

# TORQUE

The magazine of the  
JAWA CZ Owners Club

Issue 9/2016



The front of a brochure for the first version of the Rotax engined 500R.



Specification 500R	
Engine type	504
No. of Cylinders	1
Bore/Stroke (mm)	89/ 79.4
Swept Volume (cc)	494
Max Horsepower	34
Compression Ratio	9:2
Lubrication System	Dry Sump
Overall Gear Ratios	Vary according to gearbox sprocket – Solo or Combination
Gearbox Speeds	5
Electrical System	12v 190w
Brakes Front	
Dia/Width (mm)	160 x 35 TL
Rear	
Dia/Width (mm)	160 x 35
Fuel Tank Capacity	15 Litre
Tyres Front	3.25 x 18
Rear	4.00 x 18
Overall Length	2140 mm (84¼ ins)
Overall Width	750 mm (29½ ins)
Overall Height	1070 mm (42 ins)
Net Weight	170 kg (374 lbs)
Max Loading	180 kg (396 lbs)
Comprehensive tool kit and tyre inflator included. Specification subject to change without prior notice. Colours and models subject to availability.	

Left:- The specification table from the back of the leaflet on the front cover.

Below:- The CZ 125cc model 488.4 special built by the club's web master, Bobb Negus. Bobb's story of the build is inside this issue.



Below:- In August this year Ian Bridges, John Blackburn and other Sheffield / Doncaster club members put on a display of bikes at The Moor shopping precinct in Sheffield city center, as part of the annual Classics On The Moor, classic vehicle event.



Below:- A new product that may come in useful in the forthcoming cold and wet winter weather.



Welcome to issue 9. For a start I have a request – would the person who left a for-sale advert for a yellow N reg. CZ175cc for me on the stand at the recent Stafford Bike Show, please get in touch and tell me your name and contact details.

A club member asked me, via Mrs. Editor and Face Book (whatever that is) about ordering, and paying for, parts from Slovak supplier Motoren. Not quite as simple as you might think, so I wrote him an explanation and thought it might do to fill this space up which, you may have noticed, is sometimes a bit of a challenge.

I have used [www.motoren.sk/](http://www.motoren.sk/) several times, in fact they are always the first supplier where I look for any parts I need. I have always been very satisfied with the quality of their parts and service. I find that no one supplier ever has everything that I want and so I also regularly use a couple of others. One of those is [www.fichtlkramek.cz/pokec2/](http://www.fichtlkramek.cz/pokec2/) Both of these are particularly good for Moped parts but both of them require payment by transfer into their bank accounts.

After you have placed an order they will check that it is all in stock and send you an email confirming what you have ordered and the total price in Euros including a "packing charge" and postage to the UK. That email will have their bank details and you have

to pay, in Euros, into their account. You don't need to give them your own bank details.

You will have to arrange for your bank to transfer the funds. I do all my banking on line, but the first transfer I did, I couldn't do on line at that time, but had to phone my bank and do it that way. My bank made a charge, I think it was £25.

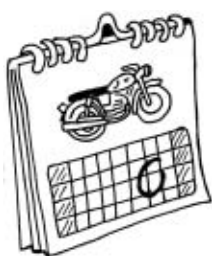
My bank will now let customers do transfers abroad on line but there is still a charge of £15. It may be that other banks don't charge. Because it is a fixed charge, it pays to wait till you have a large order.

I now use a sort of on line money exchange - XE Money Transfers – and can transfer money in Euros for no charge although you probably don't get quite as good a rate of exchange. Also it is a bit of a fag to set up the account initially. There are a number of other financial institutions who also offer the same service, check costs and charges carefully before committing to any one particular provider. Probably easier to stick with your own bank unless you are going to be buying from abroad regularly.

Thank you to all who sent items for Torque, I have some material left over that didn't make this issue but I always need more, so please keep the articles and pictures coming.

**John Woods** Editor.

### 2017 Events



- ❖ **Scottish Motorcycle Show** - 11-12 March 2017 - Royal Highland Centre, Ingliston, Edinburgh, EH28 8NB. Organiser George Beer, contact info page 17.
- ❖ **Classic Motorcycle Show** - 22-23 April 2017 - Stafford County Showground, Stafford, ST18 0BD. Club stand being organised by Garry Derland.
- ❖ **Dutch Jawa-CZ Club International Rally** - 2-5 June 2017 - Tilburg, The Netherlands. Visit:- [www.jawarally2017.nl](http://www.jawarally2017.nl) More details on page 16.
- ❖ **Peak District Camp** - 11-13 August 2017 - The Duke of York, Ashbourne Road, Pomeroy, Nr. Flagg, Buxton, Derbyshire. Ian Bridges is organising, more details inside – page 4.

See more event dates on page 16.



Visit the club's web site at:-

[www.jawaczownersclub.co.uk](http://www.jawaczownersclub.co.uk)

The Jawa CZ Owners Club is affiliated to:-

The National Association for Bikers with a Disability  
The Federation of Sidecar Clubs

## Secretary's Scribbles

TORQUE Issue 8 – we know of at least 3 copies that were damaged in the mail and since then we have heard that another member has had empty damaged envelopes delivered by Royal Mail. This article is to try and establish how big a problem we have.

It has been suggested that we might use heavier envelopes but I suspect it's the way in which the post is handled at some sorting offices. We have been using the same envelopes for around 20 years without a problem. They are the same as those used by Erewash Voluntary Action – the charity that prints our magazine and they have no problems with their bulk mailings, so I question whether changing envelopes will help. If you have received a damaged envelope containing Torque please let me know by email, text or letter if you think it's a problem we need address (no pun).

One consideration is that Issue 8 was stuffed in envelopes and then went into the post within about 2 hours. Normally the magazines once enveloped in the evening sit compressed in a box until I take them to the Post Office the next day. I wonder if that lack of compression caused some to "catch" in the sorting machines but having said that it should not happen.

Please do let us know so we can understand the size of the problem and consider the options if it affects a significant number of members. Given that we mail out around 270 magazines – 3 damaged ones is only 1% and points the finger at Royal Mail machines.

**Pete Edwards** Secretary

## Membership Matters

Just to remind everybody that where we have an email address for you on our membership data base we are sending out renewals by email. **It is very important to make sure we have your correct email address.** If email isn't convenient, for instance if you use a public or a relation's computer to access email services, let me know. Those without email still get renewals in the post.

Whilst everybody gets used to the new system I have been giving a little extra time for people to renew, before removing them from the club database (and hence the Torque mailing list), and phoning some people to give an extra reminder.

