

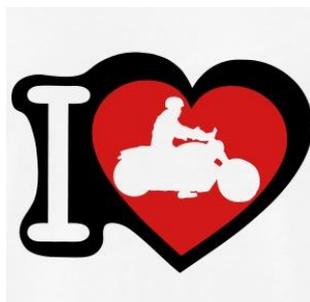


**Southern Sporting
Motor Cycle Club**

CONTACT

FEBRUARY

2017



Contents

Dates for your diary	1
Editor's piece	1
AGM notice	2
Biker Thought for the Month	2
Club days away in 2018!	3
Government proposal to extend 1 st MoT to 4 years	4
How to avoid an MoT fail.....	5
Bits and bobs	8
Small capacity bikes making a comeback!.....	9
Old Bike Mart February 2017.....	14
SSMCC Committee Minutes	15
Caption competition	17

Dates for your diary



15th February AGM, The Adelaide, Teddington



19th March 78th Pioneer Run, Brighton



23rd April Road Trial



9th July BBQ, Seaford

Editor's piece

Hello, Members!

No bike runs to publish again this month, I'm afraid, but there's a nice article written by Snowy, and John Mason has put forward a list of proposed dates for Club events for 2018 (yes – I did say 2018!). There's been some news recently on MoT's, so I've included a couple of articles relating to that. I've also included the AGM notice again – you've missed your chance to nominate now, but if you cannot attend please nominate someone to vote in your place ASAP.

Amoret Whitaker – Editor

AGM Notice

Southern Sporting Motorcycle Club
79th Annual General Meeting

Wednesday 15th February 2017

at

“The Adelaide”
57 Park Road
Teddington
Middlesex
TW11 0AU

Notice is hereby given in accordance with rule 8 of the Southern Sporting MCC that the 79th AGM of the Club will take place on Wednesday 15th February 2017. It will start at 8.10pm prompt. This form is the official opportunity for the nomination of officers of the club for the 2017/2018 club year and for the proposal of motions and award winners. Completed forms should be sent to the Hon Secretary at 21 Whitton Dene, Whitton, Hounslow, TW3 2JN by 28th January 2017. AGM correspondence need not be on this form, but must be legible and complete. In particular, all correspondence must contain the member's name and signature. **Please ensure that nominations for elected posts are with the consent of the nominee.** No correspondence affecting the business of the meeting will be accepted after 1st February 2017.

Whilst associate members are welcome to attend the AGM and stand for non-committee posts, it should be noted that only current full and honorary members may vote at the meeting or stand for committee posts.

Any member unable to make the AGM and wishing to nominate a proxy for the AGM in accordance with Rule 10 must notify the Hon Secretary in writing providing the name of the Full or Honorary member they wish to nominate as their proxy. Such notifications must be received by the Hon Secretary by 12th February 2017. These may be by post or via E-Mail to enquiries@ssmcc.co.uk.



Biker Thought for the Month ...

*If you want to be happy for a day, drink.
If you want to be happy for a year, marry.
If you want to be happy for a lifetime, ride a
motorcycle.*

Club days away in 2018!

Hi all,

2018 will be the 80th Anniversary of the Club, so I am planning some special events, outlined below:

- 1) **A weekend in Devon**, staying at The Park Hotel, 1 Taw Vale, Barnstable, EX32 9AE. Phone number for bookings: 01271 372166. Dates: Friday 18th and Saturday 19th May 2018. They have 48 rooms, all available at this time! You will need to book your own rooms. Open to SSMCC members only.
- 2) **Open afternoon at the Scheme** with tea, cake and games. Date: Saturday 23rd June 2018. Open to all current and ex- SSMCC members, past and current training scheme students and instructors, and their guests.
- 3) **Barbeque at Seaford**. Date: Saturday 2nd OR 9th July 2018 (TBC). Open to all current and ex- SSMCC members, past and current training scheme instructors, and their guests.
- 4) **A trip to Luxembourg**, staying at the Hotel Belle Vue, 3 Rue De la Gare, 9420 Vianden. Phone number for bookings: 00352 834127. Email: info@hotelbv.com. Dates: Tuesday 17th, Wednesday 18th and Thursday 19th July 2018. The area is near the Ardennes on the German Belgian border, remembered as the Battle of the Bulge. On writing this I have been in contact with Belle Vue and they have my booking in hand but are closed until the end of February. You will need to book your own travel arrangements and room. Open to SSMCC members only.
- 5) **80th Anniversary Club Party** at the National Physical Laboratory (NPL), Teddington. Date: Saturday 18th August 2018. Club house, food and music – price £25 per head. Drinks not included. Open to all current and ex- SSMCC members, past and current training scheme instructors, and their guests.

