

Horizontal View

The magazine of the Cossack Owner's Club
May/June 2019
The Matchmaker edition



**The dry black
bread and the
sugarless tea of
penance, will
charm back the
luxury of a child's
soul**



Front and rear covers

Chris Smith is our Zundapp pilot in the main picture. Sadly, we lost him. Patrick Purves remembers him and his place in UK Russian motorcycle culture on page 7.

Our quote this issue is from Advent, a famous poem by Patrick Kavanagh, one of Mark Avis' favourites and completely out of context because, like this, Mark felt it "prophetic" applied to Voskhod ownership. In context, we think it means having grown tired of the superficial and futile promises of marketing, you can see it for what it is and return to the simplicity and joy of indulging who you really are, or were before you let it overcome your purity.

Here's Patrick Kavanagh himself on a similar theme.....

"Although the literal idea of the peasant is of a farm labouring person, in fact a peasant is all that mass of mankind which lives below a certain level of consciousness. They live in the dark cave of the unconscious and they scream when they see the light."



By the way, he was also goalkeeper for the Inniskillen gaelic football team!

The rear cover pictures a sweetly photographed Jupiter 3, and a tree, somewhere in Russia.

Sorry Ladies and Gentlemen but you see HV is early again this issue. I could argue that it's so as not to leave you with too big a gap between issues but really it's

because I have four race weekends coming up over a five week period and I'll have time for nothing then. One of those is the so called Member's meeting at Goodwood mentioned last issue. This year, apart from us, the rest of the programme is Ferraris, Bentleys, Aston Martins, Maseratis and so on and breakfast in the clubhouse is £100. Apparently David Coulthard is going to drive a 1955 Mercedes 300SL. We get Guy Martin in our race. Quite a lot of everybody else is called Chomondley-Warner or mates with Crown Prince Whatnot of Somewhere.

Early again

Somehow, in the confusion of changing technology last issue, the font size crept up a notch or two. I know some readers will have been pleasantly surprised by this but you wouldn't have got away with it if I'd noticed. The only way I can pack it all into 36 pages I'm afraid is to resort to the normal font size so it's back to the magnifying glass folks!

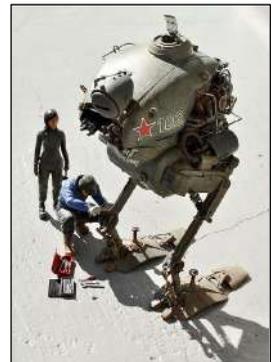
A warm welcome to.....



Ian Matthews, Trowbridge Wilts.
Philip Williams, Woodstock, Oxon.
Trevor Blatherwick, Oakham, Rutland.
Jon Wade, Weston Super Mare
David Boyt, Wimborne, Dorset.
Elzbieta Krystek, Newton Aycliffe, Durham.
Matt Downes, Kidderminster, Worcs.
Mark Falconer, Penllergaer, Swansea.
Philip Cox, Botley, Hants.
Ian Benford, Betchworth Surrey
Robert Bowditch, Crewkerne, Somerset.
Russ Brown, New Romney, Kent.
Bryce Moxey, Bridgewater, Somerset.
Dave Dawson, Caernarfon.
Philip Shingler, Camberley, Surrey.

John Hancox posted us some real photos, taken with a real camera, on film, of his Urals. These look a lot more interesting than his accompanying note would suggest. You're in the next issue John. In fact everyone who sends things in will be in some issue at some point, it's an editing thing.

NB I'd love it if you could please attach photos to emails with your text in. This means use the "attachment" button on your email page, not pasting images into the email itself. Sometimes I struggle to get them out again. If you don't know what I mean, nevermind, do whatever you like. I'll cope somehow!



Forthcoming events

WARTBURG TRABANT IFA CLUB UK 50th ANNIVERSARY EVENTS.

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

Eastern Bloc Vehicle Weekend. The Cotswolds: 10 – 12 May 2019. Based on Tewkesbury, this event includes a tour of the Morgan factory plus visits to Broadway Tower, Gloucester docks, the Cotswold Motor Museum, the Bugatti Trust and an action packed day at Prescott Speed Hill Climb.

Iron Curtain Vehicle Weekend. Yorkshire Dales: 12 – 14 July 2019. Starting at the National Coal Mining Museum (underground tour for those that want it) then moving to the Embsay and Bolton Abbey Railway near Skipton. Saturday sees a day tour through some of Britain's most spectacular scenery, with lunch at the attractive town of Hawes. On Sunday there is an Eastern Bloc vehicle rally on the forecourt of Embsay Station. Train rides (even a steam-hauled full English breakfast) available.

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

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

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

Dent. The Dent formula is it takes place the weekend after the May bank holiday and the second weekend in October. For 2019 this means the dates are **May 11th and 12th and October 12th and 13th.** Some people get there on the Friday and spend two nights in the pub. Watch this space for info on the possibility of entertainment in the barn in the form of a sort of show what you bring slide and picture show of contributor's motorcycle related adventures.

Your editor is particularly looking forward this event because if we're lucky, Trevor's Voskhod will get there for the first time in 19 years! See HV November/December 18 page 11, therefore demonstrating itself to still be a viable method of transport. Wanna buy a Voskhod? Check it out here! Steve Coppin, page 30, could have a sidecar full of tyres for sale too.

Mike Rowe's The Three Magpies has been booked for the weekend 17/18/19 May 2019.

Check out July/August 2018 Horizontal View for what a joy this weekend was last year. The Three Magpies is in Sells Green near Devizes in Wiltshire. Google it, get on its website, find out where it is exactly. So far, intending to attend are Mike himself, obviously, so you can have a chat about going to France (below), David Greenwood, so you can check out his beautiful, bespoke exhaust system, Richard Squance, if he makes it back from Italy on time (page 23) and perhaps Trevor's Voskhod which you might be able to buy!

Ural France will hold their bi-annual mega rally near **Bethune** in North East France on **September 22nd 2019.** Mike Rowe is already getting excited by this and it's within easy reach of the COC enough to turn it into something of a club adventure. See November/December 2017 Horizontal View page 9 to find out what happened last time they did it at St Nectaire.



For the essential info visit www.ural-france.com and click the red info panel. You need to register with Ural France and book your pitch with Parc D'Olhain campsite. I'm going to do this.

David Boyd is celebrating the 75th anniversary of the D-Day landings with a trip to Normandy at the appropriate time, see page 26. If you're interested email this magazine or contact David via the COC Facebook page.

Yorkshire section MZ club Here are the details of a rally run by one of our members in Askrigg North Yorkshire. Splendid but basic site with 3 pubs in easy walking distance. Also there is a superb ride out by a certain local bloke on the Saturday. The

camp will be at the **Askrigg campsite on Station Road Askrigg DL83HZ on June 7-9th**. Please camp in the field across from the farmhouse. The facilities include an eco toilet and sink! Bynzni is sorting a run out on the Saturday so make sure you are fuelled up. Fees are £5 pppn. Please pay the organiser not the campsite. Your man is duncankirk693@gmail.com

Eastblockrally in Holland! May 30th -June 2nd

This rally is special for riders of motorbikes made in Eastern Europe, like: CZ, MZ, SIMSON, DNEPR, EMW, ISH / JUPITER, JAWA, MINSK, PANONIA, SIMSON, URAL, WSK and VOSKHOD, but also other types / brands very welcome

This rally will be in the province of Friesland in the northern part of the Netherlands, families on motorbikes are welcome, because on the campsite are facilities for children! Take a look at: www.seedykstertoer.nl The address: Zeedijk 8, 9073 TN Marrum (province Friesland/ the Netherlands).

Jawa-CZ Owners Club's 65th Birthday National Rally 14-16th June 2019

This is at **The Anglia Motel, A17, Washway Road, Fleet Hargate, Spalding, Linconshire, PE12 8LT**. You'll remember this as the venue for the last Red Star Rally. It's celebrating 100 years of CZ, 90 years of Jawa and 65 years of the Jawa/CZ Club. Well done to them of course but you should be tempted to go because they also held their 60th anniversary there and attracted 200 people including a substantial Latvian contingent, who rode from Latvia! It's a perfect excuse to get East European for the weekend. I'm sure they won't mind if you take your COC ride, the more the financially viable!

Epping Revival 6th and 7th July 2019. No it isn't. Sorry people, this event fell foul of a tangle of red tape and had to be abandoned.

This takes place at Greetham Campsite, Rutland, same as last

year on the weekend of August 30th to September 1st. It must be pointed out that the same offer of half price camping, subsidised by the club, is in place for this year as it was for last. When adding the numbers up you'll see that the saving of £18 for the weekend is comparable to your membership fee, so come to the AGM and get your money back!

AGM

Gina's cafe will be open for the duration. This is NOT the same venue planned for the Red Star Rally although it's nearby.

Red Star

The next Red Star rally has been provisionally booked for 21st to 23rd August 2020 at the



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

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

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Mark Avis on a very ordinary rally this year.....

Wet Dragon

Dragon was good, just mild and very wet. No photos of any heroics in the snow this time but one of our Interpreter's latest leaning sidecar outfit, this time pulled by a rather modified



Guzzi 750. Well, it's shaft drive, and just needs to spread its barrels a little more. On the way back we came across

Wales by the smallest roads available; luckily the sun came out so I could just keep the shadow front-left and travel NE-ish. It was a very nice day out, and I think I'll adopt that approach again, as neither a need for reading glasses nor a dodgy short-term memory makes navigating small roads by map, very easy these days!

What's that in the opposite bottom corner?

<https://www.youtube.com/watch?v=xepKnD5eQgU>

"This machine has no brain, use your own."

Did you think we'd forgotten you John? We'll get it all in sooner or later. At last here's.....

The John Nash Experience

Paul said that the club gets lots of folks, join only for year. Probably because they're registering their bikes. Hmm, I thought, perhaps I can write some technical pointers for them as likely they are struggling to get their bikes running too.

I don't have anything to qualify me to do this, apart from nearly four decades of motorcycle ownership and 15 years with a Ural and 13 years with a CJ750. I also have a K750. In that time, there have been plenty of things which have gone wrong once. Often prompting me to carry the spare around in perpetuity. I have carried out a few modifications, some which have been more useful than others and I think this is what I can write about.

12V conversions and regulators. I knew about this, before my days with Russian bikes. It was something that could be done with British motorcycles, to get a few more watts and fit a brighter headlamp bulb with the ability to penetrate the dark.

The myth is that the "6v" dynamos don't put out enough to fuel new fangled 12v bulbs. Well, the dynamo doesn't actually put out 6V. It will happily put out well in excess of what you need to run a 12v (or ~14v in reality) system, but is regulated, by the err regulator, to 6v (or ~ 7v or indeed ~14v). Its output is governed by its speed of rotation; so it needs to spin faster to effectively run a 12v system.

