

Neval Motorcycles (UK Dealer and Importer 1974 to 1990s)

Neval Motorcycles was the importer of Soviet motorcycles during the 1970s, 1980s and the 1990s. The Neval name was created from **NE**Ville and **Al**an Voase. Their first involvement in Soviet motorcycles was as a Cossack dealer in the 1970s, then trading as Nevals of Hull.



Counter to the photograph heading – bike shown is a MT10-36. (Photos kind permission of MCN)

Their activities were always based in NE England, either just north of or just south of the Humber, interestingly not far from the previous importers SATRA with the Cossack Trade Name. Neval was a UK trade-name and was first applied to the Minsk in around 1976 when they took over the concession from SATRA to import the Minsk that is made in Belarus. In 1979 they took over from SATRA the importation of all Soviet Motorcycles – Tula off-road bike, Ish Planeta 5, Ish Jupiter 5, Ish Planeta Sport (250cc to 400cc variants), Ural M67 and IMZ 108 and Dnieper MT10-36, MT12, MT11, MT16. Due to an ill-informed and ‘silly’ UK law, motorcycles after Aug 1981 had to have sidecars on the left, thus MT12s and MT16s were registered in the UK as ‘Motor Tricycles’ which seemed to keep the registration authorities satisfied, but not entirely happy!

Nevals had their own premises with workshop and spares store. They had to carry out work to the bikes over the years to improve reliability and to meet UK regulations. Work included: End float shimming on Dnieper 650 engines, fitting left hand dip headlamps, suppressed plug caps, stiffer brake cables, British tyres and other ‘custom’ features.

Nevals also had a small dealer network, some previous Cossack dealers moved to Nevals, very few were sole agents so also dealt in other bikes.

Nevals also ran/supported a 750cc Dnieper grass track outfit that is believed to have won its class, details are sketchy at present.

Nevals started to customise their bikes to attract a wider customer base, this involved glass fibre panels, new seat units, smaller front mudguards, new silencers, neat paint jobs, different handlebars and eventually offered the 800cc BMW R80 GS motor in the MT16 (sold a few). Note that the M67 was sold as the ‘Gallant’. Photographs of some of their models on their brochures are shown here by kind permission of Alan Voase of Neval Motorcycles. He still maintains an interest but no longer deals in the bikes.



URAL M67 650cc

Classic styling and simple robust reliability makes this motorcycle as individual and admired as high-tech sophisticated machines. Without costing the earth, a lifetime investment you will be proud to own.

Roadster



Dnepr-11 *Classic*



Classic styling and simple robust reliability makes this motorcycle as individual and admired as high-tech sophisticated machines. Without costing the earth, a lifetime investment you will be proud to own.





Nevals imported and sold the Minsk during the 1970s and 1980s, various 1980 models shown here
 Clockwise from top left – “Sport”, “Trail”, “Trials” and Standard.
 The trial version is by Nevals, a few were competed with in the British “Twin Shock” series.



IZH 250/400cc



*Fast and safe,
 tough and
 undemanding,
 it will give
 you a fast,
 comfortable
 ride however
 hard the going*



Note the Neval trade mark.

Nevals also worked on the Planeta Sport. Standard capacity was 340cc, new pistons and cylinders were only required. 340cc version gave 32 bhp, 400cc must have been quick. Note the Voskhod fuel tank that changed the appearance, standard tank shown elsewhere in this book. The Planeta Sport version was the second version, now all Russian, with Russian carb, forks and electrics as opposed to the respectively Mikuni, Yamaha and Stanley parts on the first version that was sold in the UK by Satra. Nevals also put together a trials version, compression ratio was reduced to produce a big torque motor, success was limited, due to better purpose designed machinery.



Nevals fitted the lightweight Ish sidecars to the Dnieper and the Planeta Sport. They were good attachments. The chair was a bit light for the mighty Dnieper, and why compromise the Planeta Sport that is such a good solo?