I attended the recent Stafford Classic Bike Show as a day visitor on both days. We had quite a bit of interest in the stand and a lot of enquiries for advice and information. As I always do, I took the opportunity to push the advantages of club membership and was able to sign up 10 new members on the spot. Membership is now 410. My contact details are:-

33, Milltown Street, Radcliffe, Manchester, Lancashire, M26 1WD. Tel:- 0161 724 4702

e-mail:- [memship.jawacz@gmail.com](mailto:memship.jawacz@gmail.com)

**Glen Newport** Membership Officer.



## Peak District Camp

**11 - 13 August 2017**

After a couple of years gap the Peak district Camp will be back next year at The Duke of York pub at Pomeroy near Buxton in Derbyshire. It is situated five miles south of Buxton on the A 515.

Food is available for lunch and in the evening in the pub. The price and other details are to be announced later.

So if you want a weekend with good camping, great beer and good company, why don't you come along.

**Ian Bridges**

[i.bridges668@btinternet.com](mailto:i.bridges668@btinternet.com)



## Dear Ed. - Cook's Corner Appreciation

Isabel and I have just finished gobbling several helpings of the flourless pancakes featured in Cook's Corner in the latest issue of Torque.

Decidedly yummy! Please pass on our thanks to Janine for this scrumptious suggestion, which was watched with envy by Ben the Collie.

**Mark & Isabel Noel**

**Isle of Man**

## Dear Ed. - Indicator Variations



I am fitting the "jelly mould" indicators to my Jawa 634. Looking through my spare parts for a set of four, I have noticed that there are two different types of rear bowls. Some have a more pronounced lip than others. Were they for different bikes or did one supersede the other?

**Karl Schulze**

## Club Payments

We are still getting a regular number of payments with the cheque made out incorrectly.

For Membership or Library items pay ---

**JAWA CZ Owners Club**

For Spares pay --- **JAWA CZ O.C. Spares**

## The (drawn out) Lunchtime Project - No 3: CZ 125 - Type 488.4

### **"48T8 - Street-racer-cafe-fighter"**

Around late winter of 2011, I purchased a complete but non-running CZ 488.4 (The sporty-ish looking model) for a rather small sum of money as I needed some front end components and several other bits. On getting back to my out-of-the-way-workshop at work, intrigue dictated, as it does, that I should investigate as to why it wasn't running.

I connected up to a battery, fuel added and ignition on. After a number of attempts at kick starting, nothing. I replaced the spark plug, cap and HT lead, after which, I had a spark but still no go. Fuel was running into the carburettor and there was overspill when tickling, but no fuel apparently reaching the spark plug. I removed the carburettor and found a very generous amount of silicone sealant blocking most of the venturi as well as the inlet port of the cylinder barrel. I thought I'd check the exhaust, and yes, more sealant. Steadily ploughing my way through the rubbery "goo" I removed the down pipe and discovered a wedge of the stuff all around the outlet port and inside the pipe! Not much chance of a good amount of fuel or air leaking into the cylinder in any chemical state whatsoever, or out of it then. In the end I had amassed enough sealant to make a steroid-induced golf ball.

After cleaning the carb, checking the air filter and declaring everything else "sealant-free", I reassembled and refitted per the norm. Ignition was turned on and after several kicks, the engine fired up and with a few adjustments it ran okay. This was good and I was very much pleased, but now "quandary" ensued. I originally bought the bike for the parts I needed and now I had gone and got myself a complete and running machine.

So, another project then...

Since joining the club in 2009, I'd seen some interesting and impressive home-built custom "cafe racer" versions of the CZ 125, 175 and 250 models, as well as a few Jawas. Some I discovered on various websites, Youtube or advertised on eBay and even within the club. I fancied a crack at doing something similar on the lines of a cafe racer meets streetfighter conversion. My *personal stipulation* on this project was that it was to be done cheaply yet look the part!

Around September 2011, not long after the completion of the BitCZa Special (Lunchtime Project - No 1). I began removing and stripping the forks. (*Bob's article and some pictures of that bike were in Torque Issue 6/2011. You do keep all your old issues don't you? Ed.*) I took the stanchions around to my brother who popped them onto a lathe and had the diameter of the stanchions turned from 36mm to 34mm and to a length of 60mm from the top end. This would allow the yokes to drop lower down the stanchions thus lowering the front end by 60mm. Reason being that on this particular model the rear section of the frame angles upwards where the seat and cowl are located. This should give a high rear-end profile. I wanted the bike to have a lowered front end so as to try and emphasise the overall lowered and rakish outline of the completed bike.

I fitted the modified fork assembly back onto the frame, put the front wheel back and was pleased with the result.

There was still plenty of travel in the forks when the front brake was applied. I liked the look of the boxy-shaped fuel tank, but I wanted it to be a bit longer. I didn't want to go the whole way and get the tank cut up, lengthened and welded as it would have cost a lot more than what I paid for the bike! (I was adhering to my *personal stipulation*).

I decided to improvise by making a removable fuel tank extension panel. By using the thin cardboard from a





breakfast cereal box, I began measuring up and making a crude template. I had an old sheet of stainless steel that I reckoned would do the job. As I know next to nothing about sheet metal fabrication I should probably have sent a drawing of the template to a mate and had the piece professionally cut, but I thought I'd have a go.

**It's amazing what you can achieve with some masking tape, a felt tip, a piece of wood, a grinder and a rubber mallet!**

Brandishing a hand-held grinder I commenced cutting through the metal. Shortly after \*successfully cutting out the steel shape of the fuel tank extension panel (I couldn't think of a technically better name for it) and checking around for any collateral damage, I offered it up to the fuel tank as now I would have to bend/mould/shape it around the rear of the tank and ensure that it would sit evenly on the frame where it would be bolted to.

Goodness knows how I managed to line it up and keep it symmetrical when folding it around the tank as I only had one attempt to get it right. I did have to slightly "modify" and "adjust" the panel to achieve acceptable fitment. It's amazing what you can achieve with some masking tape, a felt tip, a piece of wood, a grinder and a rubber mallet! The panel was treated to a bit of reshaping in places and dressed up with some fettling and filing. Nowhere near perfect, but close enough to suit purpose for this exercise.

\* Please note: "Successfully" in this case, means that I didn't totally ruin the steel cutting process. I retained all my digits and, as a bonus, I didn't break or set fire to anything else.

I then started to dismantle the entire motorcycle and clean up the components. I didn't like the seat, so that would be replaced with a shorter and slimmer one made from scratch. I measured and cut a plywood base and got on with making the seat with foam and plastic-fibre sheet. After a bit of cutting and slicing I was content with the general shape. I began priming up the fork legs and other brackets. I had some mounting brackets and lugs welded onto the rear frame to cater for the fixing of the tank extension panel, seat base and anything else that I may have to attach.

The project was then put into storage as I wanted to get back on track with "Old No 477" (Lunchtime Project - No 2) (*story in Torque issue 6/2013*) and in the late summer of 2012 I had taken possession of what was to be "Lunchtime Project Plus - No 4: Old Red, 1937 Jawa Lidova", which took priority over proceedings.

