



The 1967 WDB40 was built to a British army specification. The forks and frame are similar to the early B25, the separate headlight assembly seems to be based more on the B31 than the civilian B40 model as do the wheels. It has lots of practical touches and is a very robust machine. Main drawback, for me, is the very low gearing and trials ratios which means its revving its head of much past 50mph and third is only good for about 35mph. using a 19t gearbox sprocket has helped but not fully overcome the 'problem'. However it's great off road and around town. Though nothing like as fast as the B25FS, I find its power characteristics much more to my liking. Currently my favourite bike and the only reason it's so tatty is because I cannot bear to take it off the road for a makeover.

This is an unusual, if not rare bike. It is a 1971 B25FS (or Fleetstar). Most B25s were shipped as the SS (Street Scrambler) version. The FS has bigger fuel tank, a more conventional exhaust system and originally a single saddle. Handles well and is quite fast and would cruise at 60 quite happily. However, I always felt the engine was overtuned and much prefer the softer power delivery of the B40.





After many years without British Bikes, in 2009, I acquired three, the Royal Enfield Crusaders described under Classics and the 1972 BSA A65T shown to the left. This is the end of the line version OIF (Oil in Frame) model. The 'T' designates it a Thunderbolt which is the lower powered single carb version. The Lightning having twin carbs and a bit more power. However, I felt that the more softly tuned Thunderbolt would suit my needs better. I was actually looking for an AMC bike at the time to ride in the Westward Ho night trial, but when I saw this bike I just had to have it. It has not been restored, it is virtually original and has clearly been well looked after. All the more remarkable is the fact that it has been well used as the odometer reads over 22k miles. Bought in November 2009, so far I have only ridden it 10 miles for its MoT. No problems but it will not see the roads again until all the winter salt has long gone. The AMC machine will have to wait until I can sell something else or save enough.

Well its now early March and Spring is only just beginning to emerge. I cleaned the A65 today as it was due to be ridden to a friends funeral. It looked so nice I could not resist taking another picture. The bike was used with no problems in early April on the AMC clubs Westward Ho Night Trial and for a couple of other VMCC events. Somehow I never really felt at home with it and eventually it was sold in September 2010 to make way for the Matchless G3 pictured elsewhere.





Whilst helping a friend collect a new (to him) Triumph Trophy we got talking about his other bikes, The net result was that I bought his 1952 BSA A7 Star Twin. This was the year when chrome was in short supply due to the Korean war so the silver painted tank is absolutely correct, but I must admit the later (or earlier for that matter) chrome tank did suit the bike better. This picture was taken when I went to view and test ride the bike.

Same bike but now in my drive and with a few mods though only the fitting of the single saddle in place of the dual seat is obvious. Apart from the brief test ride before purchase, I have not yet ridden the bike primarily due to a bout of very bad weather which has left our roads heavily salted. Not risking it until we get some better weather. Two years on and the bike is still in the garage. It proved challenging to get rid of a few faults which really spoilt the bike but its now set to ride and quite reliable; the proof being that it got me the Post War class award in the VMCC Western Region Road Trial Championship in 2011. Reasonably quick (cruises at 60 all day which is as fast as any of my buddies can manage), comfortable, reliable and looks good. What more can you ask. Oh yes, the saddle was hideously uncomfortable so it now wears the dual seat again.

