

Horizontal View

The magazine of the Cossack Owners' Club

July/August 2021

The Cautious Freedom Edition



**There's no such thing as bad weather,
only inappropriate clothing.**



Front and rear covers

In Norway the rain thrashes down most of the time. The prevalent national attitude to that is "So what?" Our front cover's quote this issue is sometimes attributed to Sir Ranulph Fiennes but it is in fact an important aspect of Scandinavian parenting. "Det er ikke noe som heter dårlig vær, bare dårlige klær." translates roughly as "Put that bloody gaming console down and get out there you little wimp!" They've written books about it.

Paul White, Mick Mack and Charlie Macintyre went to Dent in spite of the awful weather forecast. They're on page 21. I couldn't go. At the time I hadn't had my second Covid jab, it's a long way to go from Norfolk and this issue of HV has involved days of internet trawling. To be honest that's a fascinating distraction from being productive most of the time. I did that instead.

Pictured top is John Tickell's IZH 49, also on page 26. It's undeniably beautiful anyway but the light just caught it right in this shot. It's on the inside of the rear cover as well with another sweetly lit photo, one of Chris Drucker's Minskis in original and priceless oily rag condition.

The outside of the rear cover features a very tricky IZH 1112. Note the Planeta Sport front end and the race bike only, nothing like a Jupiter frame, swinging arm and rear suspension. This example has non standard, crankcase induction through reed valves and what could be Mikuni carbs. The cases have been welded up to accommodate this. How fast is it? Not for long I would think. Maybe it's just for polishing? It makes an interesting comparison with the barn find on page 27, which looks impaired by a standard Jupiter 5 engine.

Then at last the sun shone. Myself and Lovely Hazel camped for the first time in at least eighteen months, just inside Wales at Mike Rowe's Ravensnest weekend, on page 31. Even the fact that it was the most expensive campsite we've ever stayed on didn't make it less of a fantastic weekend.



I think Mike is planning a return sometime in September but places are limited so it's going to be invitation only again. Tony Jones and Kamil Baran, right, happy smiling faces. With luck there'll be more of this weekend next issue.



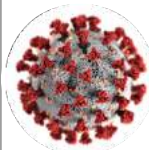
A warm welcome to.....

Stephen Jones, Ashford, Kent.
Gary Matthews, Petersfield, Hants.
Trevor Craig, Montmereac France.
Alex Randall, Martock, Somerset.
Gerald Starling, Pickering, Yorks.
Peter Sheppard, Truro, Cornwall.
Nathan Rice, Thatcham, Berks.
David Burrells, Worthing, W. Sussex.
Johnathan Thomas, Llanfyllin, Wales.
Mike Moore, Stapleford, Cambs.
Richard Spence, Southend-on-Sea, Essex.
Andrew Hodgson, Stanley.
John Curtis, Romsey, Hants.

You'll notice Mike Moore has already introduced himself, on page 4. Note the tin with a pipe on instead of a petrol tank in his photo. Has he run it like this, half a Dnepr? Also notice his offer of a chat if anyone local fancies it. Here in the editorial office we're pleased to put you in touch if you ask us to. It's a lovely idea.



Forthcoming events



Unfortunately Covid's grip on our nation has still not relaxed enough to allow the public meeting our AGM should be. As far as we know there are no significant changes to the COC which need to be discussed and the AGM is basically a rubber stamping exercise like last year. However, if as a member, there's something you'd like to get off your chest, contact Tony Jones before **August 22nd**, details on page 4. Your grievance will be considered and some method of voting on its consequences will be arranged, probably through this magazine.

AGM 2021

At the time of writing, the year's first Stafford show is on **July 3/4th** with the expected Covid restrictions in place. We're not sure exactly what these are, you might be required to wear a mask in the hall and avoid physical contact like the plague. It seems as if Mortons are expecting the government's Road Map to be on course and not lifting the last regulations on June 21st might have been important. Sadly the latest Indian mutant is on the rampage and from here the show looks precarious.

Stafford

Carl's library is pre book, he has no internet at home. If you want to speak to him, 01253 720327 only. The **October** show looks more likely and that's on **9/10th**.

Sadly this clashes with the **October** Dent camping weekend, also on the **9/10th**. Surely we must be getting back to near normal by then and Dent is marginally safer for being outside. If you can't go to Stafford, go here. It's on the front cover and on page 21.

Dent

The IFA club are running their Staffordshire Iron Curtain Vehicle Rally on **26/27th of June**. It visits the Apedale Valley Light Railway on Saturday morning. On Saturday afternoon there's a road run through the industrial heartland of Stoke on Trent.

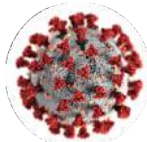


Saturday evening has a talk on driving a Trabant across the Sahara Desert and Sunday goes to Jodrell Bank Radio Telescope. To find out more contact Alex at web@ifacub.co.uk or click the

events link on www.IFAClub.co.uk Note upper case IFAClub.



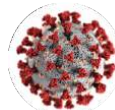
It gives me great pleasure to announce that a camping weekend has been organised! (plague permitting) It's the weekend of **July 30 to August 1st 2021**. After the success of the Yorkshire section 40th celebrations at the Crown Hotel Middlesmoor, we have decided to return to celebrate a modicum of normality. Sadly the entertainment of Malcolm the dour landlord will not be available, as he took the opportunity of forced closure to retire. However the tenancy has been taken up by Angie who served her time with Malcolm behind the bar and in the kitchen and has always been a favourite of us Zedders.



Camp site has toilet and shower block, and access for vans (some people do!) Rooms are available at the pub for the feeble. Come and view much fantastic Yorkshireness from this lofty hill top redoubt. Splendiferous roads, beer, food and company await. For more details please contact Bynnz on 07980837005.

Invitation only

Personally, I was disappointed we couldn't go camping at the AGM. So I've hatched a plot to go camping anyway, in Charles Hancock's back garden. Covid and the need not to stress Charles' kind offer of hospitality mean we have to keep the numbers small and therefore the event has to be by invitation only. Sorry about that. He lives in Lincolnshire. If you think you might like to attend, email paulcodling@mail.com and I'll tell you all about it. Although we have to keep quiet and remain well behaved, we need still enough people to make it worthwhile. It's on the weekend of **21/22th August**.



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 rhspecialistsinsurance.co.uk and be sure to mention the Cossack Owners Club. *Check out the November/December 2019 edition of HV, page 29, for a more in depth introduction to RH motor insurers.*

Opposite bottom. After some persuasion from a son and grandson I became the 'proud' owner of a Dnepr bitza whose future may be uncertain! I did a fair bit of motorcycling when younger on BSA, Triumph, Francis Barnett, Velocette, Honda, Kawasaki etc. The Dnepr may take some time (and money) according to the technical editor, Peter, to make roadworthy and may be difficult to register. Any advice and spare parts (paid for obviously) would be gratefully received. If any members live in the Cambridge area, I would like to meet them and in any case chat when COC gatherings are again possible.

Mike Moore



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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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Apparently, some MOT testers have been failing classic cars with LED headlights because of an update to the MOT manual which says "Existing halogen headlamp units should not be converted to be used with high-intensity discharge (HID) or light-emitting diode (LED) bulbs. If such a conversion has been done, you must fail the headlamp."

LED headlights

However, common sense has prevailed and DVSA's opinion is "Vehicles first used before 1 April 1986 are not required to use type approved 'e' marked headlamps. Therefore, converting a halogen, or other headlamp on such a vehicle to use LED bulbs would not be in contravention of the regulations."

PJB found this on classicandsportscar.com who are excited by this, claiming that LED bulbs are designed to use the standard reflector units and are an improvement to all headlights. The Department of Transport on the other hand, takes the view that anyone can claim their LED lash up is a worthy purchase and require the European standard introduced in 1986, to be upheld. Good luck with that gentlemen!

On the subject of dates and regulations, Jim Turner has enough bits and pieces to build a right hand Dnepr sidecar outfit but there's little point in doing that unless he can find a early Dnepr to base it on. If you have a pre 1981, DVLA registered Dnepr you don't want, please sell it to Jim. Absolutely anything will be considered. Email your editor, details on page 4, and I'll put you in touch with him.

Pre 1981 Dnepr Wanted



Here's Gina, our membership secretary.....

Sticker competition

Many thanks to those who responded to the competition. For those who've forgotten, the question was what representation of this club was in a video on YouTube made in Canada. Answer, the front page of Horizontal View from 2016. How did a copy of the magazine get all the way to Canada? Well, we did have a Canadian member for a while. (Not FortNine as far as I am aware!) The winners were: The Lovely Hazel. Stuart Morgan. Chris Webb. Ian Quarry. Rob Watson. Trevor Craig. Enjoy finding homes for your stickers!



Also from Gina.....

Just had an email re returned magazine marked "deceased". Warrick

Blackwell only joined the club last year so we never got to know him or even meet him. I did have contact with him over the phone when he signed up. He was waiting to getting an 03/04 outfit. It would be nice to acknowledge his passing.

