

# Horizontal View

The magazine of the Cossack Owners' Club  
September/October 2021  
The Delta rampage Edition



Ja, der Simmerring ist kaputt

**A reader lives a thousand lives before he dies. The man who never reads lives only one.**

## Front and rear covers

In our local paper the other day, I read that Mrs Angry from somewhere or other lost her three month old Range Rover, stolen from outside her house. It was worth £93,000 she said, meaning that's how much she paid for it.

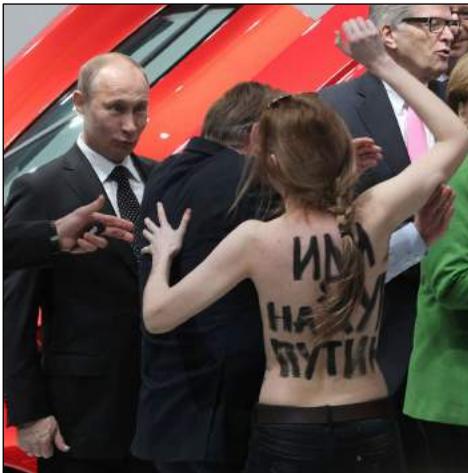
The villains used some sort of electronic scanner to clone her key fob's signal, while it lay on her kitchen worktop, through the walls of her house! She heard them drive away and called the Police.

A few miles away, the villains tried to disable the tracker in the car but cut through the wrong wire and accidentally disabled the whole car instead. They had to abandon it then and the Police found it.

The Police advice was to keep keyless car keys, contactless credit cards and anything else electronic and sensitive in electromagnetically defended safes.

We often joke that maybe we should put tin foil in our helmets to stop the aliens taking over our minds but perhaps the threat will come from closer to home? Will Huawei use G5 to scan our brains and find out what we're thinking? How's that for a conspiracy theory?

Of course we can't get political here in HV but you can have this lovely shot of VP himself amazed by some sort of protest because we have no idea what's written on the protester's back. I know the



last word is "Putin". I think she was ushered away before he got to read it. He said later he enjoyed her persistence, allegedly. Did she have anything written on her front as well? On the subject of Presidents, PJB and his special trail sidecar is the main picture with the irrepressible Dan Nemeth, continued on page 6, below that.

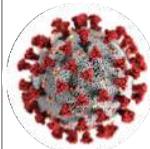
The quote on the front cover is from George R R Martin, author of the books which HBO turned into the mega fantasy adventure Game Of Thrones. This was originally the title of the first book in GRRM's intended A Song of Fire and Ice trilogy. The first book took five years to write and was published in 1996. So far six books have now been published, each taking that long to write. This meant that HBO, anxious to cash in on their runaway television success, wrote two more on their own. Apparently they had to press on because many of their child actors were growing up too fast!



GRRM wasn't particularly impressed with the direction HBO took and he's been quoted as saying he's happy he can forget television and please himself now the TV show is over. I wonder if the man who never reads is as satisfied with the instant gratification of television as the reader is with print.



## Forthcoming events

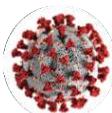


I'm as confident as I can be the **October Stafford** show will run over the weekend of the **9th/10th**.

## Stafford

For the COC, yes there is a classic motorcycle show at the showground but the real treat is Camp Red Gazebo on the campsite. Carl's library might still be shut, he has no internet at home. If you want to speak to him, to offer your Russian for the COC stand, ring him on 01253 720327 only.

The **8th/9th/10th October** is also when some COC members will be camping at Conder Farm Dent. It's a shame the two events clash but for those anxious not to become infected with Covid 19, Dent is probably safer. The post code, for your Sat Nav if you've not yet been, is LA10 5QD.



## A warm welcome to.....

Tony Fay, Bowers Gifford, Essex.

Anthony Atkins, Melton Mowbray, Leics.

Victor Marshall, Chester.

Robert Rendle, Plymouth.

Jez Eales, Maldon. Essex.

John Hughes, Whittington, Salop.

Jim Entwistle, Wem, Salop.

Ian Redpath, Alness.

Gary Stacey, Retford, Notts.

Len Rutter, Totnes, S. Devon.

Colin Martin, Wigan.

David Woollatt Newton Aycliffe.

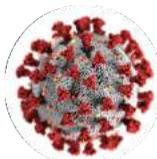
Kamill Baran, Gloucester.

Gary Black, Stafford.

Torquil Ross-Martin, Taunton.

Alexander Charles, Haverhill, Cambs.

John Gailes, Consett, Co. Durham.



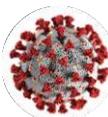
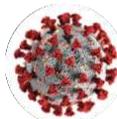
Occasionally I am asked to recommend motor insurance for our type of bikes. I always recommend RH Motor

## Tony Jones Insurance

Insurers. When taking out motor insurance it is always advisable to look further than the headline

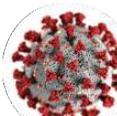
premium. Ad-ons, policy excesses and extensions

can make a big difference over the term of the insurance.



RH Insurance is a division of Hiscox Insurance and they issue policies underwritten by Equity Red Star. Their policies are classed as specialist policies rather than classic or modern bike policies. They are primarily aimed at classic machines, over 20 years old.

Multiple bikes can be added to the policy. For example I recently added a 1994 Soviet Knight to my policy and the additional premium was £5.60 for the remaining seven months whereas a 2006 Ural 750 combo was £140 for seven months.



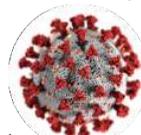
Contact RH insurers on 0333 043 3911 or [rhspecialistinsurance.co.uk](http://rhspecialistinsurance.co.uk) and be sure to mention the Cossack Owners Club. *Check out the November/December 2019 edition of HV, page 29, for a more in depth introduction to RH motor insurers.*



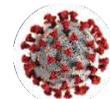
I am a COC member and I'm in the process of setting

up an ebay shop selling spares for these bikes here in the UK. This will be under the name 'Towpath Motorcycles'. This will start modestly but hopefully if things go well will expand so I can offer a decent range of parts. Currently I have access to Jupiter/ Planeta 4 and 5 spares and will be adding some Planeta sport spares in due course. Are there any particular spares that are difficult to source? Or any range of spares you would like to see?

## Gary Stacey



*I emailed Gary with.....Believe it or not pretty much anything is easy to get from Eastern Europe. However, there are no original Russian parts left except for the occasional stash when someone discovers a barn full in goodness knows where.*



*Almost all the parts available on line are Chinese and the quality is terrible. I have a hundred horror stories and I've been supplied with parts so bad they went straight in the bin.*

*I translated the comments under a Youtube video of one of the sites most prolific Russian engine repairers. The comments were originally in Russian, by Russians. They too are crippled by Chinese trash now.*

*Are you going to concentrate on the better quality sources, if you can find some? I can't say there's any particular range of parts I'd like to see but there is definitely a market for better quality. The Chinese are a joke. Of course they could make better parts, but they don't because people are naively still buying the junk. Second hand Russian is much better. There's a lot of interest in IZH now that they're becoming classical.*

*Gary said..... I have been led to believe that a lot of the parts I can get are of Russian and Ukrainian origin. The former potentially factory stock. Quality of parts online was an issue when I rebuilt my Dnepr so it is something I am concerned about. If what I get is junk then it won't be going up for sale. Fingers crossed some of it is of a certain standard!*

Hello there, I hope my email finds you well. I am Josh, I run the company called motorfilm UK. We are suppliers of all types of motor vehicles to the film, TV and creative media industries.

## Motorfilm

We are currently putting together a portfolio of vehicles for a television shoot happening in November. This is for a well known organisation.

We are looking for vehicles that could have been running in the 90s, anything considered from cars to commercial vehicles and bikes. To discuss this further I would appreciate a call if possible.

*If you fancy your bike as a film star, give Josh a ring on 07578630126 or email [info@motorfilm.co.uk](mailto:info@motorfilm.co.uk)*

This could be a Ural with a drive off the end of the camshaft to a bevel box, then a chain down to a sprocket on the front wheel which is also a brake disc, but is it? Whatever it is, it's very neat and tidy.

## Opposite top

Note the eccentric front wheel spindle for adjusting the chain and what must be some sort of sliding coupling or universal joint in that rubber boot behind the fork springs.