Forwarding on to Summer 2013 and I did some more work on with the 48T8 project, alongside the "Old Red" restoration.

The frame, swing arm and yokes were given a top coating of Hammerite gloss black. The front wheel was in decent condition except in one area of the rim where it was badly corroded, but I had a NOS item that I had purchased from Gibby a few years back to take its place. The rear wheel was in fairly good condition and the brakes were okay, but both of the tyres looked a lot worse for wear. The engine cleaned up well and looked presentable.

### **Minimisation - Less is more... more or less!**

I didn't have any intention of putting the bike on the road so I wanted the bike to look as spartan as it could reasonably look... or get. In order to do that, minimisation was the key to the rebuild. I would do away with the bulky plastic front mudguard and side panelling. The original twin seat would be replaced by the skinny bespoke one. Lights, indicators and the housing that contained the speedometer, ignition switch and warning lights would be banished along with the warning lights and ignition. Same for the switches and horn. The handlebars were to be replaced by some chrome clip-ons that I had purchased earlier on.

With that, I began the rebuilding process. Yokes with newly-greased bearings were fitted first. Next came the forks with their now gold-sprayed legs and then, to compliment the rear, a shiny pair of rear suspension units that I had bought, only for the reason that they were a crackin' bargain. The wheels were threaded on next. Four bolts later and the engine was in place and a K&N-style air filter was fitted to the carburettor. The clip-ons were bolted onto the top of the fork stanchions that protruded through the top yoke along with the brake levers and cables. The throttle assembly was attached with its cable to complete the ensemble.

I would tackle the electrics next. I made a battery box out of a computer network distribution switch box that I converted and sprayed black for the purpose. With the battery held snugly in the frame I fitted the regulator to the

outside of it and began wiring. It wouldn't need much wiring as there were hardly any components fitted that needed electrification. Now I needed to find the means of housing the speedometer and the ignition switch.

Yet again, by the end of 2013, and mainly due to pushing on with the "Old Red" restoration process, I pulled in the reins on the project (many of us have been here) until the Spring of 2015 where I could devote some more lunch breaks in order to get (Drawn out) Project - No 3 nearer to completion.

Back onto the fuel tank which I masked and sprayed satin black and topped it off with matt lacquer. Then I masked up the tank sprayed a bright yellow flash on each side and sealed with a gloss lacquer finish. I thought I'd add a thin stripe of gloss yellow to the fuel tank extension panel so as to enhance the theme, to which I also sprayed a wide silver band across just to break up the overall shape of the lengthened fuel tank. I had some black faux-leather fabric that would be used to cover the seat. I thought I would approach Claire (my fiancée) and ask if she wouldn't mind making me a bespoke seat cover. I'm pleased to say that she produced a very tidy item.

I had come up with a simple and bespoke method of housing the ignition switch and speedometer. Earlier in the year I made up a simple rectangular plate from a piece of steel, to which I drilled four small holes near each corner so as to mount it onto the points where the handlebar clamps slot through. I drilled a larger hole just off to the left hand side of the plate to fit a simple On/Off ignition switch.

The speedometer was also catered for now. Whilst on the club stand at the 35<sup>th</sup> Carole Nash Classic Bike Show at Stafford I was on the hunt for a thickish copper-made, single cylinder head gasket that I could fit the speedometer housing through. Believe it or not, I came upon such a gasket on one of the outside stalls. The diameter of my speedometer housing was approximately 80mm. I measured the diameter of the gasket aperture with my vernier gauge and found it to read just over 79mm! A certain club member (Mr G Derland) was with me at the time. I bought two, just in case I made a mess of the filing down process. No such worry, after filing and fettling, the speedometer slid in nicely. I even fitted a thin piece of rubber trim around the edge to ensure a snug fit. The completed bespoke article was then bolted onto the ignition switch plate.

I felt that the original and slightly upswept exhaust silencer didn't fit in with the overall aesthetics, so I popped on a short chromed budget (£10.00) Gold star-based straight-through-silencer that I bought from a local custom show a couple of years prior. The chrome looked too classy, so it soon got sprayed with VHT matt black... much more in keeping with the build!

With the bike now reassembled it was starting to look the part, or so it was in my mind. It fired up and gave out a loud and deep 2-stroke burble... Spot on! The Goldie-based silencer doing its job there then. The riding position was not too dramatic. I was sitting a little further back and leaning a little lower forward, but my position was not too heavily emphasised due to the fact that no rear-sets were fitted. I went for a quick test ride. It was really enjoyable and the handling felt fine in a "swooping about" sort of way. I was lower down and with the clip-ons and the burbling noise coming from the back of my left leg. It all felt the part.



The seat was thin in width and thin on padding, but that was part of the overall look I wanted the bike to have. I wondered how far I'd last if I ever did take it out for a lengthy ride. I guess that is a compromise that has to be taken into account when making something a little "avant garde" on a low budget and particularly with the type of bike I was converting. It just needed a few details attending to and a couple of issues to address in order to finish it off.

I decided I would complete the look by adding a couple of oval side plates, some small panels to fit in the frame gap to the rear of the seat and a splash guard to go under the rear of the frame. I measured up and provided a friend with the drawings and dimensions for him to cut out the shapes in marine grade stainless steel. Soon enough, I had the freshly made shapes to which I sprayed the ovals black and the side panels black with a yellow flash to coordinate with the present livery. I then designed a suitable graphic to mildly emphasise what the bike was about and sent that off to a local office printers to be printed onto adhesive vinyl. A week later and I had adorned the ovals with my mildly "flashy" design.

With some slight trimming, I had the rear splash guard positioned and bolted onto the bracket lugs that were welded to the frame earlier. The old worn tyres didn't suit the overall look, and being as I'd gone this far I replaced them with a "more sporty" option at a very good price. To finish off, I fitted a small front headlamp that was made for a Yamaha 50 FS1E moped as I thought it may just add to the overall look... and quite possibly because it had been lying around the place for a while and I had been looking for the opportunity to stick it on something!

After a quick and grin-induced ride, I was content with the end result. A slightly different "slant" on riding position to go with a "slanted" and fairly simply-modified motorcycle, for very little outlay and a lot of fun doing it. Quite pleased how it worked out. A few people have asked my why I don't put it on the road. I guess I could, by making it street legal, but I have no plans to at present, maybe one day.

**Bobb Negus**

## **Fenman Classic Bike Show**

August Bank Holiday Monday saw the 28<sup>th</sup> Fenman classic Bike show take place in the little village of Wimbotsham, Norfolk. There was unbroken sunshine all day, unheard of on a bank holiday Monday, which brought all the great unwashed out on their bikes for the day. This must have been the best show ever. The last two years were complete wash outs. The camera was working overtime and I hope I've caught a flavour of what was on offer.

