

THE ENFIELD CYCLE COMPANY LIMITED

FROM MAJOR V.T. MOUNTFORD.

TO MR. J.J. BOOKER,
MR. C.H. BAKER,
MR. R.A. WILSON-JONES,
✓ MR. H. THOMAS,
MR. P. WILSHER.

22nd June, 1962

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Reference my memo of the 20th June, regarding 250 c.c. Pistons,
will you please note that the suffix 'A' should be added to the
Drawing No. 43723, referred to therein.



V. T. Mountford.

MAJOR V.T. MOUNTFORD.

MR. J.J. BOOKER.

20th June, 1962

Copies to : Mr. G.H. Baker,
Mr. H.A. Wilson-Jones,
~~Mr. R. Thomas,~~
Mr. P. Welsher.

250 c.c. PISTONS

Mr. C.A.E. Booker has today reported that five guarantee claims have been received in respect of pistons fitted to '250 Clippers', 'Crusaders', 'Sports Crusaders' and 'Super-5' Models, due to piston rings being solid in the grooves or holes burnt in the crown of pistons.

The pistons concerned were both the old 'Crusader' type; the converted 'Constellation' type and the 'Super-5' pistons, and the matter is to be urgently pursued with Hepworth & Grandage. In the meantime the following action is required :-

- 1) Check the angle of the valve cut-away on 'Constellation' pistons.
- 2) Enquire regarding the possibility of obtaining pistons to the new design, Drawing No. 43723./A
- 3) Take up with Hepworth & Grandage :
 - (a) the width of piston ring grooves.
 - (b) piston ring gaps.



V. T. Mountford.

25 Spots 400 Barrels

Minutes of the Motorcycle Development Meeting
held on Friday, 15th June, 1962.

Present:- Major V.T. Mountford
Mr. J.J. Booker
Mr. O.H. Baker
Mr. R. Thomas

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Mr. R.A. Wilson-Jones was away on holiday.

Matters arising:-

1.- Spindle Mounted Front Mudguard:-

An aluminium casting of the correct material has been made and is being tested, and it will be presumed that it is satisfactory unless Mr. Booker reports to the contrary.

Mr. Thomas had produced the drawings for the spindle mounted front mudguard, and Mr. Baker is proceeding with the design of jigs so that the Super 5 can be fitted with the spindle mounted front mudguard for the 1963 Season.

Since the last Meeting, the mudguard stays have been altered so that it is not necessary to alter the grease nipple position. It has been arranged to use the standard Crusader Sports mudguard, but without the trapping.

2.- 750 cc Engine:-

Tests have been completed giving speed and acceleration figures between 700 - 750, but a detailed report is now awaited from Mr. Wilson-Jones.

It was noted that the five speed gearbox is leaking oil, and has been returned to Messrs. Albion, and we are awaiting their report. No decision has been made regarding whether we offer this as an optional extra for the 1963 Season.

3.- New Heavyweight Frame:-

It was decided that no further time or expense should be devoted to this, but the prototype frame is to be put into safe keeping.

4.- Silencing:-

Mr. Thomas will advise Major Mountford when the new silencers

will come into use on the various models - i.e. when present stocks will be exhausted.

It is necessary to continue experiments with a view to further reducing the noise level, and experiments on this are to receive priority. Mr. Wilson-Jones will make recommendations.

5.- Crusader 350 cc:-

Final approval of this model is vitally urgent, and approval of the new piston is also urged. A report is required within the next fourteen days, and it was pointed out that no progress is being made with the machining of pistons until we let the manufacturers have our approval.

6.- 175 cc Engine:-

Mr. Thomas reported that all the drawings for the engine had been completed, and Mr. Baker confirmed that the machining of the component parts was progressing satisfactorily. Crankshaft and flywheel castings are awaited as also are cylinder heads. Mr. Baker would give some indication as to when all the engine parts would be available, and when the parts would be ready for assembly.

With regard to the over-all styling of the machine; Mr. Thomas was preparing a "Sports" version, and he was also requested to proceed with his original conception of a part-streamlined machine.

7.- Scooter:-

There is to be no more development work on the Scooter until further instructions.

8.- Batch Tests:-

The results of the batch test of a Constellation comparing this with an Interceptor are awaited.

9.- Overoiling on 250 cc Engines:-

Mr. Thomas reported that it was not easily practicable to reduce the speed of the oil pump by means of an idler gear, because no suitable contact breaker would be available. He went on to suggest that if the feed and the scavenge pump were separated from each other, the lifting of one disc would not affect the other, and he produced a sketch showing how this could be done, and alternatively how the gear pump could be accommodated without any alterations to the crankcase. It was agreed that both these methods should be tried.

The various experiments, which have been carried out to improve

the overolling have not met with any consistent success, and the results of the experiments indicate erratic functioning of the oil pumps.

Six modified discs and housings are now available, and are to be tried as soon as possible, and a report is to be made.

10.- Sports Airflow:-

Eight production fairings have been received; stocks of twenty-five are to be accumulated, and then it is to be announced to the Trade. The Sports Airflow is to be fitted to one of the road machines, and kept in continuous use.

11.- Siba Self Starter:-

A new shaft is being made with a modified crankshaft sleeve, and until further tests have been carried out, no announcement is to be made to the Press.

New Siba Starter:- As this will involve considerable alteration to the engine, no action is to be taken although the availability of this is to be borne in mind in view of any future project.

12.- Lucas Self Starter:-

It was agreed that the Lucas 12 v. Constant Mesh Starter should be fitted to a machine, and the parts are being made in the toolroom. Mr. Baker is to report progress.

13.- Miller Lighting Set:-

Tests are to continue on this.

14.- Prototype 12 v. electrical equipment is still awaited from Lucas.

15.- Molybdenum Pistons:-

Query aluminium barrel.

16.- Malleable Iron Clutch Drums:-

These have been approved, and schedules have been altered to accommodate them on a no scrap/no delay basis.

17.- Morse Chains:-

The saving in price of this is considerable, and the results of tests are therefore urgently required.

* 18.- PTFE Bearings for the main Pivot for the leading link fork are to be tested.

19.- Super 5 Pistons:-

See memo from Mr. C.A.E. Booker of the 14/6/62 - investigation of the ring fitted on the pistons to be checked.

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

REOC - not for sale