

Horizontal View

The magazine of the Cossack Owners' Club
November/December 2019
The Lust for Adventure edition



Gentlemen, you can do
the right thing, or you
can do the easy thing!



Front and rear covers

See page 31 for a few more pictures of our front cover queen for this issue. There seems to be something of a conflict between the rough, tough, go anywhere dependability Ural's modern marketing would have us believe the factory can sell us and the occasional delicate nature of the product itself. Hubert Kriegel went round and round and round the planet on his, shipping it back to California every 100,000 miles for a rebuild and we once knew Zandor from Hungary. He relied on his luck and telephone advice from Dave Angel to get to Mongolia overland from here, amongst other places. Is it simply a case of variable quality or do some people know the secret of eternal reliability?

I'm sure the Austrians didn't win their rally but it would be interesting to know if getting stuck in the sand was the worst they suffered. Everyone does that!

On the subject of sand, and Morocco, I couldn't help breaking out the photo album and looking back to a time before I knew what a Jupiter was, also on page 31. That venerable Yamaha is still in the shed and it still runs, just. It burns more oil in money's worth than petrol and only when it's hot does the rattling subside enough to inspire confidence in arrival. I broke the original speedo, and a collar bone, in a crash in Southern Algeria with 22,000 miles on it, didn't have one for years after that and lost the last one at 34,000 when it got nicked. How many miles has it done? No idea!

In a few months time it will be historic and I'm looking forward to blowing the dust off it, wheeling it into the middle of the garden where I can sit there and look at it with a mug of coffee and remember all the stupid things we did together. It's magic you know, eerily spooky and I've sold it, twice, lost it to thieves and recovered it later under seriously fortuitous circumstances. It's always come home.

I've said before I feel guilty about making HV too personal but unless anyone objects there might be the odd glimpse of XT's adventures in Africa now and then. Is that OK?

Artwork on the front features the two Soviet scooter manufacturers, Tula and Viatka. I'm guessing that

the Tula shares mechanicals with the Muravey we all know and love and that fat wheeled fan cooled thing. The poster suggests the scooter engine is 200cc too. How much fun is it?

The Viatka is the second generation model with the engine in the middle and an enclosed chain driven extension to the rear wheel. Rumour has it that the original Soviet adaption of the Vespa it's based on annoyed Russians by falling over when they pushed it off the stand because the engine was on the side. I think in fact, the engine in the middle allowed superior ground clearance and more robust suspension, important if you need to go out in strappy heels, lacy stockings and a pristine white dress.

I'm astonished by the fact that the PMZ 750 exists at all. Why? The example on the rear cover was manufactured in 1937 when there can't have been many tarmac roads in the USSR and it looks so complicated and expensive to make it seems unlikely period Russians could afford one. According to Wikipedia 4600 were built, the prototypes by IZH but then Podolskiy Mekhanicheskiy Zavod took over, never having made motorcycles before.



As always, just like the huge and comprehensive engineering cities Soviet factories were, the Podolski Mechanical Works must have been tooled up to make anything. They must have cast and machined all the parts using non specific, general purpose machine tools as if each piece was a one off and relied on each machine operator's integrity to make all the parts the same. Engineering is in fact clever if you do it properly.

Do we think IZH made the prototypes because they knew how to design motorcycles but then told the Soviet commissariat for motorcycle production "Sod off, we're busy!" when it asked for 4,000?

<http://www.kolyaska.pl/pmz.html> tells you everything you need to know about the PMZ 750 but only if you read Polish.

The words of wisdom are from Camberley Technical College and probably about doing engineering properly! Alex Lewis was there to listen and he's on page 25. You'll find links to Alex's Youtube videos on page 27. If this isn't telling it like it is I know don't what could be.

Forthcoming events

Hunt for Red October 25/26/27 October

At Batemans brewery, Wainfleet, Lincolnshire. To coincide with their gin and beer festival Treasure hunt, film show, road kill cafe and other fun. Camping £8 per night. Further details please contact Charles Hancock 0789579923

The Yeti Hunt 20-22nd December 2019

At Brow Farm Campsite, Ratlingthorpe, Shrewsbury SY5 0SR 01588 650641
This year we shall be heading with pointy sticks to Shropshire in search of the elusive Yeti. All pricings and location can be found here on the camp's website <https://browfarmcompiste.co.uk> There are camping pods available at the site, to be booked directly through the site owners. We shall have a group shelter at the site for those of us that prefer our own company and for those that prefer the pub, it's a 1 mile walk with the offer of a taxi service from John the site owner. Something to suit everyone, now all we need is snow. For further enquires contact Robin Davies SAWWS on 07721899641 or ro4n@btinternet.com

Howstean Gorge 17/19th January 2020

The first rally of the year for us mzers is the ever popular Howstean Gorge meet on 17/19 January. Tried and trusted formula, tip up on Friday, stick up your tent then adjourn to The Crown pub. Strangely there are 2 pubs in walking distance both called The Crown and both fantabulous. The campsite has a new shower, toilet block and onsite cafe. We have had snow for the past 3 years. Whoop. Howstean Gorge, Lofthouse, Pately Bridge Harrogate, HG355AF
For info ring Duncan 07453777122
Or Bynnzi. 07980837005

In April we shall be under canvas outside

Appletreewick in North Yorkshire

Howarth campsite, Skyreholme, Near Skipton BD23 6BE The site is on a working farm about 3/4 of a mile outside Appletreewick with all facilities. This little village has 2 pubs, The Craven Arms and The New Inn. Both good places to while away an hour or two. The Craven Arms has a splendid heather thatched cruck barn attached as a dining room. The New Inn hit the headlines in the 80s being the first pub in the known world to introduce a smoking ban.

In June we shall be in the dales again at

Askrigg on the 5th to 7th Askrigg campsite, Station Road, DL83HZ

The campsite can only be described as basic, with a single composting toilet for the necessarys. No showers, and generally a good sprinkling of sheep eggs in the field. This village is very near to Hawes and Leyburn and is blessed with 3 pubs and a brewery. The Crown is a locals pub with open fires and good food /beers. The Kings Arms is a fine old coaching inn which was used for scenes in All Creatures Great and Small. The TV program based on the books of Alf White the local veterinary who wrote under the pen name James Herriot. The last, The White Rose is a hotel with a typical hotel bar.

For info contact Duncan 07453777122 or Bynnzi 07980837005 and to find out the April dates because Bynnzi didn't send any. Yes these are primarily MZ club dates, gotta problem with that?



Poppy day and service plus military vehicle day on Sunday 10th of November. At the Ace Cafe, North London.

Winter day meet. On Sunday 19th January 2020 at the 'Silver Ball' transport café (postcode SG8 8BD). Located in the village of Reed near Royston, Hertfordshire on the northbound side of the A10. 4.5 miles from Royston, approx 5 miles from the A505 intersection. All welcome to attend from 10.00 onwards. Look forward to seeing you all there. For more info contact Stephen Wood baldybiker@sidecarclub.org Tel: 07534 456642 or David Greenwood Tel: 077755 25591 davidjgreenwood@hotmail.co.uk

The Spring Stafford Show is on April 25-26th we expect Comrade Carl to be needing your support.

The Jawa/CZ club's national rally and AGM is on June 5-7th at Crewe Vagrants Sports Club, Newcastle Road, Willaston, Nantwich, Cheshire, CW5 7EP. More info later, when we know.

The next Red Star Rally has been provisionally booked for 21st to 23rd August 2020 at the Greetham Community Centre, Greetham, Oakham, Rutland.



LE15 7NG. Tony visited the site when we had our AGM and having spoken to them it appears to suit our needs very well. There is a large hall to accommodate 200plus, separate meeting room if we want to hold our AGM that weekend, fully licensed bar, fully equipped kitchen, nice level playing fields for camping, good car park, toilets and showers that can be open 24 hours. They can do Friday and Saturday evening meals and Saturday/Sunday breakfasts. The only downside is no electrical hookup points and no water standpipes on the field. Water is available from the building. We haven't discussed costs but judging by their tariff sheet it seems reasonable.

Doug Shortland, Holbeach, Lincs.

David Young, Swindon Wilts.
Martin Wallach, Inverurie, Aberdeenshire.

Michael Dennison, Leeds, Yorks.

Tristan Hall, Pickering, Yorks.

Clive Summerton, Aylestone, Leicester.

Jaz Long, Denby Dale, W. Yorks.

A warm welcome to....



Try this on a Voskhod and see what happens! I would imagine setting off for Morocco on a Dnepr might feel a bit like this. You want wild excitement? Horsepower's nothing, a spirit of adventure is all you need, and blissful naivety in bucket loads.

Politburo

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Interesting motorcycle stuff only please. By that we mean culturally compatible. We find it necessary to filter out all sorts of the internet's alternative content!

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Dear oh deary me, tragedy has struck. The afore mentioned Carlos, he of the shiny Mash roadster has had a crisis. Whilst poolting

Insurance, according to Bynzni

around the many backroads prevalent to our area on this shining product of China he had the misfortune to be reversed into by white truck man. Carlos had pulled up behind this truck as it waited for a vehicle to come the other way. He was in the correct position on the road in full view of the driver had he bothered to look in his mirrors but still got whacked.

The truck man insisted that he had been run into even though he had reversed back fast enough and at sufficient speed to push both bike and rider 10 yards and to bend the forks on the bike. Much consternation and trauma later, after the claim going to the insurers, he admitted to being at fault, the bike was taken away for repairs and life settled down to the normal rhythm.

Six weeks later! The phone call from the insurers, Carlos is giddy thinking they are ringing to arrange delivery of his newly repaired bike. But no, the gist of the call was that after 6 weeks of sitting on the vehicle they are going to write it off and offer to pay him off with washers.

I knew when I bought mine that I would probably be the end user, I have history in turning gems back to glass, but Carlos is gutted. His joy and pride, highly polished only 2 years old with 2000 miles shown on it is now destined to be tin cans, and he will only have enough brass to buy some knackered hack. This is a tale of woe that all need to be aware of. His initial instinct after the fact was to call at the local Chinese bike emporium, the place where he bought the steed, and to get an estimate for the work from them. £600 was the worst case scenario, and included new forks, clamps and mudguard.

This information was passed on to truck man who had indicated that he would pay cash for the repair. It didn't go down well, and much finger pointing and accusations of trying to pull a fast one was bandied about, so the claim went to insurance. The first thing they did was to send a van from southern climes to collect the bike and deliver it to their preferred repairers, they also took the opportunity

to drop off a loan bike which Carlos had told them he didn't want.

