



Norton Notice



The Newsletter of the
Northern California Norton Owners Club

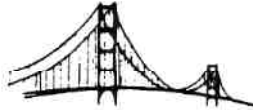
No. 189

January, 1994

Maya Lai succeeds Joe Edwards as President !!



Also inside:
The second installment of the Rebirth of NORTON



Norton Notice

is published by the Northern California Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

The *NORTON NOTICE* is a reflection of the readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. (Good taste is somewhat optional, but hey- this is a group of bikers we're talking about here... that's why we have an editor.)

The deadline for items to be submitted for publication is the 20th of each month. The *NORTON NOTICE* welcomes contributions submitted electronically. Material in MS Word or Aldus Pagemaker on a Macintosh 3.5" disc is ideal. You may also send it directly to the editor via X modem at the telephone number listed for the Editor; set your telecom software for 8n/1, use the X or Z MODEM file transfer protocol, and just ring up the Editor who is home most evenings. Also E-mail can be received by using INTERNET to norton2@aol.com.

Membership in the Northern California Norton Owners Club is available for \$20.00 per year. Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as listed on the mailing label of the *NORTON NOTICE* and the membership card.

All changes of address should go to the Branch Secretary/Treasurer- not the NOTICE editor.

The Northern California Norton Owners Club is affiliated with both the Norton Owners Club of England and the International Norton Owners Association. Interested persons can join these two organizations per the terms described on the Branch membership application form.

CLUB OFFICERS

PRESIDENT: Maya Lai
1370 McKendrie, San Jose, CA 95126
(408) 241-1812

VICE PRESIDENT: Duncan Ferguson
2831 Petunia Ct., Union City, CA 94587,
(510)489-0135

TREASURER: Grover Buhr
307 E. 40th Avenue, San Mateo, CA 94403
(415) 358-0196

RIDES MARSHALL: Jim Carton
2818 23rd Ave., Oakland, CA 94606
(510)534-8030

NOTICE EDITOR & SECRETARY:
Alan Mueller, 128 Windsor Ct. San Carlos,
CA, 94070-2198, (415)591-5444 or
modem/fax (415)595-3368, e-mail:
norton2@aol.com

PARAPHENALIA: John Bria
1801 Howard Ave., San Carlos, CA 94070
(415) 592-8793

PUBLIC RELATIONS: John Covell
1183 Alemany, San Francisco, CA 94112
(415) 334-1183
e-mail: senator@well.sf.ca.us

PHOTO-JOURNALISM: Gerald Mauricio
PO Box 655, El Granada, CA 94018 (415)
726-9337

NORTON OWNERS CLUB

IMPORTANT (Please take note of the following fine print):

The object of the Northern California Norton Owners Club is to promote, encourage and develop motorcycle activities. The Club's members are owners of Norton motorcycles and they often submit for publication in the *NORTON NOTICE* technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the members for any problems resulting from use of these technical tips. The club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. *NORTON NOTICE* articles or other materials express the authors' views only and not necessarily the official policy of the Norton owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.

Upcoming Events

Club Rides Schedule

Here is the first publication of the scheduled official club ride for 1994. Details will follow in later Notices.

- January:** No Ride
- February 13:** (Sunday) Sweetheart Ride in the East Bay
- March 13:** (Sunday) Flying Lady Ride
- April 3:** (Sunday) Easter Morning Mt. Tamalpais Ride
- May 15:** (Sunday) Jim's North Bay Ride (Napa, Berryessa Lake area)
- June 11:** (Saturday) Fred Twigg Ride
- July 16:** (Saturday) Santa Cruz Ride
- July 30:** over night to Minden, Nevada
- August 12, 13, 14:** unofficial ride at the Dardenelles
- September 11:** (Sunday) Old Timer's Ride
- October 16:** (Sunday) Mt. Hamilton Ride
- November 5:** (Saturday) Don Danemeier's British Birthday Ride
- December ?:** No ride scheduled



Activities at a glance.....

- January 7, 8 & 9:** International Motorcycle show, Cow Palace, San Francisco
- March 27:** Clubman's All-British Show and Swap Meet
- May 20-22:** AMA Superbike Race, Laguna Seca
- August 19-21:** AMA Superbike Race at Sears Point

As I am informed of events, I will include them in the Notice.....editor

Meeting Schedule

The Club meets on the second Thursday of each month. The meetings are SUPPOSED to start at 8:00 PM. If you get tired of bench racing, bring a newspaper to read.

