



**Southern Sporting
Motor Cycle Club**

CONTACT

**May
2020**

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Your Committee

President.....	John Mason
Vice President.....	Ian Slater, Mick Wallace, Robert Wood
Chairman.....	Christian Gorth
Club Secretary.....	Ian Slater
Treasurer.....	Chris Booker
PRO.....	Steve Pearce
Club Captain.....	Mick Wallace
Social Secretary.....	Heather Wallace
Editor.....	Sharon Roberts
Auditor – Club.....	Rob Wood
BMF Liaison Officer	Ian Slater
Minutes Secretary	Heather Wallace

Centre Board Delegate (2)

Dates for your diary

6th May

Virtual Quiz Hosted by Anne and Graeme Byard

Editor's Comments

Noson dda a chroeso (Good evening and welcome) to your May edition of Contact.

I hope you all enjoyed Easter. A little strange this year as I know many people have not been working or have been working from home, with a few able to venture out into the unknown. Fortunately, Mike is able to travel to work on his bike.... Not that I am at all jealous! I did enjoy having a lay in and the break from video conferencing for a change.

Another month in shut down or lock down. Either way, no bike riding unless you are like Mike. All this lovely weather to enjoy... in the garden if you have one, or cleaning. I don't think my bike has been so clean, or my car or my house.

I hope you are all managing to stay safe where ever you are in the world whether you are working or not.

There are some interesting stories from home and abroad this month in connection with the Coronavirus (it's difficult to find things that are not). Some are good, some not so good.

Again there are no events listed for this month apart from the virtual quiz being held and organised by the Anne and Graeme Byard on Wednesday the 6th of May.

Maybe now is a good time to plan for all the bike events that can take place when we can come out of lockdown.



SSMCC Committee Minutes

Meeting Monday 27 April 2020 – Due to COVID19 lockdown, meeting was held virtually via Facebook Messenger Chat.

In Attendance:

Chris Gorth (CG)	Chairman
Chris Booker (CB)	Treasurer
Steve Pearce (SP)	PRO
Sharon Roberts (SR)	Editor
Heather Wallace (HW)	Social Secretary
Mick Wallace (MW)	Club Captain

Meeting started at: 20:00hrs

Apologies – Ian Slater

Minutes from the Last Meeting

The minutes were proposed by Heather Wallace (HW) and seconded by Chris Booker (CB) and were adopted without dissent.

Matters Arising

None

Correspondence

None

Club Secretary

Ian (IS) was not on the call as he does not have a Facebook account. He advised the chair that he had nothing to report.

New Members

No new members.

Treasurer's Report

Apart from the bank balances, nothing to report.

Social Secretary's Report

Due to the COVID19 lockdown, all the events so far diarised have had to be cancelled.

However, Anne & Graeme Byard have offered to 'host' on Zoom, a virtual quiz night on 6th May. To that end, an email was sent to ALL members to advise them that if they wanted to take part in the quiz they needed to download the Zoom APP and contact Anne & Graeme by email so that they could be 'invited' on to the quiz. Hopefully, some of our members who live further away will take up this opportunity to 'join in' with a club social event.

Editors Report

Sharon (SR) was able to attend the committee meeting tonight. It was mentioned that having her attend in this way should have been used before.

Whilst she appreciates that no-one is out riding at the moment, if anyone has stories they want to send in for Contact, to please do so. Articles need to be in by 28th of each month, to be included in the following months edition of Contact.

Captain's Report

Mick (MW) advised nothing to report re previous rides as they had all had to be cancelled due to COVID19. Following an email sent around to the members asking what rides they would like to do once we can all get out again, high on the list was Bathampton and also MW wants to get to the Newt Café.

Public Relations Officer's Report

Steve (SP) asked if the website need to be updated. He has uploaded Contact on to it but as if something should be said about the club still running. It was agreed that he should post that whilst the training scheme was closed the club itself was still active and whilst no rides were taking place, members were still talking to each other.

Anyone interested in joining the club should contact the secretary@ssmcc.co.uk

Any Other Business

MW suggested that as the club had not been able to be active through the first part of the year (2020), that perhaps membership for 2021 should be 'Free of Charge'. This would need to be discussed with IS, but those present all agreed this was an extremely good idea.

Fixtures

ALL fixtures had been cancelled until further notice, unless arranged as a virtual event.

6th May – Quiz Night via ZOOM

The meeting closed at 20:45hrs

Next Committee meeting – The next meeting will be the 15th June at 29 Mandeville Road Shepperton TW17 0AL unless lockdown is still in place in which case it will be via Messenger Chat again.

Presidents Piece

2020

Here we are, hankered down in our bunker with the golf balls and tee's flying over our heads. Not being able to put our heads above the parapet in case the golf ball hits us on the head. All we are left with is the knowledge that the tin of bully beef has to go a long way.

Then there is the 'Wipers News' chopped into squares to clean our bottoms because of this lack of toilet paper. The only thing we do not have now is the muck and crap up to our armpits. You wait, once the treatment works close, it will be covering the ground like the tide coming in. Lovely! Just think, the only way to leave the front line (Home) is to walk around the block ON YOUR OWN or go shopping six feet apart. The only trouble with this is, it still doesn't get you out of ear shot of the wife! You are put together for how long and she can still walk around the block with you. We want to be together!

Good luck and see you on the other side. (hopefully).

JM.

The Isle of Man

As we all know the Isle of Man TT is a form of mecca to motorcyclist and enthusiasts who travel from all over the world to race or just watch.

Personally, I've only been there 5 times over the years and really hope that travel plans are not disrupted this year for the Classic TT which starts in late August. At the moment there is a travel ban to the island. You can only travel if you live on the island, if not you must request permission to enter.

Racing has been a major contributor to tourism for the 113 years that the racing has been going and was only interrupted between 1940 / 46 due to WWII, 2001 due to Foot & Mouth and now 2020 due to Covid-19.

So, seeing as we all know about the island and what it's famous for, just for fun, let's see how much you know about it.

Which motorcycle manufacturer won the first Isle of Man TT in 1907?



What is the speed limit when you see this sign on the island?

If you have kept up to date – what is the current maximum speed limit on the island NOW due Covid-19?

How many speed cameras are there on the island?

At its greatest points – what is the length and breadth of the island? (in Miles)

What is the total length of the TT circuit? (in Miles)

Who's recorded the fastest lap of the TT and what was the speed?

What is the fastest recorded section of the TT circuit?

What is the height of the tallest part of the island and what is it called?

Who currently has the most wins at the TT? And how many?

