

Minutes of the Motorcycle Development Meeting
held on Tuesday, 6th February.

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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.- Bottom Link Forks:-

Spindle Mounted Front Mudguard:- The present design did not prove entirely satisfactory as the stays had broken, and in any event the mudguard did not give adequate weather protection. It was therefore decided that an alternative design would be produced mounting the mudguard on the brake cover plate and using a modified distance cover on the opposite side of the hub.

Top Pivot Pin:- The fork incorporating the new pivot pins is ready for assembly. This will be fitted into a machine and submitted to normal road test (not M.I.R.A.) - special attention being paid to the pivot pin remaining tight.

Damper Units:- The latest type of damper units proved satisfactory at M.I.R.A. apart from the incidental trouble experienced with the sample mentioned in Mr. Wilson-Jones' report, and these are being adopted as soon as the sanction permits - i.e. after the first 750 machines.

2.- 750 cc Engine:-

Balance:- Contrary to Mr. Wilson-Jones' report, the 55% balance was found to be inferior to the current factor now being used. Another crankshaft balanced to 75% has been fitted to an engine, and this is considered by all who have ridden it to be the most satisfactory to date, and this is to be adopted.

Push Rod Seals:- It had been decided to use the rubber bonded steel ferrule. Mr. Baker is to produce the ferrule (200 are required by Westwood by 16/2/62) and Westwood is arranging to have the rubber seal produced and bonded to the ferrule.

Mr. Booker reported that the engine had been bench tested, and there was an improved performance throughout the range compared with the 692 cc engine. One of the cylinder heads is at present back at Westwood for them to get details of the push rod sealing arrangements.

Gear Ratios:-

Mr. Booker said that he hoped to be able to recommend the gear ratios for the 750 cc by Friday, 9th February.

3.- New Heavyweight Frame:-

Some of the tubing has been ordered, and Mr. Thomas reported that the final drawing would be completed within the next seven to fourteen days.

4.- Silencing:-

With the brake now functioning satisfactorily, it is intended to test the NSU Silencer in comparison with various other types immediately. It appeared that the 3" silencer with the layered sound absorbent material showed considerable improvement from a noise level point of view. This is now to be tested on the road to prove the construction and that the steel wool will remain intact. As soon as weather conditions are right it is to be tested for noise level, and if all these factors are satisfactory, the silencer will be put into production.

As soon as weather conditions improve Mr. Wilson-Jones will run a series of tests with the Daves Sound Level Meter on various types of silencer, so that we will have a basis of data to work on.

5.- Heavyweight Five Speed Gearbox:-

In view of the possibility of abuse in the U.S. Market, it was considered desirable to run the five speed gear coupled with a 750 cc engine for at least another 1000 miles before offering it as an alternative.

6.- Crusader 350:-

A sanction for 100 of these has been issued, and Mr. Baker is to advise when production will commence in order that an announcement can be made to the trade. Amal carburettor settings for these will be decided during the present week.

7.- 175 cc Engine:-

Some quotations have been received, and Mr. Thomas was asked to urge the other suppliers and report to Major Mountford.

8.- The Scooter:-

Mr. Baker will look into the possibility of fitting the existing bodywork on the second prototype scooter. In the mean time, road mileage of 5,000 is to be accomplished as quickly as possible.

(Mr. Baker is to investigate using a tester for this purpose).

9.- Batch Tests:-

Mr. Booker reported that two Super 5 machines prepared for road test were very much down on performance - the valve timing being suspect, and this is being checked immediately.

The next machine to be Batch Tested is the Crusader Sports.

10.- Sports Airflow:-

Mr. Booker reported that the modified Sports Airflow was now ready for road test, and it was agreed that it should have 500 miles of hard road use. This being satisfactory an order will be placed with Messrs. Dewey Waters.

Mr. Baker had arranged for the headlamp cover for use with the Sports Airflow, and a sample was due today.

11.- Siba Self Starter:-

It was reported that further failure of the regulator box has occurred, and Major Mountford is to take this matter up with Siba.

12.- Molybdenum Pistons:-

Mr. Wilson-Jones' report was noted, and as soon as they are returned from Messrs. Hepworth and Grandage a piston will be fitted into an engine - (an alloy barrel is available).

J.J. Booker
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