Identification and Registration**

Peter J Ballard

[idadreg.cossackownersclub@gmail.com](mailto:idadreg.cossackownersclub@gmail.com)

### **Secretary**

Peter J Ballard

[secretary.cossackownersclub@gmail.com](mailto:secretary.cossackownersclub@gmail.com)

Tel: 01225 891634

### **Treasurer**

Nick Turnham

Tel: 017837945434

[treasurer.coc@mail.com](mailto:treasurer.coc@mail.com)

### **Horizontal View Editors**

Nick Tucker

[family.tucker@gmail.com](mailto:family.tucker@gmail.com)

Tel: 01522 539331

Andrew Mutter

[andrewmutter@yahoo.com](mailto:andrewmutter@yahoo.com)

Tel: 07775890815

### **Membership Liaison**

Paul Codling

[paulcodling@mail.com](mailto:paulcodling@mail.com)

### **Facebook Group Administrator**

David Angel

[f2mcltd@gmail.com](mailto:f2mcltd@gmail.com)

Non-committee

Supporting roles

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### **Membership Secretary**

Richard Makara

[membership@cossackownersclub.co.uk](mailto:membership@cossackownersclub.co.uk)

### **Show Organiser**

Carl Booth

Tel: 01253720327

[comradcarl01@mail.com](mailto:comradcarl01@mail.com)

### **Webmaster**

Dave Cox

[kamuro@hotmail.co.uk](mailto:kamuro@hotmail.co.uk)

*As always, please appreciate that most of us are working, looking after family or even riding and working on our motorcycles when you contact us for advice or support.*

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## **A Warm Welcome to our New Members**

*Philip Ellis Gloucestershire*

*Kevin Penfold Sussex*

*Michael Dennison*

*West Yorkshire*

*Jim Newman Merseyside*

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**Front page - The Three Magpies 50th Anniversary Rally Logo**



COC Cossack Owners Club

## Three Magpies 50th Anniversary Rally

29th, 30th & 31st May 2026

The Three Magpies, Bath Road, Seend, Melksham, Wiltshire, SN12 6RN



### Help Us Celebrate 50 Years at the Three Magpies!

2026 marks a very special milestone for the Cossack Owners Club (COC) – it is 50 years since the very first Three Magpies Rally took place (first set up by Frank and Val Cropp). To celebrate this landmark anniversary, we are returning to where it all began for a truly memorable rally and camping weekend. For those who have attended before, you already know how special the Three Magpies is to the club. For newcomers, there could not be a better time to join us and experience one of the most traditional and friendly rallies in the COC calendar.



### The Three Magpies – A Favourite for 50 Years

The Three Magpies has been a much-loved rally venue for five decades, offering a warm welcome, excellent traditional pub food, and a relaxed, friendly atmosphere. Ideally located on the A365 between Melksham and Devizes, the pub is close to the beautiful Kennet & Avon Canal.

**Day visitors** are especially welcome, particularly on Saturday 30th May, when our main ride-out will take place. Whether you arrive by motorcycle, car, bicycle, on foot, or even by boat, you will be made very welcome.

### Camping on Site

Camping will be available at the venue, providing everything you need for a comfortable rally weekend:

- 5 hard-standing pitches, Excellent grass pitches
- Electric hook-up to be booked with the pub in advance
- Toilet and shower facilities



## What's Planned for the Anniversary Weekend?

As this is a special 50th Anniversary Rally, we are planning to make the weekend extra memorable. Provisional activities include:

- A group run-out
- A “come and fix it” workshop
- Service parts on site
- A 50th anniversary badge
- Bike award for “The Bike I would most like to take home”
- A meal on Saturday evening (to be booked at the pub on arrival)

*At this stage, the most important thing is to save the date. Further details will be released as plans are confirmed.*

**If you fancy exploring beyond the campsite**, Melksham and the surrounding area offer plenty to see and do. Highlights include

### Scenic Walks & Canals

- Millennium Riverside Walk & Kennet & Avon Canal Walk – ideal for walking, cycling, and watching
- Semington Canal Lock – a picturesque lock area just outside the town.

### Historic & Town Sights

- Melksham Historic Town Centre – home to quaint shops, cafés, and a weekly market.
- Lacock Abbey – a beautiful National Trust village and abbey, famous as a film and TV location, including Harry Potter.
- Beautiful rolling countryside.



## Classic Wiltshire Attractions

- Devizes – an historic market town featuring the famous Caen Hill Locks, perfect for walks and photography.
- Stonehenge, Avebury & the Neolithic sites, including Silbury Hill – iconic ancient monuments forming part of a UNESCO World Heritage Site.

## Need More Information?

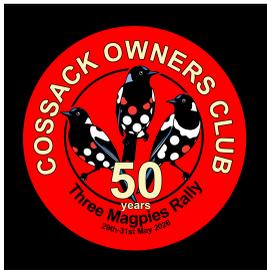
For further enquiries, please contact:

Peter Ballard

[secretary.cossackownersclub@gmail.com](mailto:secretary.cossackownersclub@gmail.com)

01225 891634

**So finally** please join us for a Historic Celebration. Come and be part of COC history as we celebrate 50 years of rallies, friendships, and unforgettable weekends at the Three Magpies. We look forward to welcoming you, old friends and new faces alike for this very special anniversary event.



## It's not rocket science.....

An extract from NASA reference publication 1227 March 1990 'Fastener Design Manual' by Richard T. Barrett, Lewis Research Centre, Cleveland, Ohio.

'The typical helical spring washer shown is made of slightly trapezoidal wire formed into a helix of one coil so that the free height is approximately twice the thickness of the washer cross section. They are usually made of hardened carbon steel, but they are also available in aluminium, silicon, bronze, phosphor-bronze, stainless steel, and K-Monel. The lock-washer serves as a spring while the bolt is being tightened. However, the washer is normally flat by the time the bolt is fully torqued. At this time, it is equivalent to a solid flat washer, and its locking ability is non-existent.

