

Ken Sanders has taken a good bike — the CZ 250 motocross — and made it much better

ONE MAN'S CZ



■ The CZ 250 Motocross has a justly deserved reputation as a superb one-purpose machine. CZ engineers don't make style changes year in and year out. They don't even come up with "improvements" that often. At CZ, they call them "refinements," and they've been refining the same basic motorcycle since they first introduced the 980 model back in 1968.

Why bother, goes the reasoning. For almost six years now, the CZ 250 has been putting together an impressive series of motocross victories by both team riders and private competitors alike. It is a bike without frills, a bike for the rider who wants to win. It is designed "to go faster and easier over rough terrain than any other bike," in the words of CZ's advertisements, and it's hard to argue with them.

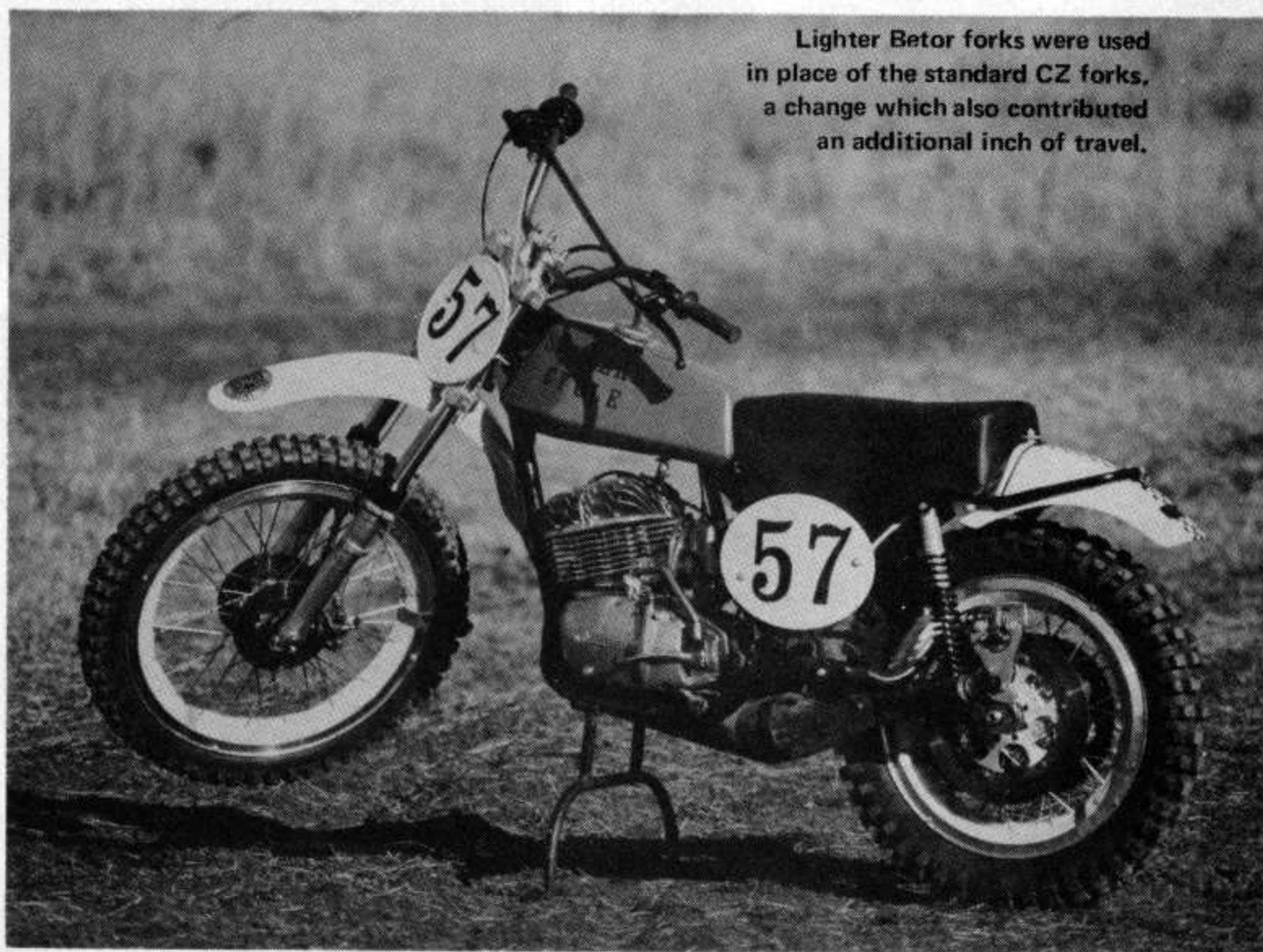
So why would anyone want to mess around with a race-proven dirt bike like this?

