

GOLDIE

The International Magazine of
THE GOLD STAR OWNERS CLUB
Dedicated to the Preservation, Maintenance
And Enjoyment of the Classic
BSA GOLD STAR & ROCKET GOLD STAR



MAY 2026

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DESPATCH BOOK RECORD: contact the Machine Registrar with SAE for a copy of the details shown in the Despatch Book.

NOTE: THE INFORMATION PROVIDED DOES NOT VERIFY THE AUTHENTICITY OF ANY BIKE

ENGINE TEST CERTIFICATE:

for a copy contact the Technical Officer, with SAE and Membership Number.

INFORMATION AND ADVICE

**The Gold Star Owners Club is always there to give help & advice
REMEMBER ANY HELP OR ADVICE GIVEN BY OTHERS
(INCLUDING GSOC MEMBERS / OFFICIALS) IS THEIR BEST OPINION,
YOU HAVE TO WEIGH UP THE PROS & CONS OF TAKING THAT ADVICE**

WEBSITE

www.bsagoldstarownersclub.com

**Co-ordinator: Jim Donnelly -
See contact details inside front cover**

COPY DATE

*May 2026 issue
material **MUST** be in before
20th April 2026 please*

The Gold Star Owners Club is a member of the Federation of British Historic Vehicle Clubs. Their website is where you can read a copy of the latest newsletter plus the back copies

<http://fbhvc.co.uk/members-pages/newsletter-archive/>

When there are articles that are relevant to us, a precis will be included in the Magazine

REGISTRATION NUMBER QUERIES : DVLA

For information and help regarding registration numbers contact either the BSAOC or VMCC as the Gold Star Owners Club no longer has a link to the DVLA.

Advertise your business in the magazine

Current Rates are:

1/4 page: **£75** per annum 1/2 page: **£150** per annum Full page: **£300** per annum

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Editor's Ramblings

Phew! My first edition got to the printers on time and they got it turned around and sent out—apologies if it was a little late, Bank Holiday weekends might be good for biking, not so good for magazine distribution and posting.

Just a quick reminder of monthly timelines. I start to put the magazine together on the 20th / 21st of the month, needing to get it to the publishers by close of play on the 25th. So, if you definitely want letters, articles or adverts included then I need them by the 21st; though earlier is always better. Things arriving between the 21st and the 24th may be included if time and space allow but this is not guaranteed. Anything arriving after the 24th will be deferred until the following month.

The GSOC FaceBook page is now up to 49 members (plus a couple more who have been sent invites but have not yet joined). If you want access but aren't sure how to do it either wait til the grand-kids are over or give me a ring when you're sat by your laptop / phone.

I do wonder whether the lack of letters this month is because those members are “chatting” online rather than via Goldie. Bearing this in mind, where space permits, I'll attempt to copy relevant FB posts into the magazine for the rest of the club. If you want access, then contact me via email or FaceBook Private Message (Jim Triumph) and I'll arrange an invite for you.

Jim (07960 812688)

An up to date photo of my “built to ride” DBD34 leaning against a tree at the Bere Cider Bike Night on 22nd April.

She wasn't meant to be there but the Comet suffered a discharged battery 2 miles from the venue which threw the electronic ignition into a fit of spluttering. Made it home then swapped to the Goldie.



Chairman's Chatter

Hello its me again and here we are into the 2nd NEW MAG can I say thanks Jim the last one (your first one) was great just what the doctor ordered and I am sure everyone will echo my thoughts, carry on the good work.

Now when you get this mag the big Stafford Show will have been and gone and I am sure you will be pleased with Dave Hallsal's work on the Goldie stand and I don't think he will mind if I say, he was, as we might say, a bit frit (apprehensive is a more politically correct term) but Sue and I will be there to lend a hand and he will have plenty of helpers. There will of course be a full report in the next mag.

This month's report I am sad to say from me is a little lacking in content as not much is happening on the club scen we as a committee have a zoom meeting after the Stafford Show so I may be able to fill you in with some new happenings in our next magazine but in the mean time just pencil in the Exmore ride on the 12th May then Sue and I go to the TT 16th May / 12th June.

The club is invited to a Hog Roast at Shardlow on the 20th June that's a Saturday and we have a few more invites for later in the year but I will let you know in good time.

Well I think that's about all I can tell you at the moment so I will just say "That's all for now folks!"

All the very best

John your chairman



Membership

This month the Gold Star Owners Club welcomes the following
NEW MEMBERS

5363	Andrew Williams	High Wycombe
5364	Jason Carter-Jones	Poole
5365	William Friley	Canada
5366	John Frank Maynard	Bexleyheath

To renew your Membership:-

1. Telephone Sara Rippingale at Lavenham Press on 01787 249286 and this will be answered as Gold Star Owners Club.

Monday – Friday 9am to 5pm and use your debit/credit card to make the payment or set up a direct debit OR

2. Post a cheque along with your name, address and membership number to Sara Rippingale, Gold Star Owners Club, 47 Water Street, Lavenham, Sudbury, Suffolk, CO10 9RN OR

3. On our website:- www.bsagoldstarownersclub.com – follow the links to the membership page.

As detailed in the Treasurer’s Report, the way you pay your membership has a significant impact on the costs incurred by your club. To minimise costs to the club and to allow us to keep membership costs down, please try to pay by the most efficient means for the club; avoiding PayPal if at all possible. Please try to pay by Direct Debit if in the UK or by Stripe for those abroad.

Website Update:

As of 25th April, James Burden has done a lot of work updating the new GSOC website. We are currently waiting for Lavenhams / Crossmember to determine how best they are going to use their membership database to provide members only access to the restricted areas of the website. Until this is sorted we are unable to launch the new site. Hopefully soon!