I do realise that a lot can happen in seventeen months, but these days you have to book a year in advance to get into places, so please make sure you book your hotel rooms and travel ASAP for the trips to Devon and Luxembourg.

If you have any questions, please contact me at john.mason001@btinternet.com, 07890 736355 or 01932 787937.

John Mason.

Government proposal to extend 1st MoT to 4 years

The annual MoT test has been around since 1960 and was brought about by the then Minister of Transport. Originally a simple check of lights, brakes and steering which only had to be carried out every 10 years. It's now an annual test for vehicles over three years old, and the government is looking to extend that to four years before cars and bikes have to undergo the test.

Westminster think that this move could save motorists £100 million a year while also bringing England, Wales and Scotland in line with Northern Ireland, where MoTs after four years have been the norm for some time. The Ministry of Transport believe that advances in technology during manufacture, coupled with improved vehicle safety systems have made riding and driving in the UK safer than ever. In the last decade, the number of three and four-year-old vehicles involved in accidents where a vehicle defect was a contributing factor has fallen by two thirds, from 155 in 2006 to just 57 in 2015.



<http://croydon-mot-tyres-servicing.com/wp-content/gallery/croydon/Motorcycle-Workshop.jpg>

Andrew Jones MP is one of people proposing to draft in these changes. He said: “We have some of the safest roads in the world and MoT tests play an important role in ensuring the standard of vehicles on our roads. New vehicles are much safer than they were 50 years ago, so it is only right we bring the MoT test up to date to help save motorists money where we can.”

To get some insight from an MoT inspector we spoke to Lee Stone, two and four wheeled MoT tester at Stones Garage in Coventry. “Personally, I think that the four year first MoT is a bad thing. Not so much from a business standpoint, yes we will miss a year's trade but that will even out again. Its more from a safety point of view. People already think the three-year new vehicle means they don't have to service their vehicle for three years. The amount of first MoT bikes and cars we see with excessive brake wear, wheels out of alignment and defective tyres is huge.”

According to the Driver and Vehicle Standards Agency the most common causes of MoT fails are simple to fix problems such as faulty bulbs and, as a rule, you should check items like this prior to the test. BikeSocial's guide “How to avoid an MoT fail” is a quick tool to help you and your bike prepare for the test and hopefully pass with flying colours [see following article. Ed.]

Subject to public consultation the new MoT rules could be in place for 2018. You can visit the official site [here](#) and to have your say, as a member of the public or as an MoT tester, click [here](#).

Taken from: https://www.bennetts.co.uk/bikesocial/news-and-views/news/2017/january/government-propose-extending-first-bike-mot-to-four-years?cid=sm_000001

How to avoid an MoT fail



One million motorbikes undergo the MoT test each year and each year 20% fail. We do better than car owners, where the failure rate is over 40%, but we could do better.

Here's how to avoid failure with our simple pre-MoT check routine.

Rules and Regulations

If you use a bike on the road without an MoT, you can be fined up to £1,000. In most cases, your insurance will be invalid.

The only times you can ride without an MoT is on the way to a pre-booked test or on the way to a place where the bike is booked in for repairs.

Top Causes of Failure*

- Lights and signaling – 10.8%
- Brakes – 5.2%
- Steering and suspension 4.5%
- Wheels and tyres –3.5%

*Figures supplied by the Department of Transport.



Clean it!