Six weeks went by, the loaner didn't move, then the call to inform about the write off. As the vehicle had been written off, the loaner was not available any more so the southern chappy was sent again to repatriate it. The cost of the loaner was added to the amount being billed to the third parties insurance at £2500!

So a local 600 quids repair is now costing more than 4 times as much before a spanner has been spun. With the final settlement, and costs the total claim came in at £6000. The original purchase price of the bike was only £4000. Don't ya love insurance companies?

They happily erased all of Carlos no claims as well even though it was not his fault. He was very red in the face and spluttered a lot for a few days after. The upside if there is one is that he is thinking of joining the enlightened few. And is seriously thinking about getting an MZ. Having learnt to ride on a CZ, the addiction to the smell of 2 stroke is still there. Sadly being a mechanical f'kwit only able to apply Autoglym this will also end in tears, the bike will shine like an embarrassed teen whilst being loaded on the truck of shame after a lack of smoke oil has been diagnosed for the engine seizure. Fortunately should this come to pass, parts are cheap and readily available, and never again will he have his bike written off for minimal reason. After repair, should he tire of the stinky he can be shoved to the back of the shed secure in the knowledge that he will be ready and willing to serve when the time comes, and may even accrue a few bob.



I wonder what the actual wording of the small print is? I mean does the insurance company really own the wreckage? They're reimbursing you for the losses the tragedy cost you, not buying your bike!

I've seen write offs snapped up by the insurance company's favoured scrap men and spirited out of the workshop door before anyone's had a chance to shout "Oi, hang on, I want that!" as if the deal had been done before you crashed. I "bought" my faithful desert rat, see page 2, back for £50. Do we think sculduggery like this would happen on page 29? I wonder what they'd say if you asked?

In 2016 the FBHVC conducted a survey in order to take a look at trends in classic vehicle ownership. They measured things like annual mileage, annual spending and attitudes to classic vehicles as a part of the nation's heritage. They conducted another one this year.

Interesting survey

Would you believe there are now 1,241,863 historic vehicles registered on the DVLA database, up 201,913 from 2016. 1,241,864 if you include the editorial Voskhod! The average distance covered by these is 2,214 miles, up from 1,124 in 2016.

They cost their owners an annual average of £1,489 which apparently reflects a desire to enjoy the lifestyle which surround classic vehicles. Obviously Voskhod Piece's vow of poverty is an anomaly here.

9.8 million people in the UK are interested in historic vehicles, 21 million think they're an important part of the nation's heritage, 11.3 million think they should be exempt from low emission regulations imposed on modern vehicles, 5.1 million people want one and 60% of current owners think it's one of the most important things in their lives, comparable to her indoors? (!)

As ever it was felt that we need to encourage younger people to take an interest in classics to

keep the positive trend pointing upward, same as we've been saying for the last 40 years. However unless someone invents a get to work on a Jupiter game for X-box our youth won't care, but they will when they grow up and then they'll worry about interesting more young people!



The peculiar fold up electric thing here was made by IZH, for some reason. In 40 years time will this will be a classic?



Alex White

Mark Avis sent me a heads up, "Have you seen this guy?" I had and at first I thought he might be some red neck, good old boy who grew up on a farm way down south, Texas maybe? In fact he's Ukrainian and he's the man behind.....

"I'm just a guy who values 3 things in life: girls, bikes and freedom. I get them all with my custom-built Dnipro MT. Cossack motorcycles are truly unique and reliable bikes if being treated right, and I decided to create this blog and share my vast experience and love for cossack bikes with other bikers all over the world."

<http://www.cossack-motorcycles.com> if you want to check him out and the title image of the subject we're interested in here is pictured right, so you know what you're in for! By the way the COC iMac warns "Not Secure". Apparently Alex's Dnepr did that wandering gudgeon pin thing that they do.



wine either, let your girlfriend do that, alcohol is bad for you. He posted this last year sometime so whether it worked or not we don't know.



Alex's website is impressive because by his own admission English is not his first or even his second language and he still manages to make it fun even if it is mildly silly. Much of it is quite simply wrong however and if you put wine corks in your engine you're as nuts as he is!



His tenuous excuse for the angel with the wine bottle is that you can cut up the cork once she's emptied it and make end plugs out of it. He's kidding right? Shouldn't you use PTFE or Teflon like Mark or our very own Nick Tucker? Maybe even bronze like AJS or Matchless or even aluminium would be good but wine cork! Alex points out that you keep the gudgeon pin circlip, the cork is only to stop it falling out of the piston if it wears out. He says you shouldn't drink the



The sticky mess pictured above is a brand new Voskhod crank packed in brown paper and lanolin sometime around 1974. I met a man once who's job in the parts department of the Neval dealer he worked at as a boy was to clean the lanolin off the parts when they'd been sold. A huge vat of these cranks has been hanging around since Voskhods were first imported either because SATRA expected to sell millions of them or because they expected the few they did sell to break lots. Tony Jones is the keeper of the Voskhod cranks these days. Want one? They're all still good, this one was. You never see a rusty sheep, do you?

Here's club secretary Tony Jones.....

Official AGM

This years AGM was held at the Greetham Campsite, Rutland at 10am on 31st August 2019. The meeting was attended by 15 members. Peter Ballard acted as Chairperson for the meeting.

Agenda

1. Apologies for absence had been received from Dave Greenwood, Paul Codling and David Cox.
2. Approval of last years minutes as printed in Horizontal View. Proposed by Phil Whitney and seconded by Tony Jones. Unanimously approved.
3. Committee reports. Peter Ballard, Tony Jones, Phil Inman and Gina Inman read out their reports. Tony Jones read Paul Codling's report. No reports were received from Carl Booth and David Cox. Copies of the reports printed below.
4. Election of Committee. Mike Rowe proposed that the Committee be re elected en bloc. Seconded by Father Alan. Unanimously approved.
5. Next years AGM. Tony Jones said that next years AGM would be held at the Greetham Community Centre during the East European Rally. Hopefully this would encourage more people to attend the AGM.
6. Proposals from members. No proposals were received from members.
7. Any other business. Tony Jones informed the meeting that David Cox has resigned from the Committee citing not being able to make any further progress in developing the website in particular sorting out some of the issues we are having with the service provider. Peter Ballard thanked David for all the work that he has done with the web site over the years.

Charlie Macintyre, who happens to be a website developer, volunteered to have a look at how the website was running and hopefully suggest some solutions.

Tony Jones also informed the meeting that he has been negotiating with an insurer to be the preferred insurer for the club. Details will be published in HV when available. We had a discussion about what we would expect from an insurer and these comments will be passed on.

Finally Tony Jones informed the meeting that the

2020 East European Rally (Red Star Rally) had been arranged for 21st to 23rd August 2020. This site is next to the Greetham Campsite. The meeting closed at 11.30am.

After the meeting we all had a walk to the Greetham Community Centre to inspect the facilities. There is a large, flat camping area, function room with kitchens and adequate toilet and shower facilities.

On the way to the AGM Charlie Macintyre met Stefan Anderson from Sweden at F2 Motorcycles. As Stefan was riding a Dnepr outfit Charlie invited him to the AGM. Phil Rushworth had produced some cast aluminium plaques to give out as trophies and one of these was presented to Stefan as a memento of his visit to the UK.

On Saturday afternoon Phil Inman guided us out for a ride around the local area. As we were pulling into the Windmill Cafe it started to rain. We sheltered for half an hour until the rain cleared up. This was the only rain that we had during the weekend. Phil Rushworth brought along a digital projector and treated us to a short film and slide show on Saturday evening. A perfect weekend was had by all and hopefully everyone arrived home safely. See you next year?

Committee reports..... Membership Secretary, Gina Inman.

Membership numbers: Year 2018/19, 318 paid up members, 21 honorary members, 339 members in total. Year 2017/18, 294 paid up members, 22 honorary members, 314 members in total.

As you can see this is an increase in numbers from the previous year. This shows a slow but consistent increase ever year for the past 5 years.

Overleaf is a table showing the monthly breakdown of new and renewed membership. During the course of last year 84 people have joined the club compared to 94 in the previous year. This, of course, means more people are remaining in the club and renewing their membership. Overall we have an increase in membership of 25 from the previous year.

Treasurer and Regalia Secretary, Phil Inman.

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

Our bank balance at Year End was £6935.33, compared with £7090.80 for Year End 2018. Income amounted to £6132.44, coming as usual mainly from membership subscriptions. The provision of Dating Certificates generated income of £43.27, whilst Regalia Sales amounted to £539.94. Income from member subscriptions showed a significant increase of £924.77 over last year.

Expenditure amounted to £6287.91, compared with £4341.44 for last year. Postage costs were £486.17 lower than last year. This reduction is largely accounted for by the fact that our magazine printer now mails each edition of Horizontal View on our behalf and these postage costs are subsumed into the overall cost of magazine printing, being included by the printer on his invoice. The club benefited from a postage refund of £251.70 from our franking machine provider, being the amount of pre-paid postage that the Club had previously loaded onto the machine.

The largest item of expenditure was, as usual, the printing and postage of the Club magazine, followed by the cost of provision of an Apple iMac computer for use by the Magazine Editor. This year, the Club's expenditure has exceeded income by £155.47. I make no recommendation for an increase in membership subscriptions but anticipate that this may need to be considered next year.

Regalia sales have shown a significant increase this year, although total Regalia purchases for the year (£618.51) exceeded sales (£539.94) by £78.57. Stock levels are good and should not need to be replenished for some time. Regalia items continue to be taken to the two Stafford Classic Shows during the year and sales there continue to be encouraging.

Unless there is another willing soul out there, I am happy to continue as COC Treasurer for the next year, should that be the membership's wish.

Month	New members	Renewals	Total
Sep 18	10	19	29
Oct 18	14	25	39
Nov 18	8	12	20
Dec 18	9	12	21
Jan 19	2	13	15
Feb 19	10	12	22
Mar 19	5	17	22
Apr 19	10	17	27
May 19	3	31	34
Jun 19	6	17	23
Jul 19	2	30	32
Aug 19	5	29	34
Totals	84	234	318

GDPR General Data Protection Regulations? As stated last year the introduction of GDPR has meant some changes in the way the Club holds personal data. Primarily in security of the data and how long data is kept after resignation from the club. The membership Database is backed up to the Cloud and password protected.

