

British 250cc Racing Motorcycles 1946-1959: A Comprehensive Guide

British 250cc Racing Motorcycles 1946-1959 is a comprehensive guide to the development of British 250cc racing motorcycles during the post-war era. The book covers the major manufacturers, including AJS, BSA, Norton, and Triumph, and provides detailed descriptions of their racing machines.

The Post-War Era

The post-war era was a time of great change for the motorcycle industry. The war had seen the development of new technologies and materials, and these were now being applied to the design of racing motorcycles. In addition, the post-war economic boom led to increased demand for motorcycles, both for racing and for everyday use.



British 250cc racing Motorcycles 1946-1959 by Chris Pereira

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The 250cc class was one of the most popular racing classes in the post-war era. This was due in part to the fact that 250cc motorcycles were relatively affordable and easy to maintain. In addition, the 250cc class was a proving ground for new technologies and ideas, and many of the innovations that were developed for 250cc racing motorcycles were later adopted by other classes.

The Major Manufacturers

The four major manufacturers of British 250cc racing motorcycles in the post-war era were AJS, BSA, Norton, and Triumph. Each of these manufacturers had a long and successful history in motorcycle racing, and their 250cc machines were among the most competitive in the world.

AJS was one of the first manufacturers to develop a successful 250cc racing motorcycle after the war. The AJS 7R was introduced in 1946, and it quickly became one of the most successful 250cc racers of the era. The 7R was powered by a single-cylinder engine that produced 22 horsepower, and it had a top speed of over 100 mph.

BSA was another major manufacturer of British 250cc racing motorcycles in the post-war era. The BSA B31 was introduced in 1948, and it quickly became one of the most popular 250cc racers in the world. The B31 was powered by a single-cylinder engine that produced 24 horsepower, and it had a top speed of over 110 mph.

Norton was one of the most successful manufacturers of British 250cc racing motorcycles in the post-war era. The Norton Manx was introduced in 1947, and it quickly became one of the most dominant 250cc racers in the

world. The Manx was powered by a single-cylinder engine that produced 30 horsepower, and it had a top speed of over 120 mph.

Triumph was one of the last major manufacturers to develop a successful 250cc racing motorcycle in the post-war era. The Triumph Tiger Cub was introduced in 1954, and it quickly became one of the most popular 250cc racers in the world. The Tiger Cub was powered by a single-cylinder engine that produced 20 horsepower, and it had a top speed of over 100 mph.

The Racing Machines

The British 250cc racing motorcycles of the post-war era were some of the most advanced and sophisticated racing machines in the world. They were powered by single-cylinder engines that produced up to 30 horsepower, and they had top speeds of over 120 mph. The machines were also equipped with the latest in suspension and braking technology.

The AJS 7R was a single-cylinder machine with a bore and stroke of 66mm x 72mm. It produced 22 horsepower at 6,500 rpm, and it had a top speed of over 100 mph. The machine was equipped with a four-speed gearbox and a single-leading-shoe front brake.

The BSA B31 was a single-cylinder machine with a bore and stroke of 65mm x 70mm. It produced 24 horsepower at 6,500 rpm, and it had a top speed of over 110 mph. The machine was equipped with a four-speed gearbox and a single-leading-shoe front brake.

The Norton Manx was a single-cylinder machine with a bore and stroke of 66mm x 72mm. It produced 30 horsepower at 7,000 rpm, and it had a top

speed of over 120 mph. The machine was equipped with a four-speed gearbox and a single-leading-shoe front brake.

The Triumph Tiger Cub was a single-cylinder machine with a bore and stroke of 63mm x 64mm. It produced 20 horsepower at 6,000 rpm, and it had a top speed of over 100 mph. The machine was equipped with a four-speed gearbox and a single-leading-shoe front brake.

The Racing

The British 250cc racing motorcycles of the post-war era were raced in a variety of events, including road races, dirt track races, and scrambles. The most prestigious event for 250cc racers was the Isle of Man TT, which was held annually on the Isle of Man. The TT was a grueling race, and only the most skilled riders could win.

British riders dominated 250cc racing in the post-war era. Some of the most successful riders of the era included Geoff Duke, John Surtees, and Bob McIntyre. These riders won numerous races and championships, and they helped to make British 250cc racing motorcycles the best in the world.

The Legacy

The British 250cc racing motorcycles of the post-war era left a lasting legacy on the sport of motorcycle racing. These machines were some of the most advanced and sophisticated racing motorcycles of their time, and they helped to establish British riders as some of the best in the world. The legacy of these machines continues to live on today, and they remain some of the most popular and sought-after classic motorcycles in the world.

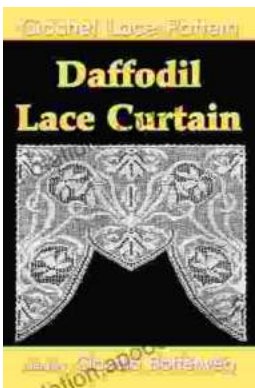


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