

HORIZONTAL VIEW

The magazine of the Cossack Owner's Club

November/December 2015



*"Is not all that we see or
seem, but a dream within a
dream?"*

Front cover

Edgar Allan Poe's poem 'A Dream Within a Dream' was first published in 1849 dramatising the blurring demarcation between romantic fantasy and the inevitable slipping away of everything that matters. A bit like buying a Dnepr from Eastern Europe? Geoffrey Pinchen hopes not and quotes the last line of EAP's poem. Post humorously ironic I thought.

Our angel in overalls relaxing after fixing her PMZ might not be all she seems. I don't think this is a photograph. Before you start lustng after her or her rare and precious motorcycle, be warned she could be the product of some cyber artist's digital imagination. The picture was posted on advrider.com apparently in their 'girl on an old motorcycle' gallery which has getting on for 900 pages. If I had time to trawl through that lot I might be able to tell you who the artist was, or not.

Politburo

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Seen for sale in Russia we have the proper Irbit factory R/h kickstart gearbox for L/H sidecar pilots. The blurred price tag reads



8,500 roubles, whatever that is. The Mark Avis version on page 15 is considerably cheaper and fits the standard gearbox shell.

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A warm welcome to.....

Jonathan Twine, Corsham Wilts.

Steve Rogers, Kidlington, Oxon.

Joseph Goodrum, Pontypridd, Rhondda Cynon Taff

Bruce Stoner, Chichester, West Sussex.

Graham Woods, St Leonards on Sea, East Sussex.

Melvin Cowee, Blaenau Ffestiniog, Gwynedd.

Jozef Olenjnik, Marsden, Huddesfield.

Jakub Kruszczynski, Ipswich, Suffolk.

David Russell, Bristol.

Clive Jenkins, Watford, Herts.

Ray Wilson, Canton Cardiff.

Geoffrey Pinchen, Trimdon Station, Durham.

David R Hughes, Llanelli, Carmarthenshire.

And from that list we already have.....

Ray Wilson's page

My name is Ray Wilson from South Wales I am an active member of the Jawa CZ owners club and the MZ riders. I have a few nice bikes of the Eastern Block, now is the turn of Cossack.



I have a Ural Wolf and a Jupiter 3 which is in the process of restoration. I have unseized it and it turns over with good compression. A new wiring loom and a regulator are on the way from the Ukraine as we speak.

I will keep you updated with the progress. Does anyone know the history of the Jupiter? I purchased it in 2013 from Middlesboro as a barn find without the V5 but with all engine number and frame numbers intact, also the registration plate MXG 499L. DVLA have no





records of the bike. I have written to Teesside council but they have no Records after 1935. I would be interested if any member knows anything about this bike. Thanks Ray.

Geoffrey Pinchen's page

After some months watching various listings for Soviet built motorcycles on the *Ebay* site advertised as *requiring restoration*, I've finally took the plunge and purchased one from a chap in Latvia. It's a 1991 Dnepr 11 motorcycle *claimed* to be in running order and looking somewhat grimy but basically sound and useable and with a little work and obviously a degree of machine sympathy, a good project. From the photographs on *Ebay* it certainly appeared to be



quite original, justifying the surprising low 11000km showing on the speedo. For just over £500 plus delivery I felt I had nothing to lose really. It was delivered about a week later and first impressions are pretty good. As we carefully unloaded it, I was relieved to see that it actually looked just like it was in the listing, not always the case with photographs from digital cameras in my experience. I have to admit I was really quite excited! Incidentally, the seller often has a range of old Soviet motorcycles for sale on *Ebay* including Dnepr's, Urals, interesting old side valve 750's and IZH 350 two stroke twins. I think he must be buying them all up in the Baltic States,

more than glad to be rid of any vestiges of Russia! I should perhaps add that I have no connection with the seller, other than as a buyer of course.

My plan now is to restore the Dnepr to good working order, not necessarily for everyday use (I do have various other bikes too), with limited time and a limited budget naturally and trying to keep the bike as original as possible. So far, *Ebay* looks to be a good source for new parts, with a couple of enthusiastic suppliers in Russia and Ukraine posting there regularly, with realistic, affordable prices, unlike one UK specialist I have come across who seems to base his prices on the equivalent inflated Japanese part. I'm already drawing-up an initial list of service and safety items needed as a priority. Any hints, tips or suggestions for practical, worthwhile improvements would be most welcome. I'm looking into the DVLA registration process and it looks to be just a *little* more complicated than it used to be, but at least the bike



has come from another E.U country and has engine and frame numbers to match its VIN plate. On the restoration front, it will be a question I think of carefully making a list and doing things bit by bit, rather than attempting some major strip-down, aiming for some unachievable idea of perfection, getting overwhelmed by it all, then losing interest. Been there done that, as they say! At least I have my own garage to keep it in and a reasonable range of tools. Oh, and no-one especially to nag me!

There's no real rust to speak of inside the petrol tank (which still has the little mesh fuel strainer in the filler neck), the underside of the huge curvy mudguards are thickly painted red and once the accumulated mud was easily washed away are almost rust-free and even the big dualseat's painted steel base, prone to rust on most bikes, is still very good with original paint throughout. Overall, the bike's paintwork (glossy red but just ever so slightly faded to an almost salmon, pink shade in a certain light. It must be very sunny in Latvia!) is very good in a workman like way and completely original as far I can tell. What little chrome there is on the bike is quite serviceable and overall presentable. I was amazed to find upon removing the chrome headlamp rim no sign of rust whatsoever, again another area often prone to rot on many bikes at least in the British climate. Anyone who's ever owned a small Japanese bike or an MZ two-stroke will know *exactly* what I mean! Turning to the engine, although I've not as yet managed to start it! Perseverance needed! It looks pretty much unmolested, with no obvious evidence of

the use of hammers and screwdrivers, and compression is good. The oil in the sump was dark but not dirty, I would say, but will be drained and replaced shortly.

The rough-cast alloy casings throughout the engine are very appealing, albeit at present covered in years of day to day grime, mostly just mud it seems. I think the Dnepr must have been used on a farm or at least on dirt roads in its home country. I will though, resist the temptation to use a jet-wash and will instead, for the sake of bearings and seals, slowly persevere with brushes and a sponge! All gears engage easily (it has a heel and toe type lever) and there's also reverse and a neat parking brake. There is what looks like a slight weep of oil from the pushrod tubes or barrel gasket but this may well clean up with a judicious touch of paraffin.

The wheel rims are painted black, no evidence of ever being chromed, and are solid though a little



rusty in places so will need repainting, but the robust looking spokes are rust free. There are two spokes missing from the rear wheel (sidecar side-forces?), so I've ordered a handful of quite reasonably priced replacements on Ebay from a supplier in Ukraine. The tyres, and I'd appreciate some advice from owners here, are Soviet made 3.75/19 and very chunky indeed, obviously of the type designed to cross the Arctic Circle and the steppes of Central Asia and will need replacing before using the bike, as much on safety grounds as anything else due to their age. I've seen some Mitas brand 3.50/19 which look good and are reasonably priced and their similar 4.00/19 look even better but I'm unsure if they would safely fit the rims or if there would be enough clearance at the rear mudguard or driveshaft. Does anyone have any experience with the brand and sizes or have any other suggestions? I have heard people do use Avon Speedmasters, but I have an



Enfield Bullet with those fitted and find they don't really inspire confidence in me.

Moving to the electrical side of things, I briefly connected a battery up (when attempting to start it) and things lit up straight away, which is a good sign I think. There are a few loose bits of wiring and connectors which would have connected to the sidecar originally that will need a little tidying, the headlamp lens is of the continental type of course so will need one with a UK dip, the tail light has a crack in its lens and two more indicators will need to be sourced, probably all quite easily on Ebay.

One old fashioned oddity to my mind is the lack of any side panels on the bike (I'm not keen on the battery being so exposed to the curious and thieving public) an omission emphasised by the relatively modern looking dual seat as opposed to the old single saddles on these bikes. So, it's really a question of perhaps acquiring and fitting the classic single saddles (now that would be really cool!) but then I'd also want of course the early style sloping tank too to go with them and the matching headlamp and speedo to finish the 1950's look; or alternatively trying to fabricate some sort of side panels. Or, there again staying real and just accepting the bike as is of course. Given present budgets, it'll be the latter! I will try and keep you updated with any progress!

Geoffrey Pinchen

Form filling fun with HMRC

Any one embarking on the impenetrably official mystery that is our modern vehicle registration process will encounter the HMRC NOVA form. Never mind that it's supposed to establish whether the relevant VAT has been paid or not, as a hoop to be jumped through it's quite a daunting challenge.

Here's a couple of recent editorial experiences to ponder. NOVA form's question 24 asks "Date vehicle arrived in UK" Geoffrey Pinchen will know this, Ray Wilson might not. Lovely Hazel bought her Jupiter from someone who had no idea when its previous owner had imported it, or even if he had. Not necessarily an act supported by official paperwork. She left question 24 unanswered but HMRC returned the form with it highlighted meaning "fill this in." Unable to she explained in writing and a couple of weeks later her certificate arrived.

Question 28 is "Date of first registration?" No one without paperwork will know this and HMRC sent Hazel's form back with it amended "Year of manufacture" written in biro.

The editorial shed's latest project I dug out of a swamp a few weeks ago and sent the NOVA form off dutifully admitting I had purchase invoice supporting when the vehicle was made available to me and the name of the previous owner. HMRC said "We cannot process this vehicle in your name as you were not the original acquirer when it arrived in the UK." and suggested I asked the previous owner to make the NOVA application for me, or whoever it was who imported the vehicle. Explaining further they said "There are specific rules for customers who buy a vehicle from a UK supplier after 15th April 2013. If a customer purchases a vehicle from a supplier after 15th April 2013 we would expect the supplier to complete a NOVA notification before handing the vehicle over to the individual (even if the vehicle arrival took place before 15th April 2013)." Is this a pitfall or what!

