

HORIZONTAL VIEW

**The magazine of the Cossack Owner's Club
September/October 2017
The Executive Responsibility edition**



The man who wants nothing is invincible

Front and rear covers

The quote at the bottom of the front cover is another pearl of wisdom accredited to philosophy in general and no one in particular. On line I found it associated with Antonio Banderas who almost certainly is that profound but probably said it a film while he was acting. It is NOT associated with Professor Phil although it might look that way, unless he wants it to be of course.

It's on the front cover because this issue features more than one sad tale of disappointment which is such a frequent occurrence there must be a dark side to the world of Russian motorcycles. Basically the quote means that a man with everything he wants cannot be ripped off because without the desire which makes him vulnerable to exploitation, he can treat you with the contempt you deserve if you try it. Do we think it's our own lust which leads us to gamble, desperate to own something of the industrial beauty of Soviet Russia? I think it is.

Calm down people! Those smoky grey factories produced million upon million of quaint and charming motorcycles and if you don't get that particular Ebay queen, there'll be another several hundred along in a minute. We're pushing the prices up by being impatient. Don't blame the Latvians or the Poles, they're not inhibited by our English sense of fair play, it really is a case of Caveat Emptor, again and again and again.....

The AGM and the necessary publishing of the minutes has meant that some contributions from members have been filed for inclusion in HV at a later date. I can assure you that if the rollover file gets too big I'll be pestering accounts for some extra pages. Everything you send me will get in and contributions are very, very much appreciated.

Greenwood's Gallery is missing this time but the outside rear cover is a lovely action shot (Blurred spokes you'll notice) of the man himself about to go out on the ride out from Wing, and wife Anne beaming from the chair.

The ride out took us to Gina's café, as good an excuse as any for a ride out and the campsite next year's AGM will be held at. Just one word

about that, lasagne, Ooooooh marvellous!

The inside rear cover pictures the return of the ride out with Tony Jones happy to have made it back, in Mike Rowe's outfit, and PJB trying hard not to fall off on the rough Wing Hall drive with no third wheel.

Somehow Tony managed to arrange a fly past by the RAF with what is obviously a Spitfire and some other thing and a



meteor shower on Saturday night. The fortunate happened to be looking into the heavens at just the right moment to witness flaming lumps of space rock leave trails of smoke across the clear, star studded sky. Hawkeye Hazel seemed particularly lucky, so much so the rest of us wondered if she was making it up!

Nick Tucker took the above photo and others of the AGM weekend along with John Tickell and Dave Cox. We had a shed full to chose from so don't be surprised if many of them turn up between these pages in the future. Having more content than we have pages for is a nice problem to have. Thank you gentlemen!

Politburo

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Forthcoming Events

The Eastern Block Vehicle Day is at Ace Corner, North Circular Road, Stonebridge, London NW10 7UD on 22nd October. To find out more ring the Ace Café on 020 8961 1000.

Red October returns to the Millennium Place directly in front of Coventry Transport Museum on 10th October. This celebration of Eastern Bloc motoring, more than 25 years after the end of the cold war brings together some of the unique vehicles from those regimes on the other side of the wall. All vehicles designed or built in the cold war period are welcome. Just turn up, there's no prior booking or fee for taking part. Entry to the Coventry Transport Museum is **FREE**. www.transport-museum.co The hyphen is important, you need it.

Vehicles may be displayed from 10am-4pm. Access to Millennium Place is from Coventry ring road, junction 1, CV1 1JR. This is another IFA Club event and Richard Hemington is the man to see at the same contact details as the Iron Curtain Rally above.

Comrade Carl's Classic COC Show still left to enjoy is the Motorcycle Mechanics Show at Stafford County Showground on October 14th and 15th. To find out more email Comrade Carl at comradecarl@mail.com

Carl's shows are an important part of the club's social calendar and one of the best opportunities to meet some of it. What to know who your friends are? Find out at Stafford.

There's been a little confusion recently, caused by the shambolic editorial filing system, over Carl's email address. It is comradeacarl@mail.com, OK?

Comrade Carl

A plea for club members to supply bikes for our stands at the shows. These shows are where the public sometimes finds out about the club first and we need to publicise ourselves and our interests. This is why we need to create a different mix of bikes and members to keep them interested and educated as everyone has a different story about their bike. We have a lot larger membership now than when I started the stand and we can all help it get better by giving a little time to display something. It doesn't need to be in exceptional condition just a talking point. The stand is also a social meeting point to talk bikes and crap (*Presumably not crap bikes then?*) over a hospitable weekend. It's not so long ago saying you owned a Russian bike was a joke now we do the main shows and are accepted. So please think about bringing you and your bike. It would be a great help because without you we're stumped.

National Rally of Scotland This checkpoint type rally takes place over the 9 and 10th of September and covers checkpoints all over Scotland. The entrants can start anywhere and there are usually five different Challenges, including two touring awards. There should be a challenge to suit all riders.

The cost of the event is £12.00 per entrant per challenge and £32.00 for a team of three. The completed touring paperwork must be with the final control Marshals three days before the weekend of the event, or can be handed in at the final control on the date of the event. This is also the final part of the Three Nations Challenge which also includes both the English and Welsh Nationals.

Those interested can make contact by sending an SAE to Colin Pate, 45 Elmwood Park, Deans, Livingston, EH54 8SP or e-mail colinbpate@yahoo.co.uk

The Second European Meeting Ural France will be held this year at St Nectair from 22th to 24th of September 2017. Ural France hope to get same success as last time in 2015. Ural France organize this big event every two years. All weekend details program are online here :<http://www.ural-france.com> Regards, Bruno, Association Ural France.

St Nectaire is in the Parc National Regional Des Volcans D'Auvergne just south west of Clermont

Ferrands. I drove through the area a few months ago and the mountains were snow capped and spectacular. This date is pencilled in on the editorial calendar. Check out the website. It's all in French of course but there's some lovely pictures to look at and videos to watch.

Dent. Phone Vince Briers on 07850 770176 to find out you should be at Conder Farm, Dent, LA10 5QT over the weekend of October 6/7/8th. Pictured below right is the Ribblehead Viaduct which carries the railway line over Dentdale, a gash cut in the moors by the river Dent. The road into Dent village from here follows the river along the bottom of the dale, yes, under the viaduct and hidden in this picture by the scenery. It's a breathtaking ride and just one of many in the area. Calling Dentdale stunning is only half a description and only one reason to go to this Rally. Fancy dinner every night in The Sun? Most people do and the rally moves up the cobbles in the dark.



Chris and George Smith send in the picture below and associated text. It has something to do with Malle clothing in London and appears to be just one of the events they organise or sponsor.



THE MILE THANK YOU

To our dear friends of The Mile, it's only been 10 days and we miss you already!

We wanted to thank you all again for coming and making it the best year yet, over 350 wonderful motorcycles were racing and exhibiting over The Mile weekend. We hope you enjoyed not only the racing, the riding, the dancing, the boxing, the food, the films, the photos and the hand crafted beer but enjoyed the unique and beautiful grounds of Kefington Hall. We can't wait until next years race; pencil July 6-8th, 2018 into your diaries (but keep it quiet). We already have some new ideas in mind for a new race track with the same pure focus of making it the greatest inappropriate motorcycle race.

Sometimes the internet seems to have developed a

Slick

sense of humour and we don't get quite what we expect. Slick's self introduction got off to a mysterious start. If something like this happens to you be encouraged, here's the story from the man himself.....

Sorry for all confusion but when I joined the Club I used Gina's 'Membership' email address (which had some hiccups as her inbox was full apparently but I eventually managed to get my application seen and actioned)! Then I did the "Bio" (for want of a better word!) and tried sending it with pictures attached to paulcodling@mail.com as advised. All I got (several times!), was a "Postmasters" return message saying mine could not be delivered as "it is an invalid email address"?!? I then copied it to Gina's email in desperation (with an additional note at the top in red explaining why), as I knew that worked (sometimes!). No reply but I knew you had all been involved with the AGM so didn't panic for about 5 days, but then I sent her one a couple of days ago asking if it had been received and that wouldn't deliver! I then double checked that I had used the correct address (I assumed that it was meant to be "@Gmail.com" or "@HOTmail.com" but both copies of the magazine had the same one, "@mail.com" which is what I had used!

Much muttering and "speaking in tongues" later, I checked the Club website and saw the other one and sent it to that in desperation, no wonder the poor chap was confused and it's hardly surprising that the photos had 'disappeared into the ether' somewhere along the line!

I used the exact same address as last time and even sent some extra photos and it went first go, so I can only assume the original was intercepted by GCHQ or the CIA because they assumed it was some kind of coded message! If you wondered about the nickname, it started during my time with the MoD and attached to the RAF when they reckoned I was "slippery enough to slide out of anything"!

Hope you can make some sense out of my rambling warped sense of humour, it drives the



wife mad so I apologise now and will leave you in peace!