Most of the villagers open up their gardens for free bike parking, because the roads just can't cope with the amount of bikes that turn up. We had to park about half a mile away and walk in to the show. Bikes everywhere. As well as wandering about and meeting old chums and drooling over gorgeous bikes, there was a decent little beer festival going on around the back of the pub, The Chequers, the centre of the event, with a wide choice of barrels on offer. A cracking little band were playing and we settled in for the day.

Must've been good beer, as one or two even started to dance about. The bands set was mostly rock covers from the 70's. I was very impressed by the 58 year old lead singers ability to hit notes so high only dogs could hear it. I'd need surgery to manage that. Anyway, enjoy the pictures and try to guess what you're looking at. Never saw a single JAWA in the show but did spot a Russian. Keep your eye out and see if you can spot it.

**Steve Lucker**

**Kings Lynn.**





## **Five steps for winter motorcycle protection**

### **How to prepare your motorcycle for winter riding**

If you're riding through winter, a few simple steps will ensure your bike won't let you down. They won't take long, they won't cost much, but they'll reduce the risk of you being stranded by the side of the road in the cold and they'll keep your bike from rotting away through the dark winter months. Here are five steps on how to prepare for winter riding.

**Battery:-** Batteries have a hard time during the cold months as the low temperature slows down the chemical reaction, therefore more current is needed to keep up with the demand.

If your garage has a power supply, charging the battery overnight is ideal, otherwise ensure that it is regularly charged during the winter to keep it fresh – especially if your bike has a bike alarm fitted and various accessories such as heated clothing plugged into it. Use a quality battery charger and fit the quick-connect adapter so you don't have to get under your seat to get at the battery.

It's also helpful to apply a spot of grease to the terminals and making sure they are tight. To avoid salty water getting in and shorting your electrics out, unplug the connector blocks and spray silicone grease in – it will be free-flowing initially but will eventually solidify.

**Chain:-** If you have an automatic chain oiler like a Scottoiler fitted, turn up the flow an extra click. For those that don't have an automatic chain lubing system attached, make sure you apply chain lube weekly. The rule for lubing is little and often, and immediately after riding, not before. Applying after riding will allow the lube to move into the gaps and stick to the chain, rather than flying off as soon as you ride away.

**Silicon Spray:-** Most motorcycles are well adapted to dealing with rain, the problem they can't cope with is the attack of salt corrosion. There are various spray-on

products available on the market, I'd recommend Scottoiler's FS365 corrosion protector. It's a water-based spray, that when applied covers all the hard to reach places on a bike and then evaporates to leave a protective film on all surfaces. It does wash off easily, so you'll have to re-apply to keep your bike shielded throughout winter.

**Grease Joints:-** Grease plays a major part in winter bike preparation, a necessity to any and all moving parts to avoid seizure. Starting with the handlebars, remove the levers, give them a good clean and apply plenty of grease before re-fitting.

On any parts unaffected by engine heat, smear a liberal amount of grease for the best protection. Also cover any bare threads, including; chain adjusters, gear lever tie rods and wheel spindles. Before washing your hands, it is worthwhile removing the fairing and panel screws and dabbing them into a pot of grease. Laborious, but you'll stop them from perishing.

A downside to greasing up, is that all the road dirt will stick to the bike. However, it's worth having a scruffy, but well-protected bike, over winter as you can easily wash it off with a de-greasing agent come Spring.

**Oil & filter change:-** On four strokes, one of the first jobs to do is to treat the engine with an oil and filter change. During the cold months is when an engine is at its most fragile, the low outside temperature means the motor takes longer to heat up, increasing the risk of damage.

Good equality engine oil contains all the additives that will protect an engine under cold starts but if it's old and dirty it won't work as well. Fresh oil, free from metal particles, will get to work quicker and ensure the engine is protected. Even with fresh oil, give the motor some time to get up to temperature before nailing it.

### **Ian Bridge**

From Swindon Smoke Signals, with thanks.

## **Hoggin' the Bridge**

On Sunday 15th October, as I do nearly every year, I joined in "Hoggin' the Bridge". For those who don't know, this is a charity event started originally by the Bridgwater Harley Owners Group, but now with its own organising group.

About 4,000 bikes of all shapes and sizes gather at the old Aust services and then ride en masse over the old Severn Bridge, down the M48 and back through the villages to end at Chepstow race course. It takes over a hour for them to pass any one point. I have used my Jawa in previous years, but as the MOT had expired I used the Honda this year. The interesting thing was that this year they had completely redesigned the T shirt with the names of various motorcycle makes on the front. I was very pleased to see that both Jawa and CZ get a mention.

### **Joe Cowley**

I also notice Manet on there. For anyone that doesn't know, Manet was the first brand name used by the Slovakian factory that went on to produce the Jawa 90s, Manet & Tatra scooters, and most of the Jawa & Babetta badged mopeds. **Editor.**



## **CZ 472.6 Motorcycle / mouse house!**

I recently bought a 1988 CZ 350 model 472.6 for £100, which Pete Edwards tipped me off about. Fortunately it was located in Leominster only a few miles from my in-laws in Ludlow so it was just a matter of taking the trailer the next time we visited! At such a low price I was initially interested in it as a potential source of parts but it became instantly clear when I saw the bike it deserved a light restoration and re-commissioning. It had 7500 miles on the clock and was completely original even down to its Barums! Looking at the tax disc it had been sitting around unused for 22 years!



Once I got the bike home I peered into the tank. It was like looking into a bucket of tar. It had a tide line 3/4 up the side so it looks like it was put away with almost a full tank. This had somehow transformed itself into an inch or so of black treacle in the bottom. Other than that the tank looked great so I removed it to tackle later. The chap I bought it off had never run it so I thought that needs to be the first thing I do. I could not imagine the bores and rings had survived so decided to check. I could not believe what I saw, un-seized pistons and pretty much perfect bores complete with the honing cross hatching still evident.



Back on with the heads, timing check and points and plug clean then on with the tank from my other 472. The carb needed a little clean but nothing major.

When I took the alternator cover off I found the area below the sprocket to be full of nuts and grain, it appeared a mouse had been living in there or at least using it as a food storage area! I flooded the carb, two stabs of the kick start with the ignition off, ignition on, one kick and it started and sat there ticking over as though it had been run an hour earlier! I could not believe it, the motor sounded so quiet and crisp compared to my other bike justifying my decision to rebuild the engine.

I tentatively popped it into gear and set off up the lane to find everything worked apart from the brakes. Later inspection revealed worn out linings and rusty drums.

I have since:- ..... stripped the forks, powder coated the sliders and replaced the seals and fitted new gaiters, stripped, cleaned and re-greased the head bearings. Repainted the headlamp, brackets, switches, one side panel and a few places on the frame. New plugs and air filter. Welded a crack in the chain guard and re painted. Removed swing arm and brake torque arm, stripped and painted. Exhaust system strip and clean. Cleaned the barrel and re-painted with engine black paint. Cleaned all the engine cases. Cleaned the drums and rims. Gear box oil change. Checked the primary chain and clutch. New tyres (Mitas H-03 ) and a plethora of smaller jobs.

