HOMEGROWN: Readers’ Radical Racers

You’ve got to use tie-downs just to keep this beauty from floating away

Remember last January when we said in “Dirt” that we were going to start a new feature called “Bike of the Month or Something Like That”? Well, tada! Here is the first entry: a super-tee-rick 250 CZ owned by Roger Bonnet of Basking Ridge, New Jersey, and built by Sanders Cycle. Here’s what Roger says about his bike.

***

“Our local CZ dealer, Sanders Cycle, has been building its riders trick CZs for a long time, but now anyone can own one. The engine is the same one they’ve been using for two years. It’s quick revving with lots of torque. They accomplished this by using an Ivan Baysen vented reed with 16 petals, eight for high rpm and eight “torque petals.” This reed, combined with their own porting, piston cutting, pipe, modified Bing carb and Moto-plat internal flywheel ignition gives it all the poop.

Weight was saved by using a thin wall chrome moly tubing copy of the old grand prix frames. This year the bikes will use a chrome moly Monoshock frame.

The front forks are Betor with modified internal damping. You get your choice of fork springs and shocks. I chose Arnacos and mounted them upside down.

Barns hubs, Kennedy discs, Hurst Airheart calipers, braided steel lines and foamed Akront rims make up the wheels. Next year

Try this with your stock CZ. Roger’s bike weighs 167 pounds.
they'll use DID. It's got a 300x21 two-ply on the front and a 4.50 Trelleborg on the back.

The axles are chrome moly tubing and the shift lever, clutch lever and brake lever are plastic. The bars are chrome moly with surgical rubber grips and the brake pedal is titanium.

The fenders, air box and gas tank are all plastic.

All bolts, except the stressed ones, are aluminum with nylock nuts. The steering head tube is chrome moly with Timkin tapered roller bearings and aluminum crown nut. The chain guide and all mounting brackets are aluminum.

Believe it or not, the bike weighs 167 pounds dry!

I've been tricking out my own bikes for years, but this is the best handling and fastest 250 I've ever been on. The best part is that I bought it off the floor and didn't have to buy anything extra. It even came with my numbers on it. The whole thing only cost me $1800, a lot less than if I tried to build it myself. Ain't that tough, you YZ owners! Next year I'm buying a CZ 400 Monoshock for $1900."

* * *

Keep those trick bikes coming in, people. Your entry may be next to appear on our vaunted pages. Next month: the most outlandish Yamaha DT-1 MX in captivity.

"Lord, will you look at that? The only thing that hasn't been re-worked is the centerstand.

MAY 1974