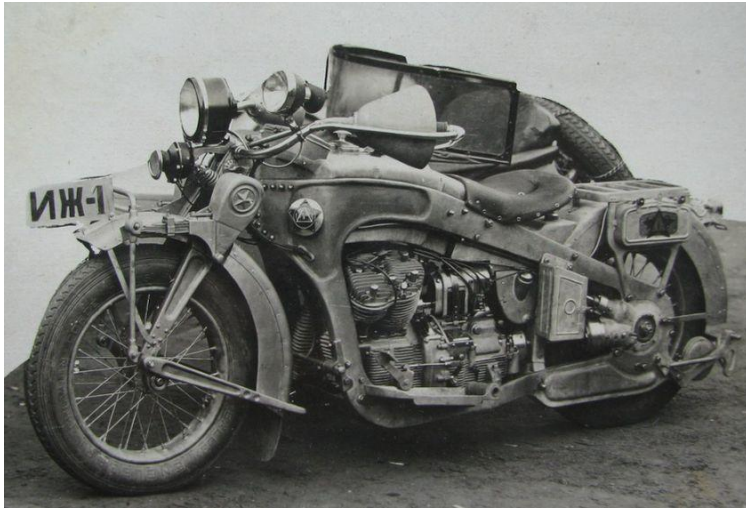




Izh is a Soviet and Russian brand of motorcycles developed and produced from 1929 to 2008 in the city of Izhevsk at the IZHMASH factory.

I love this brand of motorcycles, this is the history of the Russian moto structure. That's why I decided to make this presentation.

The history of Izhevsk motorcycles can be divided into 3 stages:



Pre-war period



Post-war period (Dawn)



Russian period (sunset)

The history of Izh motorcycles began in 1928, when Petr Vladimirovich Mozharov, together with the Germans, designed the first motorcycle. He named it Izh the First. Then there were a few more models that were good enough. Pyotr Mozharov abysed after a business trip to Sochi in 1934 for strange reasons. His grave was found only in 2015 in Sochi. The war has made its own changes. For reparations, the DKW (Audi) factory was moved to Izhevsk, and in 1945 the production of the Izh 350 began. It was almost a complete copy of the DKW NZ 350.



After the first lot of, it became clear that the people liked the these motorcycles. They began to modernize and in 1958 the first prototype of a motorcycle with 2 cylinders appeared, they named it "JUPUTER", and its one-piston brother "PLANET“ is continuation of Izh 350 series.

In the period from 1945 to 2008 about 11 million motorcycles were produced. In 1985, the conveyor could produce 450,000 units per year, which is 1 motorcycle per minute! After the appearance of Jupiter and Planet, the owners started an eternal debate about which is better than 1 cylinder or 2 cylinders. This dispute will never be resolved!

After the collapse of the USSR, the quality of the produced motorcycles and spare parts dropped significantly, as a result of frequent breakdowns and discontent of the owners. Imported motorcycles appeared on the market. The IZH plant tried to compete with Japanese manufacturers. There were prototypes with a 4 stroke engine installed (Yamaha license was purchased). Their introduction into production would require a change in the entire conveyor line, therefore, the plant did not deviate from its traditions - the production of 2 stroke motorcycles. In 2008, the Izhmash factory went bankrupt.



Izh «Sprinter» 1989 г.



Last motorcycle



Father's IZH Jupiter 4

I also own some Izh motorcycles. I have been fond of motorcycles since 2018. I restored my father's motorcycle. In 1990, my father bought an IZH Jupiter 4 motorcycle without an engine. He found an engine from the 5th model, repaired it, and drove moto until 2002. After 2002, the motor needed repairs. The motor was removed, the worn parts thrown away. Since there was a problem with spare parts, the motor was mothballed, the motorcycle was put in the garage and forgotten. In 2015, the wheels rotted on a motorcycle, and signs of body corrosion began to appear. My father moved the motorcycle to another dry garage and a bit rebuilt it. The motor was left lying in a damp garage. In 2018, I wanted to rebuild the motorcycle. I bought the missing parts, read several books and assembled and installed the motor into the motorcycle. Dealt with the problem in the wiring, and tried to start the engine. Due to a problem with the moment of sparking, I could not start the engine. On March 10, 2019, I eliminated the cause and the bike started the first time. From that moment on, its operation, tuning, and purchase of other motorcycles began. At this moment I have 7 Izh moto and 1 Jawa 360.

My moto:

- 1) Farther's Izh Jupiter 4
- 2) 2*Jupiter 4
- 3) 2*Jupiter 5
- 3) Planet 4
- 4) Planet 5
- 5) Jawa 360 type

In conclusion, I would like to say that my hobby with motorcycles of the IZH brand brought me a lot of impressions, many friends, even in Germany. I hope that in the near future it will be possible to revive the IZH brand.



Thanks for your time!

P.S:In the next slides photos)



