- January 13th** - Brew Pub
- February 10th** - Prince of Wales
- March 10th** - Harry's Hofbrau
- April 14th** - To be announced
- May 12th** - Brew Pub
- June 9th** - Prince of Wales
- July 14th** - Harry's Hofbrau
- August 11th** - To be announced
- September 8th** - Brew Pub
- October 13th** - Prince of Wales
- November 10th** - Harry's Hofbrau
- December ?** - To be announced

Harry's Hofbrau: 399 West El Camino Real, Mountain View, CA., (415)964-8455 just north of Highway 85 on El Camino Real

Prince of Wales Pub: 106 East 25th Avenue, San Mateo, CA., (415)574-9723 — Off Highway 101 between Highway 92 and Hillsdale Blvd. Next to San Mateo County Fairgrounds.

Brew Pub on the Green: 3350 Stevenson Blvd., Fremont, CA., — East of Highway 880 near Paseo Padre.

San Francisco Venue to be Announced
See Letter on Page 9.....Editor



Graphics Contributions

Photography:
Gerald Mauricio, Renoir,
Lou Caputo, Alan Mueller

Press Production and Halftones:
John & Carrie Follett:
White Oak Press, San Carlos, CA

Maya's Minutes..... by Maya Lai, President

First of all, **Happy New year!** I do hope that everyone enjoyed the Christmas season of 1993. I hope that 1994 will be a good year for all of you. Thanks to everyone that attended my Tree trimming party. I got some wonderful ornaments. Nothing that would snap the tree in two thank goodness. It was nice to have friends around at this time.

I would like to say thanks to those of you who sent me sympathy cards for my brother Ken. It was a very hard shock and loss for me to lose my twin. Without Ken, I would have never had my first bike. He gave me the Fastback when we were 17. He was proud to have his twin ride next to him on his Harley. (never could convert him to a Norton). **I will miss him forever.** Your caring has made it a little easier to bear.

I would like to say that the Norton party at the Farm House was a success and that everyone made me feel at home as the new *pres.*

And now a word about Joe. In the two years that he served as Pres, he worked hard and steady to make the club a decent one. I honestly think when it comes to Presidents of the past, Joe Edwards had to be one of the best. I hope that I can do as good of a job as he has

done. From all the new officers, we thank you Joe. (love and kisses) from me. I would like to say that the choices in new officers were "EXCELLENT!!!".

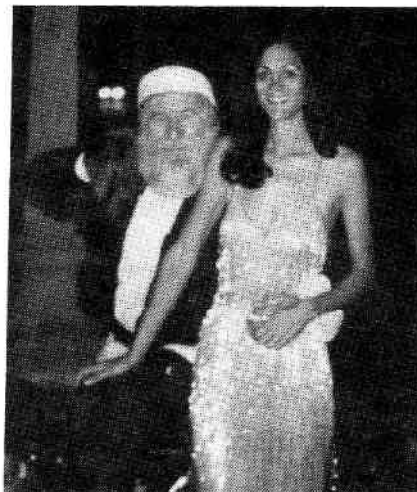
Duncan Ferguson has a wonderful attitude and is ready to tackle the new year.

Alan Mueller has got his heart set on getting the notice out when it should be.

Jim Carton has really been jazzed on getting our rides planned, and they should be great ones.

John Covell has some great ideas for the new year.

Gerald Mauricio will be there to get smashing pictures



throughout the year.

And I'm sure that **John Bria** will be out there selling our paraphernalia.

What more could I have asked for in officers. I think they are all great people and we will work together well. We will welcome any input and support from you the members in this new year. Feel free to call any of us with ideas and complaints. **This is your club and we want the best for all of you !!**

Minutes of the December Meeting

There was no official meeting of the Norton Owners Club this month so there are no minutes to include in this issue. However, there was a fantastic Christmas Party at the Farm House on December 11th.

We had a room set aside just for our group. The members straggled in for the first hour. There was a no-host bar for those who wished to partake. The room was decked out in very festive regalia (or is that paraphernalia?) for the season. Also, all the official club banners were displayed. Everyone chatted about all subjects including the holidays, motorcycles, club activities etc...

At around 8:00 P.M., we all sat down to eat a very satisfying meal. The menu included a great soup or salad, bread, and for the entree we had either pot roast, salmon or chicken.

After the meal, President Joe Edwards got up and gave a very special thanks to all his friends and past officers who helped him during his stint as president. Thanks went to **Andy**

McKerral, Duncan Ferguson, Grover Buhr, John Covell, Brad Green, John Bria and Gerald Mauricio.

