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# Horizontal View

*The magazine of the Cossack Owners' Club*

*November December 2025*

*The New Guys edition - number seven*



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*As always, please appreciate that most of us are working, looking after family or even riding and working on our motorcycles when you contact us for advice or support.*

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#### A Warm Welcome to our New Members

*Gordon Thomson, Lanarkshire  
Tony Holl, Coventry  
Arnis Dzintarnieks, Hants.  
Arturas Mikalauskas, Sevenoaks  
Dominic Fawcett, Oxon  
Karl Wheatley, Cheshire  
Richard Kite, Cornwall  
David Robson, Scotland  
Michael Haskell, Wessex  
Martin & Esther Jermy, Norfolk  
Steve Smallcombe, Devon  
Nick Belson, Southampton*

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*Front page - An early morning picture of Billy's Ural Dalesman at the Norfolk'n'Good Rally*

*Note: This edition includes the minutes of the COC AGM. Please take the time to read them so you know what's going on and how decisions may affect you.*

# A Jar of Worms

David Angel

These notes on sidecars, taxation classes and MOTs were prepared by David Angel proprietor of F2 Motorcycles Ltd (<http://www.f2motorcycles.ltd.uk/>) and first published on the F2 Motorcycles Facebook page, and were discovered on the Federation of Sidecar Clubs Facebook site by our own Peter Ballard. David takes up the story..

As we [F2Motorcycles] supply and fit sidecars I am often asked if the owner needs to tell DVLA and/or get a fresh MOT after fitting a sidecar. So here goes. My answer is as follows:

*If the sidecar is factory fitted and the vehicle is type approved as a motorcycle sidecar combination (eg Ural. Chang Jiang). It will be a L4 class vehicle (two wheeled vehicle with a sidecar).*

The L4 wording is very confusing because normal people simply looking at it would say it was a three wheeled

vehicle rather than a 2 wheeled vehicle with a sidecar. But that's just how it is, and the V5C will have: **(fig:1)**

<p>State status</p> <p>Field driving certificate</p> <p>D.3 Model: ONCPR 11 CLASSIC COMB</p> <p>D.5 Body type: MC COMBINATION</p> <p>(D) Taxation class: BICYCLE</p> <p>(D.8) Suspension type</p> <p>(Y) Revenue weight</p> <p>P1 Cylinder capacity (cc): 588 CC</p> <p>V.7 CO<sub>2</sub> (g/km)</p> <p>P3 Type of fuel: PETROL</p> <p>S.1 Number of seats, including driver</p> <p>S.2 Number of standing places (where appropriate)</p> <p>(D.4) Wheelplan: 2-WHEEL</p> <p>J. Vehicle category</p>	<p>R. Colour: YELLOW</p> <p>O. Technical particulars maximum kerb weight of trailer</p> <p>G.1. Tractor (kg)</p> <p>G.2. Trailer (kg)</p> <p>U. Board level</p> <p>U.1. stationary (kg)</p> <p>U.2. slow (kg)</p> <p>U.3. slow (kg)</p> <p>V. Exhaust Emission</p> <p>V.1. CO (g/km or g/kWh)</p> <p>V.2. HC (g/km or g/kWh)</p> <p>V.3. HC (g/km or g/kWh)</p> <p>V.4. HC+NO (g/km)</p> <p>V.5. particulate (g/km or g/kWh)</p>
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But if it was originally a solo motorcycle it will be registered as L3 class vehicle (Motorcycle) and the V5C will have: **(fig2)**

<p>D.3 Model</p> <p>D.5 Body type</p> <p>(D) Taxation class</p> <p>(D.8) Suspension type</p> <p>(Y) Revenue weight</p> <p>P1 Cylinder capacity (cc)</p> <p>V.7 CO<sub>2</sub> (g/km)</p> <p>P3 Type of fuel</p> <p>S.1 Number of seats, including driver</p> <p>S.2 Number of standing places (where appropriate)</p> <p>(D.4) Wheelplan</p>	<p>F 800 GT</p> <p>MOTORCYCLE</p> <p>BICYCLE</p> <p></p> <p>798 CC</p> <p></p> <p>PETROL</p> <p>3</p> <p></p> <p>2-WHEEL</p>
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So the taxation class does not change and surprisingly neither does the wheelplan. The only difference between a factory supply fully type approved





will have to have it tested and certificated as a trike with the possibility of having a Q-plate. The confusion is that the owner tends to insist it has 3 wheels (not 2 wheels and a sidecar) so the staff looks at the classes for 3 wheeled vehicles. It is *not* a trike, a trike has symmetrically placed wheels, so one on the centre line and then two more sharing a common axle and equal distances from the centre

sidecar outfit and a solo is the body type. So if it were easy and straightforward and DVLA employed people who understood this, it would be great to fit a sidecar and then send your V5C in and have just the body type changed to M/C combination.

**BUT**, herein lies the problem.

The sidecar is viewed as an accessory and it can be removed or refitted at will. Fitting a sidecar to an L3 vehicle does not make it an L4 vehicle, because it was still type approved and registered as an L3 vehicle in the first place and without submitting it to full type approval certification and re-registering it, it always will be classed as L3. Often when this question is asked of DVLA the staff fail to understand the situation and try to tell the owner they now own a trike and

line. An additional problem would be updating the V5C every time the sidecar is removed and refitted. To be 100% perfect the V5C should have the body type updated to reflect the change each time, but in practical terms almost no one (including me) bothers with the body type bit.

*From a legal point of view, when a sidecar is fitted.*

- *The taxation class has not changed and you will be paying the same tax either way.*
- *The wheel plan has not changed. You still own a 2-wheeled vehicle (strangely).*

I am unaware of any road use regulations that would apply to a vehicle with a body type of Motorcycle but not to

M/C combination. For example, speed limits, no entry signs, no vehicle access signs, one way streets, etc are all identical for both body types.

There are occasional 'solo parking only' restrictions and I suppose if an owner really wanted to push their luck they could park a bike with a sidecar in the solo bay if the V5C still claimed it had a body type of motorcycle, but they would pretty much deserve the parking fine that would almost certainly result.

### ***Moving on to the MOT***

Any MOT is simply a snapshot in time and states that at this exact time on this

exact day the vehicle met a certain set of standards as far as the tester was able to tell. Five minutes later the owner could have a headlight bulb failure, and the bike would still have an MOT, the MOT would still be valid and there would be no

requirement for a re-test. The motorcycle would be illegal to ride at night with no headlight, but that's a different offence and not connected with the validity of the MOT.