Warwick Blackwell



Roger Willis was once the outspoken and opinionated editor of Bike Magazine. I remember being aware that his leaving was quite an acrimonious divorce. After that he started On Yer Bike! "A Radical Motorcycling Journal".

The following fascinating journalistic waffle is from that, issue No 6 to be precise. It's meaningless in places and often wrong but it's still a marvellous insight into Neval's ambitious plans for world domination by Russian motorcycle. Even though anyone reading the next 9 pages of HV will see that the Dnepr MT12 was probably the best thing ever made, I've never seen one or heard of anyone buying one. They were still selling side valves in 1980? Yes but

NEVAL MT12:
Confessions of an
armchair road tester.

A sunny Saturday in North Lincolnshire taught me two things. The first gem of enlightenment to penetrate my consciousness was that riding a combo is not as easy as I had expected, so much for the ace road tester fantasy, and the second was that Russian motorcycles are not the awful old nails of popular disdain.

Despite the horror stories that seem to crop up whenever the subject is mentioned, I have always believed that Soviet made bikes must be a good deal for impoverished punters. One glance at Neval's or the previous importer Satra's, price lists demonstrated that that motorcycles just don't come any cheaper. This magazine has stated the obvious fact before, that Japanese production costs are pricing oriental machinery out of the bottom end of the market and the time is ripe for others to move in.

The one obstacle to a Russian takeover of the small commuter and economy tourer market was the notorious unreliability and poor quality of finish of their bikes. Well, it's happened, that obstacle appears to have vanished. The new generation of Soviet bikes being imported by Neval look ready to play in a whole different ball game. To discover the reasons for amazing improvement in the standard

The Chris Drucker Archive

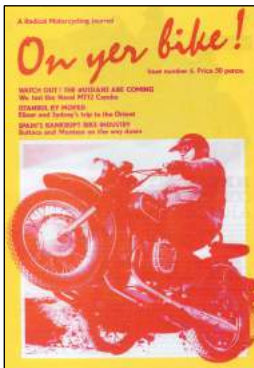
of the hardware, and ignoring sinister communist plots to overwhelm the West's motorcycle industry, it's necessary to go back four years to Satra's demise as British importer. (The communist plot doesn't exist yet, because the Daily Mail hasn't got round to inventing it.)

Four years ago, after a steady and often justified mauling from the bike press, plus not a few dissatisfied customers, Satra stopped importing its range of Russian bikes, then known as Cossacks. Neville Mason, one of the partners in an established Hull retail bike business, had already examined a Cossack in his workshop. At the time, he admits that he had about as many prejudices as anybody else. He was however, surprised to find the bike better than expected.

So, when Mason's company, Neval, were offered the opportunity to buy Satra's remaining stock of lightweight machines, there wasn't much hesitation. Neval Ltd sold the bikes through the company's own retail operation, with impressive rapidity and, in due course, began dealing with the Russians directly. It's interesting to note, as well, that most of these original bikes are still on the road. Russian made bikes do in fact, totally dominate the streets of Hull. The Neval success even contributed to putting some other motorcycle retailers out of business.

Having become the British concessionaire, Neval did have an immediate problem. This was that if the company was to maintain and expand the market for the bikes, the Russians had to be persuaded to modernise and improve the standards of their products. Neville Mason explained to me that this was no easy task.

Russia is the second largest manufacturer of motorcycles in the world, and is likely to soon become the biggest. The vast Soviet bike industry serves not only an insatiable home market, (The average Russian buyer pays for his or her Dnepr outfit and then waits up to six years for delivery!) but also a huge export market. The bulk of the exports go to either developing countries or others aligned with Moscow.



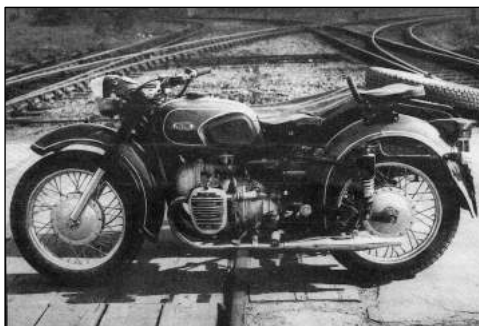
In other words, the Russian state bike industry has absolutely no problem in selling every last machine produced and has no economic pressures upon it to change or develop the range of bikes. Life is so easy for the Russian industry that the home consumer gets even more of a raw deal than buyers of early Russian bikes over here. Instead of chrome, cycle parts are galvanised, there is no choice of colour or specification and the lucky comrade with enough roubles to buy "over the counter" doesn't. Bikes are supplied in the crate, self service, crow bar supplied on request, bring your own tools and oil to assemble the thing, straight from jumped up warehouses.

Against this background, it's pretty amazing that the Neval partners manage to convince the Soviet authorities that changes were necessary, but they did. The basis of their argument was that if bikes would sell in Britain, they would sell anywhere. The Russians eventually accepted this, despite knowing that they would never make an enormous fortune from the British market.

Personally, I think that one of the main reasons the Russians *were* convinced, not always being the most trusting of people, was the nature of the blokes they were dealing with. The directors of Neval Ltd are not the usual silk tongued, languid, pin stripe suited, ex Eton and Guards creeps who infest the world of international commodity trading. They are hard nosed, blunt, northern businessmen who have worked their way up from humble beginnings, into making a few quid without screwing the buying public.

Anecdote time readers. Neville Mason's bluntness is characterised by his *actual* response to a request for a test bike from Barry Winfield, deputy camp commandant of Stalag Luft Bike Magazine.

Bazza reported, in his regulation slagging of an old, second hand Dnepr combo obtained from some other source, that Neville had...er.... Impolitely refused his request, in the light of Bike's past treatment of a Neval motorcycle. (Bike had used



pictures of a Neval stood rather suggestively in a scrapyard.) Neville had told him, in fact, to 'k off!

Neval had already begun developing bikes, using Russian two stroke motors to produce cheap, clubman's trials irons. This process was extended to the lightweight road machines. Bikes were stripped down, modified and restyled. Neval paid particular attention to the smaller bike's well known faults.

The terrible handling of their earlier models was cured by gusseting frames. More chrome, better brakes, switchgear and paintwork were added. The engines, which were not at all bad, if a little rough round the edges, were improved with gas flowing, modified porting and the addition of electronic ignition on all the range.

The complete sample bikes were then air freighted back to the USSR, where the relevant factories attempted to produce carbon copies, which were in turn freighted back to the British concessionaire. Mistakes were not tolerated. If the factories made cock ups, the bikes were remodified and sent all the way back to Russian again.

Each Soviet factory only makes one model, so the factories which didn't cooperate were easily identifiable. In several cases, Neval complained to the state exporting organisation in Moscow and were surprised to learn that older, more conservative factory directors were actually put out to grass because of the complaints. Whether this meant peaceful retirement to a Black Sea resort or a one way trip to the Gulag Archipelago, the Russians didn't say.

The end result of all this effort is that Russian metal is about to make it. I saw a single cylinder, two stroke, 250cc Neval in the company's Lincolnshire factory. It had lotsa chrome, blue metallic finish paint, somewhat Yamaha-esque switch gear and



looked as good as any Italian lightweight. The only big difference, of course, being the price. It only costs about six hundred quid. It's going to sell.

One unintentional by product of all this development work has been the effect on Russia's other export markets. Recently, Neval were expecting a delivery of 150 bikes from the Minsk factory, where the 125 machines are made. Only 100 crates turned up. In due course, the company discovered that the bikes had got lost in the docks and had been loaded onto a freighter bound for Cuba.

It turned out that not only did the Cubans not want to give them back, but they are now demanding that all the thousands of motorcycles they import from Russia be of the same standard as Neval's fifty bikes! Previously Havana greasers were having to put up with the basic stuff produced for Russia's home consumption. (And not even a cigar lighter!)

Neval are now planning to open up several new overseas markets for Soviet bikes. The company is already the sole concessionaire in places as diverse as Canada, The Seychelles and Mauritius. Very recently, an agreement was reached on the concession for the USA as well.

In the last year, Neval has extended its range to include the Dnepr, a flat twin four stroke. This bike is a 650cc shaftie, mutated from the BMW at some point way back in the mists of time. Designated the MT11, when equipped with a chain on the left hand side, or the M10 without it, the bike has an OHV motor minus many of the fabled mechanical disaster areas of the Ural, a similar machine imported in the bad old days of Satra. (The Ural is incidentally, still in production, but Neval have no plans to import it!)

With the aid of a resident Russian technician, Neville Mason is giving the Dnepr the standard Neval treatment. In the half light of their workshop, I saw a thoroughly modern combo, with greatly altered cycle parts and styling, awaiting completion and a journey back to the Dnepr factory for evaluation. Future bikes are likely to have improved motors too, with the addition of electric starters.