The above pic is of the Black Pig (Captain Pugwash reference if it was before your time!) 'as bought', the rest are as it is now.

Having achieved contact then, here's Slick with The Black Pig's story.....

I was ordered (!) to send you a brief bio and pix of my latest (in a long line of) Russian bikes! O.K, briefly (Ha-Ha the wife would say!), I'm Julian Creese (usually known as "Slick") and I bought my 1994 Ural Soviet Knight just before joining the Club in early July.

I saw it on Ebay as 'spares or repairs', liked it and bought it! It came with a month old MOT that must have been done by a deaf tester who needed a guide dog as two indicators didn't work, the horn was inaudible further away than the front wheel and the rider's seat was only 'fixed' by being trapped under the back of the tank! (I'd like to point out the MOT had nothing to do with the seller, he took the bike as a trade in against a "Hardly Dangerous" from a 'friend').

Since the late 80's I've owned a Jupiter 3 which had a right hand chair that I scrapped after 3 days as it was lethal and kept as a solo. I've also had a Planeta Sport, a new Soviet Knight in the early 90's and about 3 or 4 (of each!) Urals and Dneprs, both with and without sidecars, since then. About a year ago (after about 5 years riding Reliant Trikes), I bought a Ural that looked as though it had been marinated in dung for several years, did it up and then sold it as it was



a pig to start (Yep, low boredom and tolerance threshold!) I then saw the current one and am attaching some photos for you to use or laugh at as you like!

Unusually I've never been 'into' Jap bikes, I always had Triumphs and BSA's from when I left school, (before they became "Classic Bikes" and overpriced by 'investors') and then went over to the varied selection of Soviet bikes, also one MZ 250 and a Jawa 350 Combo! The only Japs I've ever owned was an early Yam 650 that went well but handled like Bambi on roller-skates and about 8 years ago I bought (sight unseen!) a Honda 600 Shadow that I swear was designed for deformed Pygmies (at 6' 3" it was like riding a moped)!



That's about as 'brief' as I get I'm afraid. I also have photos of the previous Ural which I 'did up' and sold (if you can use any) and I also have some 'period' photos taken of the Jupiter, Planeta, a couple of the Urals and Dneprs and the Jawa Combo but they are actual photos so I'd need to scan them in if you think anyone would like to see them in a future issue? All the best & good luck for the AGM, as I explained to Gina Inman, I will be there in spirit but at the moment I haven't done more than ride

the Ural up and down our road once due to the weather 'going pants' as soon as I got another bike! Regards, Slick.



P.S: First photo is as I bought it, the rest were taken today. It really doesn't look like it but the tank in the 'before' photo was hand painted & looked as though it had been done by Stevie Wonder, isn't it amazing how good Ebay photos can make things look?!?

"Period" photos, life snapshots? Yes please!

Pete Yeo

I'm Pete Yeo, 63, from London who got his Ural 750 combination after three strokes stopped him riding a solo. Been to MCN Peterborough since. Drove it back from Derbyshire where it had been used for a business giving trips as Sidecar Safari.



Not many sidecar owners about these days, but I met a guy at the High Beech bike hut on Sunday who had 1951 Vincent with Watsonian chair. Conservatively worth £60k.

A Harley owner had a loose throttle cable and the Vincent had a full tool kit! fixed it. He was as interested in the Ural as I was his Vincent.



I'm off to F2 Motorcycles in Wisbech this week to get my front spindle unseized. Idiot tyre company didn't realise it was a left-hand thread.

Adrian Webb

My name is Adrian Webb, I live near Blackwood, South Wales and have had an interest in motorbikes since I was a lad. I've owned a variety over the years, mostly trials, enduro and trail bikes.



I hadn't really been looking for an outfit until last Christmas when a daily trawl of Ebay threw up an advert for a 70's Neval 650 in fetching hand painted drab olive. The outfit was local, I had time on my hands so I went, just to look of course. We arranged to meet at the seller's unit on an industrial estate but on arrival found the fuse box had recently disintegrated so I couldn't hear the bike running. A few days later, fuse box repaired and I was back over. A roller coaster, Indiana Jones style ride around the industrial estate and after ten seconds I'm thinking yes I'm having this! Unfortunately with the bike only running on one cylinder and my mate with all the mechanical knowledge laid up in hospital with a broken ankle, I reluctantly decided to leave it there but the seed had been planted.

After missing a few others before I even had chance to view them, a wet weekend saw me making the trip from South Wales to Leicester in the car thinking it would be nice to give my plated, pinned and plastered mate a day out. I had arranged to see two outfits, a period looking Dnepr and a "modern" 1999 Ural Tourist R(?) Just before we left I received a text saying the Dnepr had been sold so I spent the journey up to Leicester discussing all the reasons why I didn't want the Ural and would wait until another military look Dnepr came up. A few hours later we were on our way back discussing how I could get my newly acquired Ural home from Leicester.

With it being too wide to fit in anything I could hire at a reasonable cost, the first sidecar adventure was hatched. A coach up to Leicester and it ride home



with my recently out of plaster mate pointing the way home with his crutch. All went according to plan, that's assuming the plan was to take eight hours to ride home, a close shave with an artic on the Leicester bypass, riding a few miles in the dark before realising there was a dodgy connection on the light switch and being totally baffled by a gearbox with a mind of its own. In fairness the trip went well considering I had never ridden an outfit on the road before. A few interesting moments kept my mate very quiet for the first few hours along the Fosse Way.

The reason for going for the Ural in the end was although it was a bit tatty cosmetically, the previous owner had ridden it to Norway and back so hopefully it is all up and together mechanically. No doubt time will tell but so far so good. Four months into ownership and around 300 miles covered, I have two new tyres ready to replace the original weapons grade Russian rubber and I'm still struggling with the gearbox, even though I have adopted the press and hold method of changing gear (has anyone tried indexing their gearbox using the advice on the net? Perhaps this has been covered previously in HV? Any advice welcome). I wasn't too bothered with the paintwork initially as I had a mind to paint it a nice shade of beige / sandy yellow but as time goes by idleness pushes me in to quite liking the original blue.

The next adventure on the cards is a camping trip to West Wales. I'm looking forward to the carrying capacity of an outfit rather than three miles of bungees strapping everything to my XT or C90. I see there are quite a few members in South Wales, I hope to meet some of you soon.

The subject of gearboxes and the mysterious vagueness of something like gear selection had raised it's oily head in recent correspondence.

Mark Avis posted his thoughts on the internet thus.....

On the way back from Dent last weekend I could feel my bike 'jumping' in 3rd gear occasionally, as the rounded ends of the dogs force the locking ring back against the selector fork, it bends back, skips a dog, and then springs back and re-engages.

Box out, and as I expected there's loads of end float in the gears, about 1.25mm. This means the 3rd gear is free to run away from the selector ring (towards the rear wheel), the selector ring is fixed in position relative to the case of the gearbox by the selector plate, of course resulting in a shallow gear engagement.

I could make a washer to fit behind first gear to move the whole lot towards the engine, but this might mean shallow engagement in 2nd (4th seems OK). From doing a bit of messing with feelers it looks like I need 0.5mm between 2nd and 3rd, and 0.6 behind 1st, leaving say 0.15 for clearance and lubrication.

Now the question - what to make them out of. I *think* I may have made something out of mild steel a long time ago, which may have disappeared to a paste by now. I could buy some silver steel and harden it, or I could use some bronze which I have floating around. What do folks think would work from a wear point of view?

I'm not sure what Mark's on line friends thought of that but having noticed this trouble before I thought.....

First, the thrust washers on the ends of the output shaft should be made of bearing quality steel because they are after all bearings. The problem here is that when the nut on the end is done up they have to stand the pressure so steel it has to be. Anything soft will crush and the nut will constantly come loose. The ancient Ural box is designed to stand lots of wear before it wears out and I've discovered that you can machine a step in the thrust washers so the shaft fits inside them, then put an ordinary steel washer out of your bits box behind it to restore the space. This means that the step collects the gears together limiting the clearance between them. After that it's possible to shim the washers outside the thrust washers to slide the whole lot up and down the box to where you get the engagement

you need. With luck there'll be a nice compromise because having lost the slop between the gears you've lost a lot of the error the compromise would have to deal with otherwise. A lot less stress than making thin brass shims!

Second, another potential problem exists on the other side of the gearbox. That little spring on the end of the selector shaft under the cover with the hand selector on it locates the cam plate exactly over the centre of the detent ball, if you're lucky. You'll see that whether the ball and cam plate line up depends on how accurately the shaft is held in place by the cotter pin through the handle and any wear at all on that, the back of the hand lever, or damage to the cover, cocks that up. If that's worn the cam plate will slip off the ball and disable it holding the cam plate securely in the right place to engage the gear. When that happens the ball will spring out more, taking the pressure off the spring and the cam plate can rattle about enough to rattle completely out of gear! And sometimes back in again. I think you might have this. The slot in the edge of the cam plate fits the ball diameter size, not the smaller circumference of a slice through the side of it.

