



JAWA Motorcyclist



Cz 250 Twin Type 471



It's 1976 I am a young apprentice earning my first regular money. I save and borrow from my

Dad to purchase my first motorbike a Cz 250. In those recession times the dealer supplied the bike, a year road tax, insurance and a helmet. After brief instruction where everything was, plus an owners manual for a Cz175 (never got one for the 250), I drove home with my dad following behind as tail gunner. I thought the reason the bike kept cutting out was because I had never driven before. Within a week and after reading the 175 manual I realized the problem and had replaced the spark plugs, HT lead, plug caps and fuse holder. The other early problem which the dealer also failed to sort out was the bike suddenly deciding to rev, throttle sticking. A new throttle cable sorted that. The 250 kept me company for 2 years in which time it covered around 18,000 miles. I kept no log and have no actual photos of the bike. It was a great bike for a learner. Not very powerful, but had steady torque and ample lock for town driving. The breaks were very soft, but with the speed that the bike was capable of were within reason. The 6 volt battery and 75watt dynamo were a challenge in the winter. Turning the lights to parking at traffic lights was normal procedure and you would not dream of leaving an indicator on. The bike itself felt substantial and held the road well after the first tyre change. On long runs she settled at 60MPH or 100k. At that speed she was silent, smooth and would purr all day. If you tried to go faster you just increased fuel consumption without going any faster. I can not remember the fuel consumption or tank range but I did notice when I traded her in that the 350 Jawa was more economical. That is because the 250 engine had to work harder to keep up. The engine loved to be driven hard, it always felt the better of a good blast. To work or service the bike was easy. Setting the timing was the most technical, but it also felt most rewarding. You developed a feel for the timing plates and became very proficient at the job. The secondary chain being so well protected was a big labour saver. However the original chain did start breaking rollers very early. But the replacement chain was trouble free. When I traded her in the main bearings were going, I later found that rusty bearings were the lot of all the Jawa's sold in Ireland at that time.

It was my first bike and I remember her fondly. The short comings were part of its charm because you worked to get the best out of her. The bike also gave me the confidence to do my own maintenance, because it was basic. At the same time I always felt a trust in the engine that it would get me there and home, even if something was wrong. I also liked the European look of the bike. It was different followed its own style and did not try to be more then it was.