Membership

By far the easiest and best way for overseas members to pay is by going to the Club Website.

www.bsagoldstarownersclub.com

and following the link to the membership page.

This way, Lavenhams (the magazine printer and distributor) knows you have paid and you will not run the risk of not getting your magazine.

If you cannot pay this way, please contact me and I will help.

The contact details of members are NOT given out to other members. If you want to contact another member, please ask for your details to be passed on to them.

If you have any queries do not hesitate to

E Mail me on rachelluke54@hotmail.co.uk

or ring me on

01460 74714

Rachel Luke - Membership Secretary



Letters

No letters received this month. I guess due to the fact that lots of people attended the AGM and chatted in person. Hopefully it wasn't that they have all got lost between Malc and myself! Please do send me your letters, section reports and articles; there is no magazine without your contributions. In lieu of letters, a few GSOC FB posts.

Right: Next generation of RGS riders. Helen Vitty's grandson on her RGS.
Below: Bob Sloper's crispy magneto—story below.



Bob purchased a DBD34GS from a very nice gentleman who could no longer ride it. It started and ran ok using the rolling road and sounded absolutely sweet. Very happy as I had waited over 40 years for one of these. Determined it would not just be a 'show bike' tried to get it started by kickstart. Would start and run for two minutes then not restart, still not ridden it. Took the easy way out and fitted a Thorspark unit. Same issue, start run, stop. Enlisted some help. Long story short decided to go back to Mag as in my mind the only common point was the shaft and bearings in the mag casing, (electro mechanical engineer for 40 years). Mag off to Andrew at Priory Magnetos, who has done my Mags for over ten years. Andrew sent me the picture; armature completely melted, bearings shot, knackered shaft as well, the list goes on. Mag is now rebuilt and on its way back to me. Hold on for the next chapter. She will run and ride!!! So nice to work on something built of real metal and crafted by engineers. PS Thorspark unit for 12 volt system that fits a Lucas mag with 4yrs, 9months warranty left for sale. Contact Bob on FB.



Action photos from
GSOC FB page. Both
from this Spring—get
those bikes out!

Marcus Mitchell above

Gary Allan below.



Mags and Mikunis (Pt 1) - Marcus Mitchell

I've got an early DBD34 Goldstar and about 8 or 9 years ago I converted the mag to the Thorspark electronic/coil ignition system and replaced the GP with a 36mm Mikuni.

The reasons why I went down this route are the subject of Pt 1 of this article. The reasons why I recently reverted back to a conventional magneto and replaced my tired old Mikuni with a new one are the subject of Pt 2 which is later in the magazine.

Magneto issues and conversion to Thorspark

I've been riding old British bikes since I was a teenager and to all intents grew up with magnetos. I've always been a great fan of them and considered the wholesale adoption of coil ignition in the sixties to be a necessary but retrograde step.

I've always found magnetos to be pretty reliable and easy to work on, that was until I bought my Goldie about 21 years ago.

From day one it was problematic. The main issue I had with it was that it would intermittently refuse to start when warm. Once it was up and running it proved faultless, and it always started fine from cold but there was always the nagging worry that when I stopped for fuel or any other reason then I would end up having to bump it to get going again. Frustratingly, it was inconsistent and over half the time it would actually start OK when warm, but when it didn't then it needed a bump and if I was on my own I sometimes had to push it for ages to find a slight downhill incline.

It got to the point where I would only stop for fuel if the filling station was on top of a hill!

It all came to a head one hot sunny day in Douglas on the IOM. I had filled up in a filling station at the top of a street that ran down towards the Douglas sea front. Predictably it wouldn't start after filling up so I decided to bump it down the road towards the promenade. Bearing in mind it had clip-ons and a tall first gear my technique was to run alongside it with the clutch in and just before I expired leap onto the bike side saddle a la Agostini, at the same time banging out the clutch. Usually there would be a cough and splutter and the bike would catch and be off, but this time it didn't want to know and at the point at which it was about to stall and fall over I leapt off again still with the clutch out intending to run alongside until it caught. Please bear in mind that this was during rush hour with traffic everywhere. Anyway when I leapt off, just on the periphery of my conscious I thought I heard it catch, just in time and before I completely ran out of steam I whipped in the clutch and hauled on the front brake, meanwhile the bike roared into life!

The implications of what might have been rapidly dawned, my pride and joy hurtling down towards the sea pilotless and with cars everywhere, it didn't really bear thinking about.

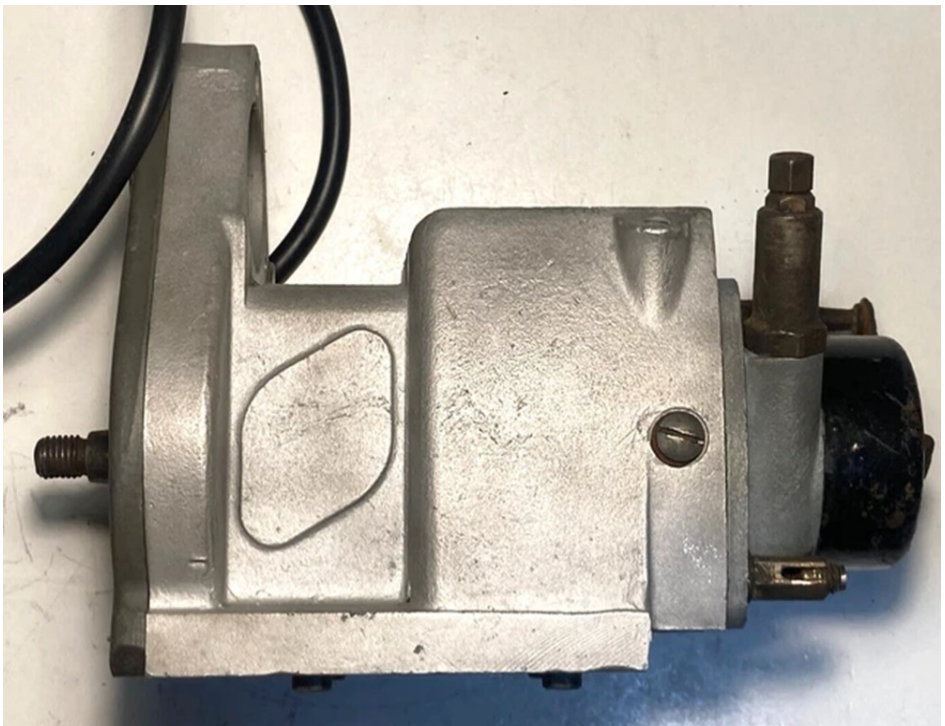
Anyway after that I decided enough was enough and resolved to junk the mag.

