

Morini Riders Club – AGM Minutes 2024

Brooklands Museum, Brooklands Drive, Weybridge, Surrey, KT13 0SL
Saturday 7th September 2024

Agenda Item	Minutes
1. Welcome by Chairman	Tom welcomed us to the AGM.
2. Apologies	Apologies were received from Julian Harty, Butch Almond, Andy Carrott
3. Minutes of the previous AGM	The minutes of the 2023 AGM were accepted
4. Committee Reports	<i>See Appendix A for written reports</i>
4a. Chairman	<i>See Appendix A</i>
4b. Secretary	<i>See Appendix A</i>
4c. Treasurer	<ul style="list-style-type: none"> For financial year 2022-23 we started the period with £24,543.19 in the bank & ended with £22,434.91 at 2nd August 2024 the bank balance was £27,516.75 It was proposed to accept the accounts for 2022-2023 Proposed – Mike Brancombe/seconded – Mark Bridger <i>the motion was passed unanimously</i> <i>See Appendix A for full report. Detailed accounts are attached to digital copies of the minutes or are available from the treasurer</i>
4d. Membership	<ul style="list-style-type: none"> Membership is at its highest level since the club started <i>See Appendix A</i>
4e. ATG Editor	<ul style="list-style-type: none"> David offered thanks to Ann Marlow for indulging him spending more time on ATG than on gardening <i>See Appendix A</i>
4f. Website	<i>See Chairman's report</i>
4g. Products	<i>See Appendix A</i>
4h. BMF/MAG	<i>See Appendix A</i>
5. Election of Officers	<ul style="list-style-type: none"> It was proposed that Barry Widmer is elected as Webmaestro. Proposed – George Lane/seconded – Chris Webber <i>the motion was passed unanimously</i> It was proposed that all other existing committee officers are re-elected with a single vote. Proposed – Mike Smyth/seconded – Arthur Farrow <i>the motion was passed unanimously</i> Chairman – Tom Farrow Secretary – Jem Moore Treasurer – Nick Hancock Membership – Mark Bridger ATG Editor – David Marlow Products – Chris & Diane Webber Web Editor – Julian Harty Affiliation Officer – Andy Carrott <i>the motion was passed unanimously</i> Other positions were not filled: Social Secretary – vacant

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6. 50th Anniversary of the club	<ul style="list-style-type: none"> This will involve events during the Classic Manx week August/September 2025 at the site of the Highlander pub and Port Erin
7. Thanks	<ul style="list-style-type: none"> Mike Branscombe proposed a vote of thanks to the committee <i>this was passed unanimously</i>

28 members attended:

John Bancroft	Mike Condcliffe	Andy Johnson	Tim Ralph
Stephen Bond	Anne Cooper	George Lane	Michael Smyth
Mike Branscombe	George Farenden	Chris Loughton	Benjy Straw
Mark Bridger	Tom Farrow	Jon Mann	Chris Webber
Joe Brown	Arthur Farrow	Ann Marlow	Diane Webber
Tom Callis	Nick Hancock	David Marlow	Barry Widmer
Andy Collett	William Hoather	Jem Moore	Gary Withers

Signed: Date:

Position Name Signature

Secretary..... Jem Moore.....

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Appendix A: Committee Reports

Chairman

2024 has been another great year for the club – with our usual range of events covered, but additionally, the fact that we have helped preserve the Dutch Morini Club by migrating their website onto our domain, hosted the international rally in Kent, delivered new fuel tap diaphragm and dart panel club products to support you with parts no longer available and had coverage of the club Strada in the national press should be seen as strings in our bow.

The financial accounts presented at this AGM of course cover the 2023 financial year but it is right that I mention the successes of both Cadwell track day and the Kent rally this year. Whilst financial accounts for them will be in next year's AGM report, it is fair to say that Cadwell returned the usual surplus to the club – a fact that year-on-year allows us to subsidise and support the other activities the club does, and the rally was roughly at the break-even point – something we were aiming for in order to keep costs down as much as possible, but always a nervous balancing act for the organisers when final numbers are a bit of a mystery months beforehand. I want to thank all the people who put in considerable time and effort to make these things happen – without them we wouldn't have the club as we know it and for that we should all be enormously grateful.