There is one even larger and stranger machine in the Neval line up. It's called the Dnepr MT12 and was the official reason for my trek to the heathen wastes of Lincolnshire, or at least the bit of it that the bureaucrats would have us call Humberside.

When Neville Mason offered me the chance to test a 750cc side valve, two wheel drive combo with *reverse gear*, I just couldn't resist it. Needless to say, he knew that I couldn't possibly have ridden a two wheel drive combo before. What I didn't tell him, was that I had never ridden a combo before, either. (Pause for knowing laughter from readership.)

The arrangements were made, London NW1 was definitely to be deprived of the presence of self and trusty lens person, Andrew MacPherson, for one whole day. The trouble with arrangements, especially ones made by associates of chaotically run publications like this one, is that they don't stay made for long. My bike broke the Tuesday before the Saturday. By Thursday, I'd mended it only to discover that Andy's lump of upmarket Italian scrap and developed a bent crank. (How does any bike *develop* a bent crank? Easy if it's a Laverda.)

The trouble with photographers is that they tend to carry about lots of gear, too much stuff to load onto one bike with two people on it, in fact. Saturday morning saw us solve this problem by venturing forth in a borrowed Renault R16. I don't particularly enjoy driving things with a wheel at each corner. I definitely get a zero buzz from knackered Renaults with windscreen wipers that switch themselves on every time you change gear and have cooling systems that leak. It got us there and back, so there endeth the Renault road test. At least it had a radio.

We arrived in New Holland, where the Neval

Works is situated, admiring a skyline dominated by the biggest job creation programme since Roosevelt's New Deal, otherwise known as the Humber Suspension Bridge. We were late, the sun was shining and Neville Mason had gone home for lunch. A quick phone call ascertained that we had not yet blown it. Ten minute later we were in Neville's back yard, admiring the combo and a collection of well used Neval trials bikes. The Mason family *ride* them as well as sell them.

After a preliminary chat, which provided me with most of the information for the greater part of this feature, we returned to the factory to look over



some other machines. Neville led the way, with his son as ballast in the chair, me desperately trying to keep up on the half mile of curvy gravel road. Hang on a minute, I thought, he's not riding a fast bike, motor cars can go round corners as fast as any combo. By the time we reached a straight bit of metalled road, he was vanishing into the sunset.

At the factory, Neville diplomatically suggested that we head for a nice, traffic free, disused airfield, considering my, ahem, inexperience. I changed into professional road tester's fancy dress, thinking that if this was going to be wipe out time, I might as well look stylishly silly in the photos, rather than just silly. I climbed into the chair and Neville drove.

I think that if I'd insisted, he would have been quite happy for me to take over there and then. He knew just how robust the outfit is, at that point, I didn't.

He gets prospective customers turning up all the time, for tests, and is happy to let anybody have a go. Only the previous week, some kid had turned it over into a ditch on his first corner, Neville laughingly informed me.



We set off on a tortuous route through several miles of dusty back roads, photographer in hot pursuit, in the Renault, with Neville's son. Neville drove flat out, drifting through bends with incredible ease, shouting a commentary about the machine down at me, cowering in the chair, wondering quite which way to lean, and when.

My introduction to the delights of riding the Neval MT12 began on an old taxi path, now surrounded by fields of green, young corn. Having restarted the thing, easier than I thought, considering the side operating kick start like an old BMW, I pulled the clutch and engaged first gear. "The clutch cable's broken I think."

"No it hasn't, just take your foot off the gear pedal." I did as I was told, the bike stalled. I'd let go of the poxy clutch lever as well hadn't I. The bike has a slick shift you see, similar to the old Triumph device, where the the shift also operates the clutch. Try again, yeah, great, we're rolling.

The gearbox isn't very positive and it's a bit clunky. After all, it took BMW about 17 million years to sort aggravations of it's similar box, the Russians haven't moved into detailed high tech, yet, and certainly not on this bike.

The first time you get across a different bike, it always feels strange. The MT12 was no exception. The bike is deceptively small and the riding position weird as a result. The rider sits right down into it, on a sprung saddle. I found my knees a bit high for comfort and the foot controls difficult to locate and operate.

Somehow, on the long tarmac straight, I found my way thought the gears and gathered a bit of speed. Combos are not so bad, I thought. Fair enough, it's necessary to concentrate on straight line direction but certainly not to the extent of it being a nuisance. Easy, really, isn't it? Oh, yes, what have we here? A tight right hand corner approaching me at a great rate of knots. Simple, just lean into the.....ah, this thing has a sidecar on the right and side, hasn't it. I can't lean it into anything.

When the surprisingly good brakes slid us to a halt, we were in a cornfield. "What happened then?" I asked Neville, who was helpless with mirth in the sidecar. "You panicked," he replied. He was quite correct. After further instruction, I managed to cope with the right handers, the left handers being relatively easy, just a matter of keeping the throttle wide open and letting the bike steer itself.

It had become apparent, though, that I wasn't going to learn enough to do party tricks for the benefit of the photographer or be able to really put the outfit through its paces. Neville suggested that we retire to some nearby disused chalk pits, which were a popular practice ground for local trials riders.

I got into the chair and he drove. Five minutes later, he swerved straight through the hedge, I kid you not, smashed the combo through a screen of brushwood and small trees, "No problem," said Neville, and over the edge of what I thought was a thirty foot drop. It wasn't sheer, only about 1/1. When we hit the floor, the suspension didn't even bottom out. "Pretty good eh?" said Neville.

It was on rough terrain that the incredible traction of two driven wheels really showed. We steamed round and round the chalk pits, with Neville doing his best to scare the shit out of me and/or knock the bike to bits. It stayed completely intact, I couldn't even see any new scratches on the paintwork, despite the earlier exercise in tree demolition.

Aimed up semi vertical, loose shale slopes, the MT12 made easy meat of them, taking off from the top edges. We even attacked one such slope, from a standing start, in reverse, making it almost to the top. We were only balked once, not because the plot lost traction but because excessive steepness slowed us down sufficiently for the front wheel to drop over the top edge, grounding the bottom runners of the frame.

We slid backwards down the slope, wheels locked, broadsiding near the bottom and nearly turning over. The entire outfit reared up on the side of the chair, which just happened to still contain me, but Neville managed to pull it back. "Your face went totally white then," said Neville, laughing. No mean feat, that, I thought, he's a strong lad, Neville, holding on to 900lbs of out of control combo. I asked him when he thought I should consider stepping out. "Simple," he replied "When you see me step off, you know it's time to do something."

Considering how well the MT12 stuck to the most outrageous contours, I was, by this time, convinced that the tyres must have been made by Doctor Martens. The solidity of the unit is very impressive. The bike is really part of the old generation of Russian machines but seems to have none of the shoddy finish and mechanical unreliability that is associated with the Urals and early Dneprs.

The quality of its design and construction is directly related to its function. The Dnepr is a military bike. This explains a lot of the more peculiar features of its specification. The most peculiar must be the engine. A strong selling point of this motorcycle will be the fact that it's got the only large capacity side valve motor in production anywhere in the world. The mill actually wacks out 28bhp, more than the OHV Dnepr, which despite being a more modern unit, produces only 26bhp.

It's almost possible to fire the engine up on anything from 90 proof vodka to suntan oil. It should run, normally, on very low octane petrol but two star fuel will do. Neville had experienced a few problems with three star, the lowest grade obtainable in New Holland, but nothing serious.

Whatever you put in the tank, the bottom end pulling power is such that the outfit has happily chugged along with up to seven people loaded onto it.

The gearing is very low, because of the drive to two wheels and the weight of the whole plot. Flat out in top means a mere 56 mph, which isn't much to write home about, until you remember that you can maintain quite unusual speeds over anything from foot deep blanchmange to broken bricks. Neval will probably have a solo version of the MT12 available soon, and Mason reckons that with a change of cogs it should pull 85mph.

The transmission on the combo is comprised of two exposed shafts, which are apparently quite robust. The only bits that wear are the UJs even though they are covered by rubber boots. The drive to the sidecar wheel feeds power through a conventional slip differential.

The chassis looks old fashioned but is incredibly strong and rigid. The welding must be functional, we didn't manage to break the frame and we certainly tried, but it doesn't look pretty and wouldn't win any BOC welder of the year awards. The sidecar sub frame is so hefty that I don't think dropping a house on it would bend it.

The suspension is on the hard side, but copes with any amount of abuse, as previously stated. The small cycle parts and switch gear are just what you'd expect on a military vehicle, basic.

As you've probably gathered by now, I think the Neval MT12 is pretty terrific. It has a unique character that's hard to define. Viewing it purely as a 750cc road motorcycle, within parameters like performance, handling, finish, comfort, etc, it's a museum piece.



Solid, reliable, slow, alright for miserable, long coated trades but worse than useless for having fun on. Such a narrow view is wildly wrong. It's probably one of the most versatile motorcycles ever built. The MT12's off road potential is greater than any Jap street scrambler. It'll do everything the average spotty trail bike owner could possibly desire, why, it even wheelies like nothing on earth. For a fraction of the price, serious dirt diggers can own a machine that'll make a Land Rover look silly.