What town was the capital before it changed to Douglas? And which year did the change take place?

And finally, what animal could you unexpectedly see on the island?

Answers on page 40.

Super Soco are superheroes: Electric bike firm step in to help NHS bike theft victim

By Ben Clarke MCN



It's nice to be able to report some good news and that's never been more true than during the Coronavirus lockdown. Keith, who had his Kawasaki ZZR1400 stolen, leaving him unable to get to work.

Well, electric bike firm, Super Soco heard of Keith's plight and they've delivered him a TC Max from their fleet to tide him over until he can procure a full-time replacement with his insurance pay out.

"How nice is that? They drove all the way from London to deliver me a bike and help out," Keith said when he spoke to MCN after the bike was delivered. "I spoke to some of the big dealers around here and no one was able to help."

Keith is still off work because his daughter is ill but he has made a trip to the shop for essential supplies on the bike and was quickly spotted by people who had seen his story online. "They'd never seen an electric bike before and they knew exactly who I was because of the story on the website.



"I'd never ridden an electric motorbike before but it's fun. I locked up the rear the first time I tried to pull the clutch and realised it was a rear brake and I nearly ran a woman and her dog over because she didn't hear me coming, but it's very impressive."

Richard Jordan from Super Soco explained: "I saw Keith's story on Facebook and got in touch. We want to help as much as we can during Coronavirus, we've got a lot of demo vehicles, which are usually out on demos with potential dealers and there seemed no point for me to have those sat around if we can get them out and get them working."

Keith's insurance has paid out and so he'll be back on his own wheels as soon as he can but it will be tricky to complete a bike sale until lockdown restrictions have been lifted.

Keith isn't the only NHS worker to have been helped out by the leccy philanthropists at Super Soco. Having already announced a 10% discount on their machines for NHS workers, they then started to help by lending bikes to those like Keith who had been targeted by bike thieves.



A key worker in Eastbourne had his motorbike taken from outside his home while he was upstairs putting his son, who had Coronavirus symptoms, to bed.

Keith Kingsbury, 47, had left his Kawasaki ZZR1400 Performance Sport chained and covered about a metre and a half from his front bay window when it was taken some time between 7.15pm and 9.45pm on Monday, March 30.

"I work with people with dementia at a respite service and I've been self-isolating because my son and wife have both had Coronavirus symptoms," Keith told MCN, "but I was hoping to get back to work soon and my motorbike is the only way I can get there."

"I've been working at the respite centre 15 years and I've been in the healthcare system for 29 years. I enjoy helping people."

The loss of the bike would mean Keith having to either walk two miles each way or get a lift with others, putting those in his care at greater risk.

The bike was taken on March 30 and by April 1, Keith had a letter from the police telling him they'd closed the case. A very kind nurse on Facebook offered him a spare car, but he only has a bike licence so can't take them up on it.

Stolen bikes are often dumped close to where they were taken and monitored by thieves to see if they are being tracked so Keith walked around the local area to see if he could spot it.

He added: "The area is full of motorbikes; I just can't believe it was mine that was taken. I haven't had a bike nicked in 20 years. All it would take is for someone to look out of their window and spot it, and I'll have it back."

Keith's insurer, Devitt, is prioritising his case as he is a key worker but organising a replacement motorbike can take a long time under normal circumstances, let alone during a pandemic. Keith is appealing for anyone who has any information about the whereabouts of his bike to contact Sussex Police. The registration is CN17 OWO.



Kawasaki Dealer Steps Up To Help Nurse During Covid-19

Visordown

A Kawasaki Motorcycle dealer has helped out a nurse whose motorcycle was stolen by supplying her with a new bike.



Mercedes Suarez is a nurse at the Brookdale Hamilton Wolfe care home, where she helps to look after patients with dementia and Alzheimer's.

She found out the 2004 Kawasaki Ninja 250 had been stolen a couple of weeks ago. The theft hurt all the more as the machine that was stolen was something herself and her father had been steadily restoring over the years, pouring 100s of dollars into her rolling project. It was recovered after the theft, although it would now cost much more to repair than the bike would ever be worth.

The news of the theft spread across San Antonio and Texas, eventually catching the eye of an automotive dealership owner who runs a Kawasaki dealership, among others.

Alamo Cycle Plex owner, Dave Sears, got in touch with Mercedes and asked her whether a new bike would solve her problems.

“When I saw the victim was a nurse it touched my heart,” He said. “We’re motorcycle people and we understand bikes are more than transportation – they’re truly an extension of a person and their personality. We just wanted to try to turn a negative into a positive.”

Speaking of the generosity, Suarez said, “I couldn't believe it when they said I was being given a new motorcycle, It gives me something positive to look forward to that's for sure .. even the residents at the facility are excited for me.”

Veteran NHS Fundraiser Captain Tom Moore Was Also A Motorcycle Racer

Visordown

The veteran fundraising hero Cpt Tom Moore has so far raised millions for the NHS and he used to be a keen motorcycle racer.



Pictured: Captain Moore, who began his fundraiser to thank the 'magnificent' NHS staff who helped him

THE hero veteran who has so far raised over £18m for the NHS used to ride motorcycles during the war and was a keen motorcycle racer.

Cpt Tom Moore came to the public attention this week after setting out on a fundraising mission that has captured the hearts of the nation.

Originally setting out to raise just £1,000, Cpt Moore began walking laps of his garden, hoping to manage 100 laps before his 100th birthday at the end of this month.

Completing the task and gaining global notoriety for his efforts, Cpt Moore has since gone on to raise a staggering £18,031,258.02 – at the time of writing.

One thing you might not be aware of though is that Cpt Tom Moore was an avid motorcyclist, even taking part in motorcycle races wearing the number 23 – a number that is still used by the Army endurance racing team to this day.

Bought his first bike at the age of 12, his lifelong passions for motorcycles came in handy while serving in India with his regiment. There he would set up a motorcycling course for the brigade


he was part of. Once returning back to the UK after service, bikes were still a big part of Cpt Moore's life.

Since he completed his challenge, Cpt Moore has received global acclaim for his efforts, being featured in newspapers and even getting some time on morning television.

From all of us at Visordown, you are a true hero sir, bravo.

To place a donation, please head to Cpt Moore's JustGiving page here:

<https://www.justgiving.com/fundraising/tomswalkforthenhs>

 At the time of going to print, Capt. Tom has raised nearly £32 million has received over 100,000 birthday cards and has had a flyby from a hurricane and a spitfire from Biggin Hill.