The presence of a sidecar is recorded and the sidecar is tested as part of the MOT. But it is a snapshot in time, so the owner could fit a sidecar 5 minutes after the test and the MOT would still be valid

until it expired. Legally there is no reason to retest after the sidecar is fitted. BUT, insurance companies are always on the lookout for a legitimate reason not to pay in the case of a claim. It's kind of their duty to their shareholders, not to pay claims if they don't have to. So they could argue that the sidecar was never tested at the previous MOT and therefore they have no evidence that it was securely or correctly fitted and this could just about raise a question of the road worthiness of the vehicle. So for the small cost of a fresh MOT my advice is always to have it MOT-ed shortly after fitting the sidecar and obviously inform the insurance company that you have

fitted a sidecar.

In conclusion, for all practical reasons there seems little or no need to change the body type on the V5C, but if you fancy trying to convince DVLA to do it and don't mind running the risk of having

the V5C cancelled and being told it is a trike, changing it to M/C combination would be the absolutely correct action to take. There is no legal requirement for a fresh MOT, but it seems sensible to get one.

*David Angel would like to make it clear this information is supplied in good faith based on his many years involvement in the sidecar industry but they do not in any way constitute legal advice.*



# Cossack Owners Club

AGM 2025

Held at the Talybont Camp

2nd August

## Agenda

Honorary President Peter J Ballard

## Committee

Adviser for Identification & Registration.  
Peter J Ballard

Secretary (retiring) Tony Jones

Editors Andrew Mutter

Nick Tucker

Membership Liaison Paul Codling

## Non-committee support roles reporting to the COC & committee

Membership (retiring) Gina Inman

Treasurer/Regalia (retiring) Phil Inman

Shows Carl Booth

Web master & FB moderator Dave Cox

Welcome and identification of AGM Chairperson (tba) and Secretary.

1. Apologies for absence. Carl, Andrew, Nick, Tony, Phil and Gina.
2. Approval of 2024 AGM minutes as published in Horizontal News.
3. Committee reports & reports from non-committee support roles
4. Proposal from members. (\*It was agreed in 2013 that advance notice of proposals need not be made so you may make any proposals now and they will be discussed and voted on.)
5. Election of Committee.
6. 2026 AGM venue and date discussion.
7. Any other business.

If you wish to address the meeting please identify yourself before speaking.

Copies of the Club's Constitution and Rules as well as a copy of last years AGM minutes are held by the Secretary if you should want to examine them.

Welcome by AGM Chairman ~ Peter J Ballard temporary for this AGM. Good to see some new and some regular members. Thanks for coming. I will chair the meeting in line with the agenda and Paul will take notes. Most of the information is from the reports submitted by committee members and those in non-committee support roles.

## Apologies:

Phil Inman (Treasurer)

Gina Inman (Membership & regalia)

Andrew Mutter (Joint Editor)

Nick Tucker (Joint Editor)

Tony Jones (Secretary)

## COC Minutes

The 2025 Cossack Owners' Club AGM was chaired by Peter Ballard and these minutes were taken by Paul Codling, who, significantly, were the only Committee members present. The meeting was attended by twelve club members.

Peter read the Apologies for Absence from Carl Booth, Andrew Mutter, Nick Tucker, Tony Jones and Phil and Gina Inman.

That the 2024 AGM minutes as published in Horizontal View were a correct and comprehensive report was proposed by Paul Codling and seconded by Nick Turnham. Of course they were. The Committee Reports were read out by Peter, except that from Paul, Membership Liaison, because as he explained, he'd been too embroiled in other club issues to find the time to write one. Paul's report was delivered in person, to be written up for publishing in HV later.

Proposals from members, because there were only 12 present, took the form of the informal discussion of suggestions submitted from the floor and by email in response to Paul's Liaison emails. Only two were voted on according to traditional procedure. These were.....

First, that we should abandon the selling of regalia as a club committee responsibility. The argument for this was that the tiny revenue it brought the club was no reward compared to the administration, storage and stress piled upon the volunteer charged with operating what in effect is an on line shop. Phil Whitney proposed and Mike Rowe seconded. The meeting voted unanimously in favour.

Second, Peter offered to perform the role of club Secretary because he's already a point of contact with the club in his responsibility for machine dating and liaison with DVLA, so could manage the sparse and infrequent enquiries on other subjects without too much more work. Jim Manley proposed and Nick Turnham seconded. The meeting voted unanimously in favour.

In general discussion, the idea that members who wanted to buy club T shirts, sweat shirts, hats or whatever, might order those directly from the club's current supplier was considered a good one. Being a business, they were sure to be accommodating with money to be made. Apparently they'd already offered to do this. "Someone" would need to approach them to instigate it and inform the club of the necessary details.

We discussed the idea of a members only Facebook page, and with it the usefulness of a

forum as a means of communication between members. By Liaison email, Richard Makara complained that the public Facebook page was cluttered with all sorts of inconsequential junk and therefore he was reluctant to use it for posting content interesting to him. We all agreed building any sort of useful, accessible archive on Facebook was fraught with problems. In the past, members' Facebook pages and forums have been a perennial

beyond the 12 people at the AGM. He wasn't sure he had the meeting's full attention at the time.

We briefly discussed the possibility of on line or postal voting on essential issues, which could also be enabled by the use of Liaison emails. This would spread decision making throughout the year, or at least inform the members of the decisions to be made and empower them at the AGM the decisions were made at. Paul pointed out that John Warner, in response to a Liaison email, had sent him a screen shot of an MG Owners' Club ballot paper in an email suggesting virtual meetings. The MG Club already do this.



Igor suggested "pinning" a heading post on the top of the public Facebook page which would come up first and constantly, unimpeded by Facebook's daily chatter. This would contain links to important information on the COC website such as "What oil goes in a Dnepr gearbox?" in a new FAQ page on the site. He thought this would preempt public Facebook users from asking the same questions over and over again, burying important content, and, keep uninformed, casual Facebook users mindful of the Cossack Owners' Club's existence. We all agreed this was a brilliant idea, but would need the absent Dave Cox to implement it, and it wasn't fair to assume he would without his participation in the discussion. Igor pointed out that anyone who googles Cossack Owners' Club is offered the public Facebook page first, so that's where they go, not to the COC website. No one else had thought of this terrible phenomenon.

topic at AGMs. We agreed the problem with them, as ever, was that "Someone" would have to moderate and maintain them. Currently, the man most easily placed to have this extra work load heaped upon him is Dave Cox, the public Facebook page moderator, and assuming by default that any forum would be run on the website was inconsiderate.

Paul attempted to point out that one of the uses for the improved communication in the Liaison emails was to enable members, if they wanted a forum or a members Facebook page, to organise it, or at least research what the club thought of the idea

The committee were re-elected, more by default than voting, which seemed somehow appropriate given that the club faces a future based on a less traditional model and a more evenly distributed burden of responsibility. There will be much discussion on this and the points suggested following the AGM. We agreed we'd like to combine with the MZ Club again for next year's AGM but they're holding theirs in The Lake District, too biased Northerly for us. Apparently the MZ Club are organising the next East European Rally at Talybont next year. We don't yet now when.