The price is the one thing that you should never forget. If Maggie Thatcher and the Whitehall Rude Boys start the Third World War tomorrow, I know what I'll do. It's straight down the local Nat West for me, a quick revolutionary expropriation of £1,400 and off to buy a Neval MT12. Besides, it'll look good when the Russian Army gets here two days later.

If you thought that made you desperate to own the world's best ever motorcycle, here's the beautiful, rose tinted, fantasy world of Soviet propaganda in the form of Avtoexport's report of Peter and Anne Parson's series of transworld adventures on Russian motorcycles. The best ever being the Dnepr MT12. I can find absolutely nothing on line of their heroic expeditions, or them. This is 1984.



Peter Parsons is an oil engineer. But his main passion is motorbikes and touring. His wife Anne, too, is enchanted by the "travel muse" and shares with him all the joys and hardships that involves. On his way back to England from the latest and, as he hopes, not the last trip, Peter Parsons visited Avtoexport in Moscow and described to representatives of the Avtoexport firm and our correspondent B.K.Tikhonov, his travel impressions and how the motorcycles performed.



1st Africa trip, London, France, Spain, Morocco, Algeria, Niger, Nigeria, Upper Volta, Ghana, Benin, Cameroun, 9,000km on a Ural M66.

We decided to purchase the Ural M66 for our first African trip because it had the qualities that I was looking for, rugged design, simplicity and the ability to take the worst that African roads could hand out.



We crossed France and Spain with no problems, and our African trip also began with a rather easy road through the Rif Mountains, Morocco and the Atlas Mountains in Algeria. After we descended the Atlas into the Sahara Desert, the temperature soared to 45c. We continued along the main route heading for Ain Salah. South of that place there was no paved road. We encountered soft sand, heavy corrugations, jagged shale, potholes and everything that could possibly destroy a motorcycle, but it did not!

As we continued south we were battling with terrible roads, high temperatures and thick choking dust. Amazingly, the Ural did not heat up or break up. We were carrying 80 litres of extra fuel plus 20 litres of water and 50kg of camping equipment, tools and spares. With all this and us two we were way over the specified load capacity, but it did not seem to bother the Ural.

We left the Sahara and spent some time touring West Africa. Through the entire trip the Ural M66 never let us down. And it generated great interest among the Africans. Before we left we sold it to a branch of the Gendarmerie National in Central Cameroun. They found it ideal for police patrols in the Cameroun Highlands.

2nd Africa trip, London, France, Senegal, Mali, Upper Volta, Ghana, Cameroun, Central African Republic, Zaire, Tanzania, Kenya. 11,000km on a Dnepr MT9.

For our second African trip we purchased a Dnepr MT9 which was a logical step after the excellent performance we received from its compatriot. This time we decided to try a new model that had been highly recommended. Our route this time was quite different. We decided to cross the continent from Ghana all the way to Kenya. During the journey we



encountered every possible kind of road and climatic condition. Our main problem was the lack of petrol in Zaire, and the thick mud which was so bad that it would build up between the wheel and the mudguard and prevent the wheel turning.

We were plagued with heavy rains from North East Zaire, through Tanzania, and Western Kenya. The roads were so ripped up by large trucks that there were potholes so large that our motorcycles would disappear into them.



The Dnepr was heavily loaded but its terrific low down power always managed to pull us out of any problems. At the end of that trip we sold the Dnepr to a Dutch gentleman who shipped it from Kenya to India and then drove it back overland through Asia to Holland. Another success story for Dnepr motorcycles!

Australia, Singapore, Malaysia, Thailand, India, Nepal, India, 19,000km on a Dnepr MT12.

When we were planning our next trip we had to decide again what vehicle we should use. We knew that conditions in Australia and South East Asia were very harsh. When Neval Motorcycles started importing the Dnepr 12, we knew it provided the answer to our problem. It had the flexibility of being an on road bike plus the two wheel drive



which would make it unstoppable in the rough. These features plus the attributes of all the previous Soviet bikes made us decide to purchase the Dnepr 12.

We shipped it from London to Sydney right after we bought it and our trip began on a virtually new bike with the engine not run in properly. Of course, it was a bit risky also because a large part of our route crossed unpopulated areas. However, there were no unpleasant surprises except for some problems with over heating, but it was also 40c in Central Australia and I was using a wrong oil which I realised later. Besides, the petrol in Australia was of a too high grade for the Dnepr, so when I realised that I had to add Kerosene to it, and the problem was solved. (*Really?*)

Our route through New South Wales and Southern Australia was quite straightforward, but when we headed north the conditions worsened. We encountered large amounts of "bull dust" which had the fineness of flour. The air filter would have to be cleaned out about every hour.

The day we left the town of Oodnadatta the clouds opened up with heavy rain. The condition of the road steadily worsened as the day progressed. By evening the road was almost completely flooded. If it had not been for the two wheel drive, I doubt if we would have made it. When we reached the South Australia/North Territory border, we had to camp for five days to wait for the road to dry out.

From there we drove through Curtin Springs to Ayers Rock and then to Alice Springs. From Alice Springs we headed North West through the Tanami Desert with temperatures in the 40c range. We encountered heavy soft sand from the West Territory/West Australia border to Hallis Creek. From that point it was more dirt and corrugations for over 1,500 km to Perth, the capitol of Western Australia.

Incidentally, during these travels we met a man in an unpopulated part of Central Australia crossing the country on a Dnepr MT9 with a dog in the sidecar. He bought the bike from an Englishman who had already used it for quite a while. He told me he had no problems with the bike. He'd been travelling for three or four months and seemed to be quite happy with it.

We shipped our bike from Perth to Singapore and travelled in Malaysia and Singapore for some time. Then we came to Madras by sea and travelled all over India and visited Nepal.

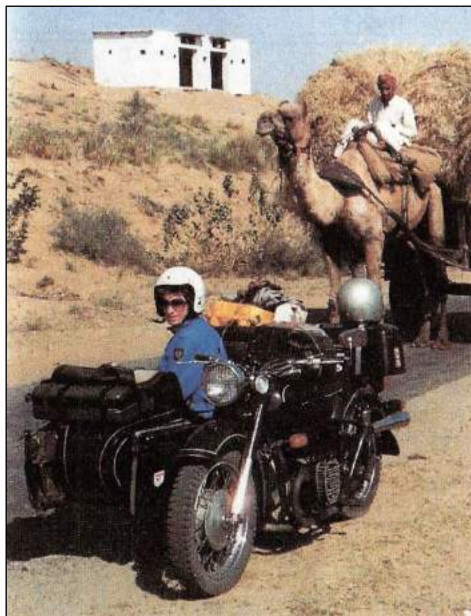


From there we went on to Kathmandu and to the Tibet border. We spent two months on the roads of the "Top of the World" sometimes going 120km straight up non stop which is very hard on any vehicle, let alone an air cooled motorcycle. We concluded our two continent trip in Calcutta and shipped our Dnepr 12, still in perfect condition, back to London.

Praise for the Dnepr. Mechanically, the Dnepr 12 is fantastic, just as the two previous models, perhaps even better. No problems with the wheels. The frame is extremely good. I was quite happy with the whole construction. It did much better than you would think considering how much weight I had. We over loaded it all the time but we needed it. And it's still as good as new. Only a few scratches from Indian drivers. But that's all cosmetics. The original Russian tyres lasted quite well, about 10,000km. Then I replaced them with American tyres but they lasted less than 5,000km. I'm going to get Russian tyres as soon as I can get them.

The Dnepr everywhere attracted a lot of attention. Sometimes I could hardly get to the machine through a thick crowd of people pushing and gathering around the bike. Local specialists talking to me in many places were impressed by the two wheel drive and by the idea of all three wheels being interchangeable. And I like this idea, you won't find this on any other motorcycle with a sidecar. And everybody liked the idea of a big sidecar and that it was all steel.

These are all practical ideas and good reasons why I decided to pick the Russian bike for the heavy conditions. It's very practical. You normally want to make things as simple as possible, but they usually offer you something too complicated. That's what I tell people asking me why I bought this bike and not a more fashionable, modern machine. I tell them that the bikes they mean might be impressive



The big problem in India was the great amount of people, animals, carts, trucks and scooters that clogged the highways and towns. It called for constant care and attention and damn good brakes which luckily the Dnepr provided.

The constant stopping and starting, braking and crawling through endless traffic jams never seemed to affect the Dnepr. The engine remained cool and in control through the worst Indian traffic could offer.

From New Delhi we headed north into the foothills of the Himalayas in Uttar Pradesh. We visited various hill stations always climbing high into the mountains. Then we headed south and east along the southern border of Nepal. We drove north to Pokhara, an extremely twisting and difficult road.

in England and France but it doesn't help you if you get broken in the middle of Africa or the Himalayas. You need something which is simple enough and you are confident you can fix with a minimum of problems. Everybody you see touring on motorcycles are not on complicated machines, they are on very simple things. Simple, practical, reliable. Just like the Dnepr. And it's quite obvious that for travellers and people living in places remote from good roads and service stations, the Dnepr is the best choice.