I told them "\$%*£<! (the frame number of the bike in question) has been changing hands for many years as a project, in boxes and beyond the resources of the hopeful to do anything with. Someone, and those of us lately enough to be accessible have no idea who, has lost the paperwork. We think that it was imported officially and supplied new through the concessionaire's UK dealer network some 40 years ago. Sadly the importer and the dealers have gone now.

I filled in Mr Herbert Lemonbreath as the supplier on your form simply because I knew who he was. He's not a dealer, an importer or anyone other than an ordinary bloke who needed the space in his shed. Having sold the boxes of junk he's been tripping over for the last few years, he's likely to be utterly disinterested in helpfully filling in an official form, particularly as I paid him pennies. On the last application form for a previous motorcycle, I left the supplier section blank because I couldn't remember the name of the man I bought the vehicle from all those years ago. At the time we didn't think we'd ever need a receipt. Your office seemed happy with that.

Is there an issue with the definition of 'supplier'? The people concerned here aren't businesses. The identity or accessibility of 'the original acquirer' is missing. Mr Herbert Lemonbreath will have no more information than I have, less if he can't remember the name of who he bought \$%£< from. If no information is helpful where disclosure seems to be inhibitive, why are we doing this?"*

HMRC replied "Good morning Paul, please could you print this e-mail off and sent the nova application back to us with the e-mail print and we will have a look at it for processing." It takes as long as it takes, the journey is the destination. There's no news on that yet.

The COC frame number register

This is on it! It's the frame number of Dnepr MT9 registration RFH 184R which stormed onto the UK tarmac on 28th April 1977 in black wearing Cossack badges. Not only do I know that by punching the reg number into DVLA's website, PJB was able to tell me who the first two owners were. All invaluable information, the COC register being the key to discovering the bike was still registered even though it was last taxed in 1981. Even if DVLA had no longer kept a record of it, the date of registration, and the fact that it was once registered in the UK would have made registering it now soooo much easier.



At the time members were asked to provide their registration and frame numbers on their club membership applications for the club register. I think we should still do this, for the benefit of those who inherit our machines in the future. It's a spectacular tool to have. Would anyone object to being asked, on data protection grounds? Please express an opinion because I'm going to put this to the committee.

And it's not just my time it saved. Here's Graham Woods.....

Bahnstorming

THE AWAKENING of LULU.

Right you lot.....you have had our £17.50 family membership fee for five whole minutes and now its payback time. More ossified members may perhaps recall choking on their cornflakes when decades ago there was a brief flurry of irreverent letter/ stories to the HV Mag from the undersigned. Well Rip van Wankel [Engine.. ENGINE] has after all these years finally been released from Rehab having been formerly pronounced insane due to an overdose of a large cocktail of Ural, Dnepr, Jupiter and Voskhod iron.

You may recall he was last recorded hanging on large thorns by his lapels, dressed in a 1950 tank suit, looking like a scarecrow in a Blackthorn thicket mumbling incoherently about failing to appreciate the time warp factor of original 1960's Cossack motorcycle brake efficiency. Gone are the days when one could summon up a lad with a red flag or Post Office red BSA Bantam riding telegram boy to inform those in front of rumbling Cossacks that riders

were on their way. Upon release from local council custody [retired] our sadly non reformed and incorrigible idiot promptly went online to the Cossack Owners Club and spotted a photograph in the For Sale section of an MT 11 described as needing much spit and polish. Being of a garrulus [gobby] nature with plenty of hissing spit and living in Hastings where there are plenty of Polish, said MT 11 and sidecar seem to call him across the ether.

OK hands up.....who were the four members who enquired about this wonderfully original MT 11 with sidecar before me and did not purchase? How did you fail to notice it has fairly obviously only done 5,000 miles from new; has factory handbrake; sidecar brake; original tyre or two; sidecar [allegedly Ural type with boot lid]; spare wheel; boot packed with original tools; tyre inflator pump and binoculars and a number plate that reads LULU...all fairly priced at £1,450 which nigh on emptied my account.

What followed was a flurry of frantic fone calls to 'number not recognised' and emails to a distant Angela who was blissfully unaware of my panic as she scorchoed in Cannes or St Tropez or similar. somewhere along the line the contact mobile number swapped a 9 for a 0 and the email to blackberry got lost in the bramble.. EIGHT days later with a sidecar mad 4 yr old grandson getting disappointed and yours truly Cross crap perusing other advertisements of the Cuss sack kind.....an email arrived with an apology and correct contact digits.

It was written somewhere that Cost cack motorbike and sidecars JUST fit in Ford Transit vans. Perhaps right hand Cost crap sidecars do but this factory original left hand one does not no way in one lump fit even a Fiat Ducato long wheelbase van. Perhaps the left handers are a wee bit wider so that the left hand kick start actually clears the sidecar body? That extra width could have been an insurmountable problem to yours truly one hundred miles from home with the seller and courier standing in front of me expecting payment within a minute or two. It took a few seconds to be jolted out of a revelry of the vision of four sidecar fittings that were all 17mm bolt size, that all had nuts and bolts with corners still on and NONE had been mig, stig or bobtail welded on.

In less than ten minutes we had two manageable lumps that wheeled effortlessly up the dUral loading ramps that Dave the courier thoughtfully supplied. Various multitudes of purple orange soggy smeggy silver foil embossed wood fibre notes passed hands and the identical numbers and wet print were politely not mentioned. Time to leg it east from Southampton back to Hastings, a smooth stress free run that is more sobering as I type due to the fact that a vintage Hawker Hunter has just disintegrated in a



tragic fireball on the very spot on the A27 where we sat in traffic only a few days ago.

Meanwhile Lulu has been spat and Polished by my own Slavic labour, pressure washed, spray oiled with an alchemic mixture of magic solution. OK half a dozen petrol tank dregs from lawn mowers, outboard engines and a Briggs and Stratton Billy goat- one of which smells of stale castor oil-plus a droozle of old engine oil of the blackened variety that turns 'orrible orange rusty things an aesthetically acceptable black of the carpet ruining kind.

In deference to the torrential Spanish plume downpour that sees me keyboard bound please youtube search 'Down came the rain, Mr Murray' and have a good laugh. Regards to all, Graham Woods.

In the previous issue Graham introduced us to his other project, the residue of a Subaru engined thing. Initially it went well. Graham continues.....

You may recall my request via magazine article for information or photograph regarding the Subaru engine Cossack whose remains found their way to me. I have in front of me a 1980's photograph of what I thought was the donor Dnepr and the reg is VKJ 174S and it still has the stainless steel phone booth from Gatwick Airport attached to it. Quick .gov check using 'Check Vehicle Tax UK' reveals this Blue Cossack is on SORN and is still 648cc. Its MOT expired Nov 2014. So it looks like that particular frame is not what I have in the garage.

I do appreciate all sorts of components get swapped as enthusiasts valiantly try to keep these tank like steeds running. Perhaps if the owner of VKJ 174S is a COC member they would like me to forward, if I can find our scanner, an early photograph to you. The outfit is in a trailer with five wheels on/in the sidecar and only number plate, rear drive, suspension and mudguard visible.



'Can anyone identify this frame?'....first prize, which I will donate, will be.....Ta da....drum roll..... a pair of Viton BS 002 V75 'O' ring seals that allegedly fit the float needles of many a carburettor-see page 14 of Sept/Oct 2015 HV, mainly because I can only purchase a batch of 20 at a time!

PJB was on it instantly and able to tell Graham, "Your frame is from a 1976 MT9, it is actually in the COC register of owners' bikes. I used to know the owner in the NW of England. It had an engine change to 36120, was registered as ODJ227R so imported by SATRA and sold as a Cossack 650D. Known to still exist in 1982 as a bike. A bit of history there then! So do you have the rest of the motorcycle?"

I am left speechless at your and COC's efficiency. I have a fair few bits purchased with ODJ 227R and will now be able to figure out original bits:-such as two gearbox one with reverse seized rust solid but in diesel mix for a month now, and one looking good with large air filter casing, two petrol tanks one 'bread bin' and one with the lunch box. Forks and yokes with shrouds and very good chromed bottom legs, front and back mudguards in military and elfin green [but of Ural type] in good metal, rear shocks with black plastic type shrouds, two rear drive units and one bare case, two drive shafts, rear brake pedal and linkage, centre stand, one wheel with good tyre and one that has been relaced with a Spanish 19" Akron [Sp?] rim.

The engine that came with it is a 1595cc Subaru. That is about it, no knick knacks to stitch it all together with hence the feeler advert that is in the COC 'Wanted' online dept. I shall have to sit down with the smelling salts before I have a fit of the

vapours. A whole new dimension has just opened up.....and a wish list for Santa in the making. Well done, made my day and will now have to check to see if ODJ 227R is SORN or running around in a different incarnation. Can I re-apply for its V5 ?

I went onto Ebay and spotted a just placed complete K 750 engine and purchased it for £350 as it has g/ box, clutch, dynamo, even fag box carb bodies and was running....well sort of....well the rods are not poking out so its do-able. Going to be a 400 mile round trip but the weather looks good.