**In summary, a lock-washer of this type is useless for locking.'**



## The Incredible Story of G119 PAG Dnepr 11 Roadster Pt 2

*Isn't it funny how things turn out?*

Literally within a few days of sending in my article about how I lost the bike, I found G119 PAG! I suppose I must have had Dneprs on my mind, because a couple of days later I found myself trawling through the Car & Classic website. There was a combination outfit and a horrible black, bobbed up solo. I was idly flipping through the photographs when, blow me down, there it was: the registration plate G119 PAG! Almost 20 years to the day after it went missing, and only a week after I had posted my article to Andrew Mutter of this August publication. A quick call to the seller, a dealer, established that yes, he'd bought

it as a bobber from another dealer, and if I wanted it, I had to buy it from him. Now, this was my bike, but despite having the old V5, photographs, keys, manuals, bills, MOTs, etc., none of these constituted proof of ownership, then or now. My original police report was pre digital and forever unretrievable, even if there had been any interest from the boys in blue (there wasn't). Luckily, it wasn't an expensive bike (if it had been, this would have been an issue), so after checking that the engine and frame numbers matched my records, and identifying certain tell tale patina features, I struck a deal.

Fast forward to December and G119 PAG is back home, running and MOT'd, though radically changed. Whoever bobbed it up has, to be fair, done a very high quality job. The bike has been resprayed black, fitted with a single seat



Paul's Neval Roadster ready for the next stage of its life

and new Pekar K68 carburetors, and finished with fishtail exhausts. The indicators are gone and the bike has been rewired, with a Ural headlamp and a modern minimalist rear light installed. The original chrome mudguards have also been resprayed black. I know they are the originals because I had undersealed them when new to preserve them, but the rest of the tinware is missing. Thankfully, the frame hasn't been hacked, but unfortunately the side panels, Dnepr instrument console (with rev counter and speedometer), and dual seat have been removed. The bobbed look just doesn't appeal to me, so I want to reconfigure it back to its original Roadster specification. It's incredible that I've got my bike back after so long, and that it hasn't been scrapped or neglected. Someone clearly cared enough to get it running, look after it, and

bob it up, so I count myself supremely lucky. According to the DVLA website, and the limited documentation that came with the bike, it was never taxed for road use and was only MOT'd once, in 2015. When I took the bike off the road originally, I poured oil down the bores and prepped it for storage, which must have helped. I therefore don't think the bike has done many miles at all since I last used it, which is why, given a properly run in engine, I was happy to buy it back. Since serendipity seems to be on my side, I've emailed the dealer who sold it on to the chap I bought it from, and also written to the previous keeper listed on the V5 (along with yours truly), to try to establish the bike's history: who converted it and, most importantly, whether anyone kept the parts that were removed. This was only possible because the previous keeper's

The bike has come home!!



address was on the V5, something that wouldn't happen now because of GDPR. (Yes, the GDPR that has volunteer clubs and Scout groups quaking in their boots about including people's email addresses on distribution lists, but somehow doesn't prevent big business and supranational social media corporations from endlessly spamming us and misusing our personal data. End of rant.)

*note "you can request information about a vehicle's previous registered keepers from the DVLA by submitting a V888 form, but it requires a "reasonable cause"—such as tracking an abandoned vehicle or legal dispute—and you will not be given this information simply to check a car's history. Privacy laws (GDPR) protect these details."*

I'm hoping that whoever converted the bike didn't simply throw the original parts away, but tucked them into a box somewhere. So now the task is to restore the bike to its former glory. I'd like to use original parts wherever possible. I've ordered some spares from Arbalet in

Kyiv, and David Angel at F2 Motorcycles has some switchgear and lights (I particularly like the original rear light). He also very helpfully pointed me towards Ural Zentrale in Germany, and there's Windmill Motorcycles in Kent. I'd be interested to hear of any other sources for Dnepr 11 parts. There can't have been many Roadsters produced by Neval, so some components will be very difficult to source if I can't trace the original parts, particularly the side panels and the specific rev counter used by Neval. I'd be very keen to hear if anyone else in the club has a Roadster, so that I could compare small details. For example, if I can't find side panels, could I take a plaster cast from someone else's and reproduce them in fibreglass There's also the issue of the instrument console. The yoke looks original (see photo), so does the console simply bolt to the underside of the yoke using the handlebar risers? I'll also need to source a dual seat. Failing that in the UK, I understand refurbished dual seats are



New and proud at Slains Castle

available in Ukraine. In fact, it would be great to put together a Neval Dnepr Roadster Register, if there are any bikes and owners still out there. I'd be happy to coordinate such a project. So, there's still some detective work to be done and a long term reconversion project ahead. My first priority is to refit indicators and a dual seat so that my wife and I can ride the bike together, just as we did over 30 years ago. **Still, what a fabulous good news story and a wonderful Christmas present!**

**Paul Morris**

Paul.winncottage@gmail.com  
07939 297774

*Can anybody help Paul with his task of restoring and renovating this bike back to its former glory. Do you have any parts he wants - do you have a spare of side panels? If you can help, please contact him. A bit more to the story below*

**Peter Ballard writes.....**

Paul, just read your article in the next HV, reminded me of this photo from Cossacks in The Trossacks - can we assume the Dnepr on the road is yours?

**Paul writes.....**

Hello Peter-glad you enjoyed the article.

Hmmnn... not sure - it does

look a bit like me. I had a helmet like that but cannot remember ever using the peak and the trousers aren't familiar. The bike is definitely a Roadster with the same rack on it as mine but looks black, whereas mine was dark metallic green, but this may just be age of the photo.

I was only at Cossacks in the Trossachs in 1991 or 1990 - I'll check when I get home as

I'm away at the mo. I do remember being solo on the Sunday ride out.

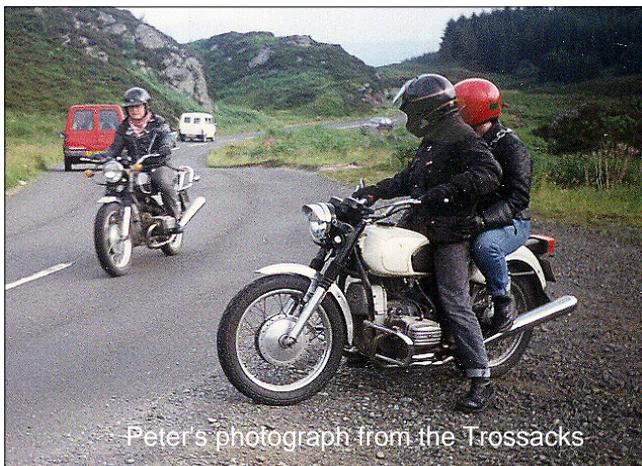
But chuffed with my 'Christmas present' of a returned bike after 20 years!

