

JAWA 175 A TWO-WHEELED WORKHORSE

It looks just right for the job — tough and trouble-free, without frills, glamor or sex-appeal.

WITH THE increase in the agricultural bike market in the years since the first hesitant introduction of the BSA Bantam Bushman on the South Australian market, many makers have brought out models intended primarily for this segment of the market.

The Jawa 175 — the subject of this test — is Czechoslovakia's offering in this highly competitive field.

Jawa is offering 175cc of very reliable engine for a modest \$330 (\$360 with tax) as its selling point.

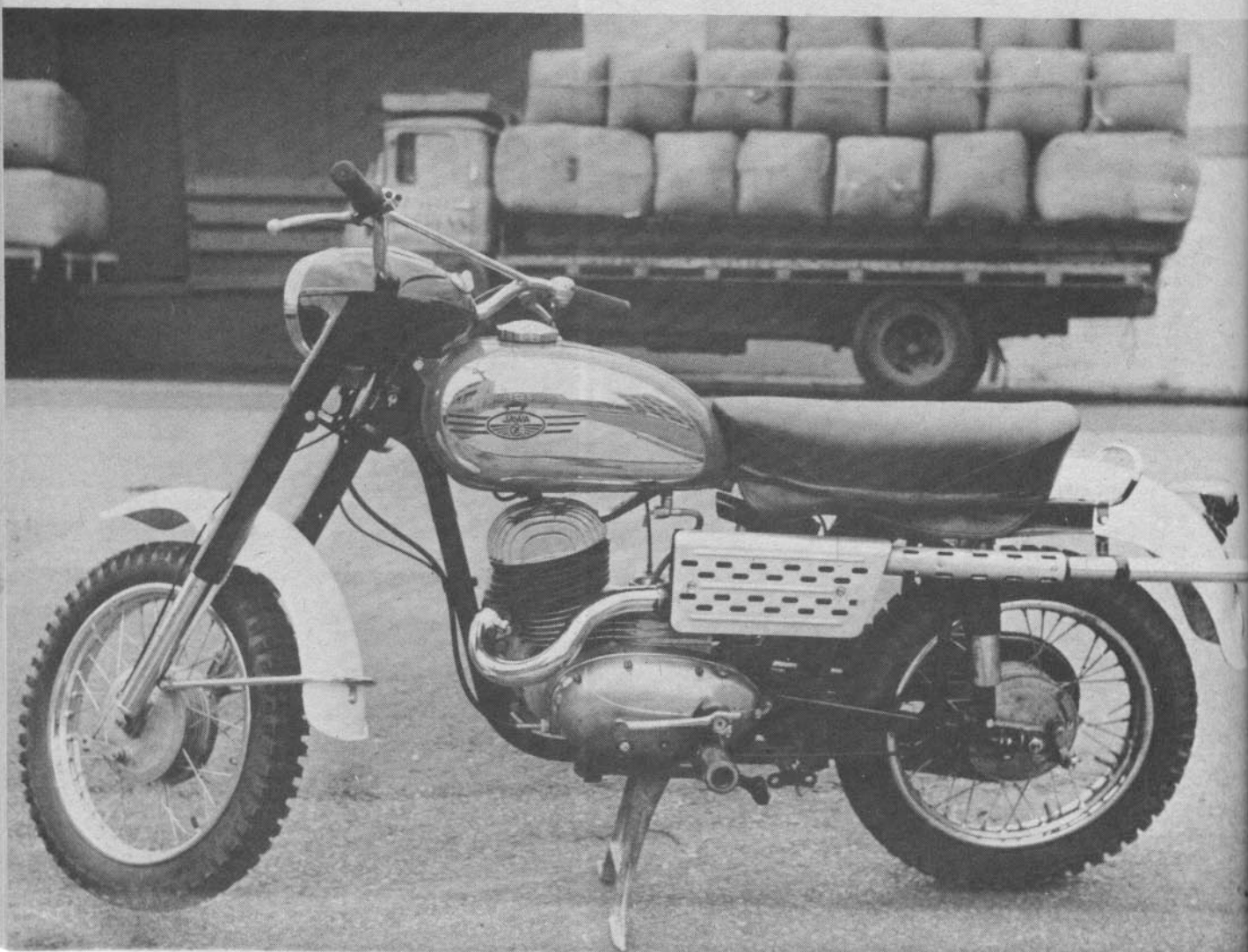
The overall design is not as up to date as the Japanese competition. It does not have a dual range gearbox or trail type forks but an ultra ratio four speed unit and modified street type front forks.

