

MINUTES OF THE MOTOR CYCLE DEVELOPMENT MEETING HELD ON MONDAY,  
8th AUGUST, 1960

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PRESENT : Major F.W. Smith.  
Major V.T. Mountford.  
Mr. J.J. Booker.  
Mr. G.D. Baker.  
Mr. R.A. Wilson-Jones.  
Mr. R.H. Thomas.

1) Major Smith informed the Meeting of the new management appointments in the Company, and said that it was not his intention to preside at these Meetings in the future and that this would be done by Major Mountford.

Major Smith would still take an interest in the development of Motor Cycles and that he would be dealing with such matters through Mr. J.J. Booker.

2) The following programme for Development was then discussed :-

a) SILENCERS :

Recent tests had shown that the silencer fitted to the 'SUPER METEOR' Model gave the best results, both so far as performance and noise level was concerned, and it was decided that Mr. Gilbert Baker would make available a silencer within the next two days, incorporating the interior of a Burgess silencer within the new silencer, which had been designed for 1961 Models, and this would be then tested with a view to its adoption after the present production of 250 1961 type silencers had been used.

It was furthermore decided that a similar type of silencer should be tried on a 250 c.c. Model.

b) NEW REAR MUDGUARD :

The production sample of the plastic rear mudguard in 2 oz. layer would be available within the next few days and bulk quantities would be delivered in 7 to 10 after approval.

It was decided to defer action in placing orders for the new rear mudguard with Elm Metals until a decision had been taken regarding the fitment of the new type of mudguard to a 250 c.c. Model - as soon as possible Mr. Thomas was to prepare a layout for such a mudguard for the 250 c.c. machine.

c) Major Smith suggested that whenever a new frame was designed in future there was no necessity to provide for a detachable rear mudguard assembly. He also suggested that the petrol tank might rest on a platform and be secured a la Norton.

d) FRONT FORKS WITH HEAVIER GAUGE MAIN TUBES :

Tests to date had proved this form to be satisfactory, subject to some alteration to the port holes to give a softer ride, and it was now agreed that it should be submitted to tests in Scrambles for further proving.

e) It had been decided that METEOR MINOR Models for 1961 should be fitted with the 350 CLIPPER fork and casquette, but that a design be prepared incorporating a fork to accommodate the Lucas headlamp including speedometer and that this should also provide for the heavier gauge main tubes. It was furthermore agreed that machines supplied to sidecar specification (other than Airflow) should be equipped with WOODSMAN front fork springs.

f) OILING :

It was stressed that this was an old standing problem to which as yet no entirely satisfactory solution had been found - and that it was urgent.

250 c.c. MODEL :

It was proposed that the engine having the five-speed gearbox should be modified so that the crankcase and gearbox be made common and a breather taken from a suitable place in the gearbox, also the alloy cylinder barrel and Cross piston should be fitted to this engine, thus making a prototype for the proposed "SUPER SPORTS CRUSADER" at the same time the compression ratio and carburettor bore shall be decided by experiment.

700 c.c. MODEL :

A louvered plate had effected some improvement up to 6000 r.p.m. by reducing the amount of oil remaining in the crankcase, but the amount of oil consumed varied.

It was decided that experiments would be made omitting the disc valve from the crankshaft and by fitting a large diameter breather mounted under the magneto.

With regard to the gear driven pump - these tests had been delayed owing to seizure of the engine, but it had been ascertained that the pump was not satisfactory in its present position, as it was not self-priming. It was decided to investigate the possibility of incorporating a gear driven pump in the new crankcase which is being designed.

g) ALUMINIUM CYLINDER BARREL AND CROSS PISTON :

Tests of these were still continuing.

h) It was decided that progress should be made with a view to producing a 'SUPER CONSTELLATION' and 'SUPER SPORTS CRUSADER' Models - the 'SUPER CONSTELLATION' to have the new cylinder head with parallel carburettors, aluminium barrels, five-speed gears, if satisfactory. The 'SUPER CRUSADER' should have a five-speed gearbox, aluminium cylinder and new type rear mudguard.

i) CON-ROD BOLTS :

Mr. Wilson-Jones reported that he had learnt from Unbrako that they could produce high duty con-rod bolts which might overcome the difficulty with con-rod bolt failure. In the meantime it was decided to experiment with the omission of the split pin from con-rod bolts in the engines being assembled with Cross pistons and aluminium cylinders.

j) REAR SUSPENSION :

The rubber bushes had been satisfactory in test so far and it was visualised that future sanctions would incorporate this design.

k) CLUTCHES :

It had been decided that as soon as quantities in production would permit we should discontinue the fitment of the Enfield clutch and revert to the Albion five-plate clutches. The only problem with the Albion clutch was that of keeping the operating push rod lubricated - it was said that the Berkeley clutch had a ball race which overcame this difficulty and this was to be investigated.

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