How you go about this is something that has been written about, numerous times, elsewhere in more detail. Bottom line, if you fit a 12v regulator then your dynamo will certainly run a 12v system.

Advantages/disadvantages and would I do this again? Running 12v gives you more watts to play with and thus access to higher wattage headlamp bulbs, without stressing your dynamo. So, the long and short of it is brighter lights, especially up front. If you ride a lot at night, where there are few streetlights, then you need to do this. I do and thus



This bike looks very familiar. Was it at the Red Star Rally at Whitchurch Rugby Club in 2004?



every 6v bike I own has this conversion. It also means you have less current running through your electrics, and rusty connections with resistance have less of an overall impact than with 6v.

In addition, you can use lots of cheap 12v LED's in all your other lighting positions and there are a few on an outfit. In turn, this reduces the load on your charging system further and allows you to concentrate on the headlamp, which is where you need the extra. A 50w or even 60w halogen bulb, up front, is now no problem and well under the output of the dynamo.

The downside ? Your dynamo needs to spin faster, to get up to charging for 12v. This means more revs. Trickling through town, at low speeds, frequently isn't going to do you any favours and you may run the battery down. You will also need to source a regulator to handle 12v dynamos and change all your bulbs and your battery.

Reverse gears. My M62 came with the earlier, classier and crashier gearbox. My CJ750 and K750 have one too. This has a very handy gear selector lever, on the right hand side, to enable an easy selection of neutral. I rode with these for years and years. No problem. Yes, I had to plan my exit on the outfit, to ensure I could always push it out but hey

Then my mate offered to swap an early box, with reverse, for one of mine. Reverse I thought, that would be useful AND it had dneprglide (the automatic clutch with gearshift function).

After shortening a drive shaft, by cutting and welding it, it was in. Apart from impressing my mates down the pub, it's been a bit of let down. The dneprglide, automatic clutch thing, though? Quite like that and if I break a clutch cable then I could get home (mind you I always carry a spare cable – don't you?)

I am sure if you do mucho off road work, then being able to reverse out of a difficult situation might be really useful. For me though, navigating only through the winter tractor mud, I think I could have lived without it and I do miss the lever for selecting neutral.

Twin leading shoe plate and sidecar brake. I think later bikes come with all this new fangled stuff. For anyone running earlier kit, then the later twin leading shoe plate is an essential. There are loads, on Ebay, for very little money and it is a straight

swap in. Spend a little time setting it up though.

The CJ750 parts suppliers make a sidecar brake, which will also fit to earlier bikes. I ground off the rim, to fit the larger Russian brake shoes so that they sit closer to the drum. Awesome brake? With a cable that long, piggy-backed off your rear brake rod? Hardly. But three rubbish brakes are better than two.

Leading link forks. I think these are fitted to all the newer bikes nowadays too. Chris Tomes, over at Vostok, sells them for reasonable money and mine was pretty good value a few years back. It is a straight bolt on install onto my early 1960's outfit. The finish was rubbish though and a winter's salt ate into it. I was handily stripping the whole bike for blast and powdercoat the year after anyway.

There is a definite improvement in handling. Is it an improvement that is worth a few hundred quid though? Not entirely convinced.

Deep Sump. Opinion is divided on the value of these. As far as I am concerned, any increase in the volume of oil available is a good thing. It keeps the bike cooler and contaminants, in the oil, take a little longer to build up. The disadvantage is that you can no longer get the engine out of the frame (on earlier bikes anyway) without removing it completely).

I ran without a deep sump on my CJ750 sidevalve and had an oil temp sensor/gauge fitted. On hot days, at a steady 60mph (it's a solo), then the temperature would rise to over 100 degrees. Mind you the fuel would vapourise, in the carbs, at that temperature, and encourage you to slow right down (or ideally stop for a cool down) anyway. With a deep sump, it's never got that high. Mind you the fuel vapourisation still occurs ... (I know Paul, I can make up some spacers!)

I haven't actually fitted one to the K750 I just built. This goes to show how divided I am, on the matter.

Voltmeter (or ammeter). I had trouble with the Russian regulators, over charging and melting my dynamo armatures. I switched to electronic regulators and also fitted voltmeters. Not sure they are that useful, to be honest. The little red charging light, tells you if it's not working. I am not going to fit one to the K750. I have heard about LED bulbs, which glow a different colour for different charging values. If I can get one, in place of the speedo bulb, then that might be a good idea.

Speedometers. I have never had one which has proved accurate across the entire spectrum of speeds I travel. I used to "calibrate" them to my GPS and mark the dial, but they all just go all "floaty" above a certain speed anyway.

What I have now is a small pushbike GPS speedo. No wires. Backlit (for use at night) and runs a long time on one charge. I have a mount fitted to all my bikes and can swap it about. I think mine, a Garmin Edge, is now less than £60 (which is way less than a speeding ticket).

Twin output coil for Dnepr K750's (and other similar bikes with the rotor/distributor under the front cover). I was taken with this, when I read about it, and had to do it on my Dnepr. The original system features a single output coil, which feeds into the distributor under the front cover, which then fires back out (two more HT leads) to the plugs. The mechanism, for switching the spark from the coil output to either lead, is mechanical. If you use a double output coil, one to each plug, you can just connect the coil to the points. No other HT leads required and the distributor and rotor are redundant.

The double output coil fires both plugs each time, and one spark is "wasted". This means, the cylinder not on compression, gets a spark which it doesn't need (and which doesn't harm it or the coil).

Carb balancing ports. Not fitted as standard to early bikes but bloody useful for balancing your carbs, accurately, in minutes. I read an article on a French site a long time back (it's still there: <http://dnepr.ural.free.fr/prise-depression.htm>) about using grease nipples to make a connector in the carbs. You will need to drill a hole in your carbs, and be able to tap a thread in, as well as tap a thread into the grease nipples. I do this on all three of my bikes and rate it highly. Having balanced carbs makes a great of difference to how your bike starts, idles and (especially) runs at speed.

I am not the originator of any of these improvements, just someone who did them and uses them.

If you fancy any of that lot and would like to talk to John about how difficult achieving it actually was, ask your editor and I'll put you in touch. He's volunteered to help.

The Ostrich in Newlands near Monmouth is handy if his advice costs you a pint.

For the second time recently it's fallen to Patrick Purves to remember one of the Cossack Owner's Club's essential characters. Here's Patrick.....

**R.I.P.
Chris
Smith**

I am very sad to be passing on the news that Chris Smith, formerly of Speedway Motorcycles in Catford, died recently in hospital of bleeding ulcers. Louis, his son, rang me and told me, agreeing I could let the COC know.

Chris leaves a wife, Sandra, and two sons Louis and George. He was an entirely delightful, kind and generous man and I am in shock over this, and it comes far too soon and follows last year's loss of Frank Dougan. Please inform the membership. I am writing a bit of an obituary from the viewpoint of the old URA and will send it if it is wanted.

Which of course it is. The pictures associated with this were taken mostly at Popham by Dave Cox, Chris' colleague and also a pyromaniac. I only met Chris once, on this occasion, in spite of ordering loads of bits from Speedway over the phone. Here's Patrick again.....

The last time I saw Chris was last year at the funeral of our mutual friend, Frank Dougan. Although initially the thing that bound us together was a shared interest in Russian motorbikes and sidecars, I always felt there was much more than that to our friendship; it was typical of Chris to come a couple of hundred miles in iffy weather to honour Frank and extend sympathy to Deanna



Dougan and family. His passing comes as a terrible shock, as he seemed well and in good spirits on that otherwise sad occasion. I wish he had taken me up on my offer of a bed and pint, but he went back the same day.



I came to know Chris when he ran his workshop, Speedway Motorcycles, in Catford and I was writing odd articles as Boris the Indifferent in Horizontal View, the magazine of the Cossack Owners Club. He brought a skilled and no-nonsense approach to the business of fixing and improving Russian bikes, particularly Ural and Dnepr. The workshop was always somewhere for people to drop in and chat. Chris never charged enough for his time and expertise but eventually sold the shop. In the Ural Riders Association, a fairly loose set up, we organised some rallies and Chris was a regular attendee, bringing parts, technical support and advice and a good measure of solid common sense. He was extremely generous with all three, and one of the kindest and least judgmental people I ever knew.

Chris didn't join in a lot of the forums and websites about the bikes, and was a realist, once refusing to sell someone a bike because "He wasn't the right type of person to have one of these bikes". When a URA member had problems with a newly bought bike seizing up and breaking crankshafts, Chris was part of the expert team with Frank Dougan in getting court redress. More recently he was involved in helping his son George to set up a vapour and grit-blasting business, and the lease and formalities. As time went by and we talked more, both my wife Judy and I were impressed with the work Chris did with difficult young people, being

still on the Lewisham and Archway Youth Project to the end. That work included acting as a community street warden and teaching motorcycle mechanics and off-road riding skills. He was also at various times a pyrotechnician with Paines Fireworks, setting up and organising displays all over the country. I never can watch a firework display without thinking of Chris, and I would ring or text him about the major public ones he was involved in. During the London riots in 2011, as the streets burned, Chris was texting me a series of off-colour jokes about them, which I appreciated



at the time as very much in the so-called Blitz spirit. He leaves behind his wife Sandra, sons Louis and George, and a grandson Sonny, as well as continuing projects of a Ural 650 off-road sidecar outfit, his modern modified 750 gear-up, which he loved keeping looking authentic while updating with mod cons, his Triumph Trophy (bought as a retirement present which he never got to ride, left for Sonny in future), and a Gaz 69 Jeep which he had succeeded in getting running after a lot of carb work.

He also leaves a great swathe of friends who will remember him with huge fondness. When we had two spare tickets for a concert of Woody Guthrie songs in the West End in (I think) 2012, we invited Chris and Sandra to join us, and we had a really nice evening with them. A while after that I came down to London to help Chris with a little bit of legal business, and I well remember his cheery and obscene hail out of the car window when I got off the train, and the bike projects he had on the go, and a meal round the family table.

Although we didn't meet often, I will miss Chris very much and my sincere and deepest condolences go to the whole family and all who remember him.



Pictured above is Bill Northcote, explaining the Zundapp's apparently magic fork action.



Chris' funeral was at Hither Green Crematorium on March 1st 2019. An official photographer was present and his pictures can be found on line and downloadable at <https://www.dropbox.com/sh/xwm3wvhlegnzjzAADUkOyMIGWa17mbfgpbWD-9a?dl=0> They're well worth a look for the coolness of some of the guests' rides to the event.