Sanders, however, with a lot of testing and experimenting, has brought the figure for the trick CZ down to a fantastic 174 pounds.

The stock frame, a single tube cradle which connects the steering head to a double loop behind the engine, was copied exactly, including the CZ work-swing arm, using lightweight chrome moly thin wall tubing. Lighter Betor forks were used in place of CZ's standard forks, a change which also contributed an additional inch of travel to the six-and-a-half inches claimed for the standard bike. Fork springs and dampeners were modified to improve fork performance even more. To further save weight without sacrificing any strength, chrome-moly steeringhead stems with tapered roller bearings were used.

In the rear, the rebuildable CZ shocks were replaced with Arnaco units

Lighter Betor forks were used in place of the standard CZ forks, a change which also contributed an additional inch of travel.



Well, Sanders Cycle in Somersville, N.J. has been building trick bikes for years for their own riders. And owner Ken Sanders decided it might be profitable to build the same for sale off the floor. He had some time on his hands and the inclination to build a lighter, better handling and faster racer. And . . . anyway, you get the idea.

If there is any sort of standard knock at the CZ it is that the manufacturers have not kept up with contemporary improvements in the weight category. Fully loaded with gas, the standard 250 weighs in at 250 pounds, almost 25 more than some of the competition.

which can be tuned precisely to the bike, rider and track.