**Paul writes again.....**

*Hello Peter and HV editors - I've just got back home now and looking at the photo on the computer, I think that, with the reproduction of the photo as you say blurring the colour of the bike, yes, it probably is me - I wore a red scarf then. The white bike in front is interesting as it has the same front mudguard as mine but seems to have the normal rear mudguard, also a shroud on the headlight. Nevals seemed to have converted several bikes over the years with whatever parts they had or in a style that people wanted - pretty much a bespoke service!*



Old bike ready for touring



Peter's photograph from the Trossacks

## Quality Stamps

*Peter Ballard writes* ..... Recently I have received a request for a Date Certificate for a 1981 MT12. The frame plate serial number does match the unmolested frame stamp, however some naughty person has removed the frame plate. From past experience I know that the DVLA will not be amused even though the engine matches the unmolested frame stamp and the loose frame plate (figure1).



*Figure 1 The loose Frame Plate*

Other interesting details about the case are that the RHS sidecar driven sidecar has been replaced with a LHS Dnepr sidecar to be legal. Only outfits imported and used on UK roads before August 1988 can be legally run with an RHS sidecar: this affects the two wheel drive outfits. It is also odd that the seller's

family name is Buynowsky - yes really, not a common name but I did hear a little warning bell go off ..... Buy Now Sky? On the standard KMZ MT12 frame plate was another stamp, I had seen that before but could not recall. Then found this (figure 2).



*Figure 2 The Mystery Logo*

Some research on the interweb revealed the following information from Wikipedia about state quality marks. The quality mark was a pentagonal shield with a rotated letter K (from Russian word Kachestvo – quality) stylized as scales below the Cyrillic abbreviation for USSR (Russian: СССР, SSSR).

### **History**

The quality mark was used to mark consumer, production, and technical goods to certify that they met quality standards and, in general, to increase the effectiveness of the production system in the USSR. The goods themselves or their packaging were marked, as was the accompanying documentation, labels or tags. Rules of its use were defined by GOST, an acronym for 'state standard' (gosudarstvenny standart), section 1.9-67 (April 7, 1967). The right to use the sign was leased to the enterprises for 2–3 years based on the

*The USSR state quality mark placed on the front of an AA-60 fire engine just like it was on the 1981 MT12*



- standards,
- production of goods is economically effective, and they satisfy the demands of the state economy and the population.

examination of the goods by the State Attestation Commission (Russian: Государственная Аттестационная Комиссия, Gosudarstvennaya Atestatsionnaya Komissiya) that should certify that the goods are of the 'higher quality category'.

That is: their quality 'meets or exceeds the quality of the best international analogs',

- parameters of quality are stable,
- goods fully satisfy Soviet state standards
- goods are compatible with international

Obtaining the sign allowed the enterprises to increase the state controlled price for the goods by ten percent. When the sign was introduced it indeed suggested high quality of the goods but after some time a lot of Soviet-made goods were certified for the sign while their quality often remained below expectations of customers.

After the dissolution of the Soviet Union, the Russian government introduced its own sign for certification of quality, known as the Rostest mark (or R mark).

## Only firing on one cylinder?

**Dariusz Wiencha** ..... wrote this post on the CJ Facebook site. *Barely made it home on one cylinder. That cylinder hit about 300 °C. Since it was less than a mile, and the bikes still starts, it looks like I didn't melt it. Interestingly, when I pulled the right plug (the cylinder that died while riding around 60 km per h), it was flooded. I cleaned it, and the bike started right up on both cylinders. However, it still sputters on that cylinder at higher revs. Spark looks strong, and the spark plugs seem fine as well, so this points to the carburettor. I'm running Mikunis. Do you think this is just a carb clean issue, or something else?*

What's your take?

**Our David Angel (F2 Motorcycles)**

responded..... it's a common question, and it applies both to CJ's, Dnepr's and Urals. Here is my complete guide to "running on one". Written for Urals, but applies to C.J.s <https://f2mcltd.blogspot.com/2011/08/only-running-on-one-cylinder.html?m=1> Several times a month I get a desperate phone call from somewhere in the world from a Ural owner wanting advice because their bike is only running on one cylinder or producing very little power. Fortunately, most parts can be swapped from one side to the other. Following these instructions will establish why your



bike is running on one. To establish a bike really is running on one. Start engine and pull the throttle cable, or manually operate the throttle on one side then the other. If both sides pick up well then it really is only the tickover throttle stop or mixture screw that is the problem. However if one side picks up well and the other does little or nothing go to **number 1** If the fault is only at idle (tick-

over), and adjusting the throttle stop or air screw does not seem to make much difference. Start the engine and hold the throttle open just enough to stop it stalling. Spray WD40 around the joint between the carburettor and the cylinder head on the side that is not working properly. If the engine note changes or it suddenly starts working, you have an air leak between the carburettor and the cylinder head. If not,

go to **number 1**

**1.** Remove and clean both plugs, make sure they are dry and then replace them. Leave the ignition off, flood or choke carbs equally and then give the bike 10 kicks. Remove both plugs and check to see if one is wetter than the other. If one is completely dry go to the fuel supply advice.

**2.** Fuel supply - remove the fuel pipe from carburettor and place a cup under it. Turn fuel on (or prime) and check there is a good flow. Then check

the other carburettor. They should both be the same or similar. If not and you have a twin output fuel tap, remove it and give it a clean. If your tap only has a single output it could be a blockage in the fuel pipe itself. If there is similar flow to both carburettors go to float valve advice. (Don't forget, never leave vacuum fuel taps on prime for more than 15 seconds)

**3. Float valve** - Drain carburettors completely and remove floats and fuel supply pipe, spray a little WD40 up through the hole where the fuel enters to clear any obstructions from the float valve. While you are there and the WD40 is handy also spray any other jets you can see. Use the thin plastic tube that comes with the WD40 to make sure the WD40 goes through the jet rather than just over the outside of it. Reassemble carburettors and connect fuel. Try starting the bike again. If it still runs on one side only, go to final fuel check.

**4. Final fuel check** - With the bike running on one, remove the pipe from the air cleaner to the non working carburettor. With the thin tube removed from the WD40 spray a little WD40 into the back of the offending carburettor from about 6 inches away. If this side suddenly cuts in but stops when you stop spraying then it still is a fuel problem as the bike is running by using the WD40 as fuel. In this case the carburettors will need to be completely removed disassembled, cleaned, adjusted and refitted. If this doesn't help go to ignition checks.

**5. Ignition checks** - Remove both spark plugs and clean and dry them again. Put the left one in the right side and the right one in the left side. Restart the engine. If the fault has changed sides the problem is the plugs and they need replacing. If

not go to coil checks.

