

AGM Report

Chairman Peter J Ballard opened the meeting and Paul Codling agreed to take the minutes, secretary Tony Jones' clutch having failed somewhere up the M6 on his way down. Apologies for absence were recorded from Carl Booth, Phil and Gina Inman and the aforesaid unfortunate Tony Jones.

The proposal to approve the 2015 AGM minutes was made by Phil Whitney, seconded by Jim Turner and voted on as a true record.

Tony Jones' Secretary's report.

As last year I have been the main contact point for the club. I receive all emails directed to the club and either answer them or forward them as appropriate. This system seems to be working so far. I seem to have had more enquiries from members of the public than last year. Most of the outside enquiries have been machine dating related and have been forwarded to Peter Ballard.

I organised the 2016 East European Rally. I have also been on three tele programmes and have mentioned the COC as often as I could. Also I have attended several shows to display our bikes and promote the club.

I am prepared to stand again as Club Secretary.

Peter Ballard's Honorary President and Technical Advisor's report.

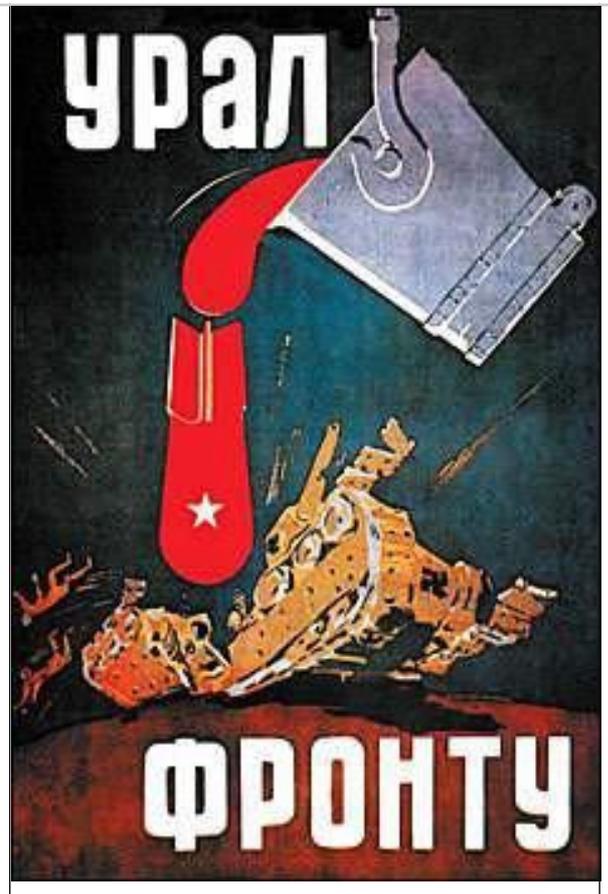
First some thanks; Tony for finding this site and of course the site in Lincolnshire for the East European Rally. On that matter, thanks to other committee especially Gina & Phil for their help at that event and finding such an inspirational speaker, though we did see a performance of the heckler of the year

As always I do feel honoured to be President of the club but am pleased that we manage to find such willing volunteers to run the show. The Club has changed over the years with so much more being done on-line, whether it is the Magazine, ordering parts, reaching decisions jointly - but it is good to actually get together and talk and point and prod at others' bikes.

Finally I am still working on my 1971 M63, a bike I have known since 1972 and the same model that I first owned in 1972, that's 44 years then!

The role of technical advisor is very much now creating Date Certificates to allow owners/importers to get Age Related Registrations for imported Soviet Motorcycles. This last 12 months I have created 44 Date Certs with 100% success rate with DVLA, albeit with a couple of resubmissions. I have also created a couple of letters for owners to get Historic 'Tax Free' status for their bikes as the 'Tax Free' year now rolls. Although the Date Certs are free to members we have been charging importers £15 a Date Cert even if they are members as this is a significant work load on the club and does cost money in terms of printing ink, paper/envelopes and postage.

I'm get very little in the way of requests for technical advise, barely a handful a year. I pass on requests for manuals to Dave Cox who provides a wide range of Riders, Repair and Parts manuals



for our bikes. Parts supply is still good, though some suppliers have lower quality and service standards than others.

I am willing to stand for office for the coming year, with no plans to 'retire'.

Dave Cox's Webmaster's report.