Thirdly, those two adjusters on the back of the gearbox locate the limit of the selector pawl plate travel.

Which brings us to Adrian Webb's trouble of selector indexing. Two pictures were necessary to illustrate this, one of which we've featured before, sorry about that. It's in the November/ December 15 issue but we need it again.



These holes (right) are for a pair of adjuster screws and locknuts. They limit the travel of the selector pawl on the other end of the shaft. This is the bit which picks up the next gear and turns the shaft. It's possible for the shaft to travel too far going in and then past the next gear, or not far enough, stopping before the gear is properly engaged.

You test them on the way down by screwing the top one in until you can't select 1st gear and then out again until you can. Do the same with top gear with the bottom screw. Then go for a ride. If you change from 2nd to 3rd and don't get the gear, try it again. If it's in top then the selector went too far on the way up and the bottom screw has to go in a bit. If you can't get past 2nd it's in too far already. On the way down try from 3rd to 2nd. If it doesn't select and you get 1st on the retry, the top screw is too far out. 1st and top gear are a rough guide, 2nd and 3rd are the real test.

up exactly with the plunger. This spring keeps up the tension on the back of the hand lever which holds the shaft, and the plate, in the right place. There should be a steel shim under the lever which sometimes gets lost. If there isn't the gearbox case or the lever can wear and the shaft can wander off. The trouble is if the plate doesn't line up with the plunger they touch on the side of the ball which lets the spring behind it extend further taking preload off it making it effectively weaker and unable to hold the plate still as well. Sometimes the plate itself can get bent and that has the same effect. The hand lever is what holds the selector mechanism in the right place, it's not just quaint!



Above. The thing on the right of the gears is the camplate with the grooves for the selector forks. It's in top gear here and you can see the fork is slid up, collecting the selector ring and pushing it up the splines on the drive dog to engage the dogs on the gear. This gearbox is a bit worn as you can see from the other selector ring which is hanging on its fork because everything is loose and floppy. Believe it or not that's OK as long as the selector plate is exactly in the right place, held there by the detent plunger pictured below.

If you look very, very closely at this picture you can see the polished line on the edge of the selector plate to the left hand side. This one didn't line up very well so a shim under the lever would have brought the shaft left and in line better.

While we're here you'll notice that top gear is helically cut and the rest are straight. This is because the first three gears are cast into the input shaft and top is pressed on. Top gear is a different, harder wearing steel because it doesn't have to be flexible shaft metal. With this in mind you should get in top as soon as you can and stay there to avoid wearing out your soft 1st, 2nd, and 3rd gears, that's why the gearing appears to be low at first. That's not just quaint either. It's to facilitate using top gear everywhere.

The plunger locates in the notches on the edge of the selector plate, at the top in the above picture. You can imagine I hope that if the selector plate isn't held still in the right place the forks won't hold the gears in gear.



In the picture opposite top, edge on to the selector plate you can see the spring on the end of the selector shaft which makes sure the edge lines

Adrian said later.....

Just came back from a few days camping in Fishguard, about a 300 mile round trip including a bit of running around the area. Took a copy of your gearbox notes thinking if we were at a loose end one day I'd be with two mates who love to fettle. After half hour or so following your advice, the first test run had all gears sorted on

the upshift where previously it was constantly dropping out of 2nd and 3rd. Lost 3rd on the down shift but a tweak had it selecting quite nicely on the way down although it drops out of gear after a few seconds.

Absolutely delighted with the improvement. The outfit is so much nicer to ride knowing it'll stay in gear when pulling away from junctions and roundabouts. Loosing 3rd when changing down on a long uphill section was a bit alarming though. When it drops 3rd it sometimes goes back into 4th relatively easily but I can't go down the box at all without rolling to a stop.

Hopefully a bit of fine tuning (on the top screw?) will sort this out.

Next job is to get it to start a bit easier than it does at the moment from cold. I'm walking with a limp after three days of kicking and kicking. Many thanks for your help, it really is appreciated.

It's the club's pleasure! Mark Avis again.....

Now I have the gears out I can see that the whole shaft was pulled rearwards out of the front bearing so the front thrust washer was not tight against its shoulder, hence the slop between the gears. Banged up tight I have about 0.25mm play, which seems OK to me, now I need to shim it back into the right place in the box. I'll do as you suggested and use soft shims held tight behind the thrust washers.

I'd not thought about the cam-plate side of things, I use a 'dummy' cover plate I made (carefully) to locate that shaft on the nearest two holes in the case, which is easy as on the real cover plate the back of the shaft seal housing is flush with its rim, so a flat dummy plate will do. I had not thought about its thickness and whether the hand-change lever would pull it right-wards against its spring (messing up the ball-detent). I'll look into that. Cover plus seal looks to be 11.1mm thick on mine.

Now 'real' (high quality Russian!) spares are being supplanted by pattern parts of dubious utility, I've also been wondering about surface grinding 0.x mm off the worn face of the dogs on used gears, and using a 0.x mm shim to move the slimmer resulting gear back up the shaft. The idea would be that the locking ring would engage with a nice flat bit of dog, rather than a rounded off 'used' end. There seems a

fair bit of clearance between these rings and the faces of the gears when engaged, to allow the whole gear to move up a bit. The mesh of the teeth with those on the clutch shaft would be slightly mis-aligned, but not so as it would matter, I would have thought. I wonder how deep the hardening on the gears is. I've done this on an MZ 250 5-speed gearbox in the past, where 3rd gear always has issues resulting from a design fault in the selector drum.

Mark Warrender

Here's a story that hopefully isn't too familiar, although I'm sure that most of you will be able to relate to some parts of it! I sold my beautiful Royal Enfield bullet café racer as I'd taken it as far as I could, and a good price I got for it too. I wanted an outfit to replace it as the young family were growing and I was looking forward to taking everyone out on it. I had a Moto Guzzi Eldorado outfit in Melbourne where we lived before and I loved it! Unfortunately that had to be sold as it was too much to ship it back to the UK.

So after a little hunting I found a Neval Cossak on Ebay. It's an officially imported UK registered machine, which I'm fairly sure is a Dnepr MT-09. Having travelled through Russia on the way back from Melbourne I'd seen a few of these on the road, always tatty and looking like they'd had a hard life, but happily slugging along all the same. I fancied one to do up in Communist Party Red, with the CCCP logos and a stencil of Lenin or similar. It was going to be mega!! AND, unlike all those from Latvia with suspect paperwork I could register it immediately, which I did.

It was up in Yorkshire so we duly trekked up there to have a look. I took it for a spin, got carried away and bought it, against my better judgement. I should have known better as a storm was brewing and the plates in my broken arm were tingling. Anyway, I rode it home over the North Yorkshire moors in the dark and the engine seized!! My good lady had my phone and I was stuck on the moors in the dark, and it was starting to rain. I walked back to the nearest pub, The slaughtered Lamb. No phone!



Luckily there was a farm nearby so I rolled back down the hill and arranged for it to be stored in a barn there. At the weekend my mate offered to go and get it with his trailer. I didn't think it would fit but he was insistent, we checked the dimensions on Google and off we trekked again. As we arrived he said "ooh it's big isn't it?". Erm, yes! I told you so. So after an hour we finally conceded defeat and returned home empty handed again. Luckily old Syd was in the pub and offered to fetch it again on his flatbed, so the following week we trekked up AGAIN, this time to return with the outfit. What a homecoming!



I soon had the motor apart and it wasn't as bad as I thought. The left hand piston had nipped up in the bore, but everything else looked ok. I ordered a pair of barrels and pistons from Arabalet, along with a gasket set. I was impressed at the price of the parts, very cheap! But the build quality leaves a lot to be desired. While the heads were off and I was waiting for parts, I machined off three fins and tapped them to receive a second spark plug. I figured I might as well make it ready for a twin spark conversion. I found out from Phil that it had electronic ignition, so I left that alone for the time being.

The carbs were both leaking and I looked into overhaul kits, but for a little extra money I opted for new carbs from Chris at Vostok motorcycles. They were the more expensive ones and good quality. I fitted new ethanol resistant fuel hoses and new filters, as I had some hose left from replacing all the fuel lines on my car. The new parts duly arrived and I put the whole shebang back together. While I was replacing the leaking sump gasket, the thought occurred that the sump was pretty small. I did some research and found a deeper sump was available, so I bought that along with a magnetic sump plug.

In amongst all this we moved house! I got a new job and finished restoring my classic car. The last job remaining was to buy a battery and fire

her up! She started much easier than I expected with new carbs etc, but a fresh battery and new fuel helped I'm sure. Sounds pretty good, but I haven't actually been anywhere as the front brake cable snapped when I pulled it. Typical eh?