**6. Coil checks** - Remove and clean the plugs and put them back in their original position. If they will reach, remove the plug lead from the left side at the plug end and place it on the right plug. Swap the other over as well. Restart the bike. If the fault has moved sides then it is either the coil, lead or cap which has failed on one side. So go to cap check.

**7. Cap checks** – Only do this if the plug caps can be easily unscrewed from the lead. NGK caps can, Ducati caps cannot. Put the plug leads back to their original position and then remove both caps by unscrewing them from the lead. Swap the caps from left to right and re-attach them. Re-start the engine. If the fault has moved one of the caps has failed and will need replacing. If not go to lead check.

**8. Lead check** - Put the caps back to their original position and if you have a coil where the leads can be removed at the coil end. Swap the leads over at the coil end, but leave everything else as it was. Re-start the engine. If the fault has not moved sides then it is the plug lead that is causing the fault. If it has moved it is the coil that has failed and this will need replacing.

***NOTE - if non of this works start swapping major components from one side to the other, like the whole carburettor until you get the fault to move sides. Obviously if non of these works it could be something more serious like a bent valve or broken piston rings.***

*Source David Angel (F2 Motorcycles)*

***One respondent commented .....***

*Thanks for your well described troubleshooting. Your description has already helped me once, and if I get the same problem again, I can keep your instructions with my Ural M67 to fix it!*

## From DKW to Dragonfly: The Yamaha YA-1 and Its Soviet Cousin, the Moskva M1A

Andrew Mutter



The Yamaha Communication Plaza - Iwata Shizuoka Prefecture

Whilst I was in Japan, I was lucky enough to visit the Yamaha Motor Communication Plaza, a must-visit destination for motorcycle enthusiasts and anyone curious about engineering history. The Communication Plaza is Yamaha Motor's corporate museum and exhibition space, located at the company's headquarters in Iwata, Shizuoka Prefecture. It is dedicated to sharing the past, present, and future of Yamaha Motor, from its earliest products through to cutting-edge technology. Almost at the entrance, I spotted a Yamaha YA-1, and I immediately thought it looked familiar. Unsurprisingly, it bore a strong resemblance to the BSA Bantam I used to own, and that chance encounter prompted me to do a little digging into its history. Most Yamaha owners know the

tuning fork logo, but fewer have met the motorcycle that wore it first. That honour belongs to the Yamaha YA 1, a small 125 cc machine introduced in 1955 that quietly changed motorcycle history. Known affectionately in Japan as the Red Dragonfly, the YA 1 was not just Yamaha's first bike, it was the foundation on which the entire company was built. Before engines and exhaust notes, Yamaha was about sound of a different kind. The company began life as Nippon Gakki, manufacturing pianos and organs. Precision metalworking, casting, and quality control were already second nature, and by the early 1950s the company was looking for a new challenge. That challenge became motorcycles, and Yamaha's engineers sensibly started with a proven design.



An original DKW at the Yamaha Communication Plaza - where it all started!

The DKW RT125 is often described as the most copied motorcycle in history. Designed in Germany before the Second World War, it was simple, lightweight, and reliable. After the war its design became effectively free to use, and manufacturers around the world adopted it. British riders knew it as the BSA Bantam, Americans as the Harley Davidson Hummer, and in the Soviet Union it appeared as the Moskva M1A, later evolving into the Minsk series



An immaculate Moskva M1A

produced in huge numbers. The Moskva M1A, introduced in 1946, was the Soviet Union's first mass produced motorcycle. Built at the Moscow Motorcycle Plant, it used a 125 cc air cooled two stroke single with a three speed gearbox, chosen for durability and ease of manufacture rather than outright performance. Designed for rough roads and basic maintenance, it became a vital means of everyday transport in the post war USSR and laid the foundations for millions of Minsk motorcycles that followed.

In Japan, the RT125 also formed the basis of several early post war machines, including Yamaha's very first effort. The YA-1 clearly shares the RT125's DNA, a piston port, air cooled two stroke single,



upright cylinder, and straightforward steel frame, but Yamaha did not stop at

copying. Yamaha engineers refined the RT125 concept rather than simply reproducing it. Key differences included a four speed gearbox giving better flexibility than the original three-speed design, a primary kick start system allowing the bike to be started while in gear, careful attention to materials and machining quality reflecting Yamaha's musical instrument background, and small but important chassis and suspension tweaks to suit Japanese roads. The result was a bike that felt solid, smooth, and dependable, qualities that would become Yamaha trademarks. The YA-1's Japanese nickname, Akatombo, translates as Red Dragonfly. The name came from its striking maroon red and cream paintwork, a bold choice at a time when most motorcycles were finished in black. Lightweight, slim, and agile, the YA 1 darted through traffic much like its namesake. The dragonfly also carries positive symbolism in Japan, associated with agility and perseverance, a fitting image for Yamaha's first motorcycle. Yamaha quickly realised that racing success would build credibility. YA- 1s were entered into early Japanese competition events, including the Mount Fuji Ascent Race and races at the Asama Highlands. The little 125 performed exceptionally well, often beating more established rivals, and





## Tony Jones's M1A Moskva

As mentioned previously, the M1A Moskva, introduced in 1946, was the Soviet Union's first mass-produced motorcycle. Tony has been searching for one for many years.

Twice a year, Tony attends what has become Europe's largest autojumble. What began on a small site with just a handful of dealers and enthusiasts has grown into Europe's most renowned trade fair for classic vehicles and spare parts. Every autumn, the Maimarkt grounds in Mannheim are transformed into a paradise for mechanics, collectors, and restorers from all over Europe and beyond.

With an astonishing 26 kilometres of exhibition space, this is where rarities and restoration projects, new parts and original components, professional mechanics and first-time visitors all come together. Between the smell of oil, endless shop talk, and the hunt for that elusive "one part" you've been searching for for years, Tony says it takes three full days just to get around the entire show. There's even a small train to transport visitors from one area to another.

Tony had been searching for a Moskva for several years when, three years ago, he finally struck lucky. At the show he

these wins helped establish Yamaha's reputation almost overnight. Between 1955 and 1958, around 11000 YA 1s were produced. While that may sound modest today, the impact was enormous. The bike's success led directly to the formation of Yamaha Motor Co Ltd and paved the way for later models such as the YC-1 and YD series. More importantly, the YA-1 set Yamaha's approach for decades to come, build well, refine constantly, and race whenever possible. Yes, the YA-1 was derived from the DKW RT125. Just as the Bantam, Hummer, and Minsk each reflected the needs of their own countries, the YA-1 showed how careful engineering and attention to detail could turn a shared design into a distinctive motorcycle. Every Yamaha that followed, from race-winning two-strokes to modern superbikes, can trace its lineage back to that little 125.

