

Horizontal View

The magazine of the Cossack Owners' Club
September/October 2019

The rage against the machine edition



What's it like, riding a 45
year old motorcycle?

Just like riding a new one,
45 years ago!



Front and rear covers

Centre stage on the front cover is Phil Hollis's as found 1965 IZH Planeta. Inside this mag you'll come across the idea that this condition has an air of originality which might actually be useful if you need to impress an office bound work station pilot in Swansea. The editorial opinion, as you all know by now, is that the art in decay, the history in weariness and a corroded record of achievement is far more beautiful than powder coat and an engine full of China. Although in this case a seat cover would be nice.

From this angle the leaning tower of Pisa doesn't look like it is. It doesn't look like it is anywhere in here because I couldn't resist playing with the buttons. Well it's always pictured on the piss isn't it!

Did Galileo really drop two different sized canon balls off the top? Apparently not, the reason being he'd figured out that if you tied them together first, if they fell at different rates the string would become taut while the light one held the heavy one up. But if that was likely to happen, the whole assembly would be heavier than the heavy one and fall faster. The contradiction negated the need to clamber all the way up the tower and lob canon balls over the edge.

Tom O'Brien found the observation which is funny of course but not quite true. Alternatively what's it like riding an old motorcycle for 45 years? Absolutely fantastic. How many times have you heard "I wish I'd never sold that....." ?

Motovelo, in case you didn't know, are the people who make Minsk's. Chris Drucker likes badges, especially this one.

Inside the rear cover top is Nick Turnham, Ken Sutton, myself, Michael Wadsworth and wondering about the leaning front suspension of Richard Squances' Dnepr having been extricated from the ditch. Joe Rouse proudly presents his Ural under that.

Outside the rear cover is the other side of a 49 John Tickle found on the internet. Although the recommissioning of a relic through the simple expedient of evicting all the spiders and crispy

beetles is quick, easy and joyful, this sort of thing is awesome. However you can't ride it, there's no chain on it. I wonder if there'll ever be. Chains are a bit oily, can't have that flying off!



Pictured above is the editorial XT500 Yamaha in the Sahara somewhere in South Morocco next to the last shade for miles and miles and miles, an acacia tree by the way, with six inch thorns. After an initial flurry of emails Mike Rowe, Richard Squance and myself have had to agree to resume communication shortly because I'm too committed to racing and editing HV to make much progress this week. However something somewhere is likely to be underway in late April or early May 2020 in the direction of Morocco or Southern Spain at least.

It seems as if it's going to be perfectly possible for anyone who cares to join in whichever part of the trip they fancy if the whole thing seems a bit daunting. More later.....



Forthcoming events

WARTBURG TRABANT IFA CLUB UK 50th ANNIVERSARY EVENTS.

The Wartburg Trabant IFA Club UK reaches its 50th anniversary in 2019. This is a significant moment for any club, but particularly so for one with a niche interest such as ours.

Red Oktober – Coventry Transport Museum: 5 October 2019. A return to this brilliant venue for a relaxing display of Eastern Bloc motoring excellence.

Camping is available at the weekend events, or there is a wide selection of alternative accommodation in the Skipton area. Pub evening meals will be available. Participants are welcome to join in for all or any part of either weekend event.

As ever the man to ask is Richard Hemington Events Officer, Wartburg Trabant IFA Club UK Events@IFAClub.co.uk or Mob: 07736 962572

Dent. The Dent formula is it takes place the weekend after the May bank holiday and the second weekend in October. For 2019 this means it's **October 12th and 13th**. Some people get there on the Friday and spend two nights in the pub. If Phil Rushworth goes there's the possibility of entertainment in the barn in the form of a sort of show what you bring slide and picture show of contributor's motorcycle related adventures.

Ural France will hold their bi-annual mega rally near **Bethune** in North East France on **September 22nd 2019**.

Mike Rowe is already getting excited by this and it's within easy reach of the COC enough to turn it into something of a club adventure. See November/December 2017 Horizontal View page 9 to find out what happened last time they did it at St Nectaire. For the essential info visit www.ural-france.com and click the red info panel. You need to register with Ural France and book your pitch with Parc D'Olhain campsite.



Tragically I've been forced to wield the old Whitworth spanners to get a Manx Norton on the

grid at The Goodwood Revival on this weekend so in spite of promising myself I'd be in France, it's not possible.

AGM

This takes place at Greatham Campsite, Rutland, same as last year on the weekend of **August 30th to September 1st**. See November/December 2018 HV for how good it was. It must be pointed out that the same offer of half price camping, subsidised by the club, is in place for this year as it was for last. When adding the numbers up you'll see that the saving of £18 for the weekend is comparable to your membership fee. The **AGM** itself is on **Saturday morning**. Gina's cafe will be open for the duration. This is **NOT** the same venue planned for the Red Star Rally although it's nearby. There may be awards for such things as furthest travelled, shiniest bike, scruffiest bike, most unfortunate experience and so on. If there isn't time, turn up anyway and kick up a fuss to make sure there will be next year!

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

Northern MZ rally

The next Red Star rally has been provisionally booked for 21st to 23rd August 2020 at the Greatham Community Centre, Greatham, 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 hookups 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.

Red Star



Sincere apologies Carl. Firstly because the two Stafford shows have become such an automatic part of the COC year and they're featured retrospectively in HV anyway, they sometimes drop off the radar as far as exciting forthcoming events goes. However there's still one yet to enjoy. This is over the weekend of **October 19/20th 2019** and as always it will be wildly exciting absolutely. Comrade Carl's contact details are opposite below in the politburo panel if you want to put your bike on the stand and get into the show free, or camp outside with the rest of us.

Stafford

I'd intended to send Carl some Minsk pistons or a pile of IZH sprockets or other suitable objects we could use to make trophies out of for the AGM, to give those present a happy memory and some article to cherish with pride should they win one. Then, the Ten Pin Triumph lost 3rd gear at the CMRC meeting on Angelsey, grabbed it back at the wrong moment and caused Graham to run wide onto the grass, where the front wheel dropped into a rabbit hole. Fortunately, just like Pembrey, it was the weekend's last race.

Sorry Carl

On top of that, while recovering from an indifferent start, Graham was carving his way through the field on the TZ 350 when he struck a seized bike slowing down rapidly on the racing line up Coppice at Cadwell. We had to resort to using the van as a press, jacking it up to be able to let it down again onto a system of bricks and wood blocks in which we hoped to straighten the front suspension enough to point the front wheel in the right direction, sort of, to be fixed properly later. Our special one off Dymag wheel was reduced to a carrier bag full of magnesium splinters. It'll take three months to get another one made at a cost of £bloody hell!

It took all day to borrow a front wheel and a brake to fit that because these days nothing is standard and nothing fits anything else. Having landed in a puddle, the result of days of heavy rain, and spent a couple of hours in the scrutineering bay drying out, we didn't notice the right hand carb had shipped some water and consequently we holed a piston when back on the track the next day. The bits, as usual, went deep into the engine.

In spite of the Cadwell disaster we've finished 4th in the now complete GP Original series and are currently also 4th, or 5th, I'm not sure, in the CMRC post classic 350 championship. The Triumph is around 100 points clear at the top of the F750 class. All the panic and stress of two big crash repairs and yet another engine rebuild has been worth it then but I'm afraid I forgot to sort out the trophy bits for our Carl. Sorry mate!



Politburo

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

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Sidecar body. The essential condition here is cheap. Anything considered as long as its pretty much worthless. As you know value is adjustable according to context so don't evict your chickens thinking you're going to make loads of money even if they live in a nice rust free sidecar. On the other hand, if you're fed up with tripping over it and simply want to get shot of it, a nice rust free tub isn't a problem at all. Do you live near Manchester? paulcodling@mail.com please!

Wanted

Where do you go? I know you have about 550 neighbours and your island is 12 miles long but very thin. What do you do up there? Please send us some pictures, we're intrigued to know what motorcycling in Orkney is like.

Made in China

This is what it says on the packet, what is it?

- 1, Heat water bag is used in medical treatment health and common live to get warm.
- 2, The water temperature the the heat water bag used should be around 90c. The water should be not over 2/3 than the capacity of the heat water bag.
- 3 After filling water must let the air in the heat water bag out and let the screw tight. Check if there is leak water phenomenon.
- 4, When baby use the heat water bag, should let the heat water bag a little far from baby.
- 5, When the heat water bag is used or storage must avert it to be weight on or stabbed, not touch sour, alkali, oil and sunlight shoot.
- 6, Storage heat water bag should fill a little air inside. Put it in shady environment.
- 7 The dirt on the heat water bag can be washed by soap water than use water wash it clean.
- 8 The heat water bag should not be put in the display wndow so long time, especially the display window in the sunlight shoot.

Available in Norfolk we have a 1993 BMW K75 frame with V5 and the core of an engine, two gearboxes, a pair of wheels one with a new Avon rear tyre, a Velorex model 562 UK side sidecar chassis widened by six inches and reinforced with respoked Jawa wheel and brake. Don't want to pay £150 for it all? paulcodling@mail.com and I'll put you in touch for an argument.

Not Wanted

This issue's warm welcome extends to.....

Anthony Kenmare, Chorley, Lancs.

Roy Beatwell, Bletchley.

Kev Bailey, Long Sutton, Lincs

Charlie Macintyre, Hornidge, Angus.

Duncan Rae, Sanday, Orkney

Gordon Danes Coventry, Works.

Brian Robins, Pontypridd.

Richard Fellingham, Horndean Hants. Rejoining after a break.

Very much Wanted

You'll notice this list includes Duncan Rae who lives on the island of Sanday. It looks like there are only three real roads on Sanday on Google Earth.

Below is the view up the busy end of the main (and only) street in Kettletoft, Sanday's capital (!) village.



Sorry Duncan but I'm going to put you under pressure here. So you own a Russian motorcycle?



I attended the IFA event that Cossack club members were

Greenwood's Gallery



invited to in May of this year. It was based in Tewkesbury and several scenic runs and visits were prearranged. We all met at Broadway Tower, then in the afternoon a run to the Cotswold motor museum at Bourton On The Water.