This should be your first step. Two reasons: 1) it gets you close to the bike so you can spot obvious problems, 2) It shows respect for the MoT tester. He's going to react better to a clean bike than to a filthy one.

What the Test Does Not Cover

The condition of the engine, clutch and gearbox are not tested, although related issues, like a failed gearbox shaft seal chucking oil over the back tyre, for example, could result in failure.

Frame

The tester will inspect the general condition of the frame to make sure it is free from corrosion, cracks, distortion and any other obvious damage affecting safe operation, so you need to do the same. Check that everything is securely tightened, mudguards, chain guards, footrests, handlebars, lights and so on. Also check that nothing fouls under suspension or steering movement.

Lights and Indicators

Everything must work and be securely attached. Check that both brakes operate the brake light. Number plate lights have to work. You must have a red coloured reflector fitted to the rear of the bike. If you've fitted a tail tidy and lost the original reflector, buy a screw-on or stick-on one and fit it to the bottom of the number plate.



A damaged indicator lens which allows white light to show when the unit is flashing means failure. If you cannot get hold of a new lens, a piece of insulating tape over the hole will do the trick. It blocks the white light, see.

Horn

It must be loud enough to be heard by another road user. It also needs to be electric. Only motorcycles first used before August 1973 may use a bulb horn. A single, continuous note is required. Gongs, bells and multi-tone horns are not allowed.

Steering and Suspension



Make a visual check first. Forks and rear suspension units must not be leaking fluid. Fork and rear unit action should be smooth. Handlebars and grips must be tight. With the front wheel off the ground, check that steering moves smoothly from lock to lock and that there is no play in the steering head bearings. Do this by grasping the forks securely and attempting to move them backwards and forwards. If you feel

movement, accompanied by a clunking noise in severe cases, the bearings need replacing or adjusting.

On full lock, there must be sufficient clearance between the handlebars and the bike so that no part your hands make contact with the bike.

With downward pressure off the swingarm, check that there is no side play, indicating worn bearings. N.B. It's impossible to do this with the rear wheel on the ground or with a rear paddock stand in place.

Wheels and Tyres

Spin each wheel to make sure it runs true. Buckled wheels are a fail as are wheels with dented rims or cracks. Check that the wheels are in alignment.

Make sure that the valves are not perished or damaged and check that your tyres are approved for road use, and have a minimum tread depth of 1mm across the entire area of the tread. Exposed cords or plies, lumps, bulges, tears and cuts longer than 25mm or 10% of the tyre section width (whichever is the greater), deep enough to reach the ply or cord mean failure. They must also be fitted correctly in terms of direction of rotation.

Brakes

A braking efficiency test carried out during the MoT tells if they are up to the job. What you need to do beforehand is check the condition of hydraulic hoses and, if applicable, operating cables. Check that cables and hoses are not kinked and are not capable of being trapped by the movement of the steering or the suspension. Also check brake fluid levels.

Exhausts

Don't get confused between Construction and Use regulations and MoT requirements. For the MoT, exhausts do not have to be e-marked, or carry a BS stamp. If you have a non-standard exhaust fitted, it must, in the tester's opinion, be no louder than a standard system. That's all. Testers will often put a note on the pass



certificate warning that the exhaust is noisy to cover themselves. Silencers marked Not For Road Use, or Race Use Only, or similar, will fail.

Fuel System

The petrol tank must be securely mounted. The tester will check the cap seal, so you should too. Check that no fuel is leaking from anywhere.

Number plates

Small number plates are an instant fail as are single line format number plates. Any type font apart from the standard one is not allowed.

Finally, make sure that the seat is not loose. That's a failure item too.

And that's your lot. Follow our guidelines and your bike will sail through. If you want to know exactly what the tester has to do, you can [download the 80 page manual here](#).

It's worth a read but if you prefer something [shorter, have a look here](#).

Happy testing.