But before I started looking around for a new mag somebody mentioned the Thorspark system and how it could be retro fitted to a knackered mag, using the existing armature but replacing the points with a small magnetic rotor and electronic sensor. A signal goes to the coil mounted in the toolbox and hey presto you've got a spark.

Therefore I purchased said system from Phil Pearson and bingo, it started every time (even with gentlest of prods) and even improved slow speed running.

Now what I have not mentioned is the litany of issues I had with this mag before I reached this point.

The first one was on the way back from the Goldie do at Brooklands some years back. The rev counter stopped working, I assumed it was the cable but when I got back home I found out that the whole threaded end, complete with pinion retaining nut had sheared off the end of the magneto armature. Amazingly it still got me home with just the taper holding the pinion in place.



So, a new armature was required.

A few years later, it cut out at lights for no apparent reason and then, as if by magic, fired up again 20 minutes later when it had cooled down. Many of you will recognise the symptoms of a failed condenser here and I duly got Paul Lydford to replace the condenser and rewind the armature for the 2nd time.

However, the hot start issues persisted and in desperation I sent it to SRM engineering who had original Lucas test equipment. They were very knowledgeable and helpful and diagnosed a few little issues but nothing major. However what they did then discover was that the flux magnetism from the permanent magnet was low and had to be re-magnetised several times to get it somewhere handy. I think it was at this point that we realised the intermittent hot start issues were actually being caused by a knackered permanent magnet, probably due to corrosion between the plates, I mean its upwards of sixty years old and could have come off of an old ride to work bike that was left out in the rain for years on end, who knows? But the upshot was that the mag body was scrap and this is the reasoning behind going for the Thorspark rather than the considerably more expensive route of a new refurbished magneto. Or rather I should say it was one of the reasons. I've always done regular trips abroad on the old bike and it has always been a slight niggling worry in the back of my mind that that if the mag packed up I would be stuffed. Most other things I could fix beside the road, but what I liked about the Thorspark was that generally speaking, as long as you had a healthy battery, it would start. Even if the charging system packed up, as long as you had access to a battery charger you would get another 100 miles and that might well get you back to the ferry and the RAC on the other side!



Any road up, I thought this is getting to be a bit of an issue and it is the 21st century and there are alternatives to running a daily runaround motorbike on a fifty year old GP carburettor that was designed for racing motorcycles.

Now I know there are modifications you can make so that a GP ticks over, an extra adjuster in the throttle cable or a tiny hole in the slide. But to be honest having spent ages getting the carburation just so I was loath to potentially upset it by drilling a hole in the slide. So I phoned up Allens and ordered a 36mm VM Mikuni which just ran perfectly straight out of the box, had no noticeable effect on performance (except at maybe the very high rev range), ticked over like clockwork, gave better fuel mileage and generally made the bike a lot more user friendly. I can sacrifice the iconic looks of a one and a half inch GP for that on a touring motorcycle!



I hope you have all found part one of this article entertaining, Pt 2 follows on Page 15, where hopefully the bike is off to Spain.

Exmoor Ride Out 2026

Each year myself, Dave Holmyard and Jon Luke try to organise a mid May ride out for like minded folk in and around rural parts of the South West and Wales. Open to anyone with a sporting bike from the fifties or sixties. Not just Goldies but bikes like Vincent Comets, Tribsas and Tritons are also all welcome.

Several of you might have come out with us over the last few years in Wales and Shropshire. But this year we are going to be riding around Exmoor, based at the Raleigh's Cross Inn, Brendon Hill, Exmoor, Somerset TA23 0LN (Tel 01984 640343). It's right in the heart of Exmoor with stunning scenery. Apart from the usual B&B accommodation they also have a campsite for people with tents or camper-vans. It's quite popular with motorcyclists touring the area so I would suggest that anyone wanting to come should book sooner rather than later.



The plan is to get there on Tues the 12th May, then two days of riding, roughly 100 miles per day with tea breaks and lunch stops. The last night will be Thursday 14th May and then we all depart on the Friday. So three nights away 12th May to 14th May.

We do suggest sporting bikes of the era, not because we ride like hooligans (Dave Holmyard excepted), but because if you come on a 1940's side valve you will struggle to keep up, especially on the hills. It's beautiful countryside with some really good riding, fast A roads to country lanes, upland moorland and coastal scenery.

Anyone wanting to come please do let us know so we have an idea of numbers. Contact details as follows:

Marcus Mitchell (marcusboxstone@gmail.com), 07821 395732

Dave Holmyard (davidholmyard@btinternet.com) 07940 513249

Jon Luke (jonluke52@hotmail.co.uk) 01460 74714

If you need any more information please do not hesitate to contact one of us.