Peter closed the meeting, with one minute of our hired time in Talybont Village Hall left!

### **COC AGM 2025 – Reports**

President, honorary – Peter J Ballard

Firstly, accepting that the committee are all unpaid volunteers, it is sad that for various valid personal reasons only Paul and I represent your committee here today. We are obviously having difficulty attracting members to volunteer to join the committee to support nearly 300 members. This is no different to many other likeminded clubs we talk with, surely we do need to consider a different way of running your club. The roles of treasurer, membership and www/FB moderator are already non-committee support roles but do report to the committee, this was achieved so that the holders of these roles can concentrate on their roles without the need to get involved in the discussions and decisions needed to run the club. This leaves secretary, membership liaison, editors, 'identification and registration' as committee positions. I note that Tony our secretary is standing down after many years at this AGM and that also Phil and Gina who run treasurer and membership are retiring but will support the club up to at the very latest Christmas this year to enable a handover. These two support roles can be split up to a certain extent to reduce the load BUT the club still need members to volunteer their time and skills or we will have to seriously consider paying an outside company to administer the club. One well known 'distraction' is that the COC FaceBook Group is free to join by anybody with a Soviet or PRC motorcycle, ok many of the COC club members are also users of the COC FaceBook, vote was to keep it like that. There are many issues with the COC FaceBook that also crop up with other clubs, these are just two examples:

i. Any valid technical submissions or photos are

effectively 'lost' as they get scrolled down and vanish. If submitted to the website or the associated club Flicker site that you pay for then they are saved for all to see.

ii. Technical advice offered on FaceBook has no available claimed credibility, thus the reader can ignore the advice or take it and risk safety or damage to the motorcycle; that is unless it comes from a respected individual that the reader might know and trust. After discussions between Paul Codling, Dave Cox and I have come up with a few actions that aim to encourage members to contribute. Paul now creates a monthly or more frequent liaison news email to keep members in touch with events and club administration, that is going well as Paul can see the number of members who have at least opened the email. Dave has been adding facilities to the website so that members can feedback their views and also view the latest liaison news email. Both these should help the committee understand what the members want and maybe even result in volunteers coming forward. I am sure we will discuss these issues today either formally or after the AGM, we need to. Peter J Ballard.

### **Identification and Registration ~ Peter J Ballard.**

I support members with identifying their motorcycle and/or sidecar, often with photos sent in by owners or via other COC committee or those with club non-committee roles. This is not only a visual assessment of the motorcycle but also inspection of the frame plate and frame stamp. I might get one a month, but as there are so many images on the www it is not difficult to identify one's motorcycle. Then also around monthly I suggest to members how to declare importation whether a mandatory HMRC 'Import Declaration' through an approved Import Agent or a DIY NOVA (Notification of Vehicle Arrival), both required by law.

Following that I support members with their UK



DVLA registration in terms of what needs to go on the V55/5 application and creation of a Date Certificate. We have a designated manager at DVLA who receive all COC members' registration applications, then he either approves or gets in touch with me to provide more evidence. Still on a 100% success rate, but there are always bikes that

fill the vacancy. 2024/2025 has been a quiet year for me as far as being involved in club activities goes. I have attended the Club stand at Stafford twice. I have as usual been the main contact point for outside enquiries which I have answered where possible and forwarded on membership, dating enquiries etc. I have liaised with the MZ Riders

Club to share this camping weekend and booked the hall for the AGM. I hope it meets with your approval. I wish the Club all the best going forward and I will of course remain a member.  
Tony Jones.



### **Horizontal View Editors ~ Andrew Mutter & Nick Tucker**

As we write this, we're now on the sixth edition of Horizontal View. We hope you're enjoying our efforts to keep you informed about Soviet biking and the goings-on in the Cossack Owners Club. The first two issues were a real baptism of fire — we had to learn a whole new layout program, navigate differing opinions on design, and ensure all the technical information we published was accurate! Paul and Peter's editions were a tough act to follow. Paul had produced the magazine for many years, and Peter had stepped in as both editor and temporary editor on numerous occasions. We set out with the aim of producing a consistent 28-page magazine, with more visuals and a layout that's appealing, informative, and reflective of the experience and knowledge of our members. At this point, we must thank all the Cossack Owners who've contributed — and also our brilliant proofreaders and the

can not be registered 'age related' if the frame plate is missing or has a replica or has no documentation that relates to the bike. There is no point in me supporting an application if it will be absolutely rejected.

First time we are supporting a MSVA (Motorcycle Single Vehicle Approval) application of a MT11, a Reconstructed Classic of a M72 and application for a new DVLA frame number as the original was ground off. Thanks for your support, willing to continue. Peter J Ballard.

### **Secretary ~ Tony Jones**

My apologies for not attending the AGM. I have lost my storage and have to be out by this weekend. This will be my final Secretary's report as I wish to stand down and hopefully someone will step up to

printers, who do an excellent job reproducing the magazine and getting it out to members. Of course, the magazine wouldn't exist without contributions from people like you. So here's our plea: any time you go anywhere or do anything on your bike, please take some photos and send us a few sentences about it. If you're doing a repair — replacing a tyre, rebuilding an engine, or even dismantling an alternator — send us the photos! We can always have a quick phone chat to turn your experience into a write-up. The info you share can help others and inspire ideas for travel, maintenance, or restoration.

We'd also really welcome more feedback — we want Horizontal View to reflect what you, the members, want from your magazine. We still

believe there's value in a printed copy over a digital one that can disappear into the ether. Since I've been a club member, I've collected at least 20 issues and regularly refer back to them.

We're happy to continue editing Horizontal View for the next year — unless, of course, someone else fancies the job!

Nick Tucker and Andrew Mutter

### Membership Liaison ~ Paul Codling

So far, I've sent out five liaison emails from wix.com, using the email marketing function on the site because that enables the use of the email addresses of all members signed up to the members' only area. This number varies with the turnover of members and is usually around 190. Only around half the emails are opened. There could be many reasons members ignore it, such as not checking spam folders, not checking emails at all or being frightened by the scary looking sender's address, Wix rather than the COC. An astonishing number of people have replied "What emails?" When I've asked if they got them OK. Given that only two thirds of the club is signed up for the



website, and half of those don't open the emails, the emails are reaching only a third of the club. Dave Cox has placed a Club News box on the website, available for anyone to see without being signed up, which is going to make the last one or two Liaison Emails available for casual visitors to the site. We hope a few more people will notice it.

The point of the emails is to enable more direct communication throughout the club, necessary because although it seems initially to provide this service, Facebook has some serious, fundamental flaws. Postings are buried quickly and are almost impossible to find even days later. It matters that not all COC members have Facebook accounts or want them. There are many other reasons why better cross club communication could be useful.

