

Horizontal View

The magazine of the Cossack Owners' Club
March/April 2020

The Best Laid Plans edition



If you haven't then you should, these things are fun and fun is good!



Front and rear covers

Theodore Seuss Geisel was born in 1904 and wanted to be an English teacher. He went to Lincoln College Oxford to study English Literature but persuaded by his future wife, who he met there, not to bother because she thought his rapier wit and graphic charm would do more good elsewhere.



In 1954 Life magazine published a report of research into the poor levels of literacy in school children which concluded children's books were boring. Geisel was commissioned to write a book using only 250 key words and nine months later presented *The Cat in the Hat* to enthral generations of grateful kids using only 236!

A survey in 2009 recorded that *The Cat in the Hat*, *Green Eggs and Ham* and *One Fish, Two Fish, Red Fish, Blue Fish*, from where the front cover's quote comes from, written in 1960, outsold all other children's books clocking up 540,000, 452,000 and 409,000 copies respectively.

Geisel was a confirmed Democrat and during WW2 turned his talents to encouraging Americans to view their nation in terms of a world perspective rather than the isolationism and racism he thought impaired its ability to help. He likened the nationalistic America First movement to Nazi Germany! I wonder how he'd feel about current concerns?

The main picture was obviously taken in some museum somewhere and is of a beautifully restored example of one of a long line of IZH ISDT, enduro and motocross machines. The editorial library has lots of pictures of these and it would seem off road sport in the Soviet Union was very healthy and prolific. All Soviet factories always have produced both road race and motocross or enduro customer models as well as factory specials, but because I don't read Russian, we'll just have to figure it out from the pictorial evidence.

For example, we can see that the chassis is dedicated off road kit and nothing like a Planeta although it still looks like there's a Planeta engine in



it. However photographic evidence would suggest the real deal might have been a bit livelier than that.

We think this model is early 1960s. So what's the difference then? More pictures and wild speculation in a later issue, see page 6. On the



subject of later issues, the rear cover features, I think, one of the bunch of Russian mates who rode from Russia for a trip down the Nile Valley into East Africa and then South from there, politics allowing. We featured the trip in the Autumn 2005 edition of HV, in one of its previous incarnations but not this photo. I'm assuming it was taken at the same time.

Inside the rear cover is another peach from the Chris Drucker Archive. It's a Russian sales brochure for the very slowly evolving but still beautiful IZH Planeta 4, apparently now delivering 20 bhp!

Phil Rushworth, Gina and Phil Inman are under the wailing wind sculpture on the moors above Burnley.



Forthcoming events

On April 10-12th the MZ club will be under canvas outside Appletreewick in North Yorkshire

Howarth campsite, Skyreholme, Near Skipton BD236BE The site is on a working farm about 3/4 of a mile outside Appletreewick with all facilities. This little village has 2 pubs, The Craven Arms and The New Inn. Both good places to while away an hour or two. The Craven Arms has a splendid heather thatched cruck barn attached as a dining room. The New Inn hit the headlines in the 80s being the first pub in the known world to introduce a smoking ban. Duncan on 07453777122 to find out more.

24th April 2020 The Jet miners camping park, Great Broughton Stokesley TS97ES

You only need to book with site on 01642712642 if you intend bringing a camper van. £5 pppn three pubs in village. More details please ring Glen on 07596556070

In June we shall be in The Dales again at Askrigg on the 5th to 7th

Askrigg campsite, Station Road, DL83HZ The campsite can only be described as basic, with a single composting toilet for the necessaries. No showers, and generally a good sprinkling of sheep eggs in the field. This village is very near to Hawes and Leyburn and is blessed with 3 pubs and a brewery.

The Crown is a locals pub with open fires and good food /beers. The Kings Arms is a fine old coaching inn which was used for scenes in All Creatures Great and Small. The TV program based on the books of Alf White the local veterinary who wrote under the pen name James Herriot. The last, The White Rose is a hotel with a typical hotel bar.

For info contact Duncan 07453777122 or Bynnzi 07980837005 and to find out the April dates because Bynnzi didn't send any. Yes these are primarily MZ club dates, gotta problem with that?

The Providence Inn Yedingham, Malton YO178SL 14/16 August 2020

10 quids a night, 3 pubs in village coupled with fantastic rides round the North Yorkshire moors, Bliss. For more details contact Glen 07596556070

The Spring Stafford show is on April 25-26th we expect Comrade Carl to be needing your support.

You might not know that the early May bank holiday is on Friday in 2020 to accommodate the 75th anniversary of VE Day national memorial event. This does not matter. Dent will still take place on the weekend of **May 8-10th**. The difference it makes is the Friday, being a bank holiday, will enable those unfortunate enough to work not to and have an extra day's camping. The site is Conder Farm, Dent, Sedbergh LA10 5QD 015396 25277.

**VE
Dent**

Dispatch Rally

James sent us this... I am the organiser of an event called the Despatch Rally. It is a military themed event that we run on the first bank holiday in May each year. It is the 75th VE celebration in 2020 and I would love to do a Cossack tribute display if you and your members might be interested? *In order to tempt us he sent* www.despatchrally.co.uk *Visiting that will give you the impression everyone's camouflaged, armed to the teeth and loving it. It seems to be a combination of orienteering, motorcycling and shooting, a survivalist's joy! There's camping too. Click "More", then "Enrol" on the website if you want to take part.*



The Three Magpies will take place this year on May15-17th at, obviously, The Three Magpies, Sells Green, Seend, Melksham, Wiltshire SN12 6RN 01380 828389 Usually one doesn't need to book individual pitches because Mike Rowe has booked enough of the whole field for the COC anyway.

Pay over the bar with your evening meal and beer. The campsite is a minutes walk away from the Avon (West Kennet?) canal which is wonderful therapy for relieving the stresses of real life. If you feel energetic you can walk miles down the tow path. See the July/August 19 HV for a pictorial insight into what happened last May, and

September/October for what David Greenwood thought of it. Mike is the rally contact on 01454880892 if you need to know anything.

The Jawa/CZ club's national rally and AGM is on June 5-7th at Crewe Vagrants Sports Club, Newcastle Road, Willaston, Nantwich, Cheshire, CW5 7EP. More info later, when we know.

The next Red Star Rally has been booked for 21st to 23rd August 2020 at the Greetham Community Centre, Greetham, Oakham, Rutland. LE15 7NG.



Tony visited the site when we had our AGM and having spoken to them it appears to suit our needs very well. There is a large hall to accommodate 200plus, separate meeting room where we'll hold our AGM that weekend, fully licensed bar, fully equipped kitchen, nice level playing fields for camping, good car park, toilets and showers open 24 hours. They can do Friday and Saturday evening meals and Saturday/Sunday breakfasts. The only downside is no electrical hookup points and no water standpipes on the field. Water is available from the building. The weekend will cost £15 and a day visit on Saturday £10.

For 2020 the COC AGM will be held at the Red Star Rally. I'm sure the MZ and Jawa pilots will enjoy the insight into the inner workings of our club. If you have anything you want to say regarding the running of the COC, be there! The meeting is at 10am Saturday 22nd.

**AGM
2020**

16th Eastblockrally May 21st -24th

The address: Zeedijk 8, 9073 TN Marrum, province Friesland, Holland. To check out the campsite try www.seedykstertoer.nl Rally info is by email to tweetakt.mz@gmail.com or www.facebook.com/oostbloktreffen.

It's a bit like a Red Star rally run by the Dutch MZ club. "CZ, MZ, SIMSON, DNEPR, EMW, ISH or JUPITER, JAWA, MINSK, PANONIA, SIMSON, URAL, WSK and VOSKHOD, but also other types or brands very welcome." the flyer says. Some of us have been before and had a lovely time. See July/August2016 HV page15 for part 1 of John Currah's trip. Part 2 is in the following issue.

From David Greenwood "There is a 'Sidecar Sunday' event at the Ace cafe on March 1st 2020. As there are a lot of Sidecar owners in the Cossack club they may be interested in attending. I hope so and look forward to meeting them there. Gathering starts from about 10.30 onwards."

**Ace
Cafe**

Also of particular interest to us are Polish bike day on June 21st, and Red October Eastern Bloc Vehicle day on October 10th. The Ace cafe run bike events all through the year, two stroke days, ladies days, classics, rockers, mods, Overland and Adventure days, Italian days and much more. To find out if there's anything you'd fancy ring Linda Wilsmore on 020 89611000 or www.acecafe.com



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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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"If you have any members in the South West (or anywhere, really) who would be up for a feature on their bike, a solo ideally, I'd love to hear from them. Both my editor and I have been kicking the idea around for some time!" oliver.hulme@gmail.com will put you in touch and you can negotiate your place in the glare of the spotlight accordingly.

