

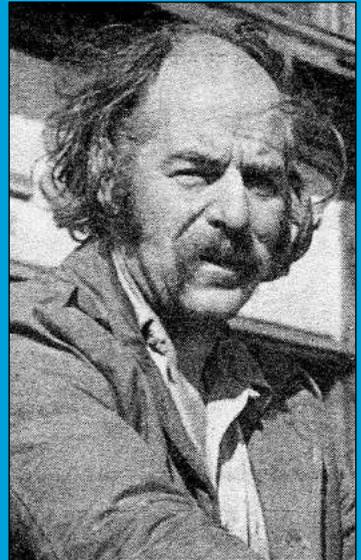
Horizontal View

The magazine of the Cossack Owners' Club
May/June 2020

The Social Distance edition



In the midst of chaos there is also
opportunity.



Front and rear covers

Ancient Chinese general and military strategist Sun Tsu is accredited with the words of wisdom for this issue. His most famous work is *The Art of War*, written around 500BC which cleverly urges would be aggressors not to be. According to Sun Tsu, deceit, lying and cheating as well as running away are just as valid as strategies as fighting is and should be tried first. *The Art of War* is still valued today, not just as a military manual but also in the fields of sport and politics. (!)

In Ancient China however, clever and nasty bastards were the same thing. To test his competence before hiring him to sweep all before him the King of Wu asked Sun Tsu to make soldiers out of the girls in the royal harem. He divided the harem into two companies and appointed the King's two favourites as commanders. The first order on the parade ground was met with laughter and fits of giggling. Sun Tsu admitted it was the responsibility of the general, himself, to make sure the soldiers understood their orders. He explained those then tried again. The girls didn't take that seriously either.

It was the responsibility of the officers on the other hand, to ensure obedience when there was no doubt what the orders meant. The two company commanders, in spite of the King's protests, were beheaded, new volunteers chosen and after that the harem performed faultlessly. Lets hope the corona crisis only lasts as long as anything else made in China!

The Chang Jiang is something of an internet queen in that I've seen it quite a few times in different places. It's on our front cover simply because this photo of it in the rain makes it look gorgeous.

Whoever she is stripping her Planeta Sport engine on her kitchen window sill is another internet mystery. There are several pictures of her and from the Soviet looking blocks of flats and garages outside I'd say she's probably Russian. If she'd read page 16 she'd be thankful she'd found a Mk 2.



The inside of the rear cover is green for this issue. The top picture is another Chang Jiang leaning against the editorial front wall. They were available in this colour from the factory but I was the only one of John Lawes at BEMW's customers who fancied it and ordered it specially. It's the only new bike I've ever owned, despite having to pretend it was made in 1957. I sold it to someone here in Norfolk who seemed desperate to own it but never rode it and he sold it soon after to F2. Anyone know where it is now?

I was charmed by its quaint, industrial beauty and loved it at 30mph where its limited competence didn't matter. We embarked on lots of adventures together including a week long dash to Poland and back. I've never been so exhausted after a motorcycle ride, not even my Minsk has ever tested my endurance like the CJ did! For the sake of comparison it's on the rear cover with a lovely restored M72 which might have the odd Chinese bit, I'm not sure. Note the Degtyarev DP28 mounted on the sidecar. If you want to know your way round one of these here's an informative film, <https://www.youtube.com/watch?v=91UX2NVNwc4> I particularly like the oil tank in the stock with the little screw in brush and the tool kit supplied with the weapon. According to the comments on Youtube, Russian metal detector enthusiasts pull lots of these out of the swamps around Leningrad, as it was then. As you know, the parent factory for production of the DP28 was the Kovrov works, birthplace of the mighty Voskhod!

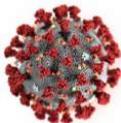


I'm astonished by how simple these machines are and how reliable they proved to be considering they look like they're stamped out of recycled biscuit tins. No, not Voskhods, although they too are a thing of wonder.

Fred "Oily" Wells is in black and white on the front cover, Mr Opportunity! The outside rear cover is a Jupiter 2, the model Fred imported.

Forthcoming events

Will there be any? All the events listed here were planned before the outbreak of COVID-19. Anything in May or June is unlikely to be possible. Attending after that will need a serious risk assessment first! Stay safe.



In June the MZ club will be under canvas in The Dales again at Askrigg on the 5th to 7th Askrigg campsite, Station Road, DL83HZ The campsite can only be described as basic, with a single composting toilet for the necessarys. No showers, and generally a good sprinkling of sheep eggs in the field. This village is very near to Hawes and Leyburn and is blessed with 3 pubs and a brewery.

The Crown is a locals pub with open fires and good food /beers. The Kings Arms is a fine old coaching inn which was used for scenes in All Creatures Great and Small. The TV programme based on the books of Alf White the local veterinary who wrote under the pen name James Herriot. The last, The White Rose is a hotel with a typical hotel bar.

For info contact Duncan 07453777122 or Bynnzi 07980837005 and to find out if this event is possible. Yes these are primarily MZ club dates, gotta problem with that?

The Providence Inn Yedingham, Malton YO178SL 14/16 August 2020

10 quids a night, 3 pubs in village coupled with fantastic rides round the North Yorkshire moors, Bliss. For more details contact Glen 07596556070

You might not know that the early May bank holiday is on Friday in 2020 to accommodate the 75th anniversary of VE Day national memorial event. This does not matter. Dent will (**not?**) take place on the weekend of **May 8-10th**. The difference it makes is the Friday, being a bank holiday, will enable those unfortunate enough to work not to and have an extra day's camping. The site is Conder Farm, Dent, Sedbergh LA10 5QD 015396 25277.

VE Dent

James sent us this.... I am the organiser of an

Dispatch Rally

event called the Despatch Rally. It is a military themed event that we run on the first bank holiday in May each year. It is the 75th VE celebration in 2020 and I would love to do a Cossack tribute display if you and your members might be interested? *In order to tempt us he sent www.despatchrally.co.uk Visiting that will give you the impression everyone's camouflaged, armed to the teeth and loving it. It seems to be a combination of orienteering, motorcycling and shooting, a survivalist's joy! There's camping too. Click "More", then "Enrol" on the website if you want to take part. Try again next year?*

The Three Magpies will not take place this year on May15-17th at, obviously, The Three Magpies, Sells Green, Seend, Melksham, Wiltshire SN12 6RN 01380 828389 Usually one doesn't need to book individual pitches because Mike Rowe has booked enough of the whole field for the COC anyway. Pay over the bar with your evening meal and beer. The campsite is a minute's walk away from the Avon (West Kennet?) canal which is wonderful therapy for relieving the stresses of real life. If you feel energetic you can walk miles down the tow path. See the July/August 19 HV for a pictorial insight into what happened last May, and September/October for what David Greenwood thought of it. Mike is the rally contact on 01454880892 if you need to know anything.

The Jawa/CZ club's national rally and AGM is not on June 5-7th at Crewe Vagrants Sports Club, Newcastle Road, Willaston, Nantwich, Cheshire, CW5 7EP. This event has been cancelled.

The next Red Star Rally has been 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 where we'll hold our AGM that weekend, fully licensed bar, fully equipped kitchen, nice level playing fields for camping, good car park, toilets and showers open 24 hours. They can do Friday and



Saturday evening meals and Saturday/Sunday breakfasts. The only downside is no electrical hookup points and no water standpipes on the field. Water is available from the building. The weekend will cost £15 and a day visit on Saturday £10.

For 2020 the COC AGM will be held at the Red Star Rally. I'm sure the MZ and Jawa pilots will enjoy the insight into the inner workings of our club. If you have anything you want to say regarding the running of the COC, be there! The meeting is at 10am Saturday 22nd.

**AGM
2020**

16th Eastblockrally May 21st -24th, no news yet. The address: Zeedijk 8, 9073 TN Marrum, province Friesland, Holland. To check out the campsite try www.seedykstertoer.nl Rally info is by email to tweetakt.mz@gmail.com or www.facebook.com/oostbloktreffen.

It's a bit like a Red Star rally run by the Dutch MZ club. "CZ, MZ, SIMSON, DNEPR, EMW, ISH or JUPITER, JAWA, MINSK, PANONIA, SIMSON, URAL, WSK and VOSKHOD, but also other types or brands very welcome." the flyer says. Some of us have been before and had a lovely time. See July/August2016 HV page15 for part 1 of John Currah's trip. Part 2 is in the following issue.

Of particular interest to us are **Polish bike day on June 21st**, and **Red October Eastern Bloc Vehicle day on October 10th**.

The Ace cafe run bike events all through the year, two stroke days, ladies days, classics, rockers, mods, Overland and Adventure days, Italian days and much more. To find out if there's anything you'd fancy ring Linda Wilmshire on 020 89611000 or www.acecafe.com

**Ace
Cafe**

Iron Curtain Vehicle Weekend, Leicester and Nottingham 24th-26th July.

The IFA club will be displaying their Trabbies at Newark Air Museum followed by visits to Leicester Gas Museum, Abbey Mills Pumping Station and the National Space Centre, finishing with an Eastern bloc vehicle meet at Nottingham Industrial Museum, Wollaton Hall.



Red October and Crich Tramway Museum Derbyshire 3rd-4th October. Their visits take in Barrow Hill, the UK's last surviving operational steam locomotive roundhouse and a road run with mill visit through the Derwent Valley. Full details for all these events are on www.IFAClub.co.uk or you can email Events@IFAClub.co.uk

The good news is that once 'normality' is resumed, as everyone will be keen to get out in their cars, we will arrange some 'pop-up' events. They'll be relatively short notice (around two weeks) and will consist of a meet at a venue (garden centre/cafe) for a 'bonnets up' session and lunch, followed by a short drive (30-45 mins) around the local area then disperse. These will be in the Suffolk/Essex area, around Poole, Dorset, one in Warwickshire/Northamptonshire and one yet to be announced Up North somewhere. If you love Trabbies keep an eye on the IFA club website, above.

Stafford

Mortons have cancelled the April show and rescheduled it for **Saturday 15th and Sunday 16th August**. Presumably this means that set up day is Friday 14th.

Politburo

President & Technical Advisor Peter Ballard:

01225 891634. pjb.barnend@icdonline.co.uk

General Secretary: Tony Jones: 01942

605949/07504 700522

cossack@blueyonder.co.uk

Treasurer: Phil Inman: 01780 720420

coc.treasurer@mail.com

Membership Secretary: Gina Inman 01780

720420 membership@cossackownersclub.co.uk

Show Organiser: Carl Booth: 01253 720327

comradecarl@mail.com

Regalia: Phil & Gina Inman: 01780 720420

regalia@cossackownersclub.co.uk

Magazine editor: Paul Codling 01508 520890

paulcodling@mail.com

Facebook: Because almost everyone does it.

www.facebook.com/cossackownersclub

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

This magazine was beautifully printed in Leeds by Thistle Print Ltd, Unit 6, Aston Court, Bramley, Leeds, LS13 2AF 01132040600 www.thistleprint.co.uk

The October Stafford show is still as announced pre virus even though the two dates are very close together. This might change if the crisis continues to threaten. At present then the **October** dates are **10th and 11th**

Stafford in October

"If you have any members in the South West (or anywhere, really) who would be up for a feature on their bike, a solo ideally, I'd love to hear from them. Both my editor and I have been kicking the idea around for some time!" oliver.hulme@gmail.com will put you in touch and you can negotiate your place in the glare of the spotlight accordingly.

Classic Bike Guide

Occasionally I am asked to recommend motor insurance for our type of bikes. I always recommend RH motor Insurers. When taking out motor insurance it is always advisable to look further than the headline premium. Ad ons, policy excesses and extensions can make a big difference over the term of the insurance.