One of the guests in particular managed to avoid Dave's camera. He's a club member and was also present at Popham the weekend I met Chris. He's called Chris too I think and at the time was social worker with much to do with disadvantaged youth.

Hello Chris from Popham. Been up to anything Russian motorcycle related recently? Apart from saying goodbye to Chris Smith of course.



How's the struggle with DVLA going then Peter? This is in reference to the possibility of using the "reconstructed classic" option. Does the A really stand for authority? Maybe the lunatics have taken over!

PJB

"Catch 22." An original motorcycle that has not been rebuilt since leaving the factory and has good frame number and frame plate with the year on it, will NOT be given an age related reg. If put through the 'Reconstructed Classic' route the owner will only have his original purchase receipt not the many required receipts for all the parts the owner would have bought if assembled from parts. BUT then another owner buys boxes of parts from Poland, Latvia, Ukraine etc with receipts and recreates an eg 1970's bike, then the DVLA will give it an age related reg number as a 'Reconstructed Classic'!

So an original unmolested unmodified motorcycle but with no old reg doc will be refused an age related reg, but one bolted together from a mix of parts to reconstruct the same model will be given an age related reg! So the DVLA will be relying on the originality of the receipts for the parts bought, are these not easy to forge by a man down the pub? But the DVLA will rely on these receipts more than the date on the original factory frame plate! Also for an outfit, as we know if the first proven registration was after Aug 1981 then the sidecar must go on the left. So what if say a 1980

MT10-36 goes through the 'Reconstructed Classic' route and gets a 1980 age related reg (so not a 'Q' plate) strictly the sidecar must go on the left as the bike was first registered in say 2019 thus after 1981! BUT if the owner fits the chair on the right hand side it will look no different from an outfit that was first registered in the UK in 1980, same reg plate year letter! The only evidence will be the entry on the V5c that defines date of 'first registration' being the same as the date of 'first UK registration', ie 2019! But if stopped by the police the officer can check the original frame plate and read off 1980, so before 1981 that is OK then?

We need to try a 'Reconstructed Classic' submission to see how the DVLA will respond.

Finally, DVLA insist that they are now only keeping to their policy and procedures; FBHVC are disputing this. Thus vehicles that were dated on frame plates, VIN plates and VIN numbers only, should not have been allocated age related numbers by DVLA clerks. Will DVLA check their records and withdraw those registrations as they are allowed to do? We expect not, indeed we and many other clubs hope not. COC are not alone in this situation. Still working on this.

However, the usual age related registration applications continue and taking into account significant progress with those, PJB has updated the pdf guide available from the COC. Email either Peter or me, your editor, and we'll send it to you.



PJB found a carbon footprint survey.....

This might amuse you; there was once an initiative to assess the environmental impact of motor vehicles by looking at the ratio of 'energy used to manufacture the vehicle' v 'the energy used as fuel in its life'. The idea being that you shouldn't waste energy on making expensive cars, but it all went wrong; the 350 cu.inch (5.7 litre) Ford V8 pickups came out well as they are cheap to make and last a long time despite using lots of fuel, but the eg Toyota Hybrid did less well as it was

expensive to make although used little fuel. We got interested for Morgans as they are expensive to make (lots of mantime and people need energy to live) but incorporate carbon in the wood, so although they are pretty fuel efficient they also last a long time. Better to look at total fuel/energy use in life from ground to ground - just a thought.

Did I read somewhere that Henry Ford was persuaded to let the factory paint the Model T fancy colours rather than black to make customers want another one? The point was that they were too good, lasted too long and once everyone who needed one had bought theirs the business of selling cars would stop. It's been pretty much downhill from there really!

Wanted: military style chair for Dnepr MT10-36.. preferably left-sided but will take a right'hander! Don't mind if needs some TLC as long as in basically sound condition.

As ever, contact HV, details on page 4, and I'll put you in touch with Faebhean.

**Wanted
by
Faebhean
Kwest**



Since I retired three years ago it seems that I have slid into a previously unnoticed subculture, I have slid from angry youth, punk, through thrusting (ha ha) businessman to enforced feeble mindedness and now seem to be fully immersed amongst the greybeards. I was forced into an early retirement at a youthful 55 and other than being billy no mates during the week as my buddies were/are still racing the other rodents towards a pension, thought nothing about it.

I slipped gently into cafe society, admittedly I generally ride my bike to the cafes, but I am firmly in the tea and cake brigade. Out for a walk, tea and cake. Out on my bike, cake and tea. Where once I sought out hostelrys offering legendary beer, I now actively seek new cafes with quirky offerings. Courgette cake anyone?

If no new tea rooms are available I will happily revisit previous conquests. I while away the minutes picking up crumbs on a dampened digit and making as much noise as possible slurping my tea. I draw the line at gargling it. This quite often draws me into conversation with others pursuing the same pastime, conversing with strangers is one of my greatest pleasures. Some times it only leads to someone asking me to piss off and make less noise/ grow up.

Mr Spoon has been very astute in taking advantage of this trend, his emporiums peopled in the early hours with the subdued desperation of those folk who no longer view drink as a pleasure but as necessary to existence. Chain smoking roll ups, the weasel featured pencil moustached denizens of early morning oblivion drift away by elevenses to be replaced by the real targets of this enterprise. The white wave slowly gathers until around 2pm the tsunami breaks and all that can be seen are the blue rinses, glistening pates and carefully cropped cotton wool of the coffin Dodgers. Who in their turn are replaced by the less affluent youthfull crowd who sit and nurse their drinks whilst feigning joviality.

Anyhoo, it suddenly crossed my mind that I appeared to be a puppy in a kennel of old dogs. I was consistently, other than the cherubic cheeked staff, the youngest in the room, and how strange is

that? On a recent out to the fleshpots of York with my very good friend The Wing Commander both he and myself were accused of being pensioners. This is the first time for me and blatantly untrue, the wing co is slightly older than me but the comment was still unfair. I found the whole episode sobering and quietly ruminated over it as I sat with my legs crossed on the bus praying that we would soon be home and that there are no more speed bumps.

It seems that I have now been relegated to "Old Man" and though I don't like it I can't really do anything about it. My hair, fortunately profuse and plentiful, no longer suitable for the pony tail I sported in an earlier life. My pants, now flared at the waist, and camouflaged not as a fashion statement but because of slight incontinence. So being a kitten amongst the cats is a secret and unforeseen pleasure, I'm too old to be of any use to society, but not as old as the other blokes killing a bit of time before they croak. These lads who have reached official retirement, only a four or five years older than me still seem to me to be venerable. To an outsider we are all the same but I'm hanging onto my youthful pretensions, I'm on manoeuvres possibly on probation in the ranks of the greybeards.

Am I kidding myself that I'm more of a silverback and my beard is of a salt and pepper hue? A couple more years will remove any doubt.

Are sheds an essential refuge for those of us rendered uncomfortably obsolete by the relentless pace of change elsewhere? In Yorkshire.....

Striking gold, er, silver actually.

Having spent the summer trying to find the back of my lockup by extracting a few bikes, fettling them and then selling them on. I have finally glimpsed the rear wall.

However just in front of that wall lurking in the shadows



was a very sad looking MZ TS125. Bought back in the mists of time as one of a brace, it's companion also a TS

occupied my workshop for a pleasurable couple of months as I delved into his innards to create life.



I chose this first TS purely because he was already registered with the DVLA and didn't look as sad as his pal, anyhow after a full injin rebuild, a couple of new tyres and other bobs 'n' bits off he went to a new home in Morecambe. Leaving me to study his stablemate with indecision. The main problem as far as I could see was the lack of documents, not only this but I had no idea what the registration number had been. Although he had been registered in the UK, the number plate had been broken and lost during his many years of storage only existing as a snaggle tooth of broken perspex with no discernible letters/numbers visible. What to do?

I know that registering a bike is possible with a dating certificate but before I went down that avenue I thought I would go off the wall a bit. I wrote a letter to the powers that be enclosing the correct form for having lost the reg document, a cheque for 25 quids (returnable) and a covering letter documenting a tale of woe. How the bike had lain unloved for many years in the back of various sheds, finally coming to rest in the back of mine where he slept for a further number of years, the loss of documents and number plate, and if I supplied the frame and injin numbers would it be possible to trace the registration that way. Surprisingly it turned out it was!

The first clue to this conclusion was that my cheque had been cashed, and this was followed a couple of weeks later when a brown envelope containing a crisp new registration document wafted onto my door mat. Woop and again woop thought I, better get him in the workshop and have a pootle. Lucky little bike, dragged out of a cold lock up and installed into a centrally heated workshop of wonderfulness. If he had been able to look over my bench through the window he would have been able to see the river Aire trickling past. A river nicely where it belongs and not flowing through my workshop where it has been known to creep (surge) at times.

Anyhoo in a nice warm dry (at the minute) workshop he sat there looking sad while enduring my prods pokes and kicks, smiling smugly to himself knowing that his time had come and from now on all is going to be Zed time.



Having been in a number of sheds, as it turns out for 35 years, he looked very down in the dumps. The inside of his fuel tank resembled the lungs of a lifetime 60 fags a day man. Tar and clag but no rust. This was cured by filling with nuts and bolts, wrapping in a duvet and sticking in a concrete mixer for a number of hours. This is a tried and trusted method for me, if the tank isn't clean enough tumble it for a few more hours. In the end the internals shine like an embarrassed adolescent, only require a swill out with a bit of petrol, and the fitting of a filter in the fuel line. The Carburetter when stripped proved to be in good condition and only required a clean and refitting. Entrails of electrical wires were tidied and checked, his points discarded and replaced with a new set



coupled to a spark booster ignition system. Vital fluids were checked and a new bertery fitted. Everything works but no spark! Bugger, check everything again and no difference.

Pot of tea time and a ponder, works wonders, wonderful stuff tea. Some numpty had fitted the bertery the wrong way round. So everything there leky wise, let's stick a bit of fuel into the equation and have a round of kicks. Speechless!

After being laid up in 1985 he starts 3rd kick and what is more ticks over with the charge light going

out. A beatific smile creases my austere features and more tea is required.

Further investigation reveals leaking fork seals, a lack of a chain, the clutch operating rod and offside timing cover. A quick delve into my boxes of bits and I find everything I need and spend a further few hours fitting everything. This has turned into a quick fire turnaround, I was expecting weeks of black fingernails and scouring of Internet auctions. But I have only spent 2 short days and bar for a set of tyres he is ready for an MOT.

I'm a very happy bunny, and have changed my mind. My original idea was to fettle and flog, but I think he may be a keeper. I have always liked these little bikes, they punch above their weight and I get a lot of pleasure from riding them. So that is 2 TS125s I have now, as when it came down to it I couldn't sell my green TS adventure bike. It doesn't matter as I can alternate riding them and there is a lot more room in the lock up now.