For example, responses to the emails from members have so far included suggestions for an on line forum, a members only Facebook page, postal or on line voting on important issues and an offer of help with the burden of digital club management. All these could be discussed at the AGM even though those having suggested them couldn't be there. Lately, AGMs have been poorly

attended, meaning that a handful of people are making decisions concerning hundreds and the pool of enthusiasm for executive responsibility is limited to the small number of people assembled that afternoon. I think it's not fair to adopt the opinion that if members can't be bothered to attend, they give up their opportunity to be heard. All of us lead frantic lives with desperate responsibility elsewhere and the COC is after all, only a motorcycle club.

Traditionally, the club is too much work for too few people to run. In the past, in our youth, camping weekends were a joy for hundreds and members relied on their Soviets for transport. Now, very few people go anywhere and Facebook has eroded the personal, social contact the club once thrived on. These days there is less reward for working so hard as committee members and I hope that the better communication afforded by these Liaison emails can allow a fairer distribution of the work load across the club. For example, it might be possible to share traditional committee roles between two or more members, restoring the fun in a lighter, less demanding responsibility. Many of us work from home these days, so why not? I think we need to escape from the perception that the club membership

subscription buys the services of the committee, as if the committee were a business and the members its customers. I'd like to promote the idea that the subscription facilitates the club as the mechanism through which we can share our common interest. So far, the frequency of sending the emails has been around two weeks. This is because during high summer, events come thick and fast. Feedback has been positive and as yet, no one has blocked me. The two week interval is arbitrary, a wild guess. I'm aware that too many is going to irritate some members. Dave Cox told me he thought the tone of the emails was "desperate". I'm aware of that too. I have been imploring, pleading perhaps, members to read them. However it's a fact of life that many people don't read. Of course they can, but they don't want to. Perhaps the emails are currently too long or too vague in presenting their content prosaic and precise. I'm thinking about that.

Liaison emails are very much work in progress. Think I might be able to reach more members by sending emails from a personal email account rather than from the Wix website. This means maintaining a more comprehensive list of members' email addresses and complying with the consequent data protection issues.

We're in discussion about that. In future, for example, you might fancy a meet up somewhere, a pub, a cafe, a bike show or a ride out, even if it's just a handful of locals to make friends with and keep in touch. You could use a liaison email to suggest it to the whole club, within the club, rather than risk going public on Facebook. I'm sure not many people can see what I'm up to yet. I hope they do when I get the hang of it.

#### **Membership Secretary ~ Gina Inman**

Firstly, my apologies for not being in attendance this year. The AGM clashes with an annual event we attend to which we have a rolling hotel booking! Also, we have family issues and health issues which have dominated our lives this year.

Membership Numbers:

#### *Year ending 2024/25*

- 251	Paid-up Members
- 21	Honorary Members
- 272	Members in Total

#### *Year ending 2023/24*

- 261	Paid-up Members
- 21	Honorary Members
- 282	Members in Total

The downward trend in membership has continued this year with less people joining but also people failing to renew their membership. We've lost 78 people this year as opposed to 87 last year and the number of new people joining was only 55, which compares well to 57 last year. This does include a significant number of people rejoining after letting their membership lapse.

#### Horizontal View Distribution

In my role as Membership Secretary I am also responsible for the distribution of Horizontal View. Some years ago we contracted the Printer to distribute the posted magazines while I continue to send out the email copies. Although using Thistleprint to post copies does cost a little more per magazine per person against doing it ourselves, it is definitely a benefit to the club as it cuts the time between printing and posting.

#### BACS Payments

Last year it was decided to introduce the facility for members to pay their subscription using BACS. This has had a slow take up but numbers are increasing. This necessitates a very close working relationship with the treasurer.

However, to the few who didn't think to identify themselves, we are, sadly, not mind readers and if we don't know who you are the payments cannot be allocated. Therefore, some people will have dropped off the radar despite paying their subscription, and possibly some have never joined despite paying their subscription.

#### Emailed Magazines

After last year's big drop in the number of emailed magazines being sent out it has remained fairly static this year at 68.

#### GDPR General Data Protection Regulations

For the benefit of new members, I want to reiterate the way the Club holds personal data. GDPR primarily affects clubs in the area of security of data and how long data is kept after resignation. The membership Database is backed up to the Cloud and password protected. Data is only ever shared with trusted partners such as Thistleprint and Embroidery Unlimited in order to fulfil their commitments to us as a club. In accordance with the law the committee put together a full GDPR Statement. This is included on every membership welcome letter. After a very busy year with ageing family as well as health problems of our own, Phil and I have decided to step down from the roles of Membership, Regalia and Treasurer. We are willing remain until replacements can be found and

handover completed but wish to have this concluded by Christmas.  
Gina Inman- Membership Secretary, 29 July 2025

### Treasurers report for year-end 31st July 2025 - Phil Inman

(incorporating Regalia Secretary's Report)

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

Our bank balance at Year End was £6,820.33, compared with £5,859.53 for Year End 2024.

Income amounted to £6,377.61, the bulk of which came, as usual, from membership subscriptions.

Overall income from the East European Rally, 2024, amounted to £296.00. Regalia sales amounted to £439.10. Income from member subscriptions showed an increase of £80.56 compared with last year.

Expenditure amounted to £5436.81, compared with £6,159.10 for last year. Postage costs were £123.20, which was £44.24 less than last year.

Costs associated with our attendance at shows amounted to £249.48.

The largest item of expenditure was, as usual, the printing and postage of the Club magazine, at £3,095.26, which was £26.00 less than last year.

The Club's income has exceeded expenditure by £940.80.

Regalia sales were significantly higher than the previous year, at £439.10. Cost of new stock was £326.99. Stock levels are satisfactory.

After a tenure of 12 years, I have decided to stand down as provider of the Club's Treasurer and Regalia services. However, I have agreed to continue until the end of 2025, or until a successor is nominated, if this happens earlier.

Phil Inman COC Treasurer 31 July 2025

### Cossack Owners' Club – Year-End, 31 July 2025 Financial Report

	<i>Ledger Account</i>	<i>Amount £</i>
Income	Donations to COC	364.00
	EE Rally 2024	602.00
	Equipment	71.99
	Membership	
	Subscriptions	4680.87
	Regalia Sales	257.81
	Shows	439.10
	<b>Total Income</b>	<b>6377.61</b>
Exp	AGM 2025	40.00
	Bank Charges	34.04
	EERally 2024	306.00
	Equipment	304.92

Insurance	100.80
Membership –	
Clubs & Societies	121.73
Postage	123.20
Printing	3095.26
Regalia	326.99
Shows	249.48
Stationery	19.91
Subscriptions	111.84
Website/	
Subscriptions	644.83
Total Expenses	5436.81

**Total excess of income over expenditure for the year (Net Profit) 940.80**  
**Bank Balance as at Year-End 6820.33**

### Website administrator & Facebook moderator ~ Dave Cox

#### Website

As websites go, the club website remains essentially the same. This year, 2025, a few improvements have been introduced.