Tony Jones Insurance

RH Insurance is a division of Hiscox Insurance and they issue policies underwritten by Equity Red Star. Their policies are classed as specialist policies rather than classic or modern bike policies. They are primarily aimed at classic machines, over 20 years old. Multiple bikes can be added to the policy. For example I recently added a 1994 Soviet Knight to my policy and the additional premium was

£5.60 for the remaining seven months whereas a 2006 Ural 750 combo was £140 for seven months. Contact RH insurers on 0333 043 3911 or rhspecialistsinsurance.co.uk and be sure to mention the Cossack Owners Club. *Check out the November/December 2020 edition of HV, page 29, for a more in depth introduction to RH motor insurers.*

Morocco?

No, I'm afraid not. No one is going anywhere for the foreseeable future.

Pictured right is Richard Squance's Dnepr half way through the fitting of a new clutch ready for the trip. Oh well, we'll just have to wear it out later. Below that is a much appreciated compliment posted on Facebook.

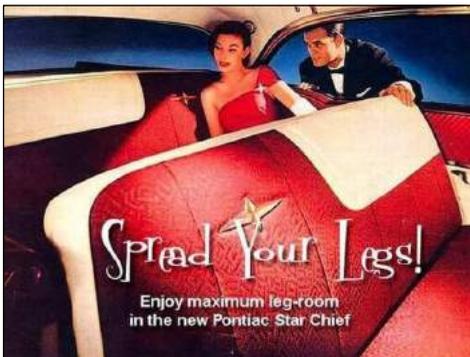


"Bliss, good pint of beer and the Horizontal News, from cover to cover with no interruption. Enjoyed page 11, a bit risqué." Thank you Richard.



How about this lot, below, from the Presidential archive of Russian related images.

Is it a religious ceremony, an expression of patriotic pride or going for it in a rare chance to break out the swimwear during the fleeting Russian summer? Peter seems to have lots of these glimpses into the Russian psyche, How much fun is Russia? Lots I'd say!



Bob Jones, Northampton.
 Keith Newton, Basingstoke,
 Hants.
 Steve Griffiths, Deal, Kent.
 Jas Dhesi, Northampton.
 Paul Miklosz, Northampton.
 Sergiy Tolkach, Eyemouth, Berwickshire.
 Bri Haney, Pontypool, Monmouthshire.
 Mark Eichner, East Grinstead,
 Sussex.
 Simon Ward, Nottingham.
 Tristan Parish, Ipswich, Suffolk.
 Jason Pickford, Radstock,
 Somerset.
 Jeff Riva, Manchester.

A warm welcome to.....

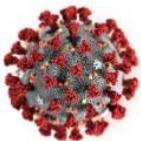


Gina on 01780 720420 to pay for your subscription using a debit/credit card. We temporarily have the technology to accept payments over the phone. If you send us a cheque we cannot guarantee when it will be banked.



Emilian Vrse posted this photo of himself on Facebook, in anti virus PPE, about to go shopping in Romania.

Below, sorry about the video control bar. This is a screenshot from a film made by Dapper Tours who normally run tours around New York on Ural outfits but as the man says in the film "These are far from normal times." Dapper Tours are providing a transport service outside the risks of public transport for medical staff urgently needed anywhere in the city during the corona crisis. Michael Wadsworth's mate found it but we don't know where.



Paying membership subscriptions

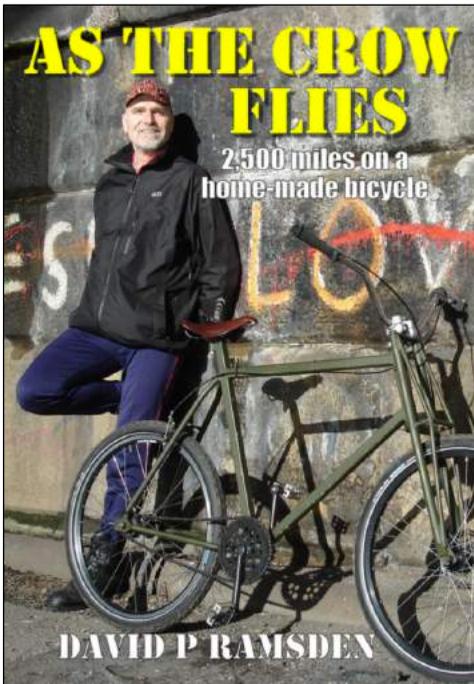
TEMPORARILY, the Treasurer, Phil Inman, would prefer it if people didn't send cheques for their renewal subscription. This means he won't have to take a trip into town to the bank and walk up the high street in order to deposit them over the counter. If you would usually send a cheque and don't want to use Paypal, please phone Phil and



This is Dapper Tours in happier times.....



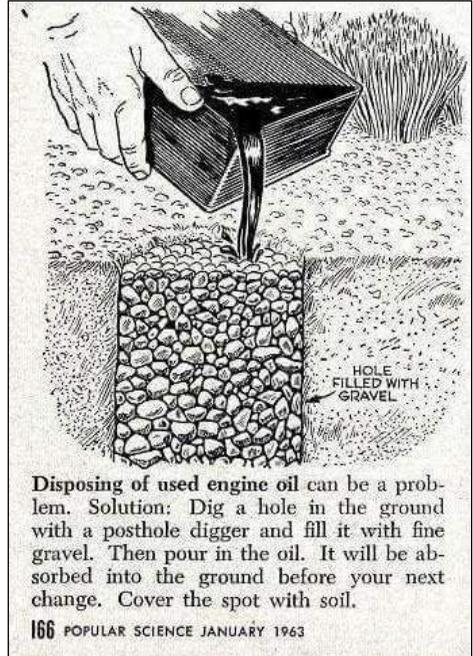
If you want to know more about them try <https://www.youtube.com/watch?v=Jx5hs2B1qS0> The sun is shining, everybody waves, it's lovely!



Simply because we know him and he used to be club secretary, here's the front cover of David P Ramsden's book, available on Amazon. David wrote the credits on the back cover too, it's a self published book. It says.....

"If you were the kind of person who can't stop making things and you'd made your own bicycle in your shed from unsuitable off-the-self industrial steel box section, the obvious thing to do next would be to embark on a solo, unsupported ride

round the country to the first place under each letter in the index of your 1998 AA road atlas. Lightly equipped with a crow as a guide Dave Ramsden reaches the parts other touring cyclists do not, including the heights of euphoria and the pit of despair. Along the way he is inspired to poetry, exposed to adversity and experiments with porridge."



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

166 POPULAR SCIENCE JANUARY 1963

Above, from Popular Science Magazine, January 1963. **Don't you dare do this!**



Dnepr 650 engine, complete with gearbox, clutch, 2 carbs, generator, front exhaust pipes, 2 sets of silencers, drive shaft, rear diff, rubber coupling, 2 rear dampers, front mudguard, 2 cylinder heads, sidecar canvas cover, sidecar windscreen, centrestand, a box of spare cables + other bits (50kg approx). Ideal for a rolling chassis project. £500 firm. Our man is Paul Guy, he's a member and if you're interested email your editor, details on page four and I'll put you in touch.

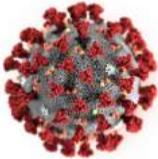
**For
sale**

they actually work! More next issue with luck.



Wanted, Dnepr sidecar floor panel, just like the one pictured below. However if you only have a scruffy second hand one you don't need, email your editor as above. Or, if you have a whole sidecar body and you live within sensible logistical distance of Brighton, that will do just as well.

**Faebhean
Kwest**



Our leaders have announced that if your MOT expired after March 30th 2020 you have a six month extension to avoid infecting the testing station with

MOT

COVID-19 www.gov.uk will keep you informed, not Facebook.

Opposite top is a Jawa, apparently a 824 made in the 1980s with an OHC flat twin engine. Pictured under it is an IZH with an identical engine. Both are in museums and there are lots of pictures like this on the internet of these two models, but always in museums. The IZH version looks like its cycle parts are Jupiter 5 except for the twin cradle frame, which isn't the Jawa part.

Does anyone know anything about this? Who made the engine, who designed it, what became of it? Was it planned as the future for both Jawa and IZH as a collaboration between the two factories? So far I've not found a picture of anyone riding one, do



For this issue Chris' archive concentrates exclusively on MCN and its reporting of the early days of Russian motorcycles in the UK, in particular him who took a heroic gamble to start it all, Mr Fred Wells.

The Chris Drucker Archive

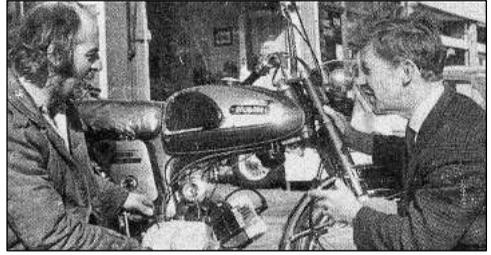
In the editorial experience journalists write what they always wanted to in spite of what you tell them and some of the details in these excerpts from the paper are simply not credible, so treat it all as fun rather than historical certainty. I find it an insight to read how quotations don't vary in tone, style or vocabulary from the text they're associated with and I can't help thinking they made all that up as well. If you thought Chinese motorcycles were a recent phenomenon check this out. It's from October 11th 1972 when MCN cost 7p.

Now Chinese bikes! Chinese motor cycles have arrived in Britain! Six samples of Shin San Tong rotary valve two strokes, manufactured in Taiwan, were collected from London docks by importer Fred Wells last week.

With engines ranging from 50 to 110cc, the Chinese machines are unlikely to be as cheap as the Russian products with which Mr Wells surprised the British market last year.

But he said "We hope to sell them on quality. Japanese influence is fairly obvious. An Australian friend put me in touch with the Taiwan factory, in the National Republic of China. And I hope to have a Chinese built 500cc Wankel engined roadster early in 1973." He added "The Wankel bike, made by Bismark, is believed to have twin rotors. I have no precise details but I hope to visit the island of Taiwan towards the end of December.

I understand there are three motorcycle factories in Taiwan. I plan to visit them around Christmas" said Mr Wells, who will not be exhibiting at the Earl's Court motorcycle show. "My six samples are from the Shin San Tong factory, in Taipei. These SST models are marketed as a Gemini series in the USA and the firm appears to be backed by American capital. The other Chinese makes are Eastern Star and Bismark, who have a 500cc Wankel powered roadster I hope to import in the new year, that should shake the BSA group!" he laughed.



Fred, pictured left above, amazes MCN's Peter Howdle. "Taiwan has had a motorcycle industry for more than ten years. Japanese influence is fairly obvious, with NGK plugs and Yuasa batteries made in Taiwan, and I understand large numbers of Yamaha brakes are produced by SST. It is too early to quote prices for the Chinese machines but they won't be cheap." he warned. "We hope to sell them on quality. The 50cc models are the ones I am inclined to plug." he said.

The novelty of being the first English journalist to rest ride the Chinese bikes was tinged with regret that these sophisticated, disc valve two strokes were not British dollar earners. (So what were they like then? Apart from not British!)

All have single cylinder engines with four speed gearboxes, keep pressing down to neutral, and both the 100cc (52mm x 45.6mm bore and stroke) and 110cc (53mm x 47.6mm) proved instant starters with a very smooth power output. Anyone expecting bamboo frames and chicken noodle performance is in for a surprise. The SST range is well established in Australia and the USA, where bikes mean big money for Americanised Taiwan.

Apart from Cheng Shin tyres, made in Taiwan, only name plates and details like brake and gear pedals betray an Oriental origin which is not quite as polished as that of Japanese counterparts.



Both 50cc models, a normal roadster and a folding bike with small wheels, have petrol lubrication. The others have a separate oil tank for an autolube system. Cylinders are interchangeable with Yamaha!