The next day was a tour of the Morgan Car company in Malvern. I was especially interested in the 3 wheelers, one of which was a prototype electric powered version. As it has no booming V twin engine at the front and it makes a horrible whining noise no interest was shown. Development on it has stopped due to an outside supply problem. (Good)



We then had a run to the Historic docks at Gloucester. All our vehicles were lined up in the square which is a public area. Much interest from the public was shown. On this run we had a film crew join us. A cameraman passengered in my sidecar and asked me to overtake as many Eastern Bloc vehicles as possible. It was over some scenic roads via the Malvern hills. A member with an MZ Red Star joined us for the day it is one of only 4 left in existence.



Our last day was spent at the famous Prescott Hill climb, we had our own club display area. (opposite top) Some members had entered for a sprint up the hill. However, the IFA club had a prearranged cavalcade run up the hill during lunch hour. A friend of mine attended for the day and he volunteered to be my passenger for the run up the hill. Henry Cole presented a long distance award to IFA member Wolfgang 800miles from East Germany in his rare Wartburg camper. It is the very last Wartburg off the production line in 1969 (I think). Parked next to my Ural below.



Weather was good for the whole extended weekend and it was a very enjoyable event. Each evening a group meal was arranged and we all met up for this. I thank Richard Hemmington for all his organisation and for inviting us along. I hope to attend more of their events as and when they are listed in HV.

The Three Magpies

We didn't get a full report of this gathering in the last issue, so here's David Greenwood carrying on where he left off a paragraph ago.....

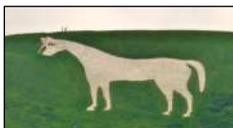
Thanks to Mike Rowe for organising. It's usually a good weekend and it certainly was this time. We had a good turnout with several new members attending. Weather was good all weekend. Food in the pub was good and we had two enjoyable social evenings in there.



I offered to organise the club run. Last year I took them towards Bath so this year I wanted to go in a different direction. I took them towards Westbury and the Vale of the White Horse. Our first stop was at a viewing area for the White Horse high up on the cliffs. After a short stop for viewing, we proceeded to our lunchtime stop at the Churchill Arms in the village of Lavington. However, we lost the rear half of the convoy so I stopped and waited. When they did not catch up I turned around to investigate. The 750cc side valve solo had trouble.



With Ken as it turns out. In spite of Mike Rowe declaring "There's loads in there!" there wasn't and Ken ran out of petrol shortly after Lavington White Horse. The accompanying Wadsworth outfit contains pretty much everything and a gallon was easily to hand. Then we discovered Ken's charge light was glowing its warning but apparently that didn't matter because the tiny 6v moped battery was freshly charged that morning and would last the run out, which it did, remarkably.



We all had lunch at the Churchill Arms, then a short run back to the site.

As it was still only mid-afternoon several went off for a walk along the canal to a flight of locks. However, soon after returning to site a Dnepr outfit limped in with twisted forks, bent mudguards and

damaged paintwork. The owner and his wife were returning from Spain. They had lent their outfit to a friend (a solo rider not used to combos) who had turned the outfit right over and ended up in a ditch. All the emergency services had been called, a lady in the sidecar had been trapped. Many hands again helped to rectify things and it was repaired good enough to continue on its way the next morning. *As seen on the front cover of the last issue. Below is Richard Squance's photo of the crash, an image I don't think I'm ever going to get used to. It chills me every time I look at it. More of that in Richard's Pisa adventure later.*



One interesting bike was a Dnepr outfit. The current owner had spotted it in a house front garden. It was completely covered over with brambles and weeds.

It had languished there for nearly 20 years. The lady owner had become ill and could not ride it anymore, her husband just left it outside for her to look at and remember the good times. The new owner has not had to do much to get it going although it is still work in progress.



He did not want to come out on the club run as the machine is still fragile. However, I persuaded him and he came along. He reported binding brakes but not much else. You will see from the photo (*On the back cover of the last issue*) it still has homemade accessories fitted. A kitchen sink converted into a pannier and Siamese exhaust made of flat steel with a flange fitting silencer!



Above. Nick and Samuel Turnham and Colin, David's mate whose BMW was too boring to take on the ride out (just kidding!) examine the plumbing on Ian Matthew's Dnepr. Below. David himself, Michael Wadsworth and the Graham Butler Juggernaut

await take off instructions behind Russell Johnson's 750 Ural. Bottom. A cheery wave from Melka, the lovely Mrs Rowe, present this time



because the weather was warm enough. Most of the ride out followed the leafy lanes of Wiltshire and



you can expect next's year's ride out to too, just one of the many reasons being there is so well worth it. Opposite top is Hugh Peters' 750 Ural



with concrete block ballast in the side car. He didn't camp but spent Saturday night in the pub with us and seemed to know lots about engineering machining principles!

My mate, Al Pewsey, and I left Plymouth and headed west towards London on the 2nd May this year on route to Twickenham to watch the Army v Navy rugby match on the Saturday. When we were finally sober enough to ride the bike the following day, we headed for Dover and crossed over to Calais arriving in the evening. We travelled on for 40 miles to our first Airbnb in France south of Calais that evening.

The leaning Richard Squance



By the way, www.airbnb.co.uk in case you didn't know, are described as an on line market place and hospitality service. They're somewhere to stay almost anywhere. Right is where Richard found.

Next morning we set off early



following "The Remembrance Trail" visiting numerous Commonwealth War Graves on the way to Reims. Arriving in Reims we had already covered 527mils and so far all was well with the bike except for the clutch cable needing adjustment and topping up engine oil. On the Tuesday we continued south towards Dijon still traveling along side roads and avoiding motorways and toll roads. Wednesday we finally crossed the border into Switzerland and followed the road around Lake Geneva to a place called Fully. It rained nearly all day and we got very wet so treated ourselves to a hotel room to dry off properly. It was time to head over the Alps and we followed the Great St.



there was a Ural dealer only 35mils away, one of only three in Italy. The owner of I.C.P. srl 14022 Italy, who also builds his own airplanes, let us use his workshop to fit the new bearing. He also was a sidecar fanatic and had a collection of interesting sidecar outfits, one of his first outfits was a small red boxed sidecar.



Next day we set off again towards Pisa, but near Genoa the drive coupling failed and we managed to change coupling in about 45mins. The coupling had taken a bit of a hammering climbing the Alps and hopefully the replacement will last the return journey, as I didn't have another spare.



Bernard Pass. When we got to the top of the pass it was freezing cold and snowing hard, but the views were amazing. We arrived in Italy mid afternoon and stayed in Crova. The clutch had now run out of adjustment as the release bearing had failed. Luckily



We finally arrived in Pisa, after 1156mils, on Saturday 11th May and the next day met up with Lynda, Al's wife, and Ron Dovey who had flown out from Bristol. Al



and Lynda were then travelling on in a hire car for a week touring in Tuscany and Ron was to be my navigator for the route home via Le Havre.



Heading back, we went back over the Alps the same way we travelled down. The weather on the return way clear and sunny, so the views were even better on the way back over the Alps. The bike ran fine all the way back to Le Havre, covering over 2000 miles in total. We caught the afternoon ferry from Le Havre to Portsmouth, staying in Portsmouth overnight. Saturday morning we travelled up to Sells Green and joined up with the Cossack Owner Club members camping at the Three Magpies.

Ron and I met up with our wives at the Three Magpies pub and Ron asked if he could take his wife, Lyndsey, out in the sidecar as a birthday treat. Unfortunately the change in driving on the left hand side of the road and the change in camber caught Ron out. He clipped the kerb approaching a right hand bend and ended up upside down in a hedge with his wife trapped in the sidecar. Ron called me and we headed to the crash site where an ambulance was already on scene. Two fire engines arrived with police and they were able to release



Lyndsey from the sidecar. Thankfully she and Ron were both unhurt and able to drive home after a cup of tea at the pub.

I managed to get the bike back on the road with assistance from the COC members, in particular Paul Codling, Ian Matthews and Michael Rowe who were camping at the rear of the Three Magpies. The forks were a bit bent due to a bent fork stanchion and bent sidecar mudguard, which the Trumpton fire brigade managed to mangle. I finally arrived home in Plymouth on the Tuesday after attending a wedding in Blagdon on the Monday. The Cossack is now in my garage all stripped down and receiving some TLC and hopefully will be back on the road within the week.



Richard's reference to Trumpton is because of the apparently heavy overkill applied to a crash scene by the emergency services who seem to have used the same health and safety training in place for multi vehicle mega pile ups on motorways as an excuse to play with their toys. Out came the cutting gear and the hydraulic rams to extricate poor Lyndsey as if she were beans from a can. Fortunately, if we can say that, the worst she suffered was brambles and stinging nettles and back on the campsite, she looked remarkably calm and steady.

On the subject of the unfathomable nature of official procedure.....

Voskhod Piece

On page 27 of the May/June issue of HV you'll have read that the third, almost virginal of member of Voskhod Piece's trio was about to have an MOT which according to the "Making an Application" page on www.gov.uk was the last digital hurdle to be jumped to accompany its V55/5. All was well, even the brakes were adequate, amazingly, and off to Swansea went the wad of paper including a COC dating certificate. Interestingly, nowhere on www.gov.uk does it say anything about dating, motorcycles. You meet this first on the V55/5 in the form of a little box called "Year of manufacture", because the V55/5 is for registering old vehicles. I put 1974 and hoped, as we all have been for years that the COC dating

certificate carried the necessary credibility to prove that on its own. These days it doesn't seem to and predictably "I have to reject your first registration application(s) because of the reason(s) given below." First application(s)? Do they expect more? Well yeah, they do! They even sent me an SAE so what's going on here then? It should be obvious that this is a standard response picked from a menu of standard responses and does not relate specifically to this application. We know this because we always get this one, sometimes several times. So what does it mean?

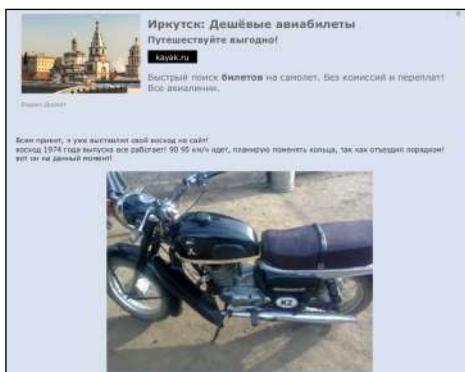
"You have not provided sufficient evidence of your vehicle's date of manufacture." The key word here is sufficient meaning we did try, the COC certificate is evidence but they want more, and then "Date of manufacture evidence must be sought from the vehicle manufacturer. If the vehicle manufacturer is no longer in existence or is unable to provide you with dating evidence we will consider accepting dating evidence from an alternative reliable source." So far so good except for the word "consider" meaning "might not". Obviously something in my application was unconvincing.