A sincere thank you to all the club volunteers and committee members (also volunteers!) who help grease the wheels of the club. We couldn't do it without you. And further thanks to you – the membership – who give us a reason to exist and share common passions and values which makes it all worthwhile.

Looking towards next year, we will most likely return to a combined AGM and rally weekend, and will again look to provide a Cadwell track day. Additionally, the website will get a long overdue revamp and there are desires to return to the isle of Man to celebrate 50 years since the club's founding there.

It would be nice to think that in 50 years' time someone else is standing here reflecting on 100 years of the club. How can we ensure the best chance of that happening? The club's membership numbers are strong but we are all getting older. Air-cooled Morinis continue to appeal and remain relevant in a changing world, but we haven't seen the influx I anticipated of Generation Y members who appreciate the appeal of what is ultimately a cheap route into classic motorcycling and a quirky niche to boot (that's what got me into Morinis). In addition, the new wave of bikes from the 650cc X-Cape family should be bringing in a new demographic to the club, but we're yet to see evidence of that. I like the fact that Morinis are a quirky niche, but for all our mutual benefits long into the future we do need to find a way to hook in some new crowds.

Tom Farrow

Treasurer

For the 2022-2023 financial year, we started the period with £24,543.19 in the bank and ended with £22,434.91 in the account.

Total income for the period was £34,216.99 and total outgoings were £37,625.29. The club's outgoings for the year exceeded the incomings by £3,408.30. The large expenses encountered in the financial year include products restocking (including sweatshirts and polo shirts at £754.20, £774.37 on side panel pins and £597.79 on ATG binders although this will all be recouped through their sales). £2,500 on remanufacturing dart panels with only £700 taken in deposits. £1,483.50 was to cover initial costs in putting on the 2024 International Rally and £1,599 was spent to replace the Editor's MAC which is used to produce ATG and is a club asset.

The Cadwell track day in 2023 generated a surplus of £3,445.60 and provides a great boost to the club's funds. Associated costs were £12,314.40 with income being £15,760. These figures highlight why putting on these events is a risk to the club, but we enjoy them and it's all part of being a member of the club.

Membership income stands at £13,244.12 with the cost of publishing and providing ATG being £9,745.87. The remaining subs not only contribute to the costs of running the club, but also subsidises the AGM and rally weekend.

How did we compare against the budget? Well, for the OpEx budget I'd targeted a loss of £1,600 but we actually made a surplus of £884.39 with better than expected membership and an excellent Rally/AGM that nearly broke even. As for the CapEx budget I'd targeted an overall surplus of £2,050 but we only managed a surplus of £177.41. The big-ticket items noted above were the cause of this.

The budget for the 23/24 financial year is set at a loss of £1,250 on the Operating Cost and a surplus of £2,750 on the Capital Expenditure. It must be remembered that running the club costs money and we aim to cover this with the Capital Expenditure (which can be chopped if required and the club would still exist). Therefore, I do not plan to increase membership subs currently.

As at 2nd August 2024 the bank balance was £27,516.75.

Nick Hancock



DPS_Breakdown.xlsx



MRCLedger -
NH.xlsx

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Membership Officer

As of 01/08/2024 the current paid up and honorary membership, and excluding corporate, count stands at 579; note 2023 and 2022 numbers in brackets.

	<u>Current</u>	<u>2023</u>	<u>2022</u>
UK members	526	[506]	[476]
EU members	23	[17]	[13]
RoW members	14	[13]	[14]
Virtual members	16	[20]	[19]
Total	579	[556]	[522]

Compared to 01/08/2023 membership has increased by 23 and continues the trend of increasing membership, this is not the norm for other one-make clubs. It is also believed to be the highest ever membership count for the club since it was founded in 1975.