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

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*The serially postponed Stafford show is reported from the editorial perspective on page 18. Because of the pressures of time in August, this edition of HV was assembled in July, before Carl sent in his show report. Rather than reshuffle most of the content to accommodate it, here it is, raw, uncut, unedited and complete for you to enjoy just as he wrote it.....*

## Comrade Carl

STAFFORD SHOW. 3 & 4 JULY. The show finally happened & we made our usual pilgrimage to the unholy ground but what a surprise no mud, rain, wind or any other unpleasantness but sunshine & warm temperatures. With the show being on a limited entry it was a lot quieter than usual but we achieved our space on the balcony with a reduced depth but I still managed to acquire ten bikes of different types to entice the public. With all the paraphernalia I carry we achieved a good look & could be noticed from anywhere in the hall. Campsite was erected with all 3 gazebos in place & our new flag erection made us noticeable with all members who came we had no covid restrictions so had fun. As with the show itself due to limited traders the autojumble was very quiet with less pickings. There was also singing group called The Daisy Bells on all weekend who went down extremely well with the crowds even if they were low due to the public being limited to 6000 per day & only 1000 allowed in the hall at any one time but this made it less hectic if not a bit boring but easier to have a talk. With less crowds we had a rare chance of a club grope group photo (use appropriate word). All too soon it was over & we were allowed out early so loading up in the sun was quick & easy & most were gone by 5.30pm all but intrepid Phil Whitney stayed on till morning holding the C.O.C torch. All thanks must go to the members who decided to turn up & display their bikes & give their time to promote the club to a wider audience in this deranged time as I only set out what I can on the stand & without bikes its just stuff. If more members could consider just to display their bikes at least once we can have a different selection each show as there are other bikes which should be seen, also it's a good free meeting place for the club so help out.. Bikes & members.....Me-Riga 4 & Riga 12.. Tony-Minsk m1..Tarka-Izh49..Matt-Dnepr mt1.. Phil-M 63 Ural.. Bill-Ural Voyager.. Paul-Voskhod 2.. Ken-Ural M72.. Paul G-Ural gearup combo.. Phil & Gina-Regalia.. Dasvidanya Comrade Carl...

Over the weekend of 4/5th September the IFA Club are meeting Julian Nowill who's going to guide them round Ed Hughes Eastern Bloc car collection.



Arrival is on Friday 3rd. Saturday 4th features a drive around the beautiful byways of Devon, Dorset and North Somerset "on the regions most scenic and challenging roads". The afternoon is Ed Hughes "electric" collection of cars, near Exeter. A leisurely drive to the revamped Haynes Motor Museum in Sparkford near Yeovil takes place on Sunday 5th. All this is in association with SALT, right. Numbers are limited and booking must be in advance with Mel Holley on 07930391461 or at [memb@ifaclub.co.uk](mailto:memb@ifaclub.co.uk) Participants will receive a full event pack with route maps and intintery. Sorry this is short notice for those of you reading HV but the flyer for the event came in to the HV office late.



If you go, let us know how much fun it was.



Remember Dan from page 32 of the previous issue of HV? Amadeus TV is a Youtube channel featuring all sorts of German motorcycle adventures, mostly in the snow, including of course several enticingly miserable Elephant Rallies.

## Dan

[www.youtube.com/watch?v=k\\_8iDMmb-Jc](http://www.youtube.com/watch?v=k_8iDMmb-Jc) is the 2018 event. Apparently it takes place in some sort of quarry where you can get stuck in the bottom in rough weather. Dan did this. He told us he escaped by cable tying bits of chain round his rear wheel as improvised snow chains. Only some of them flew off during the dramatic, wheel spinning climb to safety, fortunately without hitting anyone.



Five and a half minutes into the video Amadeus is astonished to find the intrepid Dan sitting in a pile of K750 bits. The oil seal behind his clutch failed, In England. He made a catch tray out of half a plastic oil container to collect the leak. He put 14 litres of oil in the engine since England to keep up with it, to get to the rally. Dan explains with the aid of subtitles, for Amadeus' German watchers, that



the oil has soaked into his clutch and he's lost the drive. He expected to have his bike running again that night but makes no mention of fitting a new seal. Was he just washing the oil off his clutch and hoping it would grip while he put another 14 litres of oil in on the way home?



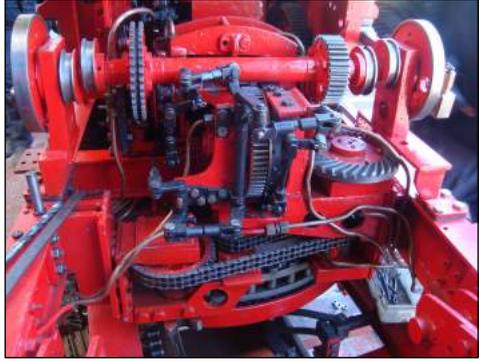
As camp fire entertainment Dan's tales of (mis) adventure are fantastic. Adversity makes all the best stories, even if you court it. He told us at Stafford that all the bolts holding his rear main bearing carrier sheared off, allowing the clutch and crank to fall out, as far as the gearbox let it that is. Was that this trip? I'm sure it was somewhere in Germany. On this trip, he made it to the rally only two days late.

At Ravensnest a few weeks before Stafford, we were enthralled by Dan's trip to Berlin with no charging system. He'd fried all his spare dynamos early on in the trip and carried on regardless by charging up a sidecar full of torch batteries he bought on the way, every night. I think he said he used torches as headlights.

He has an extensive gallery of mechanical disaster pictures on his phone and I would think his K750 would be the Cossack Owner's Club's most rebuilt bike ever, if he was in it. I'd love to show you some of his pics, if someone would like to nag him into sending us some. He was once a COC member but the renewal slipped off his radar somehow. His K750 deserves to be a club member absolutely.



Spare K750 engines in Dan's workshop, above. Goodness knows what fate awaits these, or his other, yet to be registered K750, below.



Above, this is a Halley, under restoration. It's an Edwardian truck and competitor at the time to the more famous Albion.

If you're interested, Halley began production in 1906, in Glasgow. They started making their own engines in 1910 and by 1914 they were one of the country's top 10 motor vehicle manufacturers.



The complicated looking red thing below is a sixth scale model steam crane, made from scratch by Dan and his father. If I remember correctly it's the only fully functioning model steam crane anywhere in Britain, or was that the world?



By 1917 they listed 8 models powered by four cylinder engines. The biggest of these produced 45bhp from an 8.3litre engine with a bore and stroke of 127 x 165mm. This could carry 120cwt or 35 passengers and cost £925, according to something called the Motor, Marine and Aircraft Red Book. The company went into liquidation in 1929 but were rescued for a while by The British Locomotive Company. They went pop again in 1935 when the works was taken over by Albion.

*The following is taken from the July August 1989 Used Motorcycle Guide.*

*It's part of an article called Communist Capers, in which punters recalled their East European motorcycle experiences. This is the Ural 650 part. First, Greg Archer bought a new one.....*

## Jaz

I always had a strange curiosity for Eastern block motorcycles, especially the chunky looking four stroke flat twins. Why, you may ask? Because all most people in the bike world do is take the piss and make ill founded remarks about these bikes. Since owning one I've found that all the slagging off and Mickey taking must've been done by those who never owned, rode or worked on one.

I test rode a solo Ural 650 at Neval's on Humberside in the summer of 1987 and bought one there and then. The first thing that struck me about the machine was that everything was so big and tough. The Soviets obviously compensated for the poor materials available by increasing the size. The frame, wheels, guards, and switches are big and sturdy, a big change from the Japs I'd owned previously.

For a basic price of £895 I got a new 650cc bike with a tool kit to shame any Jap machine costing five times that.

Apart from all the usual spanners, a tyre pump, grease gun, tyre pressure gauge, tyre levers, spark plugs and even piston rings were included.

Neval did offer some optional extras at additional cost, like British electronic ignition, Amal carbs and a choice of either twin saddles or a single seat unit. I opted for stock save for a chrome carrier. I have since realised why Amals are offered, because the

original carbs are awful and spoil the whole bike. They leak petrol and are impossible to adjust accurately. They should be thrown at next door's dog at the first opportunity and replaced with Amals or Mikunis, which transform the characteristics of the motor and also make it easier to start, and smoother.

When new, the engine was very tight and ran hot even at the recommended speed of 40mph for the first 500 miles. Servicing is very important and regular oil changes at 1,200 are a must to avoid engine problems. At 8,000 miles I've had none, with oil consumption being virtually nil.

Some other Ural owners I have spoken with say their bikes use a lot of oil, so my 650 must be a good one. As the miles were clocked up, the engine became smoother and ran cooler. It also starts first kick with Amals fitted.

The Ural sounds like a real motorcycle and it's nice to ride a bike that you can feel working and pulling without the vibration becoming either unpleasant or uncomfortable. Sure, at low revs the mirrors are useless, but smooth out as speeds increase. The stock legshields may look naff but they deflect all the crap from the front wheel away from the rider's legs and feet, which is especially useful in winter. Chromed crashbars are also stock and came into use when I dropped the bike off its stand.

Speaking of chrome, the stuff is not of particularly good quality and the rear shocks had it peeling off within a few months. The paint on the stands is also pretty poor, although the frame has actually got a red oxide undercoat with a good thick gloss top coat. Japan take note.

The four speed gearbox is a bit tractor like, but with the rocker type change lever, a stamp with the heel on the rear pointing bit is sufficient to change up. However the engine has bags of torque and frantic cog swapping is not necessary. The shaft drive is a bonus on the maintenance side and needs no attention apart from oil changes and the occasional grease up.