Best wishes
Marcus Mitchell (3481)

Mags and Mikunis (Part 2)

The story continues.....The reasons why I recently reverted back to a conventional magneto and replaced my tired old Mikuni with a new one are the subject of Pt 2 below.

Rough running and intermittent misfires

Some 4 or 5 years ago I started to become aware of a slight roughness at about ¼ throttle. As detailed earlier I had previously converted to a Thorspark electronic/coil ignition system and VM36 Mikuni carburettor. The bike ran perfectly, 100%, it was like riding a new machine. So I immediately noticed when it felt a little bit off beat. We were riding in the Picos mountains at the time, part of the annual MC Piston Rally in northern Spain. So I wasn't too worried, I reasoned it could have been differences in Spanish petrol or issues relating to high altitude. Probably nobody else would have noticed, but you get used to your own bike and like I said it had been 100% previously.

Anyway, duly returned to the UK, winter set in, wasn't riding the bike so much, just short journeys and I didn't really think about it too much. But the following year when I started riding it on longer journeys again it came back to my notice, not a misfire as such just a bit of roughness that shouldn't be there at ¼ throttle. The feel you get when the mixture isn't quite right and of course ¼ throttle is right where you want to be if you're bimbbling around in the lanes which is what I do quite a lot of. I was convinced it was carburation but then on one extremely hot Summer day, whilst pinning it down the outside lane of the A303 near Andover it started misfiring really badly and would not rev higher than 3000 RPM.

So once I was back on normal roads I pulled over and swapped the plug, no change. Then checked all the connections, some were a bit loose as they often are, tightened them up, thought that's it but again no change. So limped back home to Wiltshire keeping it below 3000 RPM. The next day when I went to fire it up t'were dead as a door nail, no spark. I came to the conclusion it was the coil, ordered up a new one and hey presto fired up first kick and all was well again. So I thought maybe the ¼ throttle roughness was nothing to with carburation, it was all to do with the coil slowly packing up.

So I started doing longer journeys again and of course when change is gradual you start to get used to it and because it didn't really upset me too much I found that I could live with the odd bit of roughness.

But then last year, right from the off I felt the roughness had become more of an issue and it was definitely running unevenly at small throttle openings. Again I suspected carburation and played around with different cutaways on the slide, Mikuni carbs go up in half sizes 2.5, 3, 3.5 etc so you can be quite precise. Any change I made only made it worse leading to the conclusion that I was already running the correct slide cutaway and the problem was being caused by something else.

With the old Amal carburettors the slides would wear out (especially if you didn't have an air filter) and air would get round them making it impossible to achieve fine tune. You could tell when they were worn out because you could put your finger up and wobble them in the bore. But Mikunis run steel slides and I couldn't detect too much play, so again I started to suspect ignition.

When I rode up to Scotton in Lincolnshire for their anniversary ride-out last Summer it was again extremely hot weather, riding through the towns the bike would get really hot and start misfiring badly, get out on the open road the other side, give it a bit of welly and the misfire went away. Odd, I thought, definitely feels like ignition. Anyway got up to Scotton OK but next morning it didn't want to know so swapped the plug and it fired up first kick. Great I thought, plug issues all along. Anyway during the weekend I had various misfires develop, swapped out the plug and away they went. But of course by now I was running out of spare plugs. Meanwhile chatting to some of the lads it appeared there were some rogue NGKs out there which were definitely sub standard and without doubt I had been bitten by some of them, made in China and absolute rubbish when it comes to using them on BSA Gold stars, some only lasted 30 miles! Even the genuine ones can be problematic because modern petrol engines with modern fuelling systems hardly ever see any petrol and as such, the insulators are not designed to withstand repeated soaking with fuel as in tickling or starter jets.

Editor: Perhaps buy a box full Marcus!



Anyway on the way back I only got 10 miles down the road and it wouldn't rev past 3000 RPM, still another 190 miles to go, swapped the plug (my last one) and fired it up. But I thought you know what I'm feeling a bit vulnerable now, no more spare plugs and a long way to go, so a decision was made, phoned Jon Luke to say I was coming back and turned it round. Predictably it ran like a bird all the way back to Scotton, caught them just in time before they all headed out on the Sunday ride out.

Jon lent me two NOS Champions as spares and I turned it round again and headed South. It wasn't quite as hot as the day before, traffic was easier and I wasn't getting caught up in congestion, I made good time. But when I did hit congestion the same old pattern returned with a bit of misfire then running cleanly when I could open it up on the main road.

I had become convinced that all my rough running and misfires were due to plugs. As is often the case, certainly with me, I tend to conveniently ignore conflicting evidence, in retrospect I should have taken more note of the fact that my other bike, my Clubman's, running NGK plugs and a GP carb never gave any problems, but more about that later.

I managed to source a batch of NOS 1970's NGK plugs from the Green Spark plug co and they were brilliant, never let me down but I still had issues with occasional misfiring at small throttle openings, exacerbated in hot weather. Roll on a couple of months and we're off to Spain for the annual MC Piston rally. I was a bit trepidatious because I still hadn't sorted the misfire but it was intermittent and I had run out of time trying to sort it out!