An 80cc engine is used for a larger "folder" and for an intriguing and very lively Boss Mini, with 17 and 15 inch front and rear wheels, and folding foot pegs. Now, Fred Wells is thinking of tapping another source of foreign motorcycles. "I hear they're making good bikes in Korea!" was his parting comment.

Next up then, on February 7th 1973, Fred continues his ambitious plans.....

Fred Wells, the London motorcycle dealer who imports bikes from Russia and China, has come up with yet another iron curtain assortment.

Four new models that Wells is to introduce into this country from the same Russian factory at Kiev include a 350cc road racer, a 406cc scrambler, a 650 sidecar outfit with reverse gear and a 350cc two stroke roadster.

The 650 sidecar outfit, the Dnieper, has already arrived from the factory in Kiev, Western Russia (1973 remember!) although it will not be available for delivery until May or June. A BMW type four stroke flat twin the Dnieper has a claimed power output of 40 bhp at 5,200 rpm, and is shaft driven. It will sell for £389 in solo form and £488 with sidecar.

The Jupiter road racer, an air cooled twin cylinder two stroke, has a modest output of 30 bhp at 6,300 rpm and will certainly attract the club racer with a price tag of under £400. Maximum speed is quoted at 99.3 mph and weight at 250lb.



And from the same factory, at a similar price, comes a 406cc two stroke single cylinder scrambler. More powerful than the road racer, it is claimed to churn out between 38 and 40 bhp at 6,500 rpm and weighs 231lb. Though definite orders have been placed, the racer and the scrambler are unlikely to make an appearance in this country until August or September.

The 350cc roadster is a detuned version of the racer, but as a solo it will sell for very nearly half the price. The provisional price is £229 or with a sidecar £319. It comes as a four speed, air cooled twin, with 6v electrics. But the makers claim a top speed of only 75 mph.

The Jupiter road racer is likely to be the S12 featured in May/June 2017 HV, or an earlier version of it. In 1973 you could have bought a Yamaha TD3, which meant you might as well have thrown £400 out of your car window if you wanted to waste it with a lot less grief than buying a Russian club racer. In 1974 Yamaha launched the watercooled TZ. There was no point buying anything else after that.

Fred must have been in Africa at the time. In the September/October edition of HV we featured the Bike Magazine article on his trans Sahara Ural exploit. Here it is, fresh in his mind, in MCN journalese, on February 28th 1973.....

Fred survives Sahara crash with camel. Fred Wells is back from his marathon journey across the Sahara desert only slightly the worse for wear. For on the final stages of the 4,000 mile journey with fellow Ural importer Mike Harper-Smith from France, Wells and his intrepid M63 outfit collided with a camel!

The outfit was looped, the camel killed and Wells finally picked himself up 30 yards away with an injured leg and a mass of bruises.

But the Ural, fully kitted out for the trip with a 40 gallon fuel tank (*I think they mean litres!*) had only a broken headlamp glass and a dent on the sidecar. And Wells claimed "The bike has been a marvel. I never even adjusted a cable. I don't think the outfit could have had a worse bashing, and all I did was tighten up a loose rear suspension bolt and clean the air filter three times." Mike Harper-Smith, on an M66 outfit, claimed a trouble free run also. (*In Bike Magazine Harper's bike "broke down repeatedly."*)

Wells went on, "Thank god for shaft drive. In some places we got bogged down in the sand and had to dig the bikes out. A chain driven machine would never have made it."

"I realised after the first day that half a ton was too much weight to be carrying. On the way to Agadez we encountered soft sand. It took three hours to get half a mile in temperatures of 110 degrees. It was that hot the oil was beginning to boil and the petrol evaporating. To keep going, we tied the ticklers down with an elastic band and ran on neat petrol!"

The markers which signify the desert track were missing but, said Wells "There were so many vehicles broken down you only had to follow their trail. After four days without refuelling, we made it into Agadez. But Mike's Ural ran dry just a mile away from the town and mine ran out about ten yards from the hotel we stayed at. You can't cut it much finer than that."

There were to be many more shortcomings before the journey ended at Lagos, like the time Wells ran into what he describes as "The biggest pile of rocks you ever saw. It was dark and although you are not supposed to travel across the desert in darkness, we were only 15km away from the town of In Salah, so we kept going. That's when it happened, I flattened the rims of the outfit, but somehow, the tyres didn't puncture."

After travelling into Nigeria, they were hit by another problem, the currency crisis. Because Nigeria had frozen all monetary exchanges, Wells found it "A hell of a job trying to raise the money for the flight home." By selling off all the spare parts from the Ural and working "A colossal fiddle" he managed to secure a plane ticket, and arrived back at Gatwick airport without a penny. A reverse charge call brought help that was needed and Wells was finally picked up in his own private single engined plane, a Mooney M20.

And now he plans to answer the desert call again next winter, on the new Russian Jupiter 406cc motocross machine. (*Seriously!*)

Bike Magazine reported that Fred gave his battered Ural back to the Russians and upon it's return he sold it to someone who rode it to Australia. The Hawkeyed Chris Drucker spotted, amongst many others, the advert for Wells Motorcycles opposite in which Fred's Ural was advertised to the general public. It actually does say it carries 42 gallons of

fuel. I covered the same route across the Sahara, admittedly with no sidecar but I got away with 12 gallons. Why on earth did Fred need 42? I still don't believe it. Bike Magazine reported that Fred

complained the poor quality of his Russians "drove him mad". Is that why he stopped importing them? Did he sell the franchise? Something happened because on January 2nd 1974 MCN's Earl's Court Show preview announced.....

Russian Imports. SATRA MOTORS of Byfleet, Surrey, the importers of Moskvitch cars, make their first appearance at the show. They are to become the new importers of Russian motorcycles.

They will show the Voskhod 175cc single cylinder machine, which comes complete with windscreen, leg shields, carriers and tool kit for about £195.

I'm assuming the deal, either with Fred or Avtoexport must have taken a while to set up because on 24th April 1974.....

The importation of Russian motorcycles will be resumed in May under Satra Belarus Ltd, Byfleet Surrey. Three models will be available. Ural 650 flat twin £425, Jupiter 350 twin £270, Voskhod 175 £195. Sidecars for the Ural and Jupiter cost £115. All prices include VAT.

In addition a 200cc two stroke single, three wheeled five cwt truck is to be launched. Called the Tula it will be suitable for light deliveries and will cost £350.

**WELLS
MOTORCYCLES**
939 ROMFORD ROAD,
MANOR PARK, E.12
Telephone: 01-478 1342

1972 (L regd.) 650 cc URAL Comb
The one we used to drive across
the Sahara Desert. Holds 42
gallons of fuel, runs better
than new, but a bit battered.
It's like selling an old friend.
Only £249

**We can offer you the best
value in Secondhand Motor
Cycles in London**

**IF YOU WANT A NEW SUZUKI,
HONDA, KAWASAKI OR RUS-
SIAN MACHINE, PLEASE RING
US AND TAKE ADVANTAGE OF
OUR GENEROSITY AND SUP-
PERB WORKSHOP STAFF'**

Ural owners in particular must have been worried by Fred's decision to stop importing Russians and probably spares as well and consequently this contingency was announced in MCN, also in the January 2nd 1974 issue.....

Mike McNair of Irchester, Northants is forming a Ural Owner's Club. He hopes the club will be able to offer discount spares and make special equipment and advice available. A newsletter and contact with continental Ural owners is anticipated.

Mike, as MCN called him, was Malcolm McNair who passed away in 2018 and was fondly remembered by PJB in the November/December 2018 edition of HV, page 22. At the time of the announcement in MCN Malcolm might not have known about SATRA's up and coming involvement. I love the fact that a momentous occasion such as the formation of The Ural Owner's Club, a pivotal event in the history of motorcycling in the UK, made it briefly into nationwide print.

You'll remember in the last issue of HV Malcolm's enquiry about go faster potential to Dutch importer N.V. Motim? Well he wasn't the only one in a hurry. Here's MCN on May 1st 1974.....

Now that I own a Ural I realise that I have a very fine machine except for the gearbox which is as bad as a BMW and I realise beyond redemption. But what about the power? Can it be given a demon tweak? J.R. Bush, London E4.

The then MCN agony aunt Bruce Main-Smith, a respected literary motorcyclist of the period, unhelpfully suggested.....

Dunno about growing hairs on it but it certainly can be made a little more bristly. I have heard of people fitting Lightning pistons (*Presumably BSA, not English Electric!*) of 8 to 1 compression, the A65 carburettor and inlet valves, and adjusting the ignition timing to suit. This can't deal with the rather low overall gearing but the peppier tune may make the cogging a little more palatable.

SATRA seem to have been keen to take part in competition and paid for at least some of this, in MCN on 19th June 1974.....

Eddie Chandler, former Welsh Two Day sidecar

winner, is confident of success on his new Russian powered Ural-Wasp. "But I'll be satisfied with a second or third place." He added before starting in tomorrow's event. Sponsored by the Soviet American Trading Association, Chandler claims his 650 Ural is reliable, with plenty of low down power. Mike Peeling is his passenger. As actual capacity is 648cc and Chandler has recently returned from the Isle of Man, where he ran a motorcycle shop, he has a significant registration number MAN 648. The number has been transferred from his old 648 Triumph outfit.

However things didn't quite work out that well. Here's MCN a week later.....

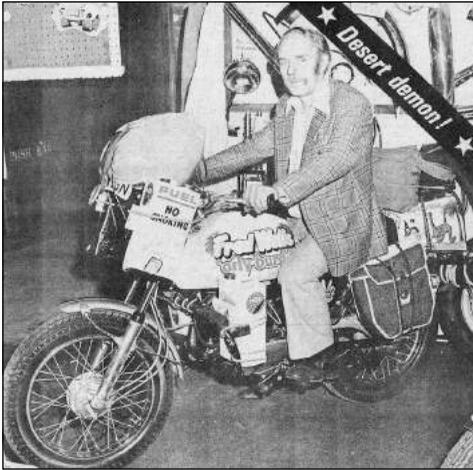
The Russian Ural sidecar outfit on which Eddie Chandler finished a lowly eighth in the Welsh Two Day Trial is being converted back to scrambles trim for its Sunday's Southern Centre Championships at Beenham, Berks where Frank Darrieulat may borrow it for the Old Timer's race. Although reliable, Chandler's flat twin lacked top speed in Wales, clocking only 70mph on high compression pistons. The ignition has been changed to a Lucas generator with capacitor discharge system.

In the September/October edition of HV we featured the Bike Magazine desert crossing article from around 1981 in which Fred told the tale of his Ural adventure. He admitted of his Russians "They drove me mad. I think the main problem is they're built for Russia, not this country." Was he disillusioned? Free of the responsibility of coping with them he went back to the Sahara on something else next. This is MCN from January 8th 1975.....

Fred Wells with the 175 Yamaha he intends to cross the Sahara desert on. (*Pictured opposite*) The 47 year old London dealer starts his trek tomorrow, Thursday, from the show. He will carry 14 gallons of fuel which includes two gallons tied round his neck! (*yeah right!*)

About a month later MCN reported.....

Where only camels trek. Desert "Rat" Fred Wells just can't get the taste of dust out of his mouth. Fresh from his record breaking Sahara crossing, he is now planning an even more adventurous Sahara trek.



to Marseilles with half an hour to spare, after sorting out an oil filter blockage and points trouble on one bike.

Before their attack on the Sahara they had several lengthy day long trips including one of 530 miles over the Atlas mountains. "At Adrar we were told that unless we went with a convoy permission would not be granted to cross the desert. We had fixed up with the driver of an intercontinental Mercedes juggernaut to put the bikes in the back and travel with him until we were well through the customs post. But he changed his mind the next morning and so we had to ride 400 miles back to another frontier post at El Golea."

