



# JAWA Motorcyclist

## JAWA 650 Style Riders Report

The machine is one of a run of about 100 (?) made in 2005/06, and the first and only other one that I have seen is owned by our good friend and Jawa dealer Pavel, near Blanchardstown, Dublin.

Like many others at the Jawa, Dublin, open day in 2009, I had a brief test ride on Pavel's demonstrator machine. The bike which is of course powered by the single cylinder 650 DOHC Rotax Bombardier engine, seemed a little asthmatic in the low to mid range, but I for one liked the retro looks and the excellent brakes. I reasoned that the silencer with its 'Cat' and the carb on the engine contributed to the missing low down performance, and was probably a direct consequence of trying to meet the strict Euro emission standards. Having read Phil Irving's book 'Tuning for Speed' in the late sixties, I wasn't averse to 'raising needles, changing cutaways, changing main jets etc', and, what 'new can' might replace 'that silencer'? (Some may remember the original pea shooter silencers on early Commandos? It didn't take Norton long to 'work that one out', did it?)

Anyhow, the engine has been used successfully by another well known motorcycling brand since the mid nineties and has propelled different machinery around the IOM TT circuit at indecent speeds in the now sadly defunct single cylinder class.

After doing some phoning around myself without success, I asked Jana and Pavel if they could find a new 650 style for me. Apparently there was a black one at the factory, but they were intending to test a sidecar on it, but then, there was a blue one unsold in a dealer in Belgium, and the price would be right!

Pavel kindly had it delivered via the UK so that it would get a 'Single Vehicle Approval' certificate, and thus make it eligible for UK registration.

Work got in the way, and I didn't get around to registering the bike until May 2010.

The first 500 kms were uneventful with the bike being run in at 3000rpm or 80 kph in fifth (top) gear.

The engine always seemed a bit tight, and on the way to Pavel's for the 500 km service it did feel like it was running out of fuel near the M50. I even stopped and checked, but there was plenty remaining, and to prove a

point, the bike was returning about 28 km for each litre of fuel. (77 mpg)

Following the first service I continued to cruise at 80 kph in top gear until 3200 kms were on the clock. This spell included an enforced period commuting in the worst of the snow in Dublin this last winter, when the propshaft on the old diesel Range Rover failed on the way to the ferry at Holyhead!

One Friday night heading back to Galway from Dublin, I even had to ride legs outstretched and at walking pace in 10 cm of snow on the hard shoulder of the M6 between Tyrrellspass and Kilbeggan, but such is life!

Whilst the rider was unscathed, some of the fasteners on the bike will need replacing.

During this period of running in, I noticed that the bike was not steering at low speeds like it should.

This became a topic of much conversation with Pat Brennan over many glasses of Hoegarten and Pauliner beer in Dun Laoghaire and Headless Dog in deepest Bray. Having double checked the tyre pressures and pondered about the use of the 16 inch wheels, I checked the steering head bearings which seemed tight, and decided to slacken the lock nut by a sixth of a turn. This improved things immensely.

Following this year's trip to Clogheen, and a few runs around Connemara, (the photo was taken on the road between Maum and Mam Cross) it was time for a quick visit to the IOM TT to see a friend. I called in on Pavel and then set off from Dublin to Douglas on the 'Steam Packet Cat'. It was on the IOM that I started to open the bike up a bit and let that big 100mm piston have its' head!

According to the instruction manual, the peak power is about 45 bhp (in old money) at 6500 rpm. Maximum continuous revs allowed are 7000rpm with short bursts to 8000rpm permitted where I guess (and pray) that the rev limiter kicks in!

According to the gearing (and assuming the clocks are accurate) a good all round cruising speed of 110 kph at 4000 rpm (half max revs) is perfectly comfortable, with 6000 revs giving 165 kph which the bike feels it should be easily capable of, and probably the extra 13 kph at peak power.

I have only seen 140 kph on the speedo once so far, and have gunned the bike up to 6000 revs in second gear a couple of times, and I can honestly say that it certainly shifts!

These performance statistics are not a million miles away from those of my Norton Atlas 745 cc of the late sixties, although the Nortons torque and acceleration would have been better than the Jawa lower down in the rev range.

Modern big singles with their light flywheels, develop their torque higher up in the rev range unlike the Vincent Comets and G80 Matchlesses did before. In fact they seem to ride more like twins.

And, what of the rest of the bike I hear you say?

The electrics are good with excellent lights. The brakes are excellent too, with the rear having the best 'feel' of any bike I have ridden. The seat is comfortable and the rear carrier very handy. The bike has the optional centre stand fitted which is invaluable when lubing the chain, which surprisingly hasn't needed adjustment!

Worst fuel consumption has been 22 kms per litre. Nothing has failed except one warning light (replaced at Halfords)

Oil consumption has been zero, but I do change the oil every 3000 kms, and it uses the same cartridge filter as the Aprilia Mille.

The Jawa 650 Style does get a lot of attention being one of just two in the UK and Ireland, unless of course you know better! Also it demonstrates that the Jawa brand is well known, and evokes a lot of fond memories.

And no, it's not for sale, but that low down torque on the new fuel injected Jawa 660 I rode at Clogheen. Ummmmmmmmmm!

Slan

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