I may be quiet a day or two as the V62 and V890 take me ages to fill them in because I am only allowed to play with wax crayons with no sharpeners in here and 400 miles is a long way to push a wheelbarrow. Hmmm...pink frame....sky blue tank.....bright green mudguard front and dull military rear.....ape hangers 6ft tall.....flared jeans like the Flying Dutchman's sails around Cape Horn.....I sense a Psychedelic Pink Punter coming up. Tannehauser now where is my 'Rupert Bear on Acid' outfit.....with eastern bloc 60's 'Born to Thrill' tank drivers helmet....cue Ride of the Valkyrie music and thudding of Huey helicopter blades...what was that film..... 'Ipokeyerlips Now'? Acopperslip Now'?? 'Coppers Lips Now??? Now what was....was it...' A couple'o' twits now'.....mmmmmmmm tranquillisers...thank you.....Apocalypse Now.....Nursey!

NOTICE :- TO WHOM IT CONCERNS , WE HAVE HAD

Local Govt. HEALTH TO SEDATE G. Bahnstormer WOODS as he was getting too excited and has constipation since he ate an obscure purple publication whose tattered remains seem to read HV Sept/Oct 2015 and had him chanting 'Purple Haze....purple haze....purple haze' whatever that is.

After placing a wanted ad for Dnepr bits on the club website, Graham carried on bahnstorming indeed!

Sent the Application for Registration Certificate off with the £25 cheque today. Be interesting to see how long it takes. Filled all the boxes in and was surprised there is no box for engine numbers.

Collect K750 lump this week end as seller was not available before. I hope 'Romsbikes' in Swadlincote is bona fide. Now back to important technical matters:- Readers of HV may query the need for 6 ft Ape hangers on a flat twin but it really is quite obvious. As we all know falling over cylinders are great for keeping feet warm in winter but scorpio

summers of the UK type deserve special engineering designs. I find, whilst cruising the M25 at 33 mph in midsummer, it is much easier to stand in and use the footbath that some design genius placed in the centre of the petrol tank with 6 ft tall handlebars to hang onto. The only drawback is the lack of toe jam for breakfast at Rallies. Yeeeuck....did I really dream that rancid thought up?

I just received the 'My Dear Purchaser' response below to my HV wanted ad.

My Dear Purchaser.

Pleasant Day To You, Wish this e-mail gets to you and your family in good condition of life, As we are very glad in reaching out to you, Due to the wanted address post on the page that you are looking to purchase Dnepr MT 11 1993 parts, please advise if you are still interested in buying or finally sort it out? Thanks for the head up and reading as we look forward patiently in hearing from you. Thanks in advance for the patronage.

Sales Rep. Felicia Hooke's

Does Doreen Raphael or Felicia Hooke ring any bells in COC land? All I can find is an Archangel called Raphael and wonder if Felicia Hooke is a cleverly disguised wrathful deity trying to hang me up. In the meantime I shall go back to polishing the grit off a 750 sidevalve of the horizontal type.

Here's where the soundtrack to Graham's blissful progress should have been interrupted by a dark, heavy, sinister, minor chord.

Thank you so much for the prompt responses. Yes there is much parts and spares for Dnepr Motorcycles. The picture is attached to the mail, you can download and view on your computer. This will best explain to you the exact parts we got in stock. The complete machine is for sale, also we are selling the complete machine in parts, and addition spare parts as you can see on the photo. Our location is Cyprus here in the Europe for shipping purpose!

Advice your complete cell phone number and location. So the asking price with shipping fee can be easily calculated/estimated. All parts are available for Dnepr and if you are needing complete machine for a restoration project its in stock as the photo implies. Thanks in advance for the patronage, looking forward to hearing from you soon. P.S. PayPal Prefer Method Of Payment. Sec.,Doreen Raphael. Then.....



I would like my advert in HV removed asap. I have had one or two odd responses from such email addresses as crownclassifiedsales@gmail.com and richardjoemarketingco@gmail.com and simple internet searches bring up nothing for these two. Initial wording and format seem very similar and I am beginning to suspect that fraudsters may be targeting us. I tried to send richardjoemarketingco money using paypal but it would not receive it. Contact with seller resulted in being asked to send money via Moneygram to a third party.

I simply put in 'Wanted MT 11' on an internet search and our HV advert was about the fourth one down. I would think it quite easy to set up a system scanning 'Wanted Rolls Royce, Bentley, Ural, Cossack, Dnepr etc etc and then proceed as above as in supply non working paypal details then shift it to untraceable Money gram. I did not realise the collector only has to give Moneygram the reference number and no ID.

Guess what, I entered internet search using the details I put in the HV Wanted ad as in 1992 Dnepr MT 11 + 'Photograph'. Lo and behold the photographs that I was sent from the Cyprus seller are actually already posted on bikepics.com by member chrystyanyt who lives in Romania and the next photographs show it restored and running. He's the innocent dude who only supplied photos to bikepics.com. The drilled holes in the front side of the sidecar body I think are the ID give away. What do you reckon?

Yes I did send £300 by Moneygram, that's gone, very clever as they ranted about using Paypal and how safe it was, only to provide a Paypal account that did not accept our Paypal payment.

Live and learn,
Graham Woods.



Sorry

Perhaps it might have been unkind to publish Graham Wood's disappointment, particularly as I'm not sure how philosophical he is after the event. The email address I have for him no longer works so I'm going to apologise here for telling the story in the hope that anyone reading it will be warned in advance that the internet has a dark side.

Fonts and Formats

In an effort to pack Horizontal View with as much as possible I've been using a tiny font size which some of our more well established readers can't see. There are technical and aesthetic reasons for this as well. It's very much easier to juggle text around pictures and make it all look neater. I like these little letters and because I'm the editor, this edition will require glasses too. However, if enough people email paulcodling@mail.com to complain, the font size will be bigger next issue, even if I have to ask the treasury for more pages. And for those of you who are hard of hearing, LISTEN!

Some people send things in attached to emails from their mobile phones. These arrive in all sorts of peculiar formats not even our up to date library computers can do anything with. Could I please ask you to wait until you can get hold of a PC, laptop or whatever it is laptops are evolving into and send contributions in with intermediate technology. I live in Norfolk you know.

Csepel

Tony Morrell emailed PJB about this.....

A few years ago you helped me with information on my Dnepr MT11, for which I am very grateful. I went on to crash the bike, but I am pleased to say that it is now rebuilt and going very well.

It struck me that you are a source of great knowledge and wisdom, so I was wondering if you may be able to help on my latest project. My wife has become the proud owner of a 1953 Csepel 125cc motorcycle. The bike is more or less complete, but it is not registered in the UK, and I am currently looking for a source of spare parts, manual etc.

Do you know these bikes? What would be required

for dating the machine for registration? Would it require a speedometer, given that it does not seem to have one? Do you know of a supplier of parts?



PJB said "To date the bike you will need a letter from an expert in the bikes justifying the date of manufacture and an independent source of documentation that proves its date of manufacture. Speedo, I suspect it will need one. There are some on the market that connect to the front wheel, used for competition trials bikes for use on the road. Parts, I guess you need to make contact with a club in Hungary, or a motor museum there? Any use?"

I added this to Peter's advice.....

To get it registered you will need a NOVA number from HMRC, google that to find out more. Some of these forms require a mileage and this might be why you'll need a speedo but if you go for an age related registration you'll be subject to 1953 construction and use regulations. You might not need a speedo for those. The UK has lots of little red Italians on the road now and most of them never had speedos.

Google Csepel 125 1953. You'll get links to YouTube with Hungarians enjoying theirs if you're lucky and to museums who have one if you're luckier. This will be vital evidence for DVLA. Try searching Pannonia. These were made at the Csepel works too and they're common in the East.

The picture on the right is from www.dnepr.HU. It's a Csepel engine, they have a few and a shed load of parts I think, in Hungarian.



Forthcoming Event

The Cossack club has its own Facebook page, "like" the page and keep up to date with what's happening. To get there try www.facebook.com/cossackownersclub



The unmissable, internationally spectacular four yearly Red Star Eastern Bloc

Motorcycle rally will be at the Anglia Motel on the A17 at Fleet Hargate, Lincs. PE12 8LT on July 29th - 31st 2016. Austin Vince will be entertaining on Saturday night. A ride out is still to be organised and entry fees are yet to be calculated but it's on!!!!



The Anglia motel has rooms, if you don't want to camp and tanks, yes that's tanks, and guns, and aeroplanes, food and.....

Past event, at Wing



Graham and Jim, awake for this picture, with Eryl, the outfit he rode through Scandinavia and the Baltic States and a real Russian T shirt from Kaliningrad. Sadly the outfit didn't make it home this weekend because the drive doughnut broke.



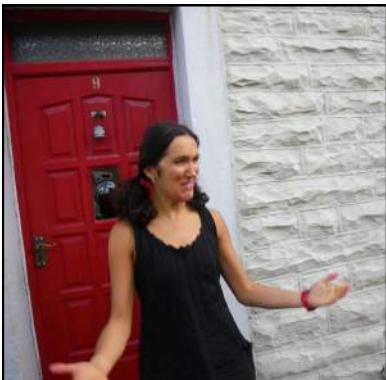
How hot was it? Everyone's waiting in the available shade for the last pair of gloves to go on and that first comfortable blast of cool 40mph air. On the right Tony Jones' Chinese carbs cool down enough to stop boiling petrol so he can make it to the lunch stop.

Above is Dan Nariunas' Planeta given to him by his father. This lovely old workhorse was recently fitted with a Chinese made cylinder set including piston and rings which Dan bought in Eastern Europe for something like a fiver. The side blew out of it the first time he started it then it warped badly when he welded it up, limiting Dan to about 40mph for the ride out while listening for that awful noise a nipping piston makes just before everything goes tits up. It felt gorgeous round the campsite.

The Adventures of Phil Rushworth



I got wind of a fallen tree in a layby so went over on the combo to see how much I could get in/on it. Turns out you can get quite a bit on it. I went back again with the chainsaw and got some more. The suspension didn't bottom out, but it did wallow a bit.