"The morning of our departure across the desert was the coldest I had known it. We could only ride for 20 minute intervals before stopping to warm up."

In formation style, the three bumped their way over 387 miles in one session, had to keep stopping every forty minutes with whiskered plugs on another day and were involved in numerous spills on the treacherous sandy tracks.

"I had one monumental prang. I hit a rock submerged in the sand at 60 mph and came such a gutser. But our worst piece of luck came when Clew's Yamaha started smoking," recalled Fred. "A main bearing had seized and broken an oil seal. We had a spare bearing and could have fixed it there and then. But we had a council of war decided to leave the bike behind to try to make up some lost time, with Clew's riding pillion on Ray's bike.

The sand was "like water" and parts of the road were virtually unrideable, which led to the two up machine pitching in the dust and throwing its occupants six feet in the air. This ruined the rear suspension but it held out for the pair to limp into Agadez at the end of their desert trek. The bike was then next to useless and so to avoid unnecessary documentation and customs charges at the final frontier checkpoint, they left the Yamaha in the hands of the customs men.

They had made it with two gallons of petrol left each and were glad to see modern day comforts after living on army rations and spending nights in sleeping bags.



The Manor Park, London, motorcycle dealer, along with two friends, became the first unaccompanied two wheelers to cross the western route of the Sahara, despite finishing the six day Desert grueller with only one of the three Yamaha DT175 trail bikes they started off on.

Now Fred wants to ride the eastern route through Libya and on to Lake Chad. "This is really fresh country for motorcyclists. It'll take about 2,000 miles, so perhaps do it with two of us on bikes accompanied by a Landrover." said Fred.

Last month's epic journey took 47 year old Fred, Harringay dealer Clew Hughes and Ponder's End Reliant dealer Ray Lock 16 days and 4,000 miles of arduous riding.

On his return to England Fred said "I never would believe the way these little bikes stood up to everything (*But they didn't?*). We were going flat out nearly all the time and were involved in a host of prangs."

Before they even got near the desert, the trio were beset by problems. Following the Channel crossing, thick fog persuaded them to put the machines on a train south. "We thought the train would take us straight to Marseilles where we were due to catch the boat to Algiers, but the train split up at Paris and we just managed to get off in time to see the bikes being wheeled out of the goods van." said Fred.

So they had to take to the motorway. But for the whole of the remaining journey, Fred's Yamaha lights were not working and Clew's were barely glowing. Blearily eyed, the three eventually made it

"I was usually tail end Charlie and quite often I could see items dropping off the other bikes in our haste to keep to somewhere near our schedule. If they were relatively unimportant things, we wouldn't stop although we lost some food and a pannier bag containing tools."

The bikes, which were standard apart from 400x18 tyres, averaged 50mpg on hard roads and 35-40mpg on the desert trail. They didn't have one puncture between them! "Clews said it was like doing a Welsh two day trial every day," said Fred, who reckoned the trip cost each one £300 plus a Yamaha. They returned from Nigeria in Fred's light aircraft.

Sorry about the picture quality, it's a scan of a printout of a scan of a 45 year old newspaper! I'll tell you it says "Fred Wells Oily Burd" on Fred's petrol tank. He was Fred "Oily" Wells of course.



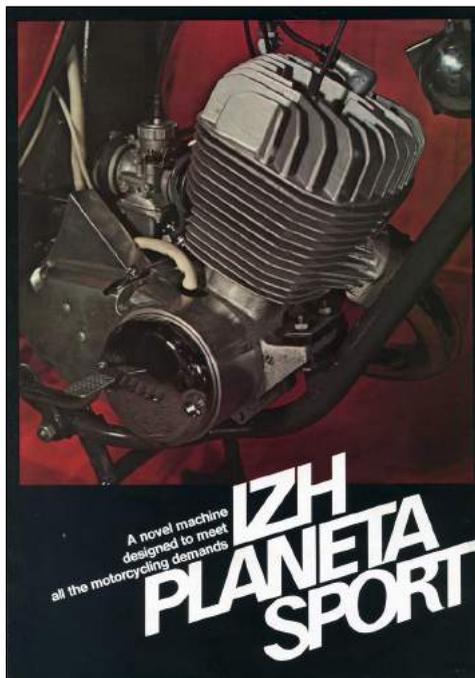
Later that year things were apparently going well for SATRA. Here's MCN on October 29th 1975.....

Cossack "Bob". Ex works trials and scrambles rider Bob Manns has joined Cossack UK's Byfleet based factory as service manager. Mr Manns has been in the motorcycle industry for 30 years and has won seven gold medals riding in ISDTs. In his new capacity he will maintain close technical liaison with the Soviet factories on developments and

 <p>The Whole Range of 1976 KAWASAKI Models on show 90-900cc</p>  <p>THE FABULOUS NEW 750 (Ask for details of test ride)</p> <p>PLUS!!! THE CHANCE TO WIN A 100cc KAWASAKI!</p>	<p>SHOW STOPPERS</p> <p>ASK FOR DETAILS OF OUR FORTHCOMING OPEN DAY WITH 2750 AVAILABLE FOR TEST RIDE (FIRST TIME OFFER IN UK)</p> <p>FREE! CRASH HELMET WITH INHER PURCHASE AT SHOW.</p> <p>Agents for BENELLI and MZ</p>  <p>Knott Mill Motorcycles 16/20 CHESTER ROAD, MANCHESTER Telephone 061-832 2632</p>	<p>Cossack</p>  <p>THE FABULOUS RANGE OF RUSSIAN MOTOR CYCLES COST SO LITTLE FROM 175cc TO 650cc</p> <p>350 PLANETA SPORTS SPECIAL SHOW OFFER 350cc PLANETA Reduced from £415 to £295</p>
	<p>modifications as well as arranging dealer and mechanic seminars and ensuring the continuance of a sound service/customer relationship. Cossack UK have also just announced the appointment of seven new dealers for their range of Russian motorcycles.</p>	

However, things might not have been going so well for the dealers. According to MCN on January 28th 1976, at that year's Earl's Court show.....

Knott Hill Motorcycles Offered a free helmet to anyone who bought a new bike from their stand at the show, but not if you bought a Cossack 350 Planeta as the machine was offered at £295, £120 less than list price! *This will be the Planeta Sport then?*





Fortunately, when Alan wanted a another bike, he'd missed the opportunity to buy a new Planeta Sport and was saved from the inexcusable flaws in IZH's first attempt at it, pictured above. From Horizontal View in 1991, here's how he got on.....

Last summer I decided it was time to buy another motorcycle.

In the past my acquisition of motorcycles has always been similar to my acquisition of female partners, "Oh god I have to have that one." However having passed 40 a bit back and having learned to use the brain instead of the knackered body, the acquisition of the Planeta was actually a process of logic.

Alan Davies

At the time the Dnieper outfit was off the road due to lack of finances and I was suffering from terminal boredom after a lot of long trips on my 250 CZ, a good little bike but not for 200 mile trips. So after a bit of head scratching I jotted down the parameters of what I needed, it had to be solo for work, two stroke for cheapness, preferably a single, 500cc or under, considerably faster than a CZ for distances, fun to ride, reliable and interesting.

Firstly I thought of buying a cheap Jupiter and altering it slightly, but I preferred a single and liked the look of the Planeta, and the specification seemed about what I wanted. With these ideas in mind I went to the Southern Rally last year. To those who never attend our rallies I must point out that there are great advantages to the rallies besides the social part.

After a drink and a natter I mentioned to one of the members that I was thinking of a Planeta and the reply was "I've got one of those for sale, come and have a look." How's that for a chance meeting!

After a longish time spent collecting the cash I got the bike, so on to the report. Since the bike came from another club member who "knows his onions" I wasn't too worried about the mechanical condition of the beast, but I spent a couple of days cleaning, fettling and adjusting the bike to fit me, important this.

The first thing I noticed about the Planeta was the performance. First time I went out it was running very rich, second time out it went like stink. The bike is very light and the engine has a wide power band, it does accelerate very well indeed. I haven't checked it for top speed but it pulls up to 85 very quickly, and that is as fast as I want to go. That about sums up the engine performance, it is a free revving powerful two stroke single with few vices. Vibration is felt only as a tingle above 70mph. Mine is the later version with the engine rigidly mounted. I have heard owners of the rubber mounted version complain of vibration, weird.

It is the best starting two stroke that I have ever owned, never any starting trouble, the decompressor helps the starting drill quite a lot. The decompressor is also very useful for shifting urban pedestrians, most of whom seem to be immune to motor horns. However, if you rev the engine on the Planeta and then pull the decompressor it makes a sound like a flatulent haggis, shifts them like lightning. The Manual states that for maximum performance the head gasket should be removed and a harder plug substituted, this does make quite a difference to the performance, a bit reminiscent of old Brit singles.

Cycle parts are quite nicely put together, mine has the mag wheels, the first machine I have owned with these. They are made of decent material and are very easy to clean and shiny. Some of the early Planetas had a reputation for being unstable on fast straights, mine handles very well, I haven't had the chance to compare the two frames side by side, but mine has 1/8th" steel gussets round all the joints in the frame, I assume this was a strengthening move to improve the handling. Forks and rear units function very well and look more or less standard Jap. Yamaha had a big hand in these machines, the switch gear is all standard Yamaha and the forks look very Yamaha. All the electrics work very well indeed, the lights work particularly well.

The only points of the machine that I am at all critical about is the gearbox, which is positive but a bit on the clunky side, it does however improve at high revs, so the Kamikaze brigade would probably like it. The only other grouch is the seat, it is just much too hard.

Otherwise I can't fault the bike at all, the brakes are very good although they seem to need adjusting out more than most, Russian linings?

The appearance of the machine grows on you after a while, when I got it I was going to change the petrol tank but the round tank does grow on you after a while, and it does look much better from the top of the bike than side view.

If Alan's praise seems to be for what appears to be a completely different bike to the evil handling, poor starting, vision blurring, vibrating horror story you remember your Planeta Sport was, that's because it pretty much is. Pictured below is mine.



SATRA imported the first model Sport, the queen of all the hype. If you take a close look at the bike above you'll notice how low the weight is carried and the tail heavy attitude of the chassis as a whole. The engine was rubber mounted, which you'd think would be good but wasn't, more of this later. There were only two mounting points for the engine, neither of which were rigid and no bracing of the single loop frame anywhere between the steering head and the swinging arm pivot. Did it wobble? Oh yes! That's if you could start it.

Ugly Sisters

In the close up opposite, in the top left hand corner, you can see the solid state rectifier which was accompanied by an electronic voltage regulator fixed to the rear mudguard. These two instruments



of the devil ensured that the energy lost in supplying DC from the lovely three phase alternator was so high that the charging threshold was intolerable. It meant that unless your battery was in perfect condition, the charging system would drag the life out of it as soon as you turned the key, leaving nothing for ignition.

Worse, because of the need to miss the frame, the exhaust outlet cast into the barrel met the cylinder at an extreme angle so that the left hand side of the twin exhaust ports was severely masked.

Right is what it looks like if you're a negative pressure wave, rushing back up the



pipe hoping to scavenge expired gas from the cylinder. You'd go right wouldn't you? This means that only half the cylinder is scavenged properly and to illustrate that, below are two pictures of either side of the same spark plug, one light, the other dark. Obviously, failure to evacuate the hot gases allows a lot of heat to build up and bakes carbon on the plug causing premature failure.



This isn't just soft fluffy, running rich carbon which settles gently on the plug, this is hard, burned on conducting, route to earth stuff.

