

Nice one, CZ

"THE NICEST MACHINE CZ HAVE EVER MARKETING IN THIS COUNTRY, AND POSSIBLY ONE OF THE BEST TRAIL BIKES EVER..."

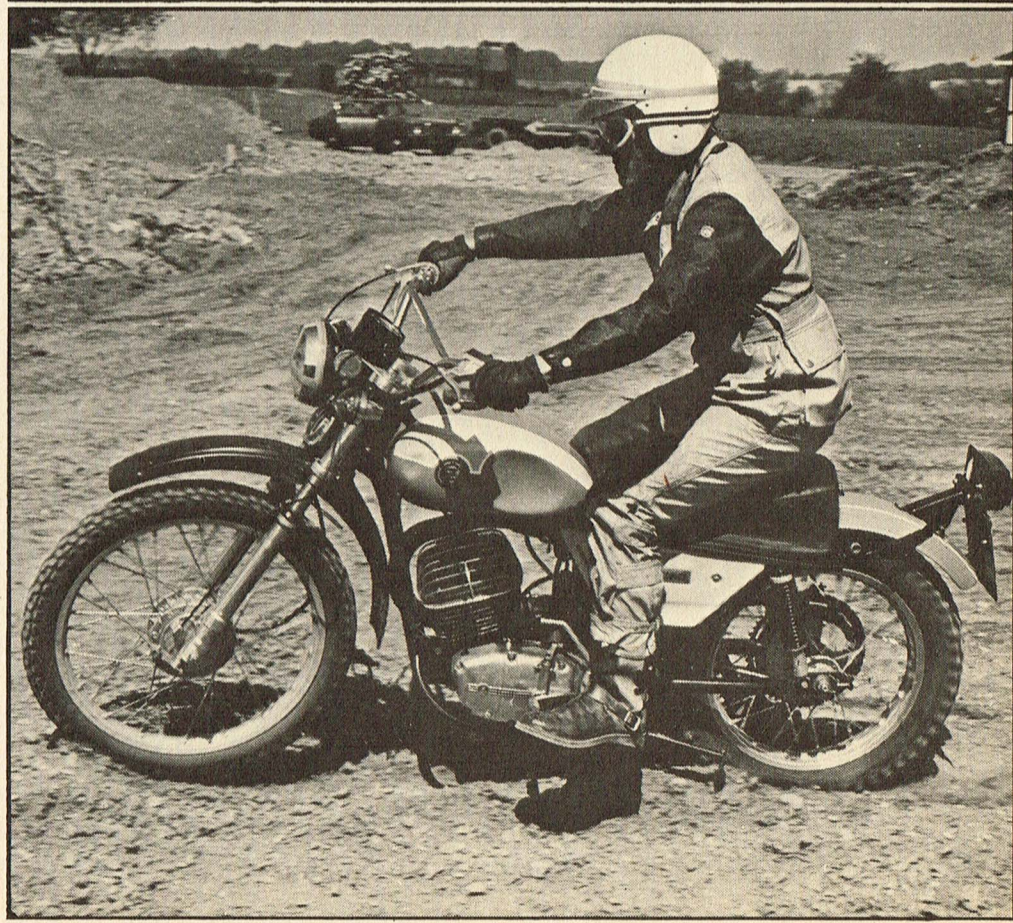
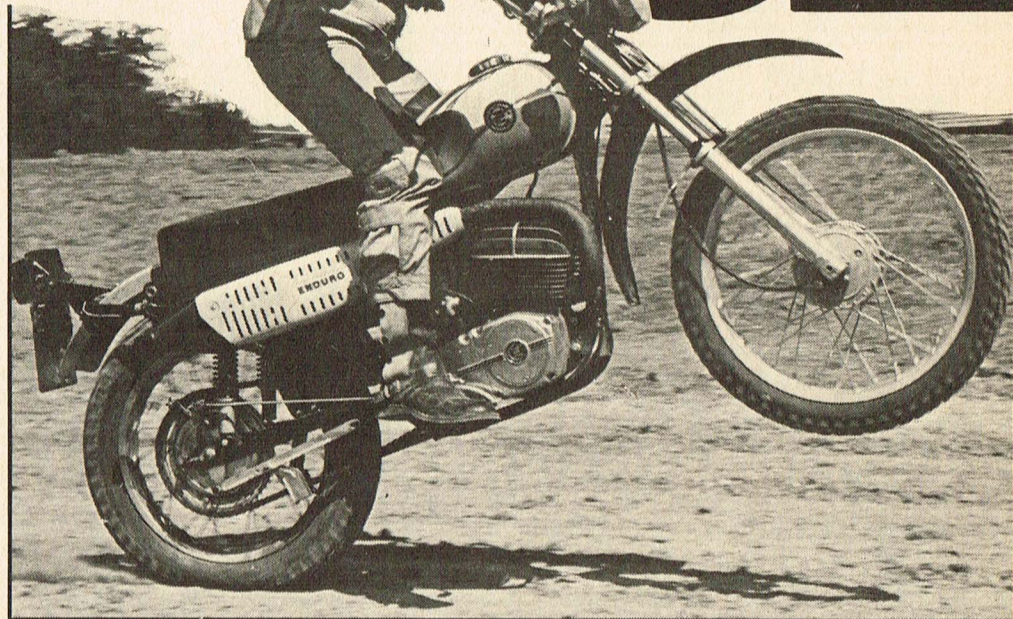
There are two ways to build an enduro or trail bike. Either you start with a road bike and try and build in a toughness and agility which will allow it to pull itself up impossible slopes and through hub deep mud, or convert an existing off-road racer which will be superb if you have the ability and the skill to use the power and handling available.