*Sadly the picture quality in UMG was awful and having been scanned it's worse still. You'll have to imagine what the spectacular Ural tool kit looked like, opposite left. The grainy smudge, opposite right, is included because Greg Archer put his front wheel in the wrong way round.*

The wheels and brakes are identical at each end and can be swapped over to make the most of the tyres. The tyres are adequate for 36bhp, are of a semi knobbly pattern and cost £15 new. In the wet they do slip and slide a bit, so British tyres will be fitted when they do eventually wear out. Recently, a left hander left me sitting in the road, but there was more damage to the road than the bike. Ideal for hunting down Volvo drivers.

The electrics work and are 12volts these days, a big improvement over earlier 6v efforts. The indicators flash at different speeds and have a mind of their own. The regulator/rectifier unit went through a period of refusing to charge the battery, thanks to a chafed wire under the petrol tank.

The twin saddles are original and surprisingly better than more normal seats. They are mounted on rubber blocks which give a good, shock absorbing ride, especially as the suspension does a good imitation of riding a push bike. The suspension is designed for use with a sidecar and only moves when hitting huge pot holes. Top speed is quoted as 85mph with 50-60mph cruising, which makes motorways boring. Winding A roads are much better with the wide bars giving a very upright position.

The Ural is the ideal winter hack and I use mine every day around the city. With minimal maintenance and regular oil changes, it has served well as a cheap, reliable form of transport that is different. The overall look of the bike is an acquired taste, but on traditional lines. Many people have approached me in the street and asked if it's a '55 or '56 model. It's a shock for them to then look at the registration plate.

It has been designed with owner maintenance in mind with no dealer only areas. Simplicity and ruggedness make for a practical bike, which is something the Japanese big four seem to be getting further away from. The Ural won't do 164mph or make young women pant with lust when you approach (!!!), but it is very usable and doesn't cost the earth to buy and run. Provided you junk the original carbs and don't want to tear around like

a maniac then the Ural might be for you. Whatever criticisms, you should remember the purchase price is less than a new Jap 125 and the bike is a lot more practical for everyday use in the real world. It's built tough and will last for years with a little maintenance.

*Simon de Burton, whoever he was, bought a second hand Ural.....*

The Cossack looked every inch the friendly dinosaur it proved to be. The owner had skilfully fitted Keihin carbs and Honda 50 silencers and a Z250 seat. A gentle prod of the unusually positioned kickstart had the docile beast grumbling into life, and we went at a nice casual pace. The square section Speedmasters could easily be tested to the limits of handling down a country road.

At first, I expected a loud bang followed by smouldering engine parts being cast into the road, but my worries were unfounded and we usually made it back to base. One memorable ride the Cossack gave me was two up with my brother to Tan Hill Inn, the highest pub in Britain. We took the farm track route across the moors and covered some pretty difficult ground which the Cossack handles well. The plodding low compression motor gives excellent traction and will pull through almost anything. We even offered to tow a scooter rider whose machine had finally given up the ghost after a fully laden ride all the way from the Kent coast, but I think his pride disallowed the indignity of seeing his Lambretta being pulled by a Cossack.

After a quick clean the bike looked as good as before. I advertised it a while later for £195 and was amazed when someone gave me £150 for it (I paid £95), although later I regretted not having the Cossack tucked away in the garage.



The regret wasn't quite so strong when I spoke to the buyer a while later. Somehow the engine had blown, but he had since replaced it and must still have liked the bike because he refused my offer to buy it back. I'd like another, but even Cossacks are hard to come by for less than three figures nowadays!

## Wadsworth's Websites

Some time in May, Michael attended the MZ double venue camping weekend which began near the village of Warkworth in Northumberland. He says "From our campsite it was about an hour's stroll into the town. A slight problem a weir/ford so I took the footbridge to cross into town."

Michael's next link is to The Castle Brew House where he had dinner, but it's to Facebook which I can't open without an account, so you'll have to be content with a quick look at the front, right.



There are lots of castles in Northumberland. "Wednesday a coastal run north and yet more castles!"



Above is Bynnzi crossing the weir. Michael's first website is [warkworthvillagenorthumberland.co.uk](http://warkworthvillagenorthumberland.co.uk) which tells us Warkworth is historic and on the A1068, a mile from the North Sea. It's surrounded on three sides by the River Coquet, which is why you get wet going there. It's other big thing is Warkworth Castle, right.

"Tuesday mornings it's time for a logistics run to the local store." Below.



"And now on a causeway out into the North Sea! Lots of desert sand in the North Sea?"



The causeway is to the holy island of Lindisfarne. Is there anyone who hasn't seen the hit TV series Vikings? Well it isn't anything like that. Why spoil a good story sticking to the truth eh? One of the MZ "pilgrims" suffered a broken gear lever.

"The 'Bodge Team' goes into over drive. (Tent peg bodge well not really just too bendy!) Next bodge my own 10 mm spanner was used?"



Fortunately they found a welder on the mainland. Having got back before the incoming tide.



[www.newzealand.com/uk/warkworth](http://www.newzealand.com/uk/warkworth) will tell you about the other one, in New Zealand. It's on the North East coast of North Island 45 minutes from Auckland. It looks all crystal clear diving and sun kissed beaches on the website. "Once upon a time I received a speeding ticket from Warkworth NZ on the other side of the world!"

picture was erected by friends and survivors of the 15th Battalion, West Yorkshire Regiment in 1935. It marks the site of the battalion's first camp in 1914.

"We try our luck at Linton. Only I crossed this ford as it was little too deep for the MZs." Below.



"Now Friday and was quite dire with rain/wind and very cool conditions for our de-camp to Appletreewick." [www.yorkshiredales.co.uk/villages/appletreewick](http://www.yorkshiredales.co.uk/villages/appletreewick) can tell you it's in Warfedale, 5 miles from Bolton Abbey and only 250 people live there. It's mentioned in the Domesday Book, flourished in the 14th century as an important market and was home to 72 lead miners in 1865. Cheap foreign imports closed the Dales lead mines soon after, thank goodness for the Annual Onion Fair.



William Craven was born poor here in 1548. He hitched to London to join a firm of Merchant Tailors which he eventually owned. His company produced all the fabrics for the funeral of Queen Elizabeth I. He started a bank, invested in shipping and was elected Mayor of London in 1610. He returned to Appletreewick to die Sir William, Earl of Craven in 1618 with a personal stash of 8 million pounds. He paid for Burnsall Bridge, Burnsall School and the restoration of Burnsall Church.

Above is what Linton Ford looks like with ducks in it. What's wrong with the bridge then Michael?

Next up is Michael's cider drinking trip combined with the Dispatch Rally. Pictured right is Michael's mate Phil. I can't tell you any more than that because he's not featured on a website. The sign says "Ring the bell for awesome cider." There is a website associated with this, it's a link to the trailer for When Eight Bells Toll on Youtube. If you don't know, that's a sort of James Bond style caper with Anthony Hopkins who looks about 18 years old. It's very English. There might be space in the future to tell you about the cider but for this issue, it's on to the Dispatch Rally. Michael's link here is [facebook.com/dispatchrally](https://facebook.com/dispatchrally). It's a celebration of the despatch rider's art and features dressing up, shooting, orienteering (map reading for all you sat nav pilots), lawn racing and off road riding.



"Bynnzi goes out on manoeuvres into the dales," below. Manoeuvres because the cairn in the





"Phil soon finds a friendly Moto Guzzi soulmate! Even the Danes came." Below.



How about this for a skipping rope? No centre main bearings! Below.



Michael's link here is [www.youtube.com/watch?v=3Kqt4BGFCV0](http://www.youtube.com/watch?v=3Kqt4BGFCV0) which is the history of Nimbus motorcycle manufacture after the factory diversified from their vacuum cleaners. Their first model, nicknamed The Stovepipe because of its large diameter, fuel holding top frame tube, hit the streets of Demark in 1919. The four cylinder, 7hp (*bhp?*) side valve engine made it a real ripper. It won the Paris to Copenhagen road race on one occasion by an impressive 4 hours. (*Race on the road? Yep!*)

In 1934, Nimbus launched The Bumblebee, as pictured, with an OHV version of the same engine. They were sold in large numbers to the Police, the Army and the Post Office, 13,000 were made. (Un)fortunately, the Danish economic recovery after World War Two meant that Danish criminals could afford fast cars and the faultlessly reliable but by then, gentle Nimbus couldn't keep up.

The 750cc, 60 x 66mm bore and stroke, 5.7 to 1 compression engine delivered 22bhp at 4,500rpm in the sport model. It drove through a three speed gearbox with dry single plate clutch. The bike weighed 185kg and if you tried hard, might top 75mph. There's one in the Motorworld Museum in Russia in beautifully restored, working condition, opposite top.



This isn't just a green enduro bike, above. It's a Husqvarna 258, specifically developed for the Swedish army and supplied with skis. Find out all about this at [silodrome.com/model-258-military-motorcycle](http://silodrome.com/model-258-military-motorcycle). It's remarkable for having an automatic gearbox, necessary because Swedish soldiers can't change gear. I think that's what it says! The pristine example pictured opposite was offered for sale by auction according to [silodrome.com](http://silodrome.com), with only 47km on its Japanese clock.



