

Minutes of the Motorcycle Development Meeting
held on Friday, 9th March 1962.

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 design of the spindle mounted front mudguard was inspected, and as the reports from the assemblers indicated that considerable difficulty in assembly was experienced, it was decided to modify this as follows:-

The stays should be made in two separate pieces - the front stay to be attached by a triangular plate at two points to the cover plate. The rear stay should be left attached as at present, but will not be connected to the front stay.

It was estimated that a modified assembly could be made available by the middle of next week.

Top Pivot Pin:-

Mr. Baker requested that this matter be dropped.

2.- 750 cc Engine:-

The 750 cc engine is to be rebuilt as soon as possible with the old cylinder heads in order that further miles may be put in on test with the five speed gearbox.

The first sample gearbox steady bracket has been produced and is to be run concurrently with the five speed gearbox.

The first ten production 750 cc engines should be delivered from Westwood on or about 20th March. One of these engines is to be bench tested immediately, and then to do a mileage test - this must receive priority because the balance of the machines are wanted in the U.S.A. Mr. Wilson-Jones will produce a programme for the testing of this engine.

(contd.)

Gear Ratios:-

Mr. Booker reported that he had sent the gear ratios and carburettor settings of the 750 cc engine to Westwood.

3.- New Heavyweight Frame:-

The design of the heavyweight frame has been completed, and we are awaiting some tubes to complete building. It was expected that we should have the frame ready within the next three - four weeks.

In view of the improbability of large sales of big machines recurring, consideration is to be given to the tidying up of the present type frame.

4.- Silencing:-

It was agreed that the best silencer from the point of view of all round efficiency, was the one designated No. 2., and it was agreed that as soon as this can be produced it should be fitted to the Super 5 models, and as soon as our commitments with regard to the existing stocks of the current silencer had been absorbed on the Crusader Sports, then the No. 2 silencer should also be fitted to the Crusader Sports. (This silencer should also eventually be used on the 250 cc Clipper and Crusader - Mr. Freeman is to report.)

Mr. Thomas made the point that the new silencer should be scheduled for the new 350 cc Crusader.

5.- Heavyweight Five Speed Gearbox:-

See Paragraph regarding the 750 cc engine.

6.- Crusader 350:-

The carburettor settings have been notified to all concerned, and a decision now has to be made as to when this model shall be introduced.

7.- 175 cc Engine:-

Mr. Thomas reported on the progress of this, which appeared to be to schedule.

8.- The Scooter:-

Mileage must be put on the Scooter by all means. The second prototype Scooter will now undergo continuous road test.

(contd.)

9.- Batch Tests:-

The valve timing on the two Press Super 5 models had been confirmed as being corrected by Mr. Booker.

There was some doubt regarding the speeds achieved as mentioned in Mr. Wilson-Jones' report dated 2nd March, and it was agreed that the machines should be taken to M.I.R.A. early next week when Mr. Wilson-Jones and Mr. Booker would supervise.

10.- Sports Airflow:-

An order has been placed with Messrs. Dewey Waters, and we are awaiting a production prototype.

11.- Siba Self Starter:-

It was agreed that instructions had been given to have the wooden pattern altered to provide a suitable generator cover to house the starter/generator. We are awaiting the return of the machine from Messrs. Siba who are carrying out modifications.

12.- Molybdenum Pistons:-

These are now available, and Mr. Baker is having a barrel machined to suit, and a barrel and piston will then be tested on one of the experimental Super 5 machines.

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

Cast Clutch for 250's

5 plates or 350 for 250's? (new gearbox shaft - different taper)
or replacement for present 250? (2nd order or draw for spares)