Invariably trail bikes are converted roadsters but, at long last, a machine has come along which is a thinly disguised scrambler with mild enough manners for the non-expert to ride, it's the CZ250 Enduro.

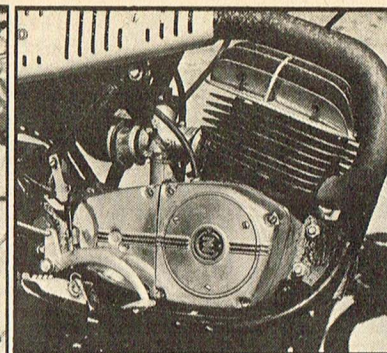
From the outset I will say that this newcomer to the trail bike ranks is the nicest machine CZ have ever marketed in this country and possibly one of the best trail bikes ever, and that makes no allowance for all the bike's failings.

Frame and engine are moto-cross all the way. Take the lights off and change the exhaust system and the bike would be almost indistinguishable from the works scramblers which riders like Dave Bickers were using last year. To a great extent power is cut by the massive expansion chamber cum silencer which occupies most of the off-side of the bike. A smaller bore carburettor aids low speed running but at the expense of strangling the engine at higher revs.

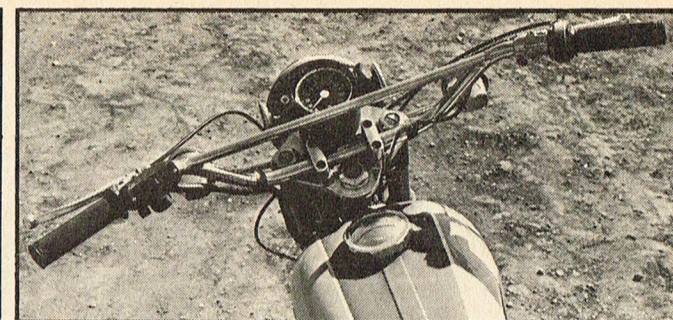
The lower degree of engine tune makes the bike exceptionally easy to start and even with the high first gear it is possible to tackle reasonably steep slopes with the clutch fully home and the engine ticking over on a whiff



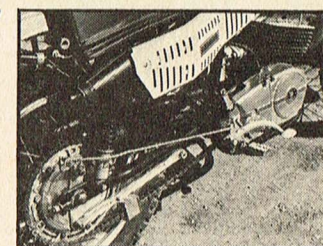
The block tread Barum S23 tyre performs well on and off the road.



The CZ Enduro engine may not look very special but it is one of the toughest in the business. Claimed output is a rather conservative 20bhp at 4,800rpm.



The handlebar layout is ruined by the clumsy combination switch. A serious off road rider would do well to remove and hide it somewhere under the seat where the water can't get at it.



The exhaust system does tend to strangle the engine, but it keeps noise down to a reasonable level. Although the silencer is bulky it has been carefully contoured round the frame and rear suspension units.

of gas. Crack the throttle hard and the CZ really starts to come into it's own.

