



Peashooter

The Newsletter of the Norton Owners Club - Surrey Branch

www.surreynoc.org.uk

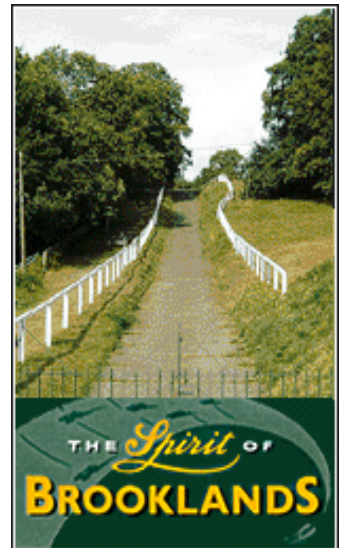
Issue 4 - March 2009

Surrey's Brooklands Day - Now it's National!

Surrey Branch's own Golden Jubilee event, to be held on May 16th at Brooklands is looking equally as promising as the National functions at Donington Park. The National Norton Owners Club has awarded the Surrey Show 'Golden Jubilee Event' status which means that members from around the country will turn up on the day.

Branch members have been entering their booking details at the Club's website to arrange their ascent of Test Hill and a full display area is being arranged for the Branch in the Museum Car park area.

A number of functions are planned for the day, apart from the fun at Test Hill including many stalls and exhibits from the Brooklands Museum. The most famous of these is undoubtedly Branch member, Roger Birds wonderful 1925 Brooklands record breaking Norton Hughes combination below.



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THE UNAPPROACHABLE Norton

A Festival of the Norton Motorcycle

"We can get 25 Bikes to Donington" says Surrey Chairman!

As details come through from the National Club officers about the big Golden Jubilee event at Donington Park in June, Peter White the Chairman of the Surrey's Branch stated that he thought we should try to get at least half of the Club's Nortons to the event.

The centrepiece of the Golden Jubilee day on Friday 19th June will be a huge Historic Display of Nortons of all shapes and sizes dating from 1903 to 2009. During the day, technical experts will present information on the various models and there will be the opportunity to see and hear some of the machines as they run up a paddock area.

The full circuit at Donington will be available for use and during the day there will be opportunities for members and their Nortons to parade in either the road or race class.

Exceptionally, this day is free from any noise limits so any Norton can take part in the track sessions without exhaust restrictions.

There will also be a parade of Featured Nortons and well known riders. Expect to hear everything from the growl of the Manxs through to the howl of the Rotaries, including the new 2009 NRV588.

In the evening, there will be an informal party on the Donington site hosted by Norton Motorcycles, manufacturers of the new Nortons to which all Norton enthusiasts are invited. "Our Banner will be flying over one of the biggest branches in the country!" said Peter - It will be a fantastic event and I hope all our members will try to get there!"

Record Breaking Stars at The Star!



Dave Degens and Eric Patterson with the Norton Jap Record Breaker at the Star

Our February speaker was the irrepressible Eric Patterson of Kempton Park Autojumble fame, who gave a large audience a lively and passionate account of his record breaking adventures at the Bonneville Salt Flats last year.

Dresda Triton guru, Dave Degens was on hand to explain his part in the preparation of Eric's record breaking Jap engined, featherbed framed special, which was not only on display but was fired up in the car park.

Eric explained how he melted the rear piston on a rather fast, pre Bonneville trial run on the motorway and had to sheepishly return the bike to Dave to fettle again...two weeks before leaving for America. If you believe in (good) omens or destiny, it was surely not pure chance that the lady admiring Eric's cooling bike at the motorway services just happened to be the daughter of Norton Works racer and three times European Champion, Jimmy Guthrie!

After repair and a 150 mile "run in", the bike was shipped to America and Eric explained how he, a gallon

of oil, a grease gun, a few tools and a mate eventually arrived at Bonneville and set up his garden gazebo and the Union Jack, much to the bemusement of the competitors already there with their motorhomes and teams of mechanics.

Being invited to have a go at the "ride what you bring" class, the bike started first kick and with road going Avons on the slippery salt, broke the record at 112mph first time out...

On the next day, he beat the class record (modified production frame, pre '56 engine, over 1000cc, less than 1350cc) at 119mph, the previous record being held by an Indian at 100.02mph for 2 years. Then with a 5mph side wind which briefly disappeared during his run (destiny??), Eric averaged 121.79mph, a new record. The bike did reach 135mph on the last, non competitive run, and Eric will be returning to Bonneville in August looking for 150mph.

