The noblest land-based creation known to man

Well, maybe the second noblest.

If you have been following CZ’s progress, you’ve surely noticed that they’re an outfit that doesn’t market anything that is not thoroughly tested and proven completely dependable.

Take the center port split frame, for instance. It probably won’t be seen over here as a production unit for at least another year or so, maybe much longer. Falta and his

Outrageously biased text by Comrade George Wegner; italicized, sensible remarks by the rest of the staff.
teammates have been running that design for some time. Who knows when it’ll go into production? American Jawa knows what changes have been made when they open the crates. They recently received over 50 D50s with the three cylinder fins milled away. The next shipment had the new casting.

This past season, Jaroslav Falta regained the World Championship for CZ. Yeah, but for the record it was Moiseev. But we agree, Falta was screwed. An injured Tony DiStefano was edged out in the final races last year to take second spot in the 500 National Championship. Rick Burgett rode his own CZ to fifth overall in the Tran-AMA Support class. The first four positions belonged to factory efforts. Did you know that DeCoster, Robert, Lackey and Tripe, just to name a few, received their initial serious training in Czechoslovakia at the CZ factory? Robert’s first four World Championships were won on CZs. His first in ’64, then Victor Averkow on CZ in ’65, Joel again in ’66, ’68 and ’70. Surely you remember Paul Friedrichs, who won three consecutive Open class World Championships on CZs in ’66, ’67 and ’68? What does all this mean to you? An awful lot of pride and confidence if you’re a true CZ freak.

NEW STUFF

Probably the first thing your eyes will jump toward are the forward mounted, springless air shocks. They’re identical to the ones that Falta is using as this is written. They’re completely rebuildable and adjustable. Externally adjustable. With the help of a pinned spanner, most anyone can tear them down, replace the seals and reinstall them in a very few minutes. Air pressure can be adjusted by means of a valve stem at the top rear of the trick boot. For adjusting, one pound of air pressure is equivalent to roughly five pounds of rider weight. Falta likes 42 pounds for this mounting position. To change damping, oil can be added or removed through a screw in the bottom of the shock body. Capacity is 160 to 190cc.

Falta swept both heats of the second GP this season in Austria using the same shocks, but laid down.

Forks are basically the same fine units as last year’s. Except for three improvements. First, the addition of drain screws on the bottom outside of each leg. They’ve got a fall 200mm of travel. Last year Falta’s GP mount had 230mm. This year he’s down to 210mm to lower the CG slightly. Better for the switchbacks. You can still add oil without loosening the bars by removing two large filler screws, but now you can change the oil without removing the legs. Much better.

Second change, well, actually as of mid-’74, there are no longer bronze bushings in the tops of the legs. Less unsprung weight.

Third, there’s a new front axle and new machining on the left leg for the axle to thread into. There’s still a cinch bolt to clamp the axle on the right leg. Quicker changing. One less axle nut to remove or lose, one less nut and bolt to loosen. And, again, less weight.

Try to ignore the rims on our test unit. Ours was one of a freak shipment that arrived with last year’s leftovers. CZ’s new numbers (see photo) are very similar to D.I.Ds, but are of Czech manufacture. Local reports indicate that they’re holding up better than the Japanese models, even for a certain ace wheel bender in Costa Mesa. If Maly can’t bend ’em, they’re unquestionably indestructible.

Not only is the exhaust system an incredibly beautiful grungus piece
of art, Himm? but it also does an admirable job of passing gas. And it's bulky and looks heavy. Brilliant Czech design obviously has helped greatly in taming an engine with such devastating power and torque characteristics, giving it a power-band as wide as the Pacific. Why not include the Atlantic, while you're at it?

There's a sano slip-fit up front with two heavy-duty springs. It's bolted to the frame in the center, and two more springs (two-position adjustable) support the rear third with its zoomy horizontal tip. A flat spot is formed into the belly to give your kicking foot (usually the left, but either) clearance to swing by. Nice detail. The new mount is also less vulnerable, much better than last year's.

Aside from changes in the cylinder casting from seven fins to four for lightness, the engine and ignition are basically the same. Why change it when it's right?

The fuel tank is your basic aluminum alloy factory works replica unit with an offset filler hole, securely held in place by a genuine leather belt. Surely one of the better ways for mounting, because there are no stressed mounting tabs to crack, cause leaks or break loose. One less thing to worry about.

The frame is basically the same wonderful combination of unbreakable tubes and gussets as last year's except for relocation of top and bottom shock mounts.