"Dating certificates must contain the date/year that the vehicle was manufactured....." of course it does! But ".....and must explain what source information was used to determine the date of manufacture." We have a box with the mention of the internationally acclaimed Russian Motorcycle Encyclopedia and we say "Scans are included" but DVLA want "They must also include an explanation of how the source information was linked to this particular vehicle (eg either by inspection or photographs and rubbings)" We don't do that, we've assumed that our processor will realise the pictures of Voskhods in the book look a bit like mine, but we haven't pointed that out. It's likely that our processor can't find an explanation of why the encyclopedia is important, and so "click", out goes the standard letter and on to the next application. Are we going to need mind numbing attention to detail here to understand the DVLA machine's advanced digital processing and the trained out humanity of its operators? Oh Yes!

After a very productive email swap with PJB we discovered that the exact wording of the Russian Motorcycle Encyclopedia didn't pin down particular Voskhod models to production in a particular year.

All it said was the Voskhod 2 was manufactured from 1972. My application demands manufactured in 1974! Worse than that, there wasn't a picture of a referred to 1974 Voskhod, just some various Voskhods of indeterminate years. Oh dear.

With no factory records and no foreign paperwork, because this one isn't actually foreign, we have to find some other way of demonstrating manufacture precisely in 1974. VIN plates, screwed on the vehicle itself, are perhaps not the independent evidence DVLA are looking for. These from now on will be referred to as factory frame plates, to imply we no longer expect their recognition as reliable evidence. So how about these.....



They're web pages from on line magazines and both show 1974 Voskhods described as such in the text. I have lots of web pages and after several days arduous searching I now understand the significant differences between various years of Voskhod manufacture. I know that side box badges were introduced in 1972 and changed pattern in mid 1974 and together with the

square fin top end in 1975 evidence I can be as certain as anyone can that my Voskhod is 1974. I'm so confident I feel I could argue with some of the Russian or Ukrainian Gumtree sellers.

Восход 2 мотоцикл 1974г за 15 тыс руб в Санкт-Петербурге



Регистр:	Санкт-Петербург
Год выпуска:	1974
Пробег:	15 тыс. км.
Продавец:	+7 (921) 920-XX-XX Позвоните, номер телефона скрыт Евробизнес
Двигатель:	0.18 л., бензин
Кузов:	■ черный
Трансмиссия:	переход-4
Привод:	задний
Состояние:	удовлетворит.
Цена:	15 000 рублей



In case you care this one has side box badges which could be 1973. Is £190 a bit high!

Also, on UK Ebay I found a copy of Motorcycle Sport published in December 1974 which featured a road test of a 1974 Voskhod 2. I'm sure they loved it and we'll have what they thought here in HV one day but importantly DVLA will get to read it too.

And lastly, I already own a 1974 Voskhod 2, registered with DVLA in 1975 I'm afraid but it is significantly similar and arguably could have spent a few months getting from Moscow and hanging around on a dealer's showroom floor before some poor bastard, sorry, frugal minded punter couldn't afford anything else!

Both 1974 Voskhods have original factory frame plates with their frame numbers on under the date stamp which says 1974 and they look like all the other 1974 Voskhods I've found from completely independent sources. Magazines are good, museums have little write ups on their websites, there are always lots for sale on line somewhere and comparisons with already registered examples must mean something, especially if they were registered as new at the time. Is that sufficient evidence?

All we have to do now is explain on the dating certificate that our 1974 Voskhod 2 looks the same as all the other examples of a 1974 Voskhod 2 we found and combined with the fact that it says 1974 on the frame plates, on both real ones available

here, we know it was manufactured in 1974. Got that, 1974. Nineteen seventy four OK? We have to do this because it's not the operator's place to fill in the "explanation of evidence" box on the screen in front of him/her for us. DVLA is an IT driven machine. Any humans involved in its function have intelligence trained out of them because common sense, individual perception or any risk of accountability must be stamped out in order to achieve faceless bureaucratic stability. Out here in the real world we'll get "No, no, no." until we understand this and play the game with the same exasperating and fastidious attention to detail.

If this works it means that someone will have to put the effort in and try to find the evidence of manufacture date wherever they can for every application without foreign paperwork and it's too much to expect the club to do it. Pictorial evidence from web pages must include the date with the picture on the same page and, here's a thing, if a particular year of manufacture needs particular styling or mechanical features, originality is essential. Want an age related registration? Then get resourceful! Also essential is hanging on to our human sense of humour, DVLA, machine that it is, doesn't have one! However, if anyone else wants to date a 1974 Voskhod 2, I might be able to help. Wish me luck and watch this space!

I sold by beloved 10 year old Ural Dalesman to a fantastic guy from Stoke-on-Trent who had fallen in love with my machine.

Bridget Carter

He stored it in his builders yard but within a week his tool shed had been broken into and the bike taken as well. He is gutted. Police have found no trace of it and think that it may have been crated up and shipped. Just a word of warning so that folk can be reminded of security.

Had a lot of fun with the Ural but lost confidence over the last couple of years and she was hardly out of the garage. I thought she had gone to a lovely new home.

I've just spent the weekend with Londoners who are plagued with youths on stolen mopeds and Latvians who tape trackers on things they want to steal then go back for it, wherever it is, when they get round to it. Sometimes they watch it for a few days so they know where it'll be.



I live in Northamptonshire and have been restoring a K750 for the past year, having sold a Suzuki Hayabusa - quite a

change. It was in a right state when I got it - snaked all over the road when I tested it even with the sidecar attached. I even managed to get the whole of rear end, wheel, final drive and suspension off without the need for spanners! Peter Ballard has been providing great technical advice and help through the DVLA process, and David Angel at F2 did a superb job sorting the forks and some other bits I didn't dare touch! I don't have any real mechanical experience, but with a bit of advice I've managed to rewire it, replace the clutch, gearbox, final drive and swing arm. I had to use Mikuni carbs as I tried with two sets of Russian ones and couldn't make them work, and still I've got loads to learn.

I've just managed to get on the road and do a few miles, venturing further as I get more confident in its reliability. Originally I had thoughts of customising it as a solo, but having stared at it for some time, it brought such a smile to my face I just wanted to keep it roughly original. It's been fascinating and scary learning to ride with a sidecar and I've had a couple of big "moments". Who would have thought that going from a 190bhp hyper sports bike to an old Soviet job which maxes out around 50mph (the bike and my fear gland) could

Nick Elliott

so comprehensively restore "the grin factor"? (*We would!*) I really hope to get to a rally at some point this year to meet some of you. All the best, Nick.

Phil Hollis

After 30 odd years in construction programme management, I'm looking forward to taking early retirement in about 18 months time and want a change of scene and pace. I was after a project to get my hands dirty and learn some new skills. I have a brother in law who is a keen biker and an engineer, so a motorbike seemed a logical choice for my available budget and limited space. I have a long time interest in Soviet history and over the years have visited many of the former eastern bloc countries and learned to respect what they have been through, but also capable of achieving.



The solidity of their engineering with the emphasis on practicality appeals. So when I came across a 1965 IZH Planeta, its rather old fashioned look and, I'm hoping, single cylinder simplicity lead me to buy it. It's a non runner as will be clear from the photo, but that's fine. I wanted a bike I could take apart and put back together again as a full restoration project. The last thing I want to do is ruin an already mechanically good bike. So that was it, no real plans beyond that. Then of course I start to get to know people who are true biker enthusiasts and decided I'd like to be part of the community.

I currently only have a car driving licence, so need to learn to ride. Hence the Riga Stella, which is a runner albeit requiring some maintenance. The date on the plate is incomplete as 199?, but I have registration document with 1991 on it.



As for the 1974 Voskhod 2, well can't really justify that at all other than it was relatively cheap, local and again is a near runner. So I'm on a couple of steep learning curves to become a rider and an amateur mechanic. I'm really looking forward to the experience though and hope to be a long term member, and at some point be able to get out and about to meet other members.

I have a voshkod engine that has been rebuilt and it still won't run when it's hot. The latest theory is it's the windings on the stator but I can't get it reworked as the copper wire has a flat side and nobody can supply it, I also need a carb for same, I've had this bike 8 years and done hundreds of miles on it using it every day for the first six of those since when I've had 3 of the local bike shops looking at it and all have failed to solve the issue, any help would be greatly received thank you.

A Voskhod reluctant when hot? That doesn't happen much! I've discovered.....

Colin could be right about the windings on the stator but I've swapped several stators with no result. There seems to be a thing with Voskhods

as they get old and a lot of them develop this trouble, I've had more than one. It's more likely to be a loss of magnetism in the rotor. Does heat affect that? It seems to cool down faster and burst into life sooner with the cover off.

A wide points gap leaves the points open longer so there's more time for the generator to charge up the ignition coil. It's not a certain fix but it helps. The spark is weak at low revs and fails at kickstart speeds, my Voskhod fires up with a push easily with the points set at 0.6mm. You have to retard the timing if you open the points.

As a possible proper fix you could use the Mike Sweeny wandering indicator output method as mentioned on page 9, July/August 19 HV. I don't have indicators so I checked the output from the indicator terminal on the generator, white wire if your wiring is standard. It's between 1 and 1.5V more than the ignition output all through the rev range. I don't know if it's supposed to be, it's Russian! I've tested it in the garden and the engine runs fine on it but I've not yet had time to test it half way through a run out, when the trouble usually occurs. I'll do that soon.

I'm not sure this is a good idea but it might be possible to put a switch in the white wire and add it to the ignition instead of swapping it, giving you a boosted spark for kicking you can switch off once you're running, saving the coil from overload. A lot of cars and the Yamaha RDs used 6V coils on a 12V system protected by a thing called a ballast resistor which switched in as soon as the engine started, ours would be something like that.