Classic Bike Guide

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

Tony Jones 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 and be sure to mention the Cossack Owners Club. *Check out the November/December 2020 edition of HV, page 29, for a more in depth introduction to RH motor insurers.*

A warm welcome to.....

Mike Thorne, Abbots leigh.
Debz Leaverland, Gloucester.
Igor Duma, Louth.
Michael Northmore, Yelverton.



Is that Yelverton in Norfolk Michael Northmore? If it is we're almost neighbours. Email me, your editor in the Politburo box on page four, and we'll get in touch, if you want to of course!

The ferry from Poole to Cherbourg is booked for Tuesday May 19th 2020. In the last issue I said it left at 4 o'clock but that's not true, it leaves at 8.30am. I meant we need to leave Mike's house in Bristol at 4! Here's how Plan A is evolving so far.....Mike and myself will meet at The Three Magpies in May, page 3, and then meet Richard on the ferry to Cherbourg the following Tuesday.

Morocco

The first two nights accomodation will be on the way down France with Richard's friends, followed by two more stops in France before we cross the northern end of the Pyrenees to stop for the first time in Spain at Gaiandola. Then there's another stop in Spain before arriving in Madrid on Monday. Mileage is around 140miles each day maximum.

Richard's wife flies in for the their return to the UK from Madrid as his mate Mark flies home. Mike and myself will then head south to catch the ferry from Algecieras to Ceuta when we get there. We could spend two, three or even four weeks in Morocco before riding home via Portugal to meet Chris Tomes, because we might need some parts by then! Apart from the first two nights accomodation will be booked short term, like the day before, or sought when necessary.

Our first stop in Morocco should be Chaouen, on the end of the Rif mountain range because I've been here a few times and Lovely Hazel needs to see it. After that we'll be riding south and perhaps



the major excuse for that will be Merzouga which is an oasis on the edge of Erg Chebbi, the most accessible of the Sahara's sand seas. It's in the bottom right hand corner of Morocco and when I was last here thirty years ago it didn't have

electricity. After arriving in the late afternoon we ate, then slept, on the roof of the Auberge des Amis, one of only two small mud built guest houses in the village. Dates were more important than tourists then. West from here are Morocco's



date plantations, oasis by oasis south of the Atlas, which we have to



cross to get here, **طابا** of course. Everything in Morocco depends on this and I'm sure Islam appreciates the humour in suspect mechanical integrity the same as any other religion.



Above, the editorial Yamaha with German friends Christian and Lothar Frank on the way to Merzouga. There's probably a road here now. Below, this is what Merzouga looks like in the brochures these days. I'm expecting nice hotels, the Restaurant of the Golden Arches, Starbuck's and hot and cold running credit card facilities. You can take camel trips to real bedouin nomad camps from here, apparently, with souvenir boutiques.



If you'd like to come too, or ride with us for some of the way, get in touch. It's informal so you'll have to sort it all out yourself and once underway it'll be a classic case of the journey's the destination!

If we leave England for Morocco on May 19th and stay away for ages there won't be time to spend the usual care and enthusiasm on the July/August edition of HV. So, the plan is to have one ready to go early without the usual member's contributions. It'll be full of archive stuff and anything I find on line. This means you'll still have something to read even though I'll have been on holiday.

**July
August
2020
HV**

Please continue sending things in normally. I might not be able to acknowledge your emails immediately but I will when I get back and I'll get it all in HV eventually. Thank you for your patience.

When you repaint your Ural petrol tank, you have to confront the plastic strip which covers the seam round the middle of course. Is it a nightmare to get back on? I've no idea who wrote this but you should do it just like him, he says.....

**Tank
Strap**

Just fitted the rubber strip round my fuel tank. My method takes the frustration out of the job. Good preparation is essential. You will need a small plank, like a piece of floorboard cut a foot longer than the rubber strip, two G clamps or Mole grips, a hair dryer, a kettle to boil water and the two small toothed clips which hold the ends of the rubber in the tank slots.

Lay the rubber strip on the plank with one end of the rubber level with one end of the plank. Mark a line on the plank at the exact length of the rubber. Now mark another line four or five inches from the first, this is the point to which the rubber will be stretched.

The rubber is now coiled up like a swiss roll and placed in the kitchen sink with the plug in place. Boil the kettle and pour over the rubber just enough to cover the strip. leave for about fifteen minutes. A second kettle will make sure the rubber is hot enough. Gloves might be needed to handle the hot rubber. Quickly clamp the rubber to the end of the plank and pull like mad until the rubber is stretched to the second line and clamped in position. Leave for twenty four hours. The rubber will now be cold and set to its new length. The ends will be flat and stiff and will not fit in the slots in the front of the

tank. Hold the first two inches of the rubber under a hot tap for a couple of minutes which will soften it so it can be moulded back into the correct shape to fit into the tank slots.

Put both ends of the rubber into the tank slots and insert the toothed clips. Hold the rubber in position round the tank, don't worry it's miles too big. Hold the hair dryer about eight inches away from the tank and work round the rubber. Be patient, slowly does it, remember the paintwork. Hold your hand in front of the rubber to get an idea of the heat. If your hand can stand it, it's about right. It might take twenty minutes but you can see the rubber slowly return to size. Check often for correct seating of the rubber in its groove. Simple.

Does this work on Voskhods too? Worth a try eh?

www.cossackownersclub.co.uk

Some of you might have experienced some frustration with the club website and its intermittent access. I did here in the editorial office and it transpires that there was an error in configuring the domain name, or something. Basically there was simply a letter

missing! If you were sent to this thing when you tried to find us, right, don't worry it's not a monster, it's just the internet trying to be helpful with a



second guess. No viruses or criminals were involved in it even though it looks scary and no one has infected your computer.

Jim Ricketts is organising this. He says.....

We usually have attending a good variation of vehicles with around 300 cars, 150 Classic Commercials, 100 Motorcycles, 100 Buses 100 Cycles 100 Light Commercials, 10 Living Vans, Classic Caravan and Car displays, 15 Miniature Steam Engines, Classic Heavy Haulage to today's modern Haulage, 65 Stationary Engines, 20 Awning Displays, 150 Tractors, Horticultural Displays, 100+ trade stands, Licensed Beer Tent and a large variation of catering vans. The event takes place on Friday 8th, Saturday 9th and Sunday

Llandudno Transport Festival

10th May 2020, May Day bank holiday weekend, at Bodafon Fields, Llandudno, Conwy County, North Wales, LL30 1BW. Great Orme and Conwy Road run the large sea front showground and the event is held in conjunction with the Llandudno Victorian Extravaganza.

It'll cost you £7.50 per adult and £2.00 for each child you're impaired with. Car parking is £2.00 but we don't know if these prices are for all three days or just one. Check out www.llanstransfest.co.uk if you want to know more but the website, and perhaps the whole event is more family orientated than of East European motorcycle interest.

We wish them well of course, that's why we've reproduced their ad but as HV editor I recommend you don't go. Go to Dent instead.



This thing, above, is the front of the Planeta powered snowmobile pictured sideways on page 4. Is it supposed to have covers like a proper snowmobile? It must generate it's own blizzard if it doesn't. Without the gyro effect of a spinning front wheel, is this a good idea, below?



After the last magazine in which Bynnzi posted an article about a recent bumble around Halifax and Todmorden Phil and I decided to

Gina Inman

Phil R, Phil I made the plaque shown in the picture with Gina as official photographer!

In the picture opposite bottom you'll see a pile of scrap aluminium which is the raw material used in the casting. The crucible is heated, and bacon cooked, by a waste oil burner. Is that a home made thing? It looks expedient.



follow in his footsteps, or is that wheeltracks, whilst on holiday up there. Sadly, with no floral tribute to lay on Trigger's tombstone



and the observatory being closed we were only able to visit the Singing Ringing Tree. WOW! It's amazing. We paid 2 visits. The first, in the company of Phil Rushworth, with no wind at all, we were able to appreciate the structure in all its glory. The second visit was with the wind blowing and what an eerie sound that was.



We also spent a day at Phil's gaff to 'play' with his furnace! This is how he made the trophies presented recently at the AGM. With guidance from

In the September/October 2019 edition of HV we featured the hopes and aspirations of the Lvov Motor Works, from Round Up, the Soviet state motor industry magazine. LMZ produced a range of mopeds and bicycles with Ukrainian names. This issue's teen dreams are made in Latvia by RMZ, but don't look a lot different. Here's Round Up.....