Anyway predictably it got a lot worse in Spain, mainly in congested traffic or plodding up the mountains in low gear. The remedy always seemed to be give it some beans or swap out the plug. What became apparent was that in certain conditions the plug was coking up, this in turn increased its inclination to misfire but then pinning it down the open road cleaned the plug and all was good again, sort of like an Italian de-coke. Discussions in the bar at night lead me to believe that the carb was worn out, not the slide but the jets. With no lead in it modern fuel is quite abrasive and I resolved to re-jet it once we got back to Britain. Anyway long story short, got off the ferry in Portsmouth, only two and a half hours day light left, lights a bit dodgy, decided not to hang about. Halfway down the longest traffic jam in the UK which we euphemistically call the M27 motorway and it was misfiring worse than bad. No hard shoulder (and they call that an improvement) so pulled off at the next exit slip road. Swapped the plug again, it fired up and revved cleanly, but I was conscious of time marching on and the whole lights (or lack of them) situation particularly on Steve's Comet so he shot off. That left me and Simon on the RGS, traffic was horrendous, saw a gap, went for it and left Simon behind. Now we were all split up and previous route plans went out the window, I just wanted to get back ASAP.

Pinned it all the way back up through Salisbury and out the other side. It was getting dark now and my lights were good but I couldn't see anything because I still had my dark visor fitted. So just past Stonehenge I resolved to stop in the next village and swap visors, that's when the bike cut out. No hard shoulder, no lights, fast (but quiet) 'A' road and it was getting dark, oh and did I forget to mention that it was fully loaded up going up a hill!

So push, push, push up the hill, by now fully dark, Steve came by on the Comet, his lights were so bad he went straight past. How had I got in front when he had left first? Never mind, other things to occupy my mind. Then gained the top of the hill, relief, there was a wide entrance to a field. So off the road, off with all the luggage, off with gloves, helmet and jacket, got the phone out and used the torch to locate my tools. Tested for a spark, nothing, replaced the plug, still nothing. Checked connections, all good. B*lllocks I thought, time to call out the RAC. Meanwhile Simon came by on the A10, excellent lights, saw me and pulled over but there was really nothing he could so he went on his way as well.

I put a call into the RAC. Well I don't know if you've had the pleasure of trying this out recently but after telling a robot that I didn't give a toss what they did with my personal data or their 'cookies' it then took me 20 minutes before I could actually speak to a human being rather than an AI robot. After that it was a very short time to find me on the map and log my call. At the end he asked how I would rate the experience. I said now you come to mention it I'm stuck in a farmers field entrance next to a fast main road, its pitch dark, I'm getting on a bit and my eyesight and hearing are not what they were, I've got an old skool smartphone where the screen keeps going black and I'm starting to get cold, so actually not that happy.

Anyway a roadside rescue van turned up in very short order and what a star he was. Only a young'un and fully trained up on how to diagnose the latest electric vehicles but brimming over with enthusiasm.

Lit the place up like Christmas, went through what I went through then we both looked at each other and said 'it's the coil isn't it'. I said hang on I've got a spare one here, are you up for swapping it out, yes lets go for it. 10 minutes later, big fat spark and away I went, got back home under my own steam.

So it was the sodding coil again, after all this time. This had been the cause of the intermittent misfire over the whole summer of discontent. Coil gets hot and starts to play up, misfire develops, plug cokes up, misfire gets worse. Open road or new plug, coil cools down and behaves, misfire goes away. But in the end of course, as is their way, it just gave up completely. So I replaced the coil again, this time with a high spec one from Hitchcock's which looked identical to the original but a different colour and all was good. Except that I still had uneven running at small throttle openings.

So I thought enough is enough and being as I had subsequently acquired a reconditioned magneto I replaced the entire Thorspark system and went back to conventional mag. There was something very refreshing about timing it up with a fag paper between the points and a screwdriver down the plug hole, rather than a strobe. It fired up first kick, timing was spot on and it definitely ran better. But there was still a bit of roughness. So off with the carb, sourced another from Steve at Motopart (what a helpful guy he is) and now it runs like new, 100% and such a joy to ride. But boy it took a while to sort out, mainly due to all the false trails.

I do want to point out that I'm not knocking the Thorspark system. It's a good system but I've been running mine for upwards of 25,000 miles and it was starting to get worn out. One interesting thing, I subsequently discovered that my rotor had two magnets fitted, at 180 degrees to each other, for a twin cylinder bike so it was firing on every stroke. At 5000 RPM the coil was changing state 5000 times a minute and with a signal from a digital sender



that change is instant. After discussion it's my contention that in situations like this, frequently sustaining prolonged high revs in hot weather, after a while the coil, having sustained frequent overheats, starts to to break-down. I am perfectly willing to accept that if my riding style was slightly less enthusiastic (shall we say) or if my rotor only had one magnet in it rather than two then the coil would have had a much easier time of it and I might never have experienced the issues that plagued me. I hope you have all found this article entertaining, it's been a journey! Regards Marcus Mitchell.

All Goldies need essential lubrication.

As do the owners.

Made it to Spain!



Jon's Technical Corner

DODGY GEARBOX SPROCKETS

A member recently asked me to swap over the gearbox sprockets on two gearboxes. No problem you might think except that they wouldn't come off! Instead of simply sliding off, they needed a considerable amount of force to pull them off, which beggars the question of how anybody managed to fit them in the first place. It seemed to me that a similar level of force would be required to fit them and I was concerned that damage may have resulted. Looking at the cutaway drawing of the gearbox assembly, it seemed to me that excessive force applied to the sprocket to fit it could crush the needle roller bearing if the sleeve gear is the T2 type with the needle roller fitted. Damage here could result in a gearbox seizure and so a strip of both boxes was undertaken. One box was a STD T type with no needle roller in the sleeve gear and so no such damage could have occurred. The other box was a Nova 5 speed and for some reason there was a small burr on the sleeve gear bronze bush which was easily dressed off. Excessive force fitting the sprocket to the Nova box could however, perhaps bend the top gear selector fork, but this one seemed OK.