As most people don't formally resign but simply fail to renew their membership this has proven to be a bit of an issue when someone forgets to renew until they realise they haven't had a magazine recently. We aren't permitted to keep data post resignation so if someone renews after simply forgetting for a couple of months technically we need to issue a new membership number and treat them as new members!

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

Horizontal View Distribution: In my role as Membership Secretary I am also responsible for the distribution of Horizontal View. Last year we contracted the Printer to distribute the posted magazines while I continue to send out the email copies. Postal copies cost about 20p per magazine per person more than doing it ourselves but it is definitely a benefit to the club and me personally! The increase in the number of people taking email copies has continued to rise but much slower this year.

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

Club Secretary, Tony Jones.

As last year I have been the main contact point for the Club. I receive all emails and correspondence directed to the Club and either answer them or forward them as appropriate. This system seems to be working well so far. Most of the outside enquiries have been machine dating related followed by membership enquiries.

I have also attended some shows, with the Clubs gazebo, barbeque etc, to promote our Club. I am also responsible for arranging the venue for the AGM. I think you will agree that it is a superb site. I have negotiated a site for the 2020 Red Star rally and it is here in Greetham village. The Community Centre seems ideal for our needs and it is conveniently located in the centre of England. We have arranged a site visit to take place after the AGM.

I have been negotiating with a Motorcycle Insurer and I hope to make them the preferred insurer for our club. I am prepared to stand again as Club Secretary.

Horizontal View Editor, Paul Codling.

I can't explain how grateful I am that people send things in. If you have thank you, thank you, thank you! Encouraging new members to introduce themselves is marvellous and I'd love to have time to keep in touch to follow up how all these projects are getting on but racing's been the big priority for several years now, not just last year.

The latest edition has much about the nightmare age related registrations are but I wonder if we might be misunderstanding the exact meaning of the vague wording of rejection letters. If that's so, my Voskhod test vehicle might be registered by now and if it is, I'm going to keep the additional evidence I found for anyone else who wants to register a 1974 Voskhod.

Maybe contributions to HV might become a worthwhile archive of their own if DVLA will accept history as documentary evidence. In that case I'd like to suggest Chris Drucker for the Alan Mottram award for the heroic collecting of tons of it. I still want to create some sort of frame number/reg

number register when I get time so can we please keep that box on the membership renewal forms?

As ever, HV continues to be not quite the usual owner's club magazine. I'm not sure how this happens but it does and so far, after more than four years (!!!), everyone seems happy with it. Interestingly I've met several people who receive it by email who don't get time to read it within a few days of it appearing in their in boxes and then forget it as it gets swamped by their more important commitments. I seriously think we might lose something as a club by producing a digital magazine. A lost reader is a lost response and lost future content. I know, we can't go back now!

I get the Jawa/CZ club mag by email, quickly scroll up the pdf once in case there's any pretty pictures then resolve to download it later, but don't. Once the computer's switched on I'm distracted by the internet or busy at work. I know how much work goes into it and I feel horribly guilty but.....

Something like on that subject HV makes an interesting comparison with Facebook where fantastic things everyone should know about flare up in a blaze of exposure then fade into oblivion twenty minutes later. Such is the nature of digital media. Despite the worry that HV might not be able to compete with Facebook, on paper it feels like it's carved in stone!

At lot of interesting content comes from email exchanges, usually about technical advice we need to have a chat about. Sometimes this drifts off into the realms of automotive engineering theory or anywhere, sorry if that gets boring. We rarely know if we've fixed anything so I can only assume no news is good news, a bit like being a parent.

I hope no one objects to me having an occasional poke at the senseless futility of consumerism. For me that's pretty much what riding a Russian motorcycle is all about. I'm both fascinated and horrified by the imminent death of internal combustion as one of the mainstays of our global economy. Will the future of our club depend on how precarious the supply of petrol becomes? HV is likely to reflect this concern.

After a shaky start Apple's istudiopublisher has

turned out to be brilliant and the COC Mac is purring along sweetly, so all is well. Fancy another year? I do!

President and Technical Adviser, Peter Ballard.

I have represented COC at FBHVC events and had long discussions with their officers with reference to age related registrations and 'sidecar sides'. The FBHVC officers now do understand both the issues, neither unique to COC. With reference to V55/5 age related applications the FBHVCs have had discussions with DVLA but have been unable to get DVLA to explain or justify their unilateral tightening up on issuing age related registrations. The new DVLA computer system takes any initiative away from the clerks, so many reject letters are standard letters and do not reflect the actual issue the clerk has with the application. FBHVC have also examined the various rules and regulations reference the Aug 1981 ruling on sidecar sides, so now understand the issues and conflicts. I have been in touch with other clubs with the same issues with sidecar sides.

Technical Advice; this year barely a handful of enquiries typically on telephone, mostly easy to diagnose. Guess most members try the lucky dip version on the various forums.

Date Certificates; I have issued 33 in the last 12 months. Only those with old foreign registration documents have been accepted by DVLA and had age related registrations applied to them, except a Polish Junak that relied on the Junak Owners Club's transcribed factory records. DVLA are adamant now that V55/5 applications for an age related reg must have either an old reg doc or factory proof of year. With an old/current EU reg doc some applications go through without need for a Date Cert. Happy to continue.

If DVLA really are insisting we forget trying to age related register without original foreign documents or factory records it leaves many of us with sheds full of worthless junk and knocks a bit of a hole in the trade in old Soviets from Eastern Europe. However, even though that's how it looked, the HV office believes that by enlisting the English language in an attempt to explain common sense,

Oh No!

there might still be a way forward. Further to "Voskhod piece" and "Dates" in the previous issue of HV, pages 10 and 27 respectively, in response to the second submission of our age related registration application, DVLA sent another standard excuse picked from their new IT system's automatic drop down menu. It's blatantly obvious from this that the operator in question didn't read any of the additional documentary evidence I supplied or the letter explaining it, if he did, he didn't understand it. I sent it all back, as it was, without adding anything new or even unfolding it, accompanied by the new letter copied on page 12. Then this happened.....

It would appear then that DVLA don't seem to accept applications unsupported by foreign documents or factory records not because of some high level, executive policy decision, but simply because there isn't a box to tick for anything else on their operators' computer monitors!



We think that the trick is to stop the operator from clicking "no" after a quick glance at the initial application and moving swiftly on to the next rejection, by making him, or her, think for long enough to treat yours as a special case deserving real human consideration.



Here she is folks, BBK 393M, as flawlessly original as necessary to state her case! Is restoration a bad idea? I'm beginning to think so. Perhaps we should do that later?

Thank you for your recent correspondence concerning the registration application for my 1974 Voskhod 2. I'm sure you have a record of that but just in case it says "The evidence you have provided from the Cossack Owners' club is insufficient as it is comparing the dating from other models, and you have not provided specific proof of this particular vehicle's year of manufacture."

In fact the point of providing you with the additional information after your first rejection was to show that all the Voskhod 2 motorcycles featured were exactly the same model, manufactured in the same year, that is 1974. The letter attached to the application, explains this and why the additional information is important in dating frame number 4983 as manufactured in 1974, so does the dating certificate from the Cossack Owners' Club.

This source information is linked to this particular vehicle with the use of photographs in which it can be clearly seen that all the examples of Voskhod 2 motorcycles pictured are the same model. The photographs of 4983 were supplied to the Cossack Owners' Club in order to generate the dating certificate. As you will see the photographs include pictures of not just the frame plate but the frame number stamped on the frame itself and the engine number stamped on the crankcases.

Importantly, also included with the application are similar photographs of another 1974 Voskhod 2 showing its frame plate, significant because this is identical in detail, riveted on with the same rivets, painted with the same paint, stamped with the same factory stamps, in, of course, the same 1974! This consistency is also apparent in the actual number stamps in the frame and engines.

The additional information, see previously attached letter, was not provided by the Cossack Owners' Club but was the result of research by myself. It was necessary to supply the additional information to the Cossack Owners' Club and ask them to revise the dating certificate taking the research into account because your initial rejection later required that dating certificate should "explain what source information was used to determine the date of manufacture".

It is almost impossible to speak to anyone at DVLA personally by telephone because of the high demand for the service so we're resorting to the reliable but ponderous expedient of writing letters, I hope that's OK. This will take as long as it takes!

I would like to point out that I've been involved in the motorcycle trade for 40 years and a member of the Cossack Owners' Club for at least 20 and I've owned and run Russian motorcycles for most of that. My interest in the motorcycles themselves is matched by my interest in their history and together with my colleagues and other long serving members of the Cossack Owners' Club we are absolutely certain there can be no doubt whatsoever that Voskhod 2 frame number 4983 was manufactured in 1974.

We know this because this particular example has covered hardly more than delivery mileage, 32km at the time of purchase, and not a single nut, bolt or washer has been replaced. It is entirely as it left the factory in 1974. Over the following years it has all weathered together and is obviously unmolested and original.

Of course we accept that a factory frame plate is not proof of manufacturing date as far as DVLA's registration process is concerned but this factory frame plate, stamped 1974 alongside the correct frame and engine numbers, is consistent with the apparent ageing of every other component of the motorcycle. It is also consistent with the factory frame plates of many other Voskhods it has been our pleasure to observe, enjoy and in some cases own, many of which were manufactured in 1974.

Both as Cossack Owners' Club members and tradesmen our long experience with the Voskhod 2 as a model has given us a familiarity with it which enables us to confirm a date of 1974 stamped on the factory

frame plate by the simple process of comparing its components with those we know to have been fitted in 1974. For example we know that the tail light fitted to 4983, with the shape of the cylinder barrel and the style of side panel badges, means that it can only have been manufactured in 1974. Such is the almost perfect originality of this motorcycle, meaning there's no evidence at all that it might have been tampered with, that examples like this are critical in determining the date of manufacture, 1974 then.

The previous owner having also been a member of the Cossack Owners' Club, the history of 4983 is known for the last 20 years or more during which all it did was collect dust! We know it was imported by the official importer when new because the petrol tank decals are those fitted at the time. These too are appropriately weathered. A change of importer a few years later ended the fitting of these decals but each piece of individual dating evidence, although only significant in pinning the date of manufacture to a small window of possibility on its own, adds up with the rest to enable us to be certain of an exact year.

No factory records are available as far as we know at present but records exist everywhere in the form of period road tests, and in the buying and selling of particular examples during their lives. This is what the additional information supplied after your initial rejection letter sought to show.