The Chris Drucker Archive

cross country race but everyone can have a racing type mokick. Such mokicks are made in Latvia by the Sarkana Zvaigne factory.



The factory started to produce this model (Above) in 1986, so technologically it is a mature product whose manufacturing process has been well tested. Five Delta versions are being prepared today for batch production, including Standard, Tourist, Sport, Luxe and Enduro. The Tourist and Sport are equipped with turn indicators. Enduro is the most interesting of the Delta models. It is particularly good for riding over uneven ground. That is why this mokick has so many elements typical of a scrambling motorcycle, including a hydraulic front fork, shock absorbers, a larger front wheel, racing style handlebar and a rear tyre with a deep tread.

Close attention was given to safety when designing this version. (Meaning it wasn't for the others?) The rear lamp has a stop and a side light, illumination of the number plate and cat's eyes are mounted at the front and at the rear. In addition, the mopeds of this series are brightly coloured and so are easily visible from a long way off. All protruding parts of the machine are streamlined so as to avoid injuries.

Sadly there isn't a picture of the enduro so we'll have to take Round Up's word for how salivatingly sexy it looks. According to them.....

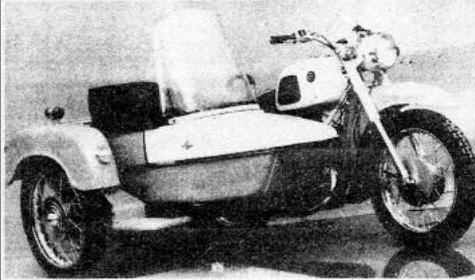
Teenagers can only dream of taking part in a real

It fits easily into the luggage compartment of a medium sized car, into a lift or a balcony. The wheels are of a small diameter as in a motor scooter and the handlebar can be dropped down when the clamp nuts are turned off. The name Mini applies not only to the size of the mokick but also to economy since 1l of fuel-oil mixture is enough to keep it going 45 to 47km.

At first glance the Mini's luxury accessories are apparent, such as a double mode headlamp with European light distribution, a cushioned saddle adjustable to height, a speedometer, two rear view mirrors, cat's eyes, a side parking stand and a kick starter (A luxury?)

This model is much easier to maintain than many similar machines. The Mini's wheels consist of two stamped halves which means that the tyres can be replaced at home if need be. Besides, the wheel

I.J. Jupiter 3



350 cm3 bicylindre 2 temps
4 vitesses - 27 CV

SOLO : 130 km/h 3 250 F T.T.C.
avec SIDE-CAR : 100 km/h 4 750 F T.T.C.

Importateur :
BRITANNIQUE MOTO
123, av. du Général-Leclerc
78220 Viroflay - Tél. 926 50-02
(départ Paris)

of domestic censure absolutely! At least it's not as bad as this ancient DKW enthusiast's collectors item, still scandalous even in dusty toned sepia.



Here is a new recruit to my fleet, do not dare ask me where it all goes when I give up the council garage which I must! This one was built in 1975 and has never been registered for the road, 6.8km on the clock.

It must be one of Satra UK's 600, 1975 models that they imported and never really tried to sell hard, from my time buried in the bike papers of the day I sense a much greater effort made with the well equipped 175 Voskhod. As you know Nevals bought them up, but many remained unsold, one of these pre electronic models I have was registered in 1980, by then the electronic was the model of choice so this one remained unsold or used for 45 years, that may continue thanks to DVLA's inability to function in a common sense manner.

6.8km? That's fantastic. If you've been reading HV carefully you'll know that there is still a way through the DVLA minefield and the editorial Voskhod,

Up to now I had my garage walls lined with car / motorcycle posters, then a parts supplier in Holland sent me some posters which included females, you know the look, like old cars with chrome bumpers and over riders! So I put them on the boring up and over door, cheered the place up no end (and me) next thing the missus is reading me the riot act and has not stopped complaining ever since.

The Chris Drucker Minks



Fortunately in a reproduction this small you can't see it but the middle poster in the bottom row on the left of Chris' garage features the outrageous Betty Page, kinky period poster heroine and worthy

a veteran at 32km (!!!), made it after a lot of work. Research seems to be the key and all those old magazines of Chris' could be vital. When the time comes, if you like, I'll give you a hand. I think writing a sweet letter made the difference.

Blimey, did Satra import 600? Do you think Neval sent a lot of them to the USA, or somewhere? They'd be turning up everywhere if they all stayed here, unless there's a still a warehouse full. Maybe the Voskhod being a comfy 175 appealed to commuters where the Minsk was simply a youth's bike? The competition was red hot there.

As I understand it, Neval sent one bike to the USA, this was a trail bike spec. which came up on the net in about 2012/3, however nothing came of selling them. You may remember that in 1977 Neval offered many different variants of the bike to try to move the bikes, I feel that the most successful was in trials format where I assume the lack of performance, road speed, would not be noticeable.

It was suggested to me in 1981 on phoning Neval for spares that I might like to buy a brand new 1975 bike for £100.00 which I did and then lost track of its whereabouts when the mate who's garage it was in was killed suddenly (on a Suzuki X7!)

I saw no adverts for the bare (rack excepted) road bike Minsk from Satra other than one alongside a Voskhod taken head on, this appeared briefly, then no more. Satra however seemed to go all out on advertising the Voskhod in comparison and as a result of an advert, I sent for a brochure in summer 1977 as I was dreaming of my first motorcycle to replace the SS50. Why it made more sense to the commuter market then was that it came with leg shields, screen, rack and more performance as standard, saving commuter man a lot of dough! Having said that, to me, looking at the lack of advertising suggests Satra did not try very hard!

My watch of the two weekly rags suggested very little interest in the Minsk under Satra until Neval first adverts in I believe Motorcycle weekly, you printed that advert in our club magazine a while back, it listed variations on the base model that Satra had imported but failed to sell, Neval realised I believe that to shift all of them they needed variety.

I have for instance a Black and White photocopy brochure that Neval sent me of the Cafe Racer version (have you seen that?) back in 1977. Neville Mason had also had a lot to do with off road motor sport, its in his book I read a few years back. So taking something and playing with it to make another product was his versatile trade mark, the 250cc IZH, cast wheels on IZH I think, he has to be admired for effort to make a silk purse from a sows.....!.

That Minsk I saw was a pretty standard Trail model that I believe the factory made, its in some of the Russian Repair books along with the standard model Roadster. Its a bit like CZ had the 175 roadster then the trail version, without checking much I noticed a high level front mudguard, exhaust, larger front hoop etc. There was also a road legal trail, lights fitted, speedo, this looked factory built for once, for Neval. There was a Neval brochure of a type I have not seen before or since that came with it, however the idea to sell died and the bike remained a failed project relic.

Another thing was that Neval soon tired of the condemning of their bikes in the bike press such as that 1977 multi 125cc Bike magazine test picturing a Minsk on a rubbish tip, so they no longer put adverts in the hostile trade press and sold by adverts in the local to Hull and surrounding local newspapers of the day. If I was not so busy, I might use this computer to see if that press advertising material is available to view on line, one drawback is I would need the names of all the local papers at that time to facilitate that research!

As an aside, I only ever remember one decent road test of a Minsk 125, it was the "new" Electronic model Minsk tested and compared to a Suzy A100 in Which Bike magazine, a one off miracle I am afraid at that time!



As you know I have a few Minsk Motorcycles, 4 complete ones and 2 in boxes for spares, I decided it would be easier to break 2 rough ones and take less storage if boxed.

None the less I have 2 keys between the 4 whole bikes and a trip to some old style locksmiths as well as Timpson got me no where at all! Can you put in an advert to Horizontal View requesting help in locating Minsk key number 063, it has a picture of a leaping hare or rabbit on the back of it. So was this lock used elsewhere!



Yes, this is also a Voskhod key. Does anyone out there have another key No 063?

very, very rusty after being left out side so has been boxed up and the frame scrapped.



This Electronic is a 1978 and does have side panels, that 063 key came with this bike but fits my new old stock 1975 bike as well, bet it would work on the other V.reg 1975 bike in front! It might be a V. Reg but it was made in 1975! (pictured opposite) Needs more work than picture shows to cycle parts which have patination!

The frame in this picture is from a 1975 Minsk and was one of those Chris has stripped to ease his storage issues. There's no V5 with it but it's for sale if anyone wants it.

A supply of parts for the remaining 4 Minsk's is a must as China made things are worse than the unavailable USSR stuff! The 1987 Britaine was



These parts are for sale from Chris.