Paul's Liaison emails have been added to the website for all club members to see. This is a work in progress, and the format may change from time to time. The heading for this is: 'COC NEWS'. There is also a shortcut on the website 'Home' page, shown as 'CLUB NEWS'.

In the 'Members Area', I have placed a simple 'Feedback/Suggestion' form for the members to use if they wish to, of course. We would greatly appreciate it if you would contribute your thoughts regarding the club. There are three boxes to use, and you don't have to fill in all three

1. What do you like about the club?
2. What do you not like about the club?
3. What changes could we do to make it better?

You won't be placed in the club's stocks for a week for telling us what you don't like, this information is what we need to know to improve your club. The feedback will not be published anywhere, and is private to the club committee members only. Flickr. Again, there are minimal photos of the rallies that have been held already this year. The club pays an annual fee for the use of the system. Photos sent to Facebook are lost over a very short period; they're still in it, but you have a hard job trying to find them after a few days. Using Flickr, you can see them anytime you wish. Download if you want of course. Photos can be sent to me using my email kamuro@hotmail.co.uk. If you have more than the standard email allows, consider using WeTransfer; it's free, unless you use it

frequently. WeTransfer I Send Large Files Fast On the membership tab, you will see a dropdown box saying 'Constitution'. It has always been on the 'Membership' page, but hidden in a scroll photo on the top right. It's still there, but now it's not a PDF anymore, but an easily readable page. Have a look.

#### *Facebook*

As of 2025, our Facebook group is functioning reasonably well, with a diverse selection of posts. We are still constantly being sent Sales posts, which I decline every time. I have tried to make all Facebook members aware that sales adverts are not allowed in our group. However, I instruct them to send any sales adverts to Tony's Cossack Buy Swap page for posting. The featured permanent post at the top of the page instructs people where to place their adverts. That doesn't seem to work, as people tend to ignore it or simply don't see it. It may have helped to a degree, but I've found that people often ignore most messages. I can only do so much, and then it's up to the people posting. Joining our group is another area where time is spent maintaining the club's standards. When people wanted to join the group, they applied and then waited for my approval or rejection. Now, Meta has changed the rules to the effect that anyone can join any group without permission from the group's administrators (me). Unfortunately, this led to hundreds of people joining us, many of them had nothing to do with the motorcycles we use.

At one AGM, members asked me how many in the group have actually joined our Facebook group. I couldn't answer this, simply because I didn't know. It was then stated that the COC Facebook group should only allow people who owned supported motorcycles. From then on, I have been removing from our group those people who do not have motorcycles, or different makes of motorcycle. I did say it would take time to do this.

I started looking when the number of Facebook members reached 2500; to date, the number now stands at 1518 and is still dropping. When I have time, I'm going through all those people who have never contributed anything, pictures or posts.

They are easy to spot as I run down the list, and it clearly indicates whether people have contributed or not. I then open their profile to see what is in their posts.

I made a set of criteria for removing people from our group:

1. Never contributed a post to our group.
2. Profiles are closed or locked.
3. No supported motorcycles shown.
4. Other makes of motorcycles.
5. No motorcycles at all.

These are the main titles I work by, but there is my

feeling about some of these members, who display nothing but religion, guns, and hate pages. These I remove and ban simultaneously. Believe me, there are lots of them out there.

The Facebook group has been in existence for 7 years, I am currently two years back and still have 5 years to go. Out of the 1,000 I have already removed, only a handful have come back asking why they were removed. I tell them why, and nearly everyone has said they have bikes. I then ask them to show the motorcycle in their profile and reapply, which they have done. Out of the ten that have asked, eight have reapplied. So, I have successfully removed 992 so far. If those who have not been banned but were removed wish to reapply, they are free to do so; however, their motorcycle must be visible in their profiles.

On one occasion, I was prevented by Facebook (Meta) itself from removing people. They sent me a notification saying I was removing people too fast, and I was to explain the reason for this. I wrote them a letter explaining the cause and asked for the removal app to be restored; they did so after two days. I haven't removed anyone for the last ten days, so as to give the Facebook watchers a break. Now, when I start eliminating people, I only do ten at a time.

There is a set of questions that new people have to fill in, and a copy of the Club Rules is shown.

Again, many just ignore the Participant questions and join anyway. I look to see if we have new members several times a day, if there are any, I can see that they haven't answered any of the questions. I decline them immediately. Some will fill in the questions asked, but then not tick the box agreeing to the club rules. That generally means they want to sell something. Then some fill in all the boxes except 'Which model do you have? This is either blank or 'yes'. I then know they don't have a bike at all or have another make.

Calls are now being made for a 'COC Member Only' Facebook group. That's fine with me, but I will not run this. I'm just on 75 now, and it will require a younger person to run it, one who possibly understands Facebook much more than I do.

Currently, I am willing to continue managing the club's Website & Facebook page.

Regards to all David Cox

#### **Show Organiser ~ Carl Booth**

Carl was unable to attend due to injury. Here is a little of what Carl would report.

A very successful Stafford show was well attended in April, both those displaying their bikes and visitors. Planning now for the October show.

Carl Booth.

## Lost Keys, Lost Sparks and Found Ice Creams

*The Norfolk 'n' Good Weekend*  
Andrew Mutter

*Tom lost his keys, Jim nearly lost his bike, Irmantas lost some air, I lost my jet, and Bynnzi lost his spark but found it again when his electronic ignition failed. Luckily, because when you buy an electronic ignition you should always buy two, he did!*

But more on disasters later! We set off for East Runton, towing my Grey Ural. The plan was simple: don't make life difficult for ourselves because we had to be back sharp on Sunday to strum ukuleles at a festival in Palmers Green. The other option was the Blue Outfit, but that always takes longer to pack. If you've ever tried cramming a camping

weekend for two away into a sidecar, you'll know the feeling. The journey was blissfully uneventful. We rolled into the campsite expecting to help with gazebos, ropes and the general chaos, but Hazel and Paul had already done everything. A perfectly arranged kitchen, reception area, bike and tents neatly lined up. Then Paul from Liverpool arrived and erected a hammock contraption right in the middle of the field. I looked at it and thought, "rather him than me." It looked like something you'd only climb into if you had a good life insurance policy. Thursday night's supper was fish and chips in Cromer. I had the honour (and mild terror) of riding shotgun in Mike's outfit. First time in a right-hand sidecar. I was expecting to be clinging on like a cat in a gale, but the run down to Cromer was surprisingly calm and almost civilised.