The factory went someway to fixing the symptom rather than the problem by fitting needles in the Mikuni carbs which almost shut off the fuel flow in the lower half of the throttle opening, making less combustion deposits available to bake on the plug at lower speeds where your Sport wasn't flat out enough to burn it off! So not only did your charging system conspire against you, your carburettor made sure there wasn't enough gas in your incoming charge for your spark plug to light, that's if it still sparked. All of this gave the Sport an all or nothing feel. It hardly ran unless it was wide open and then you faced the murderous vibration.



Pictured above is the Sport's astonishing front engine mounting. There are two steel spacers in there which pass through holes in the crankcases, sandwiched between two rubber blocks. The assembly rests on a shelf welded on the frame.

Because the crank goes round, it has both vertical and horizontal elements in its motion. The vertical component can be balanced effectively by the up and down motion of the piston, of course, but that leaves a significant backwards and forwards vibrate balanced only partially by the spinning counter weights built into the crank. Another rubber mounting holds the engine in at the rear so there's absolutely nothing to prevent the horizontal component of the crank's vibration shaking the engine in that plane. Soon, the spacers have hammered the holes in the front of the crankcases oval, there's yards of movement in the useless mounting and the engine becomes free to reduce

your fingers to insensitivity, smash your bulbs, render your eyesight unfathomable and induce an unholy resonance in other parts of your Sport, which add their own vibrations too.

When I put my Sport on Ebay, because it hurt so much to ride, I advertised it as the worst motorcycle ever offered for sale new in the UK. We had loads of fun and the messages were a delight to respond to. Yes, somebody bought it, fascinated by how bad it could possibly be.

Neval imported the second version, the one Alan Davies was impressed with. Not only is the engine solidly mounted to the frame, the crankcases have another mounting cast into them (at the back in the picture below) which not only damps out vibration, it reinforces the frame around the swinging arm pivot, complimenting strengthening gussets welded into the steering head and other frame joints. The swinging arm itself is much longer, and the front forks are longer too, changing the chassis geometry for the good.



For some reason the first version used steel bushes inserted into the aluminium fork sliders which stripped the chrome off the stanchions in a few hundred miles. These are deleted on the second type. The charging system was improved with the same one piece regulator/rectifier IZH have used since and it's brilliant. The battery now has to be completely dead to avoid starting. The generator will still light up the charge light on the kickstart even if it is.

Although they were hailed as wonderful at the time the Japanese contributions to the Sport were only switches, lights and the Mikuni carb and strange but true, the second version's much maligned Soviet K67 is better because it's jetted sensibly.



they move all is well. If it doesn't your rings might be stuck, this happens.

Alan Davies

In the second of Alan's retrospectives he's misty eyed and rose tinted over his Dnepr. Alan called them Dniepers, we used to do that in 1991. That's because to sound like Russian the N is accented as in Spanish mañana but to write it in Roman letters you need the following I. So we used to write the I but English speakers try to pronounce it as a letter when it is in fact an accent as in Polish, like Nie. These days we like a straight letter by letter conversion from the Cyrillic Днепр into Roman Dnepr, because it looks more exotic and representative of Russian culture. In spite of remembering reliability, Alan's Dnepr broke down enough to give him an excuse to buy the Planeta Sport you've just enjoyed!

In 1991 Dneprs were still employed as workhorses, you could still buy a new one and they had yet to become the cherished restoration projects they are today, explaining Alan's familiarity with the guts of his. Over to him then.....

Firstly, the great Dnieper controversy, recently we seem to have had a large number of complaints concerning the reliability of the poor old Dniepers.

My own Dnieper is one of the most reliable machines I have ever owned. Apart from one blow up (*teething troubles right?*) it has been really reliable and very easy to keep in tune. Anyone who doubts the reliability of the breed should have a look at Val Cropp's long suffering specimen. (*July August 2019 HV rear cover if you want to do that, yes, it's still running fine.*)

However, I must admit that as supplied they are not without their problems, all of these however, are fairly easily remedied.

Firstly the circlip problem. I have known quite a few cases of circlips springing out with risk of considerable damage. Now a wire clip should never be able to spring out, as it is accepted practice to chamfer the end of the gudgeon pin at about 45%, this chamfer has the effect of, in the event of the pin exerting sideways pressure, tightening the circlip in its groove instead of displacing it. All the Dnieper gudgeon pins I have

I find it remarkable that it took IZH several years to sort the Sport out and more remarkable still that they tried to sell it in the first place. I think the idea that Yamaha or Honda, because they're Honda lights and switches, had anything to do with its development is probably a myth. There wasn't any development, not until the second model, above. I can't help thinking the Russians had no idea how badly it would compare with Japanese products and they would have done if the Japanese themselves had been involved. Planeta Sport marketing was almost criminally inaccurate.



Just in case you're interested, the Sport is more closely related to the Jupiter than the other single, the Planeta 3 or 5. The gear box is identical, including all its ratios and for that reason, to use a gear driven primary, the engine rotates backwards. This means the exhaust ports are not in the thrust face of the cylinder, giving the rings a hard time from burnt on carbon blowing down the gap beside the piston crown, it's hot on that side. If you own one, when the exhaust pipe is off, you can peer up the port and rock the engine slightly while watching the rings. If oil squishes out of the ring grooves as

examined have been chamfered in the correct manner. The problem lies with the tag on the end of the circlip that lies at right angles to the rest of it. This tag is very useful for removing the clip, but it gives the gudgeon pin something to push against, and in the Dnieper the pin is normally a fairly loose fit at running temperature. The remedy for this of course is simply to snip off the tag as to leave a perfectly round circlip, make sure the groove is clear with no burrs, and the clip is snugly seated and it will never shift. It may be a bit harder to remove at overhaul time but it's worth it for peace of mind.

The second problem is that of the main bearings, the Achilles heel of the engine during overhaul, as it is very easily damaged. The securing tabs are very thin alloy and very easy to snap off if abused. Fortunately the alloy is of a grade that accepts welding very well.

Oil pressure in the engine and hence the feed to the big ends is totally dependent on the fit between the outer part of the bearing housing and the crank. If the engine has been run with any degree of slack in the front main bearing whatsoever, or if it has been run with loose bolts in the housing, the chances are that the housing and possibly the crank will be worn, allowing oil pressure to escape before reaching the big ends.

The only cure for this is to have the bearing housing turned out on a lathe to accept a bush. The crankshaft will have to be reground to get it round again and a bush turned up to give a nice clearance on the shaft and a nice tight fit in the bearing housing. This bush has of course to be in two pieces to allow an annular space in between for the oil feed. Mine cost me £10 (1991 price). It is turned in aluminium, and was fastened in with Loctite. It has made a terrific difference to the oil pressure. I have noticed several Dniepers at the rallies this summer equipped with oil pressure gauges of one type or another, this is definitely a worthwhile mod as the standard "idiot light" is not terribly sensitive.

The only other thing on the Dnieper that is likely to cause serious trouble is the rather poor quality of the ball bearings, replace the the front main and the two camshaft bearings with SKF or Hoffman and you won't have any more trouble.

The only other observation I have to offer is that I have found to my own satisfaction the engine wear is an awful lot slower on monograde oil than on multigrade. In the Dnieper I use SAE50 in the summer and SAE40 in the winter. I don't care what Neval, Castrol or Uncle Tom Cobble have to say on the subject, I know what my cam followers, shells and piston skirts look like after a different oil. Don't be put off by reports of poor reliability, these bikes are ideal mounts for people who RIDE and maintain their own machinery.

PS. I enjoyed the "tailpiece" in the last newsletter, as I tried to do a similar with the Great Big Wife. Unfortunately my camera does not have a wide angle lens, perhaps someone will be able to help out at one of the rallies next year.

I've no idea what "tailpiece" is but then HV editor Phil Hardcastle commented "The tailpiece in question was in the November 1990 Newsletter. I hope he keeps this magazine away from his wife or his tailpiece will be in great danger." My goodness, it must have been outrageous!

Both Urals and Dneprs do this although it seems to be more of a Dnepr thing than Ural. There must be a considerable sideways thrust on the pin to push it hard enough against its retaining circlip to wear out the groove, ping the clip out and then escape to rub itself on the cylinder wall to achieve this, right. I don't think the circlip is the original failure. I have several Dnepr pistons, both MT9 and 10 where the pin has battered the clip against the outside edge of the clip groove to forge a rim on it. To do this the pin must ride sideways in the piston, backwards and forwards as the load on it changes. Sometimes a new piston fixes the trouble but not always.

Either the gudgeon pin bore is not perpendicular to the thrust line of the piston, neither is the small end bush, the rod is bent or the cylinder bore isn't

Wandering gudgeon pins



straight, which could be the fault of the cylinder or the crankcase mouth face, or all of these in any combination! If you see this, right, you saved it just in time. Because it's a bit of a gamble to assume the piston was the critical problem and just change that, the Mark Avis PTFE gudgeon pin end button seems like a sweet fix in that it'll stand the original error in the geometry of your engine, and it's cheap. See page 12 of November/December 2018 HV to read about how that works. Is it still working? Pictured on page 19 and here is Phil Rushworth's experience, elevated to trophy status, below. Only a gudgeon pin under significant pressure can do this.



done thorough check on the advert and i'm fine with it, sadly i would not be able to come personally to view or collect it due to house bound i went through throat cancer surgery and couldn't talk more but will be okay soon but i have an agent that would help me to pick it up at your preferred location after you have received your money and i'll pay you via PayPal today and pick up arrangement will commence after you have cashed your money if that is ok with you. I need you to provide me with the details below so i can proceed with the payment. Your Full name: PayPal email: Amount: Phone number: Pickup address: Item name: I am waiting for your fast response on this....

I told Anita "No sorry, cash only." So she said.....

"I am sorry i have limited access to cash and other payment methods due to my health condition like i have explained earlier on. So i can only pay via PayPal at the moment. I will be glad if you can setup a new PayPal account at www.paypal.co.uk it's very safe and secure. Also it's very easy to set up within few minutes." Anita's PayPal account was apparently fraudulent.

I contacted Gumtree to tell them and they were happy about that and suggested I report the scam to the official police organ for doing so. It's an automated system where I filled in an on line form designed to cover all sorts of internet fraud, not just Gumtree scams. Later a machine emailed me to tell me my report had been counted.

It occurred to me that Anita was likely to be a machine as well, hence reference to "the item". It probably has software to trawl classified advert sites for likely victims and contacts them automatically. I wouldn't be surprised if the police system has software too, which automatically targets dodgy email addresses. This would mean that there's a lively game of cops and robbers



For Sale

This is as much a warning as it is an advert. The beautiful oily rag pictured opposite was posted on Gumtree and provoked "Is this item still available?" It was, so as requested I sent my email address so we could chat about it, then this happened.....

Sent: Friday, February 28, 2020 at 2:49 PM
From: "Anita Elroy" <anitaelroy01@gmail.com>
To: paulcodling@mail.com
Subject: Cossack/IZH Jupiter 3 1974 Russian 350cc two stroke twin barn find/oily rag condition running well. £1,500.
Awesome... please delete the ad and consider it sold as i am paying your full asking price because i need to buy it for my cousin asap, i have

being played over the internet by machines with little human input at all. I wonder if they enjoy it? If you want to buy a Jupiter, email your editor, details on page 4, and I'll tell you all about it.



Sadly you can't actually buy it yet. You'll just have to lust after it, aching and longing, until the world gets back to something like normal. Oh well!



This is the annual MZ camp at Howstean Gorge in Nidderdale back in January, when corona used to mean a brand of soft drink.

Michael Wadsworth

Michael's first traffic jam of the weekend was outside The Oldest Sweetshop in Pately Bridge. This is in Pately Bridge high street which has been an eternal traffic jam since 1827 when the sweetshop was opened. The shop was featured on television, <https://www.youtube.com/watch?v=q7zA0ZDYdRc> for a view of the sugar rush.