I went to Stafford classic bike show and bought the tyres for £68 which I thought was very good value. I spoke about my tank, to a tank restorer who was selling a Dutch tank cleaning fluid called 'Tank Cure' [www.tankcure.nl](http://www.tankcure.nl) It is water based and will not damage paint but at £20 was not cheap, but the tank was definitely worth saving, so I bought it. I left it in the tank for two days sloshing it around every time I walked past it. This product works best at room temp so I left it in the utility room. A few inspections revealed the gunge slowly softening. I then chucked in every old nut and bolt I had and spent the best part of an hour shaking it around. The stuff I tipped out was heinous but it still had areas coated. I then stuck an industrial jet washer in there, blasting it around for probably half an hour. This got rid of the last bits and revealed a largely perfect tank.

I painted all the bits with paint from a stall at Stafford who was selling 4 cans of paint for £10. [www.classiccarpaintsdirect.com](http://www.classiccarpaintsdirect.com) Amazing value and excellent paint. The tyres were from Wheelhouse Tyres, again at Stafford. I also bought some metal cleaner called 'Peek' which I have been very impressed with.

Just a few more jobs and she should be ready for the road, I need some new brake shoes and to get the tyres fitted. I tried removing the tyres but started to damage the alloy rims. I left this and did it when Pete E. loaned me some slim levers. My big old hefty Dunlop tyre levers appear to be too thick to allow the tyres to come off the rims. My main problem at the moment is the mudguards. They are sound but rusty around the edges. I am trying to preserve as much originality of the bike as possible and even though the pin striping looks as though it was done by a drunk man holding a magic marker with his feet, I can't quite bring myself to strip it all off and redo it completely.

Details like this to me are the soul of the bike and a historical connection to the past. When I look at it, I picture a chap or woman actually doing the work and the fact this bike was built by folk living in a political ideology that no longer exists, makes it to me even more important to try to preserve. I think I will mask very close to the pinstripe on the front and only spray the bottom edges. If it looks terrible I can always do it all, but I think it's worth a go.

## **Tom O'Brien**

### **P.S. – On second thoughts .....**

I had a weekend painting CZ bits and the following may be of interest to members with a CZ in the reddy orange colour that mine is?

In the end I blasted the mudguards at work and etch primed them. I then filled the rust damaged areas and rubbed flat, primed with normal primer and then top coated. I even masked the pinstripes and sprayed them black, a little flat back with 1500 grit wet and dry and then TCut they have turned out ok.

I was very impressed with the colour match of the top coat I used, I got it from VRS vehicle paint supplies, Mansfield Road Derby. It's pricey at £14 a can but as I said the match appears spot on and the nozzle gives a great spray pattern, also the cans are high pressure ones and the paint comes out very evenly and quicker so has less chance to air dry I suppose. The paint also seems to harden off quicker than paints I have used in the past.

The spec is, Lechslys CR3085 Binder 29180



This mysterious plastic filler is on the 472.6 and the right hand crankcase is cut away to accommodate it. It does not appear in any of the Club's Parts Lists but is obviously a factory item.

This is that plastic 'filler' piece in situ. It fills the gap nicely and does a good job of holding the chain guard in place as well as stopping crud entering the chain area.

## **Tom**

Tom has agreed to offer Technical support to any member with a 472 – the 12 volt version from the 1980's.

Club Spares supplied gaskets, a centre stand, footrest and a spare fuel tank which was returned when not required so anyone wanting an orange tank should contact Spares.

## **Pete Edwards**



## **Sidecar Misadventures**

I'd had a good time at the Isle of Man rally winning best Jawa but had decided the roads on the Isle of Man were unsuitable for the outfit. During the week Tony Walters and I had taken a look at the outfit deciding that the chair shock absorber was a little too soft. We were unable to alter it at the time because of insufficient access without a more major strip down, but altered the bike shockers. At the time it was impossible to repair properly away from a workshop.



***Kev's outfits in happier times.***

I left the rally early on the Sunday morning, heading for the ferry and the bike handled a lot better. When I left from Heysham the weather was fine, sunny and stayed like that. I decided I wanted to get home as quickly as possible so chose the M6 route.

I was two junctions away from my intended exit when the motorway came to a standstill. After a while the clutch started to overheat causing it not to clear.

I decided to leave at the next exit towards Chester. It was such a nice day and the bike wasn't showing any problems, so I worked out I could get to Wrexham and loop back towards Stoke. I'd travelled about 8 miles on the dual carriageway when the road went slightly downhill into a bend. At the time I was only doing about 30mph as I exited the bend uphill and the next thing I remember was the bike heading off the road towards a brick wall outside J&S Motorcycles. I had no time to react and was thrown off the bike as it hit the wall, landing on the kerb with both knees. Fortunately the car following had stopped to assist and called the emergency services.

An ambulance arrived and after a few checks they decided to take me to a local hospital, where I had various tests, before being released. I would like to offer a massive thanks to Gibby who collected me, taking me all the way home at cost to him and refusing any financial compensation.

After a few weeks with the football season well underway I decided to try to continue refereeing but two 6-a-side nights, a Sunday match and an all day competition at the FA headquarters at St Georges park, were just too much.

A few more weeks down the line resulted in me making my first solo ride after the accident to the club Slimbridge camp, which, although I was nervous, went well. This was followed by my first outfit ride yesterday for a funeral in Bournemouth and back to football on Saturday.

I must be the only club member to have the distinction of writing off not one, but two, Jawa outfits, my other "incident" being to run off the road on a run out from the 2014 Pomeroy camp, as reported in Torque Issue 7/2014.

### **Kev Wright**

Coincidentally, another of the club's sidecar fans has sent me this next piece about the joys and perils of combos.

## **Safer By Combo?**

For all those of us that ride combos and are told by non-biking members of the family that they are glad we do because combos are safer, I would just say put- "Best motorcycle and sidecar fails Youtube" -into your laptop and watch the results.

One other thing I would just like to point out is that I've ridden motorcycles since the 1970's and have only dropped a solo on 3 occasions, each time I got back on and rode away. I've been riding "safer" combos since the early 80's and actually managed to put myself in hospital after disappearing at high speed down a ditch. There have been other minor shunts in that time and a plethora of near misses. However, I still love their quirky nature.