It makes sense to suggest that Motorcycle Sport magazine must have acquired a new motorcycle to road test, in December 1974, particularly as the copy of their road test I supplied refers to it not having been run in and they took it back to the importers when it broke down! Their pictures are clear and easily compared to those of 4983 on the dating certificate. The petrol tank decals referred to above are clearly visible too. The point here is that the decal evidence is supported by the magazine road test evidence, which is supported by the internet evidence which is supported by the photographic evidence which is supported by the factory frame plates.

This evidence combined with the beautifully correct and original factory frame plate with all the correct numbers stamped on it, from a beautifully correct and original motorcycle, and our collective wealth of Voskhod 2 experience and historical knowledge, makes us sure it was manufactured in 1974. All we have to do now is convince you within DVLA's rules and regulations.

I know you're under pressure and impossibly busy but such documentary and photographic evidence available to us is valid and mutually supporting only if you take the time to assimilate it!



Pictured left is BBK 393M, before she was, billowing smoke for the first time in at least 20 years, still filth encrusted and in places still sporting the lanolin coating she was preserved with before leaving the Soviet Union in.....



1974!

Does anyone know Alan Roberts? Apparently he owned this Voskhod once, some time during the darkness between its newness and Trevor Eckley. I'm sure Alan was a club member. I'd love to ask him when and where he bought it. She's back on the road Alan.

In conversation with other owners about to engage DVLA with age related registration claims we assumed an MOT was necessary as the initial record of the vehicle in question on the DVLA

Age related MOT

database. It appears that's not correct. Here's the FBHVC's Ian Edmunds in communication with PJB.

"With regard to your question regarding MoT, with the exception of trucks no vehicle 40 or more years old requires an Mot unless it has been 'substantially changed'. That exemption is not dependant on it being in the historic tax class. Thus an MoT is not required to accompany the first registration (V55/5) application. However, strictly speaking a V112 form claiming exemption should be submitted with all the other paperwork.

Post Offices should have V112 forms or they can be downloaded from - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/737342/v112-declaration-of-exemption-from-mot.pdf

You will see that the V112 requires the registration number. For a first registration application I would suggest using the frame number, making it clear it is the frame number."

The Motorcycle Sport article referred to in the aforesaid letter to DVLA itself refers to an article published in Bike Magazine a few months earlier. This is supposed to be a road test but in the editorial opinion it's an appalling failure of responsibility. Before we check out the Motorcycle Sport test, which actually is one, here's Bike Magazine's merciless degradation of the Voskhod they left abandoned in a shed for almost the entire time they had it!

East-West detente suffers a mortal blow as Martin Harrison discovers Soviet biking and wishes he hadn't.

If you've any sort of hankering to be a motorcyclist, I shouldn't bother to read this test at all, unless you're that bored, fresh out of beer, or just out for cheap laughs. If you're none of these, you've got no business reading Bike magazine, but, as the bit

of Rusky wizardry that is the subject of this test has no business being in it, here's something for you sunshine.

I really tried with this one, I mean putting myself in the position of a non-motorcycle man who's only two wheel trip is up the depot and back with a box of sarnies under a bargain ex army stormcoat from the Expand and Fart, you know the sort of picture. Then I thought of the cheapo price and maybe I'd be able to say it was a nice bike for a kid of 17 who wasn't too flash. Then I rode the thing.

In a mile and a half I was closer to a pine overcoat than I've been for a long time, and that's no way to begin a road test. Straight away all thoughts of being lenient went out the window.

At around 28mph I was tailgating a Galaxy, waiting for a chance to pass, when the sucker did the usual kill the motorcyclist act of turning right, with no signals, just as I pulled out on his offside. It happens so often, the reaction of braking, dropping behind and nipping up the inside is as second nature as a J. Arthur Rank after a cold night out. And if I get any more junk I'm sticking to that. *(What does this part mean? Anyone know?)*

Steady braking, nothing, Heavier braking, by which time, of course, things were a little more desperate, I didn't really want to slide into the side of a Greek in a Galaxy. Only way out was to let off the brakes (?) and ride through the turn with him. Fortunately the old Bubble and Squeak noticed the horrified fellow beside him and slowed up. As I discovered later, it was just as well he did, as if I'd avoided him by leaning down further I'd have come off any way as the tyres grip about as well as the brakes stop. I rode another half mile to a friend's house and left it for a fortnight.

Though unfortunately time prevented it, I was rather keen on getting the Voskhod to an MOT station so I could say officially the this bike is dangerous. I'll give you the whole story of the front brake in all its glory.

The first quarter of an inch pull on the lever starts the forks dipping as the oval drum smacks the shoes. After that, the lever can be forced back against the twistgrip with next to nothing happening until you reach about 5mph, when it sort of stops



the bike a little. Using just the front brake, I measured the distance it took to stop from 30mph and it came out at 180ft. Nice, huh?

The indicators are also illegal. There's a minimum of flashes per minute set down in one of those traffic acts the summonses are always quoting.

Because the Voskhod's electrics run off the generator and not through a battery, there's not enough current to trip the winker relay until about 40mph in top. Could have sworn that was ten miles per over the town limit.

The frame is so badly made that if you take a vertical line through the wheels, the front one is an inch and a half to the right of the rear and about ten degrees off vertical. No wonder it doesn't handle and tries to veer across the road when you have to make up for the useless winkers.

Starting is easy enough, not that I care much, but you might want to know. For some obscure reason, it's fitted with a decompressor, you don't need it for starting, in fact it won't start if you do use it, and to stop the motor you turn the ignition key off. Oh well. The valve in the head does leak oil though, along with the head joint itself. And while we're in that area, our test bike, which hadn't been fully run in at that stage, had an exhaust port that had been carefully sealed up with Gun Gum. Thought we wouldn't notice, eh Satra?

It's the attention to the little details that go to making this bike so wonderful. Plastic switches I suppose we'll let pass, as it is a cheap deal, but why the hell bother to put a mirror on that makes a car a half mile away look like a juggernaut about to inspect your anus? On no, make the spring so feeble it hardly lifts the stand off the ground, then we'll bolt a special piece of bent metal to the back of the engine that the stand can clip into, and everyone with white shoes can hoof the stand up

and get covered in oil. I suppose the engine and gearbox work OK. Though I can't see why they have to design an engine that needs two exhaust ports when it's supposed to be cheap.

Riding position and suspension, in a straight line, are nice and comfortable, and the screen and legshields keep off 75% of wet weather. I guess if the only riding you want to do is at 45mph on deserted roads you'd be alright. Oh, and the lights work well. Hurrah for that.

I don't think going into technical details is worth the paper and anyway, I've only one can left. I just can't think of any circumstance where this bike could be good for anything, which is about all there is to say really. You'd have to ride the thing yourself to appreciate why this test is like it is. I mean I hate the 175 Voskhod so much it's an effort to say anything. And if you think it's because we're all 150mph Jap bike freaks, you're bloody wrong.

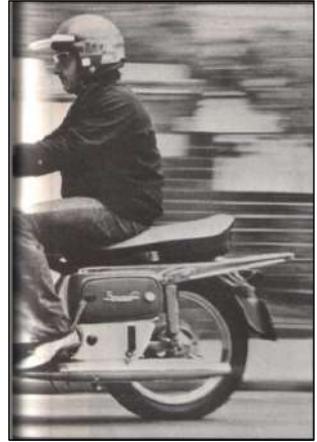
With bike riding getting increasingly hazardous all the time, mainly because of shitty roads and lunatic four wheelers, anything like the Voskhod is a killer. I hope to God I never see one on the road.

Why didn't they just get the brake fixed?

First up, here's the unofficial Phil Inman.....

AGM Adventure

A very laid back weekend with all the usual suspects in attendance, trouble is that the suspects list keeps changing. Of note was Stefan Andersson, who turned up with Charlie Macintyre, riding a Dnepr with some mighty mechanical malpractice going on within its cases and which was spewing oil all over the rider's left boot. Nothing out of the ordinary there, then. Charlie had



met up with this Swedish gentleman, Stefan, at F2 the previous day, and had invited him along to the AGM. Being on the last lap of a UK tour and riding a bike which was, by his own admission, now blessed with a top speed of only 42 MPH, and Greetham being in approximately the wrong direction, Stefan, being Stefan, tagged along. Good thing too, since he won the Furthest Travelled Award, a hand crafted, cast aluminium alloy plaque, created by Phil Rushworth. No other awards were made, this one being, I guess, by way of a practice run so that we can get it right for next year.

Other noble attendees included Tony Jones, Peter Ballard (AGM only), Alan Davies, Graham Butler, Phil Whitney, Phil Rushworth, Jim Turner, Russell Johnson, Michael Wadsworth, Mick Rowe and his other half, Milka, Nick Turham and son Samuel, Jim Adams and John Tickell.

The Cafe proved to be something of a focal point during the weekend, with expanding waistbands attesting to the quality, and quantity, of Gina's cuisine.

Friday evening unfolded al fresco, with Tony dispensing barbecued delights, and the alcohol flowing as freely as it should at such events. The fire pit provided a welcome and warming focus to the proceedings.

The run out on Saturday pm always threatened to result in a soaking, but began in the dry. The run was led by me, Phil, and I found myself modifying the route as we rode, trying to avoid the evil-looking clouds which stalked us. We arrived at Wymondham Windmill just as the clouds opened. A welcome cuppa and a natter allowed time for the sun to re-appear as if nothing untoward had happened.

Saturday evening mirrored Friday evening, except that the firewood ran out earlier, so we all retired to the COC marquee where Phil Rushworth laid on a slide and film show, including the Rutland premiere screening of that cinematic masterpiece, "Old Love Doesn't Rust" (if you don't know what I'm on about, see YouTube for a real treat).

Sunday morning heralded the AGM. Business was brisk and the proceeding remained focussed and to

the point. One interesting development was the emergence of an internet whiz, in the shape of Charlie Macintyre, who agreed to have a look at the Club's poorly website, a very welcome and much needed offer.

In conclusion, it only remains to be said that a good time appeared to be had by all.

Hi again. I made it back home to Sweden.. Both me and the bike still in a pretty good shape.

I drove down to Harwich on Sunday and found a pub with a campsite almost next to the port. Got on the ferry at nine o'clock monday morning.

I drove through Holland, managed to stay clear of the Windmills and funny smelling tobacco. Then across Germany and I managed to not "mention Tze war". Left Kiel on a ferry at 18.45 Tuesday, back home and parked at 10.30 wednesday.

And now I'm sitting here and trying to figure out the best way to frame and display the finest prize that I have ever got in my life.