Taken from: <https://www.bennetts.co.uk/bikesocial/news-and-views/advice/biking-tips/how-to-avoid-an-mot-fail>

Bits and bobs



John McGuinness and Guy Martin complete Honda Racing dream team

Honda Motor Europe is delighted to announce an exciting two-rider line-up for its 2017 Road Racing assault at the North West 200 and Isle of Man TT in the Superbike classes. Re-signing for the Honda Racing team is TT legend John McGuinness, who will be joined by Guy Martin on the all-new Honda CBR1000RR Fireblade SP2.

Making his return to racing after a year away, fan favourite Martin will form a formidable team with McGuinness and the brand new Fireblade SP2 on the roads. Martin has enjoyed huge success on the roads during his career securing wins at various races including the Ulster GP, Scarborough Gold Cup, Armoy, Cookstown and also the Southern 100. He has also stepped on the TT podium 15 times and will be chasing his elusive maiden TT win with the Honda Racing team.

Meanwhile, McGuinness will be looking to add to his impressive tally of 23 TT wins, and riding the new Fireblade SP2, will also be aiming to recapture his lap record which was broken during last year's race.

The Honda CBR1000RR Fireblade is the most successful 1000cc machine ever at the Isle of Man TT and Honda aims to add to its remarkable record with the new SP2 version, which is the ultimate expression of the Fireblade's *Next Stage Total Control* concept.

The SP2 is a road legal homologation special based on the Fireblade SP that is specifically developed for racing and features a revised cylinder head with larger valve sizes and lightweight Marchesini wheels for even greater performance.

The all-new Honda CBR1000RR Fireblade SP2 will make its road racing debut at the North West 200 in May.

Taken from: <https://guymartinracing.co.uk/john-mcguinness-guy-martin-complete-honda-racing-dream-team/>



Bike for sale



Yamaha YZF1000 R1
2004
89,000 miles
Full Service History
1 Lady owner from new
£1,600 ono

Contact: Sue Kolkowski
Mobile: 07887 551922

Small capacity bikes making a comeback!

Back in ye olden days of flared jeans, platform shoes and Slade bashing out 'Come on feel the noise' on the radio, there was a plethora of small capacity bikes on offer, from the learner legal 125 to 650 with all sizes in between. Some people pooh pooh the idea of a small bike but they probably haven't ridden a Yamaha LC 250, the original hooligan bike! Just when you relaxed and decided it was a mild mannered pussycat you hit the power band and a Tiger jumped out and tried to rip your arms off!



The grin factor was off the chart and all you wanted to do was make it do it again, the art was to keep it revving in that sweet spot whilst changing gear to get maximum oomph, not as easy as it sounds.

I owned a Suzuki GT185 back in the day and the sweet spot on that was only about 800 revs between 6,500 and 7,300 a complete bugger to keep there but so much fun trying.

Back to the plot; seem to have wandered into my misspent youth again, because of the new rider categories there was going to be a demand for mid range sized bikes and the Japanese were quick to bring out new models, especially Yamaha.



For all the future Valentino Rossi's the YZF-R3 would fit the bill, a 321cc twin cylinder for the princely sum of £5,099. I think as with the 125 market second hand machines will become more available as people move up to a full licence.



Here we have the MT-03 which is the naked version of the previous one, same cc and engine format but at a slightly lower price of £4,799



This is the MT-07 which again is a twin cylinder at 689cc which you can have with restriction to comply with the A2 licence rules. What form the restriction is I'm not sure and can it be bypassed? This will set you back £6,649.



This is the XSR 700 which is the same as the MT-07 but with more retro styling and ABS; curiously it comes in slightly cheaper at £6,599 even as it is promoted as a special edition.



This is the Honda CBR300R again a twin cylinder at 286cc with ABS coming in at a very reasonable £3,999. At a quick glance it could easily be mistaken for its bigger brother the CBR650.



Moving away from the pure road bike this is the CRF250L. This seems to be an off road competition bike with lights and indicators and why not. Its sports heritage is reflected in the price at £4,399 which is more than the CBR300 and that's got an extra cylinder!

Bet its fun to ride though!



The last offering from Honda is the CB500F which can be bought restricted for £5,299. Long overdue re styling and wavy discs too, nice!



