

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

The period following the end of World War II marked a golden age for British motorcycle racing. With the resumption of civilian production, motorcycle manufacturers were eager to showcase their latest innovations and compete for supremacy on the race tracks. Among the most fiercely contested classes was the 250cc category, where British marques dominated the competition.

This article provides a comprehensive overview of the British 250cc racing motorcycles produced between 1946 and 1959. We will explore the engineering advancements, racing successes, and lasting legacy of these iconic machines.



British 250cc racing Motorcycles 1946-1959 by Chris Pereira

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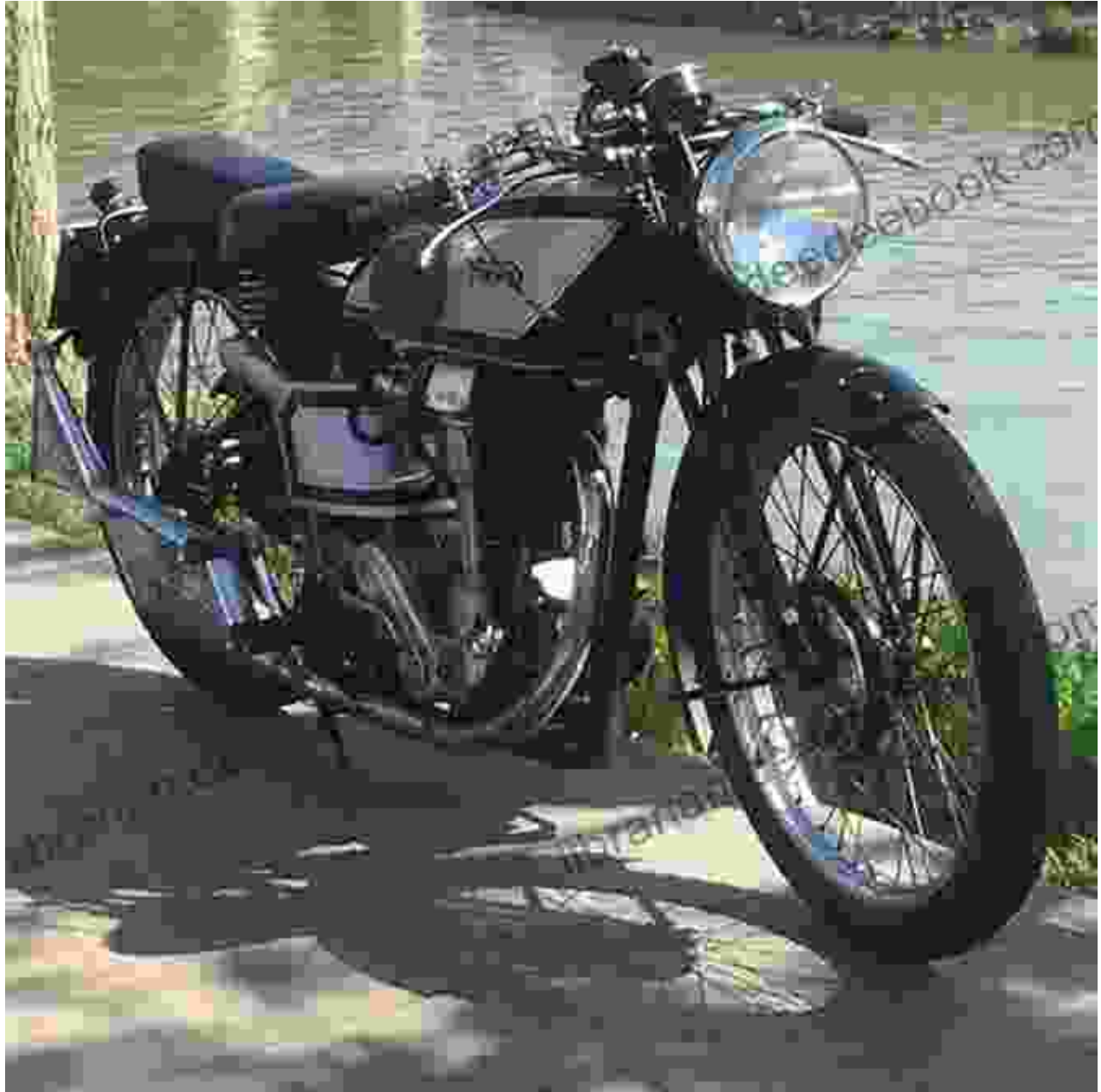


Manufacturers and Models

During the post-war period, several British motorcycle manufacturers produced 250cc racing motorcycles, each with its own unique design and engineering approach.

Norton

Norton was one of the leading manufacturers of 250cc racing motorcycles. Their Model 40M, introduced in 1946, was a successful machine powered by a single-cylinder engine with a hemispherical combustion chamber. The Model 40M was later superseded by the Model 40S, which featured a twin-cylinder engine with a capacity of 248cc.



Norton Model 40S 250cc racing motorcycle, circa 1950.

AJS

Another major player in the British 250cc racing scene was AJS. Their Model 7R, also introduced in 1946, was a formidable competitor. The 7R featured a single-cylinder engine with a split crankcase and a twin-port

cylinder head. AJS also produced a twin-cylinder version of the 7R, known as the Model 16MC.



BSA

BSA entered the 250cc racing market with their Bantam D1, which was introduced in 1948. The Bantam D1 was powered by a single-cylinder, two-stroke engine. BSA later produced a racing version of the Bantam, known as the Gold Star, which featured a modified engine and lightweight frame.



BSA Bantam D1 250cc racing motorcycle, circa 1950.

Triumph

Triumph entered the 250cc racing class with their Tiger 100, which was introduced in 1954. The Tiger 100 was powered by a single-cylinder engine with a hemispherical combustion chamber. Triumph also produced a twin-cylinder version of the Tiger 100, known as the Cub.