OUT GASSIN' IT

Up the straight and headed for turn one. Wait till the last second, then count to five. Back off an instant, don't downshift. Roll on the throttle and lay it over. It'll blast you through the berm and get you to that next turn quicker than you ever thought possible. Traction permitting, you can lift the front wheel almost anywhere with a minimum of revs. The revs build so smoothly and predictably that it's the kind of power that can be easily and skillfully used by Novice and Expert alike.

Does it work? Just slide it out of a bermless turn rolling on the gas. The front end will lift; shift your body weight slightly to point it where you're headed, and you'll be past where you were headed before you know it. That's easy for you to say, George. Such speed with so little revving. It's so smooth that you'll be going faster than you think before you know it. Beautiful. Once you get the hang of it, you'll be blazing around your favorite course a gear higher [test report cliche number 47] through nearly all the turns. In fact, the CZ 400 handles so well that you could easily win two 40-minute motos without ever having to touch the bars even once. Yeah sure!

Turning is the expected CZ precision. Baruns will stick to anything. How bout glass? Just point it and gas it! It'll go exactly where you want it to. Just think of it, motocrossing over Everest. Don't forget your oxygen tank. If there were no such thing as motocross, after riding the CZ, it would have been invented. Mel Brooks invented MX 2000 years ago.

Without a doubt, the CZ is the most forgiving unit you'll ever swing a leg over. It'll get you out of more sticky situations than you'll ever care to remember. It'll even keep you one
step ahead of the landlord. And, at the same time, it'll get you through a lot of things with complete control where, on another bike, you'd be all over the track. George has ridden CZs all his life A.T. (After Triumphs) and doesn't know any better.

In deep sand, it works better than anything we [he] have ever ridden. The bike is designed so you can turn circles around anything when you are up on the pegs. What a gas. Feet-on-the-pegs slide in third and fourth gear in varying radii. Sort of like surfin'.

Up and over a slick jump turn. Gas it, center your weight, and it'll dig a straight line trench all the way to the next turn. If there are no humongous whoopdees. You cant just sit there and expect your lap times to come down. You cant sit at all. Its handling is greatly affected by your body movements. Especially when the front wheel is in the air and the rear one is churning. Overall, the handling can be described in two words: Absolutely impeccable. Nothing, absolutely nothing, is impeccable.

The 33mm Jikov performed flawlessly throughout our extensive testing. Low and middle-range response was excellent. Every once in a while you would hear it ping, just once, while wide-open.

No set of brakes, on any motorcycle, work so smoothly and so progressively as those on a CZ. Faultless. Faultless.

With such precision throttle response and smoothly building power, you can loft the front wheel just a few centimeters, transferring the weight to the rear for maximum traction, and roll it on, missing all the holes with the front wheel. Definitely the smooth setup. The rear suspension will soak up the bumps as if they weren't even there. After a trip to America Java to scope things out. Good stuff. Strangely, ours was set up for 165-pound Germans.

Shifting is as natural as breathing. Well, it's very positive. Never was a thought necessary. Never was a shift missed.

After the start, you won't need the clutch. True, no exaggeration. Just move the lever. More time for concentrating on the business at hand. Even after 60 or so races, if the clutch seal should happen to drool a little, any drippings from the gearbox oil is neatly channeled from the clutch area and not a small slot in the cases. The clutch will not slip.

Forks on our test unit were not exactly working up to par for some of our testers at slower speeds. What are you implying, George? They were abnormally stiff over smaller bumps on the first outing, which lasted about 30 minutes.

We decided to roll it down to the distributor for eyeballing. We also detected a vibration much like sitting on the wing of a triple-tailed, four-engined Connie. Another good reason for going. Third, and most important of all, another chance to fondle THE BLIMP.

Pulling the forks apart and slapping them back together revealed nothing. They're just a little tight and need to get used to moving up and down. They were much better on the bigger bumps. As suspected, the vibration was caused by a loose swingarm. Something George skipped when he did the initial shaping. No problem. Do not be afraid.

While we were there, we asked their ace mechanic Charlie Boyer (pronounced Boyer), to check out the rear shocks as well. He wrenched for Fredricks when he was World Champion. As it turned out, one shock was weeping slightly. He tore them down, threw the inner cylinder into the lathe, and sanded them slightly with emory cloth. Watching him work is like watching a brain surgeon. Some of the early shocks had a slightly rougher finish on this part, causing a short seal life. If yours leaks right away, your dealer should shape them for you. Charlie used 15cc less (175) of H-515 OHA hydraulic fluid from the Bray Oil Co., 42 pounds air pressure.