Superior savings! Bag a half-price Brough at MotoCorsa in Dorset

By Jordan Gibbons MCN



MotoCorsa in Dorset have a collection of Brough Superiors that they're selling with huge discounts - some with more than 50% off.

Most are unregistered but they're not the latest polar bear-friendly Euro4 versions, so there are some huge bargains to be had.

If you're not familiar with the Brough SS100 it's a 100bhp 997cc that brings Lawrence of Arabia's steed right into the 21st century. There are lots of beautiful touches, such as the hand-polished tank which takes nearly 40 hours to produce, and stacks of clever engineering too such as the wishbone front fork and the floating four disc front braking system.

MCN Chief Road Tester Michael Neeves was impressed with the one he tested and was only left wishing it was a bit cheaper. Well, now his wishes have come true – MotoCorsa are going to make some lucky people very happy indeed.

The biggest bargains to be had are the standard colour scheme SS100s. Brough made three colours of this model: Traditional, Black and Titanium.

There is a pre-registered version of each one that can be had from £30,000 – not bad against a list price of £70,000. There are also some brand new versions of the same models that are a tiny bit more (from £35,000).

If you fancy starting a collection, and let's face it the prices on these machines are very likely to go up, there are also three special colour versions available too in Black/Silver/Red, Silver/White and Titanium/Silver with Gold Leaf (oooh, very fancy!).

These are a little more at £37,500 although still a long way off the original £72,000 list price. If you're interested, a £5000 deposit will secure the machine until the travel restrictions are lifted.

Petrol stations in rural areas struggle as low demand combines with tumbling oil prices

By Ben Clarke MCN



The Petrol Retailers Association (PRA) have warned that the number of rural and independent garages forced to close during the Coronavirus pandemic could go from 100 to 1000 in the coming weeks.

The number has doubled from the 50 members who had already been forced to close by the beginning of April and the continued decline in demand combined with price pressure from tumbling oil prices is taking its toll.

Fuel stations are on the list of businesses the Government has allowed to stay open during lockdown but, as much of the population follows advice to stay at home, demand for petrol has dropped by 75%.

"To help freight move and help key workers travel safely and independently through this period of crisis, petrol filling stations must remain open, but this is proving to be a challenge for many filling stations," said Brian Madderson, Chairman of the PRA.

The PRA have over 5500 independent members ranging from large groups like Motor Fuel Group (MFG) or Euro Garages to single site family businesses. Some rural members have reported 80%-85% drops in demand.

Madderson continued, "There is speculation from some motoring organisations and lobby groups that UK fuel prices will tumble fast as a result of the historic event in North America, when the value of oil moved into negative territory."

One rural fuel station in Somerset, Manor Garage, is owned and run by Brian Summers who told BBC Radio Somerset: "Although fuel sales are down and it's difficult business wise it means that people are listening to the Government and not moving around, which can only be good.

"Rural filling stations and garages are sort of in a unique position in this lockdown period because we're considered an essential service for nurses, carers, people who have to move around but having much less business means lower sales and lower income.

"Lots of shops, cafés, pubs and things have closed down so they don't have their running costs and some others like chemists and grocery stores are considered vital but they're getting more

custom. Garages are open, so they've got their running costs and they've got 70-80% less income."

Brian Madderson has written to the Chancellor on behalf of his members to ask that the Government do more to help these businesses. Although they qualify for the SME grant of £25,000, that doesn't cover the tax on a single fuel tanker delivery.

These filling stations are now left trying to sell tanks of fuel bought before the price of oil plummeted, leaving them helpless to fight supermarket prices bolstered by grocery demand.

He added: "Fuel retailers are having to maintain pump prices at previous levels to avoid suffering significant stock losses. When the Covid-19 restrictions are lifted and high sales volumes return, then we expect to see reductions in retail fuel prices."

The PRA want the Government to step in and make fuel suppliers match the 60-day payment terms they offer supermarkets to help to ease the pain. But in the meantime, it is recommended that customers in rural locations call ahead before visiting their local fuel station to make sure it is still open.

Is Racing Behind Closed Doors Really Better Than No Racing At All?

Visordown

Racing behind closed doors remains a potential option to ensure MotoGP action takes place in 2020 - but is it really better than nothing...?



The coronavirus pandemic is asking questions the world of sport has never had to answer before to the point where the motorcycle racing power brokers appear just as powerless as the rest of us right now.

Sitting here in April, little more than a month since the 2020 calendar was thrown into disarray, the future is uncertain for every one of us, whether we're sat at home or waiting to go racing again.

It's worth noting MotoGP was one of the first big sports to begin cancelling or re-arranging events as a consequence of COVID-19 – after all, Formula 1 went all the way to Australia with the intention of racing only to trudge back home again without a competitive wheel being turned.

A month on and news of events being cancelled or postponed are greeted with inevitability rather than despair, a sign of the widespread consensus this is the right course of action (something not everyone shared just a few weeks ago).

However, at some stage motorsport will happen again. While Dorna CEO Carmelo Ezpeleta is prepared to scrap the 2020 season altogether, it is also prepared to get things going again this year if it is able to do so.

One option that cropped up early on and remains on the table is the prospect of racing 'behind closed doors' – aka. racing without spectators, or for want of another term without a 'mass gathering'.

The allowance for mass gatherings appears to be the biggest hurdle for any sport in getting back on track because while few expect the current strict lockdown measures to remain in

place for months to come, it's hard to see it relaxed to the extent tens of thousands can stand side-by-side in a grandstand.

Speaking to Eurosport, Pata Yamaha WorldSBK boss Paul Denning revealed it has been discussed with him in agreement that 'racing behind closed doors is not what anyone would want but I think the phrase 'better than nothing' would sum that up quite well.

It's clear Dorna is still mulling this one over, perhaps more because the prospect of traveling freight and people around the world in an organised manner seems more likely in the interim than allowing the general public to descend on a single location.

With this in mind, the question is: If MotoGP and WorldSBK finds itself in a position to hold a race but not a public event, should it be going ahead?



A solution or against the spirit of the sport? On paper no-one likes the idea of racing behind closed doors. MotoGP et al. are sports to be enjoyed in person, stirring the sensations and giving everyone the chance to watch a performance close up.

Running a race without spectators makes hosting an event look like a business decision where the priority is to appease manufacturers and sponsors primarily at the behest of the fans they are supposed to be entertaining.

However, in these circumstances even a purely business decision has merit. This weekend Avintia Ducati boss Ruben Xaus revealed the MotoGP team is in the 'red zone' financially, despite the aid package delivered by Dorna, because it cannot ask sponsors to pay up without going racing.