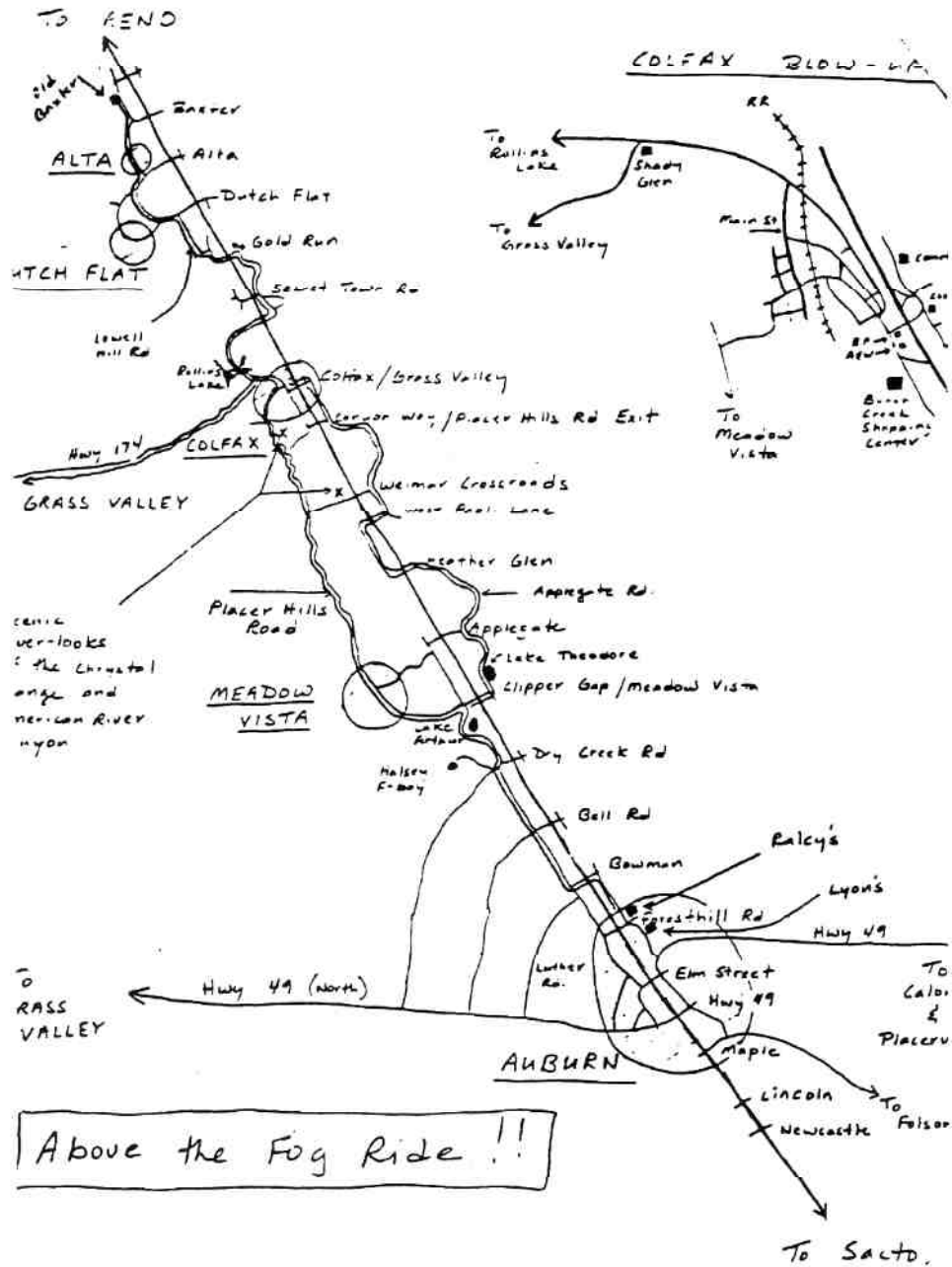
Next, Joe passed the gavel (which he got from Maya) to Maya Lai our new president. Maya said a few words about what her plans will be for the upcoming year. Her main goals are getting out there on the bikes and riding. She introduced her new officers who all stood and took a bow. Maya gave a special thanks, again, to Joe for the outstanding job he has done as President.

I'm not sure when the party actually broke up but the Secretary/Editor left at around 10:30. The party could have gone on much longer for all I know. A great time was had by all. **Happy Holidays and Happy New Year to all you Nortonists !!**

Respectfully submitted,

Alan Mueller





View from the BRIDGE

by Alan Mueller, Editor

.....
 I would like to have my first article explain my basic ideas as to what I feel my duties are as editor of the Norton Notice. After working with Andy for the past few months, I have learned a great deal about the job before me.

I feel that the editor should be an organizer of the vast amounts of material out there amongst the members of the Northern California Norton Owners Club. I don't feel as though it is my duty to routinely write articles voicing my pleasures and displeasures about the club. If I feel something needs to be said, I will say it. However, I am counting on you, the members, to give me sufficient material to make this a very informative and entertaining periodical.