As some testing we changed to 46 pounds pressure, which worked much better — because most of us are a bit heavier and slower than Faita. So near. No springs to change. It is a bit tricky to say the least, getting the pressures just right, though. The volume of the shock is so small that the pressure rushes out immediately. It took us about eight tries per shock to get it right, using a good German gauge and an air compressor. Don't ever go to the races without a super air pump or a charged air tank if you plan on adjusting them. Be careful not to exceed much more than 50 pounds or you could blow them right away. Still, it's absolutely the finest rear suspension known to man. The preceding is not necessarily the unanimous opinion of DI RT BIKE.
by American riders about improper grips and air filters are unimportant when you consider that the rest of the package is perfect. Paper filters work very well over there in the wet stuff. They soak up the moisture rather than pass it. Who cares about changing grips? All those people who buy Petries, Ourys, American Pros, etc., etc. do. The stock ones are hard and slippery.

Footpegs are all you could ask for — good grip, spring folding.

Once again, no zerk fittings are provided for the swingarm. You must remove one bolt, fill the hollow pivot shaft with oil, and reinstall the bolt before each riding session. Not so bad really, when you figure that it insures that the bolts are tight every time you ride.

Clutch is all steel and you'll never have any problems with it. We've heard that desert people replace the springs.

Hubs and front backing plate are magnesium with pressed-in steel drums. Sprocket is steel with lots of material milled away. Maybe not quite as light as alloy, but like the rest of the bike, it's designed to last. Rear torque arm and chain guide, with the exception of the plastic roller, are steel but are not overdone. Just what's necessary.

Several other manufacturers use

NUTS AND BOLTS

The bar, peg and seat relationship is excellent. Very comfortable while standing or seated.

According to our extremely accurate rear section sensitometers, the seat on our meticulously engineered, masterful meeting of mechanisms and technological advancements, working together with the rider to give a feeling of wholeness and of one, was too soft. They forgot to put in the padding. Most (90 percent) of the other new scoots of that brand that we checked had at least 54 percent, but not more than 66 percent, more firmness. All that to say the seat isn't really right.

Bars have those same fine bends that we've all come to know and love. All? Most everyone will be happy with them.

It is our opinion that the manufacturer feels that sniveling complaints

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You'll zoom away within seconds after you get a flat — if you have new instant Seal 'N Air. The can contains a safe sealant under pressure. No tools or pump needed. Proven harmless to tubes and tires...more than 2,000,000 cans sold. Available at your retailer or write...Three Bond of America, Inc. 10100 Santa Monica Boulevard

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A feeling of unity that cannot be compared.

It works better in deep sand than anything!

CZ chain on their factory mounts because it holds up so well. It’s good stuff. Like the rest of the bike.

In practice at Hangtown, George laid it down in the mud and cracked the super-lightweight plastic front fender. Air box is still steel. Splash shield is fiberglass and some of the steel rear tailpieces are still coming across.

GRUNTS . . .

No lever covers. A common fault of most Europeans bikes. Details.

Steel rear tailpieces and air boxes. They’ll last forever, but they’re a little porky. Fiberglass seat base and splash shield are very light and will last quite a while, but what about that neat Tupperware/Petty-type plastic? Oh, so close to perfection.

. . . AND GROANS

Without a doubt, the best handling, best powered Open class bike we’ve tested this year!! “No way”—Gunnar. It does everything right. But it’s too heavy. CZs have an incredible reliability reputation. Except the point ignition that needs resetting all the time. Come on CZ, give us a CDI unit soon. But, if you should ever have to, you’ll find that it is a joy to work on. Whether it’s routine maintenance or replacing a crank seal. It’s all right there. Simple and very sturdy. George put 68 races on his 400, most of them dual 40-minute numbers, some one-hour GPs, and lots of practice. Finally he bored it to first over, and it cleaned up perfectly. There is no metal known to man harder than that used in the CZ’s cylinder liner. Bottom end was nice and tight. Never a gearbox or clutch problem. Very true. Only changed points, condensers, and crank and clutch seals. Quite a unit.

What more could anyone want? A Husky — Chet. A Monocross — Don. A Husky or maybe a Maico — Gunnar. A prank XL350 or maybe a Monocross — Len. Handling, power, beauty, it’s all there and more. And, it’ll last.