

Minutes of the Motorcycle Development
Meeting held on 11th May, 1962.

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Present:- Major V.T. Mountford
Mr. J.J. Booker
Mr. G.H. Baker
Mr. R. Thomas
Mr. R.A. Wilson-Jones

Matters arising:-

1.- Spindle Mounted Front Mudguard:-

The redesigned mudguard mounting has been fitted to a machine, and undergone some tests both on the road and at M.I.R.A. - all appears to be satisfactory to date. On the strength of this, the cover plate casting is to be altered without delay. In the meantime, further tests are to be pressed forward.

It was agreed that although the testing is not yet completed, it is extremely urgent that this project be put into production at the earliest opportunity.

Mr. Thomas said that drawings would be completed by the end of next week. Mr. Baker estimated that production could commence within four to five weeks after the receipt of the castings.

Some discussion was undertaken regarding the method of fitting a grease nipple with the reversed spindle, which is necessary with the above arrangement. Mr. Thomas undertook to look into this immediately to find the most suitable method of greasing the main spindle.

It was suggested that a standard Crusader Sports guard (with trapping) be tried on this arrangement. OK but less trapping

Comment was made that the radius of the standard front guard is too large; this is to be corrected as soon as possible.

2.- 750 cc Engine:-

The 750 cc engine has now completed its bench test, and is to be assembled with a five speed gearbox into a machine for maximum speed tests, and also acceleration tests over standing $\frac{1}{4}$ mile at M.I.R.A. At the same time the five speed gearbox will be further tested so that a decision can be made by the middle of June as to whether it will be desirable to offer both home and overseas Interceptor machines with optional five speed gears.

PTFC Beam's for L&L Pump to go on test

3.- New Heavyweight Frame:-

It was decided to defer the project of the new heavyweight frame.

4.- Silencing:-

It was arranged that the Dawes Noise Meter would be calibrated within the next seven days.

5.- Crusader 350 cc:-

The Crusader 350 has been rebuilt with a modified crankpin, and test mileage has commenced.

6.- 175 cc Engine:-

Mr. Thomas reported that the final drawings for the 175 cc engine would be completed within the next seven days. Mr. Baker reported that machining of components was progressing, and he promised that the first complete set of parts would be available within sixteen weeks.

The subject of the over all styling of the machine was discussed, and in view of various suggestions, it was considered desirable to investigate the possibility of equipping the 175 cc machine with a narrow plated guard as an alternative to the valenced type with which Mr. Thomas has designed it.

7.- The Scooter:-

The faulty ignition system is to be checked as soon as possible so that mileage can be continued.

8.- Batch Tests:-

No comment.

9.- Sparking Plugs on Sports 250 cc machines:-

It was decided to fit 3 HV plugs to Crusader Sports and Super 5 machines as soon as stocks permit. Mr. Thomas is to alter the schedules at once.

10.- Overoiling on 250 cc Engines:-

Arrangements have been made to alter future supplies of crankcase castings so that the oil drain from the breather cavity is not directly in line with the connecting rod. The web shrouding the entry to this cavity is also to be extended. It was suggested that some of the oiling troubles may be due to the speed at which the pump operates, and

Mr. Thomas promised to look into the possibility of reducing the speed. Six pump discs have been produced with the centre recess connected to the feed hole by a shallow milled groove. These require the centre hole in the housing blanked off. Several of these will be tried on machines which are prone to overrolling as soon as possible.

11.- Sports Airflow:-

After a visit from Mr. Dewey of Messrs. Dewey Waters, the errors were pointed out, and a modified Sports fairing is expected on Monday.

12.- Siba Self Starter:-

Details of the machine fitted with the Siba Self Starter will be made available to the Press - not with any intention for the moment of marketing, but as an item of interest.

13.- Molybdenum Pistons:-

The Metco barrel has been received back, and will be run with the standard pistons. The alloy barrels should be ready within seven to fourteen days - these are for use with molybdenum sprayed pistons.

14.- Miller Lighting Set:-

Tests are to be continued with this equipment.

15.- Some discussion was undertaken regarding the recent Lucas Light Tests. It was decided that we should press Messrs. Lucas to provide us with a set of 12 v. equipment as soon as possible. Mr. Thomas gave details of the Lucas Constant Mesh Starter, and it was agreed that in order to carry out preliminary tests, it was not desirable to involve ourselves with casting changes. Mr. Thomas undertook to have some drawings for a working model produced before the next meeting.

16.- Malleable Iron Clutch Drum:-

The malleable iron drum has been fitted to P. Fletcher's Trials machine for some time. He is posting this to the Works with a report and details of mileage.

PTFE Bearings for Leading Link Pin

2 SETS OF CRUSADER & 700TWIN MORSE CHAINS FOR TEST

CR: PRIMARY REAR

CONS PRIMARY REAR

REAR 3/4 1/2

5/1

5/10

5/11 1/2

MORSE 2/10

4/2

5/-

4/10

J.J. Booker
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(J.J. Booker.)