I would like to see that the calendar of upcoming events, rides and meetings are kept up to date. These need to be included months ahead of the time of the event. I think our attendance at all events would be much improved if we knew all of the details in advance.

Our new President has promised that the club will run smoothly with the emphasis being upon the organized rides. I feel that this is the whole reason for this club. Get those Nortons fired up and riden!! I know that's why I joined. I think more of us will attend the rides if we know more about them and that they are well publicized.

I am new to motorcycle riding and Nortons in particular, so I will need a lot of help with input for this Notice. I am counting on someone from all the areas to submit Area Reports. I would like to see more

detailed articles on the rides before and after they happen. Any article or letter concerning motorcycles and particularly Norton motorcycles will be included. Technical articles, I think, are beneficial to all of us. Many of you have experience and knowledge that can be shared with the rest of us.

I would like to see this Notice get out on time each month (at least 1 week before the monthly meeting) but this cannot be done without everyone's help. All articles must be to me no later than the 20th of the month. I watched Andy pull out what's left of his hair trying to get the Notice out with no articles turned in. He would wait and wait. I don't want to have to do this. If the articles aren't there, the Notice will be a picture book filled with photographs to fill in the 20 pages.

I will data enter all articles, but if I could get them either through my computer modem or by e-mail, it sure makes my job much easier. Here are the pertinent details for sending me articles. My modem phone number is (415)595-3368. You may use X-modem or Z-modem protocol. Also I have an e-mail address that can be reached through INTERNET at the following address...norton2@aol.com. My modem phone number will also receive faxes if you so desire.

Also, please send me all your interesting photographs. We all take lots of pictures and I really feel that up to date photos add quite a lot to the Notice.

Well enough rambling, KEEP THOSE ARTICLES ROLLING IN, th..th... that's all for now!!

Nuts & Bolts & Odds & Ends

Dear Alan.

Welcome to the job as editor of e Notice, and many thanks to Andy McKerral for doing a great job these last 3 years.

My reason for writing, in NN #188, John Bria comments on there being no replaceable seal for the Commnado flip up gas cap. This is not true. Norton supply part #06-7037 gas cap seal. This includes rubber seal and front and back plates. On later models this assembly is held in place by a central screw. Earlier caps have a rivet, which needs to be drilled out. The central Goss tapped to enable replacement of the seal assembly. (current price \$4.95)

Phil Radford

Here is some information about a San Francisco Venue from John Covell

As to a San Francisco meeting venue: Lynn Miller and I have gone over this question and have checked out a few places. For the time being, we agree that the best place to use for a S.F. venue for the club is The Little Shamrock, 807 Lincoln Way, in the City's Sunset District. The nearest cross street is 9th Avenue (right on the 44 Muni line, if anyone needs to know!). I've visited this pub and spoken with the proprietor, whose name is Debbi; I left my NOC card and said someone may be in touch with respect to a club meeting in February or later. It has nice atmosphere, a good selection of beers, and a dart room in the rear that looks sufficient to accommodate our usual S.F./North Bay attendance. Wednesday nights are dart nights, but Thursdays should be no problem. They don't serve food, but right next door is a good size deli that is open weeknights til 9:30 p.m. and has lots of kinds of sandwiches available; and the publican (that's British for the barkeep) doesn't mind at all for people to bring in cats from next door, provided they

buy their beer in the pub (obviously). The Little Shamrock's phone number is (415) 661-0060. There is no dedicated parking lot, but there is curb space out front, which we might be able to commandeer if local club members were to show up earlier to try to snag it. The sidewalk is wide enough that bikes could be parked there; if done neatly, and it were only for a couple hours every fourth month, I doubt there would be any complaints. (Parking a motorcycle on the sidewalk is technically illegal in S.F., but the cops enforce it only upon complaint, and even then the owners if present would merely be asked to move the bikes before being cited.)

Battery Help !!!

Get yourself (Radio Shack carries them) one of those little 9-volt battery leads, the kind that you attach to the top of the battery. They're identical to the connector that you usually plug a 9-volt into, except that the connector also has two short lengths of wire coming off it.

Be sure that you know the polarization of the wires, i.e., which one is positive and which negative — don't rely on the fact that one wire appears to come off the negative connector and one off the positive, because the wires are hidden at one point and could quite possibly cross over. Mark the wires as to their polarity.