These two sprockets were set aside not for further use. The problem with them was that they were incorrectly machined on the internal spline. This is normally done with a broach which in this case was evidently incorrectly made or was very worn out. The sprockets were also unusual in that they had a bright silver finish rather than the usual black oxide, so they're easy to spot on an auto jumble stall! The reason for swapping them in the first place was because one was a 1/4 inch wide and the other was 3/8 inch wide apparently, but they both looked about 5/16 inch wide – I didn't bother to measure them as they're going in the bin anyway!

Jon Luke: Technical Officer.



Gold Star Racing Section

Gold Star racing from Cadwell Park. Hello again race fans. After what seemed like an age, we finally got back on track and did some racing. Cadwell Park was the first venue for the 2026 Gold Star racing and it was a good, if not weather beaten, event.

After the usual technical inspection of bikes and riders' clothing, helmets etc there followed the dreaded noise testing. Not all of the Goldies passed first time, with at least one of them needing a quieting baffle adding to pass the 105db noise limit. Timed qualifying came next with the fastest lap determining the riders starting grid position.

The 350 class was first to race on the Saturday and had Steve Hands back to his old self, taking the win from Bob Coley, Barry Mason and Paul Dallas. Race 2 was cancelled due to a storm blowing the paddock and racers all over the place, making it too dangerous to race. Sunday's two races went ahead, with the first one in the rain and leading to Paul Dallas taking a well deserved win over Barry and Bob. This meant that there was a threeway tie for the 350 championship, but that soon changed after race 4 was run. Steve got his mojo back and won once again narrowly beating Barry, Bob and Paul.



Steve Hands getting ready

Gary Abbott was due to race his 350 but problem after problem put paid to that; despite all the tinkering and help from the lads to get his bike running right. Shame really as Gary's son was due to parade the 350 on Sunday to see what all the fuss is about and maybe consider joining in the racing, oh well, there's always next time.



Bob Coley.

The 500 class had a few new riders and was all the better for it, even though it was also hit by the storm, forcing the second race on Saturday to be cancelled. Joe Butcher came out to play with us for the first time and promptly got us all worried.

He showed some real speed and smoothness on track, taking two wins and a second place. The next new Goldie rider was Richard Jones, now the owner of Steve Hands old short stroke Norton Goldie. Richard still needs to tweak the bike to his liking and make it comfortable for his 34" inside leg, but showed some good signs that he'll be one to watch in the future after taking a podium spot at his first meeting with us. The rest of the places were hotly fought over by Barry, Bob, Steve and Rob Knoyle, now a very happily married man.

With the war in the Middle East going on, the negative effect on fuel prices and availability (no fuel at the pumps in some villages) saw a couple of our guests unable to attend. We did however have the company of Paul and Eileen Thorpe and Dale and Sylvia Wilkinson to cheer the lads on and see what we get up to.

The Racing Section BBQ went ahead as usual with me training some new cooks to take my place and give me a break to ride my own bikes at the meetings.

350cc Championship

Barry Mason 46 points
Bob Coley 44
Paul Dallas 42

500cc Championship

Joe Butcher 52 points
Richard Jones 36
Garry Abbott 34

As ever, please feel free to drop me a line if you want to know anything about coming racing, parading or otherwise joining in with us.

FOR SALE & WANTS - 1

**please send all bike related adverts to the editor by email or letter
All relevant adverts are free to members**

Goldie Mag, Fully serviced, good spark, comes complete with new drive pinion £200. GP carb Banjo fitting, new £10.

Bob Newby, front drive pulley 34t, Complete with fittings, as new £50.

Genuine goldy top fork yoke 42-5010, very good condition £80.

Also bottom fork yoke, 42-5013, very good condition £80.

Cush drive assembly, bearing, 65-2539, spring, Cush drive sleeve 67-1135, Cush drive bearing nut, £25.

GENUINE MIKUNI, Throttle slide/Valves 2 New.

1/ vm vm38/24/2.0 / throttle valve 38mm, #2.0 cutaway.

2/ vm 38/×24/3.0, throttle valve 38mm#3cutaway. £50 the pair .

Contact Roger 2336 e/m hangpoint@aol.com Tel 07955660228.

BSA BB34 Barrel and piston

Brand new standard liner never used.

Brand new Omega piston and rings in box

Top fin has crack welded

£550 ono Chris 01420 588544 Hampshire or email r-upton@hotmail.com

Newby Primary belt drive with spare belt. Contact Chairman John Birchall.

FOR SALE & WANTS - 2

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All relevant adverts are free to members

FOR SALE



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Colin Sutherland member No.2581 tel.07971952182 Kent



Alex Baraona

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If you can offer help to other members and you are not listed below please contact me and I will print a full list each month - Thanks, ED

- Electrical Help - Vic Tee 1170:- victree.g@gmail.com
- CB - Ray St.Clair (Arizona USA) 4046:- 30grail30@gmail.com
- Any wheel problems - Phil DeGruchy 3289:- phil@lightfootwheels.com
(see website www.lightfootwheels.com)
- ZB & BB - Graham White 4074 - email only please
grawwhite54@btinternet.com
- '250' Gold Stars - Over a number of years I've had a particular interest in the those competition bikes (mainly racing, but there was at least one ISDT bike) which stemmed from the Roland Pike developments of the mid-1950's. A number of bikes were built, by the works and privately, the most famous and successful being the GMS, the Geoff Monty Special. Fred Pidcock (Membership No. 2330).
fred.pidcock@icloud.com
- KM24, JM etc
website <http://www.bsa-m24.com>

... Bob Mayow



News from Around the World

SCOTTON (LINCOLNSHIRE)

Venue: Scotton Village Hall, Scotton, Lincolnshire (DN21 3RA)

Meetings: 3rd Sunday of the month from 1pm (**NOTE CHANGE OF DATE**)

Contact: Malcolm (Editor), Eileen or Paul (Treasurer)

Hi all, the sunshine was out for our April meeting at the village hall in Scotton. 10 bikes of various makes (including a few Goldies) came along to enjoy the refreshments and natter.