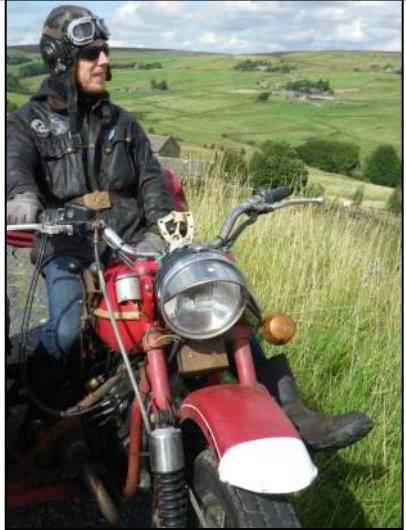
"But Phil we've got gas central heating!"



On the 12th of September I went to Leeds Custom and Classic Bike Show with my Lithuanian friend Sarunas who I originally did the deal with when I swapped a Triumph Adventurer for it. (*The Dnepr*) (See Project Bike Swap in Horizontal View 2011)

Sarunas was here for a visit and to drop his daughter Daniele off at university.

It rained a bit on the way over to Leeds, but not badly. On arrival we put the tents up and went for a wander. I didn't originally intend to put the bike in the show as it's been a bit of a poor starter recently and I didn't want to risk winning something in case it took ages to start with everyone watching when I went to collect the prize. Anyway we bumped into Martin and he talked me into it.



When prize giving came around I left the beer tent where we had been talking to a guy who had recently returned from visiting newly discovered family in Lithuania. I waited for the classes to be read out and awarded and after 'Best Rat' had been given I returned to the beer tent only to find out later that I'd won 'Best Classic', again, for the second consecutive year! Hurrah! This called for more celebrating into the night. Next day we had a leisurely ride home and the pictures were taken somewhere above Hebden Bridge.

Best Wishes, Phil Rushworth.



The subject of Phil's email with the Leeds custom story in it was "Another triumph for the Cossack Owner's Club". Clever, since he swapped one for his Dnepr. "Wind of a fallen tree"? He must be doing this on purpose!

£700 and a call to 01253 822615 gets you the Dnepr outfit for sale on our website, that's if hasn't gone because it must be the bargain of the moment.

Gearboxing

Wisdom with teeth earned by Mark Avis and pictures I hope he'll approve of from the editorial archive.

Some thoughts on Ural 650 gearboxes

A while back, the kick-start on my 1971 M63 started to slip. Not looking forward to all the hassle of getting the 'box out (I never seem to be able to do it without moving the engine forward in the frame, which is a fair hassle in itself) I bump-started it for a while, but finally I braced myself and got the thing apart. Having fixed it, apparently successfully, I thought it might be useful to other people to note a few of the things I learnt along the way, on this occasion and a couple previously where various Ural 'boxes of mine have wanted looking at.

Kick-start stuff



Many people know that the pawl (a square, sprung lump of metal which engages with the ratchet and locks the kick-start lever to the gear-train as you depress the pedal) rounds off after a while, and can be reversed and used again on its un-worn edge. I had done this when I rebuilt the box originally about 2 years ago – I replaced the bearings in a 'box which had been stood idle outside for 20 years, but the remaining components looked OK. I didn't look too hard at the assembly – just reversed the pawl by pushing out the pin on which it sits, turning it around, and replacing the pin.

This worked OK for a while, but then failed. On measuring, the pin was at least 0.5mm undersize on the holes in the pawl (each ~4.5mm ID), and about 1mm undersize on the hole in the boss attached to the shaft (~5mm ID). The pawl was slopping about all over the place – it engaged lop-sided in the ratchet, and this had not helped its wear-life at all. The pawl and boss are both hardened, so it is not easy to bore them all out to say 5mm ID and make a new snug pin which will keep everything square.

Going through the spares box, I found some other

ratchet/pawl combinations with other faults. On one, the spring which is meant to engage the pawl with the ratchet was tired / compressed, so the pawl did not 'bite' right into the root of the ratchet profile. I guess I could have put in a longer spring here, but I had another which was better – still a sloppy fit on the pin, but unlike the original the 'back' of the pawl (cylindrical section around the pin) pushed back into a cup-shape machined on the shaft boss, which seemed to hold everything square. On the original these parts never came near each other. If I was stuck here with only the original components and a new pawl, I think I'd have to try to slowly bore the pawl pin-hole on the lathe (and stop every cut to grind the tool), and rely on a good pin fit through pawl and boss to keep it all square. This sounds time consuming.

Also on the subject of kick-starts – does everyone get through pedal cotters? I must use one every 6 months / 1000 miles. OK, my bike sometimes takes 6 or 7 kicks (better since K68 carbs / Boyer ignition) but I'm getting fed up with making them. Bought ones don't seem to last any longer. Quite often I strip the thread in trying to tighten them to get a bit more life – making them M8x1.25mm seems to help here compared to M8x1mm (fine) originals. Any ideas? (*I found a gearbox with a 10mm allen screw hammered through the hole in the kickstart lever in a shameless act of bodgery, it lasted ages!*)

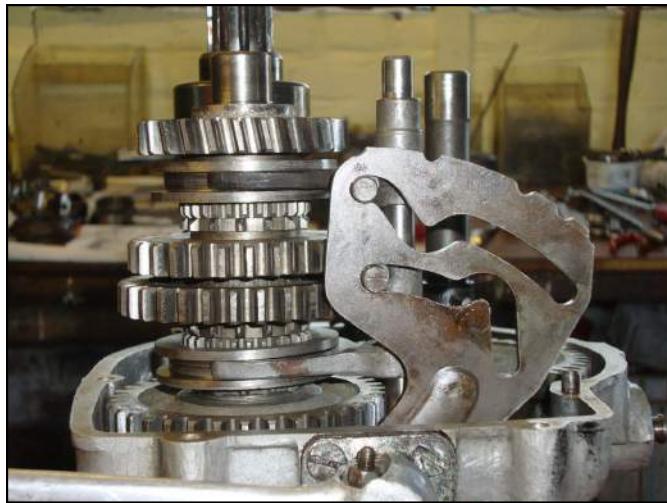
Output shaft end-float, shims etc

Maybe 10 years ago when I first re-assembled a Ural 'box, it wasn't too long before it started to jump out of gear again. This was a later, vertically split gearbox (some M66, then M67 onwards) where there is no inspection cover to see how your re-assembly proceeded – unlike the earlier M72, M63 type where the gears load through a plate adjacent to the clutch, and the rest of the case is like a big empty skull with lots of plates and fixtures which bolt to it. The problem was one of having left too much end-float in the gears on the output shaft, but this is not something very much addressed in any of the Russian manuals I have (M63, M66, M67, IMZ 8-103...etc).

Problems can occur because the selector-plate slots which locate the selector forks 'assume' that the gears will be present on the shaft in particular fore-and-aft locations. Gross cock-ups in this area cause early, catastrophic failure – 2 gears engaged at once=seizure=things snapping. More subtle problems occur when the error is not gross enough to cause an instant blow-up, but is present nonetheless.

Since the selector-plate is located relative to the case, it means one also needs to be bothered about where the gear wheels are, relative to the case. If

there's too much 'slop' (end play) of the gears along the shaft, then there may be space for them to 'run away' from the selector-ring which is trying to lock them to the shaft, to engage a particular ratio. So – this ring may potentially be able to lock onto the full 3 or 4mm length of the dog cast onto the gear wheel for this purpose, but if the gear wheel can retreat 1 or 2mm back down the shaft away from the selector



ring, then engagement may only be via the last 1mm or so of the dog – especially if the manual's **mm of 'allowable' relative play between selector plate and shift fork, and **mm relative play between fork and the groove in which it sits in the selector ring, comes unfavourably into account.

(In our big picture above, top gear is selected with the selector fork pin at the end of its groove but the selector ring still has the gap between itself and the gear to close before the gear is properly engaged. You'll notice the second and first gear selector ring lower down the shaft hanging on its fork, very sloppy and unlikely to engage the worn dogs on second gear with the splines on the drive ring. This can be shimmed out by using a thinner shim at the bottom end of the output shaft, which is what this picture is of, to move all the gears down. The selector plate and its rings, attached to the case, and the shaft itself remain where they were.)

This matters, since the last 1mm or so inevitably gets a bit rounded off during normal gear changes / crunches. Then the engagement between (slightly rounded) selector ring and (slightly rounded) gear-wheel dog looks like that below.

You can see that as the parts attempt to twist relative to each other, as power is applied, a longitudinal force (along the shaft) is developed unless the 'tooth' in the selector ring and the dog itself are **absolutely parallel**. On MZ 250 gearboxes (notorious for 3rd gear failure, and where I first worked some of this stuff out) the dogs are actually undercut to promote **more** engagement as power is applied. This would work great if only MZ had designed the selector (drum, not plate in this bike) with a view to where the

gears actually are in a real 'box, and controlled production tolerances adequately.

The longitudinal force is really bad news, as it pushes the selector ring back against the selector fork. You don't notice it all heating up and going blue as you put the power on, nor do you notice the side of the fork which is taking the force starting to wear away. Everything seems to be working fine, until enough of the selector ring and fork are worn away that when the force bends the fork in its elastic region (which has been happening all along) the gear-wheel dogs 'skip' engagement with the selector ring. Your 'box goes 'clack clack clack clack' and you've lost power.

When you take a 'box apart, you can be reasonably sure the forks will show signs of wear against the selector rings. If they're blue, and showing a curly, developing edge of swarf along the wear line, you're probably already jumping out of gear. You'll need to replace the forks concerned, and possibly the selector rings and gear-wheels too if the dogs are heavily rounded. There are compatibility problems here between available gearbox innards – they're not all the same – and I've written on this a long time ago in HN. If you're struggling, email me.

