

## ROAD TEST REPORT

# JAWA "50"

**T**HE 50 c.c. scooterette is a type of machine that has never yet really caught on in this country on in this country although a number of models have been launched by different makers. The majority of them have been developments of mopeds already in the manufacturers' ranges and the "scooterisation" process has consisted largely of the addition of rider shielding and modifications to starter gear in lieu of pedals.

This Czech newcomer to the British market has a different history in that it first appeared, in the 1956 Earl's Court Show, as a light, open framed motor cycle and the development of this into a scooter is more direct than would be the case from a moped starting point. Footboards have replaced footrests and extend forward and upwards to form the conventional front shield of a scooter and that is the conversion.

A normal motor cycle type foot-operated gear change is located on the folding lever kick starter is on the left side of the machine, while a right. The cylinder lies horizontally with its head projecting a few inches forward of the front shielding and the plug easily accessible. A three-speed gearbox is in unit with the

engine, the chain primary drive using the cork lined clutch plate as its chainwheel. Final drive is also by chain with a top run guard.

The centre portion of the main frame is tubular but the rear section is a steel pressing hinged just behind the gearbox extending back to the rear hub and then forward and up to two large coil springs just below the driver's seat. The front forks are telescopic. The machine is well enclosed with removable steel panels and an attractive line from the large headlamp flows continuously through the fuel tank, over the engine and then right over the rear end of the machine. The front mudguard is deeply valanced. Under the dual-seat is a deep receptacle that contains the tyre pump and a very comprehensive tool kit.

Ignition and lighting are by fly-wheel magneto with 20 watts output. A speedometer is standard fitment built into the headlamp and an electric horn is provided.

### On the road

Using 16 in. by 2.5 in. tyres on spoked wheels, the Jawa naturally handles like a motor cycle. Steering is light but has a positive feel and the machine goes just where you put it.

We started the test by collecting the machine in a drizzle of rain after some weeks of dry weather, the worst possible combination for making city streets slimy, but there was no hesitation in using the nippiness of the machine in the heavy mid-day traffic and both acceleration and braking were used fully without skids or anything that felt as though it might start a skid.

This immediately noticeable quality of stability also owes something to the good road-holding provided by the smooth acting suspension systems front and rear. The movement is not very great at either end but some sizeable bumps were taken at 30 m.p.h. without bottoming or bouncing.

The maker's claimed figures for braking were easily improved upon using both brakes together but in general practice the very effective front brake was used almost exclusively because the rear brake pedal was difficult to get at and apply with any delicacy of control. On the other hand the claimed top speed was not achieved in the test, our best figure being 33 m.p.h. The engine was still not fully run in at the end of the test, however, and it seems likely that there was more to come in the way of power.

For best performance the revs have to be kept up and the gearbox is used quite a lot. The change is fast and light and, apart from a tendency to go through second to a sort of spare neutral on the way up if too heavy footed a shift was made, we found it satisfactory. Changing down by gently pressing the left toe down on the lever proved a useful steadying brake on slippery roads.

### Starting

Starting is very easy and certain. A choke lever is set just over the engine for cool starts and the first two minutes' running and there is also a tickler projecting through the bodywork for a really cold start. No effort is required and the kicking can be done standing astride the machine. But some care has to be taken to fold the starter lever back before moving off. This, incidentally, also applies to the centre stand which is not of the spring-up type.

There is not a lot of power available at low revs and the clutch has to be used intelligently to get away quickly with a good handful of twist-grip and plenty of revs on each gear for best acceleration. On the other hand the engine is surprisingly flexible and will run smoothly down to 10 m.p.h. in top gear and even accelerate from this speed, given time. For hill



climbing, of course, the gearbox is brought into use early and most climbs are made in second gear at about 25 m.p.h. Re-starts on hills again called for use of the clutch but the revs soon picked up in first gear and the very fast gear change made upward changes practicable without losing revs.

A feature of the engine is its almost entire absence of vibration, a most unusual and desirable point in lightweight machines and no doubt due to the combination of horizontal mounting and three-point attachment. The unit could be screamed hard in any gear or held at well over its designed revs down hill but there was little roughness in the whole speed range. It could certainly be heard, however, and both exhaust and mechanical noise levels are on the high side without being very much so.

Perhaps the worst feature of the *Jawa* is a dual-seat which is uncomfortable for the rider through being too wide at the front and not wide enough where it is sat on. It also takes up the space rightfully occupied by the carrier and so makes it impossible to attach any parcel or baggage to the machine. It has no point, other than looking pretty, since the only passenger ever likely to be carried on a 50 c.c. machine is a young child who would in any case have nowhere to put his feet. The properly shaped single seat on the earlier models was better.