The final selection is all Kawasaki. This is the very smart Ninja 300 looking every part the pocket superbike running in at £4,799, not sure about the matt paintwork though?



This is the little brother Ninja 250 with the same styling but with a lot cheaper price tag of £3,849.



Keeping with the Kawasaki tradition this is the baby Z250L, same as above but naked and coming in at £3,645.



Finally for those of a trailie nature the Versys X 300, with ABS and room for a sat nav you're all set for a mini adventure! The down side is at £5,149 it's the most expensive of the range.

All prices quoted in this article are recommended retail from the manufacture web sites, special offers and deals from dealers must always be looked for.

To finish on a personal note, for too long now bike size choice has been restricted from a 125 most people learn on to a whopping 600 which will scare the willies out of them when they pass. Love or hate the A2 licence restriction it's bred a new set of mid range bikes which have been lacking since the 80s. Diversity must be good for biking in general and I really must ride a few and report back, well somebody has to do it!

Snowy the elder.

Bar-None - not even Nortons!

Mention of *The Motor Cycle's* late Vic Willoughby in a recent 'Prattle' prompted **Simon Warner** to send us these recollections of both the Bar-None Motor Cycle Club and the Bar-One Motor Cycle and Racing Club, the latter with which Vic was involved.

The North Africa Campaign (June 10, 1940 to May 13, 1943) had a great influence on military motorcycle design and use. Articles published in *The Motor Cycle* and *Motor Cycling* during this period demonstrate the keen involvement of Service personnel - many of whom had been avid motorcycle riders and raced in their spare time - in the improvement and adaptation of their machines for local conditions ranging from rock-strewn mountainsides to torrid heat, rain and desert sands.

The lessons learned were clearly applied when, for example, developing the panel-tank, gaffer-fused Matchless G3-WO into the much-improved G3L with its telescopic forks, lighter weight and increased ground clearance.

Also evidenced by press articles both before and throughout the war was the widespread participation of Service personnel in competitive events that were considered fertile ground for promoting a useful riding technique.

With the eventual success of the North Africa Campaign, the military authorities now had the problem of gainfully

employing thousands of battle-hardened troops who might otherwise stagnate and contact their own divisions, and by the end of 1943 the formation of a wide variety of clubs, activities and events was being actively encouraged.

In this arena stepped a nucleus of enthusiasts with the idea of forming a motorcycle club that would become famous throughout the Middle East and was reported on by the press at home - the Bar-None Motor Cycle Club.

Anyone reading *Motorport in Baddisden - The Story of the Bar-None Motor Cycle Club*, could be led to believe that it was the principal, almost only, avenue for motorcycle sport under a Service umbrella. That absorbing history is, however, Cliff Gaskin's personal record of the birth and early history of Bar-None racing, so understandably curious on those particular events.

For a wider understanding of racing in the Services, a good read is Trevor Davies' excellent *Warzone Speedway - The Story of Armed Forces Racing*, which provides lots more detail relating to the Bar-None MCC, but also shows his extensive research into how speedway became an important recreation, diversion and entertainment for personnel whether as

participants or spectators.

Lots of information can be gleaned from these books about the innovative manner in which Service machines were modified and improved to make them more competitive.

The Bar-None Club started after an announcement was placed in the Egyptian Gazette announcing the intention of forming a motorcycle club and asking interested parties to come forward, and the aims and rules of the 'Bar-None Motor Cycle Racing Club' were drawn up at a meeting in Cairo in May 1944.

Discussions

At first, club activities were restricted to discussions, talks on motorcycles, engineering subjects and general motorsport, but soon moved on with the introduction of a trial event in October 1944.

Although not organised by the Bar-None Club, regular impromptu meetings also took place at the Royal Artillery depot at Alhama, east of Cairo. This point is important as it clearly demonstrates that the Bar-None Club was not the sole birthplace of organised motorcycle sport in Egypt - indeed, according to Cliff Gaskin, the first competitive practice rides for Bar-None members were due to the generosity of the RA members who freely shared their machines.