The 2021 Adventure Bike Rider Festival was held on 25-27th June. It looks a lot like the Dispatch Rally but instead of dressing up like World War Two, people dressed up like Ewan and Charlie. It featured a marketing opportunity for the major manufacturers, aspiring authors, speakers and celebrities, world class off road tuition, a purpose built 20-km adventure trail round the grounds of Ragley Hall and, how's this for adventure, posh toilets and hot showers! Michael went.

"I first booked and paid for the Adventure Bike Rider Festival in December 2019 so this year I was allowed in after doing a COVID-19 self test (Rapid Antigen Test) and I was negative."



Who is this man, above? No link to him I'm afraid. Pictured below is Michael's late father in Burma.

"Friday I met up with MZ Riders Mark and Harry, possible new future owners of the ?" Above. With this shot is a link to Youtube channel Bike World's test ride of Royal Enfield's new 350 Meteor. There doesn't seem an awful lot to say. You hit the button, sit there for a while then get there. I would imagine it's delightfully cheap to run.



Michael suggests we watch [www.youtube.com/watch?v=pRXP5zr8dmg](https://www.youtube.com/watch?v=pRXP5zr8dmg). This is a WW2 instructional film on how to operate the Norton 16H. A motorcycle is "A straight forward machine, readily accessible and certainly not difficult to understand." Mr Chomondly Warner tells soldiers "To increase the speed the throttle must be turned towards you." I love "As your confidence increases, do not be tempted to show off." The film is spectacularly concise and includes cut away engine models to show you what you're actually doing, fantastic.

Above is "Harry meeting the Oz Dog Kennel Team." [www.thepacktrack.com](http://www.thepacktrack.com) gets you to Stu and Janell's website where they've posted blogs and videos of their round the world travels with some dogs, on BMWs. You can post comments on the site but no one has yet.

"Yes, I was once a very proud owner of a Yam 200 AG." This one, right, was displayed by Riders for Health who are a charity based in Africa. [www.riders.org](http://www.riders.org) is their official website. They provide health workers with motorcycles as simple, easy, low cost transport to enable medical care in the more remote parts of the continent. Below, one of their fleet of Yamahas in their workshop in Basse Santa Su, in Gambia.



isn't space on Shetland for more, anywhere. There's live music every night, silly games, trophies for things and bar vouchers included in the ticket price. I think Club members Matt Woodward and Paul Greensmith have been.

These things, right, are Ducatis. You could have had a go on one. If you try the website below you could learn how to ride one properly.



[www.ducati.com/ww/en/experience/ducati-riding-experience/riding-courses/adventure-academy](http://www.ducati.com/ww/en/experience/ducati-riding-experience/riding-courses/adventure-academy)

The courses take place in Nipozzano, which must be in Italy. They're only 850 euros. There are still places available two weekends in September.



A lot of West Africa rides Yamahas, there's a Yamaha factory in Nigeria.



We don't know anything about the Dnepr/BMW.

Opposite top, "Rider and bike veteran of many ....." The link here is [www.northlinkferries.co.uk/shetland-blog/simmerdim-rally](http://www.northlinkferries.co.uk/shetland-blog/simmerdim-rally). Simmerdim is the Northern Isles word for the eerie twilight which bathes the islands at night around mid summer. The rally started in 1982 and is limited to 400 people, because there



"When I was signing up for the off road course I met with Igor on his Dnepr." Opposite bottom. "Igor had done very little sidecar riding off road so we did the easy route first and then started riding the expert's route. We just keep on ploughing on regardless."



On the subject of real adventure bike riding, Tormod and Klaus from Norway rode round the world on a pair of Nimbus outfits. They were in Minniapolis in 2009 where the bloke they stayed with filmed [www.youtube.com/watch?v=iDChHCMQxEQ](http://www.youtube.com/watch?v=iDChHCMQxEQ)

Below, Tormod pours petrol over his clutch while holding the lever in, to wash leaked oil off his clutch plate? During the video he says he gave up his job and his house. By this time their world tour had crossed Asia. Klaus' bike carried their workshop. Fotoguzzi, the Youtuber, was astonished to discover it carried rods and pistons, and a stethoscope for listening to the engines.



Michael tells me Igor posts stuff on the COC Facebook page.



Right, what you might call a dirty weekend.

Below, the "ford" crossing the river Alne near Aston Cantlow. There's a bloke doing it on a Honda 125 on Youtube, sort of. It looks around 2' deep.



According to Tormod "All over the Western world people are getting less and less practical skills, less and less interest in being able to do stuff to their bike. They treat us like heros or runaways from a mental hospital." Their tale was a facinating parallel with page 6 I thought. Stephanie, (Fotoguzzi's blonde daughter?) said "What's your name Honey?", "Holy cow!" and "I can't believe this thing still drives."



If you're wondering where all these period photos of real Russians come from.....

## Phil Hollis

I find the albums and photos online. Mainly to start with through the international side of Ebay, but once a few contacts are made dealers will drop me an email with items of interest. The albums on Ebay now are often simply way too expensive. I suspect few of them sell. Individual pictures can be better value but you do not get the same overview of service.

I started collecting many years ago immediately after the collapse of the Soviet Union when items were very cheap indeed. Documented medals and awards being a favourite. But also other militaria and social items. Now I think I'm competing with people of the former Soviet Union collecting their history.

The idea of the Russian bikes was an extension of this interest and an opportunity to be involved in something different now I have retired. Something that my brother in law could help with, as he restores Triumphs. I hope by the end of year to be making more substantial progress with a bike or two.

These pictures are from one album. They show I believe Lance Corporal Murlyenko



Ioanu Aleksandrovich circa 1961, when his 'wheels' were a T54/55 series tank. Fast forward to circa 1983 (based on date of other photos in the album) and he is the proud owner of a Dnepr combination.

There must be a temptation to compare tanks to a Dnepr, but I wouldn't dare. Suffice to say that



the 800hp engine of the 36 ton T54/55 could push it to a maximum speed of 31mph on the road. At just 1.5 miles to the gallon though, I wouldn't want to have to foot the fuel bill.



Above. Combination with a soldier from the Transport branch at the controls. I'm not very good I telling these Ural/Dnepr combinations apart. Could it be a Dnepr K-750? I think it's an M72, it has pressed steel brake drums.



Opposite bottom. Two Junior Lieutenants of the Airforce on a couple of old looking, but reasonable sized machines. Nearest thing I could find to right hand machine was a DKW SB 200. I thought left hand machine could be a L-300, but not sure that's right. Maybe it is another DKW.



The photo below looks like an IZH 350. Soviet soldier in charge, possibly from the Engineering or Artillery/Armoured branches as shoulder boards look like they could be black. No date again, but no later that 1950/60s. There is quite an extensive note on the back. *This translated to* "For a long and kind memory of my beloved, faithful and unforgettable wife Marusechka. During the army service, first years. Marusechka, look and remember our love, the one that is difficult to live without and someday

time of our ardent love will come again. Someday we will meet. Please save it. Your husband. Misha + Marusya."

On the subject of dating, John Tickell asked his mates on the Polish IZH forum he belongs to about the Planeta Tarka brought to the Stafford show. This is it, above. He's owned it for a couple of years but not started it yet. It's registered as 1966 but the engine and frame numbers don't match, so what is it exactly?

## Dating

ИЖ-П translates as IZH-P, for Planeta. It doesn't have the 56's rear frame loop so it's a Planeta frame. According to the list of IZH production figures Phil Hollis sent me, IZH made 50,893 Planetas in 1966. They weren't called Planeta 1, although IZH also made 26,027 Planeta 2 models that year. The last 650 Planetas rolled off the production line in 1967 when Planeta 2 production really stepped up with 74,399 made.

The last, single, IZH 56 left the factory with a sidecar on it in 1963 after production peaked in 1961 at a staggering 160,633 that year!



Can we assume that the Д is the correct frame number prefix for a 1966 Planeta? The Polish frame plate below is from ИЖ-П, No Б23581 from 1963. This has a matching engine number. Tarka's engine number is prefixed with И. If Б is 1963 and Д is 1966, and the Russians add years in alphabetical order, then И is 1971. We can thank Phil Hollis for knowing that 1962



was the first year of Planeta production, 55,128 of them. IZH also made 66,966 56s that year, which means the Planeta line must have got going half way through the year, so 1963 is the first full year when 113,119 were made. The Polish bike, below, is entirely credible.

Better than that, IZH made the last 67,579 Planeta 2s in 1971, followed by 23,121 Planeta 3s. The Planeta 3 shares the same styling as the Jupiter 3 we all know and love. Importantly it has the square shaped cylinder head and barrel finning. We think then, that Tarka's bike is a 1966 Planeta with a 1971 Planeta 2 engine in it, and Jupiter silencers.



Pictured top is one the Poles prepared earlier, perfectly Planeta, also from 1963.

Even though it took place on the weekend of 3/4th July 2021, this was actually the April 2020 show, well half of it at least. There were huge gaps out on the field where many of the autojumblers and trade stands were missing and a good number of exhibitors missing inside the main hall. Ominously, perhaps, Bonhams took all three side halls for their classic motorcycle auction which

## Stafford

must have been the biggest ever at Stafford. I can't tell you much about that because without a suit and tie, and a mighty wedge of disposable income, they wouldn't let me in.