Here are some people called Apex Magnets from the internet..... "When heated above 176° Fahrenheit (80° Celsius), magnets will quickly lose their magnetic properties. The magnet will become permanently demagnetized if exposed to these temperatures for a certain length of time or heated at a significantly higher temperature." This is because at high temperature the iron atoms jiggle about, bugging up the alignment magnetism depends on. The same thing happens when you hit one. The Voskhod manual tells you to whack the rotor sideways to knock it off its taper if you have to remove it. Use a SOFT hammer!

80°C is easy inside a Voskhod on a hot day,

**Colin
McCann**

especially a newly rebuilt one which is going to be a bit tight and generating more heat than it used to.



wondering if you could help in telling me the right plug I should be using, thanks Kevin.

The following email exchange revealed.....

I've changed the points for electronic points to make more reliable, I fitted new plug, plug cap and shortened hdi lead also have ordered a new 12v coil as local boys are thinking its deffo electric problem when it's stopping and starting no bother, the engine is a TMZ 200cc which is 8hp.



Pictured above is the very pretty McCann Voskhod. Is it fixed yet Colin?

The first we heard of Kevin was.....

Kevin Rostok



Hi I'm looking for help with a Tula Muravey I've had for 30+ years in shed, when hot it cuts out and I'm thinking it could be the spark plug and was

This has lay in the shed for 30+ years untouched and over the last 6 months has it been stripped and painted, electronic points came from Ukraine through eBay as well as other bits.



This year is our 3rd year doing the NC500 raising money for the Highland Hospice, 12 of us all on mopeds carrying our own camping gear and I'm hoping to use the Tula if it's going to stay going, all local boys from the Ross-shire area in the North of Scotland, we have raised £20k so far for the charity and pay for everything ourselves and this is happening next Thursday the 20th-24th. *That was July so by the time you read*

The notion is that there are three main ways you can lose compression, one being by blow-by past the piston rings, another being by poor valve sealing, and the third by failing cylinder head gaskets. This last one you can usually hear as a hissing noise as the piston comes up onto the compression stroke, and in this case, there was no hissing noise, so any losses could reasonably be attributed to the first two sources. Putting oil down the bores will make a temporary seal for blow by losses, so if we can see a difference between the readings, then we can see where the losses are.

Offside compression pressures were 48psi dry and 88 wet. Near (chair) side pressures were respectively 80 and 120psi. *(Nick made a neat little table here which was embedded in his article's format and I couldn't get it out easily.)*

So, the conclusion is that the losses are due to ring blow-by. The values are certainly too low on the near (chair) side and are not wonderful on the offside. Looking through the web, popular opinion expects the pressure to be north of 135PSI, although this may be with a warm engine. Being a belt and braces person, I took the cylinder heads and propped them up on the bench and filled them up with paraffin. There seems to be some doubt as to whether this test should be done with the valve springs in place, I did it without dismantling the heads, so valve springs in place, and even after a week, there were no traces of paraffin leakage into either the inlet or exhaust ports.

Squinting down the barrels, it was possible to see (below right) that down at the bottom of the bore there was an area where you could still see original hone marks on the barrel wall. So, it looks like one of the new old stock barrels put in in the last rebuild had not been correctly bored.

The pistons were Dnepr new old stock bought at the same time as the barrels. These had a lot of sharp

surfaces, so I had spent quite a bit of time with the ScotchBrite smoothing of the rough edges, and the gudgeon pin circlips were replaced with PTFE plugs. This last exercise was to avoid the gudgeon



pin walking out through the side of the piston and gouging a big groove down the side of the barrel. This was probably due to the con-rod being bent. Oselli Engineering (<http://www.oselli.co.uk>) straightened it for me (in the late 1990s), and the PTFE plugs (right) were made and installed on the advice of a drag racing pal. *(We're fascinated to see these work so well, aren't we Mark Avis?)*



The Dnepr piston rings are all plain cast iron, and some of my favourite suppliers can do pistons but not ring sets. There was a suggestion that rings from a Lada would do, but Lada bits are a bit thin on the ground these days. Fiddling about on the web showed that the American company Hastings do a ring set specifically for Dneprs that some folk (www.sovietsteeds.com) think highly of. Hastings have a UK agent. So, I phoned him up. "We don't do bike rings mate". "But I have your part number for the Hastings kit". "We don't do bike rings mate". Well, certainly a pleasure almost to do business with you.

A cursory look on the web indicates I can get a kit from the USA, but at forty quid for the rings and forty quid for the shipping, I don't think so. Paul notes "I'm sure the Ural factory have fitted Hastings pistons for nearly 20 years but it's not inconceivable that there's been a deal done and you can only get them from Ural as owners of the manufacturing rights. We get this with racing parts like Omega pistons which you can't buy from Omega!"

Hastings Manufacturing

325 North Hansover Street
Hastings, Michigan 49058-1598 USA
Phone (269) 945-2991 Fax (269) 945-4667

KMZ, DNEPR Russian Motorcycle

Year Model or Engine	Cyl. Dia.	No. Cyl.	Set No.	Piston Rings	
				Comp	Qty & Width Oil
850cc Eng. MT-11, 12, 14, 16 MB650, MB650M, OHV	78.00mm (3.07")	2	5128	14 - 2.5mm	14 - 5.0mm

Leszek Lyzwinski at Oldtimer Garage (<http://www.oldtimergarage.eu>) does Polish Almot pistons in a variety of oversizes that are supplied complete with gudgeon pins, piston rings and circlips.

These seem to be high-quality items and certain of the rings are marked “top” because they are asymmetric designs. Very hi-tech.

Whilst rummaging for information about piston rings I came across an interesting article by M.H Booth of the Institute of Diagnostic Engineers, who puts forward a couple of interesting propositions. The first is that whilst you need a minimum end ring gap to make sure that the rings do not bind as the engine gets hot and everything expands, but the upper limit of ring gap is not so important, as it will always be very small compared to the rest of the length of the ring that is in contact with the barrel surface. If we take a worn-out engine to bits, the reason that we see big piston ring gap is because the ring in contact with the bore has worn away reducing the pressure of the ring against the barrel, and thus leading to loss of compression and blow-by of oil.

He also says don't worry about setting the ring gaps so that they do not all line up, as rings do tend to rotate as engine speed changes. I did a bit more digging to confirm this one, as it had been a long-held belief, and he does seem to be right. They had actually measured the rotation speed of piston rings in their grooves, coming up 0.2-0.4 rev/min for the top ring, and 0.5-0.6 rev/min second ring, with the rotation occurring mainly under low load conditions. So, no need to be arranging the ring gaps.

However, Paul has some real-life experiential observations to add “Oddly enough I've discovered that usually rings stay where they are after they've cut their own signature in the barrel and in the ring grooves. They rotate only for a while sometimes. I've had to take the top off quite a few times expecting an engine to be worn out and discovered the lack of compression to be simply because the ring gaps have all lined up! It's not the springiness of the rings which hold them against the bore but the gas pressure during combustion. If you look closely you'll see the bottom of the ring is worn, not the top. This is because the ring relaxes during the inlet stroke (this is when the oil consumption occurs) then gets forced outwards and downwards on the power stroke so it sort of pulses in and out: it's actually sealed by gas pressure. You'll see if you hold a worn ring/barrel set up to the light that it's worn most near the ring ends. This is because the ring wobbles in and out most here without the

support most of the ring gets. Worse, the unsupported ring ends wobble up and down more too, opening out the ring groove. It's all very small but it does define the position of the ring and if they do line up for some reason, it's the max wear of each ring which lines up too. I like putting ring gaps 180 degrees apart, so the top and oil ring gaps are together but split by the opposing 2nd ring”. If anybody has some worn out rings to donate to the cause, we can section, mount and polish them to have a look at this effect.

A generally accepted (actually from the Hastings people) value for ring end gaps is 0.0035” per inch of piston diameter, the modern miracle of metrication having not yet thoroughly penetrated the slumbering giant that is America. So, in a fairly clumsy calculation, 79.5mm is 3.1299”, and the gap should therefore be: $3.1229 \times 0.0035 = 0.0110$ ” and $0.0110 \times 25.4 = 0.2783$ mm.

The old set of rings had an average end gap of 0.96mm measured square in the bore at the base of the barrel. This isn't wear, as the bike has done hardly any miles since installation of the rings. This is comfortably in excess of what the owner's manual (supplied by Nevals with the bike) says “The piston ring gap (when fitting into the cylinder) must be within 0.25...0.5mm”. So, let's go with 0.3mm end gap. Measuring the Almot rings in the re-bored barrels, I get 0.3mm for the compression rings and a slightly too snug 0.2mm for the oil rings, so they'll need a fraction grinding off. This was done with caution and a Dremel. If you hold the Dremel in the vice, you can pop the ring over the grind disc, and do both sides simultaneously, saves putting a load on the disc that it's not really designed to take.

Paul comments “0.3mm ring end gap sounds a bit tight if you ask me. I inherited some just bored barrels which had been fitted without checking the ring gap and they'd bound, cutting a little depression in the top of the bore. Their gap was 0.2mm. I'd have 0.4mm but if there's going to be a further progress report, I'll be interested to see how you get on with 0.3mm.”

Hopefully future comments will be in the form of reports on jolly adventures to be had actually riding it about!

“With regards to ring end gap, sometimes poor

quality parts are blessed, or cursed, with a rough surface finish, and fitted in a bore roughly honed, will run in quickly as they polish. This means that you're faced with the choice between a small end gap which you think will increase as the ring settles in or perhaps wanting a wider one if you think the ring material will expand unpredictably. The same applies to gudgeon pin fit. If it's too loose it'll wear as it rattles but without knowing how much the alloy the piston is made of will expand, or how good a bearing surface it'll make, we can only experiment, or guess. Running in generates a lot of heat a high mileage engine won't, another variable to consider. Do you limp along at 25mph for the next three years, so your engine runs in tight?

It's that fascinating difference between West and East. If you buy a bit for a BMW you can simply screw it in knowing it's perfect. In nearly 30 years working for Japanese motorcycle dealers I never once found it necessary to measure ring end gaps, plain bearing oil clearances, piston skirt clearances or anything else even though the manuals all insisted I should. I suppose I'd have found something in the wrong box but that never happened either. If you buy a bit for a Dnepr though, checking it is essential, particularly now most of the parts available from East European suppliers are trash, Almot contradicting the trend, thank goodness.