I only have 1 project left in the shed, a Neval Soviet Knight. I swapped him for a tandem and an MZ auspuff, and felt curiously cheated! I Can't remember the last one I saw and I do mix in those circles. As well as having a problem with MZs I am a member of the Cossack Owners Club, and have had many of these Russian money pits. I'm hoping for a bit more in depth work (but not too much) to get him working and keep me occupied for a bit. I'm now down to 7 bikes from 11, a number which even I thought was excessive, and when the Ural is done and gone I will be down to 6. But I'm sure something else will turn up as I do like being in my workshop getting oily, watching the ducks and sipping tea. Not necessarily in that order.

Cheese, Bynnzi, in my nice dry workshop.

Don't miss another day out up north, over the contentious Lancashire border, next issue in Glumbusting 3.



John's life has changed dramatically recently and the challenging circumstances he faces have led to a need to downsize his fleet of mostly East European motorcycles.

The two MZs are unknown to the COC but we can expect them to be restored to a similar condition his Russians are, we certainly do know about those. The orange Voskhod could well be the shiniest Voskhod ever polished. Not only has it taken pride of place on Carl's COC stand at Stafford, it was lovely enough that day to deserve more than half of page73 in Colin Turbett's new book!

**For sale
from
John
Chrystal**



Horizontal View had it when rusty for the May/June 2015 edition and again less rusty in July/August 2016, along with what was initially John's recent purchase of Dave Cox's Ural. Dave didn't sell it to him but while his, this bike was the subject of a restoration saga of many episodes from July/August 2015 to November/December 2016 with a rear cover glamour shot in September/October, making it forever Dave Cox's M66. John's Voskhod's final appearance in its spectacular orange glory was in March/April 2017 on the front cover. All this is yours to read on the club website.

I'm not sure checking out the prices of other Voskhods, Urals or MZs on Ebay for an idea of how much to offer John will be very helpful here. These are a bit special.



This is the other end of the market, if you can call Bynnzi's reluctance to sell his MZs that! Here's John himself.....

When I get myself on some sort of path I will regret selling some of them but having lost the storage I had some will have to go. Maybe I should get a new one that I can manage and ride off round the world! I am at the moment waiting for a pair of knees to keep me upright, so kick starts and centre stands are causing me a bit of a problem. The heavier bikes are becoming a problem moving them about by hand in the shed. I am not in a hurry to sell them but if there is any real enthusiast out there I would be more likely to let them go. They are all low mileage and in as good and some better condition than the orange voskhod. The 175 is the one I had at the show last April. I got it off a chap



who's father bought it new, drove it home then put it in the garage and never drove it again. He passed away and his son

took it over and never used it, then I got it. It was as new except the chrome was shot. I set about bringing it back to life at great expense probably spent more than its worth on new chrome but the paint work is all original and it has a genuine mileage of under 100 miles.

I have been looking at some of my receipts for chrome, and things like spokes, 2400 quid ouch! So I think I will have to start at silly money and put Voskhods into the Vincent world as there seem to



be a lot less of them around, bad for collectors but may be good for Voskhod owners. I don't mind a bit of haggling.

My MZ ES 250/2 1972 has done about 60 miles. I have been looking on the German sites at them and the price seems to be going up. I got this one from Hungary some years ago. When I moved house my mate put it on a trailer and scraped all the front mudguard. I had it repaired and they put the gold line on it and now it doesn't match the back one so that will have to be done.



If you fancy any of these lovelies get in touch with the editorial office, email is best, and I'll pass you on to John. By the time we get to print Ebay might have taken care of some of them but perhaps they're not the sort of thing Ebay does.



Colin Turbett, the Author

I have been a member (COC) for only two years or so, and only purchased a USSR bike last Summer, a 1989 Dnepr MT11 solo with just 2500 miles on the clock. It's still awaiting attention and not yet on the road as I've been busy with other things, mostly writing. I sold a BSA Gold Star to purchase the Dnepr and had enough left over to trade in my other 'modern' bike for a KTM 690 single which is

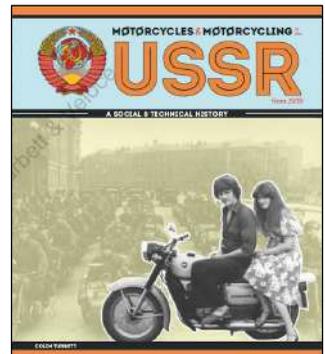


definitely up and running, a bit of a hooligan bike for a 64 year old really. I use modern bikes for longer runs and holidays, including to Eastern Europe. I've twice attended rallies in Poland and once went on a 1951 Competition AJS 350 single, and that was an adventure as they weren't really made for that type of trip. I tend to ride on my own rather than in a group so when something goes wrong you are on your own. I've owned a lot of British bikes since I was 15 and several exotic (for me anyway) foreign ones. Obviously I do all my own work on them although I'm a complete amateur. My job was (and still is to an extent) social work so my engineering skills are limited, but I like to try. I completely restored the 1949 Gold Star from a rusty wreck to something quite desirable. However I've no intention of doing that with the Dnepr, it will stay as it is apart from electronic ignition and replacement of tyres and other consumables.

My interest in Soviet bikes goes back to the 1970s when they started to appear over here. I would never have bought one (I spent very little on bikes in those days and could never have afforded a new one) but they did fascinate me. I am also a socialist by nature and inclination and without getting into deep politics, watched the demise of the Soviet

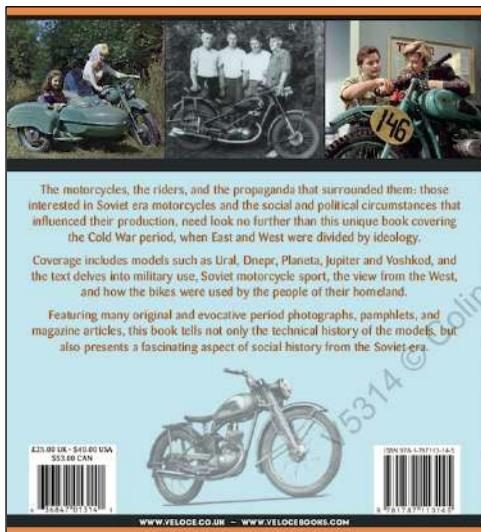
Union and its horrible replacement with close interest. When I retired from full time work a few years ago I decided to write a book about a motorcycle subject (I had published material on matters related to my job in previous years). I chose the UK woman competition rider Olga Kevelos and really enjoyed the research and then the response from people when it eventually came out about two years ago. The idea of a book on Soviet era bikes was festering away in my mind as the other project finished, and it began to take shape towards the end of 2017. Veloce agreed to publish. I was incredibly lucky with that as self-publishing is a very difficult game. Again the research was really enjoyable and doors opened on other doors, and a broadening of my knowledge and insight. From early on I managed to get advice and help from PJB and Dmitry Larchenko, a Russian who writes and also deals in Soviet bikes from Riga in Latvia. That was invaluable and I am eternally grateful to them both: I was starting from a fairly basic level in terms of my own knowledge, and there is little reference in the English language. It all took about six months. From the outset I wanted to make it a social history and put the bikes in the context of the way they were used and ridden, so filling the book with period photographs was important. I wanted to avoid as far as possible republishing photos that had been seen before, so, initially through Ebay, started buying up old family images of Soviet bikes and their owners. I think they are the best feature of the book and hope readers will agree! Sadly though, their availability is perhaps an indictment on a country (or countries, as many come from Ukraine) where families are forced to sell off personal possessions to get by. I also used original Soviet era material, not just Avtoexport stuff, but old manuals and instruction books which seem to have been produced in abundance in the USSR.

These give an insight into a world which is gone forever, e.g. the use of bikes for state parades as well as everyday use by families.



The availability of material from the USSR has led me on to my next writing project: a history of the second world war from the standpoint of ordinary Soviet people, this again will be heavily populated with images, but also quite meaty in the narrative alongside them. When that is finished in the Summer I hope to do another long bike trip, the continent and Scandinavia, including over the Finnish border and into Karelia in Northern Russia. I'm afraid I won't be using the Dnepr for that one though!

Having taken a vow of poverty, paying the asking price of £25 for Colin's book is simply not possible. For two months petrol money, in a Voskhod, I'd need to be enthralled by the world's best book, ever. This one isn't quite that good. Rather than write a formal review from so far away from Veloce's target market I thought I'd let Colin himself explain his intentions. Although we reprinted the covers last time, here's the back one, larger so you can sort of read it. Proverbially of course, we all know you shouldn't judge the book by it!



In the editorial opinion the old photos Colin bought on Ebay are the best feature of the book absolutely. They're a delight but they're not referred to in the text and their brief captions aren't particularly helpful. Most of the book focuses on the political history behind motorcycle manufacture in the USSR and is flawlessly accurate. However, for a book so titled there is little technical detail and

nothing at all of ordinary, everyday life with a Soviet motorcycle. Perhaps Colin himself has yet to ride one? All there is of the Western perception of riding Russian is the familiar journalese we know and love. www.veloce.co.uk to check it out yourself and form your own opinion, for £25.



For sale from Alan Davies

Engine sprockets for Jupiter, new but a bit rusty 18 or 19 teeth £8 plus postage. Engine sprockets for Minsk and Voskhod £6 plus postage. Rear chain gaiters for Jupiter £8 pair plus postage. Remains of a Jupiter 3, frame, forks, hubs, engine (no pistons) and other bits, no mudguards or tank, no docs. Might be useful to combine with another dead one to get project going. £80 buyer collects.



The gearbox turns over but the crankshaft is stuck even though the cases were left full of



oil, or is that oily mud? The project comes with a set of Planeta Sport forks as well as Jupiter parts, nicely rotted down into a comparable condition.



Alan as not quite complete but by the time you read this he'll have rummaged through the boxes and you never know, we could be lucky.



He has already found almost all of a 1972 Ural which was little more than a rolling chassis when photographed. The hawk-eyed will notice a few Dnepr bits and the M66 rather than 63 engine in the associated boxes. It's entirely possible that

One of our highly respected local bikers with a lovely collection of Harleys and Brits had a dark secret that I found out about, a large garage stuffed with

Dneprs and NOS spares, so I bust the bank and bought the lot, except for two that he wished to keep, 3 bikes and a mountain of good spares, sorting that lot will keep me out of mischief for the rest of the winter.



I should point out here that I popped over to see Alan, because we're local, armed with a camera to take these photos and have a quick look at his new acquisitions. The MT10 pictured above is what you'll get if you want it, missing its seat and silencers. For what it's worth, turning it over on the kickstart feels good although it's not yet a runner.

