



Winter wonderland

SOUTH CHESHIRE ADVANCED MOTORCYCLISTS SCAM Chronicles, March 2025

<https://www.southcheshiream.org.uk>

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Publication is quarterly or sooner depending on the volume of material available.



News and Diary Dates

Keep abreast of upcoming activities and dates by regularly checking the Facebook page of the South Cheshire Advanced Motorcyclists Group.

Committee meetings

16 January 2025 at Warmingham Village Hall, CW11 3QL at 7.30pm. All members are welcome to attend and observe or, if you wish, to join the committee.

Social Rides every:

Sunday 10.00am Co-ordinated by Dave Coomber (01270569439)

Meet at Shavington Costa, Jack Mills Way.

Tuesday 9.30am Coffee and Ride, meeting at Costa, Jack Mills Way, Shavington, Crewe. Co-ordinated by Howard (howard.payne163@gmail.com). Come for coffee and a chat even if you are not riding.

Forthcoming Social Events

Socials: Social second Monday in the month meetings recommenced on 10 February at the Duke of Gloucester and will continue until further notice.

Big event – Friday 21 February 2025: Steve Parrish, former bike racer, commentator and raconteur will be coming to entertain us. 19.00h, Sandbach Rugby Club. Tickets £30 including a pie, chips and peas supper. All profit will be donated to the national biker mental health charity mhmotorbike.com. For last minute tickets contact Howard, still some availability.

Triumph Factory Tour – 12 March 2025. £30 a ticket. A few places are left. Contact Howard if you are interested.

AGM, Supper and Presentation evening – 3 April, 7.00pm Market Tavern, Sandbach. Please mail Howard if you are going. Official details of the AGM are attached as Appendix 1. Have no fear, the AGM process will be swift and painless.

howard.payne163@gmail.com

Chris Steel Memorial Ride – 1 June 2025, provisional start 9.00am, Shavington Costa. Co-ordinated by Dave Coomber



Look smart! Embroidered SCAM leisure wear.

<https://customsportskit.co.uk/other-clubs/south-cheshire-advanced-motorcyclists/>

Editorial

Why has the SCAM newsletter been renamed the SCAM Chronicles? The reason is because we have introduced a **monthly news sheet** to keep you in touch with imminent and forthcoming events. To prevent any confusion between a news sheet and a newsletter, the newsletter is now the SCAM Chronicles which will be published only when sufficient material becomes available which depends on you, the contributors. However, my intent is to publish the **Chronicles at least quarterly** come what may. I am sure that is now as clear as manure.

Winter will soon give way to Spring although the seasonal transitions are becoming less distinct and the weather more variable and extreme especially in respect of storm events. Despite all the uncertainty and variability, there have been relatively few days when motorcycling might have been considered unduly hazardous. Tuesday rides have kept going other than in persistent heavy rain and during seasonal holidays.

The year 2024 was provisionally the fourth warmest on record for the UK, with a mean temperature of 9.78°C, which is 0.64°C above the 1991-2020 average. All top ten warmest years have been recorded since 2000, underscoring a clear warming trend. We might, therefore expect this trend to continue. Remember, that any increase in mean temperature will lead to increased rain - a warming atmosphere can carry more water vapour. So, for the rest of the year, the only requirement for motorcycling is to have effective waterproofs available; I keep a pair of waterproof trousers in my top box. As soon as I put them on, the sun is virtually guaranteed to shine.

Chairman's Report

As the calendar flips to a brand-new year, it's time to fuel up for another epic ride. The open road stretches before us, filled with endless opportunities to rev our engines, take new turns, and maybe even pop a few metaphorical wheelies



[we discourage this behaviour]. There's nothing like the roar of adventure in the air, and I can't wait to kickstand up and see where the road takes us next.

This year, let's make every ride count. Whether it's carving through your favourite twisty backroads, cruising the scenic M6, or simply soaking up the camaraderie at a pit stop. 2025 promises to be a full-throttle experience. There's something about the freedom of the riding and the bond we share as a group that keeps the rubber side down and the spirits high.

Let's not just ride; let's ride with purpose. Let's seek out the hidden gems, the jaw-dropping vistas, and those greasy spoon cafes where the coffee is hot and the stories flow faster than our bikes on an IAM skills day. New year, new destinations, same shared passion for the ride—it doesn't get much better than that.

So, here's to more miles, more memories, and more adventures that leave us grinning like we just hit a stretch of freshly paved tarmac. Grab your gear, check your mirrors, and let's make 2025 the year we lean into the curves and keep the throttle positive. The road is calling, and we've got places to be and tales to tell.

Don't forget the presentation, AGM and supper evening at the Market Tavern in Sandbach on the 3 April. Please support your committee and club by attending what promises to be a jolly evening. Look forward to seeing you all there.

Ride smartly, ride safely.

Neil Jewell

Features

Howard's Rant

One Tuesday coffee & ride morning our club action man, vice chairman, editor, aviator, and former skiing instructor, suggested I write an article about having a



rant! You can imagine I thought, “why me?” This suggestion was quickly backed up by “that is a good idea.” I sat back, had a think, and concluded it must be a compliment to be considered qualified in this subject. Well, I had no idea why they should think it was a suitable subject for me!

