

1957 BSA

GOLD STAR

This 1957 Gold Star was originally a racing motorcycle. After its owner left for Viet Nam and never returned, the motorcycle sat in storage for years before being purchased by its present owner and rebuilt in Cafe attire. It has been significantly updated with period additions to include a large, 190mm front brake, “bacon-slicer” front hub covers, Dunlop shouldered alloy rims, Feridax road-racing seat, Tomiselli handlebars and alloy Amal levers.

Its Manufacturer was B.S.A. Motorcycles, Ltd., Birmingham, UK



Museum Loan from: Al Hartman – Mertztown, PA

“Just what the lads wanted!”

BSA was the British company known for its practical, popular, single-cylinder motorcycles. The lineage of the great BSA Gold Star 500 extends back to the company’s founding in 1910, through BSA’s racing successes in the 1930s (being awarded “gold stars” at the Brooklands racetrack for laps exceeding 100mph), and into the big single’s glory days of the 1950s.

BSA Gold Stars were successful in every form of racing.

Although somewhat temperamental and difficult to start, the Gold Star single was “Just what the lads wanted,” according to Ace Times author and long-time Rocker observer Mick Duckworth. The “Goldie’s” reputation and performance (and sound) preceded it, as the expression goes, and the machine was an ideal candidate for “Café Racer” modification.

DID YOU KNOW!

In 1937, Wal Handley lapped the Brooklands circuit at over 100 mph (160 km/h) on a BSA Empire Star, and was awarded one of the traditional Gold Star pins for the feat. That inspired BSA to produce the BSA Gold Star.

Specs:

Engine: 499cc pushrod, pre-unit, OHV four-stroke single
Manufacturer’s claimed power output: 28-42, depending upon model
Carburetion: 34mm Amal GP
Transmission: 4-speed, chain primary-drive
Wheels/tires: 19” x 4.00 (rear); 19” x 3.25 (front)

This vehicle is unavailable for adoption.