Also available is this MT9, below, a classic barn find and at present it's still in one. It's described by



none of these parts have been bolted together before. As a public figure anyway Alan is happy for his contact details to be printed. He lives on the edge of The Fens in Norfolk, just, he's on 01553 810675 or FrAlanDavies@hotmail.co.uk



The volume of emails in and out of the editorial office does give us some idea of who wants what

and the opportunity to engage in a bit of matchmaking outside the bi-monthly delay of magazine adverts. Consequently you've already missed this.....



Mike Smith was the lucky man whose "have you got a Dnepr?" email coincided with Alan's desire to sell some and the deal was done. Isn't that what owner's clubs do? Knowing Mike this is likely to be rolling along within half an hour and he's promised updates and pictures when it is.



Bryce Moxey

Just joined, had a Cossack back in the 80's, went to Canada for thirty years but back in Somerset again and just got a KMZ K-750, she needs tidying but good to be back! Dealers were fairly scattered across that vast country, there was one over in Kitchener, that was the main Ontario Dealer.



Rode mainly BMW airheads over there. good bikes and fairly simple to work on, like our very own Russian bikes. Bryce, "Drowning.....not waving"



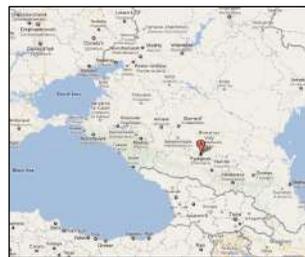
The pretty little jewel pictured above is in fact a 1955 Yamaha YA1, the first ever model. In spite of the price new being nearly one and a half times the average Japanese youth's yearly income, 11,000 were sold in the first three years of production. Apparently one finished 3rd in the 1955 Mt Fuji ascent race and later that year some more took all top three places in the first Asama Highlands race. You'll note these races were uphill to avoid the scary prospect of gravity overcoming the brakes. Similarities with contemporary Moskvass and Minskis were more than skin deep it would seem!

Here's Roger's introduction to his Russian connection.....

Roger Adams

Svetlana is working on improving her English, I just answer her questions and try and explain some English language idiosyncrasies. I chat with her group, they like Svetlana because she is where they want to be, and it helps them understand the minefield of our language. Also getting a handle on how conversational English differs from text book.

He'll be taking a camera just in case. That's Georgia right down south on this map and Pjatigorsk is close to the border. The other reason for introducing Roger is he's one of this issue's unfortunate hopefuls taking dubious advantage of.....



I have a 1975 Voskhod 2. I got the bike running recently but sadly it ceased to start I sent it to a bike shop for diagnosis and they've told me it's what we suspected, crankshaft oil seals. They've told me £600 minimum to fix. So I spoke to David Angel (I've just ordered a new 350 Jawa Retro from him). He said to ask you if it's possible to change seals without splitting the crankcase. Sounds too good to be true!!!! In which case the problem seems a lot easier and cheaper to remedy. Any advice would be welcome.

Email Mechanics

First we need to assure ourselves that the problem is actually the crank seals. It's perfectly possible that it is and your shop is quite right in wanting to charge you loads of money. Bike shops aren't for Voskhods! The right hand seal can be dug out of the cases with the engine in one piece as long as you take care not to damage the cage of the bearing behind it. There is a thin plate in there but it's not protection enough. The left one is between the two left main bearings and an engine strip is necessary. BUT, the two seals fail with different symptoms if they fail at all. Believe it or not crank seals are a rare failure and the subject of myth and legend. Usually they're blamed for an unresolved mystery.

Do you fancy a bit of easy preliminary self diagnosis? For example, if your engine hasn't been started for years it's likely that the right hand main bearing has rusted. This means that when you start it the rust will rub away and play will develop in the bearing, giving the seal a hard time and if it's really bad, damaging the lip. So, if you want, you could get a good grip on the head of the bolt holding your points cam on, which is effectively the



A lot of online English seems to be American so sometimes confusing. She is doing an online language course and has made friends with Tatyana who lives in Pjatigorsk and her friends have a vineyard and produce a good tippel. We're invited there later this year. I've spoken to other people in the group, people in Kiev, Volgograd and two people in Moscow. I understand only a little.



When I'm in Tallinn (42% Russian speaking) I love to watch the old Russian movies to see the old cars and bikes. The movie storylines are simple and easy to follow. The comedies are very funny. The group has only been together a couple of weeks, but everyone keeps sending photos and videos of where they live.

Behind Tatyana is Mount Elbrus.



This doesn't have much to do with motorcycles of course but Roger does and he's been invited to Pjatigorsk later this year.

end of your crank, and try to heave it up and down. If it goes clonk, clonk, clonk your main bearing is worn and that will be why your seal failed, then you need a rebuild anyway. If it feels tight or you can hardly move it your seal is probably OK.

If the right hand seal has failed, which is very rare because it runs in gearbox oil and is supported both sides by a bearing, you'll smell gearbox oil in the exhaust pipes or on the plug, which will be oiled up if it stopped the engine running. Is your gearbox oil low?

How happy are you going further? If you want you can take your generator off by unscrewing the three little screws round its edge. Mark it before you lever it out of the cases because the ignition timing depends on it going back in the same place. You can unscrew the points cam bolt then knock the rotor sideways with a copper, NOT steel, hammer to knock it off its taper. Then you can visually inspect the outside of the seal. It'll be obvious if it's been leaking badly enough to foil your efforts to start the engine.

Have you tried pouring a little petrol in the plug hole, just enough to wet the top of the piston? It should fire a few times. If it doesn't the finger of suspicion doesn't point at crank seals. A failed crank seal will suck in air which should have passed through the carb and collected some petrol. It has to be a big fail to stop that.

I have three Voskhods here, none of which had been started for at least 15 years and all the crank seals are fine. In more than 40 years in the trade, I've had one particular model of Honda moped which suffered from it's crap seals constantly falling out. Apart from that I don't ever remember crank seals being the primary failure. Sorry if you know all that. You can ask whatever you like.

There was a little bit more remote investigation before the blame focused on the possibility of ignition trouble and the mysterious little red plastic box in the right hand side panel, what does that do? The Voskhod manual calls it a choke, which is



basically a frequency filter. Look out, here comes the internet!

It's a coil wound round a magnetic core. The low resistance of the wire will pass DC or low frequency AC without power loss but as the frequency of AC increases the reactance, AC's inductive equivalent of DC's resistance, increases too, blocking or choking the assembly's ability to pass AC.

Why is there one on a Voskhod? The yellow wire from the generator is the power to both bulbs of the tail light. It stops first at the brake light switch then loops to one terminal of the choke.



Roger's, opposite bottom, didn't, more of that in a moment. Because the brake light bulb is big and bright, even down hill with a tail wind isn't going to rev a Voskhod engine hard enough to pop it but such high frequency thrashing will melt the tail light instantly, unless the choke protects it, clever eh?

While we have the cover off the generator note which wires go where. Red is ignition, to the coil, blue is headlight and horn power and orange, on Roger's bike, is for the indicators only. It goes to the flasher unit, on the springs in the side panel. Your Voskhod might have a white wire for this, all mine do. Luckily you can use it for the tail light if you don't have indicators, as whoever wired Roger's bike did.

Did he tell us he'd ordered a new Jawa from F2? Then he sent.....

If I brought the troublesome Voskhod up to you, would you try to get it sorted, like you I feel it isn't the oil seals and I wouldn't expect you to do that job. Obviously I would expect to pay you for the work. I hope I haven't upset you by asking I understand if you are unable to do it. I thought as I'm coming up to Wisbech to collect the Jawa, I could drop the Voskhod off with you, I've got a motorcycle cover for it and there is no problem when you can have a look at it. Be a long day but it kills two birds etc.

Sadly I'm just soooooo busy! However, I remembered Alan Davies mentioning how he'd like another Voskhod, having been "The Voskhod Cowboy" during the early days of the COC. The point of getting the Adams Voskhod running was to sell it of course, to make room for the shiny Jawa. As well as that, Alan lives spectacularly close to Wisbech!!! Roger and Alan now know each other and the Voskhod is in the same shed Alan's pile of Dneprs is. This means that Alan will fix it and now that Mike Smith has bought the sidevalve Dnepr, he can afford to buy it too. Watch this space.

Chris Drucker, archiveless

The UK motorcycle trade gets challenged by it's second Soviet in modern times.

I have asked a traditional Motorcycle dealer to put that first of the 5 Minsk's (Gold one) on the road, I was only ever any good with the basic service stuff, so assuming it will have a lot of issues after so many years sat idle with one owner or the other, I cheated and asked Normandy Motorcycles in Surrey to deal with it. They can't say I have not warned them of the quality of Rusky Motorcycles but foolishly they said "We like a challenge" Ho Ho Ho!

I have not seen the Minsk's because they live in a concrete council garage in another town, so I never get there, once it's cleaned up I think the thing to do is (this year) put it on the road, I know I will need to raid 2 other spares bikes as the kickstart is bent (!!!!!) and one of the knee pads is split.

I have photo copied a workshop manual for the 3.115 in places for them, but as much is in the local lingo (Cyrilics, or was that Cedric's?) I imagine in Surrey soon will be much bafflement / swearing, also I have never owned anything as flash or modern as a 3.115, remember mine was that Bantam ish (during an eclipse) 3.111 model without the swankily westernised chrome front mudguard (No good down muddy Siberia way, ask the German army).

Could you give me some simple details like plug type about town (colder grades for motorways of course!), gaps for plug, timing details, does this bike not feature the dreaded black box electronic

ign? Give me a 3.111 any day, you cant beat points! Oils used (25:1 I used) etc, all hints and tips welcome other than the, take it to the tip one! What do you reckon on the swarf problem left from machined gears taking the bottom end out? Light bulbs you use to stop over loading the electrics, I used a 12v tail light bulb as a 6v one blew every trip after a surge of power (if only the engine had done that, surge I mean!) Then I will keep the bike at home with me for gentle use / pushing etc (I need the exercise!).

Also is there a top secret source of rubber knee pads around as many of mine are split or soon will be, maybe I could have a batch made? And so as the excitement mounts down Staines way!

In response..... My Minsk went everywhere on a BP6HS spark plug. The P means it's an extended tip and less prone to fouling. Gap to 0.7mm. You're welcome to disagree with this but I like 40 to 1 oil mix with nice two stroke oil. I buy a vat of 20 litres of Putoline TT Sport at a time and use it for everything.

There are two good reasons for this apart from economy and environmental damage. A rich oil mix creates lots of coke which increases your compression ratio too much and worse, it glows when it gets hot causing pinking. Secondly, think of two stroke lubrication as a sort of total (not dead) loss, in the same way ancient four strokes were. Black in black and white you had to replace the oil in the crankcases by pumping a top up in as it escaped into the combustion chamber, oil control rings not having been invented yet.