As an aside - I've built-up some knackered selector forks with weld, but not got around yet to trying to case-harden them at home by serious heating in a sealed tin full of carbon granules. It will make an interesting project, although I have small kids and the time penalty of pulling the (inevitably) failing 'box out yet again, puts me off!



Once you've got some new components, how do you ensure you get further than 1000 miles before it all goes wrong again? A good start is to try to locate the gears relative to the selector plate as firmly as you can – that is to control the end-float.

This seems to be dealt with by shims placed under the bearing at the clutch-end of the output shaft – but appearances are deceptive, and this is only partly true. The gears on the shaft sit between two hardened washers which locate on shoulders on the output shaft. So if you put these washers square and tight on the shaft and measure the distance between them, the manual says you should measure 107.0 to 107.14mm. And, if you apply your verniers over the ends of the assembled pile of gear wheels etc which is meant to fit between them, the manual says you should measure 106.3 to 106.7mm. This implies a

possible end-float variation of 0.86 to 0.30mm.

Clearly we need a bit of end-float for lubrication purposes, so it seems sensible to aim for the minimum stated. How do you do that? The only way I could think of was to put said (hard) washer in the lathe and grind away at its inner shoulder (which locates on the shaft) until the desired end-float was achieved, holding an oil-stone to it (I've no tool-post grinder). Otherwise, you'll be making shims to pad the gears out – OK, but if they're not hard, will they survive relative gear rotation? I think probably not. If you've no lathe, you might be able to mount the washer on a wooden plate in an electric drill, and grind away like that.

Having got that bit right, are you home and dry? No! Are you wishing you had bought a Honda? Yes! (*No!!! A friend of mind suggested that in Japanese 'Honda' translates as 'Inspid whining noise'.*)

This supposed end-float you've designed into the system will only be maintained if the bearings at each end of the shaft keep those washers hard-up against their shoulders. If they don't and the washers retreat from the shoulder, all that unwanted end-float comes back. So – you need to pack the provided shims behind the clutch-end bearing to keep everything nice and tight. But not too tight, since if your bearings (deep-groove ball race types) experience an end-load when you tighten up the two halves of the gear case (whichever one you have), then they'll fail in next to no time and you'll have to pull it all apart again! And – gaskets are involved (and maybe gasket goo) which are squidgy and don't measure easily with a vernier! You may be able to guess if huge end-load has been applied, since when you try to spin the output shaft by hand on reassembly, it will feel stiff. But this is gross end load...

Knowing this, I have no idea how anyone ever thought it would be possible to train an uneducated production-line team to do this reliably, such that warranty claims wouldn't sink the business in no time at all. Unless one lived in a workers' dictatorship, and claimants could be 'disappeared'...

Here's where things get just-about-OK for M72/M63 owners with the early 'skull' gearbox, and to my mind impossible for anyone with a late M66 onwards with the vertically-split case. I'm sure it can be done for the later 'boxes, but I don't know how – maybe someone without a livelihood to lose might like to write in to enlighten us. I'll give a procedure below for the early type, and make some tentative suggestions for the later ones.

(*The device opposite is a cut down gearbox cover for early one piece gearboxes which holds the end of the selector shaft in place so you can assemble a port in your gearbox to watch and measure your gear*

selection. On later split gearboxes like the one pictured on page 13, the only way you can avoid 'end load disaster' is by measuring the distance between the inner races of the output shaft's bearings with the cases assembled with a height gauge, through the drive

end bearing, then comparing that with your 107.0 to 107.14mm, or assemble it, try it, shim it, then reassemble it until you get it right.)



On both types, the drive 'thing' (with two prongs which penetrate the big rubber coupling) has a big nut in the middle. With an early case, this can be used to pull the output shaft up hard against the output bearing – with the drive 'prongs' / speedo drive in place. So – one of our washers (at the output (first gear) end of the output shaft) - is now firmly located. Turning the case over, a more-or-less -rectangular steel cover plate can be removed which blanks off the bearing at the other end of the shaft. Tap the bearing home, measure how far recessed into its alloy seat it is, apply the right number of shims (or turn something up in your lathe) and replace the plate with just enough red gasket goo. Go in through the RH cover plate (6 machine screws, hand change protrudes through it) and get some feelers in between the gears to see if your end float is correct. Voila – you're done – or if not, try again. At least you know.

With the later gearbox case, what can you do? You have to put the shims into the case first – no rectangular steel plate here to get at the clutch-end bearing from the clutch side - before you know how much the bearing needs pushing up the shaft. When you get it together, is the end-float right? You don't know, because there's no inspection cover. You could measure the distance to the bottom of the blind hole in which the clutch-end bearing sits using a vernier and some straight edges, from the face at which the two halves of the case join up, and having measured the length of your shaft and how far it protrudes when assembled in the smaller 'half' cover-plate at the rear, base a guess on the number of shims on this...but it's all approximate, and you can't check end float when assembled.

Someone must have this sussed for BMW gearboxes, which I assume work along similar lines? I'd be very interested to know. Meanwhile if I was forced to use one of the later boxes I think I'd cut a big circular hole in the RH side and make an

inspection cover – the side of the 'box is flat and it should be possible to make a cover which goes on oil-tight (with the inevitable red goo), looks tidy and is held on by screws in holes tapped into the case proper.

I think that had better be the end of this. I've had constant problems with Ural 'boxes, and these problems have diminished in the light of the above information. I hope someone finds it useful.

Mark Avis, Manchester
Mark.avis.at.home@gmail.com

Before you go Mark, just knock our left hand sidecar pilots up a right hand kickstart please.

I fitted it quite a while ago, and it seems to work fine; the shaft is a nice drop-forging, or in other words I made it from a length of broken ring-spanner which I had been falling over on the floor of the shed for years.



I guess the photos speak for themselves well enough, though I could send you some words if you're short of filler. I've also just fixed a dragging Ural clutch at great (and rather tedious) length - do you want an article, or just a quick recommendation? An axial needle-roller thrust bearing AXK0619 is an easily available substitute for that Russian ball-thrust-bearing with the bronze or plastic cage, and since the replacement comes with a pair of hardened washers

to bear on, you can use it to reclaim badly-grooved parts from the original setup.

Cheers, Mark.

Pictured below is not an AXK0619 but another bearing in the AXK range, suitable because they all look pretty much the same and at least you'll get some idea of the sort of bearing you'll need.



It should be noted that the hardened washers, like shims, are hard because they're a bearing surface. Don't be tempted to use just any old washers from your bits box when shimming your gearbox. Anything soft will wear out turning your oil to paste.

Stags Head Rally



Michael Wadsworth has been out collecting websites again. This time on his travels to the Stags Head Rally and the IFA club's do at Foxfield Railway Museum. These are his pictures.

The rest of Michael's weekend out will be in the next issue of HV, this one having been packed with AGM and a couple of other epics. If we're lucky we might get Stags Head organiser Gary Carroll's write up and photos as well. On the subject of Gary, some time ago he was looking for one of those little perforated washers which hold the silencer end cap on a Jupiter 3. Did he find one? If you have a spare one email cossackglc@yahoo.com and tell him.



AGM report

Secretary Tony Jones opened the meeting as chairman and Peter J Ballard agreed to take the minutes. Apologies; Carl Booth, Dr Phil Whitney, Mike Stevens, Oz Richardson, Rev Al.

AGM 2014 minutes. Acceptance as a good record; proposed Tony Jones, seconded Paul Codling. Votes approved.

Reports for committee members:

3.1 Secretary. As last year I have been the main contact point for the Club. I receive emails/phone call directed to the Club and either answer them myself or forward them as appropriate. This system seems to be working well so far. I seem to have had more enquiries from members of the public than last year mostly relating to dating enquiries and parts wanted/for sale. I have to report that there is a problem with the venue for the Red Start Rally next year. They will not allow any fires on site at all. This includes barbeques and camping stoves. I only found this out earlier this week when I contacted the venue. In my opinion camping stoves are an important part of a camping weekend. I have to ask if these conditions are acceptable. If not we will have to search for a new venue. I will ask for a vote in any other business. I am prepared to stand again as Secretary. Tony Jones.

3.2 Show Organiser.

Wish I was there but life is busy presently, due to this I have only committed to three shows this year both Stafford and Donnington as these are very well publicised and give the club best publicity, The Stafford show last October was well attended and our line up for the first time was largely '2-Strokes', which was not even conceived when I started the stand so many moons ago. As this year's April show we had some exotic and rare bikes which is of great interest to people and new members showing their bikes for the first time and joining in the club activities.

The Donnington show is a mixture of race weekend and classic show but has a good following with a relaxed atmosphere and with a chance of riding your bike round the circuit it is a different perspective on other bike shows. This year we got another rosette for one of our bikes and I think we should support it, more bikes would fill the stand better as we get a large enough pitch for all sorts. With the last show being October. I hope to do us proud with an interesting stand of all sorts and maybe a rare Chinese bike if it gets finished (we know where you are!) With a large membership I am always looking for bikes for display and it would be great if we got some more members involved as different bikes and faces promote our club to its extent if they only displayed at one show a year we would have a good selection of different bikes. The weird and unknown always cause a stir and grabs people's interest, some may join us in our weird obsession and buy one or rebuild the heap in the barn to a show stopping standard, we hope! To all who help and give their time and money to promoting the club at these events I thank you very much as without your support I could not do the stands to the standards we have achieved.

See you at Stafford – Comrade Carl

3.3 Membership Secretary

Membership Numbers:

Year 2013/14: 268 Paid Up Members, 24 Honorary Members, 292 Members in total.

Year 2014/15: 278 Paid Up Members, 24 Honorary Members, 302 Members in total.

