

Laurin & Klement BZ (1902–1904)

- › The Laurin & Klement BZ motorbike was developed from the Slavia Types A and B
- › Designed for more demanding terrain, it had a more powerful engine producing up to 2.5 hp
- › The manufacturer specified a range of up to 120 km on a full tank and offered auxiliary fuel tanks to extend it by a further 80 km

Mladá Boleslav, 12 October 2026 – The Laurin & Klement BZ evolved from the Slavia Types A and B. Unveiled to the public in autumn 1902, it had an enlarged 331 cc engine producing up to 2.5 hp.

Like its predecessors, the Laurin & Klement BZ motorbike had an air-cooled, four-stroke, single-cylinder engine mounted transversely low in the frame. It retained the direct drive, but engine displacement increased from 240 to 331 cc, raising maximum output to 2.5 hp. Its speed could be adjusted in stages from 10 to 50 km/h.

The wheelbase was increased by 25 mm to 1,350 mm, while the manufacturer specified a weight of between 55 and 58 kg. Fuel consumption was stated as approximately 1 litre of petrol per 25 km, equivalent to around 4 l/100 km. On a full tank, the BZ could cover up to 120 km. Laurin & Klement also offered special auxiliary fuel tanks that extended the range by a further 80 km.

Contemporary advertising brochures described the Laurin & Klement BZ as a touring motorbike suited to more demanding, mountainous terrain or heavier riders. It was priced at 1,150 crowns.

Laurin & Klement built 690 BZ motorbikes between 1902 and 1904. The example on display dates from 1903 and is the second-oldest motorbike in the Škoda Museum's collection. Its extensive restoration was completed in 2021.

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