Indeed, while teams are there to impress the public, they don't do it solely for the fun – they are businesses that need to make money, the source of which for most is sponsors. Getting any racing underway could be critical to their survival if they have any chance of either retaining their backers or having a reason for them to siphon cash their way.

Does racing behind closed doors make financial sense?

Save for giving some teams a potential opportunity to submit some invoices, racing behind closed doors doesn't go all the way in resolving myriad of issues

Hosting an event is lucrative for a venue's profile but without a doubt very costly, whether it's paying fees to Dorna or upgrading facilities. Venues make their profits primarily from anything left over in ticket sales, so removing that from the spreadsheet leaves a big hole.

Presumably, any event that took place in this manner then would need to be funded by Dorna itself, but it's already facing financial pressures as it waits impatiently for the season to start while trying to keep the more vulnerable teams afloat in the short-term. As such, going racing behind closed doors may not add up financially anyway.

Indeed, some feel racing behind closed doors still doesn't represent great value for teams, which also receive money from hospitality and hosting events for sponsors, something that just wouldn't happen in these circumstances. Aprilia Racing team manager Fausto Gresini pointed out sponsors still won't want to pay out if the only exposure for them is what is seen on TV.

Finally, there remains a question of what constitutes a mass gathering. It still takes a lot of people – into the thousands – for MotoGP, Moto2 and Moto3 to take place, all largely working within close confines of one another. Beyond the fact it could be really dangerous for the paddock were coronavirus able to penetrate it, it's a logistical headache in a racing context too.

Point is, if there was an obvious solution to this dilemma it would have been expressed already. Racing behind closed doors is a tempting prospect but making it happen isn't so much 'better than nothing at all', more 'no better if you can't do it properly and safely'.

Break Time

What is it?



What iconic building is this?



Dad Joke of the month

Justice is a dish best served cold if it were served warm it would be justwater.

Lateral Thinking

What five letter word becomes shorter when you add two letters to it?

A man walks into a bar and asks the barman for a glass of water. The barman pulls out a gun and points it at the man. The man says, 'Thank you' and walks out.

Could Motorcycle Shows Become A Thing Of The Past?

Visordown

With both BMW and KTM withdrawing from EICMA for 2020, could the alternative platforms become the new future for revealing new motorcycles?



This week saw BMW and KTM confirm they will not be attending the EICMA motorcycle show in November or the preceding Intermot event in October as they reorganise their companies amid the coronavirus crisis.

While both events are some months down the line, even if the world has returned to some form of normality in the wake of the pandemic, the announcements give an insight into how the top motorcycle manufacturers are bracing for some tough months ahead financially.

With this in mind, could we see motorcycle shows become a thing of the past in a technological age that is currently forcing us all to adapt to a more isolated way of life?

The reasons for BMW and KTM withdrawing from the shows are multiple, both financially and in terms of practicality.

Firstly, attending these shows is very expensive, running deep into the millions for the bigger manufacturers to run a stand. Even then you are still competing with numerous other brands for exposure and airtime on the same exhibit floor.

However, with March signalling the start of this crisis in Europe, manufacturers will already be getting an idea of the impact the slump in sales – projected to be 70% alone in March, probably worse in April and maybe beyond – will be affecting their bottom line and the cash needed to keep things functional. At a time of belt tightening, putting on a big show might be seen as frivolous.

Moreover, it takes the pressure of either BMW or KTM from getting any models ready to launch at that time, while it's also worth pointing out manufacturers could be left with a lot of surplus stock to shift in the following months. In short, with everything on pause, the original

schedules for running out models and launching new ones have been thrown out of the window.



Motorcycle launches set to move to online formats

Even without the coronavirus though, there was already evidence the motorcycle industry was beginning to harness the benefits of a digital age with more manufacturers turning to alternative platforms to assure coverage.

Recently Honda and Suzuki opted for an online presentation to launch new models in Japan in lieu of the cancelled Tokyo and Osaka Motor Shows. Honda even opted to bring in a lively presenter to skip between the exhibits show them off.

In March, the cancellation of the Geneva Motor Show just two weeks before it was due to begin suddenly left automotive manufacturers with new metal to show and nowhere to do it. Instead they moved online, picked a slot that didn't clash with their rivals and unleashed zip files filled with video, imagery and press releases at a fraction of the cost building and running a stand would command.

Feedback from enthusiasts and manufacturers – including BMW - suggest the format was a success and it could therefore pave the way for it to become the norm in that industry too.

Indeed, back in October Ducati took the initiative to reveal its 2020 models in a live presentation before heading to EICMA, giving itself almost no competition for column inches in the process.

Is there still a place for shows like EICMA? Yes... but perhaps not in the format it is now. There is more to EICMA than simply showing off new models.

Even on the trade days prior to EICMA opening to the public, the place is absolutely heaving with industry bods, whether it's people trying to make deals, source contacts and forge new relationships. For some of the smaller supply companies, it's the best chance to bring the industry into one place.



While the current timeframe to get something ready for November was the justification for KTM's withdrawal, it says it would consider attending if the event is shifted to a 2021 date.

Regardless, as manufacturers are forced to adapt to the current climate, it seems increasingly likely they could find the alternative means have benefits that outweigh the drawbacks...

Globetrotter back home: Nick Sanders gets last flight home from Sydney

By Jordan Gibbons MCN



Nick Sanders MBE has made it back to the UK safe and sound after catching one of the last flights out of Australia on his latest round-the-world trip.

His journey started in November when he collected a Ténéré 700 from Yamaha's factory in France. He then rode it home to Wales before setting off on the first leg of his epic journey, following a practice run to Dakar in Senegal, the spiritual home of the Ténéré family. It was here that an XT500 claimed overall victory in the very first Paris-Dakar rally 40 years ago.

Last time we spoke to Nick he was navigating across Death Valley in North America but since then he's made his way down through South America, taking in everything from the giant salt flats of Bolivia to the dense jungles of Panama.

Having finished the Americas, Sanders is just shy of halfway on his trip, that will see him cover over 60,000 miles on Yamaha's latest adventure bike.

"I sailed the bike over from Argentina and I'd just arrived in Australia," says Sanders. "I had hoped that I could set off around the country with a plan to cover it in around seven weeks.

"I had just set off that very day when Australia took the decision to restrict travel, not just from outside the country but within the territories themselves. I did think about staying but I didn't know how long I'd be there, so I managed to get on the last flight out of Sydney.

"The plan at the moment is to head back to Australia in September, where I'll pick up the bike and continue my journey. I'll then head to Asia, aiming for Kazakhstan before turning towards Europe and home."