Dave Gibson

The Peashooter Guide

March

March 9, 2009 - 8:00pm- Social Night at the Royal Oak PH

Fancy a beer with mates - Come and sample Tina & Colin's excellent new year Brews with added banter from other members

Wednesday March 11th, 2009 - 7.30 for 8.00pm

Surrey Branch Annual Dinner at The Star, Malden Rushett - With Guest Speaker, World Traveller, Columnist and Beezumph organiser, Tony Page - Tickets available at the website or call Peter on 07768 734200

Sunday, March 22, 2009 - 7:30am

The Pioneer Run

Its the historic and famed Pioneer Run from Epsom to Brighton! Club members meet at Tattenham Corner at 7.30am to watch the entrants start off at 8am. We then Ride Out and follow progress, stopping en route for brekkies and refreshments before continuing onto Madeira Drive in Brighton to see the bikes arrive and take in the open air event of bikes galore!! For details call Peter on 07768 734200

Sunday, March 29, 2009 - The Ardingly Show

The Real Classic Bike Show at South of England Showground at Ardingly, Sussex. Has Autojumble and bike displays - The Branch will be running it's own stand and showing a range of our Nortons - Come and support us! - For details call Peter on 07768 734200

Monday, March 30, 2009 - 8:00pm-10:45pm

Club Night with Technical Demonstration and Speaker at the Star PH, Maldon Rushett - so watch the website for more details as I twist a few arms! - Steve Eccleshall - Chief Armtwister...

April

Sunday, April 5, 2009

National Norton Owners Club AGM.

It's your chance to participate in the National Club, air your views, see how things are run, meet new faces and see more bikes And get a nice ride out or even weekend away with a chance to look round the venue, The Heritage Motor Centre, Banbury Road, Gaydon, Warks. CV35 0BJ - Some of the Branch's members will definitely be going - Join us!

Sunday, April 12, 2009 - 9:30am

RIDEOUT - British Bike Day at the Ace Cafe!

The Ace Cafe on the North Circular (A406) are hosting a British Bike Day. Meet at the Royal Oak PH for 9.30am and for a small fee partake of bacon butties etc then Ride Out to the AceCafe to look around all the fine British Machinery and grab a coffee while you are there!

April 13, 2009 - 8:00p-10:45p

Social Night at the Royal Oak PH Leatherhead

Fancy a beer with mates - Come and sample Tina & Colin's excellent new year Brews with added banter from other members!

Monday, April 27, 2009 - 7:30p-11:00p

Club Night First Summer Ride Out!!!

Here it is!! That first summer Rideout on a Club Night!! Meet at the Star PH a tad earlier than normal and then we will Ride Out on a "Round Robin" trip culminating back at the Star PH after taking in the sunny lanes! Probably no longer than 60 - 90 mins just to clear the cobwebs!



Photographed at the London Motorcycle Show held at the ExCel Centre in Docklands in January - Tom Christianson's amazing Norton "Hogslayer". Tom and his team built their first double engine "Hogslayer" in 1970. "Hogslayer 1" became one of the first drag bikes to incorporate fuel injection because carburetors could not deliver enough fuel to the engines to make them competitive. In 1970, the "Hogslayer 1" became the first bike to exceed 180 miles per hour in the quarter-mile.

Always staying a step ahead of the competition with innovations that were simple and inventive, over the years Tom built 3 versions of the bike. By 1976, "Hogslayer 3" would pull the quarter-mile in the mid-7 seconds.

The Pluto Frame, and the Unified Twin

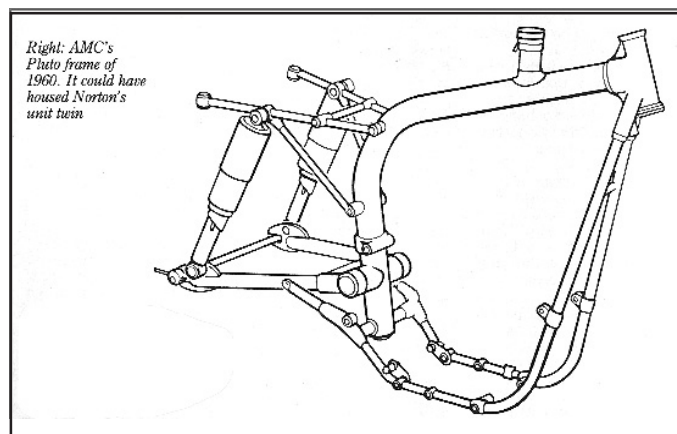
Part 1 - By Anthony Curzon

Branch Member and Unified Twin owner Anthony Curzon has kindly allowed us to reprint his article for the Norton magazine Roadholder in 2004. Regrettably, due to it's size we have had to split it into a number of installments - Ed.

I have written a small account of what I have been able to ascertain about the Plumstead Pluto frame, and the Unified Twin motor. I have made contact with a well know ex AMC, and Plumstead factory tester, who gave me some background about the Pluto frame, and, he actually rode a prototype version of the Pluto frame.