They fit the 1987 or later Minsk which is the model with the twin loop frame. More pictures are available from the HV office if you're interested. A pair of fold up footrests



and the L/H handlebar switch is also available. These switches look similar to late IZH parts.



Also from the Chris Drucker archive is this October 1976 road test of a Jupiter 3 combo from *Motorcycle News*. It would seem that the Russian offside sidecar chassis was replaced by a British built nearside one, adding £100 to the price. But, according to MCN, Devitt DA would chop your insurance premium in half if your sidecar was on the left. Was this a SATRA initiative? Did Peter Howdle have something nice to say about it? Blimey!

MCN

Three wheeling around with a 350 Cossack and left hand chair is more than just cheap transport. It's another way of life, it's fun!

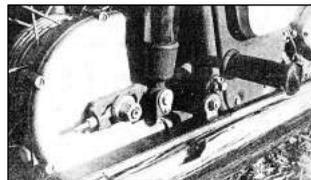


With a sidecar chassis by the Norton Triumph performance Shop, the Anglo American combination represents fantastic value for money at £525 all in. (*I'm sure this paragraph is a mistake*) Only in the USSR could a manufacturer afford expensive tooling to stamp out pressed steel single seaters which, complete with bike, cost little more than some chairs alone.

The motor is fairly primitive but functional and robust and the owner doesn't require a degree in electronics to tackle the maintenance. A no nonsense, do it yourself bike, the Jupiter 3 is a good, old fashioned twin cylinder two stroke which is probably more successful with a sidecar than as a solo.

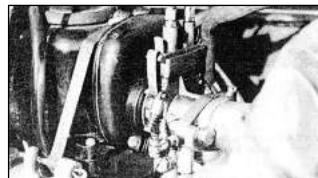
I have not tried the right hand version, which is £100 cheaper, but despite performance limitations, the Anglo Russian was perfectly aligned and nimble enough to live with ordinary traffic. With a practical top speed no higher than 60mph, with or without a passenger, the outfit was ridden flat out nearly everywhere and consequently proved rather thirsty. Thrashing the motor yielded a fuel consumption of no more than 33mpg. Restraint took the fun out of the throttle but improved the figure to a more realistic 52mpg. The bike runs on 20 to 1 petrol mix.

Apart from an infuriating spate of fuel starvation stoppages, subsequently cured by the highly scientific



method of using a pin to clear dirt from the filler cap vent the only major problem was a broken ignition lead under the tank. At first thought to be no more than an oiled plug. My introductory nocturnal bug provided useful get you home info, the Jupiter will haul an occupied chair on one lung! As a 175 single, the stricken Cossack struggled home gamely, crawling up hills and rushing down the other side before it ran out of fuel. Next day it disclosed a most comprehensive tool kit. Accessibility of the vintage variety, which few modern motorcyclists can remember, includes carburettor covers held together by a simple fixing stud with a manual knob. A small cover on the inner casting swings open to operate the tickler of a super slim carburettor. The instrument has a flat throttle slide and a handlebar choke lever for cold starting. The three position fuel tap has a detachable filter but a weakness of the pegged covers is a tendency to trap wires and cables sharing a common aperture. Too young to have experienced a Siberian winter, the Jupiter proved a reliable starter even after standing in bad British weather.

While ignition and neutral lights did not survive, the motor always fired after a few prods and settled down to a staccato tickover. On the road, twin exhausts emit a zestful but inoffensive chorus but an auxiliary automatic clutch, opened by the gear pedal, proved a dubious gimmick. The pedal being of the rocking pattern, upward changes are made with the heel and downward changes with the toe and the clutch is disengaged by pressure on the pedal. It was possible to change gear smoothly without the handle bar clutch but the latter won hands down on the grounds of better feel.



A more practical aspect of the mechanism allows the kickstart to be operated in any gear with the clutch out (*in?*) Very handy when you stall the

motor at traffic lights! More of a slogger than a revver, the engine coped well with fairly wide ratios, being at its



best pottering along between 40 and 50mph. Perfectly behaved in town, it would climb up the side of a house in bottom. Too much throttle in top brought distress tinkles from the combustion chambers but the motor never actually seized.

The excellent handling of the outfit suggests the gallant comrades who designed the Jupiter must have compromised between solo and sidecar fork geometry. steering was surprisingly light, with a friction damper giving the right amount of bite, but front and rear suspension ran out of damping on bumpy roads. A metallic clonk, especially when straining the forks round uneven corners, betrayed a tendency for the innards to top. On a straight road the outfit steered hands off!

The bike wheels are interchangeable, with pull out spindles and straight pull spokes in full width hubs not unlike those of the old AMC four strokes, and the brakes are quite good. Braking distances were not measured but the front stopper alone was man enough to make the Russian tyre squeal. The back brake was more spongy. The British version dispenses with a sidecar brake, the original third interchangeable wheel being replaced by a small eight inch wheel with a four ply tyre good for 90mph.

Never intended for such speeds, and two inches lower than the original, the converted sidecar is rubber mounted, with a short link and torsion bush for the wheel. Detachable seat and backrest are well unholstered but sidecar comfort is spoiled by draughts from a windscreen located too far forward.

The top of the sidecar nose slides forward to help access and the tonneau cover is designed to tuck round the passenger's knees. Equipment includes wipers controlled by a simple but crude handlebar switch, a most useful luggage carrier in the boot, and a heavy duty pump and puncture in the boot. *(That's what it says!)*

Whichever way you look at it, insurance wise in particular, the Jupiter is a remarkable vehicle which could go a long way towards reviving the popularity of the combo.

MCN thought doing this, right, was safer than it looks. Did the Jupiter fall into sympathetic hands for once? Well done gentlemen!



While we're still in black and white, here's a price comparison with a bargain discount deal on a Ural, not just in the same paper but on the same page!

SUPER SAVE SPECIAL

THE FAMOUS **Cossack** URAL 650cc

YES £429 with manufacturers warranty for 6 months

MUNDAY'S are offering these BRAND NEW Russian 650 twin cylinder, horizontally opposed, 4 speed, shaft driven motorcycles at this AMAZING PRICE for a limited period only

PROMPT DELIVERY

FULL SPARES & SERVICE FACILITIES

TERMS & EXCHANGES

Write, phone or call NOW!

ANAL CARBURETTOR CONVERSIONS AVAILABLE

T.C. Munday & Co Ltd

124 DALBERG ROAD, BRIXTON, S.W.2

Tel: 01-274 5365

8-6:30 daily Closed Sunday

UGT is Michael's Ural Grand Tour to Austria and DUT is Dnepr Ural Treffen which was held in Switzerland in 2019 but

in 2020 will be held in Austria. The event was organised by the Swiss Ural importer. Visit www.ural.ch to find out who they are and click veranstaltungen, which appears under the bottom left picture on the home page for hundreds of photos of the 2019 event. It looks a lot like the Ural France bash and is probably typically continental. Urals are not imported here so it looks like the COC is the front line in the UK! Michael is a man of few words and you'll have to rely on his captions to explain how much fun his trip was.

Michael Wadsworth

From Rudersbergs I rode south on the Monday for Austria to meet up with Joe, Guido, Michael, Bob and Steve at the Hotel Sonnegg biker hotel in Saalbach, Hinterglemm. www.sonnegg.at Tuesday was a rest day from riding and a chance to be a tourist in a ski lift. (below)



zones – from mountain meadows to the perpetual ice up high. Navigation is easy: a milestone marked 0 is located at Gasthof Lukashäusl at the Glockner Bridge. From there onwards, there are granite stones with kilometre markings on the roadside at least every 200 m."



The above picture is taken from the website Michael mentioned. Just like everything else Teutonic and Alpine, the pass is strictly controlled and you have to buy a ticket, just like the Nurburgring! Don't you dare go leaking oil on it!! Apparently the Simsons, all the way from Czech, made it to the top. What look like huge water tanks on the Simsons are in fact improvised panniers. They're to keep water out, not in!



Wednesday's ride was over the Grossglockner Pass. www.grossglockner.at will tell you.....

"Once the road has been laboriously cleared of snow in spring, which is done with the tireless work of rotation ploughs constructed by road engineer Franz Wallack in 1954, the Grossglockner High Alpine Road can be opened to traffic every year in late April/early May. Guests from all over the world experience the fascinating alpine world on a road that is accessible to everyone until late October/early November. The alpine road crosses several vegetation



The motorrad entrance to the pass seems a little narrow for the sidecar?! Yes I did make in the end! (Just can't keep a good man down.)

Time to meet some members of the UK/B Marmot Team. *This will be Joe, Guido, Bob and Steve?*



Wednesday seems to be washing day for UK/B Marmot Team!