And of the bike itself? "Absolutely faultless," adds Sanders. "I don't really fall off much at all these days but sand can be tricky and I'm safe in the knowledge it's light enough to pick up if I need it. Nothing has broken either – it's just been a case of changing oil and fitting new Continental tyres when needed."

The Story Behind The Triumph Logo

Visordown

The Triumph logo is one of the most recognisable in the global motorcycles industry, here's how it came to be over the last 118 years.



The Triumph logo has for 118 years become one of the most easily recognised motorcycle emblems on the planet. Whether it's spelled out in the red, the white and blue of the Union flag, the more recent triangle badge with union flag inlay; riders and non-riders from across the planet instantly recognise the emblem, and the bike as a Triumph.

The badge has obviously not been able to just sit still either, having to be constantly adapted and tweaked to keep up with the times and maintain the brand's image. But how exactly did it become the instantly recognisable piece it is today?

If anyone should be able to know, it's Triumph's head of Brand Management, Miles Perkins. He's just one of the design team that carefully created the current iteration of the iconic Triumph logo.



"The creation of the new badge with its Union Flag detailing and Triumph logo was inspired by the original makers mark engine badge triangles from the 30's and was first sketched out at the factory with the Triumph engineering team."

Sadly, he doesn't have that original hand-drawn scamp anymore – "I'm kicking myself as this would have been a wonderful memento" – but he does have the inside

track on how and why the company's logo has changed since 1902.

The Triumph Trumpet: a 19th-century mark of approval

“One of the very first logos had a slightly religious leaning about it, the trumpet possibly signifying the triumphant fanfare at the gates of heaven. With Siegfried Bettmann choosing Triumph over his own name to brand his new cycles, both for being more easily pronounced and for intoning a much more positive and uplifting spirit. Those early bikes gained the nicknamed Trumpets from their owners.”



Crest: 1902-1906

“The crest logo represents Triumph as a company and product you could trust through its confident and bold establishment design. It also intones a celebration of the imperialism of the time, and the six flags possibly represent the continents covered by the Commonwealth.”



First signature: 1907-1922

“This script style design logo sought to make Triumph appear less of a faceless manufacturer and more approachable, by making the firm’s voice more personal, stressing the emphasis that was put on human craft, care and engineering. In simple terms this logo said, ‘you can trust us’.”



The second Triumph crest: 1922-1932

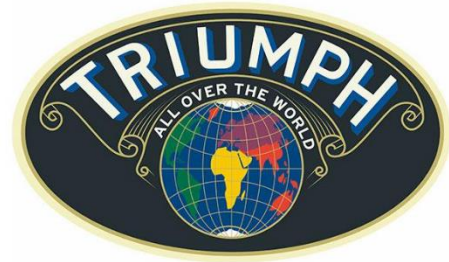
“After the First World War, faith and trust in British products was a major selling point for firms based in the UK, and Triumph founder Siegfried Bettmann strengthened that message with an evolution of the old crest design. A shrewd businessman and Bavarian skilled in import and export, he recognised that Coventry was the then silicon valley of the bike world and added red, white and blue to the patriotic mix as well as emphasising the links with Coventry. Clever



move.”

Map: 1932-1933

“This was a reasonably short-lived logo and not as iconic or well known as the script version. It reflects the logo’s expanding role in advertising and magazines of the day and stresses the message that Triumph encompasses the world, and the world can be conquered more easily on a Triumph.”



Smile
line:
1934-1990



“Advertising was becoming an altogether more sophisticated art and the idea that branding was about delivering a clearer message on quality and personal choice came increasingly to the fore. This was the start of the age of the science of brand with the advent of television so the logo, with its

distinctive smile line, was born.

“The T in Triumph was drawn to symbolise the piston in an engine’s cylinder head while the serif font and sweeping line from the R to the left of the H were very much the design flavour of the day, bringing a more instantly recognisable human touch taking the lead from Victoriana and the Art Deco design.”

Triumph reborn: 1990-2005

“Following receivership in 1983 and John Bloor’s rescue shortly after, the logo needed another evolution that reflected the amazing renaissance of the business and the energy of the motorcycle boom of the 90’s. Every element of the logo was sharpened up a little and the smile line brought to the front of the H to give it more balance, reflecting the new-found strength and stability of the brand. In line with the design style of the day it became a more solid, modern and symmetrical logo to be trusted’.



Serious but with more personality: 2005

“A subtle change in colour and continuation of the sweeping line – which some have suggested represents the open road from the valley into mountains – and the addition of a contemporary blue colour change modernised the logo all over again signifying the comeback was complete, with Triumph now starting to grow across all categories. The new design simplified the main strokes of the letters even further whilst introducing a more

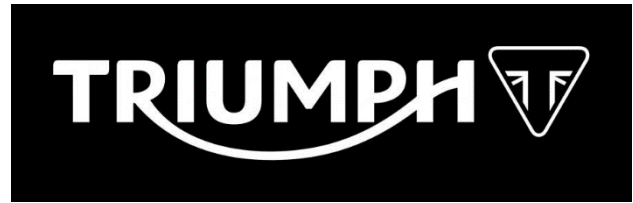


flowing feel with subtle rounded letter edge detailing. This added even more personality and distinctiveness whilst maintaining the classic overall logo form and smile line.”

Design brief for a modern icon

“The brief in 2015 was to evolve the logo once again to better represent, and sit alongside, the breadth of new products and categories Triumph had grown into – from

the classic, to the sports and the adventure, all without losing its core iconic flowing smile line and form. The first step was to subtly update the letters, making the spacing and alignments more symmetrical, lowering the height of the T and lightening the letter forms a little.



“We also reduced the amount of serif detailing whilst maintaining the soft rounded corners. Our aim was threefold, to keep that friendly, human feel and all those heritage cues, to make it cleaner and more suitable for use in digital advertising and finally to have a logo that would look as right on a naked sports bike as it did on a modern classic.”

Along with an evolved logo Triumph also created the new triangle badge to provide a more singular symbol of the brand. This incorporated the Union Flag, the logo and timeless shape of the original ‘engine makers mark’ that first appeared with patent details on the engine casing of 1939 Speed Twins.



Miles adds: “Most motorcyclists who ride big bikes would certainly know the Triumph logo and continue to associate it with an incredibly rich history, technical excellence, and of course British engineering. Our challenge, as those that came before us who have shared custodianship of this incredible brand, is to make sure that as times change the brand continues to evolve to reflect today's riders and their passion.”