Present on the COC stand, above, are from the left, Comrade Carl, Mad Ken Sutton, Tarka, Gina and Phil Inman, Matt Woodward, Junior Greensmith, Bill Green, Paul Greensmith and Tony Jones. We were not required to wear masks on the stand although punters walking round the show were. Note the expanse of empty floor in front of the especially thin stand, to facilitate social distancing. This photo was taken late on Sunday when the main hall was ghostly quiet.

Hand sanitiser was available everywhere and I think the numbers of punters in the hall was limited by some heavy looking security people. The show wasn't anywhere near as scary as I thought it would be. It was in fact, relaxed, easy and probably the most enjoyable show I've been in.



Above, Professor Phil Whitney behind his lovely M63 Ural and Bill Green's Ural Voyager. Bill challenged me for calling his Voyager a 720 in the last Stafford report, years ago now, when it is in fact a 750. Apparently the frame number prefixed by 8123 means that it really does have a 78mm stroke crank in spite of not having the lump in the crankcases for the long throw like the later 750s do. We counted the number of fins in Bill's barrels to compare that with those on Paul Greensmith's 750 outfit and yes, they are the same. Earlier Voyagers have different frame number prefixes, less fins on their

barrels, 82mm pistons and the 650 68mm crank.



Below, Mad Ken Sutton's K750,

Matt Woodward's ex Comrade Carl Dnepr and the editorial Voskod, arduously ridden from Norfolk.



Comrade Carl displayed two Riga mopeds, I'm not sure which model number this is, opposite, but the earlier, impressive quality model, according to



Carl's T shirt, is a Riga 4, Below. Tarka is adjacent to the ever ready tea making facilities behind it.

Bottom, Tarka's Planeta as featured on page 17 and overleaf, the pilot's eye view.





The acrid, stinging smoke from the COC fumagitor, always a joy at night in the gazebo, back at base on the campsite, didn't really happen this time. In July, who needs a fire?

### **Twenty two years with a Ural.**

In 1999 I went to the Spring Classic Bike Show at Stafford with the possibility of buying a bike at the Brooks auction. I didn't have a clear idea of what I wanted. I bid on a couple of two strokes but they went for more than I was willing to pay, but I had already seen the Ural and was wowed by it. I had no idea what it was but could see some resemblance to a BMW and other shaft drive flat twins. The guide price was more than I wanted to pay and I wrote in the catalogue what I would pay which was two thirds of the lower guide price. I had not done this for the two strokes so I must have been a bit more serious about this bid. The auctioneer asked for the lower guide price. No bids. He went down in steps to half the starting price. So I stuck my card in the air and the price went very rapidly up to just below what I had written down, and then stopped. The bike was wheeled away and another one appeared on the stage. I still had my card up. I rapidly took it down and calculated that as I was still bidding when the bidding stopped, I must have bought the Bike!

The odometer said 3000 kilometres. I was doubtful about this because the bike could not be ridden. It needed a hefty wrench to turn the handlebars. Perhaps the head bearings had rusted up. Odd, as the rest of the bike appeared to be in good condition. I got the bike home on the trailer and started researching Soviet motorbikes in general and Urals in particular. On the practical

## **Philip Whitney**



side, I wrenched the handlebars from side to side and pumped the head bearing full of grease. The old grease that came out was clean with no sign of rust. So the bearing itself must be the problem. I stripped things down to get at the nut holding the bearings in. I checked with Uralmoto (Then the spares supplier, now defunct) that they had the head bearings. They did so I tried to get the nut off. No joy. The nut is very big and very thin. All the spanners I had that were big enough just slipped off the nut. Desperate times call for desperate action. So I attacked it with a hammer and cold steel chisel. That shifted it! I later discovered that is the sort of treatment the Ural was built for. I slackened the nut and discovered the steering was smooth. Tightened the nut to a sensible torque and the steering was still silky smooth. No need for replacement bearings. If anyone wants a pair of brand new M63 head bearings, still in their wrappings, let me know.



This experience has been typical of my experience with my Ural. Much joy and some problems. Delete problems, insert



challenges. Often the two combined. For example I wanted to change the gearing from sidecar to solo gearing. I tried all the contacts I could think of. By now I had joined the C.O.C but nobody had the gear unit. Chris Smith had several sidecar geared units for £35 but no solo. Uralmoto said they had solo crown wheels and pinions for £90 but no complete final drive units. I wanted to get a complete final drive unit to avoid butchering my perfectly good unit. I contacted Chris again and said I would buy a sidecar unit and explained that I would get solo gears from Uralmoto. He replied that if I got Uralmoto to send the gears to him, he would swap them over into the unit I was buying, and he would keep the sidecar gears as payment, i.e., no charge. Brilliant. This I discovered was typical of Club membership. If I had a problem, someone would have a solution.

Only twice in 22 years have I had to call out the breakdown service on my insurance. The first time was on a camping weekend with the C.O.C. at The Three Magpies. On the Saturday we had all gone for a circular ride out, stopping for a late lunch at a pub only a couple of miles from the camp site. After lunch we set off for home. After a few hundred yards the engine then developed a massive knocking, as if someone was hitting it with a

hammer. Oh gosh, the bearings have gone, or it has dropped a valve. Clearly something drastic had gone wrong. I knocked on the door of the house I had stopped outside and asked if it would be all right if I left the bike in their front garden.

They were very helpful and suggested I wheel the bike round to the side of the garden where it would not be visible from the road. I rang up the insurance company and they reluctantly agreed to pick me up from the camp site the next morning when the tent was down and everything packed into the panniers and top bag. I was given a lift back to the camp site in a member's sidecar. All went as planned and I arrived back home in a breakdown truck. Not very dignified. All the neighbours saw my mechanical embarrassment.

Heads off, no dropped valve. Barrels off, big-ends fine. Must be the main bearings, so the engine and gearbox has to come out. When the engine and gearbox were split all became clear. One of the countersunk screws holding the clutch together had come half way out and was hitting the gearbox housing and carving a groove. I ordered a new screw. It was so cheap the postage was more than the cost of the screw. The cause of the problem was that all the centre-punching that was supposed to put a burr into each end of the slot in the screw head to lock it was several millimetres from the screw heads and therefore having no locking effect. Loctite and correct centre punching on all of the screws ensured this didn't happen again.

The only other time I had to take the ride of shame was on the way back from a C.O.C. A.G.M. in Rutland. Heading South on the A1 the steering started to feel funny and got rapidly worse. I gently came to a stop, which was not a pleasant experience because the A1 is busy fast road and very narrow at that point and the side had no run off, just a steep bank and a hedge. The H.G.V.s were right at my elbow. I got off and waggled the



front wheel and it was obvious the bearings had totally collapsed. I nursed it along for about a quarter of a mile, getting into the hedge as much as possible, to a side turning which led to a supermarket with a welcoming car park. The Ural and I were transported home.

I then discovered the inner races of the bearings had friction welded themselves to the spindle, so there was no way of removing the spindle to get the front wheel out. I tried all the methods of brute force that I could think of. Nothing worked, so a more drastic approach was needed. By wedging a piece of wood between the lower part of the fork legs I managed to open up a gap of a millimetre or two between the wheel and fork, exposing the spindle in the gap. I used this gap to cut through the spindle using a steel cutting disc on my angle grinder to get the spindle out in two pieces and release the front wheel. I could then get the mangled bearings out. The cause of the problem was total lack of grease. None in the remains of the bearing and none in the surrounding areas where melted grease would go. Lack of maintenance you might say. But there was no nipple to give the bearing a regular squirt of grease. The rest of the bike has lots of lubrication nipples but none on the wheels. So as well as fitting new bearings and spindle, I drilled and tapped a hole and fitted a grease nipple. A satisfying solution to an assembly omission. Fortunately the Russian spare parts were cheap. I have checked there is grease in the rear hub but have not got round to fitting a grease nipple here.

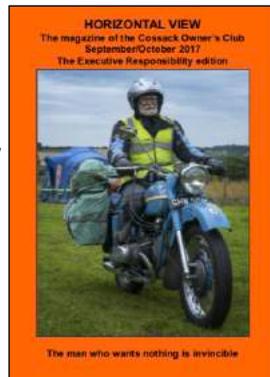
The only other significant problem has been an intermittent electrical problem which cause a weak spark resulting in poor running. This turned out to be a worn commutator in the dynamo. Before getting to the root of this problem I had replaced the battery (which was quite old) and the voltage regulator which seemed to be doing odd things.



A new dynamo, regulator and battery solved the problem. So I think three significant problems in twenty year of riding a fifty year old bike isn't bad.