Have some ideas. I might frame it and paint the background to look like an old factory wall. Well, as soon as it's ready I will send you some pictures. But I will not rush it, this casting is a piece of art and I want to make it as much justice as I possibly can when its hanging on my wall. All for now. Looking forward to be seeing you all again.



Stefan Andersson

I can only speak personally but I thought the AGM was very good, well organised and not too long. The campsite was superb with excellent facilities and spotlessly clean.

Philip Whitney



I had brought the bike on a trailer so there was no difficulty getting home. When I got home I found the battery generating just under 4 volts and the dynamo was not working. No wonder I was getting weak sparks! I thought perhaps the oil seal at the front of the dynamo was leaking and oil was getting back onto the commutator. I took the dynamo out and opened up the back end. No sign of oil on the commutator or anywhere else. I unclipped the brushes and

inspected them and all seemed well.

Put everything back together again and the dynamo is working and charging the battery. All I

can assume is that one of the brushes had stuck in their holder and was not contacting the commutator. All seems well now, but I have bought an ammeter so that I can keep an eye on what is happening electrically whilst I am riding. I will be bringing the bike to the Stafford show hopefully with an ammeter fitted.



The ride out was just as good, though I did have a bit of a problem. We were guided through very pleasant countryside through country lanes we would never have found without a guide with local knowledge and all was going really well. We arrived at a windmill which had a tearoom attached. As we arrived it started to rain, by the time we had the bikes on their stands it turned into a downpour and we all ran for cover in the porch outside the tearoom. Naturally we all went into the tearoom for coffee and cakes. By the time we had partaken of these the rain had stopped and we explored the area. This included climbing up the various rickety stairs to the top of the mill, stopping at each floor to inspect the archaic machinery. The view from the top was spectacular over the fairly flat countryside.

Time to return to camp, but my old Ural wouldn't start. Lots of offers of help but I said it was probably fouled plugs and told everybody that I could sort it and they should proceed back to camp. A couple of people stayed while I changed the plugs a couple of times to find the best as they were all pretty old.

I finally got it started, but it was not happy. I was guided back to the campsite by someone (who's name has slipped my ageing memory) and we arrived with a sick bike running on one cylinder. Some serious plug cleaning and I had the bike running round the field quite happily. Definitely new plugs seemed to be called for.



As usual Michael takes some figuring out but we think he went to Whissendine, or

Wymondham Windmill on his way to the AGM and was also at the last 2019 Greetham Gathering.

Michael Wadsworth



The Gathering takes place on the 3rd Thursday of the month throughout the summer. It's an informal meeting of classic vehicle enthusiasts. Googling it will tell you all you need to know. NB, This is the same venue as next year's Red Star Rally!!



Spooky number plate letter similarity on the AGM campsite.



It's a brief history of the SAAB two stroke cars from the early days and features a lovely explanation of their rally success in English with a lovely Swedish accent from prolific international rally winner Erik Carlsson. Apparently the 750cc two stroke triple howled like a banshee so in order not to appear to be a throttle closing wimp, Erik kept it nailed, as a matter of personal honour! And on that subject.....



Pictured above is the editorial past life now well and truly history because my involvement in racing

Goodnight Vienna

is all over. I'm completely cured and I'll never again be poisoned by stress and anxiety, praying whatever happens next isn't my fault! The 2019 season ended at Snetterton as we sheltered from torrential rain in the pit garages while the hurricane outside swept anything not lashed down off towards Yarmouth. Race in that? Well, we tried!



The pub, venue for Saturday night, is The Plough in Greetham and opposite the AGM gathers to award Stefan Andersson his furthest travelled trophy. Stefan, being Swedish, is enough of a connection for Michael to suggest we all watch.....

<https://www.youtube.com/watch?v=cBglgMTM0Pc>



Just in case anyone's interested the missile pictured above is a Spondon aluminium 250GP chassis with a Kawasaki KX500 engine in it, a two stroke single and 499cc of brutal vibration. We won the 1998 New Era open single cylinder championship together and on this particular weekend we won all six races at Cadwell Park, easily the UK's best race track.

In between the rain last time out we took a moment to pose for a phone as Ten Pin Racing with the P&M Triumph triple it's been my responsibility to care for, nurture and cherish for the past two years, winning the CRMC F750 championship in both.



Apart from the cylinder head casting and the crankcases there are no Triumph parts in the picture below at all. This is pure metallurgical sex.

I hope you don't mind me sharing her with you. Goodbye old girl, have fun without me!



Looking for Trigger.

Bynnzi

Rattling round a charity shop a few weeks ago I picked up a book about a fellow and an orse travelling through Europe in the late 1960s.(Trigger in Europe) Might be worth a read thought I and handed over my ten bob.

Worth a read was an understatement. I devoured the book, finished it in one sitting, and was hooked. The horse, an ex rag 'n' bone man's nag rescued from the streets of Todmorden by the author and nursed back to health was called Trigger, and the pair of them travelled 9000 miles through a pre European Union Europe with William (Billy) Holt selling paintings he had done from the saddle to support them. Billy was then in his late 60s, and Trigger 13.

Sometimes they slept by the side of the road, othertimes in royal stables. But everywhere they went they were met with friendliness and generosity. I had to know more and read everything I could about Billy.

Born to a coal merchant in Todmorden West Yorkshire, by the age of fourteen working as a weaver he had taught himself several languages whilst minding his machines. In his life he was weaver, artist, author, stunt man, broadcaster for the BBC. The only elected communist councillor in Calderdale and war correspondent in the Spanish civil war! Not to mention that he also ran a holiday camp using war surplus tents and started a lending library which delivered the books door to door in a fleet of Raleigh 3 wheeler vans. What an intriguing chap he was.

I live in Bingley, also in West Yorkshire and as it happens only 45 minutes from Toddy. I am a regular visitor, Mr Spoons Todmorden emporium The White Hart, being a welcome stop after I have zagged and zigged round the many unclassified roads of the area on my bike. Todmorden strangely is known for having the highest beach in the UK. Up in the hills above the town, in the shadow of the towering folly of Stoodley Pike is Gaddings dam. Formerly a water supply for the many mills of the area, Gaddings fell into disrepair as the mills it supplied closed and lay derelict for years. Until a group of local outdoor swimming enthusiasts bought it. After some renovation work,



At the high point on this road known as Cock Hill (titter) is the former RAF Oxenhope listening station. Now decorated with very good graffiti elephants, I don't know why but there you go. Dropping down towards the hamlet of Pecket Well, there is a small turn off to the right signed Haworth Old Road. This does indeed take you to Haworth but is now in a poor state of repair, and only passable for horses, bicycles, walkers and the odd MZ adventure bike now and again.

Continuing down to the end of the road in Hebden Bridge a left turn would take me through Mytholmroyd and on to Halifax, but I turn right along the A646 towards Todmorden. Not far now to my destination, but I've only been riding for 15 miles. I have 1.5 gallons of fuel in Stinky and this is sufficient for 150 miles so a detour is required. This is no surprise, I am known for not being able to go anywhere by a direct route. Generally managing to cover 100 miles when others would cover 10. Just after the municipal tip I take a small left turn onto Shaw Moor Road, after crossing the canal this leads into a series of switchbacks and then waggles and wiggles up through Mankinholes to Lumbutts. On the right is a pub called the Shepherds Rest, and opposite the pub there is the rough path heading up the hill to Gaddings. There are only 3 people making the ascent today, which is good.

A number of years ago a Manchester paper ran an article about the dam and the place turned into Benidorm overnight, with the small roads gridlocked and litter strewn about. Fortunately people's memories are short and the place has gradually returned to anonymity.

From Lumbutts I follow the road down to the A6033 turning right and next left onto A681 Bacup Road. Had I turned right on to the 6033 about half a mile further is a village called Walsden which has nothing going for it other than a row of cottages which back onto the railway, the cottages lean at 15 degrees plus out of the perpendicular. A strange sight to see the curtains hanging 18" from the window sill.

Walsden hit the news in 1984 when a petrol train caught fire in the nearby summit tunnel sending plumes of smoke and flames 100 ft up through the ventilation shafts. Fortunately no lives were lost,

the reservoir retained by the dam is now a focus for triathletes and cold water swimmers to train and when the weather permits to bask in the sun on the sandy shores. After trawling t'interweb for information I noticed that there was no mention of a final resting place for Billy, perhaps he was cremated, but would you believe that there is for Trigger?

Trigger outlived his travelling companion and being a bit of a local legend when he finally did turn his hooves up they planted him with a view of the town. This is a thing then, no longer weaving aimlessly round Calderdale I now have a focus, an orses grave. Let's go find Trigger.

From my house in Bingley it's a fine ride to Toddy, and today I'm riding my MZ TS125, Little Stinky. Setting off up the B6429 with the Brown Cow pub on my left I'm leaving a fantastic scent of 2 stroke in my wake. The road winds up hill following an old drovers route now a black top main artery with former industrialists estates and woodland flanking the road. Continuing up through fields with cattle and sheep grazing it's hard to believe that we are travelling between the northern powerhouses of Keighley and Bradford. Keighley only 3 miles distant on my right, Bradford slightly further to my left at 7 miles. And in the middle of both a ribbon of greenery all the way to Halifax.

Halifax not being the destination today, I do a bit of a left right shuffle crossing the busy A629 at Cullingworth onto a little road called Trough Lane which continues the meandering countryside theme. At the end of this lane is a tee junction with a pub The Dog and Gun standing at the crossroads. Turning right takes me down to Oxenhope, a pretty village every bit as nice as but overshadowed by its close neighbour Haworth. At the roundabout I turn left onto the A6033 which winds its way over moorland to Hebden Bridge passing another watering hole the Waggon and Horses on my left.

only the livelihood of the driver. Having managed to save his loco by unhitching his train he was persuaded to re enter the tunnel with a view to getting more wagons out only to be chased out by a fireball of burning fuel.



He was awarded £50 (not a kings ransom even in 1984) for bravery but never worked again. Looking right as I travel up Bacup road there is a nice crenellated stone and iron railway bridge hidden behind some 60s flats, worth a stop for the interested, but I carry on up heading towards Lanky hell.

The road twists and turns through a tree shaded valley with signs of industrial past everywhere until finally the domed roof of Todmorden observatory to the right marks the end of the climb. The fragrance up here is now much improved after the closure of the maggot farm (did they plant them like seeds?) which stood next to the observatory. The road bears left past the border marker and a closed pub which was called the Yorkshire Flower then down to a roundabout in Bacup, I look up at a road sign and see that I am on Yorkshire Street. Who wouldn't want to live on Yorkshire Street! I take the 3rd exit towards Burnley, which is indeed Burnley road and start rising again following the valley of the River Irwell passing the Irwell inn on my right. The Irwell meanders its way through Lanky hell occasionally flooding and causing damage until it joins the Mersey which In turn flows through the wastelands of skally valley.