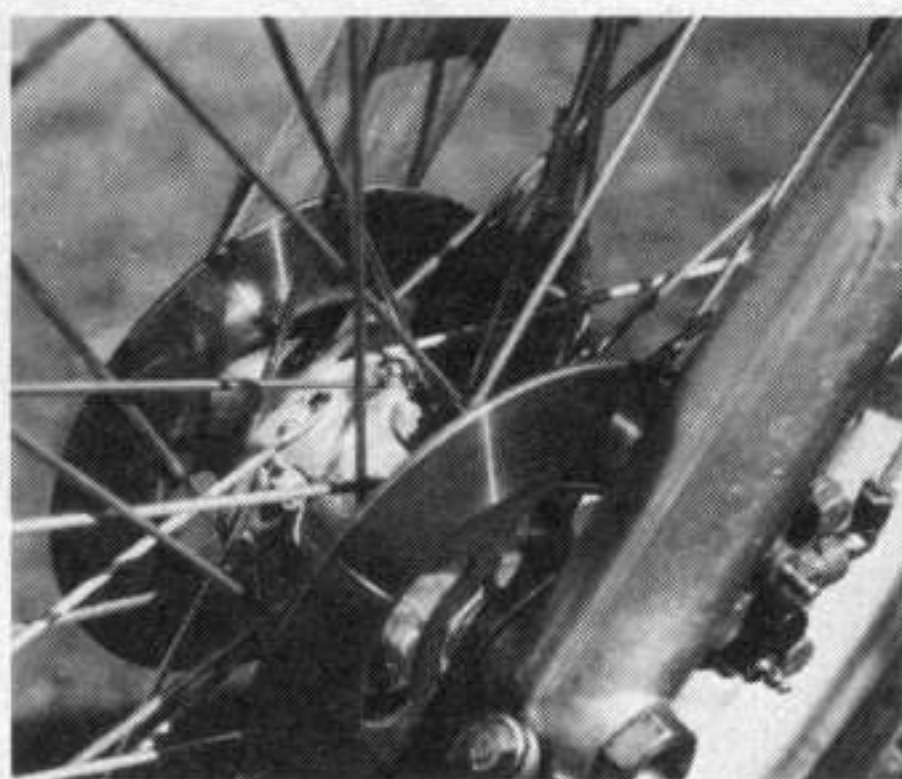
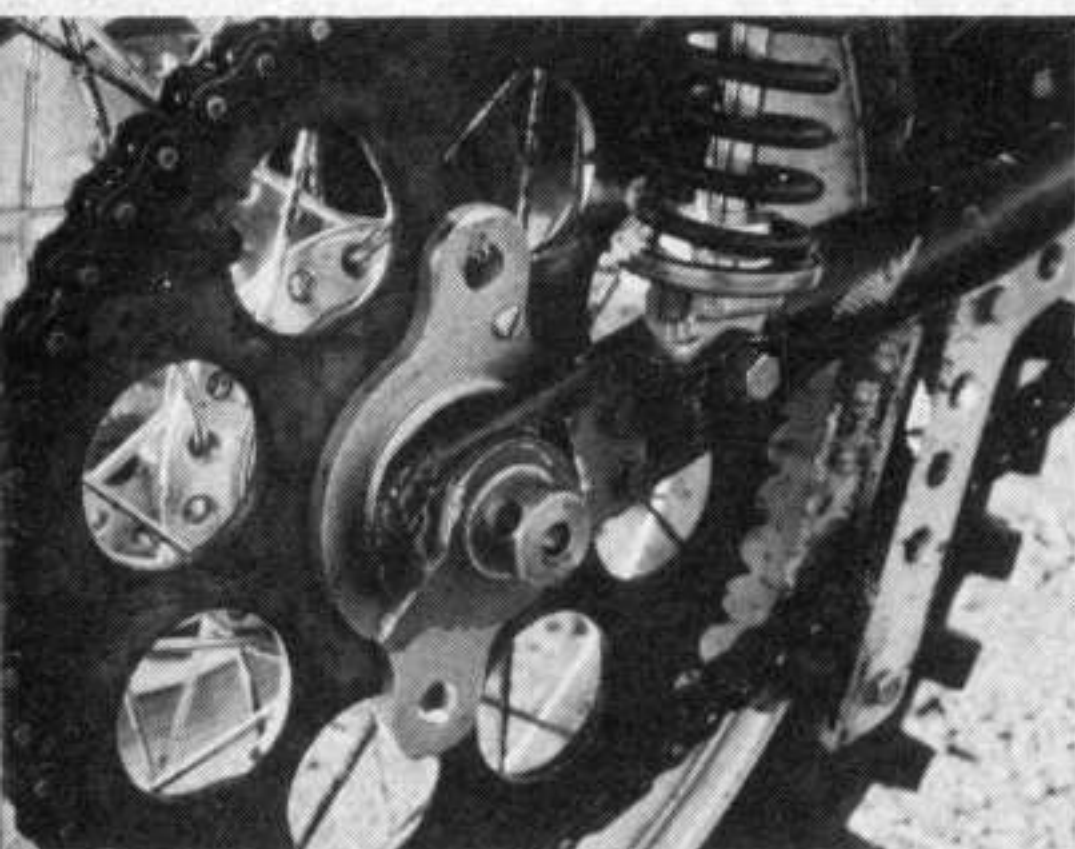
The wheels used were built with Akront rims laced with 40 stainless steel spokes to quick-change Barnes spool hubs. All wheel spacers used are aluminum, while the axles were fabricated from chrome-moly tubing. A 300 x 21 Trellaborg two-ply tire was used on the front because of its lightweight and tracking ability. In the rear, Sanders put a 450 x 18 Trellaborg; the larger size provides necessary traction but leaves breaking loose merely a matter of snapping on the throttle.

