

# Morini Riders Club – AGM Minutes 2019

**Lower Lode Inn, Forthampton, Gloucestershire GL19 4RE**  
**Saturday 18<sup>th</sup> May 2019**

Agenda Item	Minutes										
<b>1. Welcome by Chairman</b>	Mark welcomed us to the AGM										
<b>2. Apologies</b>	Apologies were received from Andy Carrott, Paul Emmerson, Dave Mason & Arthur Farrow										
<b>3. Minutes of the previous AGM</b>	It is noted that the minutes for 2018 are in error as Mike Condliffe attended the meeting and did not send his apologies. The minutes of the 2018 AGM were accepted unanimously.										
<b>4. Committee Reports</b>											
<b>4a. Chairman's Report</b>	Thanks were expressed to everyone involved in organising this year's rally.										
<b>4b. Secretary</b>	The club continues to have a high profile in the press which is gratifying.										
<b>4c. Treasurer</b>	<p>See attached summary of accounts &amp; assets.</p> <ul style="list-style-type: none"> <li>The club is holding its head above water financially. The new Treasurer will need to look at how the Club can become less reliant on the Track Day. This means a need to examine more closely the cost and expense of various activities to ensure these are not unduly costing the club money. Without Track Day, the club is not financially viable. Having said that, we have sufficient reserves to meet any reasonable unexpected costs, including a Track Day failure.</li> <li>The last three years' accounts have been audited with a clean bill of health.</li> <li>The club has made a surplus of £7,000 in the last twelve months (compared to a loss of £2,000 in 2018)</li> <li>Turnover was £38,000 last year which include money made from Dart tanks</li> <li>There is £17,000 in the bank which level has been maintained for some years</li> <li>Proposals <ul style="list-style-type: none"> <li>No subscription increase for the next financial year</li> <li>Lithgow Perkins to be the Club Auditors for the current year</li> </ul> </li> </ul>										
<b>4d. Membership</b>	<ul style="list-style-type: none"> <li>Membership currently stands at 381. <table> <tr> <td>UK</td> <td>361</td> </tr> <tr> <td>Europe</td> <td>13</td> </tr> <tr> <td>ROW</td> <td>13</td> </tr> <tr> <td>Virtual</td> <td>16</td> </tr> <tr> <td><b>Total</b></td> <td><b>403</b></td> </tr> </table> </li> <li>As a club we appear to be holding our own. Despite a general downward trend in other clubs membership, we are still able to remain fairly consistent. Membership figures are almost the same as last year</li> <li>Social events are not as well supported as they could be, but along with others we keep trying</li> <li>The secretary, Jem Moore, pointed out that whereas that is good news the subscription to the BMF increases by over £300 once membership goes over 400</li> <li>The chairman, Mark Bailey, said he would contact the BMF to ask whether we need to count overseas members and honorary members</li> </ul>	UK	361	Europe	13	ROW	13	Virtual	16	<b>Total</b>	<b>403</b>
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<b>4e. ATG Editor</b>	<ul style="list-style-type: none"> <li>• ATG continues, the committee remains committed to delivering 6 issues a year, in February, April June, August October and December, and as editor I am willing to meet these commitments</li> <li>• Limited and intermittent contributions come in, it seems that those who used to send stuff in are more likely to publish stuff themselves on social media these days, but we work with what we have and the members will simply have to put up with my imagination if nothing else pops up or is submitted</li> <li>• Very little comment is passed to the editor so I have to assume that what is delivered is satisfying members desires and expectations anyway</li> </ul>
<b>4f. Website</b>	<ul style="list-style-type: none"> <li>• Website continues to trickle along although I confess to not having enough time to give it the attention it really needs</li> <li>• Forum traffic remains strong and we get a very good international representation. This is one of the clubs most useful assets both for information and for advertising the club. It is, and should remain free to join regardless of club membership status</li> <li>• The web shop has been easy to administer for us and seems to be easy to use and reliable for customers, so the small % fee we pay to Shopify is well worth it in my view. For the first time this year Cadwell registrations and payments have all been done through the website and this seems to have been a success. Any feedback for next year or other events using a similar process would be welcome – come and see me after the AGM</li> <li>• I would like to hand the website over to someone who can bring it up to date and inject some new content, but if nobody comes forward I don't mind continuing in my current capacity for another year</li> </ul>
<b>4g. Web Editor</b>	This position is still vacant.
<b>4h. Products</b>	<ul style="list-style-type: none"> <li>• Web based sales have continued steadily; this is now a popular mechanism for Club members to acquire regalia and supplements our presence at the principle M/C Shows (Of the £200 from Stafford, over 50% was sales, the rest membership). Several new products are in the pipeline; lapel badges bearing the Clubs' current logo; a redesigned mug following requests for the same from the Committee, and a one-off T-shirt with the line drawing of the iconic Double Drum Braked Sport from 1974, also a suggestion from the Committee.</li> <li>• Stock control is paramount; even with significantly reduced stock holdings our total financial investment in stock is over £4,000. We have a small range of 'core' products and several popular items that we reorder as stocks require; the latter include side panel pins (recently reordered and available soon) and the early Sport / Strada Parts Catalogue. Recent Limited Edition items include the annual Calendar, the Rally buff (included as part of attendance cost but available separately), Dart alloy tanks – now all sold - and specific T-shirts (the last a blue 5-Bike). We're always open to suggested new items, but have to be realistic over anticipated demand – the Dart print is a good example of this but fortunately was principally carried out for other purposes</li> <li>• no report of stocks levels was submitted</li> </ul>