Guido gets "feelings" for the Russian Ural. (right)

From the sequence of Michael's photos I'm assuming the foggy gloom Guido is in was at lower altitude and our travellers broke through the clouds higher up? The temperature on the wall, right, reads 9.7c.



And then wonderful sunshine. (below) Time to meet Oskar. (opposite top) Oskar is a snow clearing monster and is the instrument with which the pass is opened in spring each year.



https://www.youtube.com/watch?v=r5_LdFln2yQ gets you to a film of snow clearing history high up on the pass and some spectacular footage of Oskar and friends pretty much buried in it. Previously, when it was all black and white,

someone had dig their way across with a shovel.



It'll melt by the time you get there mate! The top of Austria flag, bottom right, reads 3798m, that's above sea level.



Michael didn't report that his Ural was affected by the altitude but this high it's quite likely it was. I took my Moto Guzzi up the Sierra Nevada in Southern Spain, over 3300m and it hated that. I rode 11 miles off the top, in neutral before it was necessary to start the engine!



The Porsche Killer! Austrian Marmot pickup truck.



Are marmots an indigenous Alpine species? This actually says "Porsche Killer" along to top of the rear window.



There really is an Austrian Lotus club with a museum, events, track days and all sorts, based in Bad Aussee. www.clublotus.at if you're interested.



Friday the 20th September is "The parting of the ways" for UK/B Marmot Team Riders after your superb time in Austria. I ride a direction to the north west passing back into Germany and heading for Mulhouse. However in Southern Germany at a parking space I notice three Urals parked. So I stop to have a URAL chat.

The tall guy with his right arm towards is face is MD of Ural Austria/Europe Hari Schwaighofer (Ex-sidecar motocrosser). Hari told me he and the others are on way to a Dnepr Ural Sidecar Treffen in Switzerland. So Saturday morning the UGT turns up in CH for a weekend treffen. Time for my Swiss revival! I do like the word LAGERFEURROMANTIK.

The organiser of this treffen is this Swiss Dnepr/Ural dealer. (below) See page 15.

Seems the Swiss are into bull whips! (opposite top)



This looks like some sort of tow rope to me.



Also can provide a WH sidecar for a film scene chase. (below) Michael suggests at this point you might like to watch the Youtube link below the picture which is the highly famous Dnepr escape from Indiana Jones and the Last Crusade.



<https://www.youtube.com/watch?v=ilV5Qt01eyc>



Dnepr/BMW conversion with external car type oil filter (above and opposite top). This is mildly interesting because we all know you have to do something about being able to get to the oil filter if you put a BMW engine in a Dnepr. Usually it's detachable frame rails, this is a lot more elegant.

Someone I met, and I can't remember who now, was so confident his BMW engine wasn't wearing out he felt changing the oil filter wasn't necessary, because there wouldn't be any bits in his oil!



Dnepr MT 12 with 350,000km and now fitted with Chang Jiang engine. The owner of this Dnepr/ Chang Jiang uses a gauge to take its temperature for the high Alpine roads when pass storming.



Also mildly interesting, I got to look inside an OHV Chang Jiang in Jimbo's Sidecars' workshop in Beijing. It's not a copy of a M63 in the same way the sidevalve CJ is a copy of a M72. The top end is a Chinese design using the same 78mm stroke crank as the sidevalve, making it 750cc too.



We just love to tow!

This Swiss Dnepr owner comes with a "Pudding Basin" and twin headlights.



Normally the diff lock is activated by a rod not a cable. *(below) Is that what this little lever is, or does it simply select sidecar wheel drive? Ural and Dnepr two wheel drives are different aren't they?*



The owner of the lake side campsite (Treffen site) and farm, Patrick, breeds highland cattle. However Patrick's Highland Cattle are nocturnal at this time of the year, night shift workers. It's just too hot for them in the Swiss summer time on the alpine pasture. This photo *(opposite)* was taken at 17.00pm (outbound) and they will all return again at 09.00am (inbound) in the morning for a good well earned sleep!

Sunday morning I ride for the French border and on Monday I find myself in La Creuse again. Down at Chez Jacques waiting for our evening meal of canard (Donald Duck) salad and chips. *(below)*



Come Wednesday time to ride again, me for the Channel and a ferry home and Frank rides to Belgium for a motorcycle meeting.



Who's Frank then? Seems a shame to introduce him right at the end of the adventure! Did he ride the whole thing, including the Grossglockner?





Jim Briant is from the USA and he made loads of money buying up Chang Jiangs from around Beijing where they were worthless, fitting BMW engines, tarting them up into serxy looking specials and then exporting them to America where they would sell for something like \$15,000.

Jimbo's Sidecars

In 2013 myself and Dave Ramsden went there on our way to Mongolia to have a chat with Cochise who told us, in Mandarin, how to convert Chinese gearboxes to fit BMW engines. It seems Jim couldn't be bothered with his staff's Chinese names and named them all after native Americans. Did we understand what Cochise said? Yeah, sort of.

If you were a wealthy American you could get on www.changjiangunlimited.com and specify what ever you liked, and have it, as long as Jim could get it in China. This one (below) was offered for sale on Classic Cars, an auto trading website in the USA which said "It was professionally built by Chang Jiang expert Jim Briant at Jimbos Classic Sidecars in Beijing including the BMW R90 conversion. After the restoration it was shipped to Houston. The bike is showcased on Jims website." Jim's workshop was in Sunyi, on the outskirts of



Beijing next door to a replica American diner and a mostly Harley Davidson dealer. The whole complex being a focus for Beijing's "Look how much money I've got!" bike scene. The Harley dealer also sold these, below. It's a Confederate.



Its website will tell you this. "Like it's P-51 Combat Fighter predecessor, the FA-13 Bomber is carved entirely from solid billet blocks of military-grade aluminum, resulting in the most robust, fatigue-resistant motorcycle it is possible to create.

Engine: 132 cubic inch (2,163cc) 56-degree air cooled V-twin
 Power: 145 bhp at 5,100 rpm
 Torque: 160 ft-lb at 2,000 rpm
 Chassis: Machined aluminum monocoque, massive 7 in. backbone containing fuel load
 Top Speed: Over 160mph
 Suspension: Double wishbone, monoshock front suspension, cantilever monoshock rear suspension, fully adjustable
 Dimensions: 62.5 in. wheelbase, 29.5 in. seat height, 560 lb (wet)

Wheels: 19 in. carbon front wheel, 17 in. carbon disc rear wheel

Tires: 120/70ZR19 front, 240/45ZR17 rear

Fuel Capacity: 3.75 US gallons/16.25 litres

Price: \$155,000" Excuse me! Apparently every component is machined from solid billet and the aluminium alone takes 800 hours of machine time. This, below, is more interesting. It's a traumatised Chang Jiang piston which fell apart while "flat out". Well what did he expect!



The trouble with Michael Wadsworth is he sends in all these websites which someone has to check out, so you don't get just an adventure up the Alps for example, you get hours and hours of reading material as well. Did he mention Simson?

Simson

MZ pilots will know all about this but for those of us who wondered where the Simson brand fits in to

IFA, the DDR equivalent of our own Avtoexport, a bounce round the internet will tell you that the company began life as a steelworks in Sulz, in the middle of Germany in 1856. They soon turned into an arms factory and produced some of the Mauser Gewehr 98 used by the German army in WW1. They were small enough to be allowed to carry on producing guns by the Versailles Treaty, concentrating on 12,000 luger pistols up until 1934. Between the wars Simson built cars as well, and bicycles and prams.



The Simson family, being Jewish, were dispossessed by the Nazis in 1936, then the factory made loads of guns. However, that didn't help and when things went tits up the factory was partially dismantled and sent to the USSR in pieces. What was left was handed back to the Germans under DDR control and began concentrating on motorcycles branded AWO. From 1949 to 1961 the model 425, a four stroke 250, became a ripping success. This is a bit like a BMW R26 with in line crank and shaft drive, but only a bit!



Then, upon the introduction of a new range of two strokes, the Simson name was restored. By 1965 the factory's 4,000 workers were building 200,000 mopeds per year. After the fall of the wall, crisis and chaos reigned as the factory tried all sorts of



desperate measures to stay afloat but unable to compete with established capitalism, the business went bankrupt in 2003 and the remaining 90 employees were sent home with nothing. Pretty in red above is the Simson Star model. I found one of these in Essaouira on the Atlantic coast of Morocco thirty years ago but at the time I had no idea what it was. It must have gone a bit rusty by the sea.



Zschopau and although Simsons were sold in the West by MZ dealers, they're a different animal. They make an interesting comparison with Riga, on page 9, and Kaparty, don't you think?