Friday morning, Paul worked his magic on my new K65 carburetors. Honestly, he's like some kind of motorcycle whisperer. I swear I saw him murmur something soothing to the air intake before balancing them. My bike hasn't run that well in years. We celebrated with a little jaunt into Sheringham for lunch. Of course, as soon as you park a Soviet bike outside a café, you become an impromptu tourist attraction. Photos were snapped, questions were asked, and we gave our well-practised sales pitch on "how marvellous these Soviet beasts really are." We watched through the café window as people circled the bike like it was an exotic animal at the zoo. At one point a lady tried to reverse into a parking space right next to it, and Sue had to leap out mid-bite to direct her, otherwise it would have been goodbye lunch, hello insurance claim.

Back at camp, the empty field filled quickly with every kind of tent imaginable: teepees, one-man pop-ups, serious arctic-expedition domes, and the inevitable Argos "special" that looked like it would collapse if you sneezed near it. Around then, Hazel and Sue decided that a trip to the seaside demanded a swim. Sue had no costume, but Hazel (always prepared) lent her an oversized wetsuit. Sue squeezed in, braved the waves, and came back buzzing with life. Frankly, I'd need three wetsuits, a dry robe and a hip flask to attempt it. Later in the day, Paul led a ride to the Whitwell and Reepham train museum. About a dozen of us went along. Loads of interesting bikes, but the star find was a lonely K750 outfit surrounded by shiny modern machines. We tracked down the owners—Martin and Esther, who turned out to be a cracking pair. I even started plotting a

magazine feature about them. They've since joined the club and bought another outfit, so we must have done something right. By now the Norfolk delegation had arrived. Jim looked a bit ghostly after nearly losing his bike off a borrowed trailer and some borrowed bargain-bin straps. At one point, the bike was apparently just sitting there, being dragged along on its sidestand like a dog refusing to walk. Tom turned up on his CZ, equally pale, after losing every key he owned except the ignition one. I had to lend him my very special "master key" (otherwise known as a battered old screwdriver) just so he could get into his panniers. Who needs locksmiths when you've got my extensive tool kit? Saturday was ride-out day. Everyone had arrived, including our day visitor Igor. Off we set at a good pace, Norfolk countryside looking glorious, Sue on the

back enjoying the ride. First casualty: Binzi's ignition died. Luckily, his sidecar is less a luggage compartment and more a mobile Halfords. We left him by the roadside (with his permission) with enough tools and parts to build an entirely new bike, confident he'd sort himself out. A little later, the tail group vanished. Turns out someone had picked up a front wheel puncture. Mike, being a hero, whipped a spare wheel off his outfit and soon enough we were rolling again. We finally reached the Norfolk Motorcycle Museum, where David Angel from F2 Motorcycles joined us. There was an interesting collection of bikes, including Paul's old Jupiter 3. The ride continued to the Kingfisher Café in Walcott, which dished up ice creams so big they probably violated building regulations. By then my carburettors had decided they'd had enough. Only one



Another unscheduled breakdown stop

cylinder was firing, and after some plug swapping with no joy, I resigned myself to limping all the way back to camp on half an engine. It was bumpy, miserable, and I suspect Sue is still wondering if she should have just taken the bus. On arriving back at camp, I was definitely not short of help with my single cylinder running engine trouble. From the photograph, you can see I had more mechanics than I knew what to do with! Igor got stuck in, tightening my engine studs, sorting out the valve clearances, and fiddling with the K65 petrol mixture. Eventually, we found the real culprit: the main jet had gone walkabout, fallen out of the carb, and was lounging smugly in the bowl. Thanks to everyone who piled in with spanners, advice, and moral support!

Meanwhile, Sue and Hazel had recruited a few other thrill seekers into their chilly

North Sea swimming challenge. Billy and Tom, after acquiring some “emergency loan” swimming shorts, joined them on the beach and bravely dipped their toes (and other regions) into the freezing water. Dinner afterwards was well earned: some of us opted for the Thai pub, while others tested the delights of the local food truck. The evening ended in the pub, swapping tall tales of disasters, adventures, and things that “definitely happened, honest!”

Next morning, we had an early start, off the site by 9:30 a.m. (although some keen types were up at the crack of dawn and halfway home before the rest of us even thought about tea). Quite a few people asked about more Norfolk camps next year, and rumour has it Paul is already investigating possible sites and dates. These weekends are brilliant, and I am especially looking forward to the big





Help is always on hand at a Cossack Owners Club camp

50 years at the Magpies celebration next year, which should be a proper landmark occasion! It is worth remembering that these things do not just magically appear; someone has spent months (sometimes a whole year) planning and preparing. ***So, a big thank you again to Paul and Hazel for all the time, effort, and attention to detail that made this camp such a success.***



Paul (from Liverpool) hammock contraption



Paul taking a moment to clear his head after leading the rideout

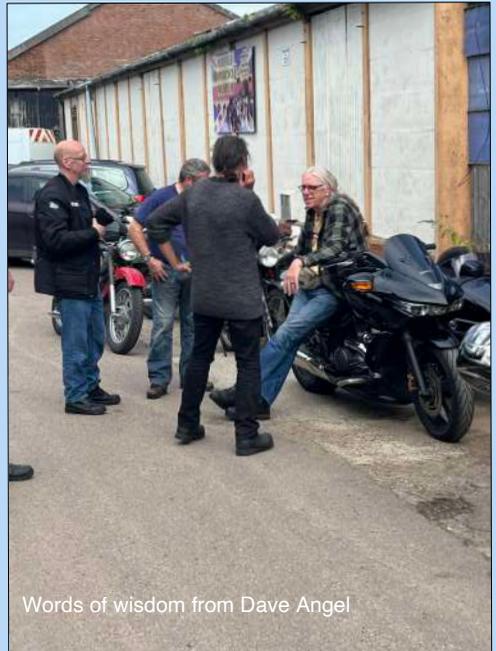
What a huge ice cream Richard!



Tom looking extremely casual during a break on the ride out



Samuel's splendid Ural



Words of wisdom from Dave Angel



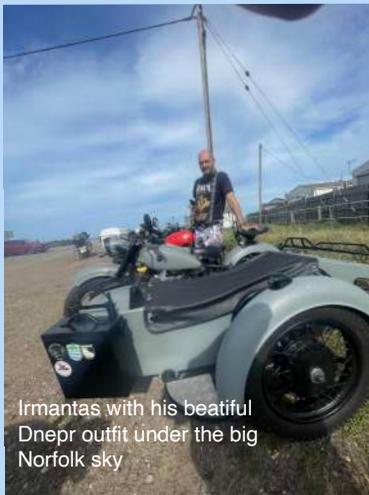
Rideout halted, waiting for Binzi



Taking a dip in the cold sea



Our new members Martin and Esther - we met them at the train museum



Irmantas with his beautiful Dnepr outfit under the big Norfolk sky



All the help I could need!!