Now, if your battery goes flat on you, and therefore the Boyer won't work, just connect the positive lead of your 9-volt to the positive lead on the black box, and the negative to the negative (alligator clips soldered to the end of your adaptor will do the job quite nicely). Plug the Brand New 9-volt battery into the connector, and kick over the bike as usual. Once started, disconnect the 9-volt battery and let your main battery charge up a bit before you try anything too strenuous. The little 9-volt has enough charge in it to power up the capacitors in the black box sufficiently so that it can function properly and let you actually start your engine.

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.....A pit stop on the Santa Cruz Ride



Time to check the map on Don's Birthday Ride.....

EMERGENCIES !!

This article is a reprint of an article in City Bike several years ago. It was written by Flash Gordon M.D. from the Haight Ashbury Free Medical Clinic. Keep your eye out for his new book "Blood, Sweat and Gears" which is a collection of his columns.

...So you look in your rear view mirror and she's down. "Uh-oh," you mutter to yourself as you hang a U-turn and head back. When you get off your bike, she's sitting in the road next to her new bike. "What happened?" you ask. "I just lost it in the turn," she replies, "and I think I broke my wrist. And my knee hurts like hell. Do you think we need to call an ambulance?" "Well...."

Now's the time it pays to do a one-minute trauma check. Here's what you do:

First you DON'T MOVE HER UNTIL SHE'S CHECKED!!! Assuming, of course, she's not lying in a burning vehicle or about to be done-in by another hazard. The risk in moving her is that you might make an injury worse — pull dirt into an open wound, for example, or have a closed fracture become open by the bone poking through the skin, or (and this is the real killer) have her broken neck suddenly paralyze her. This happens. You can break the bones and even dislocate them in the neck without injuring the spinal cord. Movement can shear through it like a brick hitting a piece of overcooked asparagus...

The first thing to do is ask her "What happened?" Even if you saw the accident, this is important. It will tell you not only what may have happened, but also give you a good idea of her overall function. An answer of "Well, I was comin' around this corner and was looking back over my shoulder at the marquee at the movie theater," tells you her brain (the technical term for brain is "squash"), throat, lungs and chest are working ok. On the other hand, if she just says "Arrrrrrrrrrgh.....," you oughta' worry. If she answers by saying "I was just

(gasp) coming around (gasp) the corner (gasp) and I was looking (gasp).....," and so on, there's obviously something going on. Bad shortness of breath right after a bad accident is a bad sign.

Next thing to ask about, after asking the general question, is about her neck. I've seen people who have WALKED into the E.R. a few days after breaking their necks. Plus, broken necks tend to get worse, not better, without proper care. Tell her to lie still and ask if there is any pain at all in her neck. If she says no, then go ahead with the rest of the neck exam.

Without moving her head, feel the bumps in the middle of the back of her neck. These are the spinous processes of the vertebrae in the neck. If pushing gently on any of these hurts, you have to assume the neck is broken until checked out by an X-ray. Even a little tenderness is suspect! If there's no tenderness at all, and she's totally awake and with it, and has no pain at all with any kind of motion of her neck, you can assume it's ok to move her.

Feel the bones in her face, looking for tenderness. Ask her to open her mouth (the normal opening between the top and bottom teeth in front is 35mm.) If she can't open all the way, that's suspect. Feel her Adam's apple to make sure it's in the middle. Push down on the front of the chest when she takes a deep breath, and then squeeze the sides of her ribcage while she takes another deep breath. Broken ribs will hurt.

Mash gently around the belly, looking for tenderness or unusual tightness (or "guarding"). Squeeze the hipbones together and push down on the pubic bone, looking for pain. Roll each leg back and forth; bend each knee all the way; twist each ankle; and squeeze along each foot.

Ask her to put her hands straight out in front of her face; then roll her fists in a circle; touch each of her fingers with the thumb of the same hand; put her hands on her

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shoulders; and, move her elbows in a big circle. Last (assuming the neck is ok) have her sit up and gently pound down the backbone with your fist. Then hit softly over each kidney.

If any of the above maneuvers causes pain, it's worth having it checked out at your local emergency room or by your own doc. Any neck, chest, head or belly pain should be checked out right away - and in fact, it would be reasonable to call an ambulance to transport somebody with pain in one of those areas. If an arm, leg, hand or foot is apparently broken, (doesn't work or look right) have that checked out right away, also. Any cuts present should be washed with soap and water, if possible; covered with a clean (preferably sterile) dressing, and checked to see if they need to be stitched. If so, you have a MAXIMUM of six hours to do so for most cuts - otherwise, there are too many germs already growing in the wound to suture it. It's best to have it looked at right away. And don't forget to ask if you need a tetanus shot - they're good for five to ten years.

And please, don't be foolish and decide you can best carry your friend with the possible broken neck on the back of your bike to the emergency room to be seen., You could cause real harm.