Someone in Russia made this, below, for some reason. It looks like half a 56 engine welded on the front of another one to make what could be a 700cc twin. Nice idea but as ever, it's not quite that simple. If our intrepid engineer has retained the chain primary drive it means both crankshafts go round the same way. I suspect he has.

John Tickell's Internet



Opposite top is a Schwalbe. Back on the editorial travels, I was in what was East Germany in 2010 and there were a surprising number of these still pattering down the cycle paths next to major routes. Ownership has been elevated to cult status in recent times and in Germany, if you have one, you're as cool as it gets.

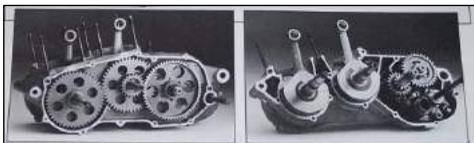
Sulh was only just in the East and nowhere near

Balance is a thing here because if both pistons rise and fall together he'll double the vibration of the standard 350 single, if they oppose each other he'll set up a murderous rocking couple. Of course if he's clever he'll have discovered a sweet spot, if there is one, where the rotary motion of one crank will offset the linear motion of the other piston. Did he bother? Unless he's a mathematical computer head he'd have experimented one primary sprocket tooth at a time to find out which set up shook less.

Tandem twin two strokes are in fact a very good idea. The hot tip is to use gear driven primaries which mean the cranks turn in opposite directions. So each separate crank and piston assembly can be balanced to take care of the vertical vibe, leaving a big component of the horizontal vibration inherent in rotary motion to be cancelled out by the other crank, going round the other way, brilliant!



cooled version of the motorcycle engine, with proper motorcycle exhaust pipes. Did IZH make something similar?



Opposite. I think this is a real factory thing but it didn't leave whatever factory it came from with a fan cooled Jupiter 5 engine in it. I could be wrong of course but there's no provision for real two stroke exhaust pipes, which you really need to have, otherwise you'll get no power and loads of noise.

On the other hand, the Jupiter's primary cover, with fan housing cast in, looks lovely as if something somewhere might have used it as standard. In the September/October 2019 HV we featured Jawa cars at the Jawa/CZ rally. These too use a fan



David Greenwood (above) was there. This is screen shot from a Youtube video filmed by someone called Murt Walsh. If you'd like to find out what the Silver Ball Meet looks like try.....

https://www.youtube.com/watch?v=imKQIMUY8_M&feature=youtu.be

Silver Ball Sidecars

We had a good day out at the 'Silver Ball' cafe day meet. Approx 30 sidecar outfits turned up probably the biggest turnout since we started the event around the year 2004. It was a dry but cold day which always makes for a good riding trip.

My co-organiser also advertised the event with the MZ and Jawa/CZ clubs. So we also had a few solo machines turn up. The Kawasaki (right) had a Ural sidecar fitted using Velorex fittings. It should be good for sidecar work as it has a strong steel tube frame and shaft drive. Pictured above is Jim Turner's K750 outfit and Stephen Wood's Ural/Velorex.

I would like to thank Stephen Wood who was my co-organiser for this event. I am looking forward to the 'Sidecar Sunday' event at the Ace on March 1st.



Don't know who this bloke is but he seems very happy about it. He'll be a MZ club member, he looks very familiar. Is that a TS150?



David took the above photo last year when the weather was awful and this is all who turned up, always a risk in January. Note the BMW club banner. Is that their tent? Do we have some cross pollination going on here?

By the way, I think David's mate Murt posts lots of on youtube where he's called The Mad Leprechaun and I just happened to find.....

https://www.youtube.com/watch?v=F95Gk0U_8zs

This is Go-Pro footage of the drop down from the summit of the Grossglockner Pass. Notice Oskar, page 17, basking in the sunshine about 4 minutes into the film. Interestingly most of the traffic seems to be motorcycles. We'll have a Voskhod up there one day!

Does anybody have one?

Jim Turner would like one but not if it's a million pounds. It's OK if it needs work. Email your editor, page 4, and I'll put you in touch if you're fed up with tripping over yours.

Spare K750 Engine?

Here's he is again, our Russian stick welding, outback farm boy and Youtube legend, with part two of how to make your own V twin engine out of scrap metal.

Почему нет?



We left him last issue having made the crank and just to recap here it is about to be pressed together. You'll see he's

heating the crank web before hand. In the video there seems to be some nasty tight spots in the motion of the rods, oh well never mind.



Opposite top, the raw material for the crank cases, strips of mild steel flat presumably, are being pulled out of the shed. Check out the tyre on our hero's spare wheel. Yes I know it's only the spare but he must have ridden it far enough to get it like that when it wasn't. These strips are then cut to length



and welded four abreast to make the plates the crankcase sides will be angle ground from.



Above, marking out the centre for the main bearing housing having established roughly where that will be with a tape measure, below. Notice the bearing



is hidden by a machined sleeve which is pressed over it. This is the actual bearing housing and will be welded into the rough hole in the crankcase side. Wherever it ends up will determine the crank centre line.



The ring of drilled holes is filed into roundness, sort of, to accept the bearing housing.



height of the housing proud of the cases, this will be the same on the other side?

It's necessary to point out here that the heat needed to weld these pieces



Next the centre crankcase, two pieces of welded strip, is hammered into the necessary curved shape. Steel toe caps are for girls!



The two crankcase parts so far are then welded together. Obviously, to facilitate crankshaft removal, every five minutes I would think, the other side of the cases needs to be bolted on and to achieve this a threaded rib will be welded onto the centre. The cardboard template for this is being marked out opposite top. Below that is assembling the lower cases so that the rib can be welded to the centre while bolted onto the removable side.



Then, the main bearing housing can be welded in place. In the third picture our man is measuring the



in one go, therefore ensuring a clean, continuous and leak free weld, will warp them into all sorts of strange shapes. This is particularly true of the crankcase/deck joint, next page. Only

when the assembly has cooled completely can our hero risk welding in the other main bearing housing. I'm guessing he hopes the crank will run true in its bearings if he lets it decide where they go exactly itself, he'll weld out the errors in the cases!





In the picture opposite bottom, our man is turning the engine round apparently easily with his bare hands gripping only the external shafts, so it can't be too far out then? This is as far as the project has progressed to date, in two Youtube videos. I'll be keenly interested to see if he can weld valve gear with the aid of an angle grinder and a hammer. When he posts part three on Youtube, we'll be there! What's he going to do about an oil pump? I'll love it if this contraption works.



We have for sale here a CZ 472 engine. It was rebored and rebuilt with a reconditioned crank a long time ago, using real Czech factory parts, not Chinese cheese. Then, nothing happened until I bought it in a load of other stuff. To see if it worked I lashed it in my Jawa 634 and I'm happy to report it hasn't suffered for being abandoned and it runs fine.

For Sale

Above is how it comes apart, when he wants it to!



What's a CZ 472? Well, as far as the engine is concerned it's a Jawa 350 built into the crankcases of the 250 CZ 471 twin. This means it fits perfectly into the CZ single down tube frame. If you want to

put it in a double down tube Jawa frame you need to modify the rear lower engine mounting, which needs to be about 3mm wider. You might want to do this when I tell you it comes with a 12v alternator and if I give you a rectifier and a regulator you can convert your 634 to 12v with it. You don't get a carb, I'm keeping that. At the moment it's still in my bike so you can hear it run. It'll take about 20 minutes to get it out if you want it. Email paulcodling@mail.com to ask anything you like. Sorry but I'll need £250.

The following was written by David P Ramsden and I'm sure it was published in HV previously but I can't remember it. It would have been a long time ago, twenty years maybe? You've had loads of pictures this issue, this is erudite and politically astute, get your brain in gear!

A Traitor's Tale

It is an indubitable fact that most motorcyclists visualise their machines as single indivisible entities. Almost without exception those who undertake mammoth restoration projects seem genetically predestined to painstakingly reassemble their machines as near as they can to the way they came out of the factory many years previously. With me it has never been thus.

There has never been a motorcycle manufactured that could not benefit from modifications by me. Am I not an artisan capable of expressing my own creativity, albeit in another field? Why not through my transport? More so, surely, than the deeply alienated production line worker, who plays his or her small part in bringing into existence a machine three times removed from its original concept, with all the sensitivity of a Chaplinesque automaton waiting for home time and receipt of his pickled gherkins. (1) Certainly more so than the stereotypical chinless, bowler-hatted and manicured bureaucrat who would have us all stew in mass-produced mediocrity. Would that it was different and truly liberated workers could assemble bikes they themselves designed in conjunction with the customer, but where would be the profit for venture capitalists in that?