Some people, happy in their Western confidence that the manufacturers know what they're doing, fit East European parts just as they are and get in all sorts of trouble. That's where our Soviet's dreadful reputation here comes from. The manufacturers know exactly what they're doing of course, but in the case of the Chinese, or the little back street workshops springing up all over Russia, it's not to fix your motorcycle, it's to take your money with as little investment as possible."

In Lincoln, our local go-to man for a rebore is Bruce at RWH Motorcycles (£30 per barrel). We had some discussion about what piston to barrel clearance was appropriate. The original workshop manual indicated 0.06mm, but we went with 0.0035" (0.09mm) on based on Bruce's experience and judgement.

This ties in nicely with the piston ring end gaps, so it looks as though the 0.09mm clearance was a good call.

Paul adds "With regard to Bruce's choice of piston skirt clearance: 0.09mm is a bit loose for nice modern engines made of nice modern materials but us old Soviets don't get that. Did he think "Hmmm, what's this made of? Better give it room!" when making the decision to bore?"

The order of the Almot piston rings is: Top compression ring - chromed. Second stepped compression ring - black. Third ring - oil control - chromed. Fourth ring - oil control - black.

The gudgeon pins supplied by Almot are a good sliding fit in the small end bushes, but are, as far as I can measure them, the same diameter as the bosses in the pistons, so they don't quite fit. This indicates that the design is semi-floating. This is quite olde-worlde and means that all the bearing load is taken by the small end bush, and not shared between the small end and the piston journals. The Ukrainian versions aren't quite such a snug fit, and both versions do have what are apparently lubrication holes in the piston journals. One of my chums at work is an engine designer, and he suggested that the intention is that the gudgeon pin becomes fully floating at operating temperature.

Anyway, the immediate problem is to assemble the pistons on to the conrods. The gudgeon pins went into the freezer (-15°C) to shrink, and the pistons into roasting bags, and then into a saucepan to be boiled to expand (right).

(Boil in the bag pistons!)

The Neval owner's manual recommends 80° to 100°C, so boiling puts us at the top of this range, and the extra 15°C from the freezer gives us an extra bit of leeway. You can take your saucepan out into the garage, so the pistons stay nice and hot for as long as possible. Kevlar gloves are needed to handle the hot pistons.

The gudgeon pins slide in, but the temperature (and therefore size) differential is quickly lost, and so the pins were finally pushed home using a gudgeon pin press, and a bit of extra heat supplied to the piston boss using a hot air gun.



Next job is to put the barrels on. In previous rebuilds, the Ukrainian piston rings have been flabby enough to be easily compressed using finger power alone, the Almot rings are made of sterner stuff (bodes well for good compression), and a piston ring compressor would be good. However, the commonly available types are too big to fit in between the barrel and the block. Happily, it is possible, but quite hard work to fiddle the barrels over the pistons with finger nails alone. The pistons get a light coating of engine oil before insertion. The cylinder base gaskets have non-setting gasket goo (KMC Wellseal jointing compound) on the barrel side, and a thin coating of copper grease on the block side. This makes cleaning up the mating surfaces much easier when next you dismantle the engine. Don't forget the little bit of rubber tube that seals the oil return spigot into the block.

With the heads in place, and the valve gaps set on the compression strokes for each side, it is time to measure the pressure by the same method used earlier. The results were bit disappointing bearing in mind the amount of fanning about it had taken to get to this stage: weak minded soul that I am, I only did them dry. Results were offside 53psi and near, sidecar side 68psi.

I took off the heads and removed the valve springs. At this stage, it seemed a good idea to make some spacers (from a bit of old curtain rail tubing) so that when turning over the motor, the cylinders didn't move with the pistons.

On inspection of the valves and seats, it was apparent that the exhaust valve on the low pressure side did not have a nice smooth surface, in fact it was quite severely marked with concentric grooves which are probably as a result of my earlier efforts at grinding in, had been transferred to the valve seats. The exhaust valve on the low (off) side was also a somewhat sloppy sliding fit in its guide.

So, get the seats recut, and do something about the valve guides. Bruce at RWH was pessimistic: "There used to be a number of people who did that, but they are all either retired or dead". He did have a couple of suggestions, so I ended up at Northern Road (Service and Engineering) Centre Limited or NRSEC where owner Steve said that new valve guides all round, and if possible new valves and seat recuts would do the job. He politely declined to

fit new valve seats. Kindly Chris Tomes at Vostok supplied a set of bronze valve guides and a set of superior quality valves from Lughansk. Looking on the interweb, Lughansk is home to the Lugansk (sic) diesel locomotive plant, which according to its website (http://www.tmholding.ru/en/about_us/enterprises/lugansk/) is a 124Ha plant supplying (surprise) diesel locomotives, so it is clearly an area of significant engineering activity, and not too much of a shock if some company there is bashing out pattern bits for bikes.

NRSEC charged £150 to fit the new valve guides and recut the valve seats. Steve also suggested (and supplied) putting 'o' rings on the valve stems by way of oil seals. Not heard of this before, but couldn't do any harm. The compression results are now 120psi both sides wet.

That is as far as I have got at the moment. Watch this space for more interminable mucking about, this time with wires and crimp connectors...

My name is Joe Rouse and I have recently joined the club. I have just bought a 1987 Ural, of which I have fallen in love with, lol. I'm a 44 year old who loves all things different. I've got to say how extremely grateful I am for the help and information I've been getting from the club. Looking forward to getting the old girl on the road and meeting up with you all soon. Short and sweet Joe, but nice picture! Inside the rear cover.

Joe Rouse

When lovely Almot pistons seem to be out of your price range adventure and adversity beckon.

Mark Avis

Bike still runs like shit - one of my homemade valves (intake) stuck and piston hit it, but replacement was only 6 quid. I might have made it too good a fit in the guide, or the back of the valve was covered with weird sticky shit, which might be the sticky additive I put in the oil to try to stop it burning so much, come back in via the breather which gets sucked (as it were) by the air-cleaner. Chris at Vostok sent me some Chinese pistons 2nd oversize, I hoped to emulate your CTB success, (July/August 18 HV page 15) but one had a crack in it. He must be struggling with quality control, not being there to organise dispatch. He's been good about sorting out replacements etc (going to pay a little more and try Polish ones) but I'm glad I'm not

in a mad hurry. Looks like I might borrow a bike for next Poland trip...



Oh, and lathe pic might make you laugh. I have no space at home so a tiny lathe, but a big chuck came my way and now it's on it makes holding things so much easier!

I feel really sorry for Chris Tomes. There's nothing but Chinese shit, or perhaps it's Russian copies of Chinese shit, left in Russia now. He seems to have a warehouse full of it and it's costing him more to sell it than it's worth. Things are getting so bad now it's reached the point where I'm thinking I might have been very lucky with the CTB thing. The latest Russian Ebay project, the Jupiter 5 barrels, were simply trash and the Chinese ones we sought to avoid were better! A few weeks later.....

Well, replacement pistons came, worse than first, and not Polish 'Almot' ones as we had discussed, which



I had suggested I would pay extra for. So, I guess I can't use him any more, which is sad as I hoped this would work out. 'Oldtimer garage' in Poland have been reliable for me in the past, though they are more expensive - I guess I'll need to go back to them. C'est la ('kin) vie!

I'm genuinely sorry to hear that. I've exchanged emails with Chris lots and it seems he really is trying but he's in Portugal and a whole continent away from control of his business. It all seems to be going tits up, bless him.

Tony Jones gets lots of stuff from Arbalet in Ukraine which is where my CTB barrels came from. Perhaps you could try Matei at Minskparts in Romania? I'm a bit worried it's not just Chris but that the whole parts supply from Eastern Europe has descended into chaos.

How about getting Phil Rushworth to cast some in his back yard and spinning them in your lovely new chuck? I think that's what's going on in Russia now. Maybe we could do better!

<https://www.youtube.com/watch?v=9F0ShOH4V2U>

What's this? Apparently it's GoPro film of a sidecar race round the town of Jicin in the Czech Republic in June this year. We're on something with a Dnepr engine and ahead of us on the grid belching smoke is something else with what looks like a Dnepr rear wheel in it. Is this a Dnepr too?



We get off to a slow start but gain on the opposition with the real demon race action taking place around 5 to 8 minutes in after some serious braking at the end of the start/finish straight. This film is 23 minutes long and remarkable because both Dneprs lasted for all of it! The scenery streaming past makes it look like the racing takes place at around 45mph but I'm sure that must be an optical illusion.

On the subject of the useless trash sold as

Heartbreak

motorcycle parts from Eastern Europe and the priceless quality of real, new old stock Russian factory parts, check these genuine IZH sleeve gear assemblies out overleaf.

They still have the washer and circlip intended to keep the bearing rollers in place within the bearing for transport which means they're virgins, never



before used. If they'd been cared for they'd be the saviour of at least three IZH rebuilds because this part is a very complex machining job. Sometimes the drive dogs wear and when that happens, a new one means it's a joyful day.

However they weren't cared for. They were found in a box full of water with lots of other IZH gearbox bits, abandoned in a shed with a leaky roof. Not even the thick coating of lanolin all Russian motorcycle parts used to get could save them from certain corrosion. My hope is that once the rust is polished off the damage will not be so severe it will render them useless. But if they are useless, they'll still be better than a trashy modern copy!

I'd like to suggest a new verb for the English language to mean the act of the senseless destruction of priceless motorcycle parts in a misguided attempt to make a few quid by buying them cheap whether you need them or not, and then letting them rot.

Perhaps our new verb should contain the syllable "cock", begin with H and have an a and maybe a n in it somewhere? Is that harsh? Yes, it's as harsh as the tragedy deserves! Longer serving COC members will understand the joke.

Really saddened to hear of Chris Smith's untimely death who I knew well but hadn't seen in a few years. I thought you might like to hear a small recollection of a conversation with Chris in his Catford shop.

Andy Genovese

I came in to have my Ural serviced and generally tweaked and found Chris hammering away at a bent Ural frame. I expressed my surprise that anything with that much steel in it could be that bent out of shape and asked Chris what had

happened. He said he didn't know but could only surmise that it must have been hit by another Ural. He reckoned Ural #1 had lights so poor it couldn't see and Ural #2 had brakes so poor it couldn't stop leading to unstoppable force and immovable object colliding.