### Sources:

**Yamaha Motor official info on the YA-1** — details about its production, "Red Dragonfly" nickname, racing success and early history at the Communication Plaza

**Wikipedia entry on the DKW RT125** — official history of the RT125 and the fact that it was widely copied once its design became patent-free after WWII

**German Wikipedia on the M1A Moskva** — detailed history of the Soviet M1A as a direct copy of the DKW RT125 produced first in Moscow and then in Minsk



Tony Jones owns this M1A Moskva



found a Polish dealer who had one for sale. Although it was looking very tired, the asking price was €450. As we all do, Tony and his mates went off for a coffee to think it over. The answer was yes!!!! When Tony returned to the dealer, he discovered the price had risen to €650 in the space of an hour. After several attempts at negotiation, he managed to persuade the dealer to return to the original price of €450 — *well done, Tony.*

There was, and still is, a lot of work required. The engine was seized, as was the clutch, so it couldn't even be turned over while he was still at the show. Tony bought two new tyres and had them fitted, and the bike was then brought back to England as it was.

Once home, Tony and his friend Christoff had a crankpin made. Unfortunately, it snapped during fitting. As a result, the project has not progressed much further, although Tony has exhibited the bike several times at the Stafford Show. On

those occasions, he simply reassembled the crankcases and transported it on his trailer. Unfortunately, at the last Stafford Show he attended, Tony lost the very rare petrol cap and the carburettor from the trailer while towing the bike from his house. The plan is to leave the bike in its original condition, as the paintwork is still quite respectable. The aim is simply to get it running and cleaned up to an 'oily rag' standard rather than a full restoration. That said, there are still some particularly difficult parts to source, such as the speedometer scroll connection and a replacement fuel cap. Tony has already managed to adapt an old Bantam carburettor, which fits well. Before any of that can happen, however, the first and most important task is to extract the bike from underneath the scaffolding in the backyard and finally get to work on it.

***Tony, we're all looking forward to seeing this Moskva up and running very soon.***

# From BMW R71 to M72

## The Six BMW Myth

Peter Ballard/Andrew Mutter

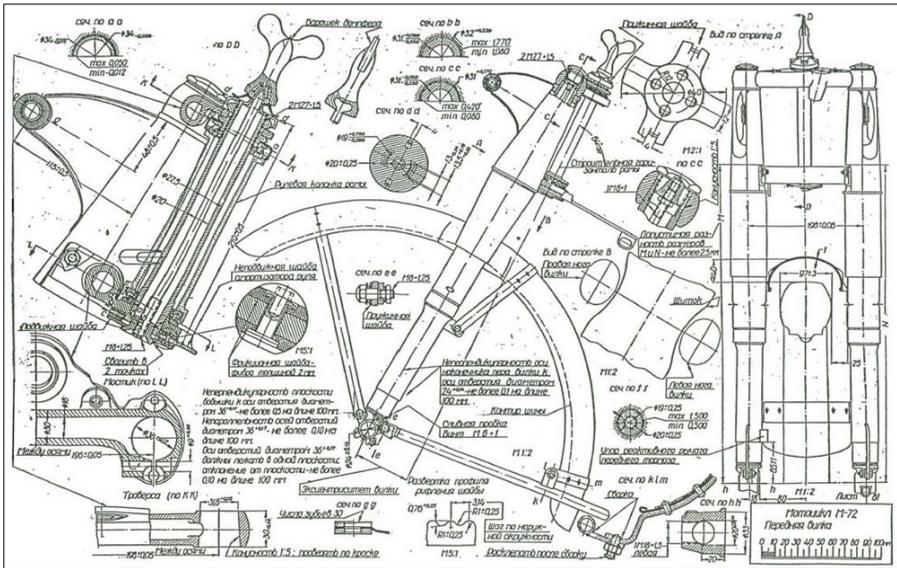
The claim that the Soviet Union bought six BMW R71 motorcycles in nineteen thirty six and reverse engineered them has no credible documentary support. It is now well established that the M72 was produced under licence using BMW tooling as part of the 1939 German Soviet technology exchange. A motorcycle was specifically included in this agreement. There was no need for covert copying, and no evidence that it occurred. The M72 was the result of formal cooperation, not clandestine reverse engineering.

## The Origins of Ural and Dnepr

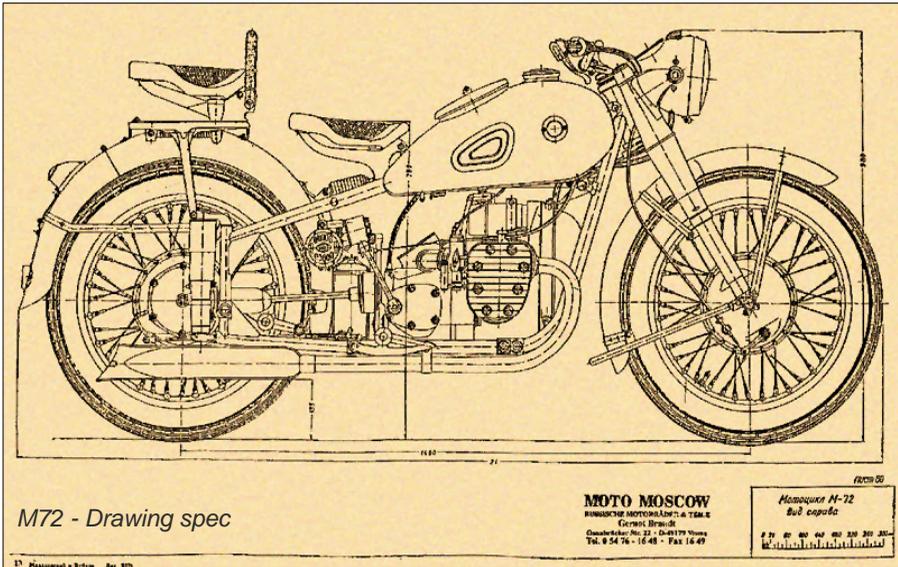
Few subjects in Russian motorcycle history generate as much repetition and misunderstanding as the origins of the M72 and its relationship to the BMW R71. Most readers will have heard the familiar story that the Soviet Union secretly bought a handful of BMWs in the

mid nineteen thirties, copied them bolt for bolt, and somehow that copied machine is still being made today. It is an entertaining tale, but it does a disservice to the real history and to the engineering achievements that followed. Once the myth is set aside, the true development of the M72 and its descendants becomes a far more interesting and far more credible story, especially for anyone with an interest in Ural and Dnepr motorcycles.