When I see a motorcycle I see it as a collection of parts. When I see a collection of parts I see it not as a motorcycle that could be restored to boring

originality like so many others, but as various elements in a truly original construction, the like of which has never been seen before and will never be seen again.

Nevertheless, there are limits even to my deconstructionist tendencies. I am not a mechanic or an engineer, I am a fabricator. Steel is my medium. The mysteries of the big aluminium bit in the middle are for others. I have nothing but admiration for those bold spirits who develop and build their own power units, and yet are they not still men like the rest of us? (Recently I was talking to a local hero who is putting two Ural side-valve heads on a Harley Davidson Sportster, fascinating. He said he couldn't sleep for thinking about it.) This division, into propulsion unit and that which holds it off the ground, which has its parallels in Cartesian dualism, (2) has led me to utilise engines as varied as the Matchless single and the NSU Prince air-cooled four in cycle parts of my own manufacture or modification.

It is with the above ontology, the innate human drive to create, one of the few sureties of alleged and oft-touted human nature, that I undertook the transformation of my Ural, it having unceremoniously blown up due to the now legendary suspect alternator. Having experienced that sad fate, being completely ignorant at that time of its cause, and unconfident of my ability to rectify it, I could only express my alternatives in the form of various Aristotelian syllogisms, (3) the conclusions to which all pointed in the same direction.

1. I like Russian bikes. This one is broken.....
2. I like Russian bikes. I do a lot of miles.....
3. I like Russian bikes. They need to be reliable....
4. I have a broken Ural. I have a BMW engine in the cellar.....

You can disagree with my logic if you want, but I am only prepared to consider criticism from those who have covered in excess of 30,000 miles in the last three years. I don't doubt for a single second that modern Russian bikes are capable of high mileage and reliability. What I do doubt is that older ones are capable of it without the occasional intervention of a confident amateur or a highly paid professional, neither of which I can access due to finances and learned inadequacy caused by my

cruel upbringing. This is not a slur on Russian bikes, because it is also true of many other marques – Royal Enfield being only one. Naturally I am troubled that the Categorical Imperative, (4) as a most adequate measure of personal moral conduct, dictates that I must only undertake an action if and only if I can will that it should become a universal law. But life is full of contradictory pressures. My outfit is my everyday transport. It carries our shopping and our firewood and it must transport us, when called upon to do so, to work, on holiday, to the pictures, to the doctor's and to our place of worship. In fact I have instructed that my mortal remains be transported over the River Styx, (5) preferably via a bridge, on the chassis of my outfit.

Every informed schoolboy knows that Urals are copies of BMWs. Every supermarket car park expert knows, therefore, that a BMW engine will go straight in a Ural. It won't, as I soon discovered. Having stripped the bike it quickly became obvious that the frame rails aren't wide enough apart to accept a BMW sump.

Aristotle's theory of the forms (6) states that extant and corporeal entities are only copies of the idea of a thing and that the idea is the true form, i.e. the idea of a bed is true, all other beds are mere copies. This is fair enough if you have an idea of the finished product to begin with. My projects tend to proceed more as dialectical processes (7) thesis, antithesis, synthesis. The opposite of a thing works on the thing until the thing becomes something else, while at the same time remaining what it was in the first place. In other words things aren't just what they are, they are at the same time what they were and what they will be. An Oak tree is an acorn and it is a table the transformation is seamless. Quantitative change becomes qualitative difference.

Aristotle was not a metalworker. If he had been he would no doubt have deduced that some kind of jig was necessary if any kind of straightness or symmetry was to be achieved. Making jigs is tedious because it isn't making what you want to make, it is making something else that you don't want to make. I know a very capable man who trick makes frames without a jig, and I've done it myself. But when I've put my frames on the floor they've tended to be a bit like rocking horses. Thankfully when I'd got the frame in my jig the Socrates of

Cleckheaton, MZ Mark, came round and told me in his own inimitable way that the BMW gearbox output would not line up with the hole in the Ural swinging arm if I carried on the way I was going. Naturally I resisted his observations and resented his interference, even though I'd asked for it, but he was right. Guilt keeps me going and Mark plays his own small part in maintaining it, having since told my partner that I am ruining the M72 he sold me and that he wishes he'd never sold it to me. C'est la vie.

The above revelation meant that the engine had to be lowered in the thankfully only tacked together widened frame. This was achieved by lowering the bottom rails and moving the engine mountings from through to under the rails a la BMW, the latter having the added advantage that I would now be able to remove the oil filter more easily when necessary. While I was at it I moved the vertical tubes that carry the swinging arm pivots back an inch, to give me more room to mess about. As always the job took far less time than the procrastination and before you could explain logical positivism (8) I had the engine and gearbox in the frame.

Aside from the consultation I had with Mark I sought the advice of no one, as is my wont, simply feeling my way through the project. A local engineer made me an adapter to connect the BMW gearbox output to the Ural rubber doughnut, and Robert was my dad's brother.

It had been traumatic and, like most jobs of the kind I never thought I'd see the end. On completion I couldn't believe I'd done it. Filled with pride concomitant with the hubris of Xerxes (9) I attached all the ancillaries, only to discover on start up that the bike went backwards in all five gears.

Only those who have experienced such a devastating blow can appreciate the resulting depression. The last time it happened to me was when all four cams of my Sportster, complete with their shims, fell out on the garage floor when, aged twenty-one, I naively took the timing cover off to remove the manky crinkle black paint after I had been stupid enough to ride Taiwanese tat through winter. Some weeks later I re-entered the shed with a BMW bevel box to discover that its fitting would require only minor modification to the Ural

swinging arm, though it would entail a specially lengthened BMW driveshaft and a BMW wheel built up to 19" if I was to retain the line of the bike. These two were easy to achieve locally and three years and 40,000 miles have passed with no problems.

Some time later I bought a Dnepr MT11, which was fantastic bike to ride solo, numb and ungainly, but with a bottom end infinitely suitable for pottering round back lanes. The first time I went to a rally on it the big ends went. I was again confronted by my own reticence and incompetence. It is often assumed in club magazines that everyone has the confidence to take an engine in bits, they don't. Anyway I fitted another second-hand engine, but after that I only undertook short trips on it, which is no good. I bought an ex-plod, big flywheel BMW R80/7 for longer solo trips, but needless to say I wasn't happy, and I had too many bikes.

Much though my significant other resisted it, she having paid for the BMW, it became obvious that another synthesis was on the horizon. The R80 engine, gearbox and bevel box went in the Dnepr. This time I retained the standard engine bolt holes and lowered the bottom frame rails to line up the gearbox output. The oil filter removal problem was alleviated by the addition of a removable frame section with half lap joints on the front down tube and the front engine mounting. The Dnepr swinging arm required more extensive alterations than the Ural one, but it was doable, and I stuck with the standard BMW 18" back wheel. This has provided a very rideable solo with character, not to everyone's taste, but much to mine. It feels like the Dnepr it is, but I trust it.

This sorry tale is offset by the regular offerings of intrepid Russian and Soviet bike riders who traverse whole continents over endless decades on standard bikes without so much as getting their tool rolls out. They are not me and I am not them, long may it remain so. I only have to live with the guilt that my treachery entails.

Notes and references.

1. It may be apocryphal but it is claimed that workers in Soviet tractor factories were paid in pickled gherkins at the nadir of the collapse of the alleged socialist state.

2. Cartesian is the adjectival form used to refer to the postulations of Rene Decartes.

3. the syllogism was the contribution made by Aristotle (384-322BC) to formal logic. In a syllogism two stated inferences lead logically to a third.

4. The categorical imperative was formulated by the German philosopher Emmanuel Kant (1724-1804). In essence one shouldn't do what one doesn't want everyone to do.

5. The mighty river Styx is the water course over which the ancient Greeks believed they had to pass to enter Hades, cf. the goodess of the same name.

6. For more on Aristotle's Theory of the Forms see his Nicomachean Ethics or any philosophy encyclopedia.

7. For more on dialectical materialism see the excellent Dialectical Materialism by David Guest, Camelot Press, 1939.

8. Logical Positivism holds that a form of words that express neither a verifiable fact nor a truth of logic or mathematics is meaningless. Thus rendering much of what we think we know obsolete.

9. Xerxes, the powerful king of the Persians, attacked Greece in the 5th century BC. See Herodotus, The Histories for the full story. For Xerxes hubris see Aeschylus, The Persians, his play on the subject.

I bet you're all sprinting down the library now aren't you? (!!!)



