

# Norton

Norman White Racing, 1982 - present

**THE BIKE** 1972 John Player Norton 750 cc

**THE OWNER** Norman White: Thruxton, England. NVPS and John Player Norton team member

- Test rider and personal mechanic to Peter Williams 1969 to 1974.
- Joined Norton - AJS competition and development dept. as experimental engineer and test rider.
- Track tested NVPS and JPN Production and F750 bikes.
- Prepared all Peter Williams works machines: including Norvil proddy racers, 1972 JP, 1973 "Monocoque" JPN, 1974, "Space Frame" JPN, and Cosworth Nortons.
- Joined Honda Britain as chief mechanic and test rider.
- Responsible for Honda wins at TT races, formula 1 series, and works Endurance Championships.
- Rebuilt a total of 7 Works Nortons for National Motorcycle museum, including Thruxton race winning Production Racer, 1972 JPN F750 cc & 1973 F750 "monocoque" Norton.

**BUILT** By Norman in 1991 to original John Player Norton specifications.

- Frame designed by Peter Williams.
- 11.25 Compression ratio
- PW3 Camshaft
- Magnesium primary chaincase cover with additional mainshaft bearing
- Pannier tanks. Fuel pump activated by swingarm movement to feed header tanks

This bike was first ridden in 1992 at Thruxton circuit. A JPN team reunion celebrated the event. Those present included original JPN members Peter Williams, Dave Croxford, Phil Read also Robin Clist, Peter Pyket, John McClaren, Dave Ledwell, Reg Paynter, Mike Ember-Davis, Basil Knight and Norman White.

## 1972 SEASON OVERVIEW

1972 signalled Norton Villiers return to International racing. Racing manager Frank Perris obtained sponsorship from John Player cigarettes providing funds to build and compete in the F750 class as well as the Production 750 class. Peter Williams designed the 1972 JPNorton. Three were built for 1972 - two in time for the 1972 Daytona event. The Daytona bikes were ridden by Phil Read and Peter Williams. Phil lead for much of the race Phil finishing 4th -

first British rider and first British bike behind the new Yamaha 350s. Peter retired with a munted gearbox. Unfortunately munted gearboxes meant none of the three 1972 bikes finished IOM in 1972. 1972 first major win was Brands Hatch at the Hutchison 100 where Peter defeated Ducati mounted Paul Smart. The next major win was Mick Grant at Scarborough at Olivers Mount circuit.

The fact the 1972 and 1973 JPN Commandos were able to compete with the onslaught of the Japanese bikes with greater horsepower was tribute to Peters design skills utilising low frontal area, low drag coefficient and excellent handling - and the dedicated JPN team.

For more details see [www.normanwhite.co.uk](http://www.normanwhite.co.uk) or [www.nortonracing.co.nz](http://www.nortonracing.co.nz)