Believe that and you'll believe anything, even this, below. It's a letter written to the factory in Kiev by an alledged Mr G.F.Brown who appears to want to sleep with the factory and have its babies!

Greetings Director, Among my friends and myself who ride Soviet built motorcycles is a saying, "Soviet motorcycles last a lifetime, longer if you look after them!" And this letter is to let you know that there are a number of happy riders in this district, and myself in particular, for my original MT9 has now clocked 135,724km without breakdown or mechanical failure. I just wanted you to know about this.

It has been a remarkable bike. I have travelled over a large part of Eastern Australia on it and never once suffered the indignity of having to repair it by the side of the road. This must surely be a tribute to the Soviet engineers and builders of these great bikes. Except from some plugs and little things it is still original, and I believe it will go on forever.

It is very evident that the high quality design and high quality metal used in the bike's manufacture have resulted in the machine's long life. I am in a local motorcycle club in which there are several Western makes and I can say with total sincerity that the MT 9 simply runs rings round them. I love my MT 9 and have over the years managed to purchase two others, both original. They are in my garage preserved in protective oil. They are not for sale, it was not my intention to resell them.

I am 50 years of age and have been riding motorcycles since 1949. And I was especially impressed by the Dnepr because it is pleasant to ride, easy to maintain and does not wear out, it's made to last. A quality bike, I use for long distance touring and general use.

Please offer my best wishes to the factory workers who put together my Grand Old Warrior, No 81664, and let them know it is still going as well as ever.

Thank you for many happy kilometres of riding.
G.F.Brown, Yeppoon 4703 Queensland Australia.

This was published in the same issue of Avtoexport's Round Up magazine as Peter and Anne Parsons' world trips. If you don't know, Avtoexport were the Soviet Union's vehicle export agency, bless 'em. Obviously us pampered, privileged Western princesses must have been doing it wrong.

While we're on the subject of marketing, here's Youtube.....

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"Dear all, let's continue the wonderful Zongshen Live Show! Here comes the Engine Show, let's look forward to it together and it will definitely impress you!"



On the right is Michelle, allegedly, who explains in hardly discernable English the technical specifications of Zongshen's new 300 single engine with her lovely Chinese accent. Later in the video her colleague Jane gives us a talk through the 650 twin developed in association with the UK's Norton Motors. Norton have now recovered from the debacle of the Commando and are refinanced and looking forward to another go at blatant capitalism with two new models including the Atlas Ranger, opposite, with the Zongshen engine.



www.youtube.com/watch?v=6fh2yH1uPAg if you want to listen to Michelle and be amazed by what a crazy world we live in these days.



A while ago now, two of these appeared on Ebay offered for sale with a huge stash of NOS

Champ

parts. No one seems to have had any real idea what they were, including the vendor.

Colin Richmond asked the club if we knew before he bid. Here's what the listing said.....



"OK before we start, barn/garage find project bikes. They will need a check over, been laid up for some time, we have had to list those two bikes, as Tula 200cc, Cossack, Champ, Russian off road all terrain fat wheel desert bikes, as this is what we were told they are, but not sure if this is correct.



Champ is marked on the engine. We do think they are Russian made as all the parts that are going with the bikes look to be Russian.



Do your research and make your own mind up to what they are, any info would be appreciated, both bikes have a good spark at the plug, and have fired up with a squirt of petrol down the barrel. There's a tonnage of spares to go with the bikes far, far too much to list individually, as you can see from the pictures a lot of money just in spares.



We are also not sure what decade they are from 70s 80s again not sure, both bikes do have engine and frame numbers on them. Both bikes will need a good going over but as you can see from the



pictures, spares are not a problem, quite a rare find never seen any before, would be fun bikes to have once up and running. All the spares look to be new old stock going by the crates they are in, loads of them, now the good bit, only bid if you're interested, cash on collection only, viewing can be arranged if you want to see them, Covid restrictions apply.

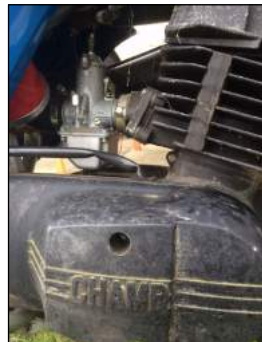


Buyer is responsible for collection of the bikes, bring a big van/trailer a lot of weight with the parts. Bikes are to be collected from Bradford West Yorkshire.

There is no buy it now price, the auction will run to the end, silly offers will be ignored, don't waste your time or mine. Happy bidding. A bit of info on bikes, apparently they can be adapted to be converted to a three wheeled version or some sort of track can be fitted, there is some extra frame attachments with the spares, who knows, again not sure, if you want any more info just message me I will try and help best I can."



A quick search on line revealed that Champ made a 200 and a 50cc quad as well. The motorcycle is called an SB210 and there was one other example offered for sale in the UK, the blue one below.



All the panels are made of steel and because of the width of the wheels, there are two drive chains. The gearbox sprocket pulls on a chain on one end of a shaft in the swinging arm. This has another sprocket on the other end and another chain to transmit the drive to the rear wheel. The crankcases look very Voskhod and the generator is obviously Russian, similar to both Voskhods and electronic Minsk's. The bikes have Jikov carbs and reed valves but there are those Russian, Mikuni copies in the boxes too. Some pistons are marked 175 so we're not sure if all the parts are for these Champs.





There's a lot more than pictured here, including cranks, gearboxes and most engine components. Yes those are cylinder liners on the left of the above picture, all wrapped up in Russian lanolin and brown paper. The porting would suggest a Champ is a

bit lively and quite modern. Colin bought the whole lot. If anyone knows anything about Champs he'd be

pleased to hear it. Above is the Champ 50cc quad, I think. It's a kid's toy.



Pictured opposite bottom is the editorial ZID Voskhod 3m, clearly defined as such because it's the next one up for age related registration with DVLA. We've scored two first time hits lately, in spite of having no previous documentation at all, helped by the weight of internet evidence, overkill method. This involves finding loads of other, comparable examples on line and printing out the web pages to support the V55/5 application form.

Voskhod piece

PJB stoically included much of this info on the COC dating certificate which is a lot of work. If you want to use this method too, do your own internet research! The worry this time however is that the Voskhod 3m was not imported into the UK and as far as I know, this is the only one here. It's distinct from the later 3m-01 model. I have no previously registered examples to compare it with for dating purposes. Consequently dating evidence, apart from the inadequate frame plate and date stamped electrical equipment, is entirely internet based, although there's lots of it.



The wad of paper about to land on our DVLA clerk's desk is 9.46mm thick and includes eight Voskhods on five different vehicle sales sites in Russia and Ukraine, priced variously between 105,000 and 14,000 P. There's five information sites, three virtual museums and screen shots from three Youtube videos, all featuring Voskhods manufactured in 1984, like mine.

Of course doing this is a bit nuts, but apart from enjoying the sport in it, we should get some idea of how important internet evidence is. Watch this space to find out what happens. If it works we'll try a more bearable burden of responsibility next time, maybe a pile of paper only 8.0mm thick, or less! To fear the unknown is to be frightened of nothing.

The first of Michael's eased lockdown adventures went to Revs & Relics, a classic motorcycle themed cafe in Maltby, near Rotherham. This is what it looks like.....

Michael Wadsworth



There was no one in it when Michael took these pictures of course, that wasn't allowed then. Michael's mates drank tea and ate cake outside. I'm not sure who they are. Michael's note with the picture below right is "A Mayflower moment." and the two on the left he describes as "Likely lads." The chap in the blue jumper is not in the best of health apparently and enjoying each day as it comes.



Revs & Relics is on Blythe Road, off the A631 about 2 miles east of the M18 or 3 miles west of the A1. It looks like a worthy meeting place.

Opposite top "I was served by a very nice young lady called Hollie."



The Green Hut cafe is off the A616 Worksop Road in Ollerton, in the middle of Worksop, Mansfield and Newark. This too looks like a cracking meeting place. Michael didn't say who was meeting the day he went other than it was "Sidecar-ists". His caption for the photo below is "It's great to see Paul of Swad becoming a born again sidecar rider."



Swad? Maybe that's where he lives.

The outfit is a very rare, purpose build, road going Wasp. I'm assuming that means they built the sidecar chassis and the front end of what looks like a normal Kawasaki ZL1000. Is it just me or does the rake and trail look wildly different from the standard solo? These forks are available on Wasp's website which will tell you.....

"Why have leading links? Ask around, The UK has a long history of sidecar use stretching back over 100 years. More recently trike's have become more popular, and what they both have in common? Three wheels. When a third wheel is added to a motorcycle its steering requirements change considerably. The geometry of the original solo forks are suddenly rendered incorrect. Whilst still useable, steering is very heavy and becomes increasingly heavy as the speed of the machine is increased. Leading links correct the geometry and is by comparison, like fitting power steering!"



