

Andy Tiernan Classics

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Used Antique Motorcycle Brief Evaluation Report				Dated 17/11/2020	Tester AMC
Make BSA	Model A7	Year 1954	Reg No NXS 359	Oils checked E, G, P	
Price £5,350	Colour Silver & black	Stock No 07541BSA	cc 500		
VIN/Frame BA7S.15685	Location LHS top of front down tube	Engine No ZA7 S 4260			
Registration Documents: Old V5's & latest DVLA V5C registration document				MOT expiry Exempt	
History. Dispatched fro the factory on the 21st of December 1954 to Pride and Clarke, London					

	Nice	Mean	Poor	COMMENTS		
ELECTRICS	Headlamp Operation	✓				
	Rear lamp Operation	✓				
	Stop lamp Operation	✓				
	Horn Operation	✓				
	Charging System Operation	✓				
	Battery	✓			Voltage = 6	Earth polarity = Neg.
STEERING SUSPENSION	Head Bearings	✓				
	Forks	✓				
	Swing Arm Bearings	n/a				
	Wheel Alignment	✓				
	Girder Links If Applicable	n/a				
BRAKES	Front Brake	✓				
	Rear Brake	✓				
	Controls Clevis Pins etc	✓				
WHEELS TYRES	Front Tyre tread depth	✓			Size 3.50 x 19	(see note 3 below) Mitas
	Rear Tyre tread depth	✓			Size 4.19 x 19	(see note 3 below) Mitas
	Front Bearings	✓				
	Rear Bearings	✓				
	Front Rim		✓		Plating = 45%	Painted centre, slight runout
	Rear Rim	✓			Plating = 55%	Painted centre
	Front Spokes	✓				
	Rear Spokes	✓				
GENERAL	Exhaust Silencers	✓			Plating = 95%	
	Exhaust Pipes	✓			Plating = 85%	
	Fuel System Leaks	✓				
	Speedo	✓			Reading = 04820	
	Cables		✓			
	Handle bars/Levers	✓			Plating = 85%	
	Final Drive Chain		✓			
	Primary Chain Tension	✓				
	Engine Condition	✓				
	Cold Starting	✓				
	Hot Starting	✓				
	Oil Leaks	A slight weep from the rocker box, a few drops under the engine after the road test				
	Gearbox operation		✓		No of gears 4	
	Clutch operation	✓				
	Road Test Evaluation	✓			Distance covered 10 miles	
Carburettor	✓			Type = Amal side float		

Tester reports – The engine started readily from cold & when hot & ran well, pulling cleanly from low revs. The clutch operated without fault. All the gears worked although sometimes selection was a little ‘hit & miss’, due to the lever not returning to the neutral position (possibly weak spring). Both period brakes worked well. The machine steered & handled nicely.

Notes: -

1. This report is only the opinion of the tester on the day and should only be considered as a rough guide as time does not permit an in depth report. Antique machines will always require ongoing work.
2. All antique machines must be thoroughly checked over & fully serviced by a competent mechanic before any use, due to their age & the length of time that they may have been stored.
3. WWW.ROSPA.com recommends tyres that have been in storage for over 6 years or in use for 10 years should be replaced. For further information on tyre safety visit the ROSPA website page at <http://www.rospa.com/roadsafety/adviceandinformation/vehiclesafety/tyresafety/tyres-information.aspx#aging> or the Tyre Safe website at <http://www.tyresafe.org/>.
4. The speedometer (if fitted) reading shown in this report is not necessarily an indication of the machines true mileage.
5. We strongly recommend that all Flat tank motorcycles are run on **Ethanol Free** petrol, such as Aspen or Avgas.