Chris introduced me to the world of Russian bikes with a Neval Phoenix (Dnepr 11) and I fondly remember visits to his Catford shop, the sight of Chris, can of lager in hand as the day drew to a close standing outside surveying the passing traffic. He'll be much missed by me and I suspect many many others.

Yes Chris' passing was felt by most of the club as if one of its foundations had been shaken. Tony forwarded your email to me and if that's OK I'll put it in Horizontal View. I'm the editor by the way.

Yours is a familiar name and one which has been cropping up for years but you're someone I know nothing of. You'll be a member of the Southern contingent then? That is if you're still a member.

We have this thing these days where we offer new members the chance to introduce themselves in a little write up for HV, which most are pleased to do with a photo or two. We're in the zone now where some of our founder members are slipping away, in Chris' case too early, and names I only know as history turn up in that context, I've only been a member for 20 years! Of course I hope you're in perfect health but in the interests of history would you like to introduce yourself retrospectively as a glimpse of how the club was. Our bikes are collectible classics now, similar to ourselves.

Paul nice to hear back from you. I got to know Chris after a friend who lived in Brockley (South London) mentioned there was a bloke selling Russian bikes in Catford. I'd run since my teens (before I had the paperwork that DVLA and Police took so seriously) an old Rover 2000 so was reasonably mechanically minded. Which was just as well. I bought the Phoenix from Chris as at the time I couldn't afford a Guzzi which is what I lusted for. Oddly by the time I could afford a Guzzi I found I preferred various Russian and Ukrainian machines to the Guzzi I eventually bought. I worked in the city in those days mostly formatting reports and documents and got involved in the

early days web development. Chris became my test case. Speedway Motorcycles got the enviable domain www.uralmoto.com and I developed his site so he became the focus of Russian Motorcycle interest nationally and to some extent internationally.

Later Chris (Burgess) and Neil (Turner) turned up at Chris Smiths and made contact with the Irbit factory and me. I developed their site (www.uralmoto.com) and then accompanied them to Irbit and ripped off the Rover website for the newly launched 25, 45 and 75 Rovers for the factory (www.imz-ural.com). Unbelievably the Russians actually paid a little for it which covered my visa and flight costs. I have all these old sites if you would like a disc with them on? Chris (Smiths) was extensive, the Uralmoto site was slick and the Factory site a rip off (ahem!).

Uralmoto (UK) Ltd. attracted a few dealers and I developed sites for David Angel (F2) and designed his logo. Chris Marshall (C&C Motorcycles) who is due to fix the carbs on my Guzzi late this week. Uralmoto (UK) fell out over not very much and I ended up on the Chris Burgess side of the argument (not that I was really interested in being involved). As Chris (B)'s clever tactics but lack of strategy unravelled and the business folded I ensured the factory didn't loose what could be consider their intellectual property.

I transferred to the now sadly deceased Dimitri Slobadin (Ural America) pretty much all the domain names that had been Uralmoto (UK)'s and I think when Chris Smith wrapped up Speedway Motorcycles his domain went to the Russians too.

I was on good terms with Chris Smith after all this and managed a reasonable relationship with Neil after he was quite prepared to throttle me for my actions during his spat with Chris B (I ensured Chris B remained in control of the website after Neil briefly succeeded in high jacking it). I have a friendship and ongoing relationship with Chris Marshall who eventually sold me a 2006(ish) Ural 750 solo which I still have. I also run (sort of) a couple of Dnepr K750's that Peter Ballard has helped me through the paperwork jungle and spotted my outright lies about how I came by them (junk bikes from a Latvian man with zero papers and no frame numbers). I still run a 1967 Rover

2000 and Guzzi T3. I've realised during the brief interludes without Russian bikes over the last 25 years that I really miss them despite all their dreadful traits and the fact that every fix or modification particularly to the Dneprs is usually a bit of re engineering. The 2006 solo being an honourable exception. I can thank Chris Smith for kindling this interest (obsession?) with a pretty dreadful (but beautiful) Neval Phoenix and then helping with old Ural M66 that I picked up afterwards. I'm still tickled he was busted for drink driving on his M72 combination!

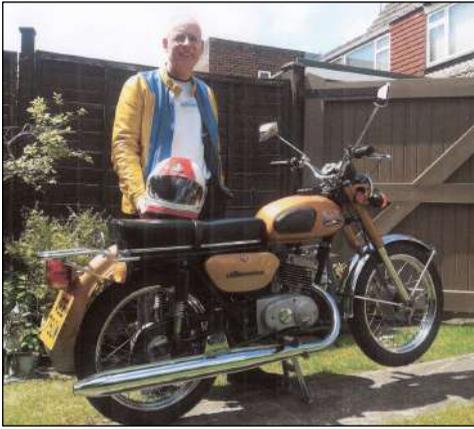
Many thanks Andy, but especially for the CD he sent us with all sorts of marvellous archive stuff, some of which I'd forgotten I'd remembered!



The above shot of a new Ural 750 is from a file dated July 2006 which looks like some sort of factory new model launch in Irbit.



The trike is in a folder dated September 2005 and likely to have something important to do with CandC Motorcycles. There's a lot more where these came from and enough to feature CandC in some depth later.



Further to pages 21 and 33 of the May/June 19 edition of HV, above is Chris Drucker himself justifiably glowing with pride.

Chris Drucker

Liked the run down on the spares situation the latest mag has, certainly confirmed my suspicions that Rusky bikes are not like my SS50, phone Dave Silver etc. I get more relieved to still have 5 Minsk's, 2 of which are in bits / boxes which I will try to ferret through in a mix and match effort to improve the condition of my Gold Minsk which looks great in the photo but has patination aplenty and if I can use the 2 parts bikes to improve her, I will!

Thanks to your efforts with camera, Jason understood and stopped the American V8 fuel consumption my Gold Minsk had indulged itself in, the photo (above) shows me about to make a trip out which was a succes. (Jason is the mechanic at Chris' local bike shop faced with his first ever Minsk repair.) The bike felt a little drowned / strangled at low speed revs but given higher speeds wider throttle openings felt less 'held back / restrained' and performed well. The clutch however will need more attention and these 1979 bikes have better plates than the 1975 fully valanced front 'guard' type, ah well it is 40 years young now!

I am 'known' at the cafe where I go and the Minsk was not really noticed until I went to leave, starting the "willing sounding engine" (shades of bike mag's test may '77!) and noticed the pavement coffee drinkers frowns at this horrible invasion of their middle class enjoyment, people have grown (I

think) used to modern silenced 4 stroke commuters and no longer accept a bike like the Minsk's sound as normal, let alone acceptable, how sad it is that this level of unthinking ignorance abounds in the honourable General Public, but why am I still surprised. So thanks for the valued tips on 'Goldilocks' petrol habit!

I sent a picture of the occasionally vague Minsk clutch to Jason and this editorial experience of what to do with it, should he have to. Here it is in case other Minsk pilots appreciate it too.

This was a picture of a Minsk clutch basket to show the threads in the back which the springs wind into. I've discovered that if you just screw them in as far as you think they should go and then hook them into place in the pressure plate in the obvious way, you might get uneven tension. This is a problem because the pressure plate won't lift off straight causing the clutch to drag. The fix is to put the operating mechanism in the right cover on before you put the clutch cover on so you can watch the clutch work and see how straight the lift off is. Then you can screw the springs in or out depending on which ones you need to make the pressure plate lift straight. Achieving this makes the clutch lovely. It's a bit of a faff because the springs are all different and you have to make sure they're in vaguely the right direction to hook into the pressure plate. Sometimes you have to put the springs in a different order. This will make sense to Jason. By then the next issue of HV had been published.

I also enjoyed the 2 teachers in Ethiopia story greatly, you have to smile at their surprise to learn that Urals are deemed (like all Russian machines) the most unreliable bikes in the world. I spent some effort back in the day defending the Minsk from wrong (in my view) accusations of unreliability in the Capitalist Press, my biggest problem was rubbish workmanship from lousy small bike shops and the good one's refusing to touch it with a barge pole.

With hindsight I have a modified view of 'Barely adequate' (which you have handily introduced to my vocab!) better the bikes are ridden on low traffic dirt roads then the performance / brakes or lack of, makes a lot of sense. I had a great time with my bike and it was reliable for getting me to work on time, but the lack of brakes meant I was playing

The Chris Drucker Archive

Russian Roulette in the South London rush hour !! As a Minsk heretic I loved the pix. Tony Jones sent in of a 1972 M106, boy would I like a close up of the tank badge in use at that time (obsessive?!), it will be a Fred Wells job of course and I have a strong unreasonable desire to own it!!! Thank goodness I decided not to attend Stafford or my storage problem would be even worse by now!

Thank you for the Minsk clutch lore it's greatly appreciated and I will print it off for Jason as this winter I see a lot more to be done to Goldilocks using the best parts of what spares I have in store. Mrs D. had sent the pix. as an attachment and I had down loaded it, having pre viewed it etc as an attachment, then added the message, hit sent and nothing ! My expensive computer guy who is good at the simple stuff is perplexed, so of no help, so good old Royal Mail to the rescue again.

Good luck with your Voskhod saga, the pictures of it at Dent are fantastic, is it still doing a teenage princess or has it bedded in? That K36 carb. looks just like my 1975 Pre Electronic Minsk carb. How do these carb's figure out? *Well, they're Russian.*

While checking out magazines in WH Smiths, I saw in Classic American a pencil drawn illustration 'strip' showing the beginnings of stock car racing in 1954 and guess who's name cropped up, but Ilford driver Fred 'Oily' Wells! Seem's all the stock car drivers bore nicknames. I bought the mag and will send you a photocopy of this, Fred was quite something, I am not jealous much!

On finding out what Chris actually looks like, Lovely Hazel exclaimed "Where on earth did he get that jacket?" Planet 1978 I thought. As well as his enthusiasm for history, it looks like Chris is a sartorial archive too.

Funny enough 1977/8 would be about right, its a Hondastyle number, In the best possible taste! Funny thing is when I had my CZ 180 resprayed in 2005, it was done like my old 250 twin of old which had been 2 tone brown/beige with white pinstripes. Except it seems the sprayer must have been colour blind or so I reckon as the beige was nothing of the sort, but matches the yellow ish colour of that jacket!! On the CZ in that jacket, the bold colours set the little dogs a yapping at the local cafe!

