

# BSA M20

- YEAR: 1943
- MODEL: W-M20
- COUNTRY: Britain
- ENGINE: 496cc single cylinder, side valve, 4 stroke, 13BHP@4,200RPM
- ITEM NUMBER: 237
- DONATED BY: Mr Les Falkner
- Weight: 280 kg.
- Maximum speed: 95 km/km/h.
- Front suspension: girder. Rear suspension: rigid.
- Wheels: 3.25 x 19-inch front & rear.
- Brakes: 7-inch drums front and rear.
- Transmission – 4 Speed / Chain

Est 1981

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**BSA**  
MOTORCYCLES

The Birmingham Small Arms (BSA) is a company that produces motorcycles, aircraft, taxi's & weapons. Of course, motorcycles are a big part of the activities of the company and in the 1950s they were producing more than 75,000 bikes annually.

At the outbreak of WW2 - BSA were Britain's largest motorcycle manufacturer with a long history of armaments supply to the armed forces WW2 saw more than 126,000 in active service, mainly by Desert Despatch Riders. Designed by Val Page the BSA M20 started development in 1937 as a heavy-framed sidecar model with a simple 500 cc single cylinder side valve engine. It had low compression and plenty of low-end torque through a standard BSA gearbox.

BSA has a good reputation for a reliable bike and successfully grow with the introduction of S27 (also known as a model Sloper). It was produced for 10 years and is available in 350cc, 500cc and 595cc engines.

From October 1939 the K-M20 was designated the W-M20 and modified to include girder-forks and removal of the valanced rear mudguard. During late 1940 some civil specification M20s were purchased by the War Office which were civil models with a military paint scheme. In 1941 front and rear number plates were removed and between 1941 and 1942 active service use in North Africa showed the need for easy adjustment of the fork dampers. Special damper knobs were made of Bakelite (later replaced with pressed steel). The DU142 headlight was replaced with a smaller 6 in Lucas DU42, with a hooded, slotted black-out shield, and a universal L-WD-MCT1A tail light was fitted.