Above is "Joe of Ollerton was passing by and said Hello." Are you a club member Joe? Michael's caption for the photo below is "Time to find a byway or two to ride." His link to Wikipedia tells us....

"A byway in the UK is a track, often rural, which is too minor to be called a road. These routes are often unsurfaced, typically having the appearance of green lanes. Despite this, it is legal (but may not be physically possible) to drive any type of vehicle along certain byways, the same as any ordinary tarmac road." Did he go home on the dirt?



I should point out here that, if you don't know, Michaels doesn't send in text. He sends in photos with brief captions and links to websites loosely connected to the subjects of the pictures. It's up to

me as editor to try to unravel it for you. What follows is the Yorkshire section MZRC ride out in Bynzni's back yard, on the same weekend as our traditional gathering at Dent. I'll try to be faithful to the spirit of Michael's report.

"The Brown Cow pub is situated on the banks of the River Aire." <http://browncowbingley.com> Find out all you need to know about that from the website. Here's what it looks like, below.



"An ideal early May rendezvous point for budding ISDT riders from the far corners of the....."

<https://northernpowerhouse.gov.uk> This website is the government offering you an opportunity to invest in the North of England.



The picture above must be Bynzni's left hand side panel. Michael's caption is "Our ISDT trainer/guide Bynzni is on loan from the....." Note the Wobbly Sausage sticker. Michael's next link is to an article on www.drivetribe.com about The Wobbly Sausage Biker Gang who are a bunch of mates who have a lovely time and loads of adventures on little, cheap motorcycles. Google Wobbly Sausage Biker Gang but NB: Make sure you put "Biker Gang" on the end or you could go anywhere!

Continuing the ISDT theme "Our route is in the tyre tracks of the another true Yorkshire rider, the late....." The link following this is to a www.motorcyclenews.com article about Captain Sir Tom Moore who passed away recently after catching Covid 19, bless him, aged 100. He was an ex army dispatch rider and described himself as a

motorcycle fanatic. His Uncle Billy lived next door and poisoned Tom's young mind at an early age. Uncle Billy worked for Scott Motorcycles in Shipley.



which I can't open without a Facebook account. The link associated with the outfit below is www.youtube.com/watch?v=LlmdVi5bcm4 This is a review of the MZ Baghira (From Rudyard Kipling's The Jungle Book?) in which the presenter concerned begins by lying about the shame he felt in riding a two stroke 125, like they do, for effect.

Above is Uncle Billy, something of a daredevil and notorious for riding a Scott across a canal on a 6" wide plank. The Scott trial still awards the Billy Moore Cup for the best placed Yorkshireman, Billy having been instrumental in establishing the event. Bottom, more times winner of the Billy Moore Cup than anyone else Dougie Lampkin, takes Sir Tom for a trundle at a televised motorcycle show arranged in his honour.



Want to know what the Scott trial is? Michael suggests watching the 1971 event, all woolly hats and waxed cotton Belstaff Trail Masters, at www.youtube.com/watch?v=Pm4sErzUWik I particularly enjoyed this one.

"Our midday checkpoint is at" is opposite top. It's How Stean Gorge near Middlesmoor but Michael's link accompanying this is to Facebook



The man in the chair is "Our new recruit Mark starts training with his Motorcycle Sport Magazine manual on how to be a sporting sidecar passenger." Linked to this is www.youtube.com/watch?v=Mh0eu8Guj7w which is a Men and Motors Youtube channel video of a sidecar trials championship round. I believe PJB had a go at this on a Bultaco. I've seen pictures!



managed to reduce the weight of the bike to 128kg. With this motorcycle, our team again took the third place in the six day competition. More Soviet off road race stuff later.

Jeff Riva

Jeff Riva went to Dent, took some photos and made a video which you can watch on Youtube at www.youtube.com/watch?v=hLjKXB4dP9s

Above, who's is this then? All we know is "Green mean machine." Below, "Charles and Jim are the official MZ scrutineers." It's nice to see Jim Adams out and about, recovering from his recent health worries. It's always nice to see Mr Hancock of course.

Michael's link with this is to the entry form for the 2021 FIM ISDE world championship round at Rivanazzano in Italy on August



30th until September 4th. If you wanted to enter that, tough, you've missed the registration date. It would have cost you 900 euros. In the past Russians from the Soviet era have done this with considerable success. (No, not missed the entry!)



Above are Mick Mack, Charlie Macintyre, right, and presumably Mrs Macintyre, officially or otherwise. I think the stove comes in Mick's sidecar. Below is Camp Vince. Below that, tent turning in the gale.



Earlier in the week the weather forecast had promised temperatures around zero and snow for Saturday. Consequently, never mind a global pandemic, there were no Southerners on site.



The text associated with this IZH 65M says "The next stage in the development of motorcycles for the USSR team was the IZH 65M developed in 1964. The engine tested on the IZH 60MS, boosted to 26 hp, combined with a new frame made of alloy steel 30HGSA. For the first time, plastics were widely used, from it fenders, saddle pan, headlight shroud and other parts were made. As a result, we





sidecar brake with a separate pedal to facilitate easy left hand turns, the front sidecar rack came from Ukraine and loads more in depth info as an insight into owning one. "They made shit loads on 'em." I love 15 minutes into the video when the impressive LED headlight demonstration wasn't because the wire had fallen off.



Jeff has a few videos posted on Youtube, including a valve grinding tutorial. Apparently he ran a vapour blasting company a while ago and his K750 barrels look lovely because they've been treated as such and then stove enamelled.

Malcolm was also at Dent, on Sunday as everyone else was packing up. He's local and rode this, below. Here he is....

Malcolm Duckett



A word about my steed. It's a 1973 M66 that I bought when new to provide some reliable transport for work, and I seem to have become attached to her. Over the years she has been modified and rebuilt many times, including boring to somewhere around 850cc (The gudgeon pin circlips fell out, and near wrecked the bores, back to standard now), having new British RHP mains fitted (The balls fell out of the originals), a variety of Amal carb models (Monobloc, RM/TT, and concentrics) because I could not keep the petrol inside the original flat slide ones and a Piper Street/ Race cam (Yes, in the 70's they offered 3 versions,

Charlie rode his BMW because his Russian's crank sheared off behind its flywheel. Below, jump leads? What happened there then?



Seems alright now. Phil Rushworth popped in for the afternoon, in the background. If you watch Jeff's Youtube video you'll discover Paul White's Chang Jiang cruises all day at 50mph, has a



Street, Street/
Race and Full
Race!!!) Over
the last year
the latest
fettling
involved
fitting a new
TLS front



brake and new fork bushes and an electronic Soviettek (?) Ignition and coil. It says 12V, but works perfectly at 6v with my dynamo and electronic regulator. So, a first kick start and sunshine with scattered cloud promised a nice ride.

A few words on the route. It's a pleasant run, proceeding down single track lanes to the Kaber to Barras road and then joining the Brough to Kirkby Stephen road (A685), which soon delivers you to Kirkby Stephen. It's a straight drive through this bike friendly, small, Dales market town (3 chippies and numerous pubs).

As you start the climb out the far side of the town you pass the excellent Pennine View Caravan and Camping site, and the preserved Stainmore Railway at Kirkby Stephen East station. The Stainmore Railway provided a link between the coalfields of South Durham and the iron and steel industries of the Furness district of Lancashire and West Cumberland. Opened in 1861 between Barnard Castle and Tebay, it crossed the Pennines and reached its highest point at Stainmore Summit, 1370 feet above sea level, the second highest railway in England.

If you turn left at the Station, towards Nateby, you will find a car park for the Northern Viaduct Trust Walk. Here the Merrygill and Podgill Viaducts have been restored by the The Northern Viaduct Trust. They form an easy and beautiful walk, along with the award winning Stenkrith Millennium Bridge, which crosses the River Eden by some fine falls, with the opportunity of a circular walk on the restored trackbed and by the Eden River back to Frank's Bridge in Kirkby.

You now start a steeper climb past Kirkby Stephen's other railway station, on the fabulous Settle and Carlisle line, and about a mile past this, you turn left, signposted to Sedburgh joining the A683.

What follows is a fantastic drive of about 10 miles down to Sedburgh. First passing Mallerstang and the angular Wild Boar Fell on the left. It's a

sweeping A road (and for me, that morning, not a single car seen heading south). You pass the Fat Lamb Inn, a very motor oriented pub/restaurant, where you will often see groups of classic cars and bikes. Then you are driving along the Eastern Edge of the Howgill Fells, with fine views and should be able to see Cautley Spout (waterfall) high on your right, which is quite spectacular after rain (most days then!) I understand it is a fine walk, but too steep to my mind.