Upwards, ever upwards in a Burnley direction. The road, the A671, flows up through the village of Weir where there is the strangely named ABBA nursing home hiding down a side road to the right. This is a great road, taking me from industrialised Bacup up through wild moorland with distant views over rolling fells.

The weather is fantastic today, not too hot or cold with clear blue skies giving a crisp clear aspect to the landscape. After a couple of miles a left turn signed to Rawtenstall comes up on the left.

We take this but turn immediately right onto Crown Point road which continues in a similar vein to Burnley road until a gravel car park with an information board is reached on the right hand side. After putting stinky on his centre stand and giving him a rest for a bit I lurch around easing the articulation back into my legs and circulation into my rs. My buddy Carlos would be taking this opportunity to inhale a couple of his rancid little roll ups if he had come with me instead of going worm drowning.

A footpath winds away from the parking and after about half a mile reaches The Singing Ringing Tree, not a tribute to a scaredy East German kids TV program but a panopticon. Which is a wind powered sculpture made of scaffold pipes with the open ends of the pipes open to all points of the compass. This creates an eery wailing effect that would be very unsettling if you were wandering the moors in the dark.



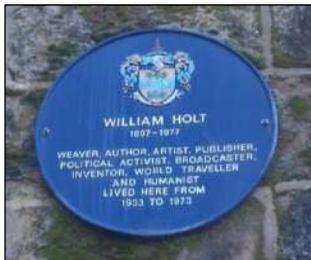
(This noise is available on Youtube where someone has posted the comment that it sounds like the souls of dead children screaming from hell.)

After studying the view from a stationary perspective and exercising the high note receptors of my hearing for a bit I wander back to Stinky. After stretching my legs I am no longer walking like a penguin and I feel like the saddle rs interface will be OK for another hour or so. Stinky coughs into life with a lazy prod of the kicker and ticks over in a little blue cloud. A little bit of throttle and we ease back onto Crown Point road the same direction we were previously travelling. After a further mile we turn right onto Woodplumpton road which ends at a tee junction with the A646 where we turn right. This is typical urban double cabbageway and drops us to a set of lights where after a confusing junction we continue on the 646, which is another Burnley road, towards Todmorden.

In the valley now, passing through Walk Mill, Holme Chapel and Cornholme, the road is a well surfaced black ribbon with views of hillside farms and houses. Intriguing single track lanes weaving over the valley sides. On through Portsmouth and drop down through ever increasing urbanity to a roundabout in Toddy centre. The railway station and previously mentioned White Hart is on the right here. I avoid the urge for coffee and give the pub a miss, turning left at the roundabout which heads back towards Halifax. Nearly there now. I know the grave is on Kilnhurst Lane Todmorden. Bill Holt lived at Kilnhurst Old Hall, after studying my A to Z I know where I am going.

Not far from the roundabout passing the Hippodrome theatre on my left and a spanking new Lidl (wonder which gets the most visitors?) on the right, Kilnhurst road also on the right wends away up the side of the valley. We turn up the road and putter up the incline searching for any signs of our destination, at the very top the tar stops and the road continues as a track. I park up here and have a scout about, catching sight of a blue plaque on a house gable.

Bullseye, this is Kilnhurst Hall and the plaque gives me some brief information about William Holt but no mention of Trigger.



Further looking doesn't help and eventually have to ask a passing local who was a Trigger fan and led me directly there. About 100 yds up the unmade road on the left a 5 bar gate led into a small paddock with views over the valley and a headstone nestling in the grass inscribed "Trigger much loved and faithful companion of William Holt."

It's quite moving, don't know why but I get a bit emotional sometimes. It hit me full on here, the fact that this orse was so well thought about



that he was given a bit of his home turf to do in whatever dead orses do. May be a touch of hay fever but I have a bit of a sniffle as I walk back to my own faithful companion, we drop back down into Toddy and follow the road back to Hebden Bridge then retrace our journey back to base.

During the course of a technical email exchange about the possible symptoms of worn piston rings, myself and Richard

Richard Powis

hatched a plot to meet up for a sort of Soviet afternoon out. I only meet the usual suspects at rallies so it was a happy thing to put a face to another of our valued correspondents. Here's edited highlights on the subject of Jupiters.....

I have cobbled two together to make one and have been riding it about. I confess I have not rebuilt the engine but I have attended to all the wiring, earthed everything and treated it to a new Jawa ignition switch. It starts from cold and runs as well as can be expected, though there is more vibration than I remember from previous Jupiters I have ridden. The trouble starts when the engine is hot and has been left for a while. It is difficult to start and misfires for the first mile or two. With persistence and revving up, the symptoms clear, largely, and it will run again. However, it stinks and is inclined to spit back.

I adjusted the mixture screw, which controls fuel rather than air, I am told, and it ran a little better for a while. Compression is not bad but, given the history of the bike, a strip down and replacement of seals, bearings and rings would be desirable. However, I wondered if you have had any of this kind of trouble with your Jupiters and have found a way to improve things without a strip down and expensive replacements.

Your symptoms suggest two sources of trouble. You could have a weak spark which gets worse as engine heat soaks into the generator, and therefore points, when you stop for a while, or you could be running rich. What do the plugs look like? Make sure the points open cleanly and straight. Sometimes if they're not a good fit on the posts the cam will knock them sideways before opening them and your timing could be anywhere. That could be the spitting back. I've had a couple of Russian coils with poorly soldered terminals.



may try that if I can't get results with the Russian flat slide carb. (It shows signs of a hard life. I have replaced the badly worn slide but nothing else.) Next step is to juggle with the mixture screw again and test ride before deciding to fit the Mikuni.

I am delighted to hear that you enjoy riding Jupiters and should like to meet up with other IZH enthusiasts at some time, when I know I can rely on mine. I did suggest Walton on the Naze as a good venue. There is a biker cafe on the seafront which is mainly used by wealthy retired executives on their brand new Harleys and Indians. Perhaps the other cafe, up on the Naze would be more suitable. That is unless we could raise enough numbers for a two-stroke invasion!

I like the original Russian carb. Not because it's good mind you, because it's very much a part of the Soviet experience. Mikuni are undoubtedly the standard by which other carbs are judged and your Jupiter, or anything else with one on, will be infinitely better for it, but fitting one seems a step towards buying a Yamaha!

Having done some investigation into the sickness of my Jupiter, the compression reads out at less than 100psi for each cylinder, which may explain a lot. I have a set of S/H pistons, heads and barrels in good condition but I should like to re-ring them before fitting. Having read the latest HV, I am wary of some of the suppliers who hail from beyond the "Ghost Curtain", as they put it. There is a supplier in Ukraine (not Chris T) listing a set but all other ads are for complete rebore or pistons plus barrels. Do you have any suggestions? Have you obtained any decent ones yourself? The alternative is to use the existing rings on the S/H set, but one has a tiny chip out of it and I would rather replace it if possible.

100psi isn't so bad to be honest. If you're too far under that you'll lose low speed power, tick over first, but you won't misfire, it'll just feel soggy like it's running lean. Your second hand top end set is going to be better than anything you can buy from Eastern Europe. Firstly because all the new stuff available is Chinese and secondly because you can't trust anyone not to lie if they tell you it's NOS! If you have time it might be a good idea to fit it like it is and measure your compression pressure again. If you get more than 100psi it'll do.

where the wire into the windings has fallen off, solder it back. I don't know about you but I think replacing the original Russian electrical equipment with Mickey Mouse stuff from Ebay, including all those dubious electronic ignition systems, dilutes the Jupiter experience and to be honest, old Soviet electrics are actually quite robust.

Yes the pilot screw on the carb is a fuel adjuster so in is weaker and it makes a difference further up the throttle opening than you'd think. However the needles are a bit floppy and they can wear the needle jet in time and might just need dropping a clip groove. If the plug colour is dark this is a good place to start.

Before you start rebuilding things take the plugs out and give the kickstart a good swing with your hand. You should be able to feel the primary compression. The kickstart gives you one crank rotation and you should hear "thump, thump" as first one then the other cylinder gets a draft blown up its transfers. All is well if you do and you don't need crank seals. You'll hear rough bearings.

In my experience Jupiters don't mind lots of wear and even high mileage ones are often better off left alone than constantly fiddled with. If it ain't broke..... Sadly most of the repair parts available now are horrible Chinese quality and knackered Russian originals are better!

I have an Indian Mikuni VM carb (one of a pair which came to me). I used the other one on my Voskhod with great success, as I could not make the original work properly. It is in good order with almost no sign of wear but it needs a main jet. I am thinking 180 for the Jupiter. I used a 170 on the Voskhod. Have you ever used one on a Jupiter? I

Yes I have obtained some good rings from Matei at www.minskparts.com but, I ordered three sets, for a Voskhod which are the same. He was expensive and sent only one good set and two which weren't even round. I'm assuming from the difference in quality the good ones were Russian and the crap was Chinese. Our Eastern parts suppliers don't seem to see a difference between original and Chinese quality. If you ask for rings you'll get some, but they might not be any good.

Measure your ring end gaps. If you're over 0.5mm you're worn but not necessarily worn out. If you're up near 1.0mm new ones would be good. Also, put the rings in the barrels and hold them up to the light to see if much shines between the ring and the bore near the ring ends. This test is as good as measuring end gaps because if the ring is worn it'll wear most here and if it is, even a tight ring gap isn't going to save it. If you have to, compare all your rings and put the best ones in the top!

I read an article somewhere about making piston rings out of cast iron tube which involved parting off thin rings in a lathe, making a fixture to hold them out once you'd cut them and getting them heat treated like that to make them spring from there. Finally they had to be flat lapped, a process I used to do for a living. It's not that hard. All it takes is for someone to have time to do it and a market to exist to make the trouble worth it.

Cox and Turner may be the ring makers you were thinking of. They will make any number of rings, even one, for classic clubs. Naturally, they would be expensive. (I dare not ask). No doubt, there are members of our club who already use them.

I made a copper head gasket for my Voskhod, so I will do the same for Jupiter,



rather than risk importing from the East. I have ordered copper sheet of 0,5mm thickness, which I hope will be adequate. (Sandwiching between two sheets of thin ply makes cutting easier, with less risk of distortion.)