Web Site. I have secured the site from any potential hacking as best I can after the incident some time back. I have asked our web providers, VitualNames, for help and they have transferred our entire site to a more secure server with changes in the passwords etc. I had to make a few changes to the website but nothing that would notice to any viewers.

Content for the website is still almost non existent and so I do ask people to send me anything they have of interest to other members.

When new content is placed on the webpage, especially when the magazine is published the visits to our website increase dramatically. Not only on the magazine page but the site generally.

All photographs and videos are on the club's Flickr site where they are more secure and that makes our website a happier place without trying to store and sort through the pictures we do have.

I am always in the process of improving the website and have changed a few pages when time allows, this is generally done in the winter months.

Facebook Site. This has become very popular with many people around the world, the subjects are varied and not all with a motorcycle topic. I do look at most of the content when I can and have removed some that are potentially offensive.

There have been many friend's requests from various people which I would normally accept but I do first look at their Facebook pages to see what they publish and I would say 7 out of 10 I do reject.

Unfortunately I have banned a few people again this last year for placing some very strong political views on it which is not what our site is about.

I am willing to continue looking after the website.

Phil Inman's Treasurer's and Regalia Secretary's report.

Please see the attached (overleaf) Year End report, which gives a detailed breakdown of income and expenditure by category.

Our bank balance at Year End was £6087.40 compared with £4463.51 for Year End 2015.

Income amounted to £6480.40, coming once again almost exclusively from membership subscriptions. The provision of dating certificates generated income of £330.00 whilst regalia sales amounted to £281.39. In come from member subscriptions was broadly on a par with last year.

Expenditure amounted to £4856.10 compared with £3816.99 for the last year. The expenditure figure includes expenses for the Red Star Rally mounting to £2082.13. Disappointingly income from the rally was only £1275.33 resulting in an overall rally related loss to the club of £806.80. This was due to the lower than expected turnout, being around half that of the Red Star Rally held in 2012. Postage costs were £111.10 less than last year, since there has been one fewer postage top up for the franking machine during this financial year. This will most likely be balanced out by one extra top up in the next financial year. The other major area of expenditure, printing the club magazine, including printing of various Red Star Rally related items, fell from £1982.00 last year to

The club's income has exceeded expenditure by £1224.70, a highly satisfactory figure. Once again I make no recommendation for an increase in membership subscriptions.

Regalia sales have shown an increase this year. Regalia items have been taken to the two Stafford classic shows during the year and sales there have been better than previous years. Total regalia sales for the year of £281.39 exceeded costs of £57.30 by £224.09, a good result.

I am willing to continue as COC Treasurer next year, should that be the membership's wish.

Income.

Advertising £5.00, Dating certificates £330.00, Donations to COC £27.00, Membership Subscriptions £4510.84, Rallies £20.00, Red Star Rally 2016 £1275.33, Regalia sales £281.39, Stationary £30.84. Total income £6480.40

Expenses.

Equipment £208.64, Postage £667.57, Printing £1469.00, Rallies £30.00, Red Star Rally 2016 £2082.13, Regalia £57.30, Stationary £293.46, Website £48.00. Total expenses £4856.10.

Total excess of income over expenditure for the year £1624.30. Bank balance as at Year End = £6087.81 (Ye ha!!!)

Gina Inman's Membership Secretary's report.

During the course of the year 74 people have joined the club compared to 78 in the year 2014/15. Unfortunately, once again, there are still a significant number of people failing to renew their membership. Overall we have an increase in the membership of 3 from the previous year.

In my role as Membership Secretary I am also responsible for the distribution of Horizontal View.

There continues to be an increase in the numbers of members receiving their copies of Horizontal View by email. 92 people have now taken this option, 34 of which are new members. This indicates that the majority of people failing to renew are those receiving email copies. Some people are continuing to revert to the posted copy saying they have found they prefer to hold the copy and take it with them to read wherever they may be.

Should it be the will of the membership I am happy to continue in the role of Membership Secretary for a further year.

Membership numbers.

Year 2014/15 saw 278 paid up members and 24 honorary members making 302 in total. Year 2015/16 saw 282, 23 and 305 respectively. As you can see this is a slight increase in numbers from the previous year. One honorary member resigned his post within his own club and asked to stop receiving the magazine. His replacement was already in receipt of the magazine hence the drop of one.