You enter Sedburgh, another nice Dales town, and turn left at the T junction, and just follow the signs to Dent Dale and Dent, crossing the River Rawthey at Millthorpe. From here you follow the side of Dent Dale for several miles of rural idyll, winding between stone walls and sheep.

Eventually you enter Dent with its cobble stoned streets. In the centre of the village is a large rough stone memorial to Adam Sedgwick, turn right here to Deepdale and Ingleton (another narrow cobbled street) and in half a mile Condor Farm campsite is on your right (caravans at top of field are the clue!)

I arrived to find Mick Mac packing, and a side valve Chang Jiang just leaving. Late again!

Either way the new brakes, and fork bushes had transformed the handling and driving, and she performed really well, and NO RAIN!!! Next time I really will try to get there earlier!



I asked Malcolm about his go faster bits, he said.... The pistons were Cortina I think (but that was a long time ago). I bought the cam myself from Piper, it dramatically changes the lift and cam timing, and performance. It's interesting to note that the valves are bigger than a Bonneville, so there was lots of scope for tuning.

Malcolm is obviously a competent engineer and also runs the Panther above, pictured somewhere near Tan Hill. He has an on line blog about his

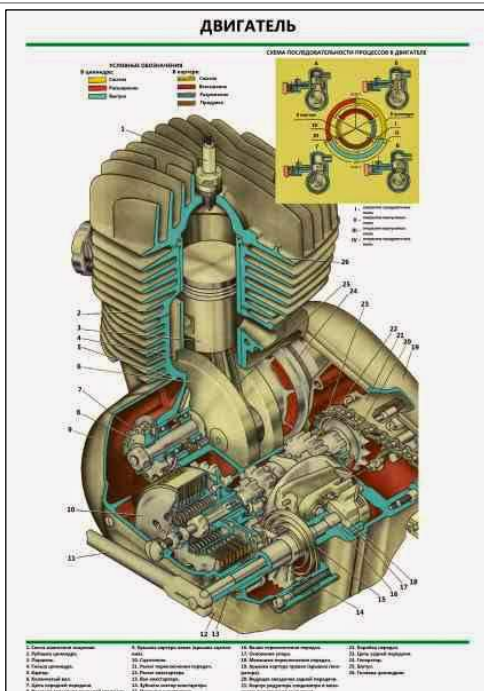
boat building. sy-befur.co.uk tells the tale of his steam yacht project. It's facinating stuff.



Pictured incongruously on page 23 is Befur herself, top left. Below is her Leak Compound Steam Engine and above, photos taken during making some of its parts. There are lots of those.



The crankshaft and big ends were cast and machined from scratch by the way. Malcolm's blog is huge. Check out www.youtube.com/user/medsteadengineering/videos to watch a lot of it actually happening, marvellous.



During the winter lockdown I also made a mudguard bracket for the sidcar. The original Ural one bolts to the mudguard but I did not want to drill it in case I decide to remove it at a later date. Mine bolts to

David Greenwood



the original mudguard brackets on the inside and I drilled 2 holes in the light mounting for the outside fitting. Shown also is spare petrol tank and mounting to the rear of the sidecar which I made earlier. As the last couple of HV issues has had articles by Stephen Wood I thought it may be a good idea to show a photo of his and my Ural outfits. Stephens outfit originally belonged to David Angel and David used it for his own personal use.



David has used this photo, above, for promotional purposes. I was glad to supply it to him. I bought mine in 2012 and it was one of the last few with carbs. Ural went to fuel injection as they would not pass the new Euro emission tests. David Angel could not get any Urals for almost a year while they were trying to pass them. Stephen had a retro model on order and it never came. So David Angel sold his outfit to him. It already had the Velorex sidecar on.

Phil found these photos, presumably taken from the private collection of the Soviet Air force officer in them. He says....

Phil Hollis

Motorcycle is definitely an IZH as with a magnifying glass the distinctive frame plate can be seen in the side profile. Pretty confident the machine is an IZH49. A Soviet Airman is at the controls. Unfortunately the photos are undated, but simple red star on the peaked cap would suggest 1950s/60s. *We don't know why there appears to be some people lying on the ground.*



I should imagine they are comparatively rare machines now, by Soviet standards, given all the replacement machines that came along after. I started buying albums some years back as part of my interest in Soviet history and militaria, but they are rather expensive now. So just been buying a few job lots of photos. Will share any bike ones that turn up.

According to Johnn Tickell, 49 means designed in 1949, first available 1951. Previous to that the IZH 50 was a faithful copy of the DKW NZ 350 with its girder forks. Phil sent me a list of IZH production figures and from that we know that they made

32,022 IZH 49s in 1951 but interestingly, they also made the last 13,005 IZH 50s that year too. Would you have been gutted if The Soviet Bureau of Telling You What To Do made you have one of those instead?

Hit the road yesterday after a lot of false starts. Carburation seems to be the big problem with these bike as new old stock spares are none existent, however someone in Poland has recently started manufacture of the wearing parts. I thought it would be too cramped a riding position but has proved to not be the case. It seems to settle at its sweet spot of 70kph and is remarkably smooth and pulls well, big flywheels?

John Tickell



The gearbox reminded me of my apprentice days, changing gear on a Colchester Student lathe just before the chuck stopped revolving. It made me smile. It's been converted to 12v electronic ignition which I think spoils it but will have to do for the mo. The ride was cut short by clutch cable failure, now sorted. More mile to come hopefully. Am I a happy chappy? Yes.

I remember this bike when Gary Carrol owned it but it didn't run. We had it on the COC stand at Stafford many years ago. Mike Rowe owned it previous to John and it's



lovely to see it back on the road. I'm looking forward to hearing it at some point, pottering round a rally field. What a lovely thing!



As you know, IZH are as well known for firearms as they are motorcycles. John found this, right, which is an IZH 38. (?) It's an air rifle.



He found the lovely Voskhod art scattered around this issue of HV too, on www.kolyaska.pl

No Ken isn't a COC member, he's a Welsh author and *Edge of Eternity* is the third and final book in his Century Trilogy. Tristan Parish is reading it. He says.....

Ken Follett

The series follows several families across, you guessed it, the 20th century and this particular book is set around the cold war period. All his books are a great read but persistence is required as they are all around 1000 pages long. Anyway I'm not sure of the accuracy of the Voskhod's description as mine has definitely only got 4 gears. The character Dimka is certainly fortunate to own such a machine!

"She was making notes. 'Shall I order up a car?' Lubyanka Square was less than a mile from the Kremlin compound. 'I have my motorcycle downstairs. That will be quicker.' Dimka was privileged to own a Voskhod 175 bike with a five speed gearbox and twin tail pipes."

There are five speed Voskhods but none as far as I know with twin tail pipes. Pictured opposite is Voskhod's 175ШК-4 model which was a dedicated road racer available just like this out of the box.



This one, above, was offered for sale on Ukrainian sales site olx.ua for 55.000 ₴ but you get an IZH Ш12 with it in similar condition. If you don't know the Ш12

is the factory road race 350 based on the Jupiter but not a lot like it in detail. That too has a five

speed gearbox, gear primary drive and a much lighter flywheel. Usually these have two carbs but this one has only one, missing.



Interestingly the cases still have the ribs and fixing lugs for the Jupiter's airbox so this might not be the real thing although it's definitely in the right chassis. A case of buyer beware?

Google translating the text with the posting gives..... "I will sell two racing motorcycles, 90% completeness IZH ShK-6.2.17 and Voskhod ShK-4, completeness as in the photo, nothing else. Price ONLY for 2 motorcycles in one lot, no bargaining."

On the subject of buyer beware and bargaining, Phil Rushworth found this pile of bits and pieces on Ebay, allegedly made in Russia to hold a Ural together. They're listed by motorradteilehannover, an Ebay seller from Germany who thinks it's worth £82.

Ebay



L-1007

This little rusty thing, right, listed as a halter halderung, will cost you £50 and this little tin points cover below, will cost a staggering £62. Do you find that absolutely un-'kin- believable? Well, poking about in his Ebay shop would suggest he's broken a K750 or an M72 and doesn't really know what it is.



Also listed is an overhead valve top end which doesn't look like KMZ or IMZ, unless you know different. Here's the heads, below. The castings look more home made than BMW. The heads have bolt on exhaust pipes, but the really freaky parts are the barrels, opposite. These have what look like



conversion plates screwed onto the bases to fit OHV barrels on a side valve.

If that's what these are and you want to pep up your plodding side valve, it'll cost you £1,726 for the heads and barrels, the rockers are listed separately, they're £276. Push pods and cam followers are £280 and you'll have to make your own gaskets. For some reason second hand modern BMW parts are much cheaper.



Phil's petrol tank sprang a leak. As a possible emergency fix he tried his BMW tank on his Dnepr. Would anyone like to invent a joke on the subject of expediency, or aesthetics, or fuel economy?

Phil Rushworth



On the subject of the Minsk knee grips Mick Triggs was going to have a go at on page 31 of the last issue.....