The BMW R71 was a well engineered and relatively refined motorcycle, designed for civilian use. It was the last sidevalve motorcycle designed by BMW, it was a performance machine for civilian use, but OHV motorcycles were higher performance and there was a depression in Germany. Also relevant was that the German army preferred and had service parts for the R12 with a similar engine but in a pressed steel frame, they did not want the R71. In nineteen thirty nine, as part of a formal technology exchange agreement between Germany and the



R71 - Blueprint, tec specifications



Soviet Union often referred to as the Molotov/von Ribbentrop agreement [both their respective countries' foreign secretaries], motorcycle production was specifically included. The M72 was the result of this agreement. It was a licensed production of the BMW R71, manufactured using BMW supplied tooling, drawings and technical support. From the outset, the Soviet intention was

simply to reproduce the R71 but to adapt it to local conditions. One of the most visible changes was the fuel tank. The M72 was fitted with a larger tank to increase operating range, a vital requirement for Red Army service across vast distances where fuel supplies could be unpredictable. Note that Germany and USSR has a good working relationship before WWII.



Construction also reflected Soviet priorities. While the fundamental layout remained the same, a 750cc side valve flat twin engine with shaft drive and a four speed gearbox, the M72 was heavier than its German counterpart. Frames, castings and cycle parts were made stronger, favouring durability and ease of

*Trev's well restored M72*



factories, most notably Irbit and in the 1950's to Kyiv in Ukraine. From these plants emerged the motorcycles we now know as Ural and Dnepr. Both marques trace their mechanical lineage directly back to the M72 and, ultimately, to the BMW R71.

Over time, Urals and Dneprs continued to evolve. Side valve engines gave way to overhead valve designs,

repair over refinement or finish. This made the motorcycle well suited to mass production and harsh service conditions.

electrics were modernised and frames refined, yet the essential architecture remained recognisable. The emphasis on strength, simplicity and long term serviceability never disappeared, which helps explain why so many of these motorcycles are still running today. Understanding this history moves the discussion away from colourful but inaccurate legends and towards an appreciation of how licensed production, industrial adaptation and practical engineering shaped Soviet motorcycles. For enthusiasts of Ural and Dnepr machines, the M72 is not merely an ancestor, it is the foundation of an enduring and distinctive motorcycle tradition.



*A 2020 Ural Expedition*

Engine tuning followed the same philosophy. The M72 was designed to deliver dependable torque rather than outright speed. It was capable of running on lower quality fuel and enduring prolonged hard use, even if that meant sacrificing top end performance. In military service, this approach proved far more valuable than higher road speeds. As production expanded during and after the war, the M72 became the backbone of the Soviet motorcycle industry. Manufacture was spread across several



*A 2008 750 Ural Dalesman*

## **COC Club Events 2026** **International Classic MotorCycle Show**

**25–26 April 2026 Staffordshire Showground, ST18 0BD**

Contact: **Comrade Carl 01253720327**

**NB**, Carl lives a peaceful life largely without the internet anxiety the rest of us suffer. He's not contactable by email.

Leave a message on his answerphone.

This is worth doing because yes, there is a highly polished motorcycle show, jumble, auction and trade stands as well, Stafford is a COC social event too.

**COC Spring Dent 8–10 May**

**2026 Conder Farm, Dent, Cumbria,**

**LA10 5QT** There is no official organiser for this, the weekend runs on the formula of the weekend after the early May bank holiday, so those who know go then. It's very much a COC institution, begun a hundred years ago by Trevor College, who's long gone now, bless him. Anyone interested in the Dent weekend should ask questions in reply to this

email, [paulcodling@mail.com](mailto:paulcodling@mail.com)

**COC Three Magpies 50th Anniversary 29th, 30th and 31st May 2026 Bath Rd,**

**Seend, Melksham SN12 6RN** This year

The Three Magpies Rally is a special anniversary weekend, because we've been camping here for 50 years!

Provisionally, it might include a run out, a come and fix it workshop, service parts availability, a commemorative badge, and a celebration meal on Saturday evening. For now it's important just to fix the date. There'll be more details later.

Contact: PeterBallard

[secretary.cossackownersclub@gmail.com](mailto:secretary.cossackownersclub@gmail.com)

01225 891634

**Friday 5th - 7th June 2026. JAWA-CZ Owners Club National Rally Greatham Community Centre, Great Lane, Greatham, Nr. Oakham. LE15 7NG**

The rally organiser is John Blackburn, [chairmanjawaczoc@gmail.com](mailto:chairmanjawaczoc@gmail.com) Once again a **free rally**, i.e. free camping (including motorhomes and caravans), free rally badge, free evening meal on Saturday. Bar on site, breakfasts available (not free). Saturday is the main day please make an effort to attend the AGM. More details to follow.

**Maybe, we'll have an invitation** only camping weekend in June, in South Norfolk focused on **The Locks Inn Geldeston**, accessible by dirt track across the swamp if it hasn't rained much, otherwise it's a ferry trip up the river from Beccles. Geldeston Locks is the extreme Southern limit of The Broads. Keep in touch with [paulcodling@mail.com](mailto:paulcodling@mail.com)

**Red Star Rally, or East European if you like, and COC AGM, Friday 30th July – Sunday 2nd August 2026, Talybont Farm Campsite, Talybont on Usk, Brecon LD37YJ.** This is a joint rally hosted every two years, now more frequent than the previous every four years, this year by the MZ Riders Club, with the Jawa/CZ Club and the Cossack Club. It usually has a brilliant turnout and in the past there have been over 200 people attend. The campsite is brilliant with lots of flat grass, excellent toilets and showers and a couple of real ale and food pubs less than 10 minutes walk away. It really is a beautiful part of the country.