Oil delivered into the engine in the petrol in a two stroke condenses out in the crankcase, oiling your bits. If you don't go fast you don't need so much because lots of it gathers in the cases so that when you do go for it you're accompanied by a smoke screen. This is wasted oil! If you go fast all the time you might need it because the air speed through the cases blows it off, but expensive oils stick on your bits well so less oil for round town running might still be OK for the occasional blast.

Warning! Avoid long downhill with the throttle shut or stiff tailwinds which blow you along fast on a light throttle. I had a couple of nips while running in like this. It hasn't happened for a long time now. Minsk

pistons are poor quality and warp into all sorts of funny shapes if they get too hot. Having said that, if you find you need a piston, I have a box full, mostly standard I'm afraid but there are a couple of oversizes.

I think the 3.115 is the last Minsk with main bearings lubricated by gearbox oil. You can tell it is if the gearbox oil dip stick is at the front of the case. Why no one does this anymore is because gearbox oil quickly turns into metal paste if you don't change it a lot, especially during running in, and main bearings hate it. If your Gold Minsk has gearbox oil lubed mains and very old oil in it, change it several times in quick succession and don't let it get dirty after that.

If you're blowing tail light bulbs, tell Normandy Motorcycles about the choke. See page 21.

Knee pads should be easy to get, start here www.minskparts.com or Chris Tomes at Vostok. It'll be lovely to see you out on the road again. Take us a picture!

I am giving my K750 sidevalve a top end overhaul ready for the new season.

I have purchased remanufactured barrels, new pistons, rings, valves and everything else necessary from Oldtimer Garage. I have bought stuff from them before and have always been impressed with the quality and everything looks good this time too.

First question: There are 2 different types of head gasket supplied with the set. One is a fibre gasket sandwiched between 2 layers of copper and is very thick. The second type is a single layer of flexible silvery metal, I'm not sure what it is made of but this is the type fitted between the old heads and barrels and was the only gasket present. This gasket is quite thin. Do you have any idea which gasket or combination of gaskets I need to use? Obviously what I use will make a considerable difference to the head to piston clearance.

My second question: The new pistons have a horizontal arrow etched onto the crown so presumably they are handed. Logic suggests that the arrow would have to point towards the front of the bike, in the direction of travel. However I don't

know this for sure, I wondered if you knew what was the correct way to fit them?

Out with the plasticine again then.....

If you want to get technical, and have a bit of geeky fun, you can put plasticine on top of your pistons, bolt the heads on and then turn the engine over. This will squash the plasticine which you can then cut in half with a Stanley knife and measure how thick it is. This is your piston/head clearance. If you have something like a paint stripper hot air gun you can warm everything up a bit first to soften the plasticine.

However, that's not the critical dimension. Much more important is the clearance between the valves and the head, for two reasons. First in an extreme case the valve can hit the head if there's been any post production machining for some reason and second, because the gas goes round the exhaust valve from one side in a sidevalve, an important route for it is over the top and down the back. If the exhaust valve runs too close to the head you'll block that off, trapping loads of heat in the cylinder by spoiling the scavenging. The last thing a sidevalve needs is more heat!

Sidevalves need wild valve timing because the gas flow is badly impeded by the metal bits and consequently can't run high compression because there isn't space for the valves to open. So.....

Do you still have the old gaskets? Do the plasticine trick with those to find out where you were. If the piston/head gap is anything over 1.0mm and the valves hadn't touched the head that's perfect. Use the thin gaskets.

The thick gaskets are a lovely modern alternative and without doubt will seal much better and cope with inconsistencies in the joint faces better, but to use them without dropping your compression ratio to very low, it could be intended to skim the barrel's deck height. I know Poles do that. If you want to do that, do the plasticine trick with them and calculate how much to take of the barrel to get to the same dimensions as the old thin gaskets. I wouldn't bother.

Arrows on the piston point forward. The gudgeon pin is often not in the middle of the piston. That's to

**Jim
Turner**

do with keeping the noise down by limiting piston slap by arranging the geometry of the crank to push the piston against the barrel wall.

Jim sent..... Thanks for your assistance, very useful and interesting information there. I think I probably will have a bit of a play with some plasticine and see where we are at with the piston to head clearance. It will be useful to know since a semi circular section of the head protrudes into the cylinder so it is difficult to tell without employing your technique. I am not after perfection but anything I can do to get peak performance out of the old girl will help. Mind you, judging by the state of the bores and the pistons I have taken off I am amazed that it ran at all in the first place, never mind running as nicely as it did!



David took the above photo of Jim at.....

David Greenwood

We had a good turnout at the Silver Ball day meet despite the very cold day. Stephen Wood and I invited lots of other clubs and it was probably the biggest attendance ever since the event started.



Jim Turner braved the cold on his KMZ outfit. He has ordered parts from Poland so he will be starting an engine rebuild soon. Stephen arrived early with his wife Marion. He parked his Ural outfit close to the entrance door so he welcomed as many as possible to the event.



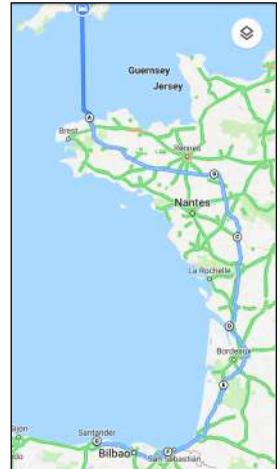
Opposite is Stephen Wood's ride, above is Jim's and right is someone's sweet Enfield and trials chair.



In the January/February HV Richard went to Gibraltar with a relay of friends and his Dnepr. As promised, here's the trip back.....

Richard Squance

Following on from my article in the Jan/ Feb edition of Horizontal View, which covered my trip though France and Spain down to Gibraltar covering 1486 miles, I will now cover my eventful travels with my wife, Yvonne, back to Blyth.



My wife flew out to Gibraltar and my mate, Mark Hummerstone who had accompanied me down through Spain in the sidecar, flew home on same day after first handing over the remains of



the beer/wine kitty to Yvonne. Yvonne and I had a couple of days in Gibraltar before setting off for Santander.

On the first day we travelled north to Pedrera covering 120 miles via Ronda and the glorious views in the mountains. The Cossack was still running fine, after over 1500 miles, but on one ascent the exhaust decided to leave the bike and fell off.



We stayed on Pedrera overnight before travelling onto Andujar covering 97 miles. I spent the following morning changing engine oil and topping up the gearbox and differential and then tightening the odd nut and bolt. We left Anduja and headed towards Ciudad Real covering 105 miles through stunning countryside. Leaving



Ciudad Real we headed north again towards Toledo, but on the way there was a loud bang and knocking noise. We pulled over and the rubber coupling outer steel band had snapped. Luckily I had packed a spare, so we struggled on until we found some cover in a Lidl carpark so that I could change the coupling. It was over 30C and glad of the shade, a kind chap in a camper van brought me over two chilled cans of lager to help cool me down, top man.



After changing the coupling we headed off for Toledo which was still 46 miles away. When we arrived in Toledo I noticed that the replacement coupling was breaking down and I had to make a good one out of the two knackered couplings. Using the good outer steel ring and inner rubber, I was able to make another coupling. This was my last chance to get it right or we would be stuck in Toledo.



The locals didn't seem to mind that a strange Englishman was working on a Russian motorcycle in a UNESCO World Heritage site. I had lots of people offering help and wanting to chat which delayed me quite some time, one of the hazards of owning a Cossack. The repair took nearly



a day to sort out, so we ended up staying in Toledo for an extra day. When we left Toledo we



headed for El Escorial south of Segovia. It was a big test for the coupling as we went up and over Puerto De Navacerrada which is 1860 metres above sea level, with snow at the top. After leaving El Escorial we visited Segovia before traveling onto Cantalejo covering 78 miles.

On board Brittany Ferries Pont Aven homeward bound, opposite.

We then had a leisurely ride to Santander to catch the overnight ferry back to Plymouth and home. We covered over 2200 miles in total, through France and Spain, and experienced some great times on our travels. I am currently planning my next trip which will be to Italy, over the Alps, in May this year.

The highlight of which will be the celebration of success in The Three Magpies on the way home. See Mr Colin Turbett, it can be done!

I'm a new member, in the introduction email, I have been asked to write a bio about myself for the members magazine.

Muriel the Urial

So well my name is David Boyt, I live in Dorset, I'm 33 years old. I've been riding motorcycles since I was 18 years old, got my full bike licence as soon as I could at 21 years old. I've owned a variety of bikes, ranging from Hinckley Triumph Bonneville, Royal Enfield (India) Bullets, to classic British bikes 1971 BSA A65 Lightning. I currently own a 2006 Ural Gear Up sidecar outfit.



I don't have any pictures of me with Muriel the Ural. But I do have some separate photos. So if anybody spots me out and about, come and say hello. If you would like some more information, please just ask? *So we did.*

Well firstly I called her Muriel because it rolls off the tongue when combined with Ural. I come from a long line of bikers. My Grandad had an Ariel square four with family sidecar. So I have been aware of sidecars for most of my life. Sadly the Ariel was sold long before I was born. I first became aware of Ural sidecars at Beaulieu Motorcycle World Show, that was quite some time ago, around 2007! MPC motorcycles had quite a few there, and did displays. I spent years looking at F2 motorcycles website. I also frequented the various forums, did quite alot of research. Then came October 2017,



The local Police were interested in the Dnepr.

From Cantalejo we travelled onto Lerma covering 73 miles. Lerma is a very nice place to visit with lots of historic building. Leaving Lerma we continued

north to Pesquera de Ebro along the very scenic N623



covering a further 85 miles. If you are ever in this area then you must visit Pesquera de Ebro which has some spectacular views.



my car failed its Mot, it wasn't an easy fix, but nothing I couldn't handle if I put my mind to it. I have never really liked cars, I've used bikes as my main form as transport just as much as cars. I could not motivate myself enough to carry out the work on the car. So I thought it the perfect time to acquire a Ural. As the Ural is more practical than just being on two wheels! Muriel was my main form of transport for quite some time until a job change, which if it snows, she will be used for! She has so far met ever expectation.



Muriel currently does have an intermittent starting fault. The engine turns over but doesn't fire? Any clues on what might be causing that? My bike is fitted with either the mark 4 or mark 5 Ural ignition, 2006 bike.