### **Steve Lucker**



***A still from one of the videos.***

## **Jawa 640 Misfire**

Riding to the Jawa CZ Owners Club National Rally this year was one of my longer rides on my 'rescued' 640 Red Style, but I enjoyed the ride from Chesterfield to Crewe, some great roads via Buxton and Macclesfield. It ran gloriously, and the riding was quite spirited on the twisty bits! It rained a bit on the way, but as many readers will remember, there was big rain at the rally site. The ride home was not quite so trouble free, not a breakdown or anything, but the 640 had picked up a misfire, which had to be 'ridden round' to make decent progress. It was hard to tell if it was one cylinder or both that were misfiring. If it's one, that's probably ignition (as each cylinder has its own system), and if it's two, that's probably carburetion, which is shared. I convinced myself it was both cylinders, and suspected a rogue 'jellyfish' in the float chamber, possibly some rain got past the fuel cap when it rained heavily?



The next weekend I loosened the carburettor and swung it 90 degrees so I could get at the float bowl screws, and popped it off. Sure enough, there was the offending glob of water rolling round in the bottom, quickly removed, and all back together. A quick test ride, and not perfect, but not bad.

A week or so later, off to Nottingham for the day, to visit my Aunt, who's now well into her eighties. In her younger days she rode her Vespa 125 from Nottingham to Spain and back, in a dress, with a suitcase! The 640 ran reasonably well on the way there, with the odd fluffing and hesitation, but on the way home – oh dear! It was 'one cylinder only' unless I could coax it above about 3000 rpm, then two most of the time. In 175cc single mode, you can actually make quite good progress, but it feels a bit cruel, and it's not much fun.

At the next opportunity, the float bowl was checked again, but not much in there other than 2-stroke fuel. On then to the ignition system. Checked the HT leads for any sign of damp where it shouldn't be, which could have been causing tracking, but no, all dry, and no evidence of carbon or burning. The points were all clean, and the points gap and timing were spot on. I was now beginning to worry about crank seals, or other mechanical issues, but then decided to re-check the 'spade' clips that connect to the ignition coils low-tension terminals. A couple of them were a bit loose. They wouldn't fall off, but they slid on and off the coil connector a bit too easily. A measured squeeze with a small pair of pliers, and they were then a good tight fit.

The next test ride was a revelation, not a hint of misfire, and I'd swear the bike was running better than it had done for a long while. Obviously the loose connector was putting 'noise' on the feed to the ignition coil, in the same way as when you wiggle a dodgy plug on your hifi. Something easy to check, and worth a look, especially if your bike's not running cleanly. It should take quite a hard push to fit the spade connector, and it shouldn't move around on its terminal when you move the wire a bit.



**Phil Johnson**      **Chesterfield**

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## **Yoke Special Tool**

This is the special tool to undo the 41mm nut on the top fork yoke (nut shown). Note the tangs on the top. You reverse the tool to adjust the load on the head bearings. You can do the same job with a large socket or box spanner and you can make the adjustment using a hammer and punch but this tool makes it easier with less chance of crushing those bearings.

Tool available on LOAN from Club Spares. £1 plus postage. Nuts available £1 plus postage limited new old stock (NOS).

**Pete Edwards**      **Club Spares**



## **New BSA motorcycles within two years as Mahindra also buys JAWA**



**By Paul Taylor**

Following the news earlier this week that they have bought the rights to the BSA name, Indian giants Mahindra have announced that they have also snapped up classic Czech brand JAWA for an undisclosed fee – and that we should be seeing new motorcycles bearing these historic names within two years.

Mahindra is a huge name in the automotive manufacturing world with products including cars, aeroplanes and boats – and the company is now looking to expand its motorcycle range both globally and in its home country.

Yesterday Bike Social brought you the news that Mahindra had bought the rights to the dormant [British BSA](#) brand for a reported £3.4 million and

today the company confirmed that it will utilise the Italian technology centre used to develop Mahindra's Moto3 bikes to design and launch a range of bikes bearing the BSA and JAWA name plates.

In a statement, the company says that it “aims to co-create a lifestyle mobility company with exciting and relevant partners across products and services, and enter into previously untapped segments using iconic brands like BSA and JAWA.”

Formed in 1929, JAWA became famous for cheap and cheerful two-strokes that, along with MZs, formed the backbone of the Eastern Bloc motorcycle industry. The company enjoyed some success in Grand Prix racing in the 1960s with some fast but unreliable machines. The company was also one of the most successful manufacturers of speedway engines but as more modern designs made JAWA's road bikes obsolete in the west, the brand gained a cult following in India, where Mahindra will focus its attentions of the relaunched brand.

Speaking on this development, Dr Pawan Goenka, Executive Director, Mahindra & Mahindra said, “We are very excited about the new journey that we are embarking upon in the two wheeler space. Our focus on the premium, niche segment through Classic Legends (Mahindra subsidiary company) will bring alive some iconic brands like BSA and JAWA, not just in the form of products but as an entire lifestyle”.

In addition to BSA and JAWA, Mahindra is also the majority shareholder in French scooter manufacturer Peugeot. It also produces a range of small capacity scooters and geared bikes for sale in India.

This article was found by Ian Bridges (thanks Ian) on the web site of Bennetts, the motorcycle insurance specialists:- <https://www.bennetts.co.uk/>

Dave Angel, owner of F2 Motorcycles, the official UK Jawa importer, has given the following response to the news item.

They have only signed a licensing agreement to use the Jawa brand on domestic market products. The Jawa factory in Czech will not be closing or moving to India. Jawa already license their name to Regal raptor for use in Argentina,

<http://jawa.com.ar/ver-todas/>

Jawa Argentina sell the 660, but they also sell a whole range of Regals re-badged as Jawa. I have no doubt at all that in about a year we will see Mahindra re-badging the Pulsars and Avengers as Jawas for the India only market.

### **Dave Angel**

Right:- A couple of the “Jawas” available in Argentina – the Jawa Daytona 350 and the Jawa Tekken 250.



## EVENTS

Events added to the list or that have changed or have additional details since last issue are shown in a box.

### 2016

9-11 December 2016 MZRC 5th Yeti Hunt Camp. to be held at the Miners standard Winster Derbyshire. Camping fees around £6 pppn, breakfast available. Accommodation available, please book directly through the pub. Proper campsite with all facilities. All enquiries to Robin on 07721 899641 or email me at [ro4n@btinternet.com](mailto:ro4n@btinternet.com) Can you drop me a line if you intend to attend so I can have an idea of numbers for the landlord.

### 2017

7-9 April 2017 MZRC North Wales and Cheshire camping weekend. The Griffin Inn public house and campsite, Trevalyn, Rossett, Clwyd, LL12 OER. £5 per night. Showers & toilets open all night. Good food and cask ales. Contact James Mather.

22-23 April 2017 Classic Motorcycle Show. Stafford County Showground, Stafford, ST18 0BD. Jawa-CZ club stand.

28 April - 1 May 2017 MZRC South of Scotland camp. At the Tighnabruach Hotel, Argyle. No need to book for camping in the hotel grounds, for hotel rooms phone Tony direct 01700 811615.