Hurst air-heart disc brakes provide

ONE MAN'S CZ

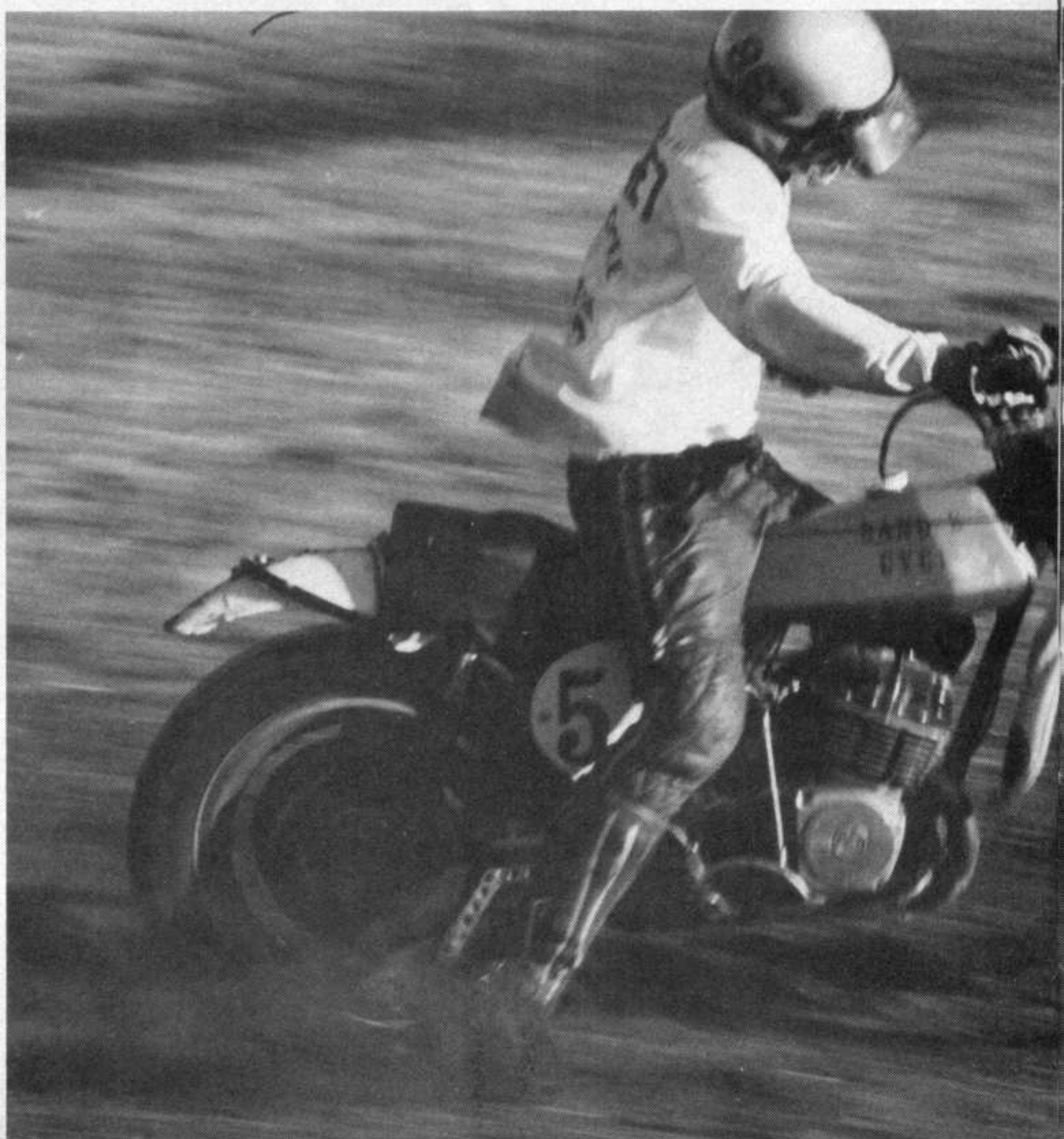
the stopping abilities, double six-inch hydraulic units up front and a single 12-inch disc in the rear. The discs provide less unsprung weight and therefore better handling than a stock CZ, and have the added benefit of being oblivious to mud and water. And the quick-change rear hub makes changing the alloy sprocket possible without pulling the wheel.