I will road test my Jupiter this week to make sure that it does not embarrass us by refusing to start. The "Revved Up" cafe on Walton sea front is open all the time, but I suggest weekdays would be better as it gets so crowded at weekends that bikes have to be parked on pavements opposite. Besides, my Jupiter is very shabby, at present and I am over sensitive about parking it next to several thousand pounds worth of company bonuses. Mind you, that could be softened if we could outnumber them! That might be fun.



Richard and Lovely Hazel enjoy a polystyrene cup of tea outside Revved Up Harley pilot's clothes shop and tea bar on Walton on the Naze sea front, above, Richard's Jupiter in the foreground. See previous page for Richard in more detail, Serenity in the background. On the subject of using alternative pistons from something else if you can't get quality rings.....

Pistons are quite complicated. I don't think Jupiter pistons are handed, the J3 parts are the same as Voskhod, that's why the arrows point backwards. They point forward in a Voskhod! They do this because of the gudgeon pin offset and the position of the ring pegs which depends of course on making the ring ends miss the ports. Gudgeon pin offset is a part of the whole crankcase/crankshaft/ cylinder geometry and usually the source of trouble if you use a piston from something else. If you're aware of it you can use the difference to your advantage, for example if you want less friction at speed instead of quiet running low down. As a rule

the gudgeon pin should be offset forwards to let the compression pressure push the piston straight down the bore against the thrust effect of the leaning rod on the power stroke, then it'll rattle like hell at tick over. To keep it quiet gudgeon pin offset should be backwards to hold the piston as it'll be for the power stroke so it doesn't "click" at it goes over TDC, but then you get lots of friction at speed. This is the big difference between race and road parts but it's often the difference between makes and models too. You can't use Voskhod pistons in a J5 because of this but there might be an advantage in using J5 pistons in a Voskhod!



Youtube at https://www.youtube.com/watch?time_continue=4&v=4jxJJU4Hcil It sounds absolutely awful as if there's a tortured bearing screaming in agony within it somewhere. This one, https://www.youtube.com/watch?v=DmnQiXuI9_s sounds only a little bit better. At least the horn works. Is this a case of they all do that? Those of us cursed with whining Ural timing gears should take heart!

This on the other hand, a ТИЗ AM-600, <https://www.youtube.com/watch?v=7qIKjMfgl-w> sounds lovely, remarkably so because our man seems to have no real idea how to start it.

While we're on Youtube here's.....

As a pawn of our feudal overlords, I was dispatched to Poland last October to valiantly safeguard its northeast corner against the predations of our post Soviet chums. Whilst not-very-vigilantly guarding a glorified clearing in the endless woods, I discovered the K750. Instantly hooked, I spent most of my R&R getting my licence, and once back in Poland I snatched the first opportunity to get on a train to Mogilno. Many, many hours later I was leaning over the fence of Radzieckie Boksery Robert



Michael Wadsworth snapped this Indian at the Greatham Gathering along with its proud owner pictured right. We have no idea who he is but his motorcycle makes an interesting comparison with the PMZ on the rear cover. Both are contemporaries, 1937 in the case of the Soviet. This actual PMZ can be seen trundling round the pot plants on somebody's brickweave on

Pretty V



Alex Lewis



Storozum and eyeing up his wares (a yard of Urals and Dnepr waiting patiently for new



amount of work the bike needed, so kudos to him for his honesty.



The outfit was delivered to the barracks after I'd returned to the UK, so greasing a few palms was necessary to have it 'disappear' to safety behind the wire. I flew back out as soon as I could, and quickly realised the scale of the project I had embarked upon. As I was having a calming roll up and conducting an initial speculative (and only slightly gloomy) tyre kick, a Romanian soldier appeared, introduced himself as Marius, explained that he'd had an Izh as a young man, and offered to help in any way he could. I only narrowly restrained myself from kissing him at that moment. I have returned twice to work on it with the Romanians (cheers, NATO!), and I think one more trip should do it before the great pilgrimage can begin. I am deeply indebted to Peter Ballard for help with registering it (I even managed to get away with keeping the original documents, which I'm chuffed to bits about), and to David Cox for the manual, without which I would be absolutely buggered.

servants). Armed with a feverishly annotated copy of David Cox's invaluable manual, Google Translate, my rudimentary Polish and the boss-eyed fervour of the newly converted, I was shortly on my back under a largely intact bike and admiring the gaping rusted voids in the bodywork. Through a



mixture of pidgin Polish and rabid miming, I outlined to the patient Robert my highly excellent intention to fix it and ride it back to the UK. This triggered the kind of pantomime lamentation I would expect from a Mediterranean, but not from a doughty Pole; it seemed that he (like the knowledgeable denizens of the Soviet Steeds forums etc.) considered this to be a classic junior officer's plan; that is to say, an ill-conceived catastrophe doomed from its conception. I tried in vain to silence him by stuffing banknotes into his mouth, but he was at pains to emphasise the

The bike itself – which I have nicknamed Крад ('Krad') to reflect its Germano-Soviet genesis, but am increasingly referring to fondly as the *сука блять (!)* had been on a farm in Byelorussia since the early 70s, and I am proud to say that almost every single thing on it has been bodged or bastardised in some way; without Ivan there to interrogate, I am constantly having to guess why he



did what he did. Most of it, much like my abiding fixation with this broken old bike, is clearly irrational and utterly defies explanation. Wish me luck.



Note: I have been chronicling my progress on YouTube, for anyone who's interested (under the username ClockworkNeanderthal)

What this means is you need to type https://www.youtube.com/user/ClockworkNeanderthal/videos?view=0&sort=dd&shelf_id=0&view_as=subscriber into your browser search bar and that takes you to all three parts of Alex's video blog or go to www.youtube.com and type in Clockwork Neanderthal K750 Rebuild in that search bar. The pictures here are screen shots from Youtube.

For some reason none of the three parts has received more than 60 or 70 hits and there are no comments, yet. There should be. Alex's introduction to part two, while carrying his new tyres to the tank park is both funny and profoundly philosophical, the soundtrack is a peach and the film itself is a lovely insight into what rescuing a scrap Soviet actually entails. Watch these videos!!!

Unfortunately, I had to miss the AGM weekend so sent my apologies. I have heard since it was a good doo. However, we have been out on the bike to a few sidecar rallies. I met Mick Wadsworth at one of them. He keeps his Ural outfit in France so it has the sidecar on the 'wrong side' !! I have

Greenwood's Gallery

enclosed a photo showing his modified Exhaust, it was taken from a BMW ST model then joined up to the Ural original. He finds that using a 300x19 tyre on the sidecar compensates for the road camber while over here.



My second photo shows a Velocette V Twin with Steib sidecar. The owner made the whole engine conversion including frame and leading link forks. There is also hydraulic hub brakes and a car alternator, lots of other interesting work also.



My 3rd photo show's Graham Butler this time on his Ural outfit. He left his 'juggernaut' at home as he is experimenting with alternative wheel sizes to increase the cruising speed. We also met Stephen Wood and his wife Marion out for the day on their Ural/Velorex sidecar.



Hattie the labradoodle is a regular at Ten Mile Church, she is a bit of a tart, as she will go for a ride with anyone. Any Church where I take services is dog friendly, they are generally much less trouble than the humans.

Alan Davies

Gear box and clutch for Minsk, no detectable wear £20. *You can't see so well in these little pictures but I've seen this in real life and it looks fine.*



I told Alan I'd put one of my Voskhods on the road. He said "Hit anything yet?" No, so far so good.

Sidecar mudguard for Jupiter sidecar, these are now about as plentiful as dodo eggs, bit of rust but not serious. £25

For Sale

Below, what's this then? Faebhean found it France in what looks like thick fog. you'll notice it's French registered but.....

Faebhean Kwest

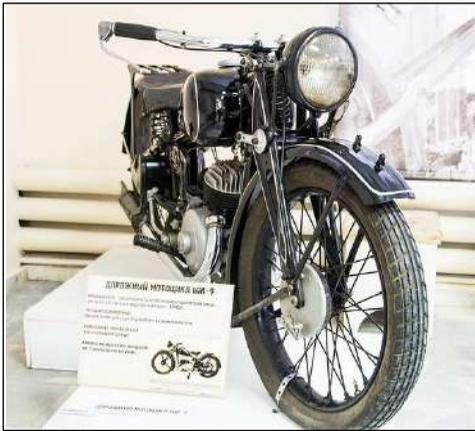


I snapped this solo bike in Dieppe recently, the owner who spoke no English - and I no French! - kept saying "Rooskie bike!" Can anyone shed some light on it?

The closest we can get here in the editorial office is this 1940 IZH 9 overleaf which is on display in the



01553 810675 or FrAlanDavies@hotmail.co.uk for the muduard and the Minsk gearbox opposite.



Ижевская история мотоцикльпостроения, that's Ishevsk History of Motorcycle Construction to you. It's possible our mystery bike is a later model but the interweb doesn't have one on it anywhere. It seems IZH produced a series of three little two strokes, models 7, 8 and 9, from the 1930's, during the great patriotic war and into the post war period. Perhaps Minsk's DKW copy was better and replaced them? Anyone know?



Although not one of 'ours', the Volkswagen sidecar and scooter is still brilliant. I went to the Ace Cafe near beginning of September and spotted this gem run by my Ural. I parked my bike next to the Harleys They weren't happy that I got more attention than them! *After spending all that money too!!*



Wanted
 Wanted: a left hand military sidecar with chassis (I know, I know! It's the normal boat on t'other side!) Condition not too important as long as sound, and not all held together by rust! Sensible price paid or maybe part exchange or swap for some hard to get items 07856 498827 or faebheankwest123@hotmail.co.uk

We featured Colin McCann in the last HV, page 14, but we didn't do much good I'm afraid. Colin sent this.....

For Sale

I'm getting rid of my Voshkod parts if anybody wants to bid. There's 2 sets of forks, wheels, front mudguard, rear mudguard, tank, headlamp, a box of spares still in the wax wrapping, mint chain cover rubbers, swing arm, log book etc, will take offers, just want the parts to go to a club member who can use them.

I was a bit confused by there being a log book in the list so I asked "Are these parts left over from building your bike or is the bike still parts because the engine won't go? Any idea how much you want for it all and where are you? I won't put your address in the mag, just which town you're in."

I can't get it running so I give up I'll take £100 for all the Voshkod parts I have. It's OK to put my phone no 07863463499 and I live in Oldham.