A monthly breakdown of new members compared to renewed members reveals that in September 2015 there were 9 new and 16 renewed adding up to 25, in October there were 8 and 21 making 29 in all, for November the numbers are 4, 14 and 18, December's are 4, 14 and 18, January 2016 saw 1, 14, 15, February 5, 9, 14, March 8, 18, 26, April 9, 12, 21, May 6, 26, 32, June 5, 25, 30, July 8, 29, 37, August 7, 10, 17. The totals add up 74 and 208 making 282 in all.

Predictably there's a huge summer bulge in the statistics as with everything else motorcycle related..

Comrade Carl's missing Shows report.

As you know Carl Booth is our man with the stand who represents the club at the Stafford classic shows at both ends of the season, the Classic Festival at Donington in the middle of the year and the Manchester classic show too at least. Sometimes there are more.

He missed the Donington bash because his vital other responsibility is caring for his aging father but we still owe him for organising it. In fact we owe him pretty much permanently for taking ownership of the job of displaying the club which includes hiring a van, transporting the stand, the gazebo, the toxic smoke billowing building waste burner, the even more toxic "two stroke" spirit innocents and madmen for the consumption of, and dealing with all the relevant organising authorities.

I'm sure we mentioned this at the AGM but if we didn't we should have.....

Thank you Comrade Carl, you are indeed a worthy hero of our club. Well done mate!

Paul Codling's Editor of Horizontal View's report.

Editing our club's magazine takes about a week scratching round the internet for pictures and information on subjects mentioned in correspondence, trying to make it all fit together aesthetically and literally and reading it all through hundreds of times in search of mistakes. I use an ancient version of Microsoft's publisher which because of Microsoft's relentless drive for profit at the expense of establishing quality is much superior to later versions and therefore priceless!



I really only have time to produce a magazine every two months even though I think it's important as the only obvious perceived value for subscription money most members see. It must be said that most of the club is entirely passive and as Dave Cox has discovered with the website, any magazine contributions are precious and gratefully received with thanks! It might be helpful to point out that club members are likely to be as interesting as their motorcycles and if anyone wants to write up an adventure, even if they had to endure it on a motorcycle of inferior manufacture, I'll happily fit it in.

Personally I would like to see more technical stuff even if it isn't precisely technical. Perhaps the reason for most of the club's inactivity is the large proportion of not yet rideable projects we're involved in. Progress reports I'm sure are just as much fun as eventual results because with Russian motorcycles the journey certainly is the destination!

Thistleprint, our new printers run by motorcycle enthusiast Steve Thistleton, after approaching us with an offer we couldn't refuse, turn the magazine from .pdf into paper with blistering speed and even point out glaring errors while doing so! Believe it or not these sometimes are some.

In order not to mirror the content of the website and because of the normal sparse contributions, there is sometimes a tendency for the magazine to take on quite a personal tone if I find myself tending to write parts of it rather than simply editing. I'm aware that this happens and if anyone wants to object I'll prevent it instantly, providing I have enough contributions to fill in the space.

Election of the Committee.

The club's thanks to the entire committee was expressed by the meeting's vote to re-elect them all together. This was proposed by David Greenwood and seconded by Mike Pullen.

Proposals from members.

These degenerated into informal conversation prompted by Paul Codling remembering interesting topics featured in the magazine rather than official voting. The possibility of changing the club logo was raised at the 2015 AGM and reported in Horizontal View. All those present this year were familiar with the designs put forward by Nick Beech, Mike Stevens, Andrew Kinnear and Dave Cox published in the magazine. Paul Codling made sure the whole club appreciated their efforts and said he found it interesting to discover what a more modern design might look like.

However The Cossack Owner's Club, historically joined at the hip to the monolithic industrial dictatorship responsible for our beloved Soviet era imagery, felt that the existing logo represented a continuity we should keep. Peter Ballard summed up the meeting's feelings by pointing out that we were known that way. Phil Whitney suggested that only if someone came up with something truly inspiring would we abandon IMZ's dear old factory badge, taking us out where we came in. Should we replace the club logo? Not yet then!