Above, David P Ramsden and Yvonne putting a BMW engine in a Ural frame modified for the purpose by Dave in the Thirsty Horse workshop in Mongolia. Any excuse to think of Mongolia right?



The late Malcolm McNair was one of our founding fathers and was the very first secretary of the then Ural Owner's Club. His daughter passed on a box file of old COC related papers to the club and we have that here in the editorial office. It's a fascinating browse. Malcolm bought quite a few parts from the Dutch Ural importer, presumably because they weren't available from Fred Wells, and must have written to them for their advice on going faster. They sent him a postcard. On the back it said.....

History

out from MCN from July 27th 1988. This says.....

"In this second feature in a series which looks at clubs for the fans of East European made bikes, we centre attention on the Cossack Club which caters for all Russian made machines. Is it true that Vodka frees rusty nuts? Do the makers insist on shared ownership? Is all property theft? We meet some characters who give an insight into the Cossack nature."



The above picture crops up quite a lot. I always wondered what the story was behind it. I can tell you it was taken at the 1988 Red Star Rally and it's Gavin Johnson on mostly a Dnepr. I now know this, and the fact that Gavin was club secretary at the time because MCN featured it in their COC club profile. From that then.....

"Gavin Johnson's bike is destined to become the most modified Cassack in captivity. Armed with the know how from an engineering degree, the Cossack club's secretary's monoshock conversion on his cafe racer flat twin is just the start! Incredibly, Gavin says he is "80% finished" on a plan to add a fifth gear to the Russian built bike's gearbox, and that is due to be topped by a conversion from pushrod to overhead camshaft! That single shock conversion took place as soon as a new job as sales engineer with company car relieved the pressure of day to day transport on the twin.

A breaker's yard found Yamaha suspension unit was put into service, along with a Honda brake caliper on a new hub made from a pair of Ural half hubs. Front forks are Suzuki.

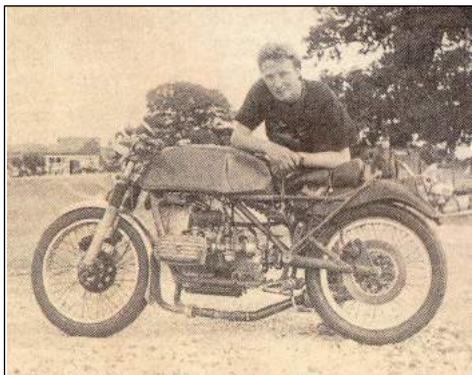
The five speed conversion is more complex, and involves using space in the box normally occupied



"Thank you for your letter and it was a pleasure for us to hear that in your country there is an Ural owners club. We regret, however, that the Ural is just a machine which must not be tuned! The character is one of typical touring machine so no high top speed but very strong. We can so, as you will understand, not help you with details of tuning! Specially the Ural machines will not be happy after tuning! The Dnepr machines perhaps better, but not for long distances and best if the roads are bad!! (dessert!!)"

The postcard is dated May 10th 1974. Of course they would say that, being an official importer and I'm sure their advice was dismissed as cautionary rather than an earnest conviction. No one listened to me when I was trade either! Interestingly, also in Malcolm's box is a weathered and discoloured cut

by reverse gear. "The problem with the engine is that the very long pushrods flex at high revs," he said. "To get round that I want to go for an OHC conversion, a bit like a pair of Manx Nortons, or maybe a belt drive."



Rather than make his own heads, with problems of machining a bolted up assembly, Gavin's now looking at a scrap yard for a pair of four valve OHC singles he can cannibalise. Gavin's bike is powered by a borrowed engine, fitted only the day before the picture (above) was taken. It features 32mm Mikuni carbs to improve fuel consumption. Those exhausts are purposely low to clear a planned deep sump conversion, said to extend engine life." Below is an earlier incarnation.



Does anyone remember what happened to this bike, after all that work, or Gavin himself?

We'll have more of MCN's COC club article in the next issue featuring the Dnepr opposite top, pictured here in 1976 when it was new. I think it's the same bike because the screen, top box, and Ural tank betray it. In MCN, by 1988, it had lost the Russian sidecar and gained an alternative on the

other side. Did you really own it that long PJB?

The following IFA club dates came in late so they're squeezed into the last available space in HV. If you want to know more I can email the IFA Club flyer.



Glasnost, Scottish Eastern Bloc Vehicle Weekend 25th-26th April at Glasgow's new Riverside Transport Museum. Sunday is Drive It day.



Oxfordshire Eastern Bloc Vehicle Weekend 8th- 10th May. Visits include the Hellfire Caves, a classic vehicle meet at Greenham Common and another at the Chinnor and Princess Risborough Railway. The IFA are based at Wallingford for this.

Iron Curtain Vehicle Weekend, Leicester and Nottingham 24th-26th July. The IFA club will be displaying their Trabbies at Newark Air Museum followed by visits to Leicester Gas Museum, Abbey Mills Pumping Station and the National Space Centre, finishing with an Eastern bloc vehicle meet at Nottingham Industrial Museum, Wollaton Hall.

Red October and Crich Tramway Museum Derbyshire 3rd-4th October. Their visits take in Barrow Hill, the UK's last surviving operational steam locomotive roundhouse and a road run with mill visit through the Derwent Valley.

Full details for all these events are on www.IFAClub.co.uk or you can email Events@IFAClub.co.uk



Regatta Dover Fleeced Lined Jacket - £47.00

Product Code: COCJ1.

Waterproof, Windproof hydrafort polyester fabric. Fully lined with Thermo-guard insulation. Taped seams, concealed hood and adjustable cuffs. 2 zipped lower pockets. These jackets are very nice and comfortable and come with the Star Logo on the left breast as with other products. The club's web address (www.cossackownersclub.co.uk) is across the shoulders on the back. Colours: Only in Black with Silver Logo and writing. Sizes: M (40") - L (42") - XL (44") - XXL(47") - XXXL(50")



Regalia

Full & Half Zip Fleeces - £25.00

Product Code: COC-FL. 100% Polyester, unlined. Comes with Silver Club Logo or Star Logo over the left breast. These are great for chilly mornings on the rally field. Normal range of sizes: Medium - Large - Extra Large - XXL & XXXL.



T Shirts- £13.00 Phil and Gina are the people to see about the current availability of styles and colours. Cloth badges, metal pins and stickers are also



available. regalia@cossackownersclub.co.uk or on 01780 720420

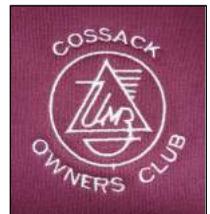
Hooded Sweat Shirts £21.50

These are normally on an order only basis.



Woolly Hats £8.50

The woolly hat is the knitted type and again with either club logo. This is an essential bit of kit for any club member. Standard Club Logo or Star Logo.

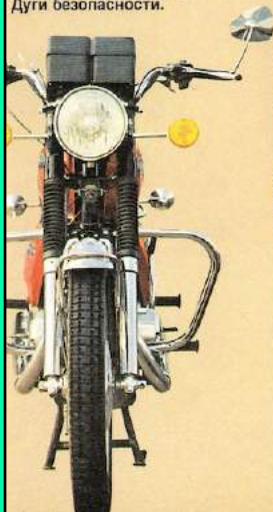


ИЖ-Планета-4: безопасный мотоцикл для любых дорог

Двухтактный
дорожный мотоцикл.
Скорость —
до 125 км/ч.
Эффективные тормоза,
надежные пружинно-
гидравлические
амортизаторы.



Передняя подвеска
телескопическая.
Ход оси — 160 мм.
Передние указатели
поворота.
Зеркало заднего вида.
Дуги безопасности.



Задняя подвеска
маятниковая.
Ход оси — 110 мм.
Задние указатели
поворота.
Задний фонарь со
стоп-сигналом.
Габаритные огни
световозвращатели.



Специальный замок зажигания. Спидометр.
Индикаторные лампы.
Включатель сигнала "стоп" для переднего и заднего тормозов.

ТЕХНИЧЕСКАЯ ХАРАКТЕРИСТИКА

Двигатель	двухтактный, одноцилиндровый
рабочий объем, см ³	346
диаметр и ход поршня, мм	72×85
степень сжатия	7,5—8,2
мощность, кВт (DIN л.с.)	14,7 (20)
Сцепление	многодисковое, в масляной ванне
Количество передач	4
Моторная передача	цель втулочная, двухрядная
Задняя передача	цель втулочно-роликсовая
	закрытая
Тормоза	барабанные независимого действия
База, мм	1450
Габаритные размеры, мм	2170×810×1170
Масса сухая, кг	160