Subsequent major competitions organised under the Bar-None banner included hill climbs, a scramble, a cross-country and sand trials - desert speedway! By now, though, you might be wondering about the title of this article, 'Bar-None - not even Nortons'.

The Bar-None MCC had as a key intention that members could come from any Service and be of any rank, but why 'Bar-None' rather than some other name to announce the aim of equality?

Perhaps the answer lies in the Bar-One Motor Cycle and Racing Club, which was founded in Hayes, Middlesex, in late 1938. While its ethos was all about motorcycle racing, it set out specifically to bias the riders



On The Mountain, the 1952 former Clubman 77 winner, Vic Willoughby discusses the Gold Star he's riding

of Norton machines, and the following is quoted from an article about the club's history: "The racing scene was totally dominated by the Norton racing machines of the time, and the founders believed that any rider on a Norton would beat those members on other makes. The founders were in no way ashamed of this action as the name implies - Bar One (the Norton) - indeed Nortons were proud of the need to have devoted opposition."

Bar One's Wednesday evening club nights were at the Pear Tree Inn in Dawley Road, Hayes. Regular weekend runs were made to grass-track and scramble events, and in June 1939 three members gained their Gold Stars at the Brooklands circuit by lapping in excess of 100mph. V H (Vic) Willoughby, who went on to become a renowned Motor Cycle staffman, rode a 140cc Velocette, F R Talbot a 500cc Vincent-HRD and G E Gott a 490cc Vincent-HRD.

Bar One's Wednesday evening club nights were at the Pear Tree Inn in Dawley Road, Hayes. Regular weekend runs were made to grass-track and scramble events, and in June 1939 three members gained their Gold Stars at the Brooklands circuit by lapping in excess of 100mph. V H (Vic) Willoughby, who went on to become a renowned Motor Cycle staffman, rode a 140cc Velocette, F R Talbot a 500cc Vincent-HRD and G E Gott a 490cc Vincent-HRD.

Serious sportsmen

These men were certainly serious about their sport, and it is sad to now find that G Edgar Gott died at the age of 32 while practising for the 1946 Belgian Grand Prix.

Club meetings continued weekly throughout 1939 and most of 1940, but by later that year wartime constraints, including petrol rationing, meant that the meetings became restricted

to a monthly social. Unlike many clubs, the Bar-One survived until, in March 1946, its name was changed to the Southern Sporting Motorcycle Club. Records of the voting to resume the club's members were serving in the Forces. So, is there a connection between the Bar-One and Bar-None clubs? Are their titles too similar to be mere coincidences? Bar-One activities and achievements were regularly reported in *Motor Cycling* and *The Motor Cycle*, and both magazines were read widely by Servicemen throughout the war. Perhaps knowledge of why the Bar-One Club was so called influenced the naming of the Bar-None MCC - but there again, there might be no connection whatsoever.

The Southern Sporting Motorcycle Club's website is www.ssmcc.co.uk

Recommended reading

■ *Motorport in Baddisden - The Story of the Bar-None Motor Cycle Club*, by Cliff Gaskin, 2006. This self-published booklet is available from Cliff's son, Rob Gaskin, at rob.gaskin@btcc.co.uk

■ *Warzone Speedway - The Story of Armed Forces Racing*, published and written by Trevor Davies, 2009. ISBN 978-0-9538634-0-3



Right: The pyramids and crescent moon clearly identify the Egyptian origins of the Bar-None Motor Cycle Club.



Owner Phil Hodgkiss pushes off Vic Willoughby on the 1946 M.V. Velocette that was first home in a six-lap 'demo' race for postwar classic racers at Cadwell in September 1971.



In June 1939, Bar-One club member Vic Willoughby, who went on to become a noted staffman at The Motor Cycle, was one of three members to gain a Gold Star for lapping the Brooklands circuit at over 100mph - in his case on a 500cc Vincent! In that same year, he is seen in typical racing action.



Southern Sporting Motorcycle Club
preserving motorcycling since 1939

Formerly The Bar One Motor Cycle and Racing Club

Social Events, Road Runs, Competitions and DVSA authorised Learner CBT Training

bmf www.ssmcc.co.uk **ACU**

Aligned to the BMF and the SE Centre ACU

SSMCC Committee Minutes

Meeting held on 30th January 2017.