These forks work comparatively well. Although movement is not long, they are very firm in setting and most country can be taken in a satisfactory manner.

However, the limited movement is a handicap in very rough areas for, although it is difficult to bottom, it sometimes becomes necessary physically to yank the front wheel over obstacles — and this becomes tiring.

The performance of the machine is modest since the

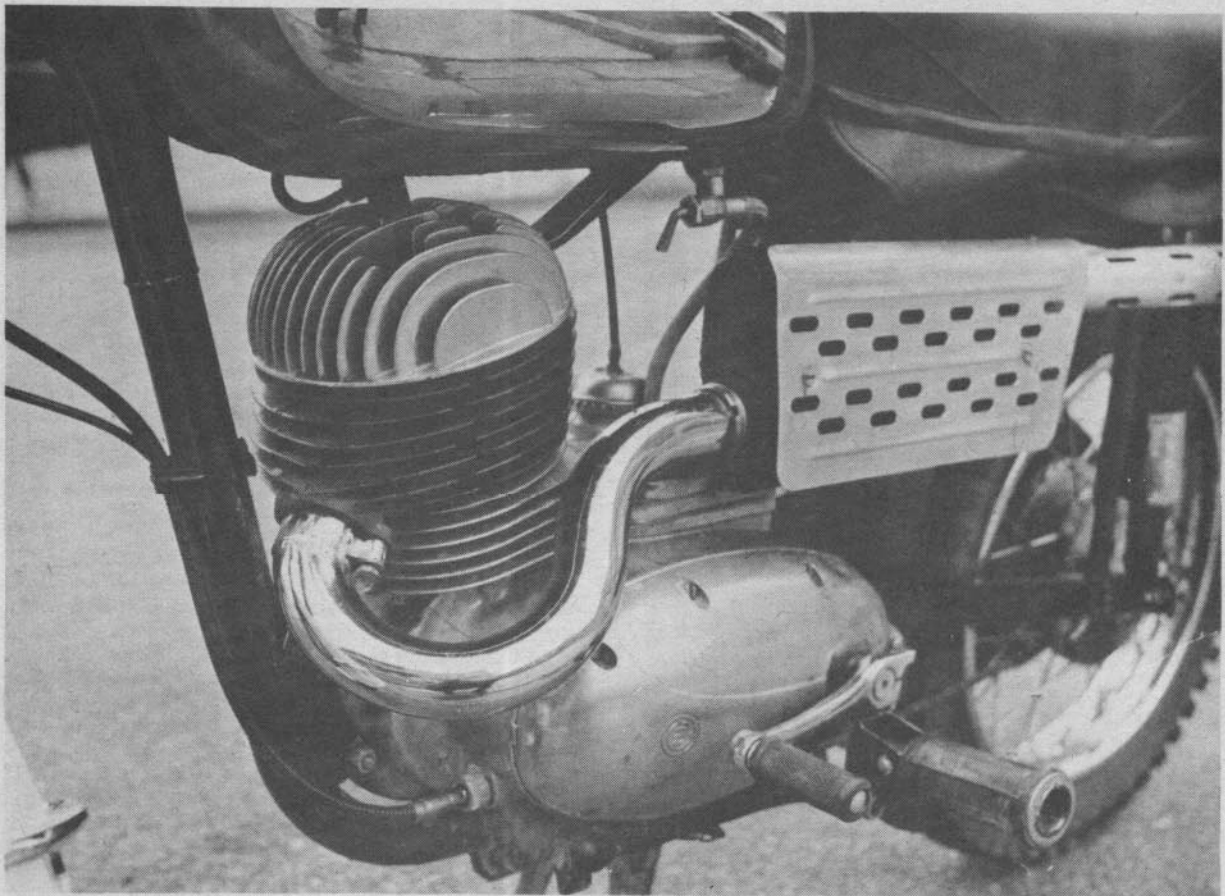
The Jawa 175cc single, an unglamorous but very practical motorcycle, reliable and tough to work.





Fully enclosed chain, large rear mudguard and high-mounted engine are clues to what it was made for.

The 175cc single-cylinder two-stroke mill is very conventional, but the muffler system is unusual.