## Spokes: Shiny Stainless or Soviet Steel?

*a Facebook conversation*

We thought this Facebook conversation about spokes was very interesting.

There's always been plenty of debate about the virtues of stainless steel spokes, and as with everything on Facebook, you ask one question and you get a million different answers! In the end you'll have to make your own mind up.

*Personally, having seen the results of using stainless steel spokes, I wouldn't put them on my bike.*

### **Jim Manley's question on Facebook**

The winter project has started. Two hubs and rims powder coated by Coatworks in Swindon, bearings fitted — now for the spokes. Any advice gladly accepted!

**Igor Turner** · said

1. Skim the brake surfaces on the lathe

while you can

2. Paint your spokes, zined ones will rust on you quickly

3. Don't aim for perfection, the hubs are crazy warped and the wheel rims will never be straight or round

It took me 10 wheels and 2yrs to realise that all spokes (except maybe stainless) will tarnish and rust very badly and very fast

*Igor showed a video here if you would like to see the video, go back to the original post and search on the Cossack Owners Club Facebook page for spokes*  
Note how much the hub wobbles even though I've dialled in on the brake surface. The hub is simply poured in the mould and never machined afterwards. I've been tempted to re-machine the hub to be round but it would be a lot of effort. Perhaps one day, perhaps one day it might be easier to make a new hub





truing the rim might pull the drum out of true. Yes, the hubs are that flimsy. Luckily Dneprs have a self centralising brake cam, so mildly oval drums can still work. Will it work? Dunno mate. Welcome to the Soviet Union!

**Paul Codling** said again

We all seem to have wildly differing experiences of stainless spokes.

Obviously "Stainless

rather than re-machine the existing ones **Paul Codling** · thought that

Hello Jim. Grease all the spoke threads lots so they're easy to turn even under pressure. Hang the nipples on just a few threads each at first, all the same. Then, when they're all on, screw each one up a thread or two at a time as you go round the wheel. That keeps the rim pretty much concentric with the hub.

Two issues: wavy wobbling and egg shaped wobbling. Do the egg first. Pull the rim in at the high point using sets of four spokes, two up and two down, so you adjust the egg without introducing a wave. Later, once everything's in tension, you'll need to loosen the opposite side of the egg's summit.

As Igor says: *"Don't aim for perfection, the hubs are crazy warped and the wheel rims will never be straight or round."* For MOT, max run out was 4mm when I last looked.

Also: *"Paint your spokes, zined ones will rust on you quickly."* And DO NOT USE STAINLESS, EVER.

Igor's right about skimming the drum, but

or not?" is not a simple question. Maybe it's not even about metallurgy but about life experiences.

Confused? Ask a question on Facebook and you will be. (Also, I've had a glass of wine, so forgive the mischief.) Maybe safer to discourage than encourage.

After all, that's why they write *"Don't try this at home"* in the instructions. What you need, Jim, is professional advice from people with cast iron public liability insurance. Good luck!

**Dave Cowdery** · said

Andrew Carrott let me tell you a story. Years ago a machinist mate offered to make me stainless axles if I could find the right grade of stainless. I asked a metallurgist, got a bit of paper with numbers, handed it over, and axles were made.

Point is:

1. Stainless comes in different grades
2. You need the right one for the job
3. If I could find a metallurgist, I'm bloody sure Hagon's, Devon Rims, Rightwheel etc did too and they'll happily sell you stainless spokes

Oh, and by the way, the rest of your bike is made out of Soviet Russian metal.

**Gary Stacey** · said

Andrew Carrott maybe not. No experience with them on combos, but I can imagine the loading is quite different.

**Andrew Carrott** · said

Gary Stacey the way the front wheel flexes if you're pushing it through a bend is scary. Those stainless spokes with nickel plated brass nipples do look good though.

**Gary Stacey** · said

Andrew Carrott never had a combo (don't think I ever will, but you never know). Old Soviet combos seem to bust spokes regularly no matter what they're made of. I doubt Soviet metallurgy was particularly specific.

Also, main problem with stainless is when they're combined with aluminium alloys — galvanic corrosion risk.

**Dave Cowdery** · said

Paul Codling sorry mate, not gonna put me off using stainless. Plated brass nipples. But then... I'd rather eat my own feet than drive a chair.

**Gary Stacey** · said

Paul Codling I built a Harley wheel ('73 Shovel) with stainless spokes years ago. Zero problems, still adjustable now. 90s Triumphs had stainless spokes from factory, my '97 Thunderbird too.

Different grades exist, and I'd imagine spoke/nipple grades are chosen to reduce galling.

Modern stainless should far outlast Soviet originals. For the record: austenitic stainless picks up like crazy. I used to spend hours drilling out seized studs in steam turbines. Good times...

**Vince Briers** · said

Paul Codling when my Neval Dnepr MT11 was six months old, I toured the Ring of Kerry with my wife. Gave a lift to a heavy German lady hitchhiker (rucksack included). Next day I found a dozen broken spokes on the rear wheel. Swapped to Lester mag wheels, they cracked too. For 30 years I've been running Ural wheels (straight spoke type) with no failures.

Not sure if it's my riding style or the lack of a wife and heavy hitchhikers... but I wouldn't trust stainless spokes in a Dnepr rear wheel. The sharp hub bend is the weak spot.

**Andrew Carrott** · said

Dave Cowdery solos aren't the issue with stainless, it's sidecar twisting forces. My front wheel flexes in ways that make me nervous.

**Paul Codling** · said

Dave Cowdery "Eat your own feet"? Yeah, me too.

**Paul Codling** again, to Vince Briers Don't you own a Land Rover? Next time a large German lady appears, tell her to wait while you fetch that instead. Did she wriggle around a lot?



## The Beast Lives On

David Senior

*This is the story of a man who changed his mind. Apparently, "the Beast" is an old friend of the club, and David had been thinking about getting rid of it. Here is his thought process, and what a great outcome it turned out to be.*

Earlier this year, I decided I might move the Beast on. I was facing six months away, and frankly, I just was not finding the time to keep it going or even take it out for a spin. I consulted some friends (I help out with a classic car restoration business) and they all advised: "move it on and start a new project." Reluctantly, I agreed. So, onto eBay it went. A young chap did the listing for me, and I was secretly delighted when it failed to sell.