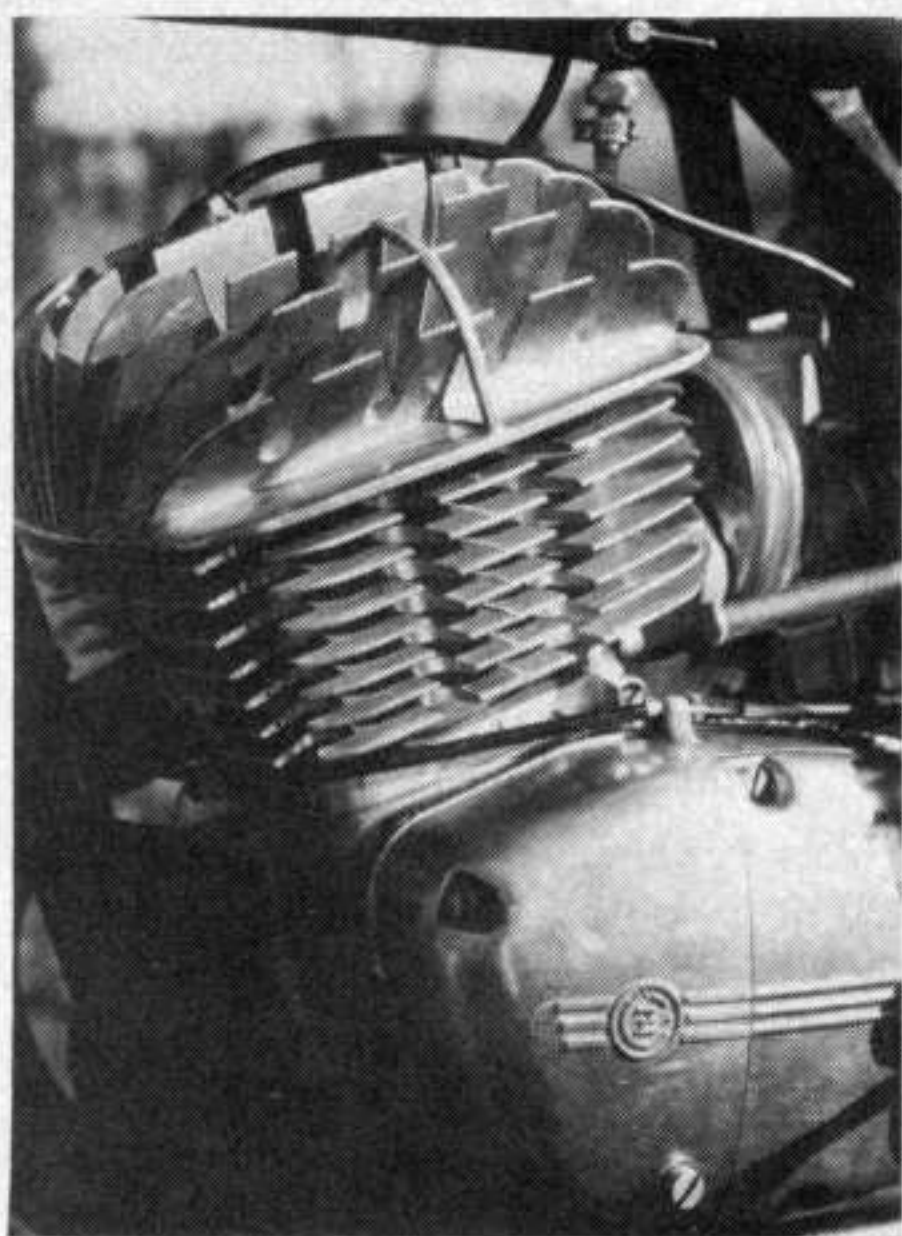
The gas tank is a fiberglass replica of the CZ Grand Prix, although much smaller and lighter than the original. The air box and front and rear fenders are also copies of the basic design, but they are made of plastic rather than



The wheels are Akront rims laced with 40 stainless steel spokes to quick-change Barnes spool hubs.