It's true that the power doesn't come in as quickly as on the racer but then, unlike the racer, you don't want to spend too much time with the front wheel in the air. If you are brutal with the throttle the front wheel will come up in first gear but that is the only time the handling requires any degree of skill. In every other gear power delivery is so smooth and progressive that the machine tracks smooth and progressive.

The gearbox is typically CZ scrambler, which is another way of saying it's rather agricultural but, for all that, as strong as the Forth Bridge. Using the clutch to change gear did lead to the occasional missed cog, mostly on the third to second change, but if you ignore the clutch lever every gear change is close to perfect. The clutch was originally designed to handle considerably more power than the Enduro turns out, and its massive reserve of strength means that even after brutal slipping there wasn't the slightest sign of any loss of adjustment.

FRAME DESIGN

Although the frame design looks crude it is in fact a reasonable replica of the scrambler frame. Front forks seem to have about the same amount of movement as those used on the scrambler but the rear suspension lacks the damping of the race bike. Push the bike hard over cross ruts and the rear end gets out of phase after a short period of time. Slightly more damping, or in my case slightly lighter springs, would probably make all the difference.

The seat, which appears to be copied from the scrambler, is superb. Its padding is very thick,

and even after an incident when I landed front wheel first and used up all the front fork movement the padding absorbed the jolt which would otherwise have ruined me for life.

The CZ Enduro uses Barum S23 tyres front and back. Although they have the rounded profile of scrambles tyres they are ACU approved for trials use. Some years ago I had the same tyres fitted to a trials Tiger Cub and at the time I thought they were the best on and off road tyres available. A few years and a lot of miles later, and I see no reason to change my mind. They give good grip on the road and on the loose they bite well. Although the tread blocks are close together they self clean exceptionally well.

FRONT HUB

Wheel hubs are not the same as those used on the scrambler, or at least the front one isn't but the rear looks similar. On the test bike the spokes seemed to be on

the loose side right from the beginning, but adjustment never appeared to get any worse, even though I was running with very low tyre pressures because of the sun baked ground.

So much for the nice bits — now for the moans. The motor is tremendous, once you've thrown the PAL spark plug away. PAL plugs may be okay in concrete mixers but they have no place in a motorcycle. At the top end of the engine rev band it appeared to be getting too hot, but, as soon as I tried to plonk the

engine, it oiled up. A change to a competition grade NGK worked wonders. The same plug fired a gassed up motor and stood up to the temperature of flat out running without the slightest bother.

While it is not easy to fault either the engine or the cycle parts, it is all too easy to get annoyed about some of the ancillaries. Within the first few miles the indicators started to come undone, although the stems pass through rubber bushes which should absorb minor knocks, the first time the bike is dropped at any speed the indicators are going to break off.

POOR SWITCHES

The light and indicator switches aren't as bad as some I've seen, but it doesn't alter the fact that they are poor. The handlebar mounted switches look robust but they wouldn't keep a heavy dew out, let alone stay waterproof after a stream crossing. The main ignition switch looks reasonably robust, but experience in the past with Aprilia switches suggests it will have a short life.

The CZ is a nice compromise and the people who are going to buy it aren't going to be at all worried about some of the detail faults. I would say, with a little work on the expansion chamber to raise the noise level and let the engine breathe and a carburettor with a 2mm bigger bore, that the CZ Enduro would be the ideal machine to tackle the Welsh two-day or the ISCA 150 timed trials. Undoubtedly, though, a lot of Enduros are never going to be used in anger and if you are in the market for a quick, reliable and stable handling off road bike which is comfortable on the road as well, then the CZ, selling at £525 including VAT, is a very good buy indeed.

SPECIFICATIONS

BORE	70 mm
STROKE	64 mm
CAPACITY	246.2 cc
POWER OUTPUT (makers quoted figure)	20 H.P. at 4,800
FUEL TANK	2.6 gallons
WHEELBASE	56 inches
GROUND CLEARANCE	7½ inches
DRY WEIGHT	251 lbs
SUSPENSION MOVEMENT:	
front	6.7 inches
rear	3.4 inches
MAXIMUM SPEED	75 mph
TYRES: front	3.00 x 21 BARUM S23
rear	4.00 x 18 BARUM S23
ELECTRICS	Flywheel magneto with 6V 60W generator

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