Talk was about the upcoming Stafford Show which will have been and gone by the time you read this. The organiser of the Goldie Club stand, Dave Halsall, gave us news about the show and what he had planned.

Local events coming up include the Wolds Run which attracts bikes from far and wide. Why not have a ride out and visit us next month, May 17th.

Cheers, Malc Clarke

SOUTHERN

Venue: The Old Brewery Gillingham SP8 4NW

Meetings: 1st Wed. of the month from **12 noon**

Contact: Ray Dickinson, 07414 289472, raylinda228@gmail.com

A quiet April meeting. The Southern Section has quite a busy summer events programme listed below. Contact Jon Luke or Jim Donnelly (contacts inside front cover) for more details or to let us know you're coming.

12 – 15 May. Exmoor Run. See advert in this mag for details.

13 June 10 am - 4 pm. Gillingham in Gear (Dorset). Just turn up and show anytime.

11 July 10am - 4.30 pm. Wallop Wings & Wheels. Army Flying Museum Middle Wallop, Hants. Contact Jim Donnelly to attend.

25-26 July. British Bike Bonanza, Batcombe, Dorset. Trial/Scramble, Ride Outs etc.

15 -16 July. British Superbike, Thruxton. Free entry for exhibitors. Contact Jim Donnelly to attend.

NORTH NOTTS

Venue: The Plough at Farnsfield

Meetings: 1st Thursday of the month at 2pm

Contact: John Birchall Mob: 07816 178 486 e-mail: suebirchall@ntlworld.com

Greetings and salutations to you all from the land of Robin Hood at the Plough Pub in Farnsfield, good weather today but not so good on the bikes we were a bit down but the members came for a natter and as usual, we put the world right well our country at least it's a pity some of our members don't work in Downing Street, eh but lets not go there. We have not as yet made any plans for a ride out together but we have some in the pipe line and will let you know a little later if anyone would like to join us. Since having both my knees replaced I have had to have an electric leg fitted to VSJ and that should be completed soon by the wonderful Dale Wilkinson and so soon fingers crossed I will be in the saddle again. Well I think that's about your lot this time from the Road Hammers hope to see you soon with more news

All the best John

MANCHESTER

Venue: Radcliffe Arms, Middleton Junction, Manchester

Meetings: 2nd Monday of the month at 8pm

Contact: Mike Cardus 0161 643 4228 / Michael.cardus@hotmail.co.uk

SOUTH EAST MIDLANDS

Venue: 10 Mill road, Bletchley Milton Keynes. MK2 2LD

Meetings: 2nd Wednesday of the month from 7.30pm

Contact: Chris 07925133466

It is with much sadness that I have to report that Mac, long term Goldie member and friend, passed away on the 17th April after a short illness. He was a regular attender at our monthly meetings along with his " son" William and for a short time was area organiser.

He often took me to bike events where I would keep an eye on " little William" whilst Mac and fellow member John Turner were on the track attempting to beat Wal Handley's record.

I well remember helping Mac set up the Goldie stand for the first Ton up day at Jacks Hill cafe in 2009.

Besides bikes, Mac also owned several vintage military vehicles which he often took to events both here in the UK and in France. William accompanied him in the latter years.

Sadly Mac's reserve tank has finally run out and we shall miss him very much. Our thoughts and condolences are with his wife and their family.

Chris



SOUTH EAST

Venue: The Portobello Inn West Kingsdown

Meetings: Last Wednesday of the month

Contact: Dave Warman 07860 242534.

South East report 25th March

Its that time again for a few words from our section and I hope you enthusiastic loyalists have at least been out once in the sunshine on your trusty steed, although a bit fresh but still great to drop the Visor, shut the world off and just enjoy the experience. We managed nine members at the meeting which is a good showing but as usual circumstance prevail for everybody so it does not always become possible to maintain a full house. As usual it was very interesting to chat about many topics and one point raised was the position of the oil hole feed to the big end roller bearing and whether it's the correct position in the centre of the journal or should it be two oil holes one hole in line with each row of rollers. The reason for noting this is a reputable engine building company in the Southeast thinks that the two hole principle is far superior so it's open to question, I think Jon Luke will know more about this being the technical Guerue. Other topics were obviously the price of bikes and how they have tumbled, but saying this they seem to have stabilised somewhat now so let's hope they don't fall further or more favourably increase again. Following on from this is the direction some owners take to breaking the bikes to make more money which to me is a sin where a Goldie or Rocket Goldie is concerned, but 'each to their own' as the saying goes. I was informed by Dave that our new member 'Bob' has fitted 'Thorspark' electronic ignition to his newly purchased DBD and I believe the results were not to his liking and he is considering going back to the trusted Mag, I will get more detail at our next meeting as he was not at the March event to confirm the details. To add to this I have in fact fitted this system to one of the Goldies and although when the engine is running it seems perfect with the twin plug head, the downside I have found is the starting issue where the advance setting has to be exactly in the correct place otherwise the kick back is very aggressive to the point of 'leg braking' or it kicks back then kicks forward violently and the engine starts. I know the experts would say this is not possible but believe me this is very true and verified. I consulted an electronic expert to try and understand how this happens and his reasoning is that because of retarding the spark it then occurs very close to TDC and because the electronic trigger sensing covers several degrees of crank rotation plus the chamber still has fuel residue it in effect then on the return stroke kicks the piston forward and the engine starts (interesting). If any member can add any update on this situation with 'Thorspark' then I and I am sure other members would be interested. A couple of points which may be of interest is that 'Rocket Ron' has found the starting problem on his 'Harley heritage' which turned out to be a cracked coil pack (Not easy to find) so well done that man.