Almost everything is an option; mirror, horn, etc. Handlebars and in fact whole bike have sparse, practical look.



gearing is extremely low. First barely gets the thing moving; second is a little better; third will go to about 25 and fourth — a real road-cruising ratio — has had its lot at around 45, although, in deference to the low mileage, I didn't try for a high speed run.

This is in keeping with the machines intended purpose. Jawa has made no pretense of offering a dual purpose motorcycle. Even the horn is an extra cost option. It is intended for the man on the land.

Its finish is not too bad, although for some reason the Czech stylists delight on seeing how many colors they can cram on to the one motorcycle.

The machine looks heavy and a little crude and is very noisy. But it is well put together and everything that needs to be strong is massive.

The frame looks as if being run over by a steamroller would not have much effect and the simple two-stroke is so unstressed (16 bhp DIN) that raising it by 50 per cent would only bring it into line with Japanese designs. This is tied to a gearbox that feels as if it has been carved from the solid.

The gearchange is the old unique gearchange/kick start mechanism familiar to Jawa riders from way back. The change is positive on down shifts but, due to the excessive amount of travel, it is possible to miss the occasional up shift, particularly third into top. However, on the other important gauge of a box's worth — finding neutral — the Jawa was simplicity itself. It was not necessary to fish — neutral was always where I expected to find it.

The sales tax department have passed the 175 as a tax-exempt vehicle for those eligible. Most are going to be

Everything about it is clean and simple. Long travel forks do their job adequately for most types of terrain.

sold as farm bikes for I cannot see too many people buying one to ride on the road.

For a start, apart from the poor performance the steering is very heavy and at low speeds the machine must be more or less deliberately steered through a corner.

When I first picked up the machine, the brakes were poor, but this was merely a matter of adjustment as a few seconds' work had them up to scratch. They aren't the best brakes in the world but, bearing in mind the modest performance of the Jawa, they are more than adequate.

The ride of the 175 is good — better than the L2CA, for instance. This can be attributed to the beefier suspension and a more comfortably padded seat.

The riding position, on the other hand, is quite odd for an ag. bike. The handlebar is a shortish, straightish bar not unlike the handlebars fitted to motorscooters.

A pair of wide trails bars would make a lot of difference to the cycle. For one thing, the steering would feel lighter and, secondly, less effort would be needed to yank the machine around on broken ground. As it is, the bars force a slight forward leaning position which is at odds with the cycle's intended use.

The other half of the peculiar gearchange/kickstarter arrangement — the starter — works well. Although it is a little hard to push into position, the engine is fairly easy to start. The carb must be primed and plenty of throttle wrapped on and the engine given a couple of hefty boots in the belly, but it always fires quite readily.

Once started, it idles with the usual single pot smoothness. Under way, though, it puts up the most insane racket and I spent half my time looking over my shoulder for noise-sensitive policemen.

One thing is certain — if the sheep aren't deaf to begin with, a couple of days with this thing and they will be able to wander through the heart of any town without taking fright. One other thing — I could only look over my shoulder after I had fitted a rear view mirror of my own. Seems these are optional extras, too.

The Jawa 175 Agricultural model is a good low cost (actually about the cheapest agricultural model available regardless of displacement) medium displacement two-stroke which should run for ever on little more than the occasional fill with petrol and oil mix.

It has a few faults (like the bars) which should be fixed for it to become a volume seller. What Jawa has done is construct the Model T of the ag. bike field.

It is a basic machine, intended for one purpose, with no frills and no glamor; but the farmer who wants a machine which will start when ridden after a night in the pouring rain, will run for years without lifting the head and probably will not even have the plug changed for 50,000 miles, could buy no better than the Jawa.

If he requires dual range gearboxes, electric starters and all other forms of decadent oriental design, then he'd be happier with some other machine.

A good way of summing up the Jawa would be to describe it as a willing workhorse.

JAWA PARTS IN VICTORIA

We've had a number of letters from readers in Victoria who've been having trouble getting Jawa parts, manuals, etc, and also CZ parts and service.

Well, fellas, your troubles are over. Mind you, if you'd cared to check the advertisers in the back pages of our magazine, you'd never have had a problem in the first place.

Two firms advertising Jawa and CZ sales and service (which, of course, includes spare parts) are Ted McGan and Ted Miller, at 172-174 High Street, Preston, and also Frank Mussett, 246 Sydney Road, Brunswick.

Both are Jawa and CZ agents in Victoria.