Horizontal View has also featured some discussion on the wisdom of creating a register of frame, engine and registration numbers to facilitate the future registration of projects impaired by lost paperwork. It's getting harder by the minute to register old vehicles and recovering original registrations where possible is a helpful stroke of luck. The club has made an initial, confused attempt to instigate a register but it really needs someone to take ownership of the idea and organise it if it's going to be worthwhile. As magazine editor Paul Codling said he was in the best position to promote the idea and would do this. He asked the club to be patient and accept that his life is rammed solid with commitments elsewhere and it might take some time! The meeting agreed it was worth doing but was anxious to make sure supplying information would be on a volunteer basis only. Of course!!

2017 AGM venue and date.

The meeting agreed the AGM should be held at this time of year but the exact date wasn't possible to arrange without knowing where it might be held. "Not here!" was the consensus, the club having shared the venue with a birthday, hand fasting, welcome home party which thundered all night until sunrise. Peter Ballard said he'd check the availability of the Three Magpies after the possible restoration of it's camping licence after new management. As ever, somewhere in the middle of the country would be nice. Keep your eyes peeled members and let the committee know if you find somewhere good.

Any other business.

After Phil's treasurer's report was read out the meeting resolved to discuss later what to do with the big pot of money the club is collecting. Paul Codling, also a member of the Jawa/CZ club, mentioned that this club has saved up significantly more in order to buy a stash of parts from a

dealer they expect to cease trading soon. Similar stashes of Russian parts are sometimes brought to our attention, particularly at the shows. In 2015 a couple of likely looking entrepreneurs approached Tony Jones at Stafford to tell him they had a barn full of Dnepr parts including engines, gearboxes, wheels, forks and so on they wanted to sell as a complete lot. No they wouldn't split it.

Tony pointed out then, and Peter Ballard did likewise at the meeting that the reason they wouldn't split the parts was because of the mighty investment in time necessary to sort them out, list and price them. The question of whether we should make club funds available to purchase stashes of parts like these for the club is a good idea or not depends on balancing the secure availability of real Russian quality (!) compared to the Chinese crap sold on line with some poor soul's willingness to manage it. The meeting thought it was basically a good idea but would need a volunteer to come forward.

On the subject of volunteers, it was noticed that the grand days out instigated by Peter Barker had dropped off the club radar after a promising start the first year. The point had been that a single day out within easy reach of home with starting points conveniently spread around the country meant no one needed to camp as they would have for a rally. While still giving us an excuse to go for a ride on our precariously reliable Russian motorcycles. Peter Ballard said he didn't fancy the discomfort of camping these days and sympathised with others who felt the same, which our aging membership seems to.

Anyone is at liberty to organise a ride out and it was felt that the question of insurance wouldn't be a problem on a personal level. Fancy meeting a few like minded souls? The meeting couldn't see why members posting their intentions well in advance in the magazine shouldn't yield a few adventures and further a community spirit in the club.

Since the AGM.

At the last Stafford show, one of the club's other traditional meeting places, Phil Inman threw into conversation on the stand the question, not resolved at the AGM, of finding a worthy use for our money. Suggestions to the committee please, contact details in the politburo box on page 2.

Tony Jones' campervan caused even more trouble and at present is stuck in Germany with turbo failure. Normally he brings in it the club party tent, gas fired barbeque and tea making facilities including the tea and most of the food! He commented then that the trips to club events like Stafford and the AGM cost him around £150. At Stafford this year, as at the AGM, the Tony Jones rally hub was sorely missed by those of us who rely on it even if it's just to hide from the rain!

Comrade Carl steadfastly refuses to accept reimbursement from club funds for the expense he incurs when running the shows. If Tony accepted some for the contribution he makes to our weekends out, Carls position might be more flexible. Should we pay them both? Phil and Gina Inman and Paul Codling think so. More discussion please.....

Your magazine editor feels guilty, but not guilty enough to stop him, of including in the magazine the odd image celebrating the beauty of the female form. Usually these have some motorcycle content in order to make them excusably relevant but we all know such an excuse is a flimsy one at best. To preserve something like good taste the pictures are small and few. Our bikes are children of the seventies of course when things were different and Coburn and Hughes could sell Moto Guzzis with Miss "long legged and easy to live with" draped over them. The Guzzi club's video display just down the balcony from us at Stafford reminded us of her dusky latin grace all weekend.

Someone asked that if the pictures couldn't be bigger, could they please be of a high enough resolution to enable them to be blown up and enjoyed as their producers intended! Is 110KB enough Phil Rushworth? At the risk of causing a hurricane force PC storm google Zettai Ryouiki and please yourself.

絶対領域!!!