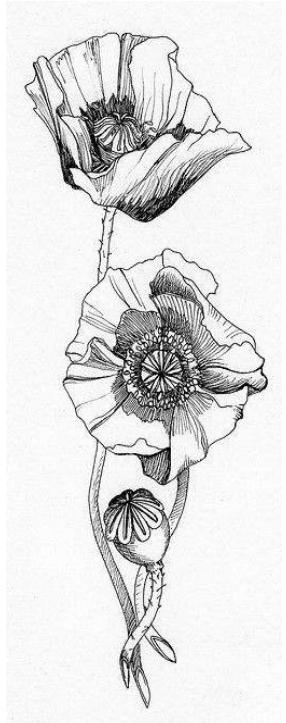
During the course of last year 78 people have joined the club compared to only 42 in the year 2013/14. Unfortunately, once again, there are still a significant number of people failing to renew their membership. A total loss of 69 people. This is slightly up on the previous year. But overall we have an increase in membership of 10 from the previous year.

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. 88 people have now taken this option. Of these 16 are new members. Several people have reverted 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.

Below is a table showing the monthly breakdown of new and renewed membership.

MONTH	NEW MEMBERS	RENEWED MEMBERS	TOTAL
Sep-14	11	15	26
October	6	20	26
November	5	17	22
December	3	13	16
Jan-15	2	15	17
February	6	11	17
March	12	17	29
April	3	14	17
May	7	26	33
June	5	26	31
July	14	18	32
August	4	8	12
TOTALS	78	200	278



Should it be the will of the membership I am happy to continue in the role of Membership Secretary for a further year.

Gina Inman
Membership Secretary



PJB added that a loss of 69 in 278 is only 25% turnover. In the recent past this has been nearer 33%. So average a member stays for 4 years, but suspect that there are many that stay for many years and a few that join for only a year to give an average that actually is not typical.

3.4 TREASURER'S REPORT FOR YEAR-END 31 JULY 2015 (incorporating Regalia Secretary's Report)

Your attention is invited to the attached Year-End Report, which gives a detailed breakdown of Income and Expenditure, by category.

Our bank balance at Year End was £4463.51, compared with £3238.81 for Year End 2014. Income amounted to £5041.69, coming almost exclusively from membership subscriptions and regalia sales. Income from member subscriptions shows an increase of £199.97 over last year. Expenditure amounted to £3816.99, compared with £4667.48 for last year. Significantly, postage costs have fallen from £1314.80 last year, to £778.67 this year, attributed to lower postage rates from use of our franking machine, together with less frequent magazine mailings.

The other major area of expenditure, printing of the Club magazine, rose from £1633.21 last year, to £1982.00 this year, an increase of £348.79. This was caused by the late submission, by our printer, of an invoice which should have fallen for inclusion in last year's figures. Having recently changed to a new magazine printer, the Club is now paying around £120 less, per issue, than previously, which amounts to an annual saving of over £700, with no reduction in printing quality. The Club's income has exceeded expenditure by £1224.70, a highly satisfactory figure. Accordingly, I make no recommendation for an increase in membership subscriptions.

Regalia sales continue at a relative trickle. Regalia items have been taken to the two Stafford Classic Shows during the year, but sales there have been fairly disappointing. Regalia sales for the year (£392.35) exceeded costs (£383.76) by £8.59. Since the provision of regalia items is a service for club members and not a profit-raising activity, this can be seen as a satisfactory outcome. However, care will need to be exercised to ensure Regalia remains in the 'black', financially-speaking.

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

Cossack Owners Club – Year-End, 31 July 2015

Ledger	Account	Amount £
Income	Advertising	14.63
	Donations to COC	32.00
	Membership Subscriptions	4582.71
	Rallies	20.00
	Regalia Sales	392.35
	Total Income	5041.69
Expenses	Advertising	45.60
	Equipment	301.26
	Postage	778.67
	Printing	1982.00
	Rallies	29.00
	Regalia	383.76
	Stationery	217.70
	Sundry Expenses	10.00
	Website	69.00
	Total Expenses	3816.99
Total excess of income over expenditure for the year		1224.70

Bank Balance as at Year-End = **£4463.51**

Phil Inman COC Treasurer 19th August 2105

Bored yet?

Here's a little relief from Jim Turner with his other outfit and Mike Pullan under the elegant Cossack Owner's Club emblazoned umbrella, which he might have paid £15.00 for contributing to the £392.35 listed opposite.



3.5 President. Peter has not done much presiding as such since last year. Is pleased that the club seems pretty stable and is able to find good people to run the committee positions well. He can see no great threats to the club in the coming years. Peter J Ballard.

3.6 Technical Adviser. Peter has two main roles; technical advice and Date Certificates.

Requests for technical advise have reduced over the years, probably due to there being more information on the web and better access to manuals. May only get one request for help each month. Acknowledged that David Angel at 'F2 Motorcycles' is still giving advice to owners of the 750cc OHV bikes and providing COC application forms to non-members.

Requests for Date Certificates are increasing as more bikes are being brought in from EU and such as Ukraine. Date Certificates are required by owners to obtain an age related UK registration number from DVLA. Average is two Date Certs per month, still 100% success rate.

Willing to stay on. Peter J Ballard.

3.6 Webmaster. (No written submission, notes taken in meeting). David reminded the meeting that the supply of technical manuals for our bikes is his own business, but does include membership form with orders processed by non-members.

Website now has more protection from hacking. The 'members only' section is now better with all Newsletters available. Still need more input for the 'members only' section. The library has been set up on 'flicker'. The Facebook page is working very well with 200 'friends' worldwide including Russia and Poland. It also does

include some videos. So far 6 have been banned for political postings. Generally users appreciate the good information and photos. Willing to stay on. David Cox.

3.7 Horizontal View Editor. (No written submission, notes taken in meeting)

Paul admitted that he did not have a clue about editing/creating a magazine 6 months ago. The Horizontal View magazine is now up to 24 pages in 6 issues a year. All submissions to HV go in. Paul feels that some of his input is a little 'self indulgent', but the attendees dismissed this fear. There had been some concern about the smallness of the font, but the size enables good flow of text around the photos. General agreement to leave as it is. Paul is continuing with the vibrant cover colours to make it a bit different. The next Nov/Dec issue will be a bit thicker. It was agreed that the COC should trade the magazines with RMOA (Russian Motorcycle Owners of Australia).

Unanimous agreement from attendees that the current HV is excellent.
Willing to stay on. Paul Codling.

Election of committee en bloc. Proposed John Denny. Seconded Dave Greenwood. Unanimous vote.

Proposals.

Jim Turner proposed that videos of club events should be made and made available, particularly of the AGM 'Ride Out'. All agreed good idea and good publicity. Dave Cox has video editing software and would help as required. Tony Jones made it known that he has a YouTube channel that would be a good way of getting the videos out there.

John Denny identified that the 'Ace Café' is a good meeting place for bikes like ours, they have an 'October Revolution' meet with bikes but also Trabants, Tatras etc.

2016 AGM Venue. It was suggested that it should again be on this site. Date around the same weekend. Maybe at the Red Star rally depending on date. Committee to decide. Phil Inman reminded the meeting that the accounts are made up to end July each year.

AOB.

7.1 Identified that <http://b-cozz.com> is back on line with much interesting and new content.

7.2 Red Star Rally 2016. Tony reported that the site proposed at Salmesbury near Preston has been dropped, as the site organisers revealed that their " No BBQ" also meant no stoves or other naked lights. Need a venue for 250 to 300 attendees. Rutland Showground at £3800 too costly. Newark at £2,000, Lichfield unknown, Market Harborough as last year was a possibility.

Other costs include:

Badges at £500. Prizes at £100. Trophies £250. Signs. Insurance on MZRiders policy.

All covered by entry fee of £10 to £12, non UK attendees free.

Consider entertainment in the evening; John Denny and his accordion was proposed. What budget, still needs investigating. Phil & Gina looking into a presentation by Austin Vince and his round the world on a Ural.

Proposed some competition/games, with due consideration for safety, eg: bottle pickup, slow riding. Risk assessment needed.

7.3 Paul Codling also gets technical enquiries which he answers or passes on.

7.4 Continuing uncertainty by members ref sidecar law and registrations. PJB actioned write blurb for website.

Committee and members thanked for attending
~ AGM closed ~



A wild time at Wing

Dave Greenwood starts the story.....

We attended the Rutland Rally & AGM. Unfortunately we had a puncture on our way from High Wycombe. Due to my health problems I could not change the rear wheel for the spare. I called the RAC but they would not come out to change it for me, so we had to be recovered home. We still have our other bike a Can-Am Spyder 3 wheeler, so we left early Saturday morning and arrived just before 11.00am.

The club run out was just about to leave so we missed out on that. However we liked the site and all members there made us very welcome. We had an evening meal in the onsite cafe which was very good, and they had live music playing in the evening. It was our first AGM with Cossack owners. We would like to thank Phil & Gina and the others for organising an enjoyable weekend. Hope to be back next year.

The Greenwoods are pictured left on the aforesaid Can-Am. Dave tells me it's powered by the same V 1000 engine Aprilia use in their Mille sports bike. It looks as if it should run on di-lithium crystals to me. "Warp factor 6 Mr Chekov."



Here's Gina Inman.....

The ride out once again took us through the beautiful Rutland countryside. Stopping off by Eyebrook reservoir where we took the opportunity to either shelter from or enjoy the sun whilst Wally Ostins, with assistance from others, made some running repairs. Onward and a brief stop at a pub where a Classic Vehicle meet was being held before passing Launde Abbey and onto our lunch stop at Hungry Hogs Snack Van at Sycamores Harley Davidson. That caused a stir!