In Attendance:

Mick Wallace	Chairman
Chris Booker	Treasurer
Doug Chaney	Training Scheme Organiser
John Mason	PRO
Ian Slater	Club Captain
Heather Wallace	Social Secretary
Amoret Whitaker	Editor
Rob Wood	General Secretary

Meeting started at: 19:55

Apologies: None

Actions: Rob Wood still hasn't had a chance to check the website.

Minutes from the Last Meeting

The minutes from the last meeting were proposed by Heather Wallace and seconded by Rob Wood and were adopted without dissent.

Matters Arising

None

Correspondence

Correspondence from Mrs Mason regarding painting her house and the need for the painter to get through the garage to the back of the house. Ian Slater has moving some of the bikes to another venue whilst the work is being done. Approx a week.

Rob Wood had a query from the Environment Agency regarding a payment of £85. Chris Booker was able to confirm that it was a payment for members visit to the Thames Barrier organised by Tony Coe. Rob Wood will advise the Agency.

New Members

None.

Treasurer's Report

All members have paid Xmas do money.

Training Scheme

Doug Chaney advised that Richard Davidson will be unavailable for training due to a new job which means there are only 4 active CBT instructors and we have one trainee instructor.

Social Secretary's Report

Heather Wallace has nothing planned as yet.

John Mason has organised a Road Trial to be held on 23rd April.

John has also visited NPL to find out how much it would cost to hire for the next Club 80th Anniversary event. He would like to propose we hire the NPL club house for 18th August 2018. A deposit to NPL of £250 will be required. Ticket price will be £25 per head. Approx £1500 for booking of 100 people not including band. Ian Slater seconded the proposal. All AGREED without dissent.

Editors Report

Amoret Whitaker advised she had nothing to report.

Would welcome any articles or suggested topics for articles. Photos welcome too.

Captain's Report

Nothing to report.

Public Relations Officer's Report

John Mason nothing else to report.

Also wants to propose some dates for 2018 for the anniversary year.

May 18 & 19 2018 – Barnstable

July 17/18/19 2018 – Luxemburg

Hotel bookings will have to be made independently.

Chris Booker seconded the proposal. All AGREED

Any Other Business

Rob Wood advised we have renewed the BMF membership. It was a saga because their database had not been updated properly so they gave us a discount on membership.

Mick Wallace bought up the issue of the Training Scheme. Last year Rob Wood had been asked to suggest the longevity financially of the scheme and it appear the scheme could carry on for another year. Mick Wallace suggested that there is little resilience now in the scheme in relation to instructors due to other commitments, and that it is not fair to expect those involved to keep the scheme going.

John Mason asked Rob Wood if the committee are in the position to close the scheme.

Rob Wood suggested that it should be put to the full membership as to whether the scheme should close. It was also suggested by Rob Wood that a date in October should be the period to consider unless financially a date is required sooner.

Ian Slater suggested that all the current CBT/further training instructors should meet to discuss the scheme going forward. This would have to take place after the AGM.

A motion needs to be submitted for the AGM. Rob Wood has suggested that the motion should include possible winding up by October 2017 or before should circumstances dictate it, as this would give club members the opportunity to "step up to the plate".

Fixtures

15th February 2017 – AGM – Adelaide

Next meeting was proposed for 20th March 2017.

Thanks were expressed to Heather & Mick for their hospitality.

The meeting closed at 9.05pm

Caption competition

Winning caption:

I'm upper class. I'm middle class. I know my place!

Best of the rest:

If you ever get called to do a police line up, this is the way to do it! [The one in the middle did it, looks too cocky!]

The Usual Suspects.

Definitive proof that cake consumption and height are positively correlated.

The Good, the Bad and the Ugly (but not necessarily in that order!)



February's picture



Lorna and Andy, taken at the SSMCC Christmas Party in December 2016.

Send your suggested captions to me at: a.whitaker@nhm.ac.uk