When I bought it there was 12 months MOT on it, but that was long expired (by 2 years!) In that time I was slowly accepting the fact that my girls weren't interested and it wasn't as suitable for a family as I'd hoped. My good lady wasn't going to drive it as she'd written off a trike I had years ago and was off anything with an odd number of wheels! So, the bottom line is it now has to go. I ought to finish it off and get it through an MOT, but the lights don't work and there's no front brake. (I have the cable) I just haven't got the time or inclination any more. If anyone is interested I'm looking for sensible offers. You won't be able to ride it home and it will need work for an MOT. (Lights and Brake cable) It does have 3 spare wheels with knobby tyres, extras like a tonneau cover, Jerry cans, shovels etc. It also has the reverse gear, handbrake and braked sidecar wheel. It's registered to me of course and comes with a lot of paperwork. Mark. 07710059909



Contrary to popular practice I always feel it makes sense to start in the middle of a project rather than spend lots of time and money painting up the cycle parts and then discover the beating heart of the beast in question isn't quite as healthy as it should be. The oily bits are easily the most expensive aren't they? Well perhaps not at first glance but the term "false economy" might be relevant here.

RFH 184R

I read with interest that Mark Warrender bought some cylinders from Arbalet in Ukraine. So did I, but for the outrageously cheap price I wasn't expecting much. I knew they were going to be bad but the intriguing question was how bad?

It was rumoured that Arbalet's cylinders were made in Ukraine but having seen them I'm not so sure. Are they Chinese? Who knows.

The thing is, the crankshaft is in the middle so it's very important to establish the oil clearance of the big end bearing assemblies which might mean mixing and matching con rods and shells to the crank pins. Being Ukrainian they're not all the same. However, before worrying about which rods to use, we'll need to know if anything will need to be done to the small end bushes in case there's a problem with fitting the available gudgeon pins later. This means checking those and therefore pistons before we assemble anything!

From far away my new cylinders look like this.



Closer inspection reveals they're still covered in machining coolant and lots of swarf. They've come off the machines and been put straight in the box with absolutely no measuring or quality control of any kind, whatsoever! Without being washed first, measuring would be impossible.

Machining coolant is mostly water with soluble oils in it to provide the necessary lubrication and

this separates out after a while. That's why the top of the barrels is rusty, they were stored up side down.

The surface finish on the gudgeon pins looks fair enough although they look heavier than the originals but I

discovered they're too big to fit in any of my available rods. They don't fit the pistons either but that could be because I struggled to push them past the awful burrs on the edge of the pin bosses. Awful is far too small a word to describe the incompetence mastered by whoever machined those. Check this out.....



Yes I know these are cheap but surely there's a point beyond which a lack of professional pride has to be considered almost criminal. If whoever is responsible for this ever reads our magazine, "You shameless bastard!"

There might be an opportunity to ream out the bosses if the gudgeon pins are indeed too big and achieve something like an adequate surface finish. It's important because a rough finish will bed in quickly and end up oversize within a few miles. If it's possible it means that the small end bushes will need to go out to the same size, meaning that the rods will then be specifically matched to these pistons. That's OK if the pistons aren't made of cheese and likely to melt in the first few degrees heat of running!

I love the way the oil escape holes have been drilled with a hand held drill.



floats fill with petrol) You will probably be OK with the barrels but I'd use ALMOT pistons which are made in Poland to an internationally recognized quality (ISO) standard. They are available from Moto-Boxer. The Russian pistons are renowned for being made of low quality alloy, I dread to think what Chinese ones are like. Good luck with the MT9. Michael.

Yep, it certainly looks like that!

RFH 184R

Michael Gilbert

I read with interest your spark plug article on page 23 of Horizontal view. It brought to mind my own experience with my M72. I had been suffering with pinking from the left cylinder from day one really, and despite trying everything I could think of, I failed to get rid of it completely. I got a manageable result by always running the engine with the ignition retarded. Last year whilst attending the annual diesel motorcycle rally at Wisborough Green, I had a chance conversation with a wise man who suggested I should conduct an experiment. Remove both cylinder heads. Clamp a straight edge across the flanges, bring the engine to TDC and measure the distance between the straight edges and the piston crowns. A real "eureka" moment. There was a difference of a third of a millimetre between them. The left piston was rising higher than the right. This meant that the crankcase had been machined over to the left by that amount. I then set about turning a third of a mill off the top of the left piston and then removing the same amount (in weight) from the inside of the right piston skirt. The engine is now smoother, more free revving and no more pinking. I recommend everybody tries this. Hope all is well with you. Michael. P.S. Feel free to print this in Horizontal View if you think it will do some good.

Myself and Michael swapped a couple of emails and he gave me this advice.....

Personally I resist anything which has to work under stress that's made in China. I tend to buy new old stock stuff from the more obscure eastern block Ebay traders, that haven't yet got on the (buy it from China & sell it on) band wagon. I am however running PZ 28 carbs on the M72 with great success (you have to replace the plastic floats with brass ones because the crap in the petrol dissolves the glue and the

If these parts are Chinese then scandalous cheapness is unforgivable given that the point of producing it is simply to take money off those of us willing to gamble. However if these parts are Ukranian there's a more excusable reason for it if they were produced in Kiev by KMZ during the Soviet era. This being that factory managers anxious to appear to be meeting production targets would abandon quality control in order to get anything at all out of the factory gates whether it was fit for purpose or not. These parts could be statistics rather than actual, real cylinders!

I must point out that I'm not disappointed because my own personal economy is not unlike that of the Soviet Union and I'll enjoy the struggle to get RFH184R running having spent as little money as possible. There's art in the challenge.

The next step of the journey is to break out the instruments and wonder if the pistons are the shape pistons should be, whether the 77.95 stamped on their crowns means 77.95mm and whether or not the barrels are round.

Piston ring end gaps, ring groove clearances and the deformation of the alloy (cheese) with temperature will all have to be measured to make a worthwhile estimate of how long they're going to last before I'm willing to sacrifice a pair of perfectly good rods for the doubtful privilege of using these scary pistons. More later!



It's not just pistons of course, there seems to be something of a gulf between our western, ingrained expectations of reasonable customer service because that's what we paid for and an apparent eastern misunderstanding of how much that's worth.

Are Eastern

traders ripping us off or are they genuinely left amazed by our indignation when we accuse them of it? From Horizontal View's position perched securely on the fence, what's happened here then?

Continuing Caveat Emptor

Womble and Sarah, with the plats

We have been doing the Cossack camp at Dent for a good few years, dragged in by Trev, who we miss so much, anyway, we have wanted to get a Cossack of some sort, so decided on either a K750 or M72 as a solo, but being realistic, with all the projects we have, a project was out of the question, we started looking and a friend made contact with a chap via the Polish forums, he has a business doing them and several have apparently come over here, he said he had a 64 K750, which he would restore for us, this was at Christmas. We had to put a deposit down on it, so we thought, sounds good. We paid extra for the Pekar K68 carbs and electronic ignition for reliability, it was also meant to have stainless spokes on it, he sent us a clip of the same type of bike and spec as we wanted and deal was done.

Suffice to say, he's dragged his feet, but it turned up at long last on a Saturday, What a disappointment, it's a real bin with a coat of paint on it, it is unrideable, and making some very horrible noises, tried riding it, jumped out of 1st gear 3 times before getting off the mark, never in all the years of riding bikes have I given up after 20 feet, got off and pushed it back. So many fails, with it, cam gears making a worrying racket, almost like there is a bolt floating in there, so not really wanting to run the engine, massive slop in the prop, with what looks like an old socket or bit of tube and a spring wedged in it, cracked rear hub, damaged rear rim, bent pegs, knackered head stock bearings, looking at the ignition unit, it looks like the end of the cam is bent or something, even the brake lever came

to the handle bars, (think the cable snapped last night, when I was pushing it around! Not looked in hub yet.)

Phil Rushworth came around and was disappointed too, he said get your money back, its not even worth trying to fix, we think its even got the wrong box in it as either the box is wrong or the prop is too short.

The person's reply has been no option to return it, there was nothing wrong with it when it left there, it passed the equivalent of an MOT over there with flying colours, the gears just need to bed in, (Even Phil said knock it off before we do damage), we don't know what were talking about,

I had another chap down to look at it who has built a few K750's and M72 and he said, try to get your money back if not, start looking for another box, etc,

It hasn't got stainless spokes and he hasn't fitted the carbs, the advance retard is not hooked up, might be auto retard for starting as its electronic, but I don't know as there's no paper work, but I got a couple of bad kicks back off it the other day, so now its sitting rotting as we speak,

There is so much more, but I do not wish to bore you with it, as I am just so angry. Anyway, I was writing, just in case you have any advice, if we had any leverage to convince him to take it back etc, like I say, if we had the time, we would have done it ourselves,

Derek Howarth, suggested I should at least let you know if nothing else to protect others from this person.

What can you say to that? I sent Womble.....

Standards in Eastern Europe are not the same and entrepreneur and honourable don't need to coincide. For Eastern Europeans we're easy money because we have so much.