This year Steve Coppin rode the BMW engined Dnepr he bought from John Denny, opposite top. John himself is pictured below that, in 2007 in front of what looks an awful lot like the back hedge of The Three Magpies. How hot was that weekend? My Chang Jiang float bowls were boiling petrol all the way round the run out. Below that are the comprehensive contents of Bynzni's box, including



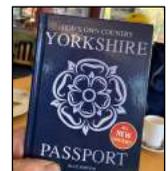
firewood, highly necessary because at 8o'clock AM on Saturday Michael's tent was encrusted with ice crystals, right. No, really, they're small!

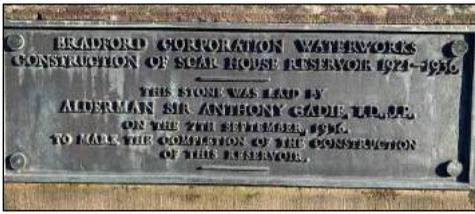


On Saturday morning someone called Robin of South Wales (as opposed to Loxley?) was presented with his new Yorkshire passport by Tony and Joe Simmonds, overleaf.



After that Paul, Harry and Michael himself walked the 10mile hike up the hill through





Middlesmoor to Scar house resevoir. Michael suggests you listen to this.....

<https://www.youtube.com/watch?v=yc5AWIplfE> which is by Toby Keith, written after a chat with the venerable Clint Eastwood who told him "I get up every morning and don't let the old man in." There are plenty of bible thumping Good Old Boys and red necks up that end of Youtube. Ye Ha!!



Apparently the village of Scar House only existed for the duration of construction of the dam and life in the now peaceful hilltop community of Middlesmoor was wild with partying workers.



For some reason we have some affinity with Phelon and Moore, according to Michael "A true legend made in Yorkshire". After the trek across the moors he discovered this on the campsite, pictured oppposite. P&M were once poised on the cutting edge of motorcycle development, introducing such

breathtaking innovations such as all chain drive, in 1905! However the world changed without them. Here's Wilipeidia.....

"The Model 120 was provided with a purpose built sidecar chassis, connected by a three point mounting which provided minimal alignment problems. The sidecar wheel was interchangeable with the motorcycle wheels and had swinging arm suspension with an Armstrong shock absorber. A trailer with a towbar was also provided as an option." How about that? Just like a Ural!

P&M seem to have avoided the humiliating financial scandals which poisoned the last of the British industry and died an honourable death, production eventually grinding to a halt simply because they ran out of parts.



Sunday morning in Nidderdale. "A half frozen Royal Enfield waiting for the early morning warmth to work its magic."



Let's hope this isn't going to be the first and last rally report of 2020! At least the sun shone. Next up is the Bynnzi's eye view of camping in Yorkshire when it isn't. Interspersed throughout are random photos from Binns World to break up the daunting prospect of an unrelenting, although wildly entertaining read. We know some of you just like to look at the pictures! Even the indomitable Bynnzi was too wet to extricate his camera from his cocoon of plastic.

Bloody rain!

Bynnzi

Seems like there has been a deluge since November. Consequently I'm going stir crazy. I don't mind riding in rain or snow for that matter but I just couldn't build up any enthusiasm for riding at all. Camped at Ponden Mill in November, rain. Yeti camp in December, rain. Howstean gorge winter camp in January rain with wind. (Not me for a change) February and Storm Ciara came and went as did the river Aire in my workshop. Fortunately I was prepared, my bikes were moved to higher ground around the town and I lifted everything off the workshop floor. These precautions proved adequate as we only got 10" of water in, Boxing Day 2015 we received 6'.

At least it's only in my cellar, I really feel for the poor sods whose houses were flooded. Some for the third and fourth time in as many years, Mytholmroyd, Hebden Bridge and Sowerby Bridge in the Calder valley to name a few. Storm Dennis arrived and my garden was underwater again, as was Calderdale, but now I am ambivalent. I'm off to a camp in Durham and sod everything else.

I like to camp at least once a month all year round and have been going to the Dragon Rally in Wales for a small dogs age, however I have now got it out of my system and for one reason or another won't be back. So pastures new were required. I picked up a flyer for a meeting billed as The Mad Axeman Rally run by the Durham Panthers MCC and

thought that's the one for me. I loaded my Mash dirt box up and set off leaving the long suffering Mrs B to monitor the ebb and flow. I'm in the company of my good buddy Chris on an MZ ES250 Trophy and we leave hometown in a fragrant blue cloud.

The route to Durham from where I live is a joy (in the dry) After leaving the fleshpots of Keighley in our mirrors the route flows through the Yorkshire Dales, Skipdale, Threshfield, Conistone, Kettlewell. All familiar place names and scenery made famous in films such as Calendar Girls and beamed into living rooms in footage of the Tour de Yorkshire. Coverage of the peloton flying up mountain passes making me proud to be a Yorkshireman, the cyclists maintaining similar speeds as I do on my motorbike.

From Kettlewell we trace the route of "the tour", up through Starbotten, there is a temperance bar here but I have never seen it open, to Buckden where a left turn opposite the Buck Inn takes us to Hubberholme. This single track road shadows the headwaters of the river Wharfe and today is part of the river. A 100yd section forming a long ford, easily negotiated on the Mash, the Trophy progressing with no problems but the flood perilously close to its lower exhaust. A previous sojourn through this section on my outfit saw my sidecar floating and me riding at a jaunty angle.

Through Hubberholme, The George pub on my left. Known for its strange take on the licensing laws. At opening time the landlord lights a candle and puts it behind the bar, the pub closes when the candle burns out. Sadly the barkeep has this down to a fine art now and the candle snuffs out within 5 minutes of 11pm.

From Hubberholme through Yockenthwaite, Beckermonds and Oughtershaw. Both bikes keeping a leisurely pace. This is Langstrothdale, the catchment for the juvenile Wharfe. The bike pulls well slicing through surface water, a pleasant burble from the exhaust reverberating from the surrounding fells. The road has been rising constantly from Kettlewell, a sinuous ribbon rising into the clouds with sharp switchback sections. Whilst travelling the opposite direction on my outfit after a previous outing I had a George and Mildred moment. On a particularly sharp downhill right

hander the sidecar wheel fell off. I would like to say I carried on regardless flying the chair, but no. I ground to a halt in the verge watching my wheel bounce down the hill. The wheel studs had sheared. The day was saved when a Landrover appeared coming down a green lane, the driver quite happily took some bolts out of his bodywork gave them to me then did one. (?) I bodged my wheel back on and did similar.



As the road levels out we are midway between Wharfedale and Wensleydale and are crossing Fleet Moss on the highest road in North Yorkshire. Downhill for a bit now and a lot of height to lose. A sharp left and shortly a sharp right, looking left before the bend a famous green lane, Cam Fell high road snakes its way over the fell to emerge at Gearstones near the Ribbleshead viaduct. Not done this lane for years and then it was in a Landrover, I may have to revisit on Klienies Stinktier (little skunk) my MZ150 which is a perfect mount for such undertakings.

After the bend the road runs straight and the high road can be seen going in the opposite direction to finish/start at Bainbridge. I don't pay much attention to the green lane as I know this bit of road.

Immediately after the byway the road plummets, it's disconcerting even when expected and must cause much soiled underwear for day trippers. From here the road is arrow straight downhill until 2 farms straddle the route and care must be taken as a couple of narrow sweeping bends drop me down in the village of Gayle. This is the home of Gayle Mill, a former cotton mill, latterly a saw mill which is powered by a water wheel. They also have a water turbine to create their own lecky. Also in Gayle is the Wensleydale creamery, there is a cheese tasting room here and a cafe. We give both of

these attractions a swerve planning to get a brew at Penny Garth a local cafe just down the road in Hawes.

On sunny days the power rangers congregate here after piloting their rocketbikes up the dale. I figure that there will be no sports bikers here today due to them not liking rain, and am correct. In fact there is no bod here at all as the place is shut! Bugger, getting pissed off now with throwing myself at the elements and need a tea/pee break. Plan B is call at the Green Dragon at Hardraw. This hamlet is only a further 2 miles in the correct direction and is gloriously warm. A splendid log fire is burning in the bar surrounded by bored kids. Their parents sampling a local brew or two.

The kids stare as we drip into the room and keep a safe distance as I drape my wet riding gear on the fire guard. This done and a pot of Earl grey (posh me) on the table we sit and steam for a bit soaking up the warmth. I like the Green Dragon and have been a regular visitor for years. The decor is quirky, dales pub/oriental savaged woodwork/and stuffed dead things but it works. The landlord is "keeper of the waters", the highest waterfall in England is up a quiet glen at the back of the pub, and if you cross the man's palm with silver he will let you through to view it. Apparently it is where Kevin Costner shrank his tackle in the film Robin Hood.

Can't hang about, this is roughly half way and if we tarry we will lose the light whilst trying to find the campsite. I clean my visor and shrug back into my jacket. This now is also gloriously warm as are my gloves. I straddle the Mash and he bumbles into life with a short jab of the starter, the exhaust note a bass rumble as his 28 horses wait to be given their head, Chris's 21 horses make a tinging noise and a little blue cloud forms behind his exhaust.



The Mash is my modern bike, and he has grown on me over our three years together. A Chinese mongrel with a cloned Honda engine I bought him to prove/disprove the naysayers who all knew that Chinese bikes were crap. He starts on the button, stops on a tanner and handles like he is on rails. 10,000 miles on and I can't fault him, I keep getting a whiff of oil every now and then but I never have to top it up so am inclined to put this down to my habit of wiping him down with WD40. Bloody hells it's stopped raining!

The blue sign to the left of this pub door reads "HIPPIES USE BACKDOOR no exceptions"



From Hardraw we head for the second high pass of the day. Left in front of the pub then first left and we are climbing again. This road connects Wensleydale with Swaledale and is another fantastic black ribbon snaking over the fells. This is Buttertubs pass, named for some limestone sink holes on the side of the road. Farmers on their way to market were rumoured to lower their perishable goods into them to keep chilled in the height of summer whilst the travellers had a well earned rest. I dream of the height of summer as I squelch past. That Clarkson fella off the tellybox reckons this is the best road in England, it's bloody good but I know better. Fleet Moss for one, my favourite road is in Swaledale but is not for today sadly.

Back down the road a bit, not far from the Green Dragon we passed Simonstone Hall. This was where Mr Cs angst got the better of him and ended his career with the BBC. Through a bit of mist at the summit but still no rain, to my right a precipitous drop to the valley floor protected only by a cable barrier. Dropping now to a tee junction, a left turn here would take us eventually to the market town of Kirkby Steven passing Ravenseat the home of another TV favourite Amanda Owen, the Yorkshire Sheperdess.

The MZ club held a Yeti hunt camp on her farm a couple of years ago and none of the family could understand why a group of old men would want to sleep in tents the weekend before Christmas. Neither could they understand our disappointment at the lack of snow.

We turn right heading through Thwaites, Muker and Gunnerside, this is lead mining country and remains of the industry can be seen on the hillsides. A right turn is signed Crackpot. This was a mining hamlet, the mine eventually causing Crackpot Hall to collapse as the foundations had been undermined. From Gunnerside we head to Low Row, the Punchbowl hostelry here was one of my haunts in younger years after I had spent days exploring the old mine workings. Now sadly gentrified in order to survive. Haute cuisine and craft beer for the tourists rather than pie 'n' peas with cask beer for the unwashed.

We take a left turn just after the pub, if we had gone straight the road would take us to Reeth and eventually to Richmond. In 2019 a major flood cascaded down Swaledale and devastated Reeth ripping up roads and bridges as it went. Bloody rain.