Chris Drucker

To make 12 good individual grips, 9 had to be binned. 3 of the 8 foot peg rubbers developed some small pits after arrival here, so he has done another 3 to replace them, all tricky stuff! He reckons he probably will not do knee grips again. I have yet to try one on a petrol tank so the jury is out. I Will take them to the garage next week in Egham for a try out. Some are a little uneven some look good, but will they fit? The vertical ones are the originals, right.



Mick is indeed a hero, at 78 he did struggle with these but you never know he might make a few more, but he is just not keen to. It's quite expensive due to the amount of rubber involved as there is a lot of scrap due to unusable items plus the size and complex nature of them.

Remember Chris wanting leopard skin? He found some. Yes Leopard Skin all the way from the States. Wonder where they get it from? China probably! I could not find anything usable in Britain and Europe at all.

Having broken up a pre electronic 1975 bike for spares, I did send its shredded saddle last winter to Leightons in Birmingham with a view of replicating the 1960's look, this was before discovering Leopard skin in the USA. This is what came back. Not sure which bike to put it on!



We advertised Zoltan Varga's M63 a couple of issues ago and Noel Davis bought it. Noel is a wheelchair user which makes his new outfit something of a project

Noel Davis

I now have Zoltan's bike and I am pleased with it overall. There are some jobs to do but I wanted to pick your brains on gearboxes. This one has a hand change on the right hand side. I have spotted one on ebay which is puzzling me. They are all sold as Dnepr/Ural so it's hard to know what's what.

This one seems to have two shafts protruding from the right hand side. One must be reverse but I can't find any reference to the other.

I need to convert everything to hand controls with a reverse gear. This could be done electrically or mechanically, which ever works best. To this end I will need to change the gearbox for one with reverse. In an ideal world it would also have a manual change input so that I would have the option of tank change or push button electric. I realise this may be a bit of a pipe dream as such a beast may not be easy to get hold of. Before I can make any decisions I need to get the bike running and measure the force needed to move the selector. Less than 11Nm and it's a good un.

Zoltan did a fair bit of work on it but there are still things to do. Once I'm happy with the running and the electrics I can look at adapting it for my needs. If this proves to be impractical I'll give up and sell it on. If all goes well and it is a sensible project I'll have plenty to do. It has been converted to 12V by the addition of a car regulator which will lead to insufficient battery charging. I can either go back to 6V and a manual gearshift or if I have to have push button gears I'll have to change the generator for a 12V alternator. The only one I know of costs over 400 quid, but if that's what it takes I'll do it. As you can see, 6 Volt and manual change is the cheaper option by a country mile.

Going back to the gearbox, I was just researching at this stage, trying to learn about what was out there. If my ideal of reverse and manual change happened to appear I'd be on it like a shot.

I haven't started pulling it apart yet, I want to assess everything as it is first. It's probably best to buy an untouched one, and change the bearings and seals myself. Looks like the newer Ural boxes with reverse will fit. I think the current one fits by accident. Nobody would have designed it with zero clearance between the drive coupling and the

swinging arm. It has actually polished the paint off the front edge of the swinging arm. Maybe there are different couplings and this one isn't original. I'll have to do some more research.

Does anyone have a Ural gearbox with reverse for sale, or any helpful advice on converting one to hand or electric change? Email your editor, details on page four, and I'll put you in touch with Noel.

KMZ Dnepr MT11 solo for sale.
UK registered and MOT until Feb '22. I bought this bike in Poland a year ago. The frame is from 1990 and the vehicle was rebuilt with new parts. The speedometer that was fitted during the rebuild is not the original one. It states 45712km (28404 miles) which was recorded on the MOT certificate. Since it's a rebuild the actual mileage is effectively 0. Engine and frame numbers are authentic.

Dnepr for sale

Since buying the bike the ignition system has been completely overhauled by F2 Motorcycles. The bike starts and runs as it should. Most cables and wiring have also been redone. New fuel tap and fuel pipe fitted. Carbs cleaned and new Varta battery fitted.

The gearbox leaks and will need to be topped up with oil from time to time. Gear changes need to be done very gently (or gearbox rebuilt). Both the front and the back wheels are slightly oval (normal for Dnepr). This means that braking is less smooth but legally safe.

I am selling the bike because I already have one fun bike and can't have two. Price: £2500 (£1600 spent on parts, £1000 on upgrades, plus fees for registration).

To ask anything you like, email your editor at paulcoding@mail.com and I'll put you in touch with Aaron.





We featured Aaron's bike in the January/February edition of HV, on page 22.

Voskhod 2 1972. Old blue log book, on DVLA's computer so no registration problems. Needs wiring, otherwise OK, even got some chrome left. With some useful spares. Has CZ front brake conversion, so it actually stops. Will make a nice little bike. Need space for new arrival £490.

Voskhod for sale

because Alan can't be trusted with a hot soldering iron. Email paulcoding@mail.com and I'll put you in touch with him so he can explain. The little round thing near the front wheel in the lower picture is the original front "brake" drum.



Also for sale, Alan has this carrier for a Ural or Dnepr sidecar. We think it's not a factory part.



With this bike there are spare alternators, including a new one, ignition coils, fork seals, leg shields, a set of front forks, a new wiring loom, a 16" alloy rim should you want a rear wheel to match the front, a new piston and a box of other small items. It's for sale from Alan Davies. It runs with a temporary battery hooked up to it but the wiring isn't complete

Mike Rowe is a keen angler and thought a few of us would like a

Ravensnest

camping weekend at Ravensnest fisheries, which is a trout fishing opportunity. The fishery is situated in hilly woodland between Chepstow and Monmouth and spectacular isn't half of it. It's not yet established as a campsite but has an outdoor kitchen with wood fired pizza oven and wild boar roasting. For us, it had tea and coffee on tap.



Above, Mike demonstrates the difference between fly fishing and what Russell Johnson calls "worm drowning".

Tents were pitched on a narrow terrace cut into the bank above the



river with just enough room to get an outfit past without tumbling in.



Above, Tony Jones, Jimmy from Lithuania, Russell and Dan discuss Dan's K750 outfit with PJB almost adjacent to the edge of the terrace.



hand sidecars. The thing here is, to carry enough momentum up the slope and avoid spinning the drive wheel, it was necessary to swing onto the incline still turning left. But, sidecar pilots will know, to turn left with a right hand chair you close the throttle, not what you'd want to do here. Below is Mike's fourth and this time, assisted attempt, without daughter Linzi in the chair. She walked up.



Dan and his K750 have endured some remarkable adventures, mostly electrical but including a broken crankshaft on the way back from Berlin. "We had the engine out four times," he said, which is why the bloke he was riding with abandoned him to his fate apparently. He showed me a photo of where one of his pistons used to be. The bits of it had fallen in the sump. Pictured above is one of those German 12v alternators disguised as the original dynamo for nearly £500 things. Noel Davies on page 30 wants one. According to Dan it's worth every penny.

For Saturday's ride out he took us to visit his workshop where he makes model steam engines with his dad. More of that in the next issue of HV. Pictured opposite top is where he lives, in the caravan.



To get there we first had to leave the campsite. This meant negotiating a short, loose surfaced climb with a left hand turn at the bottom and no run up. Everyone except Russell rode outfits with right

Above is Kamil Baran's Ural, with Keihin carbs, clever alternator drive, a Yamaha front wheel with disc brake, extra sump capacity with cartridge oil filter and a very exotic CMA cast rear wheel.

The caliper mounting lugs are welded on the standard Ural fork slider.



Kamil's outfit carried a camera and a drone. He flew this when we stopped and took aerial footage of us admiring the scenery.



In the picture above, Lovely Hazel watches herself watching the screen in Kamil's hands as he flies the drone above us. Yes, it's baking hot weather, which didn't help Mike's fuelling glitch, below.



Kamil's sidecar cam caught the moment Mike stopped again, on another low speed incline. Linzi walked up this one too. I hope nobody minds me featuring the more stressful moments of our beautiful chilled out weekend. Adversity makes all

the best stories. Below, PJB stalled on a roundabout and we all waited with baited breath for Charlie the Ural to respond to the correct curse.



Remarkably it wasn't a Russian which needed the ride of shame home by RAC recovery. Tony Jones' Royal Enfield locked up but then restarted sounding very unhappy. Russell pulls up a chair to watch the drama unfold in comfort, right. Investigation inside the primary chain case revealed the crank wobbling around and the culprit likely to be a collapsed main bearing.





Could I place an appeal for Tula parts in the next issue of the mag please? I especially need a points cover and a fuel tap, but I'd be interested in acquiring any parts for it really. I've attached a picture of the sorry looking article hoping for the sympathy vote, above. *Email your HV editor with offers of the tons of Tula parts you don't want anymore.*

Jaz

Full & Half Zip Fleeces - £25.00

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



T Shirts-

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



Hooded Sweat Shirts

£21.50 These are normally on an order only basis.

Regalia

Woolly Hats

£8.50

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



regalia@cossackownersclub.co.uk or on 01780 720420