Of course you should try to get your money back but I've no idea how you'd do that short of a trip to Poland. We have some Polish members if you need a translator to express your dissatisfaction properly. I think I'd take a deep breath, get zen and think "The journey is the destination." So the first step wasn't the leap forward you expected but at least now you own

a K750. Look forward, not backwards, imagine it running sweetly then go that way for as long as it takes. It's from the Soviet Union, it doesn't have to cost so much if you take your time. I know the project's off to a bad start but it'll be worth it in the end. Sorry, I can't think of another route to tranquillity! Good Luck, Paul.

Interestingly and very relevant are the links to Youtube and Facebook Womble sent me believing that these were the people he was dealing with. His vendor sent them to persuade him he was in safe, trustworthy hands. They're not reproduced here because usually when this happens our hopeful opportunist has simply picked images from the internet claiming that he owns the bikes in question. Apparently the screenshots from Youtube pictured below are "like" the bike Womble expected to buy.



The above beauty is also on Youtube rumbling away while the camera pointed at it seeks to portray how wonderful it is. A few minute's trawling Youtube brings in hundreds just like this, anyone of which could be claimed by an unscrupulous or dodgy trader.

Be careful out there, it's a digital swamp!

Continuing the theme if not the circumstances of the last few pages Phill gambled on a Dnepr.....

Phill Spowart

I am the naive fool who bought that green Dnepr that was on the COC stand last October. I've fancied an outfit for a while, the Dnepr attracted me for its reverse gear, solid chassis and ease of fitting a better engine, the plan originally being to do that in years to come. As I don't drive, I reckoned it'd be strong enough to have a flatbed body put on to carry other bikes too.

It wasn't 'til I got home I found out how badly it had been assembled by whoever restored it. Not that I expected a great deal from a USSR bike, but the gaping flaws in assembly/set up I found in the first week of ownership were a little irritating. Then the charging failed and the LH pot died, so I dumped it under a tarp and spent winter hurling abuse at it every time I walked past it.

As luck would have it, a mate had a horrendously butchered BMW R80 in his lock up, dumped there by someone who had started making it into a hipster "cafe racer". To say it had not gone well would be an understatement. Thankfully, the engine hadn't been ruined, so the poor Bavarian ended it's days in my shed, the bits I don't need going on Ebay.

Plan is to clean up the engine, handlebar controls, etc, and fit them to the Dnepr, keeping the original box and transmission. To make life even more fun, I'm attempting a hydraulic drum



They're from a two minute video half way through which someone rides off down a track on the bike leaving the camera man waiting for his return, but nothing happens. I think that might be ominous.



conversion on the front and side wheels. The side is already done, using bits from a ford focus rear brake. I'll



write an article once it's all done. To make life extra interesting, I'm making the front a TLS hydraulic set up, and I reckon I could squeeze a servo in there too.



Phill didn't mention in his story that the front brake he's making is machined by himself out of steel billet. It's VERY heavy, I've picked it up!



The following parts are available from Phill

1 engine, was running but lost compression on LH cylinder, suspect valve seat. Turns over smoothly, can't see any sign of a holed piston. Given the standard the rest of the bike has been restored to, i.e. bloody awful, I recommend a full rebuild, and expect some serious horrors. Front points casing missing, unless you can get me a broken one with the logo intact. Has electronic ignition. £150.

2 wiring looms, including rectifier boxes. Both nearly new, I believe one is some kind of upgrade. Selling as a pair so the buyer can figure out what works/doesn't. £30 for both

TLS front brake hub, no shoes, powdercoated black £40. Sidecar brake, no shoes, as above, £30. Handlebar Switchgear pair, plus a spare LH unit, £20. Carburettors, Ural type, forget exact model, £30 pair. Throttle, speedo and front brake cables, nearly new, £10 the set. Box of mystery parts I can't be arsed sorting, £10.

Items are in Derby, I can post everything except the engine and box of mystery parts at buyers expense, or buyer collects. Cannot deliver, I don't drive. Prefer email contact on agswookie@hotmail.com Offers welcome, preferably of the "I'll take the lot in one go" variety.

SMERSH

Many years ago I knew what this meant. Chris Smith called it that and pictures of it appeared in ancient black and white paper copies of Horizontal View. It's still in the Smith family.

ONE MAN TWO GUVNORS.

Back in 1978 after a ride around Europe and North Africa on an M66 outfit with my young lady (now my wife) involving various break downs and repairs/bodges in various dog shit infested laybys, meeting some lovely fellow travellers, seeing an M72 for the first time in Algeria (the owner was passing it off as an elderly BMW) we came back through Italy and France and arrived at the White Cliffs. We had booked to go back to Mersault in France to pick grapes in 8 weeks time with the plan to go onto other adventures. What to do next when you're foot loose, fancy free, unemployed and stoney broke? So I saddled up and joined West End Despatch as a courier on the Ural.

We went back to Mersault, picked grapes, enjoyed the experience, never earned enough to travel on and turned back to London again. Then began 6 years of despatching around London on various Urals.



One major problem early days was an unsuitable back rack and box which slipped

down onto the back light. I knew no one who could weld then so imagine my delight when I stepped into T.C. Munday's in Brixton and saw an M63 with a solid purpose built Ural rack bolted on the back. "Bernie my mate, will you sell me that rack please?" Sharpe intake of breath from Bernie "Well I've taken it in part ex for an A65 outfit and it owes me £100". A week later a running, MOT'd Ural reg no GUV 501J was mine. Soon after the Guvnor was press ganged into service on the streets of London.

Motorcycle messengers cover a lot of miles and tend to take care of their machines. Frequent oil and filter changes, lubing cables, tightening and checking fastenings etc etc. GUV 501 seemed dependable so in the summer of 1980 I changed the final drive, bolted a chair on it and set out to Valencia for the wedding of my despatch riding friend Spanish Chris to Begonia. I still see Chris and was with him with my boys for the Valencia fireworks festival this year. Ask Dave Cox for more details! *(What like how dangerous it was!)*

Sadly Chris' marriage went tits up about 15 years later, our journey to Greece did the same but 4 weeks later! On the way from Valencia the engine nipped up in Andorra and we found a piston had nipped up causing some scoring on the bore. We bought a set of Citroen piston rings that fitted a Ural and spent 2 days filing out the piston grooves with a Swiss army knife, cleaned up the bore with emery (still a few grooves) re assembled and pointed towards the Mediterranean coast.

The Guvnor rolled, rattled and smoked it's way eastwards through Marseille, St Tropez, Monaco, Venice to Trieste when the engine ceased to function due to big end failure on the cylinder doing all the squeezing right outside the most expensive campsite in Italy. We rolled in, put the tent up and contacted some friends in London to send out a spare engine I had loafing about in my shed. 1980 so sending it by train from Victoria was an only option. 2 weeks of best ever pizzas, campsite food, Bob Marley on the juke box at the local bar and the engine arrived at Trieste train station... One day fitting it and on our impoverished way home.

On our way back to Blighty we passed through Munich where the October beer festival was in full swing, alas very few deutchmarks so we carried on through the beautiful countryside of Austria and southern Germany... Just as well as the Baader Meinhof chose to bomb it that year with many casualties!

The engine that came to replace the knackered one had a leaking rear main oil seal so after driving it back to London and dropping many litres of 40w on the highways of Europe the bike was dismantled and shelved to await another life/rebuild. The inland revenue allowed me to write off 2 Urals a year when I was a courier so I was getting quite a collection.

Many years later 2003 and I saw a picture of Victor Pylaew wheelying his way to winning a silver (he was gold until the last test which was an hour of pure speed in which he failed to meet



of petrol because they don't know that the tap has to be turned on. More likely is there are few self respecting bike thieves wanting a side valve outfit. So thanks again to Dick, Al and George for their help in the build and many thanks to Victor for the inspiration.

The pictures here are of SMERSH as it is now, as George's ride. I told him I remembered him as a youth blasting round and round and round the airfield at Popham. He said.....

I did run it out of petrol way over the other side of the field! Pushed it back across only for dad to send me off with a jerry can, to then be refused service for the petrol because I was 13!

Top tips for the gas cook. No 2 in an occasional series, Inlet Tracts.

Nick Tucker

the set average) at the 1956 (the year I came into this world) International Six Day Trial. Well obviously I had to build something like it. My 24 year old son remembers me buying the ally mudguards more than half his lifetime ago at Richard Hacker motorcycles in Penge South London... That was the beginning, and it's took a few years to finish.

An M72 engine allied to an M63 gearbox went into an M63 frame (too many numbers for younger readers!). As ever with one off builds it involves fabrication, cable making, re wiring, wheel building etc.. You all know cos we've all been there. Eventually GUV 501J was rebuilt as a solo machine... Only problem was that it would not start on the side stand, only when upright on the centre stand could it be induced into life. So I googled 1950s Soviet moto cross sidecars and a sort of replica was built. Many thanks to Dick at Barons Speed Shop and Al at A.G Motorcycles in Catford for their skills. I think that our honourable President P.J.B would be happy with the result.