I had one little problem that was quite fun to fix. The seam at the front of the petrol tank round the headstock either hadn't been welded or more probably when they cleaned up the weld they ground it away entirely. This was only a problem if the tank was filled absolutely to the brim. I only did this if I was going on a long run. I tried various resin treatments but none worked. So I cleaned a strip round the top of the tank and underneath in the channel for the frame top tube back to bare metal. Then the fun started. Shaping a piece of copper to go round the top and then underneath into the channel. This took me back to when I was about 14 years old and was taught how to make a copper napkin ring by repeatedly beating and annealing until the desired shape was achieved. I really enjoyed this both at school and in making the plate to repair the tank. The heating, tapping, test fitting, over and over till I got to the right shape was very satisfying. Then I got out a very large electric soldering iron that probably dates back to the Second World War. It predates the universal use of plastic with a turned wooden handle including a wooden thread to the cap where the wiring goes in. With this I could tin the tank and the copper repair plate. Some old plumbers solder (which melts to a paste before going liquid) enabled me to solder the pieces together to make a petrol tight seal. This is only visible as a raised narrow band round the tank behind the headstock which looks as if it's original. A most satisfying job.

I have described the problems but have not mentioned the enormous amount of pleasure I have had from the bike. I will list some of the high spots. There have been many happy camping weekends with the C.O.C. south to the Isle of Wight, north to the Midlands and west to Pembrokeshire. For proof, see the front cover of Horizontal View winter 2009 of the bike parked up on the Pembrokeshire coast and September/October 2017 arriving at the campsite near Rutland Water. These happy weekends include attending the A.G.M in various places as well as some great



weekends at the Three Magpies near Devizes. The pleasure of these weekends is not only riding the bike but meeting up with old friends and making new ones. I also own a Sunbeam S8 and for variety attended a couple of Sunbeam Owners Fellowship meetings on the Ural to show the Sunbeam owners a variation on the in line crankshaft and shaft drive theme.

I've taken the bike to countless classic bike shows at Stafford. I think it was the very first C.O.C stand organised by Carl Booth (ACA Comrade Carl) that I first took it to. There were only three bikes on the stand. I have to admit that I have taken the bike on a trailer to Stafford, so that I could take it with a cover on and have it clean and tidy on the stand.

In 2005 I was astounded that it was awarded a trophy for the "most original bike" at the 12th Classic and Motorcycle Mechanics Show at Stafford. For a number of years I have taken all my bikes to a local fete but it is always the Ural that gets most interest. The kids want to sit on it, then the parents want to photograph them on it and the husband want to know more about the bike and its history. In all a crowd pleaser.

Despite these good times I have decided to sell the bike because it is getting too heavy for me. (More accurately I am getting too weak for it.) However to keep the good times rolling I have purchased a fifty year old Voskhod 2 to sort out and get on the road. It's a bit more my weight. I am hoping to get about £2,200 for the Ural. This includes a complete sidecar geared final drive, manuals and a motley collection of spares and of course the trophy. It is garaged near Godalming, Surrey.

If you'd like to buy this beautiful time capsule, email your HV editor, details on page 4, and I'll pass you on to Philip. The photos taken at the recent Stafford show, on page 20, are what it looks like now. Those on page 21 were taken at the AGM at Wing in 2017, and those on pages 22, 23 and inside the rear cover, were taken at the Red Star Rally at Market Harborough in 2008. It hasn't changed very much over the years.

## Faebhean Kwest

Bit of a garage clearance, any use to 'Cossackers'? Make me an offer or swap what have you.



Seat, cracked tube, needs a spot of weld otherwise fine. Carb tube, sidecar bottom clamps, handlebars (Ural M66?), light fittings, some tatty sidecar fittings, not needed on voyage. The white cloth is included in the price! *Email your editor, details on page 4*



The club is sad to announce the passing by one of our close members, David Young. The club sends it's condolences to his wife Anna.

## David Young



Here's Anna..... "Sadly David passed a couple weeks ago. I will be selling his 1971 Dnepr and sidecar (plus replica machine gun). Above. This is a picture of myself and David on his beloved Dnepr. There is a picture of us in the June 9th copy of MCN. Sadly he passed on the 6th so didn't get to see it. He was an amazing guy with a wicked sense of humour just taken way too early.

If anyone is interested in buying David's Dnepr contact your HV editor, details on page 4, and I'll pass you on to Anna.

*You might remember Mick's Dnepr/Ural project from the July August 2020 edition of HV, it was on the front cover, and on page 22. It's had lots of adventures since then.....*

## Mick Smith

On a Sunday run out on my Dnepr I noticed that the engine momentarily emitted a rather strange grinding noise which then disappeared. This happened on a number of occasions. It totally baffled me. No power was lost. I couldn't find anything wrong.

After another run out the noise started again and this time the engine started to run very poorly. I turned back home and left the bike for an hour or so to cool down. When I tried to restart the engine it wouldn't start. Something seemed wrong when kicking the engine over. There was no compression on the right hand cylinder, so off came the rocker cover.

Nothing obvious until I checked the valve gaps, they were rather large. So off come the cylinder head where I found two bent valves. On closer inspection it turned out one of the rocker shafts was seized and held one valve open. That must have been what was making the odd noise until it locked. The piston was marked and again to my surprise it also bent the conrod. So having little spares for this Ural engine I set about my new project using a new later Dnepr 650 engine.

With my Dnepr now sorted and running well with its newly rebuilt engine I started to think about how to improve its performance. Standing back and looking at the large space behind the engine I got to thinking what could go in there? A TURBO!



So off I went as usual gathering as many parts as possible that I had from other projects. I planned a system and fabricated a very basic draw through using a small IHI turbo from a Subaru Forester I think?

A drawthrough was chosen as a blow through, although better in every way, is a little more complex with fuel pump pressure regulator and carb mods etc. Only having a six volt system did not help as I would have had to change to 12 volt to run a good fuel pump. *(Is a draw through where the turbo sucks on the carb and a blow through where the carbs is downstream?)*

After lots of welding, cutting and a welding tan (*sunburn*) I finished off a basic system. Fuel was turned on then ignition, a good hefty kick, more than one! And nothing. It would not start but eventually it fired and slowly started to run. The pickup was really slow so I drained the oil out of the Subaru dash pot and that improved the pickup alot. I ran the oil feed to the turbo from the oil light union with a pressure gauge. When the engine was



needle was spot on. The K750 runs the supercharger at just under 1.5 ratio which was perfect as this would produce about 7/8" of boost.

warm it was showing 15 to 20 pounds. The next thing was to test the bike. Riding out of my garage and just getting out of my drive the engine seized. Back up into the garage, a cuppa tea and let it cool down. I inspected the cylinders and the right hand big end had locked, the turbo had locked too. So I laid the bike up for a couple weeks.



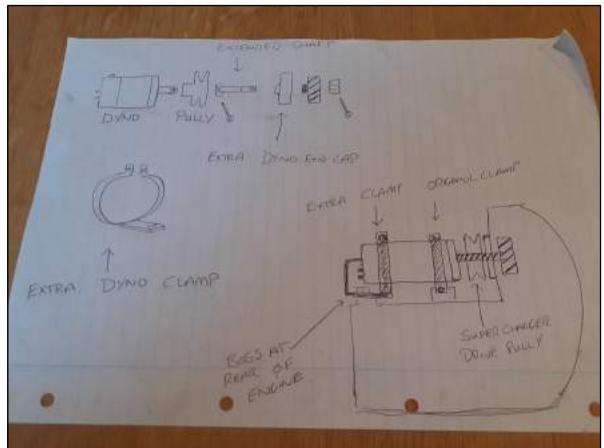
The cost to put the engine right was much greater than my enthusiasm. I had many spares new and good second hand to build a k750 side valve engine and have fitted that. The bike now is running great.

The whole set up is fairly basic, *above*, and very simple with the usual welding and bracket making and lathe turning. I'm pleased to say this project is a complete success. Boosting at around 8psi it has doubled the bike's performance. It climbs hills effortlessly and acceleration is brisk. Fuel consumption is better than the K68s that I had fitted. It has a faint whine of course, all in all a good project. Now what's next?.... Nitrous oxide.



Having rebuilt a very nice k750 engine I still wanted to up the performance. I knew of the Aisin AMR 300 or 500 super charger, very small and suitable for a 750cc motorcycle and fairly cheap. Having pipe work and general bits and bobs from the failed turbo project, I started to look at how I can run a pulley from the dynamo to run a side mounted super charger. Some measuring was done and all looked good so a super charger was ordered, an AMR 500. I was very pleased when it arrived.

The whole job was fairly simple. Even using the SU carb using a M metering



With the super charger being belt driven the power comes in as revs rise so more power over the rev range. Older turbos can be laggy but modern turbos are very advanced now and in some cases can almost match super chargers in power delivery.

Sadly my attempt at the turbo failed but I know from experience it should have worked? Not sure what went wrong, may be too low oil pressure or dirt in the system. I could not see. I gave up fairly quickly not having many spares for either engine but plenty of spares to build a cracking side valve also the super charger has its own oil bath so no messing around with oil pipes. In short that's what I did, a super charged K750. It's not a rocket ship but a vast improvement over standard. There are four stories in one. An engine that first went wrong, the turbo engine that failed, the standard K750 engine then the super charged K750 engine. Up to this point a complete success until I start winding the boost up?