There were three Pluto frames made, but there is a rumour of a fourth, but this has been hard to substantiate, or for any credence to be given to the rumour of it's actual existence. One frame is now located in Australia, and is powered by a Matchless G80CS single motor. This particular machine featured on the front cover of the Jampot magazine of the AJS & MOC, number 361, November 1982. Chris Reed the editor of the Jampot, of the AJS & MOC has a Pluto frame with a Matchless G12CSR motor installed in it. The third was written off or so I was very reliably informed by the above mentioned factory tester. This particular Pluto frame was running around Plumstead, in the 1960's with a Matchless G12 engine installed, as its motive power. The oil in frame Pluto then used 18-inch wheels and the oil tank backbone was 3½ or 3.5 inches in diameter. A specially fabricated petrol tank was also made, as the oil filler tube, and cap were located in the centre of the top tube, of the oil-bearing frame.

He was waiting at a stoplight in South London, when a scooter broadsided into the side of the machine, and bent the rear of the frame, and subsequently writing it off. The tester explained that it was the best handling AMC frame that he had ever ridden. He also stated that the rear of the oil bearing frame leaked a lot, as the swinging arm spindle went through the bottom part of the oil bearing frame. The problem with oil seepage was due to stress fractures around the swinging arm area. Many of the lugs on the Pluto frame came from those used, on the stock G12 duplex frame. This is as per the part numbers for the castings lugs, on the factory drawing, of the Pluto frame.



The rear of the frame has a large engine-mounting lug that seems out of place when a pre unit twin is placed in a Pluto frame. Real Classic Magazine will shortly be publishing an article about Chris Reeds Pluto framed G12 in a forth-coming issue. Both the Unified Twin and Pluto frame G12 engine machines, were at the Calne Rally on 17th July 2004, I suppose the only time both engine and

frame actually came together in the same place, as complete and fully working machines. The factory would have used at least some engine shell unit to actually fabricate the Pluto frame in the first place. So there must have been a marriage of both parts at some time in 1959/60.

The Pluto frame also experienced frame breakages, when used off road. The breakages occurred at the headstock of the frame. This was conveyed to my by a friend of the late Tony Dennis, when the Pluto frame question came up for discussion. Tony Dennis being the development engineer, that was part of the design team involved with the Commando's inception. He also cured the P11's nasty habit of breaking its alloy oil tank, by designing a new steel oil tank, and frame mounting arrangement.



Brian Jones, who was present at the meetings at Plumstead, told me that the Unified Twin motor was destined for the Pluto frame, as this was the subject of many of the design meetings that he attended.

The Unified Twin had some unique features from the then Dominator twins that were being produced in 1959 and 1960. The cylinder head had a steeper angle for the inlet valves. The inlet valves are the same size as the Norton Atlas and, the exhaust valves are the same as the stock Atlas, and 650ss. This I found out when I dropped in the stock 650 valves, and it did not fit properly, but the standard Atlas ones fitted perfectly. The balance factor for the crankshaft is 78% dry and 84% when wet, or filled with oil. So Norton were thinking of building a high revving performance motor in 1959, and this contrary to popular opinion. The clutch that was used was a modified Norton Navigator unit, with a duplex engine sprocket, and clutch sprocket. The gearbox mainshaft was longer than the standard Dominator one, to accommodate the duplex clutch sprocket. The gearbox mainshaft is about ½ inch longer than the standard Dominator one. The oil pump body is also different from the standard Norton twin. The Unified Twin oil pump has an extended front section, so the drive spindle section of the oil pump, that takes the drive gear from the crankshaft, is longer. The sump also incorporated a drain plug, with a round magnet, that was silver soldered into it. The crankcase never had the large type drain plug that also incorporated a metal filter as used on all the standard type Dominator twins.

News & Views

Advertising

The Boxing Day Run



A small but select group of club members left the Royal Oak at 9.30 on Boxing Day morning, after Colin and Tina kindly provided bacon sandwiches and hot drinks. An excellent start to a cold bright morning with only light traffic. We set off to Sarratt for the annual get together of any and all older vehicles. We joined forces half way with a group of like minded bikers at their local in Hayes and continued to the village in a convoy of Nortons, Triumphs, BSA Enfield classic Jap bikes and the inevitable Harleys. The benefit of this liaison was access on arrival to their thermos's of mulled wine. Sarratt is an unofficial get together – no entry forms or fees – with a spectacular turn out. The village regularly hosts this event and the working vehicles there ranged from a Stanley Steamer, a 12 seater steam bus, through Astons, Jags and Moggy Minors, to a very wide range of classic and vintage motorcycles. Bizarrely we came across a sign written trade van from Chiddingly, our other possible Boxing Day venue.

- Peter Ashley

Roadholder



I have a collection of "Roadholder" Norton Owners Club magazines dating back to 1979 which I need to find a home for due to lack of space. If any member would like them I could bring them along to a Surrey branch meeting?
Contact Neil - 07860 241817

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EndPoint



With all the Celebrations about the Golden Jubilee and the amount of freebies emanating from the the National Club, Branch members John Halliday and Frank Collins dug out this old Norton Badge which was produced when the National Club was first started - back in 1959. Both John and Frank's membership stretches back to those days and Frank recalls that the National club was originally based around just a few strong branches. "The key one was Surrey" - he mentions with a smile...I think the badge cost around 5 shillings- say's John (That's around 25p to you youngsters!)