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<b>4j. BMF/MAG</b>	<ul style="list-style-type: none"> <li>The BMF is working hard to remain active but a recent reduction in the size of the quarterly magazine is clearly an attempt to manage finances but that fiscal prudence is reflected in their best reserves in about 10 years. Both organisations have seen huge reductions in individual membership from where they once were but both are now seeing growth. The BMF has also seen a reduction in average age, and I suspect MAG has too, which is very good news. A new BMF email newsletter has improved communications but much of the content is readily available on the internet and there is little by way of comment or campaign news. I have friends who are working hard to raise funds for the BMF with a growing portfolio of small events, one in particular the Lincolnshire based Dambusters Rally which is very popular.</li> <li>MAG has been particularly active on congestion charging and has won concessions to the London only ULEZ charge but as been unable, so far, to win a total exemption as has been achieved in other cities. Crime (the stealing of motorcycles and the criminal activities the bikes are then used for) is another busy area. The use of tactical ramming techniques has been welcomed by many riders but the use of potentially lethal force is of concern to some. MAG has been in discussion with the United Nations in respect to powered two and three wheelers role in the future of transport, in particular in relation to ensuring the internal combustion engine still has a role to play.</li> <li>Telematics, Intelligent Speed Adaption and other technologies imposed in the name of safety are an increasing threat to our ability to ride as we please. To the wider public opposition to such developments is not understood but motorcycling, much more so than car driving, is done by many simply for the freedom and pleasure it brings and again for many, technology should augment that experience not restrict it. This will be a big battleground for riders rights in the coming years.</li> <li>One victory for common sense is that after massive lobbying efforts the EU have decided that a insurance ruling (VNUK) does not apply to motorsport. The legislation initially required compulsory unlimited third-party liability insurance for anyone using any form of motorised transport, including all motorsport. Thankfully that has gone away</li> </ul>
<b>5. Election of Officers</b>	<ul style="list-style-type: none"> <li>Mike Hill stated that he wanted to stand down as Treasurer but if no-one else stepped forward he would serve again for one year only</li> <li>Les Madge stated that he wanted to stand down as Membership Secretary but if no-one else stepped forward he would serve again for one year only</li> <li>Butch Almond proposed that committee officers were re-elected with a single vote; this was seconded by Gary Withers.</li> <li>The existing committee members were re-elected:</li> </ul> <p>Mark Bailey – Chairman  Jem Moore – Secretary  Mike Hill – Treasurer  Les Madge – Membership  David Marlow – ATG Editor  Tom Farrow – Webmaestro  Chris &amp; Diane Webber – Products  Andy Carrott – Affiliation Officer  Mike Condliffe – Public Relations</p> <p>The following positions are vacant:  Web Editor</p>
<b>6. Appointment of Auditors</b>	<ul style="list-style-type: none"> <li>Mike Hill proposed that Lithgow Perkins are appointed auditors for 2018-2019. This was passed</li> </ul>

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<b>7. Any Other Business</b>	1. A vote of thanks to Pete Fisher was proposed by David Marlow and passed in recognition of the efforts Pete made in arranging a collection for the benefit of Rob who ran the stores at NLM until they closed in December 2018

Signed: ..... Date: .....  
Position                      Name                                      Signature  
 Secretary ..... Jem Moore .....  
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