Contact Andy Binns on 07980 837005 email [bynnsi@gmail.com](mailto:bynnsi@gmail.com) or Peter Ballard

[secretary.cossackownersclub@gmail.com](mailto:secretary.cossackownersclub@gmail.com)

01225 891634

**Norfolk 'n' Good COC Weekend**

**September 4th - 6th.** The Venue is to be confirmed but **only provisionally for the moment**, we're returning to the campsite

in Loddon, **Loddon Marina Campsite, Bridge Street, Loddon South Norfolk NR14 6EZ**. The site is under new management and has been significantly tidied up. It's quite pleasant now. Loddon is a spectacular location with some equally spectacular Saturday ride out opportunities. With luck, this will be another agricultural show/classic vehicle weekend and punters early enough might get a Friday evening ride out to Geldeston Locks Inn. Contact:

PaulCodling [paulcodling@mail.com](mailto:paulcodling@mail.com)

01508520890

**COC Autumn Dent 2–4 October 2026**

**Conder Farm, Dent, Cumbria, LA10**

**5QT** The contact details are as for the spring Dent weekend,

**Red Oktober Day, Ace Cafe, confirmed as Sunday 18 October 2026**

**Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London,**

**NW10 7UD** Eastern Bloc vehicle.

Contact: AndrewMutter

[andrewmutter@yahoo.com](mailto:andrewmutter@yahoo.com) 07775890815

**The Classic Motorcycle Mechanics Show, 10–11 October 2026,**

**Staffordshire Showground, ST18 0BD**

Contact: **Comrade Carl, as for the April Show above.**

"In addition to the main calendar events, there are likely to be a number of ad hoc day events organised by local groups, such as Red Oktober Day at the Ace Café. Last year, several events were held at Krazy Horse Customs in Bury Saint Edmunds, all of which proved very successful.

The club also joined the Federation of Sidecar Clubs and exhibited motorcycles at both the Ace Café and the Silver Ball. Discussions are ongoing within different groups about organising further regional

events, which will be advertised in Horizontal View and on the club Facebook page. Members interested in organising an event are encouraged to do so. Please inform the editors of Horizontal View so the event can be publicised. No prior permission is required. Events should also be advertised on Facebook. It is particularly encouraging and exciting when these activities develop independently."

**E-mails**, sent out more frequently throughout the Summer, enable short notice meet ups.

***Going out at the weekend, fancy making it a gathering of friends? Email Paul, He will tell the Club through the newsletter, the more the merrier right?***



**Cossack**

## A Chance Meeting, a Russian Scooter, and a Restoration

*Kirill Gessor/Andrew Mutter*

Last year, I took part in the Distinguished Gentleman's Ride in London. The route took us through Hyde Park, surrounded by a wonderful mix of classic motorcycles and well-dressed riders. Unfortunately, partway through the park my Ural began to overheat, and I was



forced to pull over at the side of the road. As luck would have it, a very friendly Russian gentleman stopped to see if he could help. He was immediately fascinated by my Ural, and what followed was a long and animated conversation about the merits of Russian motorcycles, Soviet engineering, and the joys (and frustrations) of riding something a little different. Before we parted, he pointed me towards a blog he maintains, documenting his travels and his love of Soviet-era machinery.

That gentleman was Kirill.

### About Kirill

Kirill lives in Moscow and works as an engineer. Two things dominate his life: motorcycles and travel. Between 2013 and 2017, he spent every summer riding across Europe on a modest and rather elderly Honda Steed. Over those years he covered an impressive 85,000 kilometres, visited 43 countries, and did it

all solo. Kirill's approach to travel is refreshingly simple. He avoids autobahns, travels on a tight budget, and proves that adventure doesn't require expensive machinery or luxury planning. Through his blog, he shares stories from the road, details of festivals and events, and updates on his mechanical projects—always with plenty of photographs. Like many of us, he dreams of riding around the world one day, preferably on something unusual. *And unusual is exactly what caught my attention.*

### The Tulica 2 Scooter

Among Kirill's collection is a Soviet-era Tulica 2 scooter, built in 1987. He bought it back in 2011 for the princely sum of 1,000 rubles (about £8.50)—and paid another 1,000 rubles when the seller went to the trouble of locating and rewriting the paperwork in Kirill's name. Kirill is honest about the scooter's appearance. The earlier Tulica models are, in his opinion, far better looking. However, this one came complete, legally registered, and largely intact—making it the ideal candidate for a full restoration and a valuable learning experience. That said, the scooter was something of a bodge when he acquired it. The kick starter had been replaced with one from an Izhevsk motorcycle, the indicators were incorrect, and household furniture handles had been bolted to the



bodywork to make it easier to lift. The previous owner had also fitted extra lights under the speedometer, added a bag hook, relocated the electrical components, and installed a collection of mysterious connectors and fuses that only added to the confusion.

### **Early Riding and Hard Lessons**

After some initial fettling, Kirill managed to get the Tulica running and took it out for its first few kilometres—only to discover that fourth gear was entirely missing. This led to a full engine rebuild, which he documented in an article covering the dismantling process. Unfortunately, the second part of the story—the reassembly—was never completed. Despite its shortcomings, Kirill rode the scooter for almost 1,000 kilometres. Eventually, common sense prevailed. To avoid further damage to what was already a fragile machine, he removed the chain altogether. The Tulica was pushed into a corner of the garage, where it remained untouched for three years. Until now.....

### **Stripping Back to the Frame**

With a few free weekends ahead of him, Kirill decided it was time to bring the Tulica back to life. The first stage was obvious: complete disassembly and an inventory of what was missing. Over time, he has already managed to source many parts, but several key items are still needed—most urgently a replacement body (to avoid repairing badly dented panels), the original luggage rack, correct handlebar controls, and various rubber seals. It took two full days to strip the scooter down to the bare frame. What lay beneath was revealing. The factory production process was, to put it kindly, somewhat casual. The frame had never been primed, leaving bare metal beneath the paint—one reason why so few pre-1985 scooters survive without

serious corrosion. Even the welding was done by hand, and not always accurately. One example shows the gearshift bracket welded on noticeably crooked.

### **The Plan Going Forward**

For now, the restoration plan is sensible and realistic. The frame appears straight, but many owners choose to re-weld problem areas due to the inconsistencies of factory welding. As Kirill doesn't weld



himself, the next step will likely be sandblasting the frame and smaller components. At the same time, wheels and hubs will be sent for powder coating, small fasteners will be zinc plated and the the frame will be painted at home using epoxy primer, acrylic layers, and 2K acrylic paint

The engine will be left untouched initially, allowing for experimentation with different fuels, running conditions, and temperature monitoring before final assembly. Bodywork painting will be entrusted to a professional over the winter. Kirill isn't expecting quick results. This is a one-to-two-year project, tackled steadily and methodically. His garage is now organised, though "organised" is a relative term—housing ten carburettors, seven cylinders, boxes of gearbox parts, and enough spares to make most people ask, "Why?"

*Kirill admits he doesn't have a good answer to that question.*

But anyone who has ever rescued an old machine, saved parts "just in case," or fallen in love with something impractical will understand completely.