GUV is now in regular usage by my son George, mainly because he cut his teeth driving outfits at Popham, I.O.W, War and Peace etc. Also he was staying at his lovely young ladies flat in Peckham when a bunch of scumbags nearly got away with stealing his DR 250 Trail bike. They were using cordless angle grinders to cut through the chains in the early hours. Luckily local Plod were informed and the Suzuki was saved. When he now stays he goes on the outfit. The plan is that any potential thieves will either crash and die at the first right hander or run out

My 1997 Dnepr MT11 has adapter discs in to allow the mounting of K65 carburettors by coping with the 90° difference in the orientation of the fixing studs in the head and on the carburettors. When I came to look at this feature during the latest rebuild, I was struck by a sudden thought. The choke of the carburettor is a nominal 30mm and the hole is round. The hole in the adapter too is round and as near as dammit also 30mm in diameter.



So far so good, but when we get to the head, the inlet tract is quite oval, being 36mm across, and 30mm in depth. This leaves a noticeable ridge in the inlet tract, which theoretically is a bad thing. Back in the day, "Slide Rule" (P. E. Irving – the noted engine designer) writing in "Tuning for Speed" (Temple Press Ltd, 1948) tells us "*From the carburettor (sic) flange face or stub up to the valve guide boss there should be a gradual taper of 1/8 in. per inch of length, entirely free from ridges or hollows*". I didn't fancy fiddling with the taper, but clearly something could be done about the 3mm step change between the adapter and

the cylinder head.

I cut pieces of thin card to fit over the inlet tracts, and using the rounded end of a screwdriver handle, rubbed the card against the holes to emboss the pattern on the cardboard. I then cut out the stud holes and the inlet tract hole, and laid the template onto the adapter



plate. It was then easy to transfer the outline of the inlet tract onto the adapter by drawing around the template with a felt pen. The next stage was to lay into the adapter plate with a mixture of a coarse round file, and a finer half-round file to produce a smooth transition between the circular carburettor side of the plate and the oval inlet tract. It seemed a good idea to periodically check how things were going by offering up the plate to the head.

The next stage was to fix the plate to the head with the thick inner gasket in place. These were supplied by the reliable Chris Tomes at Vostok Motorcycles (<https://vostokmotorcycles.co.uk>), and are a sturdy resin bound mineral fibre, naturally having a circular hole in them of nominal diameter 30mm. Once clamped in place by the fixing screws, it was possible using the same files to restore the smooth transition between adapter plate and cylinder head. This operation makes a little bit of coarse dust, so it is as well to take suitable precautions to avoid breathing it in. KMC Wellseal non-setting jointing compound was used on both sides of the gasket when the adapter was finally screwed to the head. I know this to be non-setting, as I'm still using the same tube that I bought from sometime MZ dealers Burwins (<http://burwin.co.uk>) in the early 1990s.

The Vostok supplied thermal gaskets are made of Tufnol, and so will not squash like the Ukrainian originals. As a result of the soft gaskets and probably my ham-fisted tightening over the past twenty years, the carburettor faces have developed a distinct bow. This must be removed if there is to be any risk of a gas tight seal on the new Tufnol thermal gaskets. The easy way to do this is to lap the surfaces on a sharpening stone. Continue to lap (I used WD40 to wet the stone) until you have a uniform shiny

surface (as pictured previously). The carburettor can then go back onto the cylinder head with a thin layer of Wellseal to ensure a gas tight connection.

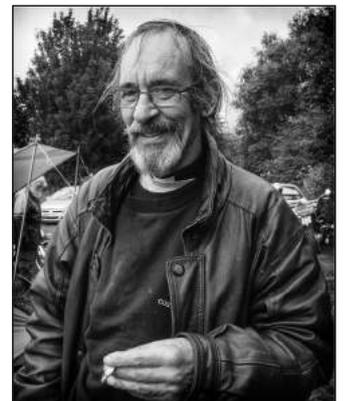
The bike ran reasonably well for twenty years without this mod, but I feel that it can't do any harm, and theory (good old Slide Rule!) suggests that it might do some good. Trouble is, it'll have been of the road for a good year by the time the rebuild is complete, so the seat-of-the-pants dynamometer has had plenty of time to lose its calibration.

Here's a thing. Phil Irving's inlet ports have to be free of ridges or hollows for two reasons. Firstly, any roughness or other impediments on the surface of the port trap a layer of gas which then sticks to the port wall. The rougher it is, the thicker the layer of immobile gas. Even a mirror finish on the port gets stuck to by a thin layer of gas so you can see that roughness effectively reduces the diameter of the port available for the depression on the other side of the valve to suck on.

Unless go everywhere flat out, the effective diameter under your throttle slide will be very much smaller than the available port diameter, so that won't matter.

Phil Irving of course did go flat out everywhere and he sought to avoid abrupt changes in his port diameter like steps because as well as acting like extreme roughness and closing down the effective diameter of his port, the change in cross sectional area sets up wave reflections which alter the pressure acting on the jets in his venturi. These have to be managed with great care and that's why he insisted on a taper of 1 in 8 down the port.

However, with the small volumes of gas processed at light throttle openings wave reflections are weaker and less important, and it could be that Kiev decided that even wide open, the standard K65 carb doesn't flow enough air for the ports to ever need the Phil Irving touch. His book was called "Tuning for Speed". Isn't that a bit dangerous, applied to a Dnepr?



My name is Steve Allwood and I live in Hertfordshire, as my wife would tell you I love a project and have recently rebuilt a VW Beetle and my pride and joy is total nut and bolt rebuild of an Italian LI150 scooter. Finding myself at a loose end and swearing not to start another project I foolishly looked on Ebay for a scooter with sidecar, having found them quite pricey I spotted a K750, which appealed to my quirky sense of humour. I travelled up to Leicester to view and to buy. The polish chap I bought it from delivered it to me and in the cold light of day I thought what have I done!

Steve Allwood



2 days later I had stripped it down to the bare frame with engine and is currently with the sand blaster and powder coater, have bought a whole stack of stuff from Ural Zentrale, Russian Garage, Old Timer Garage and Vostok, had a brief chat with Peter and sent off to get my NOVA number, which has just arrived. I'm looking forward to going to Wing Hall and meeting everyone, sadly the KMZ wont be ready, so will be coming in my campervan, not sure where you'll be at Wing Hall but I'm sure we'll find you.



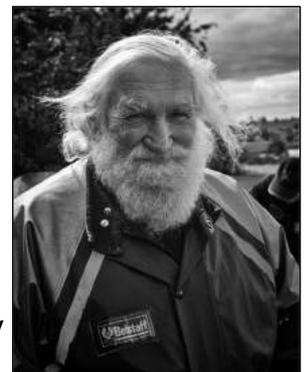
Steve did in fact find us and I'm sure enjoyed his first COC AGM, which despite the restrictions of formal AGM rules was chaired by PJB allowing the meeting to achieve good humoured, relaxed and enjoyable discussion which this year was particularly productive.

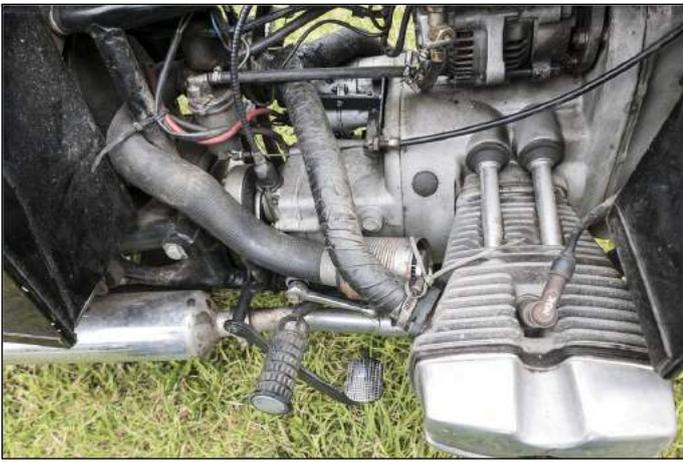
Wing Hall AGM Weekend

This was the all important AGM at which the future of subsequent AGMs was decided and you can be assured there will be at least one more. The following pages however are pretty much a pictorial record of the weekend which despite the small number of members lucky enough to be able to attend, was a profoundly satisfying social event. Hence the survival of the AGM itself! With Dave Cox present, pyromania of some sort was of course assured.



Jim Adams' Ural features the world's longest inlet tract to facilitate the use of a single SU carb mounted not on top of but behind his gearbox. This is pictured overleaf. Note the possibility of condensation trouble cleverly thwarted by baked bean cans.





Mike Rowe's outfit always seems to have someone crawling around underneath it, brakes and spokes this time apparently. Look very closely at the picture of his spare wheel opposite and be impressed with his industrial strength wheel reinforcements.