On Saturday evening some repaired to the nearby pub, others sat in Tony's Party Tent and enjoyed a few bevvys around the fire. Many things were discussed including the manufacture of "Jaffa" cakes using toast with chocolate spread and marmalade! Hmm. Phil has since tried it and assures me it is delicious!



PJB and Jim Turner look slightly furtive. Above is Jim's outfit.



Ural or Harley? Below is Phil Whitney's choice.



Jim Adams gets put right. Phil Inman can't believe it. Below, Tony's M63, happy its CJ engine has stopped.



Phil Whitney's page

Way back in 2014 I attended the AGM camp at Wing Hall near Rutland Water. I had a great ride there and splendid Friday evening. On Saturday morning for the run out the bike showed no life at all. I stayed behind and took lots of bits apart and concluded the ignition coil had died. Sunday morning I rang for a breakdown truck to take me home. Very embarrassing.

I ordered a coil from the Crimea, and I quote from the email I was sent " because the local difficulties we are having deliveries can take 2 to 3 month or longer" (wonderful understatement for your country being invaded). So I also ordered one from the VMCC which came from Taiwan.



2015 camping weekend at Wing Hall. Nice run up there but towards the end the bike was getting a bit spluttery at small throttle openings. Started easily and ran happily once the throttle was well open. My conclusion was a blockage or partial blockage in one of the fuel jets. However nearly everyone else seemed think it was an ignition problem. I went out for the ride on Saturday and all was well except for the rough running at small throttle openings. On Sunday I left for home with the bike running as previously described and had a very nice ride going by a more scenic route to avoid motorways, which was twenty miles longer.

Once home I thought I would check the ignition first. Checked the points gap, it was right on specification. Checked the contact breaker arm was moving freely, all OK. I then took the advance/ retard mechanism off to make sure nothing was sticking, all perfect. Check all the electrical connections, nothing amiss. Put it all back together again and set the timing using the dropping screwdriver technique recommended in the Ural Service Manual. (If you haven't used it, try it. It works very well.) Engine started first kick. Took it for a ride. It was really smooth, as good as it has ever been, no stuttering at all. I still don't know what was not quite right.

I haven't touched the carbs. So what is the moral? Listen to those more knowledgeable than oneself and THEN ACT ON THEIR ADVICE.

Good riding to everyone, Philip Whitney.

Alan Davies



A cautionary tale from our man in black.

I enjoyed the latest mag no end, but I notice in Richards page a mention of the use of caustic soda as a cleaning agent. This works very well on steel items, but on no account get it anywhere near aluminium, it eats it very quickly indeed.

Many years ago, I was having fun in the workshop with an ancient plunger B.S.A, rather than spending hours scraping the crud encrusted cast iron, head and barrels, I dunked them in a tub of hot, strong caustic, and then went off for a evenings quaffing, a common pass time in South Yorks at that time. (to the uninitiated, quaffing is much like drinking- only you spill a lot more)

Returning next morning I found my housemate complaining that someone had stolen his cylinder head. While I was out he had decided to clean the head off his Enfield G.T which is alloy. Imagine the expression on his face when I emptied the tub and there were the valves, springs and inserts, all that remained of his head, the alloy having disappeared overnight.

Not only will caustic eat alloy castings, but in the process it liberates enormous quantities of hydrogen as well, with the attendant risk of explosion. In fact in my 1930s Boys book of Fun Chemistry, there is a recipe for causing a number of interesting explosions using alloy and caustic soda, but I had better not reproduce it or no doubt I would be sued, ah, that PC crew have taken all the fun out of things. Good riding to you all. Fr Alan.

Have another Csepel, how pretty is this?



Transylvania

Nick Cunningham is not a COC member but by special invitation he's written up his adventure in Romania for us. Take it away Nick.....



How I discovered the joy of sidecars

It was October 2013, when I picked up the phone at work and charming young lady called Becky was on the other end. She was bearing some exciting news. My entry to Bennett's Biking Dreams had been selected as a winner!

My immediate reaction was "Oh God! I'm never going to get this one past the wife." At the time we were new parents with a 6 month baby and a 1 year old, bad enough with the two of us, so it seemed pretty unfair to ask my good lady to survive a whole week on her own. Luckily Becky said she'd see what she could do about reducing the trip from a week to three days and allowing me to invite a friend along for company, which sounded a lot more feasible.

If you haven't heard of Bennett's Biking Dreams, it is a competition run by the insurer. If you post your biking dream on the website, it might just come true. When you renew your insurance, you're invited to enter. Working in marketing, I tried to guess the type of idea that might have a higher than average chance of being selected. What are they looking for? Perhaps a dream that isn't too expensive and might generate some publicity because it was a bit different.

My fascination for Ural sidecar combinations can be traced back to boarding school days in the 1980's, when a senior boy somehow managed to keep one there under the pretense that he worked on it in the School of Mechanics. Of course, you'd regularly see him and friends heading for London, unrecognizable to staff under their helmets. Visiting Vietnam in the 90's there were quite a few ancient Urals there, due to their close relationship with the Soviets, and these had been painted in bright colours and looked so much more interesting than the smaller Chinese bikes for hire. Deep down inside was a feeling that one day we'd become acquainted and that there was a lot of fun to be had.

'Along the Enchanted Way' is a brilliant book by William Blacker. I'd recently read about his adventures living in Romania in 1989, and the way

that he described its untouched rural beauty and traditional peasant way of life.



An interesting steed and unusual yet accessible location still wouldn't be enough to win over the judges, what was needed was a healthy sprinkling of lunacy just to really stand out from the crowd. A coffin as a sidecar and a vampire costume would be bound to go down well in Transylvania, the home of Count Dracula.

Becky rang back to say that she'd had the green light, and could we go in early November? A good friend Nick Jackson jumped at the chance to come along, and at 6'6" and with rugged features, he made a perfect Frankenstein's monster. The wheels were in motion, and my wife had generously agreed to let me go. Next came a few phone calls from the Northern Irish Bike journalist and author Geoff Hill. Bennett's had lined him up to lead the trip and record how it all went. He has a great sense of humour and knew the route over the Transfagarasan Highway, which was described by Top Gear as 'probably the best road in the world'. All good news, as we were told that the road closes for the winter the following week, so it could be a bit nippy.

Soon we found ourselves at Heathrow airport for an early morning flight, and met up with Gus, the official photographer. Geoff's flight from Belfast had been cancelled and he'd been unable to join us, so unless he could catch up with us by the following morning, we were on our own. They say every cloud has a silver lining, and this development meant that the three of us could travel on two Ural combis (remember mine had a coffin). So my friend Nick ditched the BMW 650 and upgraded to the full Ural experience, which was what the trip was all about.



Early evening found us sitting in the lobby of a Soviet style hotel in Sibiu, trying not to enjoy too much of the local beer before Cristian, the Ural Moto dealer in

Bucharest arrived with the bikes on a trailer. Cristian had done us proud, we'd heard that the coffin would be made out of plywood, but he'd decided to use the real thing. When asked 'Why?'. He said that it worked out a lot cheaper, as he was planning to sell it afterwards – advertised as having had one careful owner!

They gave us meticulous training in a supermarket car park, as they were actually hiring us their own bikes. We got a feel for reversing and cornering - it felt so unnatural not to be able to lean normally. They put us to shame with demonstrations of flying the sidecar and sliding out the backend. Once satisfied, we followed them back to park up in the hotel's underground car park, found some dinner on a good local restaurant and retired for much a needed sleep.

Breakfast was spent pouring over the map to agree our route for the day, and soon we had our luggage screwed into the coffin, and set off out of the city and into a chilly foggy morning. Soon the fog lifted and we were riding through glorious countryside in the sunshine. Good quality

main roads made up the first few miles of our journey, and we were grateful to have the opportunity to get to know our machines, and the local drivers.

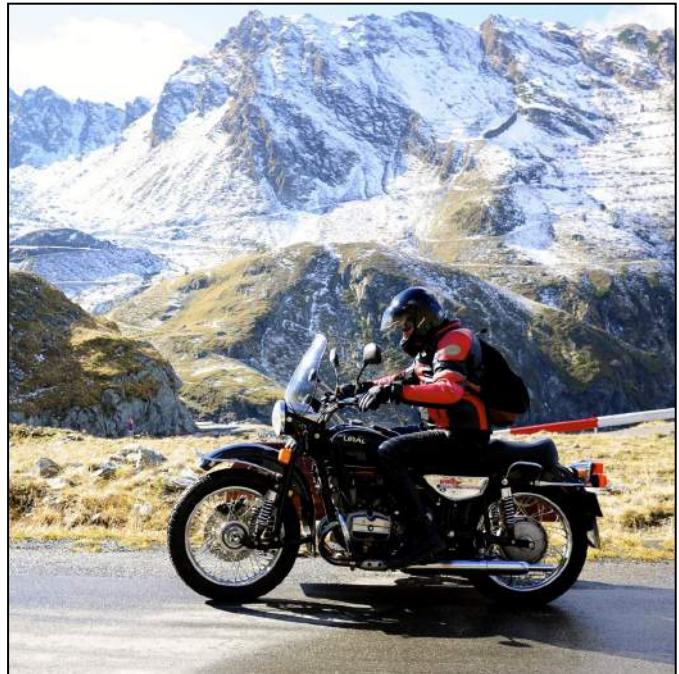
After a hour and a half it was time to say goodbye to the open road and head off into the stunning Romanian countryside. The peasant farmers use techniques not seen in the UK for hundreds of years. Ancient horse drawn carts loaded with giant ungainly haystacks with two or three grinning workers perched somehow on top. Sprawling wooden farmsteads and villages, dirt streets, and hardy rural people working hard to store away enough food for them and their livestock during the Winter months ahead.