In a later post, he says that the scooter was sent to Belarus, where it was completely sandblasted, straightened, and reassembled, with all the parts adjusted to fit together. It was then disassembled once more and painted



according to the following scheme: epoxy primer, liquid filler, primer, paint, and varnish. All the original metal was badly dented, with odd cutouts, holes, and other imperfections that made repairs difficult. As a result, of all the trim, including the huge hood covering the engine, the front shield, the front fender, the passenger side steps, and the instrument cluster, only the last item was

original. Everything else was sourced and purchased in good condition over the past three years. Eventually, the scooter was shipped back to Kirill via the Energia transport company. Pasha (the restorer in Belarus) built a frame from 50-gauge timber and packed everything in cardboard and stretch wrap. However, when he insured the Tulica for 200,000 rubles (£1,750) during shipping, the company required him to purchase one of their own wooden frames instead. The crate they used seemed strong enough to build another garage. The Tulica arrived back on the back of a large lorry, still enclosed within the packaging.....



*I've now emailed Kirill to ask for some recent photographs of the scooter, and I'm looking forward to seeing it running and being used as it should be on the road.*

Source <https://gessor.ru/category/%d1%82%d1%83%d0%bb%d0%b8%d1%86%d0%b0/>



## Winter Woollies and Soviet Steel at the Silver Ball

*Dave Greenwood/Andrew Mutter*

It was one of those winter days: cold, damp, and miserable — though, in a rare moment of optimism, at least it wasn't raining. With that in mind, I'd posted on the Facebook group that we'd been invited to join the Federation of Sidecar Clubs' winter meeting at the Silver Ball Café near Royston. Office choice? No contest. Bike choice? Even more obvious. The blue Ural Dalesman was wheeled out for duty. I arrived at about 10:30 after an entirely uneventful journey, which in winter counts as a minor victory. It was cold — properly cold — but spirits were high. On the way up I'd spotted a couple of sidecar outfits at filling stations, clearly heading in the same direction. Cheery waves were exchanged, as is required by law when

riding a sidecar outfit. A few minutes after I arrived and formed the second line in the assembled and assorted outfits, Jim turned up on his lovely little Voskhod, grinning from ear to ear. He'd obviously had a great ride down, despite the fact that the bike hadn't been out since the Norfolk 'n' Good rally. He admitted it took a while to get started, but that only added to the charm. He parked up right next to me and, just like that, we had the beginnings of a Soviet display. Next to arrive was Ady on his BMW K100s with a Watsonian Palma Adult Child Sidecar attached, along with his wife, Lynn, whom I met for the first time. She had a huge, friendly smile on her face, no doubt helped by the fact that she'd enjoyed a lovely, warm ride up. It was also great to see David G snapping away with his camera. He apologised for not arriving on his Ural. December had apparently been pretty awful for him, for



reasons I won't go into here, but we're hoping to see him more involved this year, especially with the promise of attending the Magpies Rally in May. Jim then disappeared to locate his wife, Julia and their five-year-old daughter Nancy, who had arrived independently by car. While he was doing that, I was approached by two very interested gentlemen who turned out to be car mechanics. On a whim, they'd

bought a Dnepr and were now attempting to make it roadworthy. Parts sourcing was proving tricky, but between Jim's experience and my usual habit of carrying several old copies of *Horizontal View*, we were able to point them in the right direction. Naturally, I also persuaded them that joining the Cossack Owners Club was an excellent idea, what with the free advice, website resources, and general encouragement to keep these machines on the road, a bargain could be had. Eventually, it was time to head into the café. I sat with Jim and his family while they tackled all-day breakfasts. I opted for a hamburger, very much the sort of hamburger that only the Silver Ball can produce! In the midst of rally planning for the coming year, a large, burly biker appeared. He looked like he'd wandered in from a Sons of Anarchy chapter, but he spoke in the gentlest, gruffest voice imaginable. He explained that he'd had a Christmas present sitting on his kitchen side for about three years, intended for the daughter of one of his sidecar buddies, who, yet again, hadn't turned up. Would it be all right, he asked, if he gave it to 5 year old Nancy? From his heavily badged waistcoat he produced a beautifully wrapped parcel, about six by four inches. Nancy, naturally, could barely contain herself. Julia did the unwrapping, revealing a Lego-style motorcycle model kit. Nancy, being very well brought up, made sure to say thank you properly to the big burly biker, who I'm fairly sure had a tear in his eye as she did so. And so, to cut a long story short, we all departed the Silver Ball for home. My ride back was uneventful, apart from a brief moment of excitement when I didn't pay quite enough attention



in a queue of traffic and nearly slid into the back of a car. Thank goodness for the front disc brake fitted on the later Ural models. It was getting dark by then, and my heart rate took a while to settle. Later that evening, Jim sent me a photograph of Nancy proudly holding a fully assembled sidecar outfit model. Jim reckons it looks like a Zündapp; I think I agree. What do you think?

There was a good turnout from the sidecar clubs and plenty of interesting outfits on display. So, thank you to everyone who turned up on a horrible winter's day for the annual sidecar meeting at the Silver Ball Café near Royston.

Proof, if any were needed, that sidecar riders are made of sterner stuff.....and occasionally Lego.



# MASSIVE CLOTHING SALE NOW ON ONLY WHILE STOCKS LAST

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<p>Sweat Shirt £23.00 £12.50</p>	<p>Full Zip Fleece £27.50 £15.00</p>	<p>Hooded Sweat Shirt £25.00</p>	<p>Woolly Hat £10.00</p>
			
<p>Key Ring £6.50</p>	<p>Ural Round Tank Logo £2.00</p>	<p>Dnepr Round Tank Logo £2.50</p>	<p>Dnepr Gold Sticker £1.75</p>
			
<p>Star Logo Cloth Badge Out of stock</p>	<p>COC Cloth Badge £5.00</p>	<p>COC Pin Badge £5.25</p>	<p>Ural Tourist Pin Badge Out of stock</p>

The Cossack Club website features a gallery of photographs — sometimes showcasing the inimitable photography of Webmaster Dave Cox — all organised into albums for easy browsing. It's a great way to see **The Past, The Present, and Into The Future** of the club. If you haven't yet been to a COC camping weekend and are wondering just how much fun you've missed, take a look at the *Club Rallies and Event Photographs* section.

For example, if you're based in the South, check out *The Three Magpies* album (from Wiltshire) then make plans to be part of it **next year!**