The other thing that has not quite come off in the transition from motor cycle layout is the provision of foot-boards instead of rests. The natural riding position set the feet just where the rests would have been, but if one tried to get them flat on the boards they landed too far forward making the use of the foot-brake and gear change awkward and being uncomfortable at any rate for a tallish rider. Smallish women might like it. Perhaps the best compromise would be to retain the footrests in their original position and make the under-shield come a couple of inches lower.

#### Summing Up

Apart from these two minor matters of adaptation, the *Jawa* "50" impresses us most favourably. The quality of material and workmanship is high, appearance is most attractive and all round performance good. A little more power at low revs is something that might be gained by tuning and a slight improvement in silencing need not cost much in the way of top speed.

Basically the design is very good and this 50 c.c. scooter is definitely a cut above most of the adapted mopeds we have seen hitherto.

#### SPECIFICATION

**ENGINE:** Makers, two-stroke single, bore 38 mm. x stroke 44 mm., capacity 49.9 c.c., compression ratio 6.6 to 1, claimed output 2.2 b.h.p. at 5500 r.p.m.

**TRANSMISSION:** 3-speed gearbox in unit with engine, ratios: 10:28, 17:64 and 30:22 to 1; single-plate cork clutch running in oil, enclosed chain primary, open chain second-secondary drives.

**SUSPENSION:** Telescopic front forks with dust excluders, rear swinging arm forks with twin coil springs.

**WHEELS:** 16 in. x 2.50 in. with 4 in. internal expanding brakes.

**ELECTRICS:** Flywheel magneto 6 volt, 20 watt output with lighting coils. Headlamp with built-in speedometer, 15/15 watt bulbs, tail lamp 3 watt; electric horn.

**PRICE:** £87 3s. 0d. (including P.T.).  
**CONCESSIONAIRES:** Industria Ltd., 248 Holloway Road, N.7.



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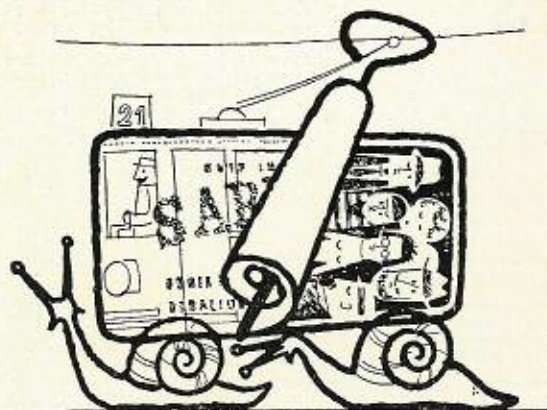
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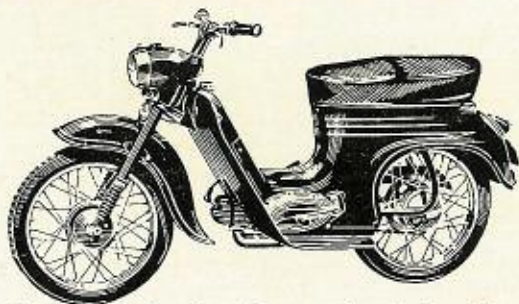
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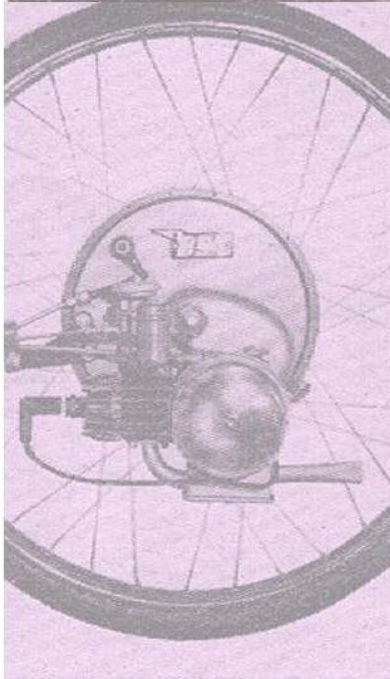
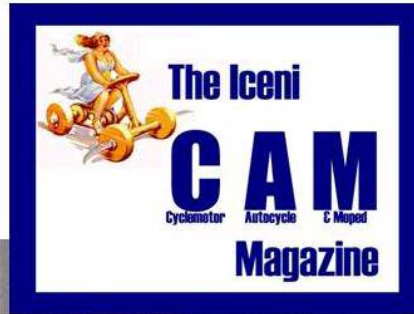


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