I am planning on riding Muriel to Normandy in June for the 75 anniversary of the Normandy beach landings, around the 4th, 5th, and 6th. The exact dates and amount of days could change yet. So I'll keep everyone informed via the magazine and COC Facebook group. If anyone wishes to join me let me know? *How about that for an offer? If you're into it contact your editor as usual.*

Hello. I'm new here. I attached photo of me and my bike. :) *That was it to start with! Then later.....*

Elzbieta Krystek

Yes, I'm Polish. Two Weeks Ago I find this bike, one guy customised this bike already and he doesn't have got time to register it, so I think was really good an idea buy from him :)

Long time ago when my father was young he had MMVZ and told me a lot about this motorbike, but unfortunately he sold it when he began to be father of kids :) This motorbike is bobber style so not look

like from '70 but have got log book from Russian and just is from past so this mean a lot. My opinion all motorbikes have got soul, motorbike for me is not only metal, frame + engine, this is something which need be part of you. If you don't feel that you can't be true biker. Motorbike is the hobby passion, love not only riding. I'm not sure what else I can write. Nice was meet you :) *Yes quite, perfect sense!*



Just in case you're looking for a space filler, I've attached some piccies of the Wolf looking a bit less sad than it did at Stafford last year. Just for the record the bike is standard apart from an L424 alternator

Pete Clinch



replacing the hand grenade, lots of stainless nuts and bolts and some smaller indicators (done by the previous owner), as many shiny bits as I could lay my hands on (grips, horn, etc, a set of cheap and quite offensively noisy silencers, and some airbrush work on the (new, cheers David) tank by Jo Taylor at Aerograffiti. I've also replaced the plastic timing cover and starter gear with alloy ones, purely because 'Russian', chop', and 'plastic' are not

concepts that I find sit easily together. I would hope that a large slice of our membership will recognise the two 'gentlemen' on the tank, but a free pint to the first one to collar me at a rally and tell me who and why. Should you have a moment, check out 'Bleiddiaid Motorcycle Club on Facebook for the latest from the back of beyond.



Readers of Coilin Turbett's book, page 10, should be able to extract a pint out of Pete instantly. In case anyone needs a clue, right is JS looking bright and cheerful in the midst of one of the pivotal moments in the history of mankind, possibly one of the most ominous of humanity's darkest hours. It certainly is a talking point Pete! Met the general public at petrol stations yet?



How's the vow of poverty going then Paul?

Voskhod Piece

Pretty much immediately practical thanks! Facebook users might have seen the little film *Lovely Hazel* posted of the Voskhod's front wheel seriously bent in the impact with a people carrier. Our Ten Pin Racing workshop is off the main road round the industrial estate it's on. As I waited to turn right into it, the second morning I'd ridden the poor thing to work, the low winter sun was blazing fiercely, right into the eyes of the oncoming traffic. You'd drive slowly in that case wouldn't you?

Blind and careless, our man didn't. I saw him coming and with the bike pointing the wrong way, made the decision to abandon the Voskhod to her

fate and run for it. I'd half scrambled off when, at the last moment, a panic driven swerve delivered a glancing blow which sent us spinning across the road.

Horrified wasn't half of it. Our man was profoundly shocked and desperate to discover that I wasn't hurt. "Is your bike OK?" he asked. At first I thought it was. By the time he'd slid to a halt some way up the road and come running over I'd picked the bike up. There were so many knocks and dents we struggled to find any new ones and we shook hands, thankfully agreeing that this time, we'd got away with it.

The workshop was yards away and not until I left at the end of the day did I notice the steering break into a wobble as our speed increased. Oddly enough, the first thing I noticed was that the frame appeared to be straight, it hadn't been when I left home that morning! People I've recalled the tale to since have mostly remarked that I should have demanded payment, compensation for.....what? What is there to buy for a Voskhod? We made it home and a few minutes rumaging in the shed provided me with a choice of several replacement wheels, with tyres already fitted.

Had I been the proud owner of something shiny, something modern and prone to shattering into a cloud of plastic splinters, the bad feeling, the stress, the paperwork and the life disturbance would have been unbearable, for both of us survivors. It was lovely to walk away from what could have been a disaster thinking "Oh well, never mind eh?"

On the subject of paperwork, if you've been interested you'll know that the 32km Voskhod, last issue page 14, was about to apply for a NOVA number. I sent in the receipt from Trevor, for £150, and a covering letter to explain why we thought the bike had been in the country for 45 years, brought in by the importer as official stock, pointing out that it could easily have been registered once but then deleted in the 1983 DVLA IT shake up. HMRC are satisfied no VAT is due and we now have the vital number. Next up will be an MOT. This will prove to DVLA that this Voskhod really is a whole and credible vehicle and give the frame number its second record on the establishment's data base, matching the future V55. How can that go wrong?

Bynzi gets just what he wanted!

The gods of snow were listening when I put in my request for this years Howstean gorge camp.

The white stuff started

descending around 3pm on the Friday, and continued through the evening to deposit a covering of an inch round the tents. That evening was

spent in the cozy confines of the bunkhouse as it was just too much effort to walk up the hill or down

the road to either of the Crowns. The assembled gorged on cheese and biscuits helped down by Mr Aldi's finest port. Beer and eggnog were also quaffed into the night and much crap was talked.



Saturday dawned overcast and sulky, and the on-site cafe did a roaring trade. Our fast having been broken a select group departed to restock our provisions from the local market town of Masham. This is the home of both Black Sheep and Theaksons breweries, also many cafes and is nice place to have a mooch around. The wing Commander had come camping in his land rover, as after years of faithful abuse his TS outfit had thrown its dummy out and refused to start. The landy was the perfect vehicle to transport us on our quest, as the road conditions deteriorated the higher we rose on the moor road to Masham. However this had not deterred 2 members of the Panther owners club on route to the camp, choosing to leave the sturdy safety of Cleckheatons famous product in their nice warm garages snuggled up for warmth with their Ural outfit stablemates.

As the conditions got worse the Pantherers appeared out of the murk astride a C90 and a TS250, slipping,



How Stean Gorge

sliding and grinning from ear to ear. Leaving the hardy adventurers behind we continued on our quest passing a Volvo which had lost traction and slid off the road into a ditch.

Our quest complete, on the return journey we saw that a 4x4 pick up and trailer had come to the same fate. Fortunately there were no bikes in a similar plight so our friends had made it to camp safely. To fill the void of a long afternoon 4 of us chose to take the scenic route to the top Crown, this involves a walk of 6 miles up to Scarhouse reservoir and over a green lane which ends outside the pub! The dam which holds back the water is a lovely thing, stone built with crenellations and carvings. Finished in 1935, and commissioned to feed the growing water demands of Bradford.

The workmen for this endeavour were housed in a purpose built village with a cinema and a hospital, all serviced by a narrow gauge railway running up the valley from the local town of Pately Bridge. Sadly all this is lost now and all that remains is a bricked up tunnel and some forlorn foundations.

The sanctuary of the pub was reached around 5 bells, our plan was to sink a few then return to the comfort of the bunk house. Obviously this didn't happen, giving us more opportunity to talk crap, and the descent of the hill was made around midnight. As I crawled gratefully into my tent I found that the local feral moggy had gained access and was curled up happily on my sleeping bag. I'm afraid that snow or not I wasn't about to kip with a cat so it was ejected, but gently due to the felines advancing age.

And so Sunday comes round again, tents are taken down, hands shaken and participants depart,



leaving behind a field, just there doing what fields do, waiting for the next time. Probably thinking to itself why would 24 old men come every year to sit around, generally in snow, talking such utter drivel.

Here's what Steve Coppin thought of it, if you can't tell from the picture on the previous page.....

I had been watching the weather reports on BBC Weather for the last two weeks, hoping it was going to be dry for this MZ rally at Howstean Gorge near Pateley Bridge in Yorkshire. The forecast was iffy, I had booked Friday 18th Jan off so I was going to go whatever the weather, come rain or snow. I loaded the little Jupiter and chair early Friday and set off. I try to keep off main roads so my route from home, Knott End in Lancashire, took me over Quernmore through the Lune Valley and up to Ingleton, via Ribbleshead viaduct stopping at Hawes for lunch, healthy fish and chips. The little Jupiter had a cooling off so we continued to Aysgarth then south to Grassington, then up and over Greenhow Hill to Pateley Bridge. Greenhow Hill must be at least 3 miles up and 3 miles down. I fuelled up in Pateley Bridge and after 8 more miles arrived in dry weather at the rally site to be warmly welcomed by all there.

After erecting the tent the snow came, it reminded me of the Elephant rally back in 1999, it was cold. The previous night the temperature had been down to - 5 degrees. Snow is visibly nice, it isn't nice taking your boots off before entering your tent. Instead of standing and talking in the freezing snow in the evening the club had been given access to a room with seats and a heater which is part of the bunk house on the complex. The beer and wine flowed well and the topics of conversation that arose were far and wide. From biking to politics to gentlemen's comfort bottles. I've never heard of a pee bottle called this before and had a quiet chuckle to myself.

Saturday I had a ride out for provisions to Pateley Bridge and the evening was much the same as Friday. Four of the lads decided on a walk to a pub approx 3 miles away, a mile on the road and 2 miles over the moors. This was about 3.30 pm and I believe they returned about midnight.

Sunday, decamped and loaded the Jupiter and decided to return home a more direct route home via Skipton, stopping at a café called the Pantry at

West Marton on the A59 for a brew I could smell petrol, on inspection the sediment bowl under the fuel tap was weeping, checking the tightness of it with finger and thumb it sheared off. There is no way to repair it as inside the threads had sheared right at the top. Well Carol Nash to the rescue, an hour and a half waiting and having a couple of brews and a full English breakfast the recovery came and 2 hours later I was home. THE JOYS OF MOTORCYCLING !!!!!!!

Michael Wadsworth was also present, the pictures of Steve are his, and the day out was his usual inspiration for a quick bounce around the internet.

He sent the link to the How Stean Gorge cafe whose website is all about food, naturally, but his caption to the cake photo is.....

I order coffee and a toasted tea cake and get this! Must be a FOOT, THICK, WIDE tea cake! When DAD saw this photo he ask me did I bring it home to share with him? No DAD your SONNY LAD DEVOUR it in the cafe! *Oooh, harsh!*

You'll notice the cake has been served on a map. Is that the table top or something? I like that. As ever Wadsworth's Websites discovers a peach and for this issue it's https://www.youtube.com/watch?v=nL_6r4Ric5I

It's in a magazine, there's no hyperlink, you'll have to type it in your browser by hand but when you do you'll get



not just a pretty Jupiter restoration to look at but a lovely piston slapping, crash bang tinkly two stroke noise to listen to as well. The sound quality is good enough to bring a smile to the face of anyone who's ever loved a Jupiter. Turn it up!

Wanna buy some tyres?