Of the 89 new and returning members joining in the last year the breakdown of bikes is approximately as follows (some members reported multiple bikes) and some none-at-all due to missing or incomplete on-line jotform.

Unknown/none/Trackday/

looking for a Morini/

social members..... 36

3½ Strada 24

3½ Sport 15

250 2C 7

Kanguro 5

500 3

Dart 3

Tresette..... 2

The following models had one reporting member:

Corsarino, Corsaro 150, 478cc Camel, 501 camel, Excalibur 350, New York 501, 175T, 125T, Settebello 250 (road), K2: quite a diverse selection and testament to the knowledge and support provided by the club.

We had, as far as we know, no new members joining with 1200s or 650s in the last year this is disappointing and particularly for 650s it seems we are not reaching potential new owners, or the club is seen as a classic only club and not relevant to them. It's encouraging that people join the club before buying a classic Morini though.

Mark Bridger

ATG Editor & Librarian

ATG continues as ever, we have had almost a year on the new mac and software so that should be settled in now. The printers have had a rebrand but there appear to be no other changes so hopefully that will give no problems going forward.

We are lucky that membership continues at the numbers that it does as this enables us to maintain ATG as a printed item, worries about greatly increased cost due to general price rises appear to be only that at the moment but we continue to keep an eye on the costs.

You will all have noticed that the number of motorcycle magazines available in the retailers is suffering a reduction, due to no doubt a number of factors, increasing age of motorcyclists in general, reducing numbers of them buying magazines as they all use online forums instead, and increased costs pushing the lower circulation mags down below their commercial viability. I have lost 2 in the past year and it gives me less to use as inspiration. All I can say is that if you really value a regular physical magazine to read then keep your membership of the MRC going, perhaps even subscribe some other friends who would value an exciting mix of motorbike information and things completely unrelated to Morinis. Soon ATG may be the only motorcycle magazine left!

And please send me items, news and vaguely Morini related items that I can use rather than publishing it on facebook or instagram etc, I am sure you would rather have the immortality of ATG than the dopamine hit that you get from getting 16 likes from a total of 2.9 billion Facebook users!

David Marlow

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Products Secretaries

Summary

We have to look a fair way back this year as this report covers 2022-23, which feels like a long time ago! It has been a good year for the Club but web-based sales of regalia and products were lower in terms of value than the previous year. Print on Demand clothing products remain successful; the Cadwell T-shirt is a popular one-off annual production and we sold over 30 for Cadwell 2023. The calendar was slower to sell out, with the last two copies only going in mid-year! We aim to give a swift and professional service, with most items dispatched within 2-3 days of orders being placed.

The Figures

Web sales for the year (i.e. up to end October 2023) were £1,525 plus post charges of £330.54 compared to £1,685 plus £318.95 for the 2021-22 period. The postage costs were £363 due to bulk purchasing additional packing materials. Stock value of sales at £1,120 giving us an acceptable 'margin' but still below standard retail levels. We offer a service to members and so we continue to operate with this approach – an increasing proportion of our sales are print on demand which has significantly reduced the stock value and thus risk on our stock holding.

Highlights

- We put in motion the remanufacture of Dart fairing panels, which were distributed to the first customers in early 2024 – these were available pre-order only so that we were not risking membership funds
- We sold 34 Cadwell T-shirts via print on demand – our most popular item (the calendar was a close second)
- The calendar is also a useful PR item, being distributed to supportive dealers and the Morini community around Europe including the factory representatives in Italy
- Total sales for the year contributed another £400 to Club funds, as well as giving members a great range of quality items that helps publicise your Club
- Products were available at several shows across the country, including the Scottish, South West Classic and both Stafford events. This is a major shop window for the Club, and may need reviewing

Thanks again, to Julie and Butch for their help in offering a range of products at shows, to David for putting together our most collectable calendar, to Tom for work with the web shop, design & creating the line of print on demand items and to you all for supporting the Club through your purchases over the year.