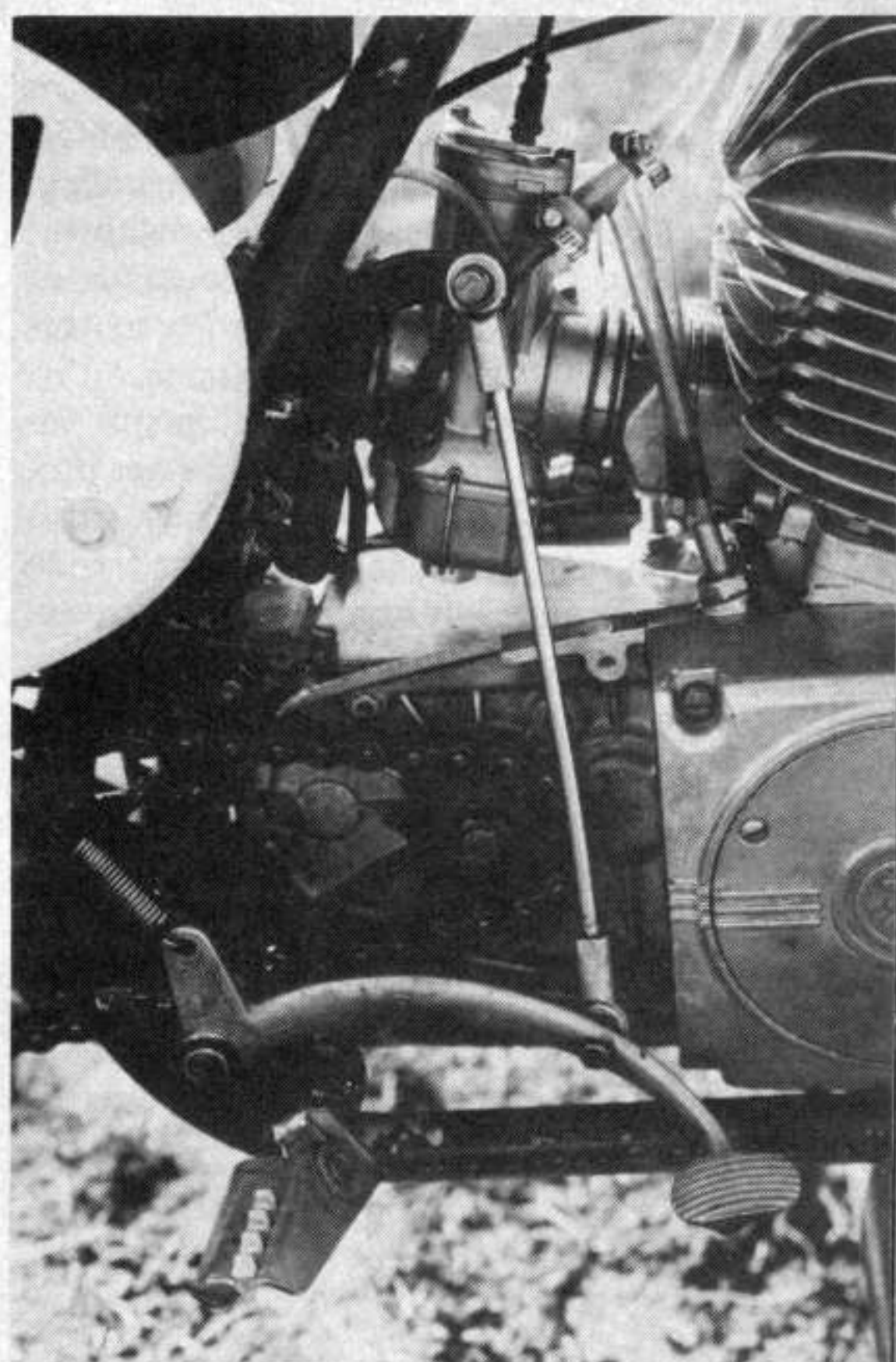
Fully loaded with gas a stock CZ weighs in at about 250 lbs. The ultra-quick Ken Sanders model does everything better at a weight of about 175 lbs.





To save just a little more weight the sunburst style head was shaved a bit here and there.