So, this is me ranting about a few subjects that come to mind.

I shall start by blaming my father who in later life was trying to speak to a company on the telephone and was getting frustrated by having to press button after button when eventually I heard him blast out, ***are you a human being?*** Well, as time has moved on and I find myself at the age my father was when he came out with that statement, I now realise that I am similarly qualified.

My latest rant is ***chatbots*** anything to save money by reducing staff numbers. Frustrating and modern I suppose “AI” which seriously gets me wound up when the question or problem you want fixing is never ever on their list. Believe it or not, I am patient. However, the greatest skill to have in these situations, when you eventually actual speak to a human being, is to make sure the human being knows you are a bit deaf and you have great difficulty understand accents. If you ask to whom am I speaking and the answer is David Beckham, then you know they are somewhere else in the world. Getting them to speak slowly is a start. Now one word at a time please. If this fails, I find it best to click the button “you want to cancel or leave” this often gets you a UK connection. Remember Marigold Hotel film. Above all, be very polite and courteous as this is the moment for no rants if you want to get a good outcome.

Now moving on to a subject dear to us all, ***warranty on new motorcycles***, or more to the point what we as owners expect, and what the manufacturers actually cover and what they don’t cover. The first excuse is, you have been riding your bike therefore it is “wear & tear.” Next is the bodywork! Now at a very early age before my teens I learned that the point of painting something is to protect the material underneath from damage of any sort. Now the paint on your car may get a few stone chips whereas the paint on the front of a motorcycle engine just disappears in the blink of an eye! Why? Because the painting method and products they use are not fit for purpose. If it was painted



correctly the problem would disappear. However, it is the manufacturer who is getting away with shoddy quality workmanship but they try and make it our problem because we actually ride the bike!!!

My most recent rant is that **motorcycle batteries** are now only guaranteed for 12 months, even when the bike is still under manufacturers' 2-year warranty as I have just found out to my cost. Having had motorcycles on and off since 1963 and never replaced a battery, it seems we are going backwards with motorcycle batteries when every other type of battery lasts longer now than before. Let's have batteries which are actually up to the job.

For this edition, my final rant is servicing or, more accurately, **valve clearance checking**. Why on earth do we have to check the valves on a motorcycle engine and never on your car? Well, the reason, or more to the point excuse, is motorcycle engines rev more highly! Therefore, they need checking - what a load of bovine manure. Let's look at the facts. The camshaft turns it meets with a shim the other side of the shim meets the valve. Between these there must be a gap for expansion. This gap must be checked because they say so. If it is the correct size of gap when the bike leaves the factory it should never require adjusting or even checking until it has covered say 50,000 miles in my book. If they are unwilling to use metal that is not going to wear away, in my bike's case they recommend 14,500 miles, then it is just a ploy to increase service cost to make up for the miserable discount our dealers get. It is time for self-adjusting valves.

Off course there are those who may suggest going electric! I know, let's have a jet engine. Here endeth the first '**rants are us**'. If you have enjoyed this article, please feel free to participate.

Ride safely,

Mr Tuesday.



Blast from the past

Extract from The Guardian November 29, 2001: Four bikers travelled over 2,000 miles between them to raise money for Leighton Hospital's Neonatal Intensive Care Unit. The group took part in the National Advanced Motorcyclists' Rally, which began at Whitchurch and went as far as Worcestershire before finally finishing in Warwickshire. The gruelling course measured just over 500 miles and the four bikers, Chris Steel, Derek Grey, John Brady and Dave Coomber, all had to visit various checkpoints on route. An amazing £1,200 was raised in sponsorship and this has now been used to buy an infusion pump for the unit at Leighton. Four-week-old baby Ellie Wallis was born nine weeks early and was on



hand with mother Karen to meet the bikers when they came down to look at the new pump.

Pictured left are Leighton Ward Sister Melanie Whalley, with mother Karen and young Ellie Wallis alongside three of the four fundraising motorcyclists, Chris Steel, John Brady and Dave Coomber.

Dave Coomber

Rideouts

Cold Roads, Warm Welcome.

The first ride of the year. Three of us. Richard, Dave, and me. The bikes were ready. The roads were not (see frontispiece).

We headed for the Peak District. The sky was grey. The air bit through seven layers. Four degrees colder up there. Snow clung to the edges of the road. Ice in the shadows.



We rode slowly. Carefully. The bikes burbled beneath us, steady and sure. The cold seeped through layers. Fingers stiffened. Breath fogged in the air.

The plan was long. The weather sent us on a shorter circuit. The Old Smithy in Monyash was a beacon. No light in the windows, but the smell of bacon frying pulled us in. The mugs were thick. Full of tea. Steam rose in curls.

Inside, the chill fell away. The service was sharp. The food was good. Skilled menu well presented. Honest. A sanctuary.

We sat. Ate. Drank. Talked of the ride.

After. We rode back gingerly along the 515 out of Monyash through Longnor. The roads were slick. The bikes steady.

