Scoots

CHAY-ZEDS
It's not your Falta

By Jody Weisel
Although noticeable only to CZ freaks, the center-port engine is the most striking modification to the South Bay CZ.

The rear suspension is angled less radically than the other two modifications and comes as part of the center-port frame alteration.

□ It seems hard for the young motocrossers of today to realize that only a few years ago most of America’s great motocrossers were racing and winning on CZs. Tony DiStefano almost captured the 1974 Open class championship for CZ. Brad Lackey, Steve Stackable, Steve Wise, John DeScoto, Jimmy Weinert and Kent Howerton all spent some time on the Czechoslovakian marque. In the world of racing motorcycles CZ was the leader in building lightweight, competitive two-strokes. Both Joel Robert and Roger DeCoster were on the CZ team. But things move slowly in Czecho, and as the flashy Japanese and northern European bikes started to improve, the CZ remained the same. Modifications over the past six years have amounted to little more than an additional gear, atrociously poor air shocks and alloy rims.

Things move slowly in a country where imported material is hard to come by and internal material is hard to make. The CZ is made entirely in Czecho with almost 100-percent Czechoslovakian parts. The Czech team members race the bikes and win on the GP circuit with them. It is hard to tell the bureaucrats that what the CZ team wins GPs with can’t win a local race in America. But it is true. The American public demands silk-upholstered, plush-action, high-powered, six-cylinder, cantilevered MX space rockets or a reasonable facsimile. They will not accept a tractor anymore.

Yet the virtues that CZ has are many, but possibly outweighed by the faults. The enlightening part of the whole situation is that there are so many potential CZ customers in America that a restructured effort could make it one of the largest-selling European makes. CZ has thousands of hard-core fans, who deserted the Chay-Zeds only because they couldn’t do business on them against the new models of their opposition. To this end we sought out some of CZ’s few remaining loyal specialists to show us a couple of state-of-the-art modifications. They are viable alternatives to Swedish steel or Japanese computers, because they have one-off care and thought built into them. Ceske-Zavodny could incorporate these same design ideas into their next production run in a month, but it would take five years of communist dogmatizing and arguing before it would be initiated.

**CZ MOTORS CANADA RV250/400**

As the American importer has withered, the Canadian arm of CZ has picked up the pace in an effort to stay on top of the market, and it has worked. CZ Canada is doing the
Perhaps it should say “Made in Canada” on it instead of “Made in Czechoslovakia.” The RV250 is a strikingly interesting combination of curves.

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best business of any Western importer. But the reason is simple: Every CZ sent to Canada is rebuilt.

The engines are ported, reed-valved and fitted with a Canadian-made up-pipe. The new pipe gives 500 more rpm at the top and the addition of a Mikuni to replace the Jikov can add to that. The rear frame sub-section is cut and laid-down S&W shocks are mounted. The gas shocks provide 7 1/2 inches of travel. The front forks are altered to air and give 7 1/2 inches also.

A specialty British alloy tank is mounted along with Preston Petty fenders and Malcolm Smith handgrips. A special chain tensioner comes with the RV250 or RV400. The RV stands for Reed Valve, if you’re wondering. Both bikes run strong. Our initial impression was that it sounded like no CZ we had ever heard. Canadian hot-shot Zoli Berenij brought his bike down from Edmonton, Alberta, and did quite well at local SoCal races. The bikes are unfortunately available only in Canada. Retail price on the RV250 is $1650, with the RV400 going for $1725. Maybe a little moto-trek up to the land of the Royal Mounted Chay-Zeds is in order. For more information, write to CZ Motors Canada Ltd., 7600 Route Transcanadienne, St. Laurent, Quebec H4T 1A5; (514) 336-3131.

**GRAND PRIX SPECIALTIES GPS 250/400**

Grand Prix Specialties is a small Southern California shop dedicated to quality workmanship and CZs. Grand Prix will take any old battered Sleaze-Z and turn it into a sano GPS racer. They also build and sell complete machines off of their showroom floor. Grand Prix ports the engine and adds a special manifold with a 36mm or 38mm Mikuni. Carb size depends on personal preference and riding skill. The exhaust pipe is a special up-and-over job that even without the porting unleashes a lot of pent-up ponies.

The stock CZ forks are taken off and set in a corner while Marzocchi or Ceriani leading axle forks are modified to fit. The rear suspension is a complete reworking of the frame. Almost any type of shock can be slipped under the cut-up, jackd-up and laid-down rear end. Rear wheel travel is in excess of eight inches. Combined with the 9 1/2-inch Italian leading axle forks, you couldn’t ask for a better handling CZ. Preston Petty fenders go front and rear, and a seat kit is added.
The RV400 and 250 share the same components except that the 250 has a 2mm smaller carb and slightly smaller rear tire.

The reed block is massive. This bike is fed by a Mikuni, but they come stock with a special Jikov, known as a Jikuni.

The special pipe comes up, over, around and down similar to the American-made Protopipes.

along with special handmade aluminum side panels.

The GPS 250/400 is the best-handling CZ available on the market today. It can be bought intact or as an individual do-it-yourself project piece by piece. The complete 250 sells for $1295, while the GPS 400 goes for $1395. Porting costs $70, up-pipe runs $80, the frame modification costs $75, the side panels are $24 and the carb manifold only costs $11. All in all it can put you back in the saddle again. For info contact Grand Prix Specialties, 11476 Oxnard, North Hollywood, California; (213) 985-1272.

SOUTH BAY CENTER-PORT CZ

Any CZ from 1970 to 1975 can be turned into as close to a works bike as is possible in this country. Joe Kubicek of South Bay Motorcycles has developed a method of turning the side-exhaust CZ cylinder into a works engine center-port exhaust.
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model. This modification alone is worth several horsepower. South Bay always has several completely reworked center-ports sitting on the showroom floor. The complete frame has to be modified to accept the new exhaust port, so while they have it under the torch the rear end is completely rebuilt and fitted with laid-down gas Girling shocks. Air forks are added to the front, in conjunction with a soft spring. The engine modifications include center-porting, and whatever additional porting the rider feels necessary from mild to wild. A 34mm Mikuni and manifold replace the Jikov and a new pipe is fitted. Up-pipes are available, but downpipes are cheaper and easy to build. We did crush the cones on ours.

The South Bay CZ has Preston Petty fenders, a polished gas tank, spiffy blue paint and chain tensioner added before it leaves the shop. South Bay and GPS both sell the parts separately to satisfy the rider who has an old CZ sitting in the garage that he would like to ride. The mellow power and good handling, once improved with long-travel suspenders, bring back some joy from the grand old days. The center-port engine modification costs $110, the frame modification to accept the engine is a must at $115, and the center-port pipe runs an additional $59. The complete Mikuni carb kit runs $69. For more info contact South Bay Motorcycles, 2001 Artesia Blvd., Redondo Beach, California 90278; (213) 772-1647.

The rear frame modification, chain guide and tensioner and Fox shocks are evident in this naked view.
The GPS racer represents either a complete package racer or a bolt-on modification to your old war-horse.

Reeds are not used on the GPS 250, and the pipe goes up and over the left side of the engine.