What a relief! At that moment, I knew I was never going to try selling it again. Liz was horrified when she learned I had even considered letting it go, though she kept quiet at the time. Now, I am absolutely chuffed that BftE still rests proudly in the Senior garage, where I have been lavishing TLC on it ever since. Of course, there have been some "issues." First, an oil leak which was very annoying. Eventually, I found a couple of loose sump bolts. Tightened them up and that seemed to cure it, though I still plan to call David Angel for a new gasket and replace it properly. Jobs like this are always tricky for me because I need to lift the rig high enough to crawl under. I have three hydraulic lifts, axle stands, and even a one ton winch with pulleys, but finding the centre of gravity so it lifts cleanly, evenly and safely is still a real challenge. I will have to put my "fine

aviation brain" to work and engineer a proper solution.

Back in May, I thought the Beast was in pretty good shape. It ran well locally, apart from the occasional impressive backfire. I always assumed it was air getting into the system, but my grandson loved the "afterburner effect" with sheets of flame following the bang, so it felt cruel to spoil his fun. Still, I decided to investigate properly. Turned out I had been riding on one cylinder for quite some time. Seriously impressive it even ran like that. On checking, the chair side pot had compression, a good spark, and fuel getting into the carb, but pulling the HT lead told the story: the right hand pot was the problem. I stripped the carb down to basics. Float, needle, slide, all looked fine. Refitting it, I spotted a tiny split in the mounting. Bugger. Clearly the



That ride ended at the Auto and Vintage Vehicle Fair, where I was promptly marshalled into the exhibition area. Oh dear.

So, the bottom line: I am so grateful to you guys for all the help and confidence you have given me over the years. It has enabled me to tackle carbs, fault find, and actually repair things myself.

***Thank you both, Peter and Paul.***

**PS:** I have previously had dreadful trouble with Chinese carbs. I've bathed many a gallon (or four litres at a time) of Shell fuel in them trying to get them to work, usually after a hideous struggle with the air filter hoses. In the end, I gave up in sheer frustration and bought Mikunis, the Ram-Air filters are absolutely awesome. I've also attached a picture showing various carb parts that I'm happy to pass on. I don't have the IT skills or the patience to list them on the COC website, but I'm more than happy to supply them for nothing, just the cost of postage.

*If you would like these carburetors, or want to get in contact with David, his contact details are [davidcsenior@icloud.com](mailto:davidcsenior@icloud.com)*

cause. Tried Allen Carbs (hopeless, no replies), then Motocarb (closed down). About to call David Angel again when I miraculously found a spare mount in my box of tricks. It needed a bit of fettling, but after some work it fitted fine. While I was at it, I fitted two new RamAir filters. Balanced the carbs, fired her up and wow. She sounded incredible. No choke needed, and the performance on the test run blew me away. I must have been on one pot for ages.

Of course, just when I thought I had cracked it, the misfire returned. The old HT lead off test left me flying across the garage several times (yes, it hurts). Eventually, I realised all the yanking on and off had loosened the HT lead itself. Snipped it, fitted a new connector, and problem solved. A proper test ride confirmed it, thirty miles without issue. I will probably replace the right-hand lead too, just in case.



## Regalia

The Club is delighted to be able to offer a wide selection of both clothing and other useful items. Phil & Gina Inman hold the stock, posting items to you when ordered or placing a special order with the embroiderers to be sent directly to you.

So, what sort of things are available? The usual T-Shirts, hoodies, sweatshirts and beanies. There are even a few polo shirts. Also Buff-style neckwear, keyrings, badges and stickers. Everything bears the Club Logo and some things are also available with the Star Logo. You can see from the pictures the variety of colours available for the clothing. Just as a point of interest, Phil wears a club zip-up fleece all year round, especially through the winter, and is now into his third, having worn the previous ones out! That's quality and warmth!

We look forward to hearing from you.

Prices are kept as low as possible as the Club only wants to cover costs plus postage, not make a mint out of you guys. price includes PP

- T-Shirts: £15.00
- Polo Shirts: £18.00
- Sweatshirt: £23.00
- Full Zip Fleece: £27.50
- Hooded Sweatshirt: £25.00
- Beanie: £10.00
- Neckwear: £8.50
- Key Ring: £6.50
- Ural/Dnepr Round Tank Stickers £2.00 each
- Ural/Dnepr Gold Stickers £1.75
- COC Cloth Badge £5.00
- COC Pin Badge: £5.25

Various Random Fun Stickers £2.00 for 4

To place an order either use the website:  
[www.cossackownersclub.co.uk/shop](http://www.cossackownersclub.co.uk/shop) and  
PayPal Email: [coc.inman@mail.com](mailto:coc.inman@mail.com) with  
your order then we can arrange payment.

Or use Snail (Royal) Mail:

COC Regalia, 1A Sycamore Road,  
North Luffenham, Oakham, Rutland, LE15 8JL



# Cossack



## Sidecar Day at the Ace Café

Dear HV readers,

On Sunday 17th August, there was a *Sidecar Day* at the Ace Café. I only heard about it a couple of days beforehand from a friend. Phill, from Woodstock, arrived on his Dnepr, having only found out about the event the night before.

Here are a few photos of the sidecars that attended. In one of them, Phill can be seen checking his phone. You might also notice the missing screen on the Enfield/Squire sidecar – it was ripped off

by the owner's Rottweiler! I didn't approach the dog any closer, as it looked rather fierce.



Please could you mention the upcoming **Silver Ball Winter Sidecar Meet** in the next HV and on Facebook, along with any other relevant events.

**The Winter Sidecar Meet**  
**Sunday 18th January 2026, from 10am**

**The Silver Ball Café**

*Reed, near Royston,  
 Hertfordshire, SG8 8BD  
 northbound lane on the A10*

**Contacts:**

Dave Greenwood  
[davidjgreenwood@hotmail.co.uk](mailto:davidjgreenwood@hotmail.co.uk)  
 0777 552 5591  
 Stephen Wood  
[baldybiker@sjwood.co.uk](mailto:baldybiker@sjwood.co.uk)  
 07534 456642

Best regards,  
**David Greenwood**





Jim Turner is looking really happy on the ride out at the Norfolk weekend! He's on one of Little Trevor's old Voskhods, the one famous for breaking down almost everywhere it went. Jim bought it a few years ago. This is the same bike that nearly fell off the trailer on the way to camp, but it survived the journey and is enjoying a well-deserved outing. When Jim goes camping, it's usually a family affair, either with a trailer tent or a well-sorted dome tent. I was very envious in the morning when the smell of cooking sausages drifted across the campsite!

The Cossack Club website features a gallery of photographs — sometimes showcasing the inimitable photography of Webmaster Dave Cox — all organised into albums for easy browsing. It's a great way to see **The Past, The Present, and Into The Future** of the club. If you haven't yet been to a COC camping weekend and are wondering just how much fun you've missed, take a look at the *Club Rallies and Event Photographs* section.

For example, if you're based in the South, check out *The Three Magpies* album (from Wiltshire) then make plans to be part of it **next year!**