First, the aforesaid Fred Wells in Tex Trubshaw's "Ironclads".....

"Everyone who loves classic

cars will have a pang of regret about the many fine old machines that met their end on British stock car tracks in the mid fifties. Pioneer stock car pilots sought anything with a powerful engine and a strong chassis.

A 1936 Ford model 67 15cwt van with a 30bhp flathead V8 block

seemed to be an ideal racing car to Ilford driver Fred "Oily" Wells. He trimmed off some of the tinwork to create a sort of coupe and raced at the first meeting to be held at Plymouth's Pennycross stadium. The date was 15th July 1954. More than 12,000 people were there to see the thrills and spills. The winner of the final race won £50."

The ad on the right was published in MCN in February 1976. By then SATRA had been up and running for a few years and it's likely that Fred was flogging off the last of his Russian stock in that "special, unrepeatable offer" with "no maker's guarantee."



WELLS MOTORCYCLES

939 ROMFORD ROAD,
MANOR PARK, E12
EX-POLICE BIKES

1972 500cc BSA Gold Star, nice condition	£359
1970 BSA 441cc Victor, extremely original condition	£329
1970 BSA 250 Starfire standard trim	£295
1966-7 BSA C15	£199
1968-72 BSA 250 Fleetstar, from	£269

plus our usual selection of Police Motorcycles

WE HAVE THE LARGEST SELECTION OF ENGLISH BIKES IN THE COUNTRY

NEW RUSSIAN MOTORCYCLES

Special unrepeatable offer
350cc PLANETA 3 only ... £199
TIM 3 wheeled Truck only £159
DNIEFER MT10 650cc only £399
VOSKHOD 175cc only ... £169
No makers guarantee on these machines

Tel. 01-478-1342

Maybe he needed the money for "Wells' Algerian Wilderness" as MCN called it a month later in March 1976. They had this to say....."London motorcycle dealer Fred Wells is planning a trip across one of the most uninhabitable areas of the world when he hopes to ride across the Hoggar and Passali mountains in Algeria next winter. The 49 year old traveller has already made two crossings of the Sahara desert on a bike during the last three years and feels he needs more of a challenge on his next journey. "I like the look of the place and I'm sure they have never seen bikes before. I will be accompanied by Dennis MacHarris, a dealer from Harlow and Mick Harper Smith who has a shop in France. We hope to take two Honda XL250s and a Landrover.

"We will go to one side of the mountains and then the bikes will set out for the journey which might take weeks. The Landrover will drive round the range and wait at the other side for the bikes to arrive." Because of the length of time it will take to cross the bleak mountains the two Hondas will have to be laden with equipment and fuel.

Mr Wells added "We hope to be able to carry 15 gallons of petrol plus water. At the start this makes the machines almost unrideable because of the weight but things will improve. We don't carry any camping equipment and at the end of the day we just go to sleep on the ground. What could be better in winter than all that sunshine? It will be a good opportunity to get out of the rat race for a few weeks and escape from people in general, including the VAT and tax men." *How did it go? Does anyone know?*

Below is Rev Colin Charlton outraged in August 1976 in a MCN piece amusingly entitled "Heaven's Angel".

One man determined to get to the church on time is Rev Colin Charlton,



vicar of St Elizabeth's Parish Church at Dagenham, Essex. He has just bought a Soviet built Cossack 175. Mr Charlton, who has owned 18 machines including a 500 Vincent, said "With escalating fuel costs, the economical machine, fitted with windscreen and legshields as standard, represents my ideal form of transport. It can nip through traffic so quickly that my only problem is that I don't have as much time on the road to compose my next sermon!"

To be honest, when I was in 1976 I didn't meet anyone who spoke like a journalist writes and the humble editorial opinion is they used to make it all up. Back to MCN then, here's the Rev Colin again, in journalese.....

Today, many people still have a bad impression of motorcyclists. They think they represent one breed of person, a leather jacketed hooligan, not just a keen motorcyclist like myself who appreciates the value of riding two wheels. Mention motorbikes to many people and they still think of rockers, but how wrong they are when more and more people are turning to bikes, especially for commuting. The landlord of a pub in Stapleford Tawny refused myself and my ten year old daughter service when we went for a quiet weekend drink on a hot summer afternoon. *MCN doesn't explain why. Minors in the pub, oil leaking onto the car park, noxious smoke billowing into the lounge bar? It could have been anything other than paranoia!*

When at the Show go and see the fantastic value for money

NEW NEVAL 125cc Electronic  **£245 inc. VAT.**

PLUS The NEW NEVAL 125cc Trials  **AT ONLY £289 + VAT**

Also 150cc Version £329 + VAT

NEVALS **308 Beverley Road HULL, NORTH HUMBERSIDE**
Telephone: 0482 41022

The Show in the Neval ad above is The Belle Vue Show in Manchester, previewed in MCN in August 1978, where Neval would be displaying Minks, obviously. MCN's preview encouraged people more by saying "The second show debutante is the

Russian built Minsk, exhibited by Neval of Hull, the importers. Seen it before? You haven't you know, because the 1978 version embodies no fewer than 27 detail changes, electronic ignition, new carburettor, new rear dampers, indicators, rear carrier, chromium plated mudguard, better brakes, rubber mounted silencer, and goodness knows what else. Price is £245, including VAT, which can't be bad.

Neval have something for the price conscious trials man too, in the 158cc Neval trials at only £319 plus VAT. This is based on the Minsk but is developed with the cooperation of Fahron Engineering and incorporates a lengthened front fork and Girling dampers. On the stocks and available shortly will be a 210cc trials model. Meanwhile a "show bargain" is the 175cc Cossack Voskhod at just £199." Presumably you'd get some sort of warranty and if you did, £199 compared to Fred Wells £169 a couple of years earlier is indeed spectacular value for money.

I always wondered who did the over bore on the Minsk engine for the trials bikes, Fahron Engineering? Ooooooh, well respected!

Dates

Here in the HV office we chop the bits we use out of the scans Chris sends us and these are usually the parts of newspapers which fit in his scanner. So what? Well, the original pages will have whatever advert, article or photo we used and the date of the paper at the top. Is that important? It might be if for example, this can tell us that Minsk became available with electronic ignition and the rest of the 27 detail changes in 1978. Should you want an age related registration for one knowing that could help pin down the date of manufacture which these days is likely to be your responsibility to do. Why do I think this?

Here's DVLA in a letter to an unfortunate soul who so far has not yet provided them with the documentary evidence to support his date of manufacture claim.

"DVLA does not accept VIN plate as an acceptable source to determine the age of the vehicle. We require the source to be documentary evidence that confirms the vehicle date of manufacture i.e. manufacturer's factory records or similar, that the

club will require access to. As in this case the Cossack Owner's club have confirmed the factory records no longer exist, we will be unable to register the vehicle under an age related registration number."

The file it came in was titled "Final DVLA rejection" but I don't think it is, that's our misinterpretation. This letter says "manufacturer's factory records or similar." It means there might be an alternative to factory records but "or similar" could be anything! Maybe we should be out there finding something else instead of trying to argue DVLA into changing their minds about VIN, sorry, factory frame plates. Did DVLA assume that our admission no factory record exist meant we think no records exist at all?

Usually, if a road test or a show preview is published in a newspaper or magazine the trade gets excited by it and swamps the pages surrounding the report with ads. I'm sure you've noticed that. This happened in 1974 too and in support of my age related application for my 1974 Voskhod I've sent DVLA a copy of the Motorcycle Sport road test, see page 11. On one of the MCS pages are eight adverts for Cossack dealers all over the UK.

Maybe some of these dealers are still in business. Of course they don't sell Cossacks anymore but perhaps in a dusty drawer in an attic room somewhere there's a box full of invoice copies for Cossacks which look just like yours, with the dates they were registered when new. Even better, there might be an invoice or two from the importer.

As in the case of Neval's lovely Belle Vue Show Minsk, there are detail changes which define different years of manufacture and although the factory won't tell you when they made them, the people they sold them to know.

We have the internet and as John Tickell observed impressed, restorations sometimes follow originality to the point of obsession. See the rear cover for one, restored in Poland by an enthusiast who made sure each part of it was exactly correct for that year. There are hundreds out there and these make perfect standards by which our date of manufacture claims can be measured. If you asked a Pole "How do you know it's 195?" would he bury you under a ton of documentary evidence?

By the time you read this it will be on the desk of some DVLA processor too horrified by the threat of accountability to know what to do with it. Some time after you've read it too something will have happened. I wonder what!

Dear DVLA,

This letter is to support the reapplication for an age related registration for the 1974 ZID Voskhod 2 motorcycle, vehicle identification number 4983, taking into account your advice given in the initial rejection letter.

Please see enclosed.....

A copy of the front cover of the December 1974 edition of Motorcycle Sport Magazine, with "December 1974" and the promise of the Voskhod 175 feature inside. Attached to it are copies of the three pages on which the feature was published. The Voskhod in question was described exactly as vehicle 4983 is and in the pictures of it accompanying the article it looks identical in every significant respect. NB the adverts on page 460 feature the "Cossack" logo used by the then importers which can also be seen on the motorcycle in the road test and on 4983. This supports the belief that 4983 is NOT a foreign import but was imported when new by the official importer, the registration having been lost.

A copy of the V5C for a previously registered 1974 Voskhod 2 owned by myself which was registered in 1975 by the official importer when it was new. Attached to this are photographs of it to show the registration number, the factory frame plate with its frame number adjacent to the date stamp of 1974 and to show also that this too is identical in every significant detail to 4983. It is perfectly possible that this vehicle spent some time in transport from Russia and on the dealer's showroom floor, making a registration date in 1975 consistent with having been manufactured in 1974.

Copies of two downloads of web pages from the internet of motorcycle specification websites which show pictures of a 1974 Voskhod 2 which is referred to as such in the associated text. The specifications listed on these sites match those of 4983 exactly and those reported by Motorcycle Sport Magazine in December 1974. Also note that the vehicle in the pictures looks identical in every significant detail to 4983.

