

NO HIDDEN EXTRAS

● Gill Hopkins tests Jawa's Mustang and finds it lacks the refinements of many of the other breeds in its class.

WHEN we carried out our group sixteen year test last year the Jawa Mustang was not available. At the time it seemed a pity, because from the advance publicity it looked as though this would be a well-styled contender for the sixteen year class.

When I went to pick up our test bike from MCM's garage it wasn't quite the 'macho' machine I'd expected. It looked more like a toy than the real thing. The bike is physically quite small compared to some other sports mopeds and the fairing, with its 'goldfish bowl' headlamp cut-out, added to the model kit effect.

Still, looks aren't everything, are they? Next step was to unlock the bike and make for the road. After a few minutes fiddling with the steering lock I began to wonder if I had the wrong key. The awkward lock was causing the problem and had to be lifted up with the key to release the steering.

Once unlocked, the bike was easily started with a couple of stamps on the forward travelling kick-start. The Mustang has a three-speed gearbox, which I prefer to the somewhat superfluous five and six speed boxes to be found on some restricted bikes. The gear change was quite light and the bike moved off fairly smoothly.

Once travelling it went well, and turned out to be one of the quicker sixteen yearers with a pursuing car clocking nearly 40mph. The drum brakes had to be squeezed fairly hard to bring the Mustang to a halt.

A familiar feature with mopeds and small motorcycles is their low light power. The 6v lamp on the Mustang didn't exactly light up the night and I rode in some trepidation on dipped beam on the unlit roads around the town. On main beam the area immediately in front of the bike became bathed in light, rather than the road ahead, and on full lock the fairing partly obscured the beam. Also, after a couple of days without riding, the wipers didn't operate until the bike had done a few miles.

The controls lacked the finesse of their Japanese counterparts: I had to take my hand off the throttle to reach the indicator switch, and you won't find extra equipment like a neutral light or tachometer on this machine.

Unfortunately, the Mustang doesn't have mirrors either and on a restricted bike these are not a luxury but a necessity to my mind.

For the shorter trip to work and around town, for which a 50cc machine is likely to be used, the flat bars of the Mustang gave a rather low riding position. Though the seat itself was well padded and comfortable.

With a number of its Japanese rivals costing over £100 more, the Jawa is one of the cheaper sixteen year specials. Fuel consumption was acceptable at an average 76mpg — consumption ranged from the mid-60s to over 100mpg on the models in last year's group test.

The Jawa 50 may have had a face-lift but it's still an 'old' style bike underneath. Without the fairing I think it looks a reasonable small motorcycle (and it costs



The drum brakes had to be squeezed fairly hard to stop the bike.



Light to handle — that's the Mustang.



The 'goldfish bowl' headlamp cut-out added to the model kit effect.

£65 less) but it lacks the refinement of many of the other breeds in this class.

Jawa Mustang Test specifications

Recommended retail price £301
Warranty 12 months or 12,000 miles
Importer: Jawa/CZ Motorcycles, Bergen Way, North Lynn Industrial Estate, King's Lynn, Norfolk.

DIMENSIONS

Overall length, inches (mm) 69.5 (1765)
Overall width, inches (mm) 23 (585)
Overall height, inches (mm) 39 (990)
Wheel base, inches (mm) 47 (1195)
Road clearance, inches (mm) 4.5 (115)
Dry weight, lbs (kg) 132 (65)
Fuel tank capacity gal (litres) 1.22 (5.5)

ENGINE

TYPE two-stroke, single cylinder
Cooling system air cooled
Bore and stroke 38 x 44mm
Displacement 49.9cc
Compression ratio 1:9.5

ELECTRICAL SYSTEM

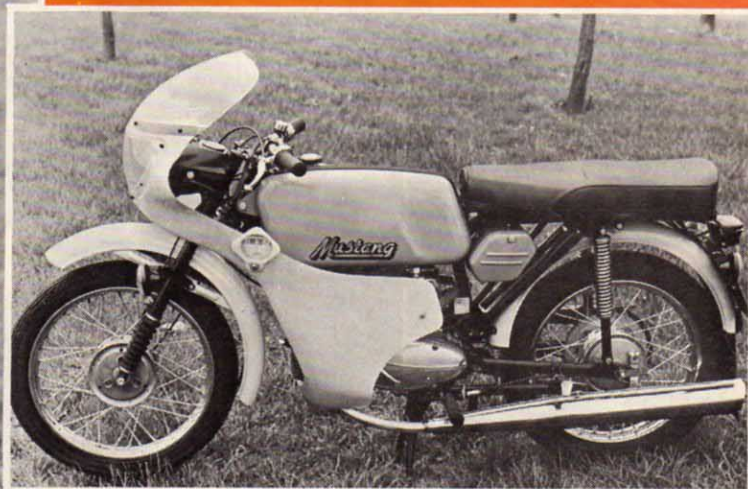
Magneto 6v 20w



After a couple of days without riding, the wipers didn't work until the bike had clocked-up a few miles.



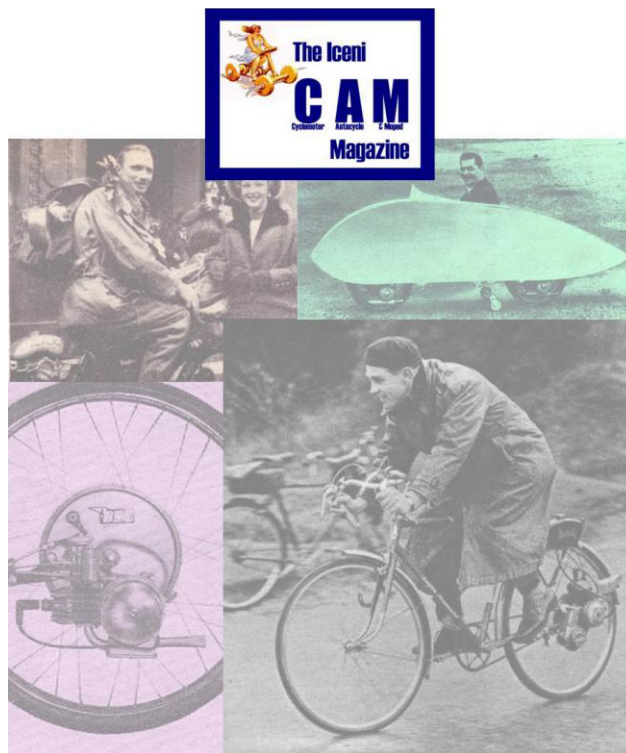
Above: The Mustang takes to the road.



Above: The 'goldfish bowl' headlamp added to the model kit look of the Mustang.

Left: A close-up of the headlamp and the wipers, which failed to operate until the bike had clocked-up a few miles.

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