It was obvious that there were two distinct groups of people living together in the villages. The weather-beaten Romanian peasant farmers and the more exotic Romany gypsies, nattily dressed men wide-brimmed black hats, and women (some very striking) wearing traditional brightly patterned long dresses. It was fun to see their reactions to the coffin as it zoomed past and sounded the horn. We stopped in one village to consult the map and stretch our legs.

Locals came to look at the bikes and point at the coffin. The village farmyards were intriguing and an elderly farmer invited us into his muddy yard for a closer look. It was fascinating to see how he eked out a living in his tumbledown wooden house and barns. A pile of onions and a few chickens, ducks, geese and some huge rabbits being bred for meat. No time to dally, as the mountains beckoned and there was a fair distance to cover before we could afford to take a proper break.



The mountains got closer, and eventually we began to climb. Before long we could see the escarpment spread out in front of us, and glistening against it like a never ending coiled serpent, twisting its way chicane after chicane to the snowy peaks was a road like no other – the mythical Transfagarasan Highway. There wasn't another vehicle to be seen.



Gus knew all about this road, it has been used in many a car shoot, and he'd been briefed to get some good shots of the Urals as we attempted to force them around hairpin bends, and look like we were actually in control. Plainly a perfectionist he made us go up and down the same stretches quite a few times to make sure that he had the right shots. This taught us to lean into corners and make the tyres squeal.

With the sun still shining, we climbed above the snow line and bought dried ham, cheese, bread and a homemade plum spirit. Found a table by Lake Balea for a well-earned and simple but tasty lunch of bread, dried ham and cheese bought from a roadside stall. It wasn't long before we were back in the saddle and heading down the other side of the mountain snaking downwards, through heavily wooded terrain, until the

road levelled out and started to follow the shoreline of a vast reservoir. At the far end we stopped for Gus to scramble up to the top of an observation tower, so that he could capture aerial shots of us crossing the spectacular dam below. All that was left of day one was a glorious evening ride down onto the flats, as the setting sun cast long shadows across the small fields and their medieval style haystacks. Aromatic wood smoke drifted across the roads in blue grey clouds, as peasant families lit fires in their cottages and farmsteads to cook the evening meal.



We arrived in the town that was our destination, located the seventies showpiece that was our hotel for the night, and checked in. The others found the bar in record time, and ordered much-needed refreshment after a long day on the road. My job was to phone Geoff back in Northern Ireland and give him an update, so that he could write up (and add a bit of his own magic to) the story as we went along.

Soon we were tucking in to another hearty Romanian supper, accompanied by beer, wine and plenty of chat as we got to know Gus and poured over the map to familiarise ourselves with the terrain that we were entering the next day.

After a good night's sleep followed by a sidecar-sized breakfast, rucksacks were loaded and the coffin lid screwed back down as we were all keen to feel the wind on our faces and get back into the open countryside. Today was the day that Gus wanted to get some shots of us in our dodgy vampire and Frankenstein outfits. I was hoping that this wouldn't be too excruciatingly embarrassing, and most importantly not take up too much of our time on the road.

We rode for a couple of hours until the landscape changed and we started to climb up through impressive wooded hills on steep road hemmed in by spectacular forest, with trees in Autumnal orange and gold, offset against the

bluest of skies. As we descended Gus dangled out of the sidecar in front capturing video footage of corners being leaned into as hard as I dared. This never saw the light of day, so it can't have been very impressive stuff.

Soon the hills gave way to a gentler grassier plain and we parked up in the busy market square of a provincial town. As soon as we parked our bikes attracted the interest of traditionally dressed Roma people, intrigued by the coffin and wanting to know if there was a 'buck' to be made.

After finding some coffees, we donned our costumes and tested the waters with the few locals who were still by the bikes. Things soon got going, and a huge crowd gathered to play up to our antics, which mainly involved lying in the coffin and pretending to chase them away when they came too close! It was much more fun than I'd expected. A

quick look around the market revealed huge piles of delicious looking wild mushrooms freshly gathered from the forest, and bundles of productive looking fruit trees for a fraction of the cost back home.

Time to move on, and it felt like real Transylvania as we set off in the direction of Count Dracula's castle, and hopefully a much-needed stop for lunch. The Castle was visible from quite a distance, perched on the top of hill and commanding the serfdom that lay



beneath it. We pulled up in the village, and found a restaurant for lunch, and a beer. A bunch of school kids were intrigued by our real coffin, and wanted to know whether there was anyone inside. They seemed to believe that it was my 'Papa' who loved motorbikes, and we promised him this one last ride. One cheeky monkey even wanted to look inside.



Gus went off to the Castle to ask whether we could take pictures there, and reappeared some time later with the answer. We could film, but they wanted a large fee. We heard that the Castle was up for sale, so the owners must have needed the cash. In the end we found a family of Romas living below the Castle and took lots of pictures there, with the kids piled onto our bikes and being driven by Dracula and Frankenstein. Our work done, with good pictures captured at the spiritual home of The Count, and easy to imagine how he slipped out of the Castle under cover of darkness to nibble on the necks of beautiful maidens in the village below. Though judging by the only lady that chatted up my friend Nick at this stop - The Count may have decimated the top end of the gene pool all those years ago.

That night we found a hotel in the beautiful City of Brasov (pronounced Brashof), this was our last night, and it wasn't long before we'd found a great bar to celebrate a fantastic trip, and relive the highlights. Of course, you have to bump into the obligatory English ex-pat, or I should say that



he found us. Sadly his stories weren't as riveting as they could have been, and after fobbing him off on each other a few times, we managed to bid him farewell and enjoy a fine last supper upstairs. The next morning we had a four-hour ride back to the airport at Sibiu, and didn't have much time to spare. Nick was heart-broken to be leaving the gorgeous hotel receptionist. It was a short platonic relationship, he was smitten and she was not responding to his finest vintage chat up lines.

It was a great ride back, and we both felt completely at home on our combis, with that reliable bullet-proof engine humming away, gear changes that you need to think about, and leaning hard over the sidecar to push the bike around those lefthanders. Even having a reverse gear seemed completely normal.

We spotted Christian and his friend from the Ural dealership, who'd trustingly lent us their personal machines for the trip. It was with heavy hearts that we unpacked our luggage and handed over the keys. The adventure was over, we'd discovered the joy of sidecars and fulfilled a dream to make a trip riding a Ural sidecar combination. What great bikes they are.

If anyone is interested in making a similar trip, please contact nick@neonmarcomms.com and he'll help you to get it fixed up.

Barn find

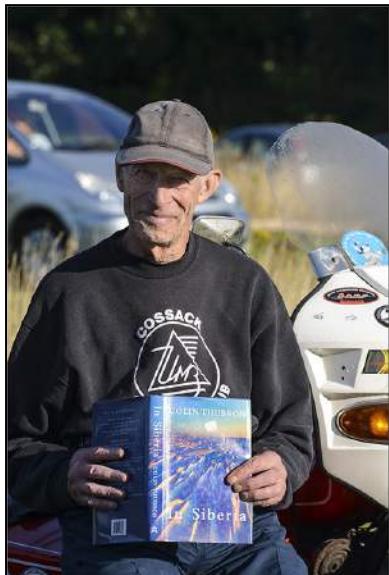
Non member Oleg Horsegrappler was overcome with excitement when he found this on a local farm and couldn't resist making the young woman an offer. "How much do you want for that?" he asked looking down at her Dnepr. "Twenty chickens or a goat," she replied.



John Denny's page

A little sketch on suspension unit repairs. Some of the units came to pieces fairly easily, but three of them were hard. The end guides inner tube had to be beaten and battered out, it had to be unscrewed from its fine thread but had to be destroyed to get it out.

Two new inner tube end guides were made from solid aluminium. None of the springs were the same length and two of the guide seals were a sloppy fit.



Babylon has no quality compared with "The Hanging Garden" of The Democratic Republic of Hatch Lane.



John is pictured above enjoying a lull during the excitement at the AGM at Wing, reading about Siberia. Presumably he's planning a route in the picture below, although it's probably to the DRHL.



Lovely Hazel's page



Lovely Hazel is a complimentary therapist and in her job she lubes up her clients with a carrier oil. It's called that because it carries the all important essential oils which are chosen for their therapeutic effects and their distinctive fragrances. She wondered if it might be possible to improve the editorial Minsk by making it smell nice and added cedar wood and lavender to the two stroke oil.

I'm afraid we have to report that the huge quantities of expensive essential oils necessary to overcome Putolene TT Sport made the experiment a failure. Nice try Hazel.

Before anyone gets excited about Lovely Hazel's boyfriend not wearing a helmet, there's no key in the Minsk's ignition switch. It's just rolled down the drive. It doesn't really smoke flowers you know.

For sale



This lot is a kit of parts to convert your Ural to water cooling. John Harrop would like £225 for it. If you're interested email shed1959@hotmail.com

How's that Ural Porter coming on then John? The picture right tells the story so far.



Christmas is coming. Don't buy that, buy this!



Choice of either the Silver Club Logo or the Silver Star Logo over the left breast and in all the popular sizes: Normal range of sizes:

Hooded Sweat Shirts
£20.00 to £21.50

These are normally on an order basis.



Full & Half Zip Fleeces - £25.00 to £26.50

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

It must be said that although this clothing exudes style and an air of calm confidence anyone would be proud to achieve, it also implies that you own a Russian motorcycle, or know someone who does. How cool is that?



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. There is also the clubs web address (www.cossackownersclub.co.uk) 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") Chest (to fit).



Club Umbrella £15.00

Golf sized brollyes in two types with COC logos on 2 panels.



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 Star Logo.



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.



Key Ring £1.50

Cossack Owners Club metal ring on an easy tag.

