

Andy Tiernan Classics

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Used Antique Motorcycle Brief Evaluation Report				Dated 07/05/2024	Tester AMC
Make BSA	Model G14	Year 1937	Reg No XBV 874	Oils checked E, G	
Price £19,000	Colour Green & black	Stock No 08604BSA	cc 1000		
VIN/Frame HG14.501	Location LHS under saddle	Engine No Z10.182			
Registration Documents: DVLA V5C registration document					MOT expiry Exempt
History. Came from a Kent collection					

		Nice	Mean	Poor	COMMENTS	
ELECTRICS	Headlamp Operation	✓				
	Rear lamp Operation	✓				
	Stop lamp Operation	n/a				
	Horn Operation	✓				
	Charging System Operation	✓			DVR2 electronic regulator fitted	
	Battery	✓			Voltage = 6	Earth polarity = Neg. Fuse fitted
SUSPENSION	Head Bearings	✓				
	Forks	✓				
	Swing Arm Bearings	n/a				
	Wheel Alignment	✓				
	Girder Links If Applicable	✓				
BRAKES	Front Brake		✓			
	Rear Brake	✓				
	Controls Clevis Pins etc	✓				
TYRES	Front Tyre tread depth	✓			Size 5.00 x 18	(See note 3 below) Dunlop
	Rear Tyre tread depth	✓			Size 4.00 x 18	(See note 3 below) Dunlop
	Front Bearings	✓				
	Rear Bearings	✓				
	Front Rim	✓			Plating = n/a	Painted
	Rear Rim	✓			Plating = n/a	Painted
	Front Spokes	✓				
	Rear Spokes	✓				
GENERAL	Exhaust Silencers	✓			Plating = 95%	
	Exhaust Pipes	✓			Plating = 95%	
	Fuel System Leaks	✓				
	Speedo	n/a				
	Cables	✓				
	Handle bars/Levers	✓			Plating = 95%	
	Final Drive Chain	✓				
	Primary Chain Tension	✓				
	Engine Condition	✓				
	Cold Starting	✓				
	Hot Starting	✓				
	Oil Leaks	A few drops from the timing chest after use				
	Gearbox operation	✓			No of gears 4	
	Clutch operation	✓				
	Road Test Evaluation	✓			Distance covered 8 miles	
Carburettor	✓			Type = Amal side float		

Tester reports – Started readily from cold & hot. The engine ran well & pulled like a proverbial train from low revs. The clutch worked without fault. The gears selected & functioned normally. Both period brakes worked with the rear being better than the front, which should improve with use. A very gratifying V twin BSA!

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.