12-14 May 2017 MZRC Kent rally in Lincoln. Tetford Country Cottages, Lincoln LN9 6QQ. Showers and all day diner on site. Great pub just up the road. Price to be confirmed (was £5pp) Contact "Kanuni" Dave Redknapp, Kent Section Rep. 07788 460935.

19-21 May 2017 Notts & Derby Camping weekend. Miners Standard pub and camp site, Winster, Derbyshire, DE4 2DR. Situated approximately 1 mile from Winster on the B5056. £5-00 pppn. Cask ale and food available including breakfast if required. Contact John Taylor on 07946 088771.

2-5 June 2017 Dutch Jawa-CZ Club International Rally. To celebrate the Dutch Jawa-CZ club 25th anniversary. Further details on their website:- [www.jawarally2017.nl](http://www.jawarally2017.nl) and Facebook page. [www.facebook.com/jawarally2017](https://www.facebook.com/jawarally2017) Everyone who want to visit and send in the application form [www.jawarally2017.nl/inschrijfformulier](http://www.jawarally2017.nl/inschrijfformulier) to [info@jawarally2017.nl](mailto:info@jawarally2017.nl) before April 30th 2017 receives a free Rally shirt at the arrival. Paul Kuijs.

21-23 July 2017 MZRC Release The Beast Rally. The Farm House Talybont-on-Usk, Powys, LD37YJ.

11-13 August 2017 Jawa-CZ Owners Club Peak District Camp. The Duke of York, Ashbourne Road, Pomeroy, Nr. Flagg, Buxton, Derbyshire. Ian Bridges is organising. More details to follow.

18-20 August 2017 MZRC AGM Northern Ireland Garrison Rally. Lough Melvin Holiday Centre, Main Street, Garrison, Co. Fermanagh. Contact NI Rep. John Shaw 0289 2612382.

### 2018

27-29 July 2018 Jawa-CZ Owners Club Isle of Man Camping Weekend. This is a Jawa-CZ and MZ weekend. Laxey Camping, Quarry Road, Laxey, IoM. Contact Kyrill Thummel on 01624 819060.

## Dear Ed. - Jawa Day 2016

I decided, like yourself, to do my International Jawa CZ Yedzi Day 2016 ride on my Babetta 210 moped rather than use a bigger bike. So here's the link:-

[https://www.youtube.com/watch?v=ZWKbu2\\_jABl&feature=em-upload\\_owner](https://www.youtube.com/watch?v=ZWKbu2_jABl&feature=em-upload_owner)



*A still from the video.*

I managed to break the moped's previous recorded best top speed, according to the calibrated digital speedo, and hit 38.4 MPH down one of the hills. The bouncing around of the Babetta at that kind of speed was far more than what the camera shows. Did it feel safe? Not really.

Notice how, at one point, I overtake a struggling cyclist sweating away in his Lycra cycling kit up a steep hill on what was a very hot day. There are people who ride bicycles and are smart enough to jump off and push them up steep hills and then there are those "fanatical masochistic cyclists" who like to dress up like freaks,

sweat alot and do hills the hard way (without an engine!). They also manage to pump out more CO2 from their lungs than a Jawa 350 for every yard moved whilst they're doing it too.

My son, Robert, can claim to be the first in the UK to take part in the global ride as he set off home from his night shift work at 5:30 AM on that Sunday 10th July morning on his CZ 125-488.3 machine.

**Andy Reid**

## Bike Transport

A chap came on our stand at Stafford and gave us a business card for his Bike delivery service. He told us that he only does bike delivery and transports them in "Transit" type vans. The details are as follows:-

### Bike 2 You - Rob Manning

Contact:- Fran – 07710648759

Rob – 07903129868

[www.bike2you.co.uk](http://www.bike2you.co.uk)

[rob.bike2you@gmail.com](mailto:rob.bike2you@gmail.com)

They are based in Stoke-on-Trent and offer "Bikes Delivered Nationwide" Ther is more information on their web site.

**Club Officers**

<b>Chairman</b>	<b>John Blackburn</b>	39, Bignor Road, Wadsley Bridge, Sheffield, S6 1JD. e-mail:- chairmanjawaczoc@gmail.com
<b>Secretary &amp; Data Protection Officer:</b>	<b>Pete Edwards</b>	29/31, Cromford Road, Langley Mill, Derbyshire, NG16 4EF. mobile:- 07721 036906 e-mail:- jawaczownersclub@gmail.com
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<b>Torque Editor</b>	<b>John Woods</b>	Swn Y Coed, Pontfadog, Llangollen, Denbighshire, LL20 7AG. e-mail:- torque@jawamoped.com
<b>Membership Officer</b>	<b>Glen Newport</b>	33, Milltown Street, Radcliffe, Manchester, Lancashire, M26 1WD. tel:- 0161 724 4702 e-mail:- memship.jawacz@gmail.com <b>Subscription:- £20 (£15 per year for renewal), payable in sterling to- JAWA CZ Owners Club</b>
<b>Spares &amp; Tool Loan:</b>	<b>Pete Edwards</b>	Club Secretary – see above. <b>Note:- spares and/or tools ordered are posted out together with an invoice</b>
<b>Archive Officer</b>	<b>Arthur Fleming</b>	Rhivra, Migdale Road, Spinningdale, Ardgay, Sutherland, IV24 3AD. e-mail: for library archive.jawaczoc@gmail.com for machine dating vehreg.jawaczoc@gmail.com
<b>International Liaison Officer</b>	<b>Mario Mager</b>	The Orchard, Denbigh Rd., Mold, Flintshire, CH7 1BP. tel:- 01352 731304 or 07749 731304 e-mail:- jawaczzech@hotmail.com web site:- www.jawaczzech.co.uk
<b>Webmaster</b>	<b>Bobb Negus</b>	e-mail:- bobbnegus@gmail.com
<b>Youth officer</b>	<b>Andrew Clark</b>	e-mail:- jawacz.yo@gmail.com Twitter:- https://twitter.com/JawaCZ_GB
<b>Rally Organizer 2017</b>	<b>Garry Derland</b>	dates and venue to be announced (contact details above)

**Technical Consultants**

<b>Jawa 634, 632 &amp; CZ 471 or:-</b>	<b>Arthur Fleming</b>	Club Archive Officer
	<b>Pete Edwards</b>	Club Secretary
<b>CZ Enduro</b>	<b>Paul Mason</b>	34, Central Park Ave., Wallasey, Merseyside, CH44 0AQ. tel:- 0151 6304201 mobile:- 07751 888219 e-mail:- paul@paulmason24.plus.com
<b>CZ singles from 1969</b>	<b>John Blackburn</b>	Club Chairman
<b>Jawa 90</b>	<b>Mally Morgan</b>	11, Roker Avenue, Wallasey, Merseyside, CH44 5SD. tel:- 0151 638 2466 e-mail:- mally@f2s.com
<b>Mopeds &amp; other 50cc</b>	<b>John Woods</b>	Torque Editor All you ever wanted to know is at:- <b>www.jawamoped.com</b>
<b>CZ 472.6</b> <b>Note - New entry</b>	<b>Tom O'Brien</b>	2 Broomhill Cottages, Jacksons Lane, Etwall, Derbyshire, DE65 6PX. e-mail:- tommyob69@yahoo.com
<b>Visit the club website</b>		<b>www.jawaczownersclub.co.uk</b>