I would highly recommend this brake conversion. I also purchased barrels and I believe forged pistons as well with valves and springs etc. The quality of this stuff was excellent in my experience and have had no problems, even carbs have been good. Although I did have problems with the early style carburetors from China. It's a shame you guys live such a distance away. You could then see my hotch hotch mad set ups up close.

By now every one should be comfortable with the fact that the AK 47 assault rifle is IZH's most prolific product, but did you know.....

## Kalashnikov

Mikhail Kalashnikov grew up in Siberia and as a young man, walked 500 kilometres west to find work, ending up in a tractor factory.



The front disc master cylinder is bolted on the right hand fork near the top. It's cable operated and it works really well. They make a lot of this stuff for the Chang Jiang and sell it as kits. I had to use a U clamp to bolt the disc caliper mounting plate to the forks as the kit is made to fit the forks with the protruding boss. It works perfectly. I have purchased other parts for the K750 from China and they have been very well engineered. They also do a rear disc conversion but it only fits the coke bottle hubs but I think they could be modified to fit full width hubs? The disc is made with a boss with a spline that slides into the male spline on the wheel.

He was drafted into the Tank Corps in 1938. In Autumn 1941 he was wounded and spent a long time in hospital where he listened to other soldiers' dissatisfaction with the current Soviet infantry weapons. Upon his discharge, Kalashnikov designed a sub machine gun which was not adopted by the Soviet military but they were impressed enough to give him a development job.

Just after the end of WW2 Aleksei Sudayev, Russia's most revered weapons designer, died. The Soviets hatched a plot to hold a competition to find a new one. Initially there were 15 contestants but each was given code names to hide their real identity. This was so well known or connected entrants would not have a political advantage. The judging commission had no idea who made the weapons they were testing.

One weapon stood apart from the rest in that it was designed specifically to work with components which fitted together loosely, so it could get full of mud, sand or water and still work. It also featured a one piece bolt carrier and gas piston, simplifying manufacture and maintenance. Like all IZH products, AK47 means designed in 1947, available in 1948.

After the Soviets left Afghanistan, an AK 47 cost \$15 secondhand. These are now worth \$1,000 in working condition in the Middle East. During the Soviet occupation of Afghanistan the USA supplied the Mujahideen with Chinese build copies.

Although fully automatic rifles are illegal in most US states, if you know how, \$3,600 gets you an AK47. Each year 250,000 people are killed by bullets fired from one of the 100,000,000 variants so far manufactured. At the age of 93, Mikhail Kalashnikov said "I only wanted to help protect my country's borders."

According to Russian government funded Youtube channel RTД, "Almost all the assembly force in the IZH factory in Ishevsk, who built the later 5.45mm (AK74) version, were women "They handle the mechanical operations requiring constant attention better than men." Would you believe IZH make an electric version which fires plastic balls for pretend soldiers playing "Airsoft" games.

Eugene Stoner, designer of the Colt M16, the US military's contemporary choice, received a dollar royalty on every unit sold and made millions. Unless you're a gun nut, you won't know his name. Mikhail Kalashnikov was venerated as a national hero instead of being paid. When the two met in 1990, Stoner told Kalashnikov that his design was required to work having been dropped 11' onto a concrete floor. Kalashnikov joked that if his design hadn't passed that test, they'd gave dropped him 11' onto a concrete floor!

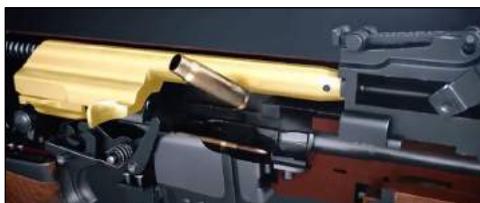
In the top picture opposite, inside an AK 47, the yellow piece is the hammer, rotating clockwise pulled by the twisted wire which serves as both



trigger and hammer spring. The trigger's catch has just let go of the lug on the back of the hammer, which will hit the firing pin.



After the bullet passes the gas port, gas pressure pushes the gas piston backwards before the pressure drops when the bullet leaves the barrel, above.



The gas piston pushes the bolt carrier back too, ejecting the spent cartridge, above, before the bolt returns, collecting the next round off the top of the magazine, below. The yellow part rotates to lock.



At the same time the bolt carrier resets the hammer to its starting position, bottom.





The lever on the right, above, is tripped by the returning bolt carrier to allow the hammer to slip into the trigger catch at the moment the bolt locks the next round in the firing chamber if the trigger is released. The fully automatic fire lever on the other side of the weapon holds the rear catch back allowing the hammer to whack the firing pin again. Matt Rittman is the man behind the graphics which can be viewed, animated on Youtube.

Apparently this mechanism was so reliable that US soldiers in Vietnam abandoned their jammed M16s in favour of AK47s recovered from fallen Vietnamese.



The hawk-eyed amongst you will notice the model pictured right has the light weight tubular steel stock, retractable for easy storage.

Free to collect, twisted and damaged sidecar body off Dnepr 16, *opposite*.

Welded and resprayed four weeks before head on accident. (I am ok, only a few bruises.) Could be repaired with a lot of effort and time. Could be used as a garden planter or whatever! *I asked Stephen if he'd been traumatised by the experience. He said.....*

**Stephen Coppin**

Thanks for your concern over my well-being. The accident happened on a country road near Lancaster. A motorcyclist on a big Yamaha traveling too fast around a corner, couldn't keep to his side of the white line and drifted a couple of feet on to my side of the road. His front wheel collided with my foot step into the sidecar, we stopped



instantly, all I remember is getting up off the tarmac and pushing my machine to the side of the road then seeing the other biker led out flat in the road close by. Turning again I saw the imprint of his body in the car bonnet behind me and the cars windscreen stoved in.

Police, paramedic and then air ambulance. The other rider was badly concussed and air lifted to hospital, he has since admitted liability. I ended up with a grazed leg, a couple of sore ribs and bruising and extremely stiff the next day.

Insurance has assessed the damage, side car tub and bike screen and seat mounts and paid out well. I have since located a second hand tub and had it stripped and powder coated, a new screen from Dave Angel and the bike is now back on the road.

Yes, it was John Denny's old bike which I had spent the last 6 months refurbishing. (a lot of money). I had only been out on it three time when the accident occurred. I don't know how I managed not to kick the other rider when he was flat out on the road. I suppose common sense prevails, there were plenty of witnesses so it's a good job I kept my cool. One thing on my side is that the police motorcyclist that attended the scene is a close neighbour of mine.

Psychologically I am fine and ready to start rallying again. I am glad my sidecar is mounted on the righthand side otherwise I would probably be dead. Now I am iffing and butting should I find out the other rider's address and write to him or contact him in some way?

I am sure the Yamaha will be a write off because on impact his front alloy wheel smashed, forks bent back into smashed radiator and top of his steering head bearings ripped out of the frame. I was Lucky.

Faebhean Kwest had his Dnepr outfit smashed up by a crazed French driver in France. He was injured and in a moment of haste decided he would stop riding and told DVLA his bike was scrapped. He thankfully recovered (mind and body) and got his enthusiasm back so decided to restore the bike with David at F2.

**PJB**



I and Faebhean then wrote many letters to DVLA to get the scrapped reversed, we won! This prompted FBHVCs to tell members that it is possible to 'unscrap', they have an example!

*Faebhean himself told HV "Absolutely wonderful and sterling assistance from Peter Ballard. I couldn't have done it without both him and the terrific COC backing me up. Give me a shout if I can tell you about my Saga." Apparently it involves French president Emmanuel Macron himself. Maybe there'll be more later.*

*There were six examples of this, Pinterest.com in this case but also including vehicles sales sites, and Peter's own research into factory frame numbers compared to years of manufacture. It's not fair to expect the COC to trawl the internet for you, it requires determined commitment. Peter said.....*

*"Owner is very pleased. So another example of what works with no old reg doc. Took eight weeks though submitted end May!" That'll be Covid then.*