JUPITER-5



In the 1980s Nevals also brought in the Planeta 5 and Jupiter 5, the later had good road test press, but did not sell well. Former was unloved. Jupiter 5 was better than ever with 12 volt electrics and twin leading shoe front brake.

Nevals also re-exported the Dniepers and possibly some Urals to the USA. Tougher USA emissions regulations were a problem Nevals paid the British company SU Butec to install a single 1½" SU constant depression carburettor to the Dnieper MT10-36, but the final bugs in the installation were never really sorted. The carburettor came from the Austin Metro car. The carb sat in a special casting in place of the standard air cleaner. The air pipes were then sealed into the casting and a new paper air-cleaner fitted. The set up did work well once set up. The problems were really two fold. The carb would ice up

very quickly in even mildly frosty weather resulting in an inability to pick up off idle. The other problem was that the carb was very sensitive to jet height, too low and it would flood, too high and it was very difficult to start the engine – mixture strength is also controlled by jet height so it was a tricky job to get it right. Once adjusted it gave a very smooth and economical performance that met certain USA regulations.

Neville Mason pulled out of Nevals in the 1990s due to ill health, an agreement was reached that Neville Mason would not deal in the Soviet bikes for so many years after the parting.

Nevals had many problems during their existence – sometimes unreliable bikes, inexperienced dealers, over expectant customers, lack of spares and others. However they did support the bikes over three decades and kept them alive in the UK. Many of their bikes are still on the road today, many run by COC owners. Nevals had a close relationship with the COC over the years, but were always separate organisations.

Many of the Neval spares were sold to UK and German dealers after the cessation of trading.

Other UK Importers

REGENT – based South Humberside NE England



Neville Mason ran Regent with his son in the 1980s and 1990s. First they worked on big sidecars for any big bikes. Then the time span expired since parting ways with Nevals, he then imported the Minks again. He also worked on a Trials version, he designed the frame and the Minsk factory made them for him, the machine had some success, it had a good engine and was cheap. He also brought in various small Russian agricultural machines. The Minks was always reliable, but were often bought and then neglected by the owners. They met the 125cc UK Leaner laws then, but were not glamorous so attracted few sales compared with Japanese bikes.

Britane Ltd – into UK

VALUE FOR MONEY MOTORCYCLING
The Minsk 125 Trail is less than a Japanese 50cc in price and boasts more equipment. It comes taxed on the road at £785.00.

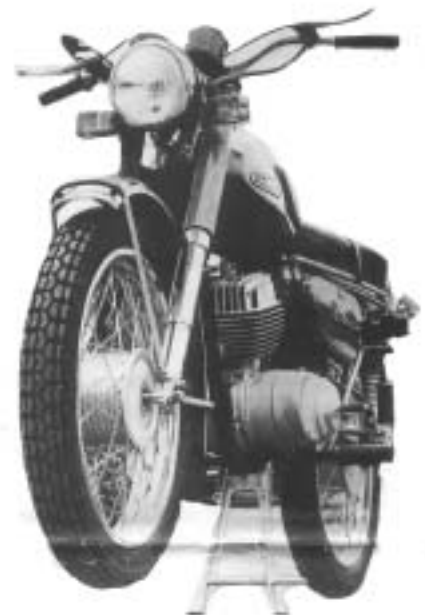
OR

The Minsk 125cc Electric is cheaper than most mopeds at £488.00 taxed on the road. The price is right.

BRITANE LTD, RAILWAY ST.
GRIMSBY, South Humberside
Tel: (0472) 43604

Mr Lawson took over importation of the Minsk and sales and service from his premises in Grimsby South Humberside NE England. Sales were few and he soon ceased trading.

Clan – into Eire



Right – Clan; there was some importation into Eire during the 1980s, but little is known of their success. They did claim to import Riga, Minsk Planeta, Jupiter and Dnieper models and sidecars though. Interestingly the 'Garda' (Irish Police Force) tested a Dnieper MT9 from SATRA with a front disc brake fitted by the British automotive components company Lockheed Dunlop – the machine was not taken up however.



Sole concessionaires for the Republic of Ireland:
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