

26th April, 1962

Major V.T. Mountford
Mr. V.L. Young
Mr. J.J. Booker
Mr. C.H. Baker
✓ Mr. R.E. Thomas
File

REPORT OF DEVELOPMENT WORK IN PROGRESS
APRIL, 1962

(Sub-section Nos. 1 - 13 refer to Minutes of the Meeting held on Monday, 2nd April, 1962. Mileages are as at 25th April, 1962)

1. Spindle Mounted Front Mudguard

The modified parts have been tested at the M.I.R.A. Proving Ground. They gave no trouble during 142 miles at high speed on the No. 2 Circuit but the long bolt joining the two portions of the stay worked loose several times during the 21 laps on the Pavé.

2. 750 cc Engine

The original 750 cc engine has now covered 2,347 miles with the five speed gearbox since its last overhaul. It is going satisfactorily. For the last 1417 miles the machine has been fitted with a cast aluminium gear box bracket. A separate report has been issued on the tests on one of the first production engines.

3. New Heavyweight Frame

This has not yet been received for test.

4. Silencing

No tests have yet been carried out with the Daves Noise Meter owing to the urgency of other matters, particularly the 750 cc engine

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4. Silencing (Cont..)

and of course the intervention of the Easter holidays.

5. Crusader 350

This is being rebuilt with a modified crank pin and a thinner walled steady bush with a figure 8 oil groove. The crank pin which failed was examined by M.I. Technical Developments who confirmed my opinion that the fatigue failure commenced at the oil feed cross hole through the end portion of the pin which fits into the crank web. This pin has now been handed to Messrs. Kayser Ellison's representative for a report on the condition of the steel.

6. 175 cc Engine

What forks?

Mr. Thomas reports that the design for this engine is proceeding satisfactorily and he hopes to have it completed in accordance with the new date of May 20th.

7. The Scooter

This has now covered a total of 723 miles. The spot welding on the clutch drum referred to in my last report has now broken. This has been replaced by electrical welding. The petrol tank bracket broke at 723 miles and some trouble has developed with the electrical system. This is being checked.

8. Batch Tests

No batch tests have been run during the period since my last report.

9. Over oiling on 250 cc Engines

Three engines have had the so-called drain hole from the breather cavity filled up and replaced by drilled holes towards the sides of the crank case. In the third engine the portion of the case which baffles the entry to the breather cavity has also been built up with weld. This treatment seems to have effected a complete cure on the first and third engines dealt with but was not so effective in the case of the second engine.

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10. Sports Airflow

Mr. J.J. Becker to report.

11. Siba Self Starter

The Siba Dynastart fitted to a Crusader 250 is now operating satisfactorily since the switch assembly box unit was mounted the correct way up and the bottom sealed to prevent ingress of foreign matter. Since this modification the machine has covered 300 miles all on short journeys not exceeding eight miles.

12. Molybdenum Pistons

These are still waiting for the aluminium cylinder barrels in which they are to be run.

13. Miller Lighting Set.

This machine is at present at Messrs. Dewey Waters with the Sports Airflow Fairing. The mileage covered by the Miller components is not known accurately.

..... R.A. Wilson-Jones
(R.A. Wilson-Jones)