Insert favourite "erection" or "red light district" joke here. Dave Cox titled the above left picture "Learning curve" We're confident the COC erection will get easier in time.

Too blue for you? Is this spooky or what!!!!



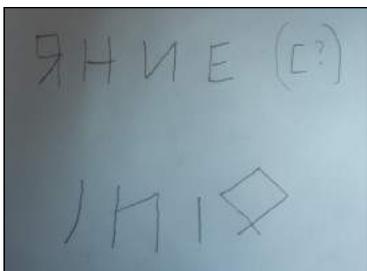
John Tickell's pretty Voskhod gets in its third consecutive HV by making it to Wing, giving us an opportunity to take a close look at its details. This late model seems to be turning up here in the UK now and we wonder if the bottom end has been improved to cope with the 14bhp claimed for it. Hawk eyed scrutiny reveals a reed valve and the shape of the crankcase mouth would suggest paired transfer ports.



All fascinating stuff for us enthusiasts.

might not. Jim said "When I got home on Sunday from the rally in Rutland I noticed for the first time that there were some words in Cyrillic script crudely scratched into one of the saddles of my K750. It is very faint and I haven't got a clue what it means. I have included a photo of the wording itself and also the best copy I can manage in my own handwriting with no idea of how it is supposed to look. I wondered if perhaps you could publish it in the club magazine and one of our members may be able to shed some

Jim Turner rode all the way to Wing, round the ride out and back again without noticing the strange messages scratched in his seat, saddle. At the bottom is what it appears to be but it



light on what it says? It may be a long forgotten outburst of rage by some Soviet soldier at the injustice of having to ride on an old sidecar outfit while his mate gets to ride in the comfort of a UAZ, or it may just be a "for sale" notice scratched in by a market trader! Who knows?" Well, does anyone know?

The system is that hopefuls all hold their cards up and lower them as the price spirals and they're financially subdued. Phil thought he might spend £500 but became distracted at the critical moment while still holding his card up and realised the Ural had been sold after it had, to him, for £495! (*That could be slightly wrong*).



Above is Graham's ride of a thousand panniers. He shocked me by telling me that his heart pacemaker was affected by electric welding and he'd been advised to only use gas. He's discovered since that his pacemaker is affected by someone else electric welding too. Perhaps he'd better not stand too close!



Below right is Professor Phil's much snapped M63, and rightly so. Have I said before that this motorcycle is arguably the most beautiful bike ever to attend a COC rally, in the editorial opinion? Phil's much told tale of how he came to own it is that he didn't want a Ural, he wanted something expensive because at the Stafford show auction, everything's expensive.

Above is FR Alan Davies' Ural Classic with just unloaded essential supplies for the weekend. Alan told me he owned a Morris Minor once and stopped to help another one having just finished work, still in his full regalia. Familiar with



Moggies he adjusted his fellow traveller's points and all was well, advising him that all he'd done was given it a blessing and a garage might be the best next stop.

As ever it was lovely to meet PJB but lovelier still to see him on two wheels, although he might have preferred three. In the picture right you can see he has his glasses on, must be a small adjustment then.



This file contains important administrative information from DVLA, read it.

The PJB file

Dear Mr. Ballard, Thank you for your enquiry received on 28/7/2017. I trust this clarifies matters for you.

It may help if I explain that we do not require any evidence of insurance on the vehicle if it is being registered to an address in the United Kingdom, other than in Northern Ireland.

AGM, the meeting

Held at the Wing Hall Estate campsite, 10am 12th August 2017.

Committee, Honorary President/Technical Adviser, Peter Ballard. Secretary, Tony Jones. Membership Secretary, Gina Inman. Treasurer and Regalia, Phil Inman. Rallies Organiser, Carl Booth. Magazine Editor, Paul Codling. Web Master, Dave Cox.

Agenda. Welcome and identification of AGM Chairperson, PJB, and Secretary. Apologies for absence. Carl Booth cannot attend. Approval of 2014 AGM minutes as published in Horizontal View, committee reports, proposals from members, election of committee, 2018 AGM venue and date discussion, any other business.

If you wish to address the meeting please identify yourself before speaking. Copies of the club's constitution and rules as well as a copy of last years AGM minutes are held by the secretary if you should want to examine them. Proposals. It was agreed in 2013 that advance notice of proposals need not be made so you may make any proposals now and they will be discussed and voted on.

Tony Jones, club secretary.

Committee Reports, Peter J Ballard, President

Everything you have heard from the press is fake news, it is not true that I joined Putin swimming in the Siberian lakes. Fake news! Otherwise I have been a bit quiet on the presidential duties. I did visit the Ural retailer in UK near 'Stowe on the Wold' recently, Watsonian Squire. A bit shocked by the new prices, guess all the exchange rates have gone against Stirling.

Sorry not a lot else to report.

Peter J Ballard Technical Adviser and Date Certificates

Required to obtain 'age related' registrations on imported Soviet motorcycles.

Since last AGM 59 Date Certs generated, just over 1 per week! 100% success rate, though a few appeals all successful. These are free to members on a non-commercial bases, but members who run importation businesses pay £15 each. Approx £105 raised since last AGM, check with Treasurer's report.

Many purchasers do not know what they have bought in terms of make, model and country. Trouble is when they submit a NOVA (Notification Of Vehicle Arrival) to HMRC that has a different make from the receipt, MOT, V55/5 and insurance (no longer needed for V55/5)! Lack of VIN plates very common, but DVLA have no problems with new VIN plates. Have done a WSK and a Zundapp 2 stroke successfully this year! Smoking!

Technical Advice

Not a lot of demand, often as a training process not really problem solving. Manuals from Dave Cox are recommended often. Many try to work with no manuals!

Prices and value analysis. Then,

I bought a new Cossack Dnepr MT9 outfit for £725 in 1976. I worked as a Cossack fitter for SATRA in 1977 for £1.00 per hour. I paid £25 per week for 7 days B&B and eve meal in Bridlington. I stayed at Kensington Close Hotel for the Earls Court M/C show for £14.40 per night.

Now. Minimum wage now £7 per hour thus x7 B&B eve meal about £40 per night = £280 per week, thus x11. Kensington Close Hotel now from £70, thus x5.

Ural 750 outfit Efi £14K OTR! Thus x18.

Tony Jones, Secretary

As last year I have been the main contact point for the Club. I receive emails/phone calls directed to the Club and either answer them myself or forward them as appropriate. This system seems to be working well so far. Year on year I seem to have had more enquiries from members of the public, mostly relating to dating enquiries and parts wanted/for sale.

Occasionally I receive information about a bike for sale or someone wanting a bike and I direct them to our web site. Sometimes I have been able to marry up someone wanting a bike with one that is for sale.

During the year I have attend rallies/shows to help promote the club. Everything seems to be running quite smoothly. I am prepared to stand again as secretary.

David Cox, Webmaster

The Facebook site has been very successful for the club, there are contestant posts to the site and as moderator I carefully monitor what is shared with other friends around the world who look at our page. Posts that show political, religious, sexual, violent views etc, are not shared, therefore keeping the site as close to the bikes as possible.

Friends worldwide: 402. UK 247, USA 26, Australia 18, Germany 13, France 13, Netherlands 7, Sweden 7, Canada 6, Poland 5, Romania 5, Russia 4, Turkey 4, Belgium 3, Finland 3, Italy 3, Macedonia 3, Czech Republic 3, Denmark 2, Estonia 2, Hungary 2, Ireland 2, Malta 2, Norway 2, New Zealand 2, Portugal 2, Ukraine 2, Bulgaria 1, Switzerland 1, Egypt 1, Spain 1, Guernsey 1, Greece 1, Guam 1, Israel 1, India 1, Iran 1, Jersey 1, Lithuania 1, Latvia 1, Marianas Islands 1, Vietnam 1.

Page Likes to Date, 404.

People Banned this year, none.

Website.

The website is reasonably stable and without many problems in the past year. UK Servers who host our site has again moved to another more modern server. It doesn't make the site faster unfortunately but just can provide a more secure place. Not all members, new or old apply for the 'Members Only' area and requests for passwords are falling; I'm hoping these members are taking up the option of a hard copy of the magazine.

Adverts.

For Sale: sales on the advert pages are being sold reasonably quickly but there also a few bikes that have not moved at all. Cossackbay and wanted have items that do move but as most sites selling parts it can be slow. I have not received any problems with the website from members, therefore I am willing to continue in the position as webmaster.

Phil Inman, Treasurer and Regalia

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

Our bank balance at Year End was £6570.55, compared with £6087.81 for Year End 2016.

Income amounted to £5343.09, coming as usual almost exclusively from membership subscriptions. The provision of Dating Certificates generated income of £139.00, whilst Regalia Sales amounted to £572.22, a 100% increase over last year. Income from member subscriptions was broadly on a par with last year.

Expenditure amounted to £4860.35, compared with £4856.10 for last year. Postage costs were similar to those last year. Major items of expenditure included printing of the Club magazine, which showed a small increase over last year, accounted for by the increase of magazine size from 28 to 32 pages, and the purchase of a COC-branded gazebo and flag banners for use at shows and rallies.