Doing something like that reminds me of the woman I saw in an emergency room that drove her husband to the hospital in their car, while he was having an obvious heart attack. "Why," I said "didn't you just call nine-eleven for an ambulance?" "Well, I meant to," she replied "but I couldn't find the eleven on the telephone..."

(NOTE): I flipped a coin to determine the gender of the accident victim in the above example, so please, no flak. Heck some of my best friends are feminists...)

Copyright © : Flash Gordon M.D.

NOC Member Profile

by John Covell

Name: Jack Jakobsen

Age: 50+

Residence: Corralitos(nearWatsonville)

Marital status M + 7 kids

Occupation: Administrator, Santa Cruz County

NOC Member since: 1989

How first became involved with NOC:
Joined at the Clubman's Show

Club offices held (years): None

Norton(s) owned, described: '74
Commando 850 Interstate
Other makes of motorcycle: BMW R100/
RS; Yamaha 650

What first interested you in the Norton?
"Casual interest in Brit bikes, then I ran across my 850 at an auction and got it."

Other hobbies/interests of note:
Photography

Favorite motorcycling road/ride: Ebbits Pass (Hwy 4)

If you could redesign the Norton, what one thing would you most want to change?
How and why? "Make it more reliable!
Easier to just jump on and go."

Favorite/most embarrassing episode on a Norton : "Not being able to start it, and having to be told I was using the choke wrong."

THE REBIRTH AND HISTORY OF NORTON

Part Two

The following article is copied verbatim without permission from the November 4, 1993 Toronto Globe and Mail

Pair Engineer \$1.9 Million Takeover of Britain's Norton Motorcycles

SKALBANIA KICKSTARTS NEW VENTURE

David Hogben, Sun Business Reporter

Controversial Vancouver businessman Nelson Skalbania has joined with a former top B.C. Securities regulator to take over one of Britain's most venerable motorcycle companies. Skalbania and Michael Ross have engineered a \$1.9 million take over of Norton Motorcycles Ltd. through a tiny Alberta Stock Exchange company called Wildrose Ventures Ltd. It's a radical transformation for the small ASE company that recently listed its business as raising alpacas, a South American mammal whose coat is valued as a wool. Skalbania, who has been dogged by controversy during his career, has generated animosity within the motorcycle company.

Former Norton chief executive officer David Macdonald said in a recent interview that he quit the company Sept. 25 after Skalbania renegotiated the sales agreement with Norton directors while he was on vacation. He said Skalbania also fired 18 of 50 Norton workers, contrary to their agreement. "We have been through a lot of grief as a company and it seemed fundamentally wrong to make these people redundant," he told the Independent newspaper in London. Macdonald said that if he knew in January - when Skalbania first approached him - what he knows now he

never would have opened the door for Skalbania. "I don't think anybody would deal with him from choice." Norton was a troubled company before Skalbania showed up. Scotland Yard's serious fraud office is still investigating Norton's former chief executive officer Philippe Le Roux who preceded Macdonald. Skalbania dismissed the assertions as complaints from a former disgruntled employee.

Among the questions raised by the Norton deal, is Skalbania's role with Wildrose. He insists he is not an insider at Wildrose, either through his role in the acquisition and management of Norton, or through owning shares. "I suppose you might call me a business consultant," Skalbania told The Vancouver Sun. "That is my official role." Trading in Wildrose stock was halted by ASE officials June 18, then later suspended, after the Norton takeover was announced. Wildrose, whose 4.8 million shares rose from 15 cents in April, to \$1.25 on May 13, slipped to 85 cents when trading was halted. Skalbania said Friday he would issue a news release and background documents that could cause the ASE to allow trading to resume.

ASE vice-president of listing, Gerald Romanzin said trading would remain halted until the appropriate disclosure documents are filed and accepted. Although Alberta Stock Exchange documents name Ross as Wildrose's secretary-treasurer and describe him as "the person to contact for information on the company," he returned no telephone calls from the office he shares with Skalbania. In 1987, Skalbania and Ross, then B.C.'s newly appointed superintendent of brokers, accepted a free trip to the Super Bowl on an executive jet provided by Denver Broncos owner Pat Bowlen. Ross's resignation was accepted when the trip made headlines. The ASE documents claim Wildrose paid about \$3.8 million for Norton Motors Ltd., a wholly owned subsidiary of Norton Group Plc. The documents also indicate the deal left the the

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parent firm with the liabilities and Skalbania's company with the assets. Skalbania now says Wildrose purchased Norton for about \$1.9 million. The deal closed October 8. And in addition to Wildrose and another unidentified investor, Skalbania says Vancouver businessman Luigi Aquilini and an unidentified Dutch company hold 60 per cent of Norton. Skalbania says the ASE's suspension caused financial problems for Wildrose and the deal had to be re-financed. He said Wildrose maintains 40 per cent equity in Norton, in addition to a management agreement "The only reason Wildrose doesn't own it all is that Wildrose wasn't allowed to continue trading," he said. "You can go and list a company that has a bunch of alpacas, but when you put Norton into it they (suspend) you." Romanzin said Skalbania has not declared any involvement in Wildrose as an officer, a principal, a promoter, a key employee or an insider.

