

Andy Tiernan Classics

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Used Antique Motorcycle Brief Evaluation Report				Dated 24/04/2023	Tester AMC
Make BSA	Model C11	Year 1951	Reg No SXS 993	Oils checked E, G, P	
Price £3,250	Colour Blue & black	Stock No 08336BSA	cc 250		
VIN/Frame ZC10.26513	Location LHS headstock	Engine No BC11.1064			
Registration Documents: DVLA V5C registration document					MOT expiry Exempt
History. Came from the estate of a Surrey collector, together with several other lightweights					

	Nice	Mean	Poor	COMMENTS		
ELECTRICS	Headlamp Operation	✓				
	Rear lamp Operation	✓				
	Stop lamp Operation	✓				
	Horn Operation	✓				
	Charging System Operation	✓				
	Battery	✓			Voltage = 6	Earth polarity = Pos.
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 90/90 x 19	(See note 3 below) Siamese Rubber (aged)	
	Rear Tyre tread depth		✓	Size 2.75 x 19	(See note 3 below) Trials (aged)	
	Front Bearings		✓			
	Rear Bearings	✓				
	Front Rim	✓			Plating = 85%	Painted centre
	Rear Rim	✓			Plating = 75%	Painted centre
	Front Spokes	✓				
	Rear Spokes	✓				
GENERAL	Exhaust Silencers	✓		Plating = 85%		
	Exhaust Pipes	✓		Plating = 80%		
	Fuel System Leaks	✓				
	Speedo	✓		Reading = 01707		
	Cables		✓			
	Handlebars/Lever	✓			Plating = 90%	
	Final Drive Chain		✓			
	Primary Chain Tension	✓				
	Engine Condition	✓				
	Cold Starting	✓				
	Hot Starting	✓				
	Oil Leaks	A few drips under the primary chain case after the road test				
	Gearbox operation	✓			No of gears 3	
	Clutch operation	✓				
	Road Test Evaluation	✓			Distance covered 6 miles	
Carburettor	✓			Type = Amal Monobloc		

Tester reports – The engine started readily from cold & when hot. The motor ran very well, happily sitting at 40 to 45 mph. The clutch worked without fault. All the gears selected & functioned normally. Both period brakes worked, though the rear would benefit from some attention. The machine steered & handled nicely. All in all, a sweet running little Beeza!

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.