From the Punchbowl the road rises again taking us from Swaledale to Arkengarthdale. Again a sweeping single track ribbon of blacktop enclosed by moorland, distant views as estate agents would say. A left hand corner drops down to a cobbled ford, this is the water splash featured in the title credits of All Creatures Great and Small the televisual series based on the writings of local vet Alf Wright. Better known as James Herriot. The series was filmed mainly in Swaledale with Askrigg and Leyburn featuring heavily. A field of rocks and rubble lies to the top left hand of the ford, this was a car park before the floods. Over a cattle grid and the road rises through a couple of sharp switchbacks, difficult to negotiate on a bike if anything is coming down. But we have seen very little traffic all day and this road is no exception. Just how I like it other than the damp.

Down into another shallow valley with a cattle grid before a bridge, this is Surrender Bridge, to the right derelict buildings huddle into the greenery. This was the dressing floor and smelt mill for another series of mines which are up an unmade

track at the other side of the road. There were 5 mines up this valley and the spoil is desolate windswept and still bereft of any plant life. It's hard to believe that the beautiful Dales were once industrial hell.

Old Gang Mine is still accessible for the stalwart and leads to Brandy Bottle incline through Hard Level to form a through trip lasting about 3 hours. It's not for the faint hearted though, I last went down a couple of years ago and there is a lot of water (almost as much as we have just driven through). A high point of the trip is called Blacks Crosscut. This involves dropping feet first through a slot into walking passage for about 200 yds, sadly the water level in the passage is nose high. There is a particularly illustrative video of this on YouTube for the interested. (<https://www.youtube.com/watch?v=gGp5KdZrz4c> ? There are several.)

From Surrender Bridge the road drops down into Arkengarthdale to join the main Reeth/Kirkby Steven road. We turn left and the CB Inn soon appears on the right. The CB is another gentrified pub, formerly the mine office for the area and named after the mine manager Charles Bathurst. Straight on and the next habitation is Tan Hill the highest pub in England, but we turn right on a road signed for Barnard Castle.

Signs of the flooding are everywhere with deep gashes to the verges where drainage channels have been ripped out. Upward ever upward, there is no end to these high roads swooping through the scenery, the horizon low with big skies clear now of rain clouds. Enough blue visible to make a pair of sailors pants, funny how I remember my old mum saying this on a wet day trip to Morecambe.

"The sun will be out soon, there is enough blue to make a pair of sailors trousers" Invariably she was right.

The highest point reached and a sign states that We are entering County Durham land of the prince bishops. All down hill from here and only 6 miles to Barny but still fab riding until the major artery that is the A66 stops progress briefly. A right turn on this road but only for 100 yards then left and back onto



gentle lanes but only briefly as Barnard Castle is soon reached. A right turn takes us over the river Tees and up through the center of Barney passing the ruins of the castle on our left. It's a good destination for me and I call regularly sampling a cafe or maybe some chips before returning home by similar but different roads. Follow the road up through town to the filling station then turn left onto the A688.

I have known the route to this point but now must rely on directions which I have attached to my tank. The directions aren't onerous though and only consist of 3 roads, but they are tedious double cabbageway with plenty of rush hour traffic. Much of the pleasure of the ride is gone now, and progress is made in stops and starts. This is bad news for Chris as a recurring clutch problem starts to make life difficult, his temporary cure for the problem was to pack a mallet!

20 tedious miles and we are in Durham and still in traffic, we pull over and let the trophy cool a bit while engaging sat nav technology. This proves awkward due to a crap signal, something which happens a lot the further from the big Southern hell hole you get. However after a little perseverance we pull into our destination just as the light fails. Huzza.

We book in, pitch tents then take sustenance. The rally is held at Durham amateur rowing club which is on the banks of the River Wear. The welcoming clubhouse is doing a good trade in beer and reasonably priced food but there is still room to sit and chill. Friendly faces come and go, chit and chat then I retire to my tent to be lulled to sleep by the sound of the river and more rain.

Sunday came and we were rudely awakened by members of the host club who had stayed up all night taking turns to monitor the river. The level had risen to a point where it was advisable to pack up as there was a chance that it would breach, flooding our campsite. This was at 7 am and it didn't. Bloody rain! After a hasty pack up followed by a leisurely breakfast the return journey beckoned, the same route in reverse. This time in the dry. Haway as the locals say.

I've marked this route on the editorial map for when COVID-19 lets us out again.

On the subject of lockdown, here's Bynnzi again.



First day self isolating, even Mrs B is keeping her distance. Seems I should have mentioned that I had got another bike!



The picture right is water cascading out of the holes in the inside of Bynnzi's petrol tank. Looks like quite a bargain so far Andy!

On the subject of bargains would anyone like a sidecar chassis? Here's Mick Smith with one.....



I picked up a Dnepr at the weekend, it's fairly tatty but will make a fairly straight forward resto? I believe the bike is known to some club members. I will keep you posted on progress of the restoration. It did come with R/H side car chassis, mudguard and mudguard lights, the lights are new. So if anyone wants the chassis and parts they are free, but they will have to pick them up. *Email your editor, details*

Mick Smith

on page 4 and I'll put you in touch with Mick. And looks like it has a genuine log book and bill of first sale in 1976 so that's all good I hope. I am also looking out for an electric start gearbox for Dnepr or Ural. Can't find one that's affordable, on Ebay shops they are very expensive even a case. I would be interested in it if you know anyone in the club that might have one. I also have what appears to be a M63 ural engine in good condition I would deal with gear box.

The current state of play is that Mick is hanging on to the Ural engine for now but if your electric start gearbox is really nice, who knows?

Wanted Rear mudguard for Dnepr MT10 (MT10-36 to be pedantic!).

Faebhean Kwest

For sale or swap or whatever, pair of K65 carbs in very good nick (bought new from Chris of Speedway). I upgraded to a pair of AMAL but these are good for what they are. Make me an offer! As ever, *email your editor if you want them.*

"Why?" Was the question I was asked by my local bike mechanic when I showed him a photo of my "new" Voskhod 2. He is used to MOTing my usual choice of bikes, most recently a Suzuki GSX-R 750 SRAD, and current T509 Triumph Speed Triple.

Tristan Parish

With my father having recently got back into his 2 strokes with a Francis Barnett Falcon, it was the motivation I needed to find my own 2 stroke to squeeze next to the Triumph. Bantams are a bit too obvious a choice and I'd actually been looking for a Communist era 2 stroke for a while as a bit of a project. I admire the rugged simplicity, the "unique" approach to engineering and have an interest in the political climate at the time.



A chance search of Gumtree one evening revealed the Voskhod, and after a few back and forth messages to the seller I borrowed a bike trailer and set off to Norfolk to look at the bike; how was I to know it was the editor of this magazine who was selling it?! Paul was clearly very knowledgeable and knows these bikes inside and out and it was great to meet him and Hazel. Paul took the time to show me round the bike and showed me the rest of his collection which was good fun. (Thanks for the coffee!) (You're welcome!)



On the subject of Voskhods, the Ex Colin McGann bike featured in September/October 19 HV is now owned by Alan Davies but the project has stalled for want of a carburettor needle. Does anyone have one? Email paulcoding@mail.com if you do and you don't need it and I'll pass you on to Alan.

**K36
needle**



We did the deal and the bike was loaded up ready to go back to Suffolk. I checked the Voskhod over and insured it the next day. So far I haven't been able to stop riding it! Almost literally, for those who have ridden one you'll know what the brakes are like!

Everybody looks when you go past, nobody knows what it is, and I love that. My plans for the Voskhod? Ride it and enjoy it! It's nice to have

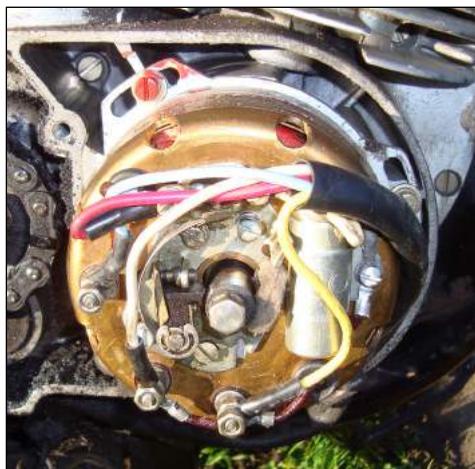


a bike you can go in the shed and have a tinker with. Paul described it as "oily rag" and that's how it will stay. I'd like to find a set of the swingarm cover panels, but for now it's great as it is.

As the days draw out, it is my choice of bike for a quick evening run out after work. It's a great looking bike (well I think so) and I think it might have made my wife think about riding a bike so 2 birds one stone! It's nice to own a bike that has such a community. I look forward to seeing some of you when we are allowed out again!

Tristan took the photo above by the sea with some picturesque building site fences and the light all wrong. Opposite top is what she really looks like. This is the river Waveney at Burgh Staithe by the way with my name still on her log book. It's lovely to see her still in the club.

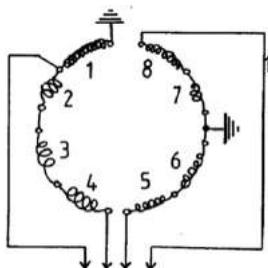
One of PJB's jobs at SATRA when employed there as a youth (more of this later), was to fit batteries to the Voskhods held in stock. Alan wants to do this to his hoping that it'll make starting easier. Maybe it might, but I think the real reason for the conversion in the first place was for the sake of indicators and lights which didn't depend on crank speed. In the editorial opinion not needing a battery is a huge advantage and the 12v systems on later models work spectacularly well. However, in 1977, maybe there was a case for the change.



Pictured opposite bottom is the wonderful Voskhod alternator. Each of the terminals perform a separate but interchangeable function. This means that in an emergency you can choose which of your lights to abandon in order to get you home. It also means you can add the terminals together for a bit of extra zap somewhere. We have mentioned this previously. It also means you have a choice in how you wire up a battery charging system.

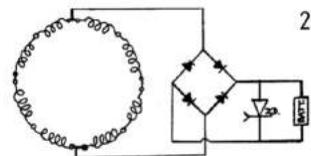
What follows is from a bundle of archive material send to me by PJB which could be the ancient contribution of an enthusiast long since passed or the original instructions from SATRA's technical department to their workshop staff, PJB himself!

Circuit 1: This shows the alternator with its windings in the standard configuration.

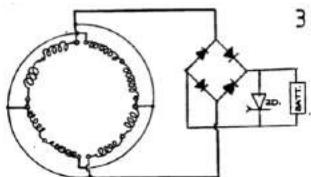


Circuit 2: this shows the alternator with its coils (all 8) of the type used in standard configuration 3, 4 and 5 coils. These are then connected four in series in parallel with the other four in series.

Circuit 3: Shows the number one coil of the standard configuration changed to a standard 3, 4 and 5 type. The coils are then re-configured to bring the 1, 2, 3 and 4 and 5, 6, 7, 8 across the alternator to maintain its balance.



I'm not sure the written instructions are particularly clear but this is what it says.



Luckily the drawings are pretty much self explanatory. The component in between the battery and the diode bridge, full wave rectifier to you, is a zener diode which serves as a voltage regulator.

After you've done this I suppose you run everything from your new battery and therefore need to design suitable wiring for that. Can you use the original ignition switch? NB: the original 6v Voskhod alternator has a maximum output of only 45w. The 12v models are 65w and fit straight in although you will need the CDI box because they're all electronic ignition.

Greenwood's Gallery

I attended the 'Sidecar Sunday' at the Ace Café. There was a bigger turnout this year. The weather was better, although cold there was no rain.

There was an interesting outfit, below. It is only 1/2 a Hedingham sidecar. The Hedingham sidecar was made in 2 molds then joined together. The seam was partly hidden from view by the wrap around chassis. The sidecar you see here is the top half only so it has no boot or bottom half. The present owner found it languishing at the bottom of someone's garden. He purchased it then looked into making it into a whole outfit.