MCN Exclusive: Norton's new owners will fulfil outstanding orders

By Jordan Gibbons MCN



Norton Motorcycles has been sold to Indian motorcycle giant TVS Motor Company in a £16million cash deal that will see manufacturing remain in the UK, while those who paid deposits will finally receive their bikes.

Under the agreement, a subsidiary TVS Motor Company has acquired Norton, as well as a licence to occupy the existing manufacturing premises for the next six months, after which they will build a new factory in the UK. Speaking exclusively to MCN, Sudarshan Venu, Joint Managing Director of TVS told us their first aim is to rebuild the brand.

"The most important thing for us is to build on Norton's legacy and restore it to its original glory," said Venu. "We want to delight customers around the world and take Norton into the future."



If you're not familiar with the TVS Group, they were founded in 1911 and have grown into a multi-billion pound manufacturing company.

As well as manufacturing their own bikes, they also build bikes for other companies (such as BMW's G310GS and G310R) with 3-4 million bikes per year not uncommon, although despite their size they had never looked at buying Norton prior to them being in administration.

What next for Norton?

Administration aside, the acquisition ought to propel Norton's growth by leveraging TVS Motor Company's global reach and supply chain capabilities, as well as tapping into the firm's huge resources and manufacturing scale.

They intend to continue with the current range including the Commando, Dominator and V4 models as well as bring new bikes to market including the upcoming 650cc parallel twin Atlas models.

"We will stay at the current premises for six months but look to move after that," added Venu. "We have strong connections to the Midlands, having worked with the Warwick Manufacturing Group since the 1980s. We have a technical centre in Warwick that already has 40 TVS staff and we will look to build on that."

As part of their takeover TVS confirmed all of the current staff will be employed in the takeover as will the design team although former CEO Stuart Garner will be no part of the new business. To get things going as quickly as possible they have already appointed an interim CEO formerly of Land Rover and Harley-Davidson who has already visited the factory ahead of an imminent return to production.

Five year plan

But TVS do not intend to turn Norton into a high-volume brand. "We will continue to build the current range, which is the core of Norton and focus on large capacity machines," said Venu.

"Hopefully, we will expand globally and perhaps build more plants around the world. We hope to restart building as soon as possible but there are issues to work with considering the company's recent challenges. As long as parts meet the quality and Norton-ness of what is needed, we will work with those brands to make it a reality."

"I have always loved the craftsmanship and the unique British design. It has a tremendous charm and an enormous legacy. While TVS now owns Norton, and it's very much a part of TVS, we want to ensure Norton has its own legacy, its own brand, its own identity and its own management in the UK.

"We want to cater to the people who really value Norton and we will do whatever is needed to ensure that the customers of Norton get the best bikes. Norton is in a safe pair of hands."

The Norton Atlas V4 Will Continue To Live On In This Zongshen Adv Twin

By Ollie Barstow Visordown



With news over the weekend that Norton Motorcycles has been saved from complete collapse with a sale to TVS Motors, it seems the beleaguered British firm will also continue live on through its engine supply to Chinese firm Zongshen.

Way back in 2017 when things seemed a whole lot rosier for Norton, the company signed a '20-year Design and License agreement' to use Norton's all-new 650cc V4 engine even though it was still on the drawing board at the time.

The V4 was intended to power the Atlas and Superlight models, but never reached any form of volume production in the two years that followed, right up to the point Norton collapsed into administration amid a scandal over misuse of pension funds and unfulfilled orders.

Despite this, Zongshen appears to be ploughing on with its plans to use the engine in a twin capacity even though Norton's future looks set to follow a very different plan, with this ADV model to be known as Cyclone RX6 and a tourer called RK6.

Despite Norton's collapse – and apparent imminent rebirth – Zongshen is ploughing on with its plans to use the engines in its forthcoming models, according to these patent filings.



The RX6 made its debut in concept form during the China International Trade Exhibition and these drawings reveal the Ricardo-penned production model is set to remain true to the prototype revealed last year.

The Zongshen Cyclone RX6 appears to be targeted at the Kawasaki Versys 650 is expected to produce around 70hp, though there is talk of an 850cc version that would lift it up to around 90hp.

What remains less clear is how Norton's deals prior to its folding under its former Stuart Garner-helmed guise fit into its new future.

Garner had maintained a sense of 'business as usual' right up to its high-profile demise, even seemingly managing to sell the rights to the 961 engine to Jinlang just days before the company slid into administration.

Since then, TVS Motors has swooped in to purchase Norton for a princely sum of £16 million, a deal which will presumably see it need to get a grip on the firm's desperate pensions scandal but perhaps have some say on what happens to contracts signed in the lead up to its public issues.

Brixton Bonneville-rival confirmed for production

By Ben Purvis Bennetts

Largely slipping under the radar at last year's EICMA bike show was this large-capacity parallel twin concept bike from Sino-European brand Brixton. Under development as a clear rival to Triumph's Bonneville it's now been confirmed for future production even though details including its name and engine size remain secret.



Although the Brixton name gives ties to London's epicentre of moustache wax and flat whites, the brand is actually part of Austria's KSR Group, which imports bikes from an array of Chinese manufacturers including CFMoto and also recently relaunched the Malaguti brand. As such, the new Bonneville rival is expected to be built in China, but it has been created at KSR's newly-opened design centre in Krups, Austria.

Chinese reports suggest that the new bike's parallel twin engine is around 1200cc, putting it directly in competition with the Triumphs T120 Bonneville, and there's clearly a traditional British-influenced look to the machine.

Brixton's official line on the bike is that it "shows the way of Brixton Motorcycles into even higher capacity classes and proves the development competence of our brand."

At EICMA, the firm also launched its biggest production machines yet, the Crossfire 500 and Crossfire 500 X, both using 486cc parallel twins making an A2-licence-friendly 47hp – double the size of anything offered under the Brixton brand name before. Those models came one year after being shown in concept form, suggesting that the new Bonnie-rivalling machine could be ready for production as early as 2021.

Brixton itself isn't committing to a date yet, only saying "It is a declared goal that this bike will also make it into series production.

"It has not yet been decided when it will be. We want to create a technically mature vehicle without time pressure, which meets more than just the high quality requirements in these cubic capacity classes."



Over 12,000 bikers get behind 2021 NHS and key worker ride of thanks

By Dan Sutherland MCN



Over 12,000 motorcyclists have pledged to honour NHS staff and key workers for their vital role during the Coronavirus crisis with a number of simultaneous rides of respect, taking place across the UK next April.

