

A Jawa Mustang Racer !!!

I spotted a 1960s' JAWA Type 23 Mustang at Netley Marsh Autojumble on Saturday. I thought for a moment that it was a made up project bike but extreme close inspection revealed that the tail end metalwork had been machine pressed into shape. The expansion chamber exhaust system was indeed made for the bike with factory standard welds and convoluted to clear the sump plug, frame lugs, controls and normal Mustang features, to exit into a end can derived from a Mustang exhaust system complete with baffle. The welds are to JAWA factory style and finish and the system is bloody well made so I would gamble that it is actually a JAWA factory system.

The guy had found it in a shed where it had been since the 1970s so it hasn't run for a long time. The previous owner had used it as a 50cc circuit racer in the 1960s and 1970s before it was laid up for some reason. It even had a little paddock stand!!

The bike does have that air of a factory produced off the shelf racer about it. Oh, the gear shift lever is different from stock. The gear shift is on the swing arm pivot and is a special factory version with a mecano type holed L shape mount and the shift to actuator rod is fully adjustable in travel and movement via screw attachment as opposed to normal road going Mustang sloppy bent tent peg type gear shift arrangement. It is a JAWA factory standard part



The fairing is as for the Mustang except that it has the headlamp bubble hole covered by a cover section manufactured and attached onto the fairing. There is also a blanking piece to cover the normal gap behind the front wheel with a hole for engine cooling. The speedo reads 310 miles.

The front forks are not the usual Mustang items but are the type similar to those on a JAWA Type 203 Transistor or Type 21. It has full length forks and not the standard inverted Y short forks system. The main difference is that the front mudguard welded on brackets are missing as in never been welded on at the factory.

The electrics had the basic alternator to coil with the unused road bike redundant wires just hanging loose. I figure that the lucky bike was diverted off the production line and just ended up as a racer. It has no chassis plate either.

on close examination and not a homebrew fabrication. It is this feature that convinces me that this is an off the shelf factory club racer variant of the road going Mustang. The rear sprocket is JAWA but strange looking for a Type 23 with a racer type bolt on metal type sprocket arrangement.

The guy asked me if £600 is a lot for it and I said that Mustang go for around £150 to 200 for runners. I know every other manufacturer made clubman racer versions of road bikes during the 1960s and 1970s but did JAWA do this and with the Mustang? This may be the only example known to the club and needs to come into the club's orbit. It is very nice to look at.

I returned the next day and the bike had been bought by an Irish guy in his 50's and he plans to use it for parades, bike events, etc. Anyhow he's interested in joining the club and so took the details. He'd had a 634 once. The vendor bloke I talked to yesterday found the bike in a

shed along with a Colsta framed YAS1 125cc racer and a 250cc racer.

I took the workshop manual with me and made comparisons between the models. It was interesting as to what was missing compared to the production versions. The non fitting of normal lugs and brackets for road versions, the trick race pipe that custom fits the bike, the machine welding of the whole exhaust system. The whole bike is a bit too well made for a homebrew special. The tail piece was metal and machine pressed with all the bolt holes jig drilled.

The fairing is narrower than the road going Mustang especially at the bottom where it narrows in. There is a screw panel on the lower right side next to the points panel and is shaped the same way. It is held in by 3 screws.

I figure this is the Mustang equivalent of the BSA racing Bantam club racer models in the late 1960s. Anyhow the Irish guy who bought it has the details of the club and the JAWAMOPED website which he asked me for and I wrote them down. The bike will be in the club's orbit soon but in Ireland. I took a lot of detailed pictures as well today. The bike had been raced during its 310 mile career and belonged to a club racer.

So what is the possibility of a European market club racer finding its way into the UK way back? It is interesting to investigate more on the racing versions of JAWA road bikes.

Regards,

Andy Reid

Dorset.



Above and previous page – two pictures of the bike taken by Les Packer. Below - a picture of John Blackburn's restored standard road going Mustang for comparison.