He found a old Dnepr chassis but it was for a right hand outfit. However, he cut the existing suspension and axle off and rewelded it all on the other side. He turned the mudguard round and altered the light fittings. You can now see the existing mud flap at the front of the guard. As there is no boot the new owner has extended the chassis and mounted a spare rear wheel for his BMW 1150R.

You may just see the lower fittings have rose joints where they are attached to the bike. This was to be a leaning outfit and it did work to a fashion but was found to be difficult to ride so then upper mounts and fittings where added to convert it to a fixed outfit. As you will know modern BMWs do not have a frame so he made substantial subframes so that sidecar fittings could be attached.





The BMW front suspension is a telelever so a new bottom link plate (just above the front mudguard) was made to alter the trail. All his work has resulted in a nice looking and handling outfit that he is proud off.



The caption for this reads "When your dog gets it, it's priceless."

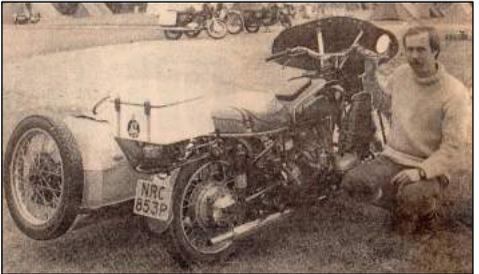
Cossack Spirit

As promised here's the second MCN article on the COC from July 27th, 1988 featuring club president PJB and high speed MT9.



The eagle eyed will notice the IZH sidecar wheel, was it in fact an IZH sidecar?

My other photo shows a line up of outfits taken about lunch time at the height of attendance.



There's a philosophy within the cossack Owner's Club that when you buy a new twin, it's only the first step towards a good bike!

So much scope exists for improvements that no owner would want to keep the spanners idle. Though the bikes leave Russian lacking quality in some key areas, once fettled, their owners have total faith in them and a lot of affection for the simple "classic" workhorses. All improvements to the flat twins have been well researched, as club president Peter Ballard explained, and he's an engineer with Lotus Cars.

Peter pioneered the first research into electronic ignition, built the first prototype units and now acts as Boyer retainer for the club. And he drew up plans for replacement silencers which are now built by Armours of Birmingham.



The ever present Stephen Wood Ural Classic combo is in the foreground. David's is being checked out by the bloke with the woolly hat and the shades. Ooooooh sunshine!

Thorough know-how like this has resulted in better motorcycling for the club men, who find a big appeal in the simple, inexpensive, no frills bike.

"To understand these bikes, you've got to look at the Russians' requirements." explained secretary Gavin Johnson. "For the home market, they wanted something uncomplicated that you don't have to mess with. They're great for what they were designed for. They do lend themselves well to people like me who want to have a go at them. And if it all goes wrong you can buy another engine for £50!"

Popular mods for the bikes also include Jaguar car valve springs, improved brake linings and Peter recommended SU carbs. His 1½" carbs come from a mid 70s BMC 1100, giving up to 70mph solo. Cossack riders also go for monograde oil, such as Silkolene produce. Multigrade oils cause the bearing rollers to slide, overheat and collapse, they say.

Nearly 200 riders form the club, some from as far afield as Ireland, Belgium, Germany, Sweden, Canada, USA and Australia. They publish a monthly newsletter and quarterly magazine, strong on technical articles.

On page 33 last issue, we pictured the aforesaid MT9. From 2020, Peter remembers it.....



Page 33 shows my MT9 that I bought new from T C Mundays in 1976 for £725. It replaced my 1971 M63 with a Busmar DA chair on the left. The MT9 was pretty reliable until the crank snapped a few years later. I converted to 12V, cleaned out the ports and fitted a pair of 1 1/4" SUs, fitted a JupiterIII front mudguard and a solo final drive. It would cruise at 65mph as an outfit and 75mph as solo, until the crank snapped!

I ran the MT9 when I worked at SATRA in 1977, and thus had access to bits and bobs and a respray! I did lots of miles, like a weekend trip from

Bridlington to Bournemouth and back for a club committee meeting! Then many long tours of Scotland, in the rain! In those days it would keep up with the 1970's traffic, indeed on the fast A roads and dual carriageways it would make good progress as a solo. When did I sell the MT9, well not sure really, guess late 1980s is about right. Great bike! *She's pictured opposite in 1979.*

Having covered the change in importer from the MCN perspective in The Chris Drucker Archive on page 11, here's Peter again with something of what it meant to be in it.....

PJB, a personal history

I finished my 'A Levels' in 1972, parents forbade me having a bicycle, motorcycle or a Mini, but I was reading MCN at school and saw the adverts from Fred Wells of Manor Park East London for the Ural M63, Jupiter II and Voskhod II, then there were the SATRA adverts for Cossacks. I got a lot of the Cossack publicity from SATRA when they were based in Byfleet Surrey, I still have the originals. As far as I am aware Fred Wells was not an official importer as such, but saw the opportunity to import and sell the bikes. Also as far as I know he did not sell the Planeta II (350cc single with similar cycle parts to the Jupiter) nor the K750 sidevalve bikes.

I was sponsored by Leyland Trucks as an engineering student with a degree course at Hatfield Poly in Vehicle Engineering. In 1974 bought a 1971 M63 outfit with a double adult Busmar sidecar to commute at term ends between Leyland, Hatfield and parent's home in Hornchurch. This was of course a Fred Wells import. I passed my bike test on that, already having a car test but no car! Note Gavin as of the later MT9 cafe racer was a student at Leyland a year below me, so I convinced him to buy a MT9 outfit! My nearest Ural Owners Club (as it was then) member was Charlie Akrill from Burnley with a new M63 that he ran solo and sidecar.

From around 1974 SATRA held the official concession from Avtoexport of the USSR to import and deal in the bikes in the UK. I don't know if this was why Fred Wells stopped or just timing. The Cossack service manager was Mr S.B. Manns (Bob) an ex ISDT rider for Matchless I think. He later went to CZ/Jawa in Kings Lynn after SATRA closed.

SATRA did have a sample 50cc Italjet for test, it was lovely, certainly compared with the Voskhod, but was never imported.

The M63 was pretty reliable, went through a set of exhaust valves on a long hot run back from Scotland. I took the top off the K301 carbs on Beattock Summit and saw the fuel boiling, hot then! I also had the contacts in the regulator close up, so had to learn about them, otherwise reliable. I swapped out the Busmar body for a box for rallies, a lot lighter and less wind resistance. I used it a lot on the national rallies, good for tents and sleeping bags, always a little peeved that the slowest least powerful bike, with a chair, carried so much of others' stuff! I sold it to some other rally pals who thrashed it to death then they sold it to a collector in the USA. Then in 1976 I bought the new MT9 outfit with right hand chair from T C Mundays in London, gosh that was odd! Ran out of fuel on the way back home, they had only given me enough for reserve!

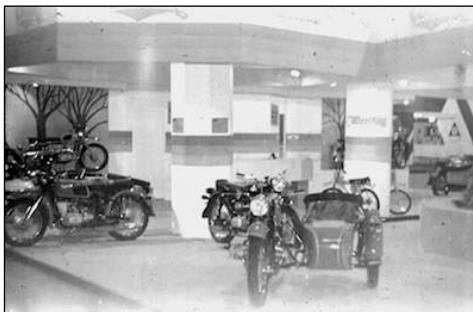


The series of pictures Peter took including this one crop up all over the internet these days, even on Russian art site VK.com! There are L plates taped to the sidecar so this is pre bike test. You could ride anything with a third wheel on a provisional license then, remember the flapping sidewinder and what a scandalous attempt at money grabbing that was? All in the name of road safety!

Anyway T C Mundays was a Cossack dealer and also a renowned expert in the supply and fitting of sidecars to anything! A great place. In those heady days there were 210 Cossack dealers in the UK, most towns had one. Cossack was the tradename from SATRA (Soviet American Trade) though technically they were SATRA Belarus, Belarus being one of the Soviet states and a brand of really tough tractors. SATRA then moved to Carnaby near Bridlington, based on the industrial estate with

the motor race track at the end. The industrial estate is still there, including the premises where SATRA were, though the race track has been built on. Lada cars were on the same estate, also part of SATRA. Lada cars ceased trading years later and had a few years selling the horrible little Indian Tata cars!

I qualified in June 1977 and got a job as a bike fitter at SATRA until September when my job as an engineer at Leyland Trucks started. I was paid £1.00 per hour but then board and lodging in Bridlington was £25 per week. Just managed! I was invited to be on the 1977 Earls Court motorcycle show stand for SATRA, full expenses in the Kensington Close Hotel, that were posh!



Who is this bloke then Peter?

We had on the stand the MT10, Planeta Sport, Jupiter III and I think a Minsk. My work at SATRA was to uncrate the bikes that had been imported in 1975, hence had been stored outside in crates for two years. Mostly selling M66, MT9, Voskhod III and Jupiter III. The Urals and Dneprs always had water in the engine, gearbox and final drives.

Often the bright work had to be replaced and was often resprayed, a costly effort. The Jupiters were always in the best condition. Voskhods were OK, we converted them to battery and split the motors to add extra return springs to the gear lever. Saw very few Minsk there and only one Planeta III. SATRA sold a few MT9 specially built in KMZ as solos with the softer Ural solo front fork springs (yes there are two rates), a prop stand bolted on the LHS in place of the front through bolt spacer, no reverse gear and a 3.889:1 final drive. So actually a solo spec, not just a bike with no sidecar. The Dnepr outfits were sold as LHD or RHD, but same chair body.

We had an example of the M67, but the gearbox dog clutches would fail on the test rides, so were never sold. We also had the start of supply of the MT10-36 with the 12v electrics and TLS front brakes, but we were still flogging the MT9s from stock. Whilst I was there Alan Voase and Neville Mason visited, they were a Cossack dealer in Hull of course and had already taken on the concession for the Minsk 125cc. In 1979 Neval took over the concession to import from SATRA. Nevals then sold MT10-36, Jupiter VI, Planeta VI, Planeta Sport and the M67 in addition to the Minsk. We all know about the importation through Nevals, then Britaine, Regent, Ural Moto etc etc.

In 1978 I saw in MCN a request from Juris Ramba in Latvia (part of USSR then) for a UK contact. I wrote back, nobody else did. We swapped parts, he wanted parts for the British bikes he was restoring and I wanted Russian stuff. We have stayed in touch since. Juris was Research Officer in the Riga Antique Motor Museum and a bike restorer. He left the museum in disgust as the other directors allegedly took a big payout from Audi to buy their original AutoUnion race car and replace it with a replica, the replica is still there!

There'll be more of Peter's youth in the next issue but that's not going to fill it! The coronavirus is not likely to let go of us anytime soon and I'm assuming no one will have been anywhere to write about by then. However, I expect you'll be busy beavering away in your sheds and making progress with all those projects the economy kept you from. Take some photos, write up the struggle, take pride in your achievement and share it with us please. Otherwise the July/August 2020 HV will be full of

Appeal



editorial self indulgence. You'll have noticed a few pictures of my venerable Yamaha creeping in when our trip to Morocco was possible? That wasn't her only adventure. The year after that we crossed the Sahara and went round in a loop ending up in Dakar in Senegal. The trip took three months and was, as you can imagine, an epic. Well we've had Fred Wells in this issue!



Here she is, above, dragged to a halt in a sea of soft sand on one of the more challenging days. Remember Alison's trip up north with her mate Kate from September/October 2018 HV? You don't want them back do you? Yes I'm threatening you. If you don't write stuff, I will! Attach pictures to emails please, don't embed them.



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.