**Area Representatives**

<b>Swindon</b>	<b>Ian Bridge</b>	6, Deben Crescent, Haydon Wick, Swindon, SN25 3QB. tel: 01793 722665 e-mail:- ic_bridge@lineone.net
<b>London</b>	<b>Gordon Dickson</b>	14, Courthorpe House, Lower Road, Rotherhithe, London, SE16 2XH. tel:- 020 723 22127
<b>Avon</b>	<b>Martin Broomfield</b>	34, Southlands Drive, Timsbury, Bath, Banes, BA2 0HB. tel:- 01761 471802
<b>Hampshire &amp; Surrey</b>	<b>Brian Selwood</b>	1, Warwick Road, Ash Vale, Aldershot, Hants. GU12 5PL. tel:- 01252 544850 <b>Informal meetings:- The Flower Pots, Cheriton, nr. Alresford, Hants. SO24 0QQ. 2nd Sunday of the month-lunchtime</b>
<b>Beds. and Bucks.</b>	<b>Garry Derland</b>	Club Treasurer – see above.
<b>Derbyshire and Nott's.</b>	<b>Pete Edwards</b>	Club Secretary – see above
<b>Sheffield</b>	<b>John Blackburn</b>	Club Chairman – see above.
<b>North West</b>	<b>Glen Newport</b>	Membership Officer – see above.
<b>Keighley &amp; Worth Valley</b>	<b>Roger Henderson</b>	Apartment 13, The Old Tannery, Clyde St., Bingley, West Yorkshire, BD16 4JJ. tel:- 07759 724123 e-mail:- rogerj.henderson@btinternet.com
<b>South Wales</b>	<b>Phil Budding</b>	7, Erw Las, Gellideg Estate, Merthyr Tydfil, Mid-Glamorgan, CF48 1LD. tel:- 01685 721491 e-mail:- buddingphillip@yahoo.co.uk
<b>North Wales</b>	<b>Mario Mager</b>	International Liaison Officer – see above.
<b>Scotland</b>	<b>George Beer</b>	tel:- 01324 554412 or 410519 e-mail:- georgejbeer@yahoo.com <b>Meetings:- Wetherspoons, Earl of Zetland, Boness Rd., Grangemouth. 2nd Tuesday of the month from 7pm.</b>

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The Jawa CZ Owners Club GB wishes to state and record that it has no relationship whatsoever with any internet forum for any type of motorcycle. The internet can be a valuable resource but content should be checked very carefully before being applied. Please check above and advise editor of any changes, errors or omissions.

## **Advertisements - Issue 9 / 2016**

### **FOR SALE**



For Sale:- Two brand-new Polish made crankshafts £80 each, they look to be of surprisingly good quality! Complete 638/640 engine £200. This includes two new oversized piston sets (rings, gudgeon pins and circlips), cylinder rebore to match, vapour blasted crankcases, sand blasted barrels/heads, new main bearings and one gearbox bearing fitted and complete gasket/seal set. The gearbox internals look to be in good condition but are uncleaned. The crankshaft also looks ok but is obviously untested. Will accept £350 for the whole lot. Ill health forces sale. I will post the new crankshafts but at buyer's risk - well wrapped. Collection only for the complete engine due to weight. I am happy to deliver or meet within 50 mile radius for petrol money. Contact Patrick Heffer, Wellingborough, Northamptonshire. 07884 435773. or [patrick.heffer@ntkworld.com](mailto:patrick.heffer@ntkworld.com)

Non-member

*(All parts appear to be Jawa 638/640. I can email more/bigger pictures to any member interested. Ed.)*

For Sale:- MZ 250 4-speed crankcases in good condition with an old crank and various engine bits. £25.00 Dave Payne, Glossop. 01457 869480 [davey\\_payne@yahoo.co.uk](mailto:davey_payne@yahoo.co.uk) Member

### **WANTED**

Wanted:- Jawas and CZs, any age, any condition, sheds and garages cleared, CASH PAID. Gibby. mobile: 07932 173036 phone: 01270 821557 [info@gibreg.co.uk](mailto:info@gibreg.co.uk) Member

Wanted:- For Jawa Model 05 scooter. Front panel for "sport" model or set of legshields/footboards for "standard scooter version". Headlight & rim. Exhaust pipe & silencer. Seat, or just cover. I'm also interested in any other parts or cheap complete bike you might have. Paul Mason. (Merseyside) 0151 6304201 or 07751 888219 or email [paul@paulmason24.plus.com](mailto:paul@paulmason24.plus.com) Member

Wanted:- CZ 250 seat base or tatty complete seat. Andrew Smith, [andrew.tonup@btinternet.com](mailto:andrew.tonup@btinternet.com) Member

### **F2 Motorcycles Ltd**

David Angel, 290, Leverington Common, Wisbech, Cambridgeshire, PE13 5JG

Phone:- 01945 410165 [www.f2motorcycles.ltd.uk](http://www.f2motorcycles.ltd.uk)

F2 is the sole importer of the new Jawa models. All Jawa 250, 350 and 660 Sportard information is at:- [www.jawamotorcycles.co.uk/](http://www.jawamotorcycles.co.uk/) They also provide a full spares back up for these models.

### **Mick Berrill Motorcycles**

1-3, Henry Street, Northampton, NN1 4JD.

Phone:- 01604 636760 Fax:- 01604 624385

Main UK source for all genuine Jawa CZ spares. Their inventory includes a huge stock of spares for Jawa-CZ road and Motocross machines of all ages.

**NOTE:- Closed on Thursdays.**

### **Gibby's Emporium**

For new and used Jawa and CZ spares. New spares include, points, condensers, fork gaiters, carburettor to air box rubbers, chain gaiters, fuel taps and lots more, call 07932 173036 or 01270 821557 email [info@gibreg.co.uk](mailto:info@gibreg.co.uk) (member)

### **Club Spares**

The Owners Club's own stock of Jawa and CZ spares, new and pre-owned, managed by our Spares Officer - Pete Edwards.

Too much stuff to list, but the club has a large stock of all sorts of spares for Jawa-CZ models of all ages.

Contact Pete by mobile:- 07721 036906

or e-mail:- [jawaczownersclub@gmail.com](mailto:jawaczownersclub@gmail.com)

or by post to:- 29/31, Cromford Road, Langley Mill, Derbyshire, NG16 4EF.