



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

**BSA 1956 GOLD STAR 350CC 1 CYL OHV 3103**



**SOLD**





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### PRODUCT DESCRIPTION

#### **BSA 1956 DB 32 "Gold Star" 348cc OHV frame # CB325019 engine # DB32GS897**

For model year 1939 there were 3 models in the BSA 500 cc ohv class that all had a four speed foot controlled gearbox.

All three had bore/stroke dimensions of 82x94 mm.

The M 22 was meant for both solo and sidecar work, the M 23 Silver Star was a sports machine with specially tuned engine and the M 24 Gold Star was the ultimate sportsman's dream.

The engines were individually built and bench tested and had an aluminium cylinder and head and Amal TT carburetter.

The Gold Star name was derived from the award won on 30th June 1937 by the great Wall Handley who achieved a 100mph lap of the Brooklands circuit on a specially prepared 500cc Empire Star model.

The super sports Gold Star model would become one of the most successful production racing motorcycles ever and the post-war Gold Star formed the mainstay of clubman's racing in the 1950s.

The Gold Star returned as a 350cc model with bore x stroke of 71x88mm to BSA's post-WW2 range at the end of 1948, when it was displayed at the Earls Court Show.

The B32 Goldie boasted the telescopic front fork first introduced on BSAs larger models for 1946 and came equipped with a new alloy cylinder barrel and head.

For 1950 a 500cc version – the B34 – with 85x88 bore x stroke was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the 'BB' Gold Stars after the new swinging arm frame was introduced in 1953, changing to 'CB' designation for 1954.

This change marked the introduction of the classic 'big fin' engine top end but the designation lasted only until the arrival of the 'DB' series in the autumn of 1955.

The 'DB' incorporated a much improved lubrication system and, in the case of the 350 only, a stronger cylinder assembly.

In May, 1954 Motor Cycling tested a 350cc model in Clubman's trim: maximum speed attained was 102+ mph, almost 170 kph, @7,000 rpm.

The tester observed «Unsprung weight on this model, with the alloy rims fitted, is exceptionally low and the suspension and steering earned the highest admiration – on fast, bumpy bends no pitching or rolling was ever experienced and the machine could be heeled over as far as was desired in perfect safety.

At low speeds the steering was as good as when really hurrying.»

This well-fettled Gold Star is equipped with Smiths speedo and rev counter, Taylor Dow 'Superleggera' alloy top yoke, Lyta fuel tank, Dunlop alloy wheel rims and AMAL GP carb.

It is road registered and has standard gearbox ratios.

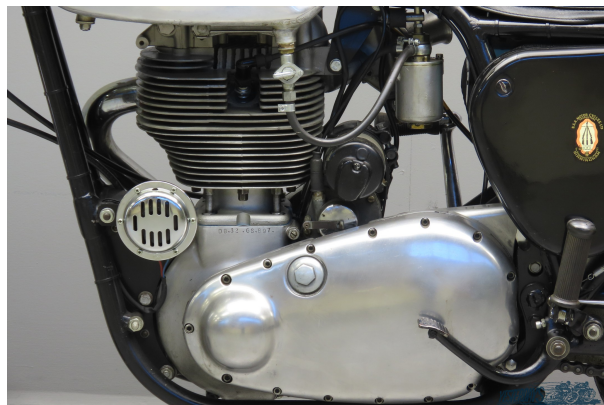


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