The Club's income has exceeded expenditure by £482.74, a satisfactory figure. Once again, I make no recommendation for an increase in membership subscriptions.

Regalia sales have shown an increase this year. However, re-stocking of the more popular items meant that cost of Regalia stock purchases has exceeded sales income. Regalia items continue to be taken to the two Stafford Classic Shows during the year and sales there continue to be satisfactory. Total Regalia purchases for the year (£653.10) exceeded income from sales (£572.22) by £80.88 – sustainable as a one-off result. Provision of Club Regalia items is considered to be a service to Club members and is therefore not regarded as a revenue-generating activity.

I am willing to continue as COC Treasurer next year, should that be the membership's wish.

Income.

Advertising £4.63, Dating certificates £139.00, Membership subscriptions £4627.24, Regalia sales £572.22, Total income £5343.09.



Expenses.

Equipment £1621.66, Postage £699.10, Printing £1561.00, Regalia £653.10, Stationary £307.49, Website £48.00, Total expenses £4860.35.

Total excess of income over expenditure for the year, £482.74.

Bank Balance as at Year-End = **£6570.55**

Gina Inman, Membership Secretary

Year 2016/17: 287 Paid up Members
23 Honorary Members
310 members in total

Year 2015/16: 282 Paid up Members
23 Honorary Members
305 members in total

As you can see this is a very slight increase in numbers from the previous year, the monthly breakdown of new and renewed membership looks like this.....

In September 2016 there were 7 new members and 18 renewals giving a total of 25. Subsequent numbers for the year were Oct 16, 12, 23 and 35, Nov 16, 6, 12 and 18, Dec 16, 6, 12, and 18, Jan 17, 7, 9 and 16, Feb 17, 9, 8 and 17, Mar 17, 6, 20 and 26, Apr 17, 8, 4 and 22, May 17, 3, 28 and 31, Jun 17, 5, 23 and 28, Jul 17, 12, 26 and 38, Aug 17, 2, 11 and 13 so far bringing the totals to 83, 204 and 287 respectively.

During the course of last year 83 people have joined the club compared to 74 in the year 2015/16. This year there has been a slight drop in the number of people failing to renew their membership, but, looking at the membership numbers of those failing to renew it appears some new members are joining for only a single year which suggests they are seeking dating certificates for registration and pay for a single years membership rather than a 1 off payment of the same amount to the club.

Overall we have an increase in membership of 5 from the previous year. At the moment we have only 2 new members in August because the AGM is so early in the month. Any other new members this month will appear in next years figures as joining in September.

In my role as Membership Secretary I am also responsible for the distribution of Horizontal View. There continues to be an increase in the

numbers of members receiving their copies of Horizontal View by email. 113 people have now taken this option, up from 92 last year. Some people are continuing to revert to the posted copy saying they have found they prefer to hold the copy and take it with them to read wherever they may be.

To follow on from the Treasurer, should it be the will of the membership I am happy to continue in the role of Membership Secretary for a further year despite no longer having a Russian bike in the family!

Paul Codling, Magazine Editor

I'm very, very sorry for the almost catastrophic loss of data and the consequent lateness of the May/June issue of Horizontal View. A memory stick failed. All members contributions are now backed up in on line storage on my email account and it should not happen again.

I would like to thank all our contributors for their efforts. I try to organise the content to make similar subjects flow as a theme through each issue to make reading some an incentive to read the rest. Has anyone noticed that?

Font size has standardised on Arial 12.

Trimming pictures sometimes to alter their shape and rewriting a word or two of text is often necessary to fit the two together aesthetically and facilitate the use of some slightly bigger pictures.

Pictures are best sent as attachments separate from the emailed text because digging them out once they're embedded in an email is sometimes difficult. 500 to 1,000KB is an ideal file size for pictures. However, anything will do. Microsoft excel is particularly awkward in this respect.

The Caveat Emptor theme has rung a few alarm bells and we think I should be very careful not to appear to accuse innocent traders or tar them with the same brush as those who deserve exposure, hence the title!

Minutes of 2017 COC AGM

The AGM was held at the Wing Hall campsite, Wing, Rutland at 10am on 12th August 2017. Peter Ballard was the Chairperson for the meeting. Peter introduced those committee members present, namely himself, Tony Jones, Paul Codling, Phil Inman, Gina Inman and David Cox. Apologies for non attendance was given on

behalf of Carl Booth. Peter stated that the minutes for last years AGM were published in the Club's magazine. Mike Rowe proposed approval of the minutes and this was seconded by Dave Greenwood. The proposal was unanimously accepted. Peter Ballard, Tony Jones, Gina Inman, Phil Inman, Paul Codling and Dave Cox gave their reports for the last year.

About 11am we were treated to a fly past by a Spitfire and another old aeroplane, possibly a DeHaviland.

Mike Rowe suggested an increase in the charge for dating certificates. Possibly a two year membership before dating certificates are free to discourage people joining just for free dating certificates. Peter Ballard said that in his opinion free dating certificates were a positive as it encourages membership and some members then continue with their membership. Also it increases our income. We need to find other ways to retain members. No proposal for change in charges for dating certs was made.

Election of Committee

All Committee members present volunteered to serve for the next year. Mike Rowe proposed to accept all Committee members for another year. This was seconded by Phil Inman. The proposal was unanimously passed. The meeting was treated to a return of the DeHaviland plane.

Any other business

Mike Rowe said that he had been talking to Gary Carroll and found out that he was no longer a member. When asked why Gary said that the Club has no events. Mike suggested that we had regional social event organisers to organise at least one event in their area each year. Paul Codling said that this would raise public liability insurance issues. It was suggested that Mike find a suitable meeting place and then publish the fact that he would be there on a given date and we can see how many members turn up to meet him. If successful we could encourage similar methods of getting together.

Tony Jones said that he wanted to start a discussion on the future of AGM's. Firstly he stated that physical AGM's were no longer a legal requirement. We have 287 members and there were 20 in attendance at this AGM. This leaves 267 members who are not being represented. There could be many reasons why

members cannot attend. The fact that the AGM is at a campsite may put some people off attending. Not all COC members have tents. The cost of attending can be £100 or more. In total those present have probably spent over £1000 this year. This is a significant amount. Could the AGM be moved online? There are probably more members with internet access than members with tents. A camping weekend could still be arranged.

A general discussion followed and it was decided that the Agenda be published well in advance of the AGM. Members could then make their wishes known and these could be taken into account at a physical AGM. Dave Cox said that he would set up a folder on the website asking for feedback.

Tony Jones mentioned that at the last Red Star rally he suggested that the rally should be every two years instead of every four and he asked the meeting if they would like him to arrange a Red Start Rally for next year. The meeting decided that this was a good idea and Tony offered to try to arrange one.

Next years AGM will be held at the Greetham campsite, Rutland on a date to be arranged. There being no other business the meeting closed at 11.45am.

The future AGM?

It's worth explaining that instead of thinking about abandoning the AGM as ineffective and unrepresentative we could preserve its very real value as an excuse for a social gathering and make it more sensitive to club issues by giving those unable to attend in person a voice.

The editorial opinion is that this would generate a lot more interest in the AGM, provide something of an incentive to go and enhance the social aspect of being a club member.

Far from being the tedious grind through the formality of the unavoidable official business, the 2017 AGM was interesting, productive, informal, friendly and fun.



John Denny's much travelled BMW powered Dnepr, pictured above, became the AGM weekend's centre of attention for a while. David Greenwood apparently thinks a side stand might be a very poor substitute for a sidecar.



Happily no one complained about the occasional appearance in Horizontal View of the sort of thing pictured below. The two strokes are probably more relevant to the history of everyday life in the Soviet Union than the flat twins. It's an insight into that to consider how few were imported into the West compared to how prolific production was at home.

I have said before that I think the IZH Jupiter is an object of immense charm, particularly the early versions. (!!!)





The Stafford show is all about buying things and therefore it's an ideal opportunity to sell. The available assembled committee and Lovely Hazel were called upon to model at the show once again. Fancy any of this lot?

Regalia



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")



Hooded Sweat Shirts £21.50
 These are normally on an order only basis.

Full & Half Zip Fleece - £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





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.

It must be said here that Comrade Carl's sweat shirt is a testament to the enduring quality of COC merchandise although you haven't been able to buy one like that for a long time. Is it collectable perhaps?

Baseball Caps - £9.00 Adjustable band at back, supplied in Black or Blue. One size fits all, choice of either the standard club logo or the star logo.



T Shirts- £13.00 Phil and Gina at regailia@cossackownersclub.co.uk or on 01780 720420 are the people to see about the current availability of styles and colours. Cloth badges, metal pins and stickers are also available. If we hadn't run out of space this issue I'd show you those as well. They're on the club website and you don't need to be a member to look.