Chris and Diane Webber

BMF/MAG Representative

I was unable to attend the AGM this year, which was a shame because over my many decades of membership I suspect I can't have missed more than a handful. Here is my report in respect to our affiliated membership of the British Motorcyclists Federation (BMF) and the Motorcycle Action Group (MAG).

A recent press release by MAG highlighted why we still need organisations providing a voice for motorcycling. For 10 years MAG has been active in the discussions regarding the new Silvertown tunnel crossing of the Thames. 10 years of planning and Transport for London failed to take proper account of motorcycles in their safety impact modelling (despite their own guidelines explaining how motorcycles can be modelled). You could say MAG and the BMF have failed too, but the fact is it's TfL who have messed up, and the rider's groups have won an extension to the consultation period so only time will tell what the final outcome is.

The BMFs activities have included work on the election, parking charges, roads infrastructure, testing and licensing regime, road user behaviour, dangers from automated driving systems and even headlight glare. Similarly MAG have been involved with the testing procedures, the election, and parking charges. They launched a major pothole campaign, and looked into sentencing guidelines for bike thieves (expect to see fewer jailed given the recent news re. jails being full). Average fines for theft in 2010 were £175, in 2022 only £197. Meetings have been held in areas of high bike theft inviting Politicians, Police and Crime Commissioners and Chief Inspectors along. Both organisations produced motorcycle manifestos for the election but as far as I'm aware only MAG scored the party manifestos of the major players to see how they met the needs of riders. Needless to say the major parties scored badly, the Greens erm..lets not even go there, and the only one to offer anything positive was Reform. MAG also arranged hustings in some areas and interviewed a number of politicians.

The BMF had a complaint upheld by the ASA against JD Sports for their *"advertising campaign for Nike Air Max clothing which, in the view of BMF and other concerned parties, depicted motorcycle riders engaged in "unsafe" riding practices. The BMF's view was that the ads were irresponsible and condoned unsafe and irresponsible riding practices. In their response, JD Sports said they did not consider that their ads depicted activities that broke the Highway Code, and that the focus of their ads was on clothing and footwear"*. The ASA did not uphold the BMF's complaint regarding the use of trainers as suitable protection on a motorcycle but did agree the *"ads were irresponsible and condoned unsafe riding practices"*.

MAG have been the most critical of the proposed ban on the sale of new internal combustion vehicles (which may be brought forward to 2030 according to Labour Party policy). Unfortunately having concerns about the efficacy of the enforced electrification of personal transport and questioning the narrative on the proposed ban has led to

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some criticism of MAG's position, but MAG has always been at the shouty end of rider's rights and in my view you sometimes need some one to be more outspoken.

Both MAG and the BMF rely heavily on volunteers particularly the BMF through the very experienced Anna Zee for political matters, whereas MAG are able to fund a full time campaigns officer in the form of the thorough and persistent Colin Brown. Much of the BMF's work at a national level is now through the National Motorcycle Council having joined forces with the Trail Riders Fellowship, ACU and others.

Last year the BMF decided to leave Federation of European Motorcycling Associations (FEMA) quoting cost and relevance issues post Brexit as the main reasons. MAG have followed suit but have been more critical of FEMA for its lack of support for ICE and for its close ties with the FIM. MAG helped found the FEM which later became the FEMA so this was quite a big step to take.

As ever the world of motorcycling politics is a busy place - local, regional, national and international affairs, both external (supporting motorcycling) and sometimes internal (the groups themselves). I was at the sharp end of it all for quite a while (well it felt like it!) but it was interesting, fun, frustrating and engaging. I really enjoyed it and made lots of friends. I fully support the Morini Riders Club continued membership of MAG and the BMF.

Andy Carrott

Club Secretary

My job does not change much from year to year. I publish the agendas & minutes of committee meetings & the AGM; I scout out sites for rallies (happily not required this year) and handle miscellaneous letters, etc. from members, magazines & spammers. What's more to say?

Jem Moore