Called the 'NHS ride of thanks', the movement was founded via a Facebook group on Friday, March 27 by 52-year-old MCN reader, Dave Colton, who has since welcomed around 12,670 (at the time of writing) members with the help of friends Andy Ash and Chris Day.

"We do egg runs, we do charity runs, we do all kinds of runs and, as a collective, we [as bikers] tend to use the National Health Service more than other groups of people," Dave told MCN. "I thought: 'why can't we do a ride of thanks and turn the roads blue?'"

"These people have put their life on the line - this time for something we don't really know about and have worked a ridiculous amount of time to help people."

Initially anticipating a couple of hundred participants for a single mass ride, the instantaneous explosion of interest has led Dave to divide the UK into segments, all set to host individual events. All of these will then leave at 11am on Sunday, April 11, 2021.

Although still in its infancy, riders from across the UK have already pledged a desire to take part, with smaller rides in Nottinghamshire, Manchester, South Wales and many more already being talked about on the group.

"No matter where you are, the ride will start then," the Polperro-based motorcycle shop fitter added. "I've said let's keep it uniform and keep it as one ride - but across the country. That way, we can celebrate the local NHS in our area."

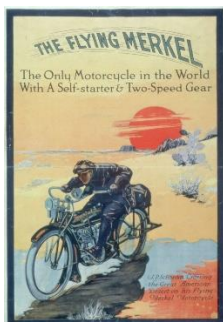
Alongside celebrating the hard work these people provide, Harley-riding Dave and his team are also looking to incorporate a charitable element to the mass gathering and have already begun looking at Blood Bikers for a potential partnership.

He continued: "I want people on the streets waving blue and wearing blue. It's about the country coming together. We've decided April next year because we are still not sure about the lockdown.

"To organise a ride this year would be ridiculous. April next year gives people a chance to settle down again."

10 Vintage Motorcycle Ads That Will Make You Want to Buy a Bike Right Now

<https://www.popularmechanics.com/>



Flying Merkel

From the earliest days, a hint of sex has always helped sell motorcycles—not that they've needed much help, with those top-notes of speed and power and that freedom-of-the-road finish.

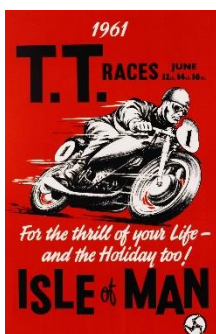


Like many motorcycle manufacturers, Charles Terrot started off making bicycles (and, later, quadricycles) in the late 19th century before designing and building motorcycles well into the 20th century. Today, vintage Terrot bicycles are often as valuable on the collectors' market as the motorcycles, while the company's posters — like this dreamlike, strikingly coloured example — are recognized as embodiments of the genre.

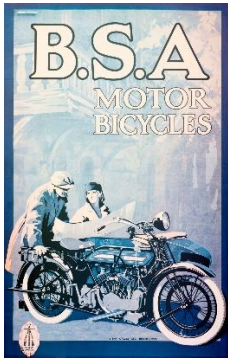


Norton

While "Built in the light of experience" might not be a tagline guaranteed to get the heart pounding, Norton bikes — especially the 750cc and, later, the 850cc Commando — are among the world's most recognizable and, let's face it, coolest motorcycles. This poster captures the brand's broad fan base, from weekend riders to hardcore, open-throttle diehards. Norton has been a major racing name for decades; in fact, its Manx racing model was a tribute to the Isle of Man, "Manx" being the native Celtic language of the island, as well as a catch-all term for all things Isle of Man-related.



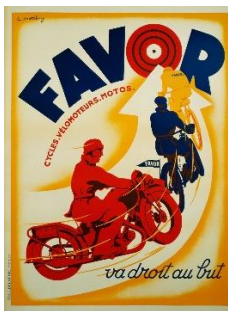
Held on the Isle of Man for more than 110 years, the annual TT (Tourist Trophy) races — featuring superbikes, lightweights, sidecars, and other classes — are among the most prestigious competitions in the motorcycling world. The Isle itself has long been a motorbiking mecca, and the fact that the 220 square-mile speck in the Irish Sea has just 80,000 year-round residents; is a UNESCO-designated biosphere reserve; and is the fifth richest nation in the world (by GDP per capita, per the World Bank) all help make it a fascinating and gobsmackingly gorgeous place.



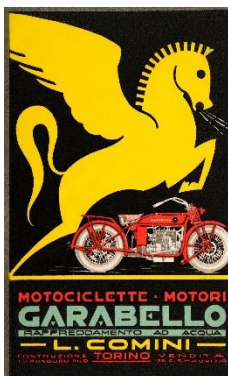
While BSA remains one of the most famous motorcycle brands in the world (despite being effectively defunct since the 1970s), the Birmingham Small Arms Company Limited from which the bikes took their name was known for far more than just two-wheeled transportation. Buses, machine tools, firearms and other military gear — for most of the 20th century, the BSA consortium was an industrial powerhouse in the English midlands. Along with Norton and Triumph, BSA defined two-wheeled British cool for generations of riders around the globe.



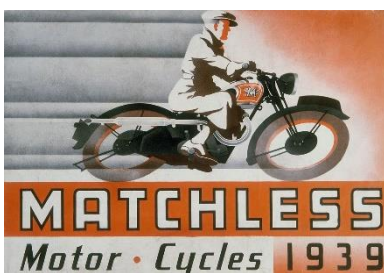
Designed by Ernst Ruprecht (1891-1954), this Weimar-era poster, advertising a Grand Prix race in Bern in the summer of 1931, captures so much of the sport's primal appeal: rider and machine melded into a single, seductive beast. But there is also more than a hint here of one of the most dynamic art movements of the early 20th century, Italian Futurism, and its celebration of machines, speed, and the promise of change.



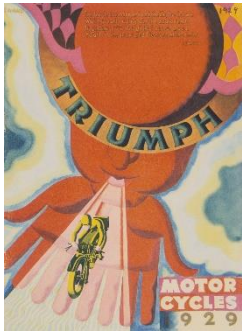
Favor started making bicycles in 1898, and by the early 1920s had designed and introduced its first motorcycle to the public: a 125cc two-stroke machine. The company ceased manufacturing motorcycles in the 1950s — but not before it also released a number of stunning (and collectible) posters, like this beauty. The French phrase, "Va droit au but," translates as "to the point." But you knew that.



Even though the winged creature in this poster is clearly Pegasus, for contemporary viewers the image likely evokes both Ferrari's and Porsche's famous logos, with a prancing black horse on a warm yellow background. As far as the bikes themselves are concerned, Garabello Francesco built his first single-cylinder, 240cc motorcycle at his shop in Piedmont, Italy, in 1903, and by 1922 had a four-cylinder, water-cooled 984cc machine on the market.