Royal Enfield

Royal Enfield produced the Meteor in the 250cc class. The Meteor was powered by a single-cylinder, two-stroke engine. Royal Enfield also produced a racing version of the Meteor, known as the Continental GT.

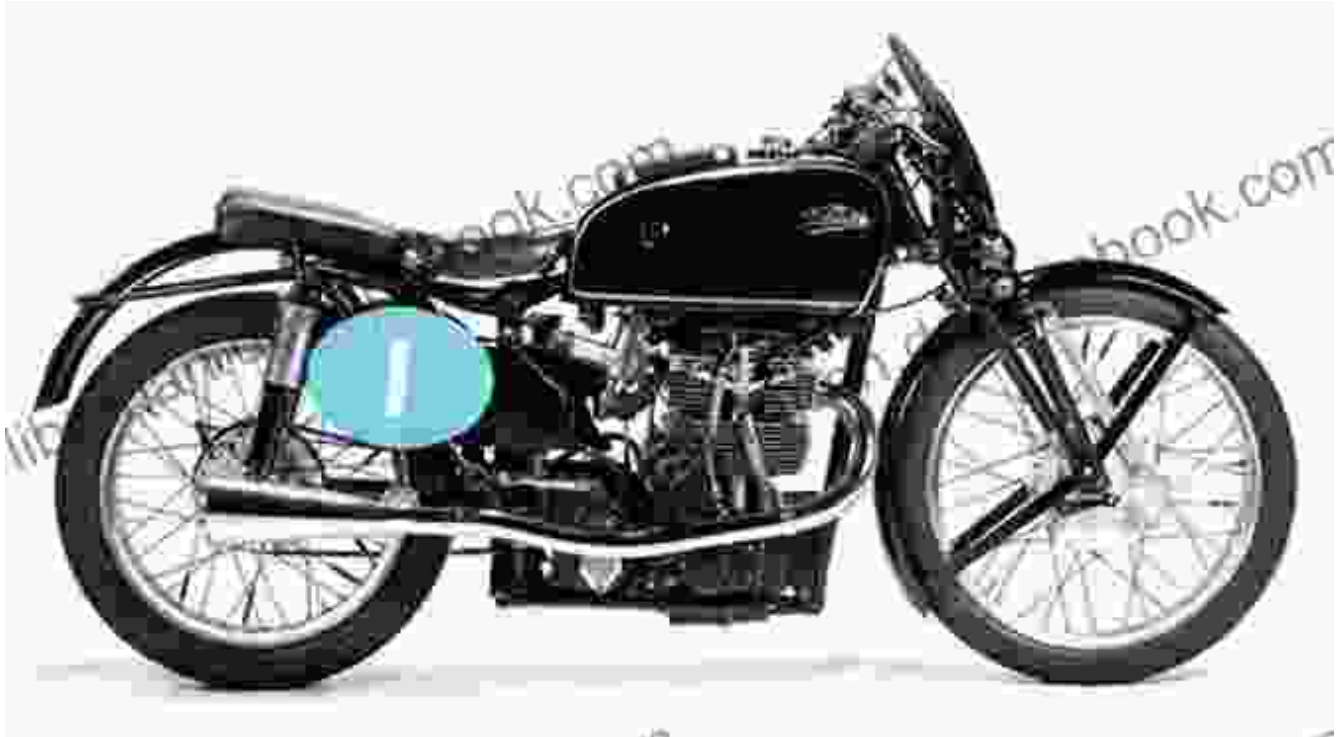


Royal Enfield Meteor 250cc racing motorcycle, circa 1956.

Velocette

Velocette produced the KTT in the 250cc class. The KTT was powered by a single-cylinder, two-stroke engine with a reed valve induction system.

Velocette also produced a racing version of the KTT, known as the Viper.



Matchless

Matchless produced the G2 in the 250cc class. The G2 was powered by a single-cylinder, two-stroke engine. Matchless also produced a racing version of the G2, known as the Competition Model.



Matchless G2 250cc racing motorcycle, circa 1952.

Francis-Barnett

Francis-Barnett produced the P9 in the 250cc class. The P9 was powered by a single-cylinder, two-stroke engine. Francis-Barnett also produced a racing version of the P9, known as the Crusader.



Excelsior

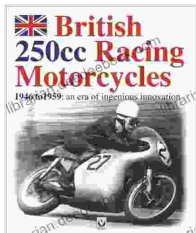
Excelsior produced the Manxman in the 250cc class. The Manxman was powered by a single-cylinder, two-stroke engine. Excelsior also produced a racing version of the Manxman, known as the Silver Arrow.



Excelsior Manxman 250cc racing motorcycle, circa 1952.

Greeves

Greeves produced the Silverstone in the 250cc class. The Silverstone was powered by a single-cylinder, two-stroke engine. Greeves also produced a racing version of the Silverstone, known as the Challenger.



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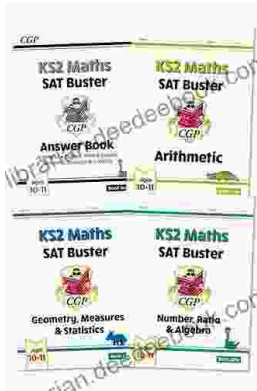
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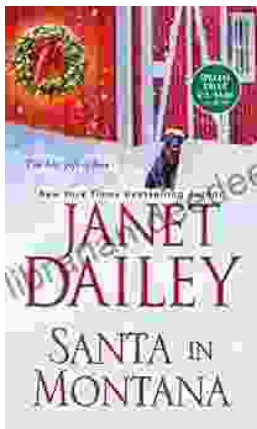
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