Copies of web pages from two second hand trading websites, one in Ukraine and one in Russia which both have offered for sale 1974 Voskhod 2 motorcycles referred to as such in the listings and accompanied by photographs in which these 1974 Voskhod 2 motorcycles look identical in every significant detail to 4983.

A copy of a web page from a motorcycle magazine website in Russia featuring a 1974 Voskhod 2 referred to as such in the text and in the accompanying photographs it also looks identical to 4983 in every significant detail.

Since researching 1974 Voskhod 2 models I've learned that there are small details which distinguish years of manufacture. The shape of the cylinder and tail light change in 1975, changes 4983 does not have and the combined with this fact, the fact that the side panel badges change halfway through 1974 to those of 4983 and the fact that the original factory frame plate is stamped 4983 and 1974 must make it certain 4983 was manufactured in 1974.

A revised dating certificate from the Cossack Owner's Club is also enclosed. Please see particularly the new "In support of 1974 manufacture year, in addition to the factory frame plate and matching frame stamp." section where the relevance of the additional information enclosed is explained.

Thank you for your time and patience.

On the subject of originality, if this tack proves to be successful, Phil Hollis' beautifully weathered IZH Planeta on the front cover is in the perfect condition to age related register. All of it is aged and not just that, it's all aged together under the same conditions, slowly decaying into the certainty every part of it left Ishevsk in 1965, just like he says it did.

Once you start painting and screwing on new bits you're making it harder to claim originality, especially if most of your new parts were made a few months ago, in China!

Jawa/CZ rally

At the Jawa/CZ AGM no one mentions age related registration at all, they never do. Is this because someone over in Czech has all the old factory records readily available and if you own a Jawa or a CZ you just fill in the form, sign the cheque and that's it? I'll ask next time I think of it. I took Trevor's Voskhod to the last Jawa/CZ AGM bash at the Anglia Motel, which is where we held the last Red Star. Do you remember how it rained, and flooded? Well things haven't improved much and although the campsite looked dry, because the water level was slightly below grass top height, riding on it in search of somewhere to pitch threw up a mighty bow wave.

barrelled 350cc twin but with a 12v dynostart and belt driven cooling fan. The dynostart works either way giving them four gears in both directions. Their tubular frames and snap together leathery covering means that serious volumes of camping kit can be squashed in even if they bulge a bit.



They sound fantastic, as most Jawa twins do and only two of them needed welding back



together for the trip home, easy of course when you can simply peel back the bodywork and clip it back in place after your repair has cooled down. However, painfully cute though they were, the editorial favourite for the weekend was this.....



Here we are, above, in the company of 9, yes that's 9, little fabric covered Jawa cars driven all the way from Czech. Here the tree roots have lifted the ground up slightly just above the water table. These cars are powered by pretty much a 360 engine which if you don't know is the old round style, iron



It's a Yezdi Road King. Isn't that a Harley? No, not in India. Yezdi were originally set up to make Jawas in India but their products became more local as time went on and the Road King is the last and best of their evolved Jawa based 250 singles. They are revered at home as absolutely brilliant by rose tinted patriots but we'll never know how good





they really are because this one has no paperwork and can't be registered where it lives in Holland. It's there after it was imported with a view to selling them in Holland but the deal didn't happen and Jawa enthusiast Erwin Derksen owns it now as a curiosity. He brought it over thinking we'd love to see it. Yeah, I love it. I've watched them in their natural habitat on Youtube.



Almost as sexy, above is an Italjet, made of pure Italian cycle parts like a Ducati but launched into the next series of high speed bends by a 360 Jawa engine. This is not a joke, it's a real model made by a real Italian motorcycle factory and if you needed to register it in the UK it would be easy because it's absolutely original in every respect, so I'm told. There are apparently only around a hundred of them.

On Saturday night, after the AGM meeting itself we were treated to a free buffet by the club and a bit of a musical interlude by Bobb Negus who makes guitars out of CZ side panels, spades and anything else he can get a grip on. They only have three

strings so they make sense only to him but he made me play a proper one with six. If you were there, sorry about that!



Jim Adams was in and it was a genuine pleasure to see John Denny, on the hunt for parts for his CZ 453, the ex Roger Adams bike, which the club was able to help him with. Tom O'Brien was present too, on one of his CZ472s. A 472 is a Jawa 364 engine in the single loop CZ frame which makes it a lighter, more nimble bike. Oddly enough the Jawa 634 engine for a CZ doesn't fit in a Jawa.



I'm not sure who these two, right, are but their 638 didn't work. It came in a van and I kept in mind Bynnz's observation that most Jawa/CZ's do as I enjoyed the weekend.



You know that time honoured rally tradition of gathering round a stricken bike and offering conflicting advice for fun? It happens a lot at Jawa/CZ rallies but in a more relaxed atmosphere because it can always go back on the van if none of the assembled throng know what they're doing, or end up fighting over it!

Tom is pictured opposite centre parking his 472 next to one of the Dutch contingent's idea of fun, which came on a trailer. On the effect of experience on the soul then.....

Tom O'Brien



I experienced a strange phenomenon whilst riding her the other day, you might have had a similar experience? I bought her in 1998 and rode her everyday rain or shine for about 4 years, a grimish ride from Tufnell Park, North London to St Albans. She became one of those bikes that almost become part of your body where you subconsciously adapt your riding to compensate for the bikes shortcomings, almost every part of the bike had a fault, the clutch dragged, gear change was evil she would either stall or tick over at 2000rpm, the tyres were Barums which are interesting on greasy London roads and she would either start 1st or 38th kick.....I could go on! But she never left me stranded. She then resided in my shed for a few years and was then borrowed by a mate for a few years and then she was put away for over ten years which finally saw off the probably already shonky crank bearings, the ride the other day was my first proper trip out.



Anyway back to the phenomena, whilst riding back from the MOT I had a kind of out of body experience where I pictured myself riding up the Finchley road and I started thinking about all of my work colleagues from when I worked down there, folk I haven't thought about for years, even those people you kind of know at work but not really well even they started popping into my thoughts. I did about 2 miles in this state and when I finally snapped out of it.....It was very odd?

This man turns up everywhere, below. In spite of his comprehensive camouflage I found him round the back, camped on an island in the flood. Alan Davies told me he was there. He is the irrepressible Charles Hancock, briefly editor of HV and unknowingly valued contributor to it.



Secondly I started riding it in the way I used to, compensating for all of its faults only there aren't any, as I've fixed them all! It was almost like I was transported back in time. It was all very strange? And finally, although this bike is exactly the same as my other 472.6 and only separated by 1 year it feels totally different to ride? Motorcycles are strange objects.



Just like a whiff of an ex girlfriend's perfume eh?

George Boyd

We featured George's drop dead gorgeous Jupiter on the front cover of May/June 18 HV before it was registered with DVLA. A few weeks ago Lovely Hazel spotted it out locally and took this picture not knowing whose it was. Out locally? This meant George had a number plate then? I emailed him to find out how much grief the process had been and he replied.....

"I was surprised that my application proved trouble-free, especially after hearing other people's experiences.

I applied about a year ago so I can't be certain, however I think that the only document I sent with it was the dating certificate." You'll notice the world weary weathering George's Jupiter still wears. It simply oozes 1968. Did it impress DVLA by just looking so perfectly correct?

Right is what's left of the factory frame plate from a CZ476 which is a 125 from 197? It was found screwed to the steering head of a yet to be registered Dnepr by someone who had no idea it wasn't the right thing.



Mokusei is Japanese for Jupiter. As far as we know there's only one in Japan. It was found in a garage under a block of flats in the UK when its original owner passed away by his daughters who gave it to someone who'd appreciate it. Like George's it was faultlessly original, complete with full tool kit and IZH tyre pump and fired up with simple maintenance. Then it went to Japan in a box with some other tasty morsels for the Japanese classic motorcycle scene to enjoy.

木星

There was a worry that the Russian who stamped the numbers in the factory frame plate hadn't been careful enough and maybe what looked like a deformed 6 was supposed to be an 8 like the UK V5 said it should be? In Japan, the factory frame plate matters. Does anyone recognise this bike? It's not ever coming home. The man with the period lid loves it apparently. Not everything in Japan is ruthlessly efficient.



It sort of illustrates why we have a problem here!



John found the wonderful IZH 49 above on line and tells me he owned a Voskhod previous to the green one we know about.

John Tickell's Internet

Impressed with your 500 mile ride on the Voskhod Best I could ever do was 100, the seat/footrest relationship was too cramped for me. You must have made many stops? Interesting situation with the gear selector spring. My first Voskhod 2 back in the late 1970's had the same problem. Even then spares were difficult to find and the best I could find was one for a Minsk. On splitting the engine I found it of no use so rebuilt the engine without a spring. On completing an upward change the lever would fall back to the mid position and it was a simple matter to ease the lever back to the mid position when making a downward change, all accomplished in wellingtons, my preferred biking footwear then! It was like it for most of the 18 months I ran it.

Next time it happens I'll pull over, find a nice shady spot to break out the flask of coffee and just pop the crankcases apart to remove the broken bits. On the subject of the 49 pictured.....

It still staggers me as to the attention to detail that these guys go to on a rebuild. It ticks over like an

old grandfather clock. I suppose if your selection of bike is limited as is the case in Eastern Europe then your rebuild has to stand out from the rest of the crowd. *How does John know it ticks over?* <https://youtu.be/TAJ1vjZJong> *Type it in, it's marvelous, especially the horn and watch out for the charging light at around two minutes in, quaint!*

Right is Lorna Pearce whose husband Roy sent in some fascinating pictures with no text whatsoever. I emailed him to ask what the



story was behind what looks like a restoration of the outfit pictured and a heavily laden trail bike in a desert somewhere. No news yet though. If Roy or Lorna read this I'd love to hear of your adventures for the next issue of HV. The space is waiting.

I've never seen a man with pretty, tied back curtains on his shed before!

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

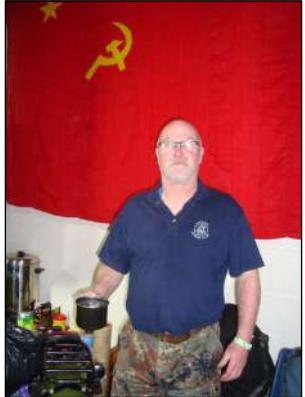
Full & Half Zip Fleeces - £25.00

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.