Occasionally I am asked to recommend motor insurance for our type of bikes. I always recommend RH motor Insurers. I have been a customer of theirs for over 15 years and I have always found them very helpful and competitive. When taking out motor insurance it is always advisable to look further than the headline premium. Ad ons, policy excesses and extensions can make a big difference over the term of the insurance.

Tony Jones 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, but more modern machines can be

added at competitive rates. 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.

One of the main benefits of an RH insurance policy is that there are no mid term admin fees. Most insurers will charge a fee, typically £15 to £25, over and above the premium adjustment if you add or remove a vehicle or add an additional rider to the policy. RH do not charge any administration fees.

RH will also allow you to add additional riders at no extra cost. Provided of course that they have a licence etc. I have in the past added modified bikes such as a BMW engined K750 and a hard tailed M66 which were accepted without any fuss.

Laid up vehicles can be added to the policy at a nominal cost. If you have a bike that is off the road or under restoration these can be covered against fire and theft. You will not receive a certificate and the bike would not be covered for road tests etc. This can be very important as the costs of restoration can be high and who honestly thinks about insurance cover until the bike is ready to be used on the road.

If you are unfortunate enough to have an accident where your bike is written off most insurers will retain the salvage, including any cherished registration number. An RH policy includes free and automatic salvage retention for vehicles over 20 years of age without any deduction for the value of the salvage. If your vehicle can be repaired you can choose a repairer you can trust rather than have the vehicle taken away and repaired by someone with no knowledge of our type of motorcycles.

Free UK and European breakdown cover and 90 days cover for European trips is automatically included. There is no charge for a green card which we may all need for future trips.

A couple of other benefits that are worth mentioning are; If you have a policy and recommend someone else then you will receive a 10 per cent reduction in your next years policy. Just ask the person you have recommended to mention

your name and post code when taking out the policy. If you have an RH policy they will beat your car insurance renewal by 10 per cent.

I have a contact at RH who will listen sympathetically to any problems such as obscure models, modifications etc. Just contact me and I will speak to them on your behalf. Just so that you know the Club will not be receiving commissions on any new policies. This is purely a recommendation based on many years of having an RH policy.

Contact RH insurers on 0333 043 3911 or rhspecialistinsurance.co.uk and be sure to mention the Cossack Owners Club.

I thought you'd retired Tony? Just Kidding!

In the last issue we missed a bit. It seems the tale of Mark's new pistons twisted the right way in the end. It might have appeared that Chris Tomes was the villain of the story but in fact he's as lovely as we always knew he would be. Here's Mark.....

**Happy
Mark
Avis**

After the first set of cracked-but-otherwise-looking-OK pattern pistons came, we agreed that I would pay a little more and genuine Almot ones would be on their way (actually Chris offered to do this for no charge, but it seemed fair to me to make up the difference). Unfortunately there was a packing problem in Ukraine and another pair of (worse) pattern pistons arrived. I thought I would have to give up, but Chris was keen to try again, after which the genuine Almot ones arrived, quite quickly. So I'm very happy, since I wanted the deal to work out and I want to use him again, and of course I'd like the happy ending to appear in the mag as I don't want to damage his business with club members by giving the wrong idea.



Andy Genovese sent me loads of media stuff and in it is what looks like an Austrian

Morocco

entry into a desert rally in Southern Morocco. I'm assuming these pictures are from the Ural

importer for Europe, based in Austria, but if anyone knows different, please tell us. Does anyone know anything about this at all?



Because we might be going there next year here's few pictures we prepared earlier. The thing is, rain on top of the Atlas sends massive volumes of flood water down two gorges which it's necessary to ride down. This is the Todgha Gorge near Tinherhir. These gorges get deeper as you go down and get



filled with debris washed off the top which not only blocks what's left of the track, it causes fast flowing eddies in the river which cut holes in the river bed, which you have to ride on. Having got away with guessing all day I pointed the editorial Yamaha across the river yet again but rode it straight into a five foot pit in the river bed, under the water of course. I saved my camera hanging round my neck by standing on the poor XT as it sank and managed to scramble out of the river.

Fortunately, although I'd met no one for hours, someone happened to be passing, a young man walking back up to his village on the plateau. He ripped off his djelaba as I dumped my helmet, gloves and jacket and we jumped in together to drag the bike out. I couldn't have by myself. It was one of those moments where the universe has looked after me, there have been lots!

My saviour was keenly interested and hung around to make sure draining the water out of the carb and points housing, blowing more out of the cylinder and wringing out the air filter would do some good.

"هللاء اش نا" he said as I unfolded the kickstart, willing it to run. I thought you're telling me!

"Chuff, chuff, chuff" and it was a good day. We grinned at each other through the clouds of steam pouring off the engine and billowing out of the exhaust. I pulled out what I thought were a couple of soggy ten dirham notes thinking I might offer him something for his help but he saw the fifty behind them and pointed to that. He didn't have to say "I'd like that one please." in Arabic because it was written all over his smile. I let him take it all.

Before the next river crossing further down the gorge, I walked in first. The river was wider and slower by then and there'd been more people. A group of older men were sitting on a bench outside a small building. They watched me plan a route through the water and I noticed one bring me to the others' attention. "يبغ حىاس ، اورظنا" which according to Google translate means "Look, a stupid tourist!" We burst onto the river bank in a shower of mud and stones in front of them having made it across OK and they clapped and nodded their approval. It struck me Morocco was enjoying this at least as much as I was.

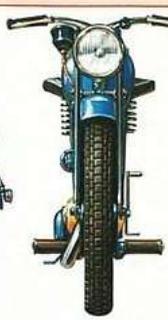
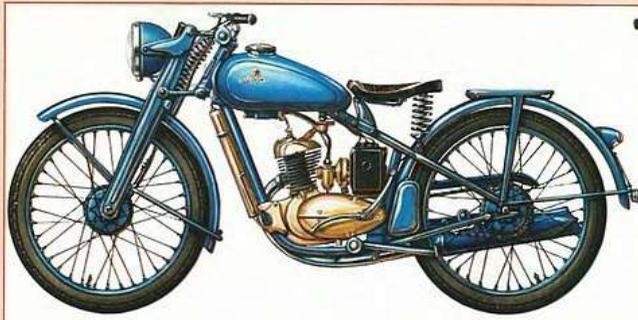
These days there's a raised concrete road with culverts built into it to carry the flood water underneath, at least near the bottom of the gorge.

This facilitates access by sidecar from the Sahara side of the Atlas. Google Todgha Gorge to see what it looks like now. Maybe modern life has helped everywhere. It would have been a mighty struggle to wrestle an outfit over the top thirty years ago. Up from El Ksiba on the Mediterranean side to Imilchil the rain had washed the road (track) away completely and progress was only possible up the temporary river beds cut by the floods.

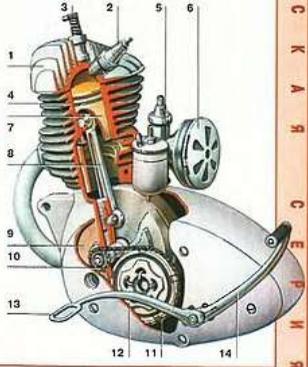
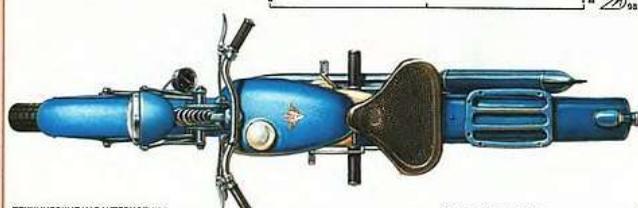


On the top the plateau is a basin surrounded by a ring of mountains and the water doesn't drain at all, creating a fertile, high altitude swamp. Villages up here depend on their agriculture for life itself, Tesco don't deliver. Then, one truck with road crew went over the top each week, so I kept off the grass!





ДВИГАТЕЛЬ
МОТОЦИКЛА МГА
1 — головка цилиндра;
2 — свеча; 3 —
декомпрессор; 4 —
цилиндр; 5 — карбо-
ратор; 6 — возду-
шный фильтр; 7 — пор-
шнев; 8 — шатун; 9 —
картер; 10 — возду-
шая задвижка; 11 —
маховая цапфа; 12 —
муфта сцепления;
13 — переключатель
передач; 14 —
пусковая педаль.



ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ
МОТОЦИКЛА МГА

Длина, мм	1928
Ширина, мм	850
Высота, мм	960
База, мм	1220
Дорожный просвет, мм	142
Рабочий объем двигателя, см ³	123
Число тактов	2
Количество цилиндров	1
Диаметр цилиндра, мм	52
Ход поршня, мм	58

Степень сжатия	6,25
Максимальная мощность, л.с.	4,75
Частота вращения коленвала при максимальной мощности, 1/мин	4800
Система зажигания	батарейная
Сцепление	многоскоростное в масляной ванне
Передача от мотора к коробке скоростей	безроликовая цепь

Количество передач	3
Привод заднего колеса	роликовая цепь
Система торможения	колодные тормозы
Размеры шин, дюймы	2,50—19
Емкость бензобака, л	9
Масса заправленного мотоцикла, кг	85
Максимальная скорость мотоцикла, км/ч	70

Рис. Михаила ДМИТРИЕВА



The last of Michael Wadsworth's photographs for this issue are of Jim Turner's K750 at the AGM looking very clean and shiny having had new barrels and pistons recently.

Just so you know, a gallery of all three flat heads!



Regatta Dover Fleeced Lined Jacket - £47.00

Product Code: COCJ1.

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



Regalia

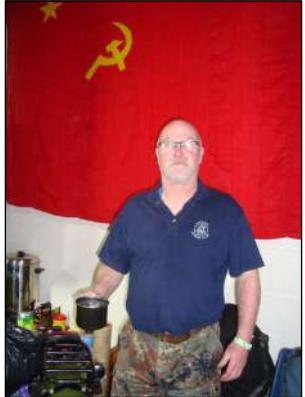
Full & Half Zip Fleeces - £25.00

Product Code: COC-FL. 100% Polyester, unlined. Comes with Silver Club Logo or Star Logo over the left breast. These are great for chilly mornings on the rally field. Normal range of sizes: Medium - Large - Extra Large - XXL & XXXL.



T Shirts-

£13.00 Phil and Gina are the people to see about the current availability of styles and colours. Cloth badges, metal pins and stickers are also available.



regalia@cossackownersclub.co.uk or on 01780 720420

Hooded Sweat Shirts £21.50

These are normally on an order only basis.



Woolly Hats £8.50

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