### Cossack Owners Club Date and Identification Certificate

<p>Owner: Anthony Eversand</p> <p>Sorry, no private addresses in HV!</p>	 <p>Left: Photograph of the motorcycle</p>												
 <p>Above: Photograph of the frame number stamp. This matches the frame number on the frame plate.</p> <p>148984</p>	 <p>Photograph of the engine number.</p> <p>161866</p>												
<p>Above: Photograph of the frame plate plate. This shows the manufacturer's make, model, frame/id, 'cc' and year of manufacture.</p> <p>Make: KMZ Model: M72 Year of manufacture: 1956 Frame/ID No.: 148984</p>													
<p>Manufacturer's records: Some of the Soviet, Russian, Byelorussian and Ukrainian factories will release manufacturing records. BMZ and UZM in Russia still exists but will not release records. KMZ in Ukraine closed around year 2000 and no records exist. MMZ in Belarus still exists but will not release records. The Cossack Owners Club has kept records of members motorcycles since the 1970's and these are used to authenticate the same motorcycles in later years.</p>													
<p>Other notes:</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: small;">Identification:</td> <td style="font-size: small;">KMZ</td> <td style="font-size: small;">Source: Frame plate.</td> </tr> <tr> <td style="font-size: small;">Make:</td> <td style="font-size: small;">M72</td> <td style="font-size: small;">Source: Frame plate.</td> </tr> <tr> <td style="font-size: small;">Year:</td> <td style="font-size: small;">1956</td> <td style="font-size: small;">Source: Frame plate.</td> </tr> <tr> <td style="font-size: small;">Frame number:</td> <td style="font-size: small;">148984</td> <td style="font-size: small;">Source: Frame plate &amp; frame stamp.</td> </tr> </table> <p>How linked: Photographed on frame.</p>	Identification:	KMZ	Source: Frame plate.	Make:	M72	Source: Frame plate.	Year:	1956	Source: Frame plate.	Frame number:	148984	Source: Frame plate & frame stamp.
Identification:	KMZ	Source: Frame plate.											
Make:	M72	Source: Frame plate.											
Year:	1956	Source: Frame plate.											
Frame number:	148984	Source: Frame plate & frame stamp.											
<p>Certified by Peter J. Ballard, CEng, MIBSocE, 9 Burn End, Mansfield, Chappotham, Wils. SN14 8PE, President, Technical Advisor &amp; holder of the Cossack Owners Club Machine Registers.</p> <p style="text-align: right;">Signed Date: .....</p>													

*The above dating certificate was submitted to DVLA as part of an age related registration claim with no original foreign documentation, but supported by internet research as pictured above.*

*If you want to age related register your old Russian with no foreign documentation, doing this necessary work is worth it. The FBHVC has now been officially appointed as a "stakeholder". This means DVLA will work with them in adopting sensible vehicle policies. Here's DVLA.....*

*"When applications for historic vehicles cannot be processed using the usual methods, we consider each case individually on its own merits. If required, we also provide guidance to applicants on how best to proceed with their application if further evidence is required. Applications that may not have all the expected historic documentary evidence are considered taking into account all the available evidence so as to build a picture of the vehicle's history. Where appropriate, these vehicles are able to retain their history."*



I have some more info on the Wasp outfit shown on page 18 of the July/August HV issue.

## David Greenwood

Wasp actually manufactured the whole sidecar. It was a monocoque construction with no chassis. They only made a few. Some were hard top and some open as the one shown. They are quite rare as not many were made. Wasp also made the forks and the fittings and the wheels were also supplied by them. They assembled most of the whole outfits ready for sale. At the time BMW K100s were popular for sidecar use and Wasp made complete outfits, they manufactured a sub frame as K100s had no lower frame.

A few years ago while at a rally at the Three Magpies, a few of us drove over to the Wasp works near Salisbury. Mark the owner told me he was considering making a batch of about another five sidecars but I think it never happened. At the time they were busy making leading link forks and Metisse frames. The rake and trail are very different to the standard solo. After fitting a sidecar the steering becomes very heavy (especially on some of the big Jap bikes). Wasp reduce the trail to lighten the steering. I had their forks on a Trident combo in the 70s and the top and bottom yokes were fixed, welded to the fork legs for greater strength. This was standard practice on their Wasp motocross outfits.

*Pictured below is a set of Wasp forks. It looks to me as if the pivot point might be eccentric. Would that facilitate some fine rake and trail adjustment?*



The day meet that Mick Wadsworth was writing about was a Yorkshire Sidecar club event. Paul

Chadwick is from Swadlincote in Derbyshire and I have known him for many years. He is a keen biker, sidecarist and rally goer.



On another subject you may remember that in an earlier issue of HV. I was moaning about the modern petrol that had rotted all my fuel lines and caused sticking floats while out on a run. A friend found that the 'super grade' petrol lasted longer when left in the tank. So I have been using that and also added 'Startron' additive as recommended by David Angel. I was also advised to run the engine after turning the petrol off until the engine stops (when leaving the bike stored). As my Ural only has a vacuum fuel tap that is not possible.



David Angel supplied me with an inline tap and a filter which I have fitted along with new fuel pipes. *Couldn't you just nip the vacuum tube with a pair of pliers David?*

I am still not going out much on the bike as my wife is shielding due to her low immunity. However, I am hoping to do a few day meets in the future where possible. *I'm sure the whole club wishes Anne Greenwood well.*

A few days ago I received an Email which I am enclosing of petrol that can last for three years. It seems it is aimed at classic racers. It could be an alternative but storage could be a problem!



R Storage Plus fuel is sold by Anglo American Oil in the plastic 25lt cans pictured opposite and will cost you about £2.50 per litre. aaoil.co.uk will terrify you into believing that the soon to be introduced 10% pump fuel will eat the aluminium, bronze and zinc your carbs are made of as well as dissolve your fuel lines and float valve tips. How quickly it will do this remains to be seen. From a racing point of view, ethanol is a worry because.....

"Methyl Alcohol (methanol) and Ethyl Alcohol (Ethanol) are great fuels due to their high oxygen contents. Methanol has in the region of 50% oxygen and Ethanol around 33% making them cool burning but low energy fuels. Saying that, thanks to their cool burning and "built-in" oxygen their lower energy can be compensated by flowing a much greater volume of fuel. Whereas Methanol is mostly used straight, Ethanol is mostly used as E85 meaning that 15% of the E85 will be single or double bonded hydrocarbons and the remaining 85% ethanol – as long as we are talking racing E85R. It is very important to understand that E85 sourced at fuel stations very rarely are E85. In the winter they are more likely to be E72 and in the summer E82. The reason for less Ethanol in the winter is due to the fact that it would be very difficult to start a car on 85% ethanol when ambient temperatures are below freezing. However, due to big variations in pump fuel E85 it is not at all recommended to use pump E85 as a race fuel."

Whether or not you consider buying fuel in cans and paying for it to be delivered, safely (!), to run your low compression, slogging Russian on, is up to you.

By the way, I read an article in the MZ riders club mag by Andrew Long about the future of internal combustion in a world rushing headlong down the all electric route. He said something like one in seven new cars sold in the UK now is electric and take up of the new technology is likely to be exponential once the infrastructure to support it is put in place. If you're interested and can be bothered to type.....

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1002285/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002285/decarbonising-transport-a-better-greener-britain.pdf)

.....into your browser, you can read our government's ambitious plans. These include not just knocking internal combustion on the head but encouraging people to walk. The plan is apparently

to rely on hydrogen as a fuel for heavy road transport and aeroplanes by 2040. Something called the SMMT expects 46% of vehicles on UK roads to be "zero emissions" by 2035, when the last piston engine motorcycle will be stuck on the showroom floor. Calling anything which has to be manufactured zero emissions is mildly stupid to be honest but this is marketing after all.

Andrew Long wondered where we'll be. If the uptake of electric vehicles takes off, petrol stations, parts suppliers, service stations and even the roads themselves might disappear. Without the thrill of internal combustion, driving will be a bit like cleaning your carpets or washing your clothes and cars themselves just an appliance. Will pride in ownership and the whole culture of cars to aspire to disappear too? Who'd buy a self drive car?

As battery range increases and charge up times drop, there'll be no real world excuse for claiming internal combustion is better. Then, we'll be pushed to the fringes of society even though, according to the .gov.uk discussion, we only account for 0.4% of current carbon emissions from transport.

Which way will it go? Either enough people will hang on to their loved ones and make the continued existence of some sort of limited support system commercially viable, or we'll have to buy petrol in cans at prohibitive prices. We'll only be able to ride as far as our petrol tanks allow because carrying petrol in tins will certainly be illegal. It almost is now. Perhaps you should go to every rally you can, while you can? What do you think people?





"This is the speed it went? 90? I did 90!"



Russian! They're changed a lot inside and to keep up with the engine, there's two for record breaking, as on page 33.



These pictures are from a film made by Simon Mozgovi called Salt from Bonneville, about two Ukrainian friends, Maxim and Nazar and their 1951 IZH49. The film did the rounds of film festivals in 2019 but as far as I know, isn't on general release yet. Blame Covid for that.



The speed record attempting 49 was home prepared in a garage just outside Kiev and the film is as much about overcoming the difficulties of actually getting there as much as it is about racing on the salt.

I can tell you the cylinder head was welded up then a new combustion chamber machined into that. The bore is much larger to maintain 350cc with the short stroke crank, using a special piston made of nice metal.

The engine uses a reed valve but the lads wanted to use the standard K28 carbs for the sake of keeping it all

Electronic ignition is not allowed in this class, so it has a magneto with points system from a CZ motocrosser. The main frame loop also has to be standard. The exhaust system is designed to work between 4,800 and 5,500rpm, flat out of course. There are no silencers.







### 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 are also available.



### Hooded Sweat Shirts

£21.50 These are normally on an order only basis.

## Regalia

### Woolly Hats

£8.50

The woolly hat is the knitted type.

This is an essential bit of kit for any club member. Standard Club Logo or Star Logo.



regalia@cossackownersclub.co.uk or on 01780 720420