Also that a long standing Goldie owner 'Dick Leather' whom many members know has a Taylor Dow Super Legra top yoke for sale at £140 and he can be contacted on 01227 455194 for anyone interested.

Finally I have to say that my old Goldie (pic included) achieved a second prize at the Ashford bike show on Easter Monday so I was more that pleased with this especially as the sun was out all day and it was a good show for us bikers run by ELK promotions.

Just to say also that our door is always open to new and older members to return to the fold as you will be very welcome.

All for now folks

Graham (smiffy)

In attendance: Dave (the boss), Cherlie, Ian, Jan, Lauren, Richard, Alan, Ron , Graham.



Events 2026 :

May 9th Kempton Park * Autojumble. TW16 5AQ

June 7th Triumph Owners Medway Classic and Custom show ME3 7DD

June 28th Ham street Ride in bike show and Jumble TN26 2JD

July 1st Triumph Owners Medway open bike night ME2 1AD

July 26th Classic Bike show Ardingly RH17 6TL

NORTH EAST

Venue: The Dun Cow, Bournmoor, Durham DH4 6DY

Meetings: The last Saturday of the month at 2pm

Contact: Helen & Keith Vitty Helenvitty44@gmail.com 07514196706

LONDON, ESSEX & HERTS

Venue: The Owl, Lippitts Hill, Epping Forest IG10 4AL

Meetings: Every Wednesday

Venue: Ongar Social & Sports club, Love Lane, Ongar, Essex CM5 9BL.

Meetings: Every Sunday morning for breakfast at 10am

Contact: Mike Pipe 0208 801 5659 mikepipe216@gmail.com

WEST SUSSEX

Venue: The Plough, Lower Beeding RH13 6LT

Meetings: 2nd Wed. of the month from 7.30pm onwards

Contact: Michael & Carol Johnson 01342 718118

MIDDLESEX & WEST LONDON

Venue: The Red Lion Thorpe, Egham, Surrey TW20 8UE

Meetings: This venue no longer hosts GSOC meetings.

GRANTHAM (LINCOLNSHIRE)

Venue: Might be able to get out by arrangement so contact: Bill Harrison
bill.harrison@ntlworld.com, or telephone 01476 405997

EAST MIDLANDS & DERBYSHIRE

Venue: The Ragley Boat Stop, Deep Dale Lane, Sinfin Lane, Derby, DE73 7FY

Meetings: 3rd Tuesday of the month at 1pm Contact: 07947893256

CENTRAL SOUTH COAST - NEW MEETING PLACE

Venue: The Hunters Inn, Cott Street, Swanmore, Hampshire SO32 2PZ

Meetings: Wednesdays March- Sept inclusive 12.30 - 2.30 PM

Contact: Malcolm MacGregor 07443 495303 / mdmacgregor@hotmail.co.uk

SURREY & SOUTH LONDON

Venue: The Star Public House, Kingston Road, Leatherhead KT22 0DP

Meetings: 1st Thursday of the month at 8pm onwards

Contact: Ian Avory 07788 136577 ianavory@yahoo.com

WEST MIDLANDS

Venue: The Railway, 30 Station Road, Whitacre Heath, B46 2EH

Meetings: 1st Tues. of the month at 7.30pm.

Contact: Any members out there who will put themselves forward to be the contact??

From Editor: Please continue to advertise your section meetings, events and reports of what went on in the Goldie. I can also accept photos to break up the text a little bit.

If your meeting no longer goes ahead please let me know and we can advertise for a new co-ordinator or delete the entry to save confusing new members.

Thanks Jim

REGALIA



If there is any thing you would like with a Gold Star, Rocket Gold Star or 50th Anniversary Badge Embroidered on it let us know and we will see what we can do.

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1954 JUNIOR	PHIL PALMER
SENIOR	ALASTAIR KING
1955 JUNIOR	JIMMY BUCHAN
SENIOR	EDDIE DOW
1956 JUNIOR	BERNARD CODD
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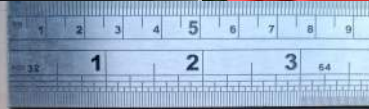
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Gold Star T-Shirts - white, black, red or royal blue *	£6.00			
Rocket Gold Star T-Shirts - white, black or red *	£6.00			
Caps - black or navy *	£5.40			
Sew on Badges GSOC & RGS (£4.80) 50th Anniversary (£4.00)				
Metal Pin Badges - GSOC & 45th Anniversary, £1.00 50th, £1.50				
GSOC Stickers - for use inside glass, car windows etc	£0.15			
GSOC Stickers - to stick onto items	£0.15			
Magazine Binders - now available	£8.00			
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Softshell Jackets	£30.00			
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Silk Scarf (Silver, Navy Blue or Black) *	£11.99			
Ties (Black or Navy) *	£11.50			
Polyester Cool Polo Shirts (Special order only 2 to 3 Weeks) Blue,Black,Gray	£13.20			
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Note: postage and packing per order = £3.00

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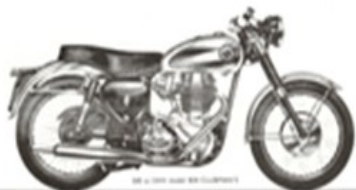
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