



BSA Motorcycle B31, 350 cc Plunger
B.S.A

Sold



REF: 29832

Height: 106 cm (41.7")

Width: 208 cm (81.9")

Depth: 74 cm (29.1")

Description

1940's BSA B31.

A wonderful 1949, 350cc Plunger BSA motorcycle, B31, was produced by Birmingham Small Arms Company. It's a great starter (new ignition fitted) and runs well, has a part-chrome petrol tank with green paint work and rubber knee pads. Reg VXS 272, Frame number ZB31S 2678, Engine number ZB31 6084. This BSA has been part of a private collection and has reluctantly been sold, only due to downsizing.

Taken from Wikipedia:-

The BSA B31, introduced in 1945, was the first new model introduced by the company after the Second World War. Based on pre-war designs, it used a single cylinder four stroke engine that displaced 348 cc (21.2 cu in). Initially, it had a rigid frame and telescopic forks, the first use of such on a BSA. It developed about 17 bhp (13 kW), adequate for the roads of the day and enough to deliver a top speed of around 70 mph (110 km/h). There was a competition kit available for the original rigid model B31 and B33. It was immediately popular and was soon joined by a 500 cc (31 cu in) version, the BSA B33 and competition equivalents, the BSA B32 and BSA B34; the sidecar versions, with stiffer suspension and different final demultiplication, were known as BB31 and BB33.

Plunger rear suspension was offered later, with a swingarm rear suspension frame available from 1954. The model continued in production until 1959, by which time the traditional Lucas magdyno had been replaced by an alternator and coil ignition.

The B series expanded through its life to include the famous BSA Gold Stars, and the bottom half of all engines has much in common with the M series side valve models. The M33, designed for sidecar work, combined the strong M series frame and the better-performing B33 500 cc overhead valve engine.