What's perhaps most striking about this poster is how vital it feels 70 years after it was released. Despite the fact that the colours are, at first glance, rather drab, the contrast of subtle hues with the energy and movement of the bike and rider suggests that anyone, absolutely anyone, can experience this sort of thrill, every day. Matchless was a major player among British motorcycle manufacturers in the early 20th century, providing British armed forces with around 80,000 bikes during WWII alone.



An oddly grandiose, enjoyably trippy poster for one of the iconic names in motorcycles: Triumph. The company sold around 30,000 machines covering eight models in this particular year, 1929, all with the fashionable "saddle" tank. That company (Triumph Engineering) went under in the 1980s, but was resurrected as Triumph Motorcycles Ltd., which remains one of the world's premier builders of badass rides.

My First Year on a Motorcycle

Bill Hartford Feb 15, 2019



Until we're all assigned to take autonomous Lyft minivans, we will remain advocates for two-wheel travel. Here, in an April 1970 feature, an editor discovered why, for -reasons as relevant now as they were when this story was first published nearly 50 years ago.

Riding the inside of the lane, I banked into an underpass where the combination of the bright sunlight, my sunglasses, and the deep shadow underneath created a near blackout. I saw the outline of a gigantic pothole at the same time I went into it. No time to dodge or get up on the pegs. My small bike crunched into the hole, and all the air exploded out of my lungs. Dazed but still upright, I eased over to the shoulder. The damage: two ruined rims and a cracked rear hub. The road surface had taken its toll, but I hadn't spilled.

I had thought of becoming a motorcyclist at least once a year for the last dozen years, and never got around to it. But last year, something clicked. Having settled into my 30s, with a wife, two kids, even a dependent dog, I figured I was mature enough to ride and not have to prove anything. Armed with \$400 (Editor's note: that's \$2,600 in 2018 money), I picked up a brand-new orange 100-cc Suzuki street scrambler. I'm a sucker for style, and the bike sure had that, with superb craftsmanship from stem to stern. I figured most of my riding would be on the street, and the 50- to 55-mph cruising speed would be okay for highways. The scrambler design would also give me the option of the trail. A 12-month, 12,000-mile warranty was a more rational base for my decision.

Since I had never given up bicycling, I didn't have to learn the basic characteristics of a two-wheeler. It was just a matter of establishing reflex actions for the controls: right foot, rear brake; right hand, front brake and throttle; left foot, gearshift; left hand, clutch. Applying quickly becomes habit. And the toe shift—usually all the way down for first gear, up to neutral, up again for second, third, and so on—is not as clumsy as it may sound.

My 35-mile trip to Popular Mechanics headquarters takes no longer than the railroad, and considerably less time if you streak along illegally between lanes of traffic. But in my book, this is an abuse of the freedom a motorcycle gives you.



In rain, it's a matter of donning an inexpensive, lightweight, rubberized-nylon storm suit, plus rubber stretch boots, all of which take but a small corner in a briefcase that rides on my luggage rack. I've ridden those 35 miles in a downpour and stayed dry. In cold weather, a snowmobile suit and a pair of gauntlet mittens lengthen the riding season by months.

After around 2,000 miles, I was thinking about why it took me so long to discover motorcycling, not only as an inexpensive, exhilarating way to commute to and from the office, but as a great outdoor sport. Of course the dangers are real. But the joy of riding is reason enough to own a motorcycle.

From the original 1970 Popular Mechanics story.
Popular Mechanics

<https://www.popularmechanics.com/>

Regular venues

Wednesday evenings from 8pm in the Adelaide Public House, Teddington.

Saturday mornings Sam's café, Nelson Road in Whitton. If there's a big rugby match on at Twickenham Stadium when we usually reconvene at Power Mill Lane café so it's worth getting hold of one of the team to get confirmation.

24/7 We have a Club page so please "follow" both and make sure your views are heard.



FIND IT OUT AS IT HAPPENS:

<https://www.facebook.com/groups/8085330049/?ref=bookmarks>

Contact: This document comes out monthly and is restricted to club members. The FB pages are more promotional and open to a wider audience so there may be more detail in this than we would share on line.

Membership Benefits

CBS in Whitton give us a 10% discount.

BMF (British Motorcycle Federation). The affiliate membership is worth

mentioning when you next seek an insurance renewal or similar.



Discount Code

The code for Affiliated Club Members is

CLB20FMB

This code may be used by your members along with your club name to

- Receive discounts on advanced tickets to all BMF rallies and events
- Receive discounts on insurance
- Receive other BMF benefits with our corporate members

To ensure that your members get the most out of your affiliation to the BMF please circulate this number to all your members as soon as possible.

Breaktime Answers:

What is it?



CBR125R

What building is it?



Windsor Castle

Lateral Thinking:

The word 'short'.

The man had hiccups. The barman recognized this from his speech and drew the gun in order to give him a shock. It worked and cured the hiccups – so the man no longer needed the water.

Isle of Man answers

Answers:

- 1) Norton. Part of the reason the club, SSMCC, was originally called the Bar 1 Club as Norton was winning everything in the early years.
- 2) Unrestricted, no limit! How cool is that. However, the Police are very strict on speed in town areas!
- 3) 40mph – just so they don't take up valuable time of all the emergency services - following an accident during the Covid-19 outbreak.
- 4) 1, suppose they have to make money somehow. Located on the approach to Ballaugh Bridge a 30mph zone.
- 5) 32miles by 13 miles, although small, they have many beautiful sights to see.
- 6) 37.75 miles, yet only Governors Bridge remains unchanged at all over the years.
- 7) Peter Hickman 135.452mph, I think it will be a while for that to get beaten
- 8) Creg na Bar, downhill from Kates Cottage – and they've restricted the speed to 60mph before the sharp right hand bend at the pub – where the Police like to sit with a speed camera.
- 9) 2037ft Snaefel Mountain, it has a mountain railway, but only runs when they can see the top as it gets quite foggy on the island.
- 10) Joey Dunlop, 26 wins. Although Joey died in 2000 in Estonia it is a record that's racers are trying to match and eventually beat.
- 11) Castletown, 1869. Change in 1869 due to links with Liverpool and soon became the trading area of the island, the law courts and government were soon moved to the busy town.
- 12) Wallabies, mainly in Currags - located directly behind the wildlife park in Ballaugh, estimates between 100 and 160.