"Mr. Skalbania does not show up on any of the documentation we have been provided with," he said. But an affidavit filed in B.C. Supreme Court claims Skalbania pledged Wildrose shares in negotiations to clear an outstanding debt of \$2.7 million. The affidavit by Vancouver Stock Exchange listed Stardust Ventures claims Skalbania attempted to use the Wildrose shares in may as partial payment for his debt to Stardust. Stardust president Theodore Myrah claims the settlement included "400,000 shares of Wildrose Ventures Inc. (Wildrose), a company listed for trading on the Alberta Stock Exchange, or such additional shares as would be necessary to produce net sale proceeds of \$400,000." Skalbania told The Sun he was "not interested in talking about that."

In a sidebar article, The Sun discussed Skalbania's past.

WHEELER DEALER TRAVELS ROCKY ROAD

Nelson Skalbania's business career reads like the financial equivalent of a roller

coaster ride. He earned a reputation and a healthy bank account in the late '70s and early '80s for quickly buying and selling heavily leveraged property. But he stunned the business community in 1982 when falling property prices and rising interest rates nearly pushed him into bankruptcy. Bankruptcy trustee David Henfrey said about \$8 million in claims against Skalbania were discharged in 1990 after he paid about \$800,000. "He complied with the provisions of the proposal," Henfrey said. He has had successes. He signed 17-year old Wayne Gretzky to his first professional hockey contract when the NHL insisted he wait until he turned 18 before playing. He now admits regret in selling The Great One for \$700,000. He purchased the struggling Atlanta Flames and brought the team to Calgary, where they now are a more stable franchise than their northern rivals in Edmonton. Skalbania also owned the Edmonton Oilers and the Indianapolis Racers when they were part of the upstart but doomed World Hockey Association. More recently, clouds have again swept into his life as he faces a Nov. 22 appearance in B.C. Supreme Court on a charge of theft of \$100,000 in a deposit that was placed in trust by Prime Realty Ltd. Skalbania's daughter Rosanda is president and sole director of Prime Realty. He also faces a \$593,000 claim by Peoples Trust Co over a property development in Winnipeg.

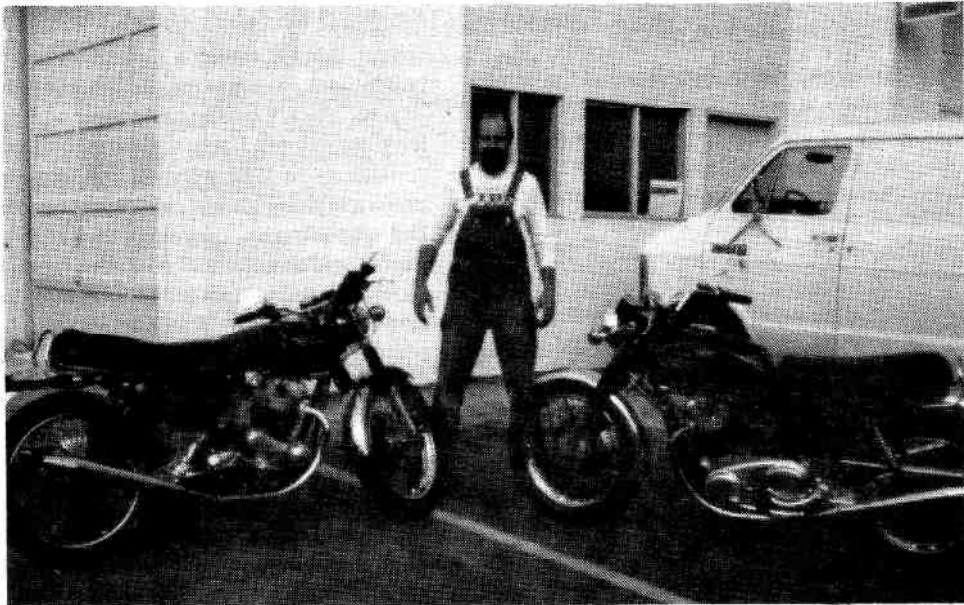


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Waiting for a clear road at the Dardenelles

Classified Advertisements

Editor Note: All adds will run for 3 months. Please notify the editor if your item has been sold. Your add will automatically be removed after 3 months if I haven't heard differently. Note the expiration date at the end of each add.

