

## Ishevsk Planeta Sport

In the 1970s the Russian Ishevsk factory entered a joint venture agreement with the Japanese Yamaha company. The full extent of the Yamaha involvement is unknown, but the end result is in evidence. This first Planeta Sport was 340cc (not 350cc as on the side panels and as often referred to) but a full 30 bhp. The Japanese involvement in the end result was at least as follows: Carburettor – Mikuni 32mm. Forks – Yamaha. Lights and switch gear – Stanley. These were Japanese parts already used on Japanese Yamaha models, NOT Russian copies.

*The comfortable Lada and the tough, reliable IZh motorbike are the most popular Soviet vehicles in Iran.*



*The IZh-Planeta-Sport combines reliability and easy handling with the light weight and speed of a sports motorcycle. Split fabrication system. Distance headlamp, strong rear light, and turn indicators.*

Weight, kg..... 135  
 Wheelbase, mm ... 1,350  
 Road clearance, mm..... 145  
 Overall dimensions, mm. ... 2,050 x 730 x 1,100  
 Maximum speed, kph..... 140  
 Engine power at 5,800–6,700 rpm (SAE), hp. ... 30  
 Acceleration time from 0 to 100 kph, sec. .... 11  
 Maximum braking distance, m:  
 at 60 kph ..... 15  
 at 30 kph ..... 7  
 Fuel consumption at 50–60 kph, l/100 km ..... 3.5

### Ishevsk Planeta Sport 340cc.

The first model in joint venture with Yamaha around 1975

The bike was designed as a solo, although some did fit sidecars to them. The engine was rubber mounted, this isolated the engine vibration from the frame, but at certain rpm there were bad vibes. The brakes worked well, which was a revolution for a 1970s Russian bike. Sadly few were sold in the West, probably since it was rather odd looking and often available in yellow or orange with a dark grey frame.



Left – the engine from the 1<sup>st</sup> version. Note the high quality finish to the die cast castings, the standard Mikuni carb and the rubber mounts at the front of the engine.

The next version was built from parts only made in the USSR. Thus it used a different carb forks and electrics. It seemed to be as quick and as reliable. The frame was also stiffened around the head-stock and swinging arm pivot, to cure occasional weaving of first model.

Later there was a 3<sup>rd</sup> major design change, the gearbox was redesigned and the final drive chain was moved from the right to the left hand side; the reason why is a mystery.

Other changes included a restyled rear light and side panels.

Common interesting features included a gear driven primary drive, a heavy clutch action, sharp edged high rear to the fuel tank (gets your inner thighs!), plastic headlamp shell, speedometer with zero at the top and a horrendously slow gear change, at least on the first model!

There were many rumours of further activities of Yamaha in Russia, such as intending to build motorcycles in Russia, but nothing seemed to materialise.

The Ishevsk Planeta Sport was the bike that should have attracted sales from motorcyclists in the West wanting a cheap high performance mid size sports bike, but it did not – probably due to its individualistic looks. In a strange turn of events the Soviet bike enthusiasts in the West preferred the old fashioned looking bikes, whereas the Soviet factories tried to produce what they thought were Western looking machines – sometimes the customer in not always right!