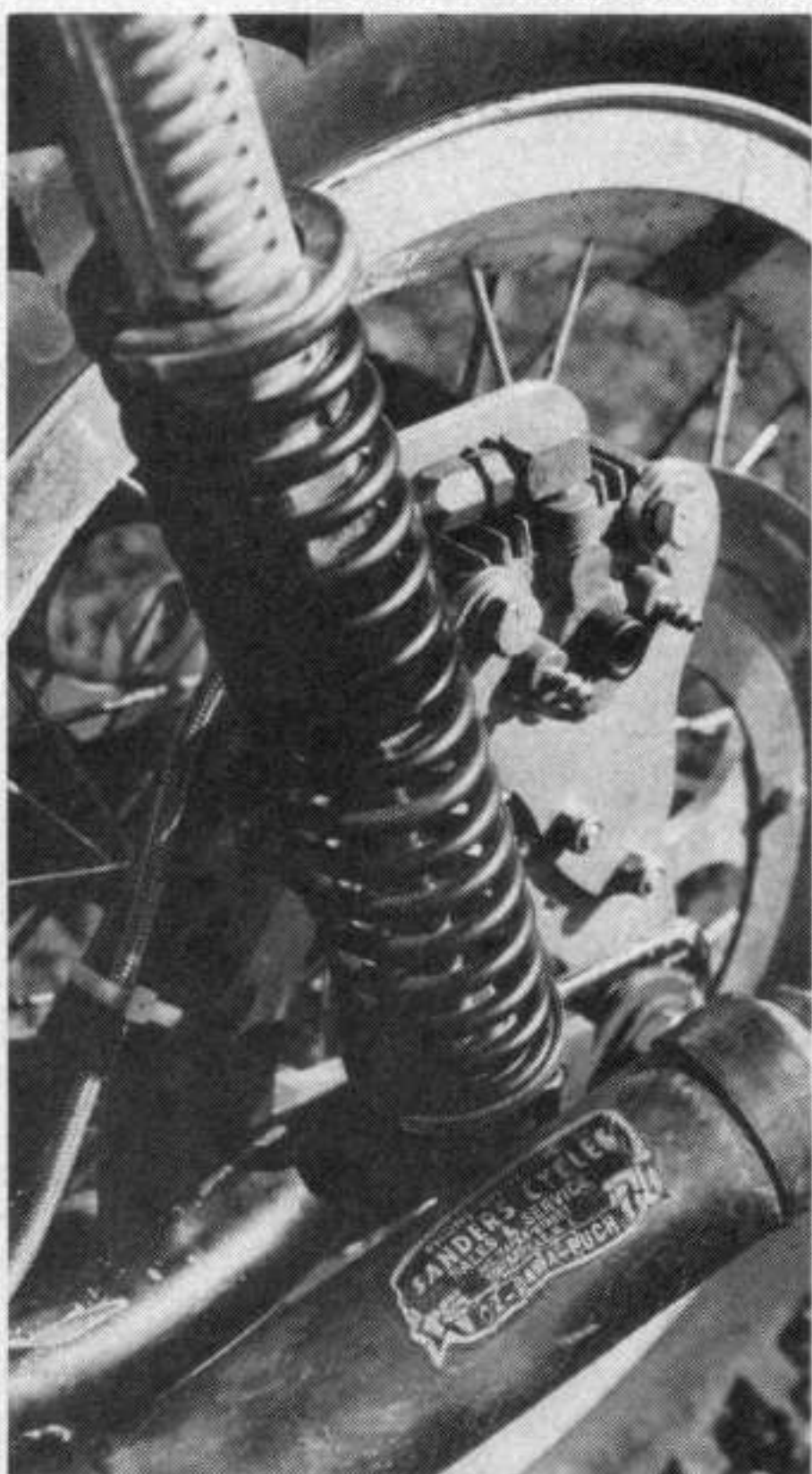
Handlebars are chrome-moly and fitted plastic clutch compression release and front brake levers. Surgical rubber grips were added for comfort.



Considerable reworking of the stock engine includes reed induction and a quick-rev ignition.



Hurst-Airhart disc brakes provide the stopping power with double six-inch hydraulics up front and a single 12-incher at the rear.



fiberglass. Handlebars are also chrome-moly and fitted with plastic, clutch, compression-release and front brake levers. Surgical rubber grips are added for comfort, and many of the parts are held together by titanium nuts and bolts.

There has been considerable reworking of the CZ engine, both to save weight and to make it even quicker than the original. Reed induction and quick-rev ignition have been added. A broad power band utilizes a special vented reed with 16 petals — eight for torque and eight for RPM. This setup, combined with CZ's rounded (almost oval) sectioned transfer ports, CZ's pipe and a modified Bing carburetor, provides extremely quick revving and gobs of torque. To save weight, even the sunburst head was changed.

What does all of this cost you? A staggering \$1900 or so, nearly \$700 more than a stock CZ. What it comes down to is this: the basic 250 Motocross is an out-of-the-crate winner a good portion of the time. The Ken Sanders CZ, if the rider can handle it, is almost a sure thing. It is a machine for the super sensitive rider who wants everything to his advantage.