

Notes of the Meeting held on Thursday, 10th May
to discuss the 1963 models.

Present:- Major V.T. Mountford
Mr. J.J. Bocker
Mr. G.H. Baker
Mr. E.M. Boss
Mr. J. Freeman
Mr. R. Thomas
Mr. R.A. Wilson-Jones

1.- PRINCE:

It was decided after investigation of the quantities of Prince models sold during the last eighteen months, that sales were insufficient to merit further production. The Prince model is therefore to be discontinued.

2.- 250 CLIPPER:

To be fitted as standard with deep section valanced rear mudguard. It is considered that this is more in keeping with the Clipper type of machine than the Sports type, and stocks will be used on this model. It will of course, be fitted with the aluminium alloy head, which has superseded the cast iron head in current production.

Prototypes are being built with different colour finishes - i.e. Cream/Post Office Red. It was also suggested that the aluminium parts which are not polished on the Clipper machine - i.e. crankcase covers, front hub etc. - are finished in aluminium paint on this prototype. At this stage it was decided that the edges of the cylinder head fins on all alloy cylinder heads should be polished. Mr. Baker will investigate this suggestion.

3.- CRUSADER 250:

In view of the small sales of this particular model since the introduction of the Sports version, it has been decided to discontinue it. It was pointed out that a chaincase on the Sports model is available as an extra, as also is the air cleaner.

4.- CRUSADER SPORTS:

This model is to be fitted with a narrow section plated rear mudguard instead of the deep section valanced guard. It will also be offered with the five speed gearbox as an optional extra. It has yet to be decided whether to retain the Polychromatic Burgundy

which has been so popular or to finish this machine in the new Polychromatic Coral colour.

5.- CRUSADER SUPER 5:

To be fitted with spindle mounted front mudguard and narrow section plated rear mudguard. A prototype is being built of this in Polychromatic Coral.

6.- 250 TRIALS MODEL:

It has been suggest that this model should either include in the specification light alloy tank or that such a tank should be offered as an extra. It has also been suggested that the rear mudguard stays should be welded on to the frame as this makes a stronger assembly. Also in view of the fact that for many Trials our Works Riders utilize a 20 T. Engine Sprocket, it is felt that this should be offered as an optional extra.

7.- SPECIAL SPORTS:

This is to be listed as scheduled with the five speed gearbox as an optional extra.

8.- New 350 BULLET:

This is to be listed as scheduled, and the colour is to be decided after the aforementioned prototypes have been seen.

9.- 350 BULLET:

To be discontinued.

10.- 350 GLIMPER:

To be discontinued.

11.- 500 BULLET:

To be discontinued.

12.- METSON MINOR:

To be continued in Sports version only. The colour for this model is to be decided, and a prototype is being finished in American Polychromatic Blue.

The mudguards and tank are to be plated on this model.

13.- SUPER WETCOE:

To be discontinued.

14.- INTERCEPTOR 750:

This is to be listed in two versions - solo and sidecar. The solo version is to follow the specification of the 1961 Constellation - i.e. with narrow section plated rear mudguard. The sidecar version could be listed if necessary with optional deep valanced rear mudguard then this would clear up any stocks, and this version will also utilize lower compression pistons, sidecar type rear shock absorbers and front forks, lower gear ratio and a steering damper. The colour finish of this model is to be decided after the prototype has been built.

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