



JAWA Motorcyclist

2ND JAWA-ČZ WEEKEND, CLOGHEEN, 23-25 APRIL 2010

After the success of 2009's first Irish Jawa-ČZ weekend, we were all keen to repeat the experiment this year. And so, Ger organised the second such rally for late April 2010. As before, it was held in the high-quality Parson's Green Holiday Park in Clogheen, Co Tipperary.

Arriving by Skorpion in the sunny mid-afternoon I found a bunch of people there before me. Ger, Margaret and family (of course), Carl Janiszewski, Sandy and Mally Morgan and Mike Sale from Merseyside; Jim, Catherine and Darren Walsh and Jim Steele from Waterford; John Nicholls, Ron Mills and Alastair Matheson from the Royal Enfield Club; Jake, Jim and Steve from the Bristol Section of the MZ Riders Club; John Kitney and Brian Moore.



The sunshine kept up well, so I was glad to get out of the obligatory waterproofs as soon as I got a key to the mobile home I was sharing with Carl. By then we had a few more motorcycles and the odd car showing up.

As in 2009, Ger had produced T-shirts and stickers for the attendant multitudes. These were of a similar high quality design to last year's, and were very popular.

Mick Doran arrived later, surrounded by a large entourage. He was riding his brand-new 250 Travel four-stroke, and he had enlisted most of the Dublin Czech motorcycle community to escort him to Clogheen. He was running the new machine quite slowly, which gave Jana (*riding solo on her new Jawa 125 Dakar*) a chance to enjoy the moderate speed. No doubt Pavel with

little Viola & Robert in the 650/Velorex outfit, Martin & Michelle on the 640, and Lad'a & Liz on the ex-Mick Kawasaki ER-5 all really enjoyed the leisurely pace too.

Mick's 250cc Travel model 597 and Ger's new 350cc model 640 have a lot in common, but it was the differences that attracted attention. The two chassis are almost identical apart from minor engine-mounting changes. But the 640 has the venerable two-stroke twin that's a descendant of the 1948 Jawa (ex-Ogar) "Pérák" – though an owner from 1948 would have been amazed by the oil pump and the electric starter. To me as an ex-634 owner, it's quite surreal to see a Jawa starting routine that involves thumbing a button on the starboard handlebar and doing no kicking. Ger's machine is finished in black, the paint looks really good quality and thick, and the general fit and finish are way ahead of the machinery of the unlamented Communist era.



Mick's silver-grey 250 has the 250cc four-stroke engine (which is made by TMEC, Lifan, Jialing or perhaps even Jinlun or Shineray – it's hard to tell). But it's a nicely-finished motor, and it starts on the button without hesitation. Again, the combination of an obvious Jawa motorcycle with an alien (?) four-stroke engine sound takes some getting used to. There's no enclosed chain, and Mick's – naturally -- not a bit keen on the exposed version. Otherwise, the 597 and the 640 are both solid, decent and unpretentious machines that should give very good service for many years at very low cost.

Mick has invented a fix for the exposed chain. Buy a Killeen Kitchen Mate

two-(or three-) pack of pot-scrubber sponges in any supermarket. Take one, cut it in half and rip off the green abrasive sponge layer. Cable-tie the half-sponge near the front sprocket so it rubs against the chain. Impregnate sponge with engine oil, and *voilà*! One cleaned and lubricated chain. Replace the sponge when it wears out. Nothing to it.

Martin Tuček's 640 is a contrast to Ger's. It looks really well, but it has covered some distance (as its original Czech registration shows). It has factory-original expansion chambers fitted (I always wanted those on my 634 but never had the nerve and the money at the same time!). Martin's also fitted Kappa panniers that look identical to the 44-litre jobs I bought for my Kanuni 301 back in 1997. I always believe that if you're going to fit luggage carriers, fit good big ones. Great panniers, those Kappas.

The weekend had gone cosmopolitan by the time I looked around me again. No, not ladies' magazines, but the people on site. Apart from us Irish and Northern Irish, we had our good friends from Britain, the Czech riders, and finally a group of Polish riders on unusual (not to say peculiar) semi-custom machinery.

Friday night saw most of us in Clogheen village, in Brendan's Bar. Mick and Gerry performed (on musical instruments), as did our long-time pal Brian Moore (1977 BMW R60) from Cork.

Saturday started quietly, as befitted a morning-after. Later in the day, Ger led the assembled multitudes on a run-out to Lismore. I can't tell you much about this, seeing that as usual I loafed around the site instead and rested my ageing back. However ... the associated photos and video show a very scenic run, and an imposing Lismore Castle at the end. It seems there were 31 motorcycles in the convoy, out of the 40-45 machines on site.

Other interesting machines there: Peter Redmond's 1951 Vincent, running as well as ever – John Shaw's new deluxe commuter, a Hyosung GT 250 V-twin with fuel injection – Pavel's 650/Velorex outfit – Jim Walsh's "Porter House Special" Skorpion Tour, with raised suspension and decorated with stickers naming the various microbrewery beers of my local in Bray – Darren Walsh's super orange ETZ 250, looking very well, as did Jim Steele's very clean blue MZ Saxon 500 – Mick D's old ER-5, in the hands of Liz and Lad'a – three apparently US-market large capacity enigmatic Japanese machines ridden by three Polish lads who arrived on the Saturday – two immaculately restored BMWs from Cork – the Moto Guzzis of Jake and Jim from Bristol – Gary's very clean Yamaha 1300 and Gerry's US-spec Honda CB400.

Later that afternoon it was time for prize-giving and speeches. No, no -- it really wasn't that bad. Ger spoke eloquently about the impending foundation of the new Jawa-ČZ Club Ireland; the response was highly enthusiastic. Pavel translated Ger's speech into Czech for the benefit of the Bohemians, Moravians and Slovaks among us. It all went down very well. We can regard the new Club as a going concern.

The prizes were as follows:

Best Jawa	Martin Tuček
Best MZ	John Kitney
Best Royal Enfield	Ron Mills
Best Other Bike	Gerry Quigley
Furthest Travelled	Jake, Jim & Steve from Bristol



Where to go Saturday night, then? Yes, back to Brendan's Bar where we were hospitably received as before. Mick, Gerry and Brian played guitars and/or sang. So, briefly, did Michael from Merseyside, and some of the Czechs did too. Sean O'Boyle played his guitar too. It sounded to me like background music for a Chinese cavalry charge from a martial-arts movie. Highly artistic, the lot of them.

Sunday morning was the somnolent and regretful occasion you'd expect when a gang of ne'er-do-wells had been painting the town red the night before. It was a nuisance to leave, but there really wasn't an alternative. On my way home I rode through really heavy rain; that decided me not to stop and visit my Kilkenny relations on the way, because if I'd stopped and taken my waterproofs off I'd not have put them on again that day. And so, I rode on back to Bray. By the time I reached Baltinglass, the sun had come out, the roads were dry and I was lightly steam-cooked by the time I got home.

Incidentally, my lovely Skorp did a fuel consumption overall of (in primitive money) 65 mpg. That augurs well for the Jawa 660 and its fuel-injected Minarelli/Yamaha engine, as it ought to do even better. Looking forward to seeing it in production sometime soon. Any chance of a 660cc Californian, Pavel?

Pat B.