FOR SALE: '60 Chrysler Saratoga 2-door hardtop, metallic blue, good condition (older restoration). This is the finned Batmobile you may have seen at a few club meetings and events. Standard: 383 c.i. V8, 4-bbl. carburetor; Allison electronic pointless ignition added. Runs well. Original "Buck Rogers" dashboard with Astradome, Panelescent lighting, and pushbutton TorqueFlite automatic transmission. Interior good, new carpets. Factory A/C. "Golden Tone" AM pushbutton radio w/rear speaker option. Asking \$6000. John, (415) 334-1183, or e-mail to senator@well.sf.ca.us (3/94)

WANTED: I am a collector of motorcycle postcards. Does anyone have cards of Nortons? I have some duplicate cards for exchange for Nortons (Special racing machines from Sammy Miller's Museum). Greetings from the Land of Snow: Keijo Virtanen, Lievestuoreen asema, FIN-41400 LIEVESTUORE, Finland. (3/94)

WANTED: Information of any kind on 1963-1965 Norton Electra- pictures or tech info. Call Stan or Lani at (510)793-0704 (3/94)

FOR SALE: 1975 Norton 850 Commando. This Norton was one of the last ones made and is still in the original shipping carton. If interested call Alden Jay Glickman (805)644-7714/642-4509 or FAX(805)658-1458. (3/94)

FOR SALE: '73 Triumph "Daytona Super Sport" T-100R 500cc. Rebuilt engine. Boyer ignition. Excellent original condition. \$2500/ firm. Call Mike Considine at (916)456-9901. (3/94)

FOR SALE: 1 pair black cap mufflers. Excellent condition. \$200 or B/O. Call Gerald at (415)726-9337 evenings. (3/94)

FOR SALE: 1963 Atlas Scrambler (G15/N15). Very clean and strong runner. Recent restoration with new paint and engine rebuilt by Ken Armann. Rare, one of first 200 hybrids built (Norton Matchless). \$4000. Contact Rick at (408)894-5220(work) or (415)969-

8917(home). (3/94)

FOR SALE: '75 MK III 850 Roadster, Gilmer Primery drive, single 36mm Amal carb; H4 Headlamp. Dumstall 2 into 1 into 2 exhaust, Grimeca front Master Cylinder, -3 braided hose. \$2500 or...**FOR SALE:** '68 P-11A Ranger, mostly original appearing. Matching frame, engine and G/box Serial Numbers. Non original stuff: very hot photocell triggered ignition and Marzocchi twin disc front end off Ducati, -3 braided hose, Grimeca master cylinder. Needs one-off T-stem made; installed item is Mickey Mouse. Includes COMPLETE spare P-11 engine with engine plates and matching SN G/Box (earlier magneto equipped version) and extra Police alternator. Have owned it over 10 years, ridden a total of 10-12 miles. Engine appears to have never had head cylinder removed. There aren't many of these around. A must for the Compleat Norton Fanatic!! Could include service tools, Whitworth stuff. Call Tom Davenport, (415)924-6558. (3/94)

FOR SALE: 1974 Commando. Interstate tank, black, custom paint. Rita ignition, top end rebuilt. Very recent high output alternator, luggage rack, saddle bags. \$2800 or B/O. Call Clark Samson (415)927-4559. (3/94)

FOR SALE: '71 Commando. Fresh red paint, new seat, new Dunlops, rebuilt trans., Konis, rebuilt front end, new Isolastics-all stock-runs great! No leaks. Factory manual - extras - Fred Twigg tuned and ready to ride anywhere. Has oil filter added. \$2700 or trade for??? Call Chaz at (707)578-1712. (3/94)

WANTED: BMW System 1, 2, or 3 helmet. Size, paint, visor, cushion are unimportant - SOUND construction IS - call Tom O'Donnell at (408)356-9353 any time/leave message. (3/94)

FOR SALE: Commando 750 Roadracer, '86 AFM Twins State Champion. 38mm Marzocchi front end, 36mm Amal MK II's, belt drive, oversize in. and ex. valves, ported, D.I.D. 2.50 front and 3.00 rear rims X18, Grimeca brakes, Kosman rotors, QD rear sprockets and gearing, complete spare lower end + spares, too much to list. \$6000. Call Lee Steinmetz, day (510)845-0992, eves(510)548-6019. (3/94)

FOR SALE: Norton International(s), huge collection of parts - enough for 2+ bikes, '50 Featherbeds. \$15K. SASE to "INTER", 610 Taylor Ave., Alameda, CA, 94501. (3/94)

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