Steve Coppin

For sale, 3 Pirelli MT43 400

x18 tyres. 2 of the tyres have approx 10 miles wear only and are as new. The 3rd tyre is approx 10% worn. £85-00 ono. Buyer to collect from Blackpool area. I could take them to Dent rally in May. *Contact your HV editor, details on page 2, and I'll pass you on to Steve. Then there's this electrical thing.....*

Would anyone have any PP1 regulators, new or used. I am having problems with the Jupiter I am rebuilding, I am getting over 7.5 volts at the battery whilst engine is running also 12.4 volts at the dynamo if I increase engine rpm. Any ideas as to a cure other than take it to a landfill site as my better half suggests!

With the lid off the regulator and engine running the cut out coil (single points) are working furiously, arcing a great deal. The other points are static most of the time. When the engine starts the pilot light is slightly visible, when increasing engine speed the pilot light is a lot brighter. When switching off the engine the pilot light stays on brightly and the cut out points are stuck together and the coil under the cut out points is extremely hot. I have rewired all the bike, new brushes in the dynamo, new battery, this is a new regulator I have had for a while and all the points were cleaned before I started the bike.

John Tickell's Planeta suffered exactly this problem, also with a new Chinese regulator on it, which he eventually fixed by fitting a second hand unit from a CZ. It would appear that we have something of a quality problem going on. Are all those scandalously cheap parts for Soviet motorcycles available on line simply trash? A lot of the electrical stuff is and the editorial experience of the cheaper mechanical offerings would suggest most of that is useless too. Remember the suspect Dnepr cylinders from HV July/August 2018? Were they Russian? At some point in the future we'll explore the possibility that some unscrupulous Russians are passing off some of the worst, most

carelessly made junk ever as real factory parts. In the future we'll have the ex Gary Carroll Jupiter 5 up on the bench and we have for that a pair of new cylinders hardly fit for holding the shed door open. Who made those? It's impossible to tell of course.



When the time comes I'll show you what the inside is like. For now I'll just tell you the bores were unfinished and 0.03mm smaller than the pistons which had been hammered into them for transport.

At the time Michael Glibert's advice on sticking to tried and trusted suppliers seemed sound, I think these days that might be essential. More of that later.

Michael Gilbert

For some years I've been the proud owner of a Ural M66.

My biggest gripe about the bike has always been the peculiar riding position with the single saddle, until today.

I've overcome this by making brackets that effectively both lower and pull back the seat. Doing this has transformed the riding position to such an extent that I feel the need to share my joy with HV readers. I'm a very average 5' 10" so I can't be alone in this. In case others wish to follow the same path, I've used inch/eighth strip and the hole centres are about two and one eighth inches apart.



You have to kink the brackets a bit to allow for the differences in size between frame lug and seat, and make a spacer for where the bolt fits through under the seat.

Back in July/August 18 Michael recalled the tale of how he came by his Urals but the main theme of his article then was piston quality and a scary nip up he'd suffered on his M72. There is a picture of it on the COC website but somehow HV missed it.



And while we're here, here's the rest of the M66.



The bike is an absolute delight and I've no intension of altering anything else on it. I've six bikes on the road and ride a lot but only within a 25

or so mile radius, my body and mostly my back have had enough by then. Its a shame there's no Ural gig near me, it would be a real hoot to meet and chat over a pint or three. There's a good biker friendly campsite nearby at the Bat & Ball pub at Wisborough Green. It's where they hold the annual diesel motorcycle rally.

Now we know, does anyone fancy camping there? The diesels are there on 1st and 2nd of June, <http://www.diesalbike.net/Rally-Info/rally.htm> if you want to check that out and go cough through a smog of particulates. Used chip fat seems to be the cool hydrocarbon of choice.

In the purple January/February 18 HV, as opposed to the yellow and blue one (!!!), we featured some scruffy pictures I found on Russian website, posted and reposted from goodness knew where with no info at all except a few viewer's comments in cyrillic script. The subject of the pictures was a wonderful idea but we had no idea if anything ever came of it, until now. John found these.....

John Tickell's Internet



HV still doesn't know who this engineering adventurer is but these more recent pictures would suggest he's been busy and his monster is pretty



much complete. Google translate from Polish tells us..... I would like to officially apologize to all forum members for stupid questions "Does anyone

know anything about the version with a four-stroke engine", from the beginning I know that there were no such engines in 49, I just wanted to hear your comments and opinions on this topic. I have created a copy myself and I know everything about it also if you have questions, I will be



happy to answer all of them. I like the silhouette of Iza 49 very much, but even for the ear of a four-act Klank, so I decided convert a spare one of the engines. The project was really low-budget but I'm happy with the result so far. The performance is close to the original version, but if it's about it, it does not matter that me that it was stronger than the original 2Takt. At present, it is put in a temporary frame because eventually it will be in a different one, only I must first fill in the gaps, baste it, paint it and put it together. In the pictures added to colleague mcfrag is a project timing with two rings and an outer bearing under the chain clutch gears because there is no space, I would not trust them even bearing a double row because it is the side of giving power. For me the bearing has been in the place where the original simmering sealant is pressed, hot-pressed gear from the Chinese quad 250, previously pressed on the Ø25 hole. Above it is near the razor identical as in the pictures, that only in the middle and above it two valve levers also from the Chinese engine with welded instead of in the cups for pushers, handles for adjusting screws for valve clearances. The cylinder is from K750, head also with the fact that it has a bevelled upper ring connecting the ribs. The piston is from Ural has only pressed the hot aluminum sleeves Reducing the size of the pins from the original 21mm is 15mm Iżowe. Korba is the original Iżowa, so I did not want to raise my power. The piston is made under the weight of the original Izzy so that the shaft does not have to be balanced.

In my head, another the idea of a similar remodeling was just created with the head of the valve overhead. At the last bazaar in Lodz, I bought for the entire planet from 200 PLN engine, which unfortunately will also be cut up. This time, an oil pump will have to go on which I already have a patent but there is one more question if the engine

will enter the original frame, because unfortunately its height will increase significantly. Generally, he would get a Planet 5 with a side cart, which I have, but that's all the time will show ... :-)

If I've read that right the cam pinions and drive gear are Chinese quad parts and the piston is Ural with sleeved down gudgeon pin bosses to fit the IZH small end bush and weighted to match the standard Planeta crank. It seems our man expects the K750 sidevalve to generate comparable torque to the two stroke Planeta and therefore the original rod is safe. And it runs!!! Check out.....

https://m.youtube.com/watch?v=ZL_bPxNW2ul where it's bolted to the floor and chuffing happily away, firebreathing flame out of its open exhaust port, glorious!



That "mcfrag" referred to in the Polish translation is the website of some Polish IZH49 enthusiast to be found on quite a few Polish IZH forums. WARNING he posts photos on something called viyoutube. It's NOT Youtube and the COC MAC tells me it's NOT safe, watch that one! He's pictured right on Pinterest, this links to his website but not all his pictures do, look where you're going.

Searching mcfrag on the real Youtube gets you a Polish rapper to enjoy, if you're into that sort of thing.



Chris Drucker, back on a Minsk, at last!

Just got the Gold Minsk Electronic back today, will be riding a 6 mile round trip on it to a cafe tomorrow morning as my first Minsk ride in 36 years, also I have just put 5 litres of fuel in at 40:1 as you suggested as it will not be going far at first, plus it has only 1,394 KM on the clock so I will stick to 35MPH until 1700 KM then 40 till 2 thou, after that its Full Bore all the way! It's had a very good gearbox oil clean out as it's the old engine mains lubed by gear oil type.

Noticed the plug in the bike is an NGK B7HS, plus I was given a new spare in case of fouling! I will obtain the BP6HS you suggest ASAP as it seems to work well in your bike plus I have posh oil and Supa hi oktane unleaded due to Ethanol concerns, and also will drain it in the winter as I ride the Vespa much more then! So tomorrow it's, 4,3,2,1 Minsk's are go! Sorry about the loads of questions but I am on a steep learning curve.

Finally I am getting rid of one of my garages as an economy / retirement measure so the 2 rough spares Minsk (a 1987 Britane and 1975 pre Electronic) have been stripped down for easy storage in another garage in lumps / boxes which leaves the above Gold one, a 1975 Pre Elec. project and a very nice Red 3.115 Elec. needing homes, I can house the first 2 but that final Red Elec. one is homeless! (*Wanna buy a Minsk project?*)

However the MOT inspector at Normandy Mcs. has asked for first refusal on it so it may be I will be down one Minsk soon, Minsk Poverty is a terrible fact of Retirement!!!

Might I be sensing in your editorial comments a potential for a Defection to Voskhod?? are they that quick / good!! Ah but nothing is as pretty as a Minsk in the moonlight! (when I am stranded on the A24 changinging a fouled plug with no street lights in 1980 odd !)

Later..... Yes I was on tenterhooks!! but I have now broke that 36 Minsk starvation and I am flushed with success, you know like I went to the

Stop press last chance news

North Pole and back, not 6 miles round trip to a cafe!! The cafe staff being from the old east seeing the Minsk nearly tipped me as they assumed I must be flat broke needing all the help I could get!!

Tony Jones is a VMCC member and he read in their monthly journal.....

"There is no requirement, either intended or implied, that at the point a vehicle becomes 40 years old and providing the vehicle had not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have an MOT certificate.

The Department (of Transport) and DVLA have set up an administrative process, via form V112 and the equivalent process online which requires at the time of annual re licensing of vehicles a declaration that the vehicle is a vehicle of historic interest - in that it has not been substantially modified. This process is in place to help owners of old vehicles that have been substantially modified to not by mistake run them without a valid MOT. The Department has published information about what constitutes a substantial modification in this context and encourages owners who do not know to seek advice."

You still need to send your log book away to change the taxation class to Historic which only seems to apply to original old vehicles and those defined as such by age related registrations if they've been registered later. The Post Office does this at the point of selling you vehicle tax for nothing when you need the change.

NB. "In addition if a vehicle (including a motorcycle) has been issued with a registration member with a Q prefix, or is s reconstructed classic vehicle as defined by DVLA's guidance, it will be considered to have been substantially changed and will not be exempt from MOT testing"

If you haven't yet, now read page 9.

There was a thing on COC Facebook for sale recently which looked like half IZH and half CZ. Although it was UK registered and might all have been contemporary, I doubt it qualified as historic, therefore it would need an MOT and cost you tax if you bought it. Another reason to be wary?

DVLA from VMCC

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

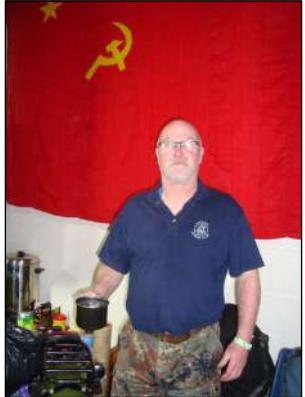
Full & Half Zip Fleeces - £25.00

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.