Lessons? Have a decent caff in mind before you start. A decent stop can cushion a tough ride.

Ed Liptrot

Footnote: The Old Smithy, a benchmark caff...?

Mouse Mission to Holyhead

The forecast was for cold and bleak conditions but I thought the strong wind would dry the roads, which it did until the rain started. I joined the A5 at Llangollen and the route was blessed by little traffic to Betws y Coed and beyond. The lowest ambient was 3.5 deg C, the road surface temperature unknown but there were only a few tail twitches courtesy of local farm machinery. Six top layers and three leg layers successfully kept out the cold. Rhug Estate lured me in for facilities, coffee and croissant. Interestingly, the indoor cafe was serving a full winter breakfast which I steadfastly resisted. The wonderful bendy route to Bangor was to be savoured followed by the open, wind battered thrash over Anglesey to Valley and onto my mission target, my son's caravan, which was being enjoyed by a few mice. Another poor creature had met its end. Remaining potential entry points were packed with wire wool which would be hopefully interpreted by the mouse fraternity as an invitation to move elsewhere. Lunch



was a chunky Rhug apple and sausage roll. A rest, a thorough internal inspection of the holiday home, and I was back in the saddle for the coastal expressway and a strengthening wind. I routed home via Chester with a Starbuck's break on the way. The last half hour was in the dark, reminding me that the headlamps are not as functional as I would like. Nevertheless, a most enjoyable ride much more satisfying than using the car.

Editor

Bike backdrop photo competition

The 2024 bike backdrop photo competition was initially met with a deluge of apathy but the lure of a spectacular award subsequently attracted a deluge of magnificent entries. The winning photo will be selected by an independent panel of judges and will be announced at the annual presentation and AGM evening on 3 April.

The entries are shown in Appendix 2 for your delectation.

International Adventures

A proposed SCAM expedition to France 2025

Following on the success of our Isle of Man Adventures in 2024, a few of us have decided to have another adventure and you are welcome to come along.

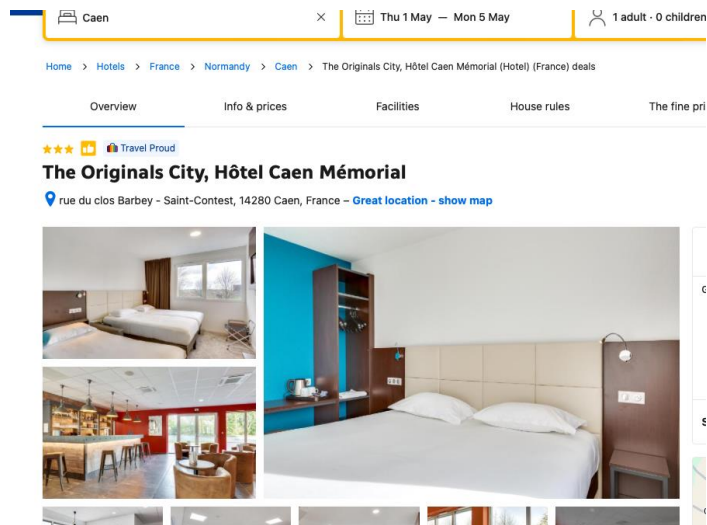
The dates have been chosen to reduce the amount of time needed to take off work. Thursday afternoon 1st May 2025 until Monday 5th May 2025. ie May Bank Holiday weekend.

There are two options for getting there and back.





Ferry Portsmouth – Caen or Eurotunnel le Shuttle both ways, or a mix.



The plan is to base the team in Caen, at the Hotel Originals City or close by so we can find the local health clubs in the evening together.

The routes and hotel are all taken for Simon Weir website, and in his Bikers Europe book.

As an example, I am planning to take the overnight ferry and return via the tunnel, that way I do not have to leave Cheshire until around 4pm Thursday and will get home 9pm on the Monday. This will give me chance to explore all the options.

Initial plan:

- Friday: Cherbourg Route.
- Saturday: Main Event- The Normandy Beaches
- Sunday: Mont St Michel
- Monday: Caen to the Tunnel.



But it is your trip so feel free to adapt and mix. I would like it if we could all do the beaches together but that is just my thought. This is about some great rides, hopefully good weather and once out of England, less traffic.

Cost will depend on when you book and whether you share with a mate or go single all the way.

Example cost as of 24th Nov

Ferry: Single £63.50 plus optional Cabin £83 (4 berth, cheapest cabin but allows sharing option, only needed for an overnight crossing) each way. Early bird Saver.



Tunnel: Folkestone to Calais Friday 2nd May with late morning train @ £ 50

Calais to Folkestone Monday 5th May with mid-afternoon train @ £65

Hotel: 3 nights (Fri -Mon) £270; 2 nights (Sat- Mon) £200

Depending on the choice of routes and duration the estimated cost is £385-£460 plus fuel and incidentals.

Please let me know by email if you are interested or have any queries.

Amgralton1989@gmail.com



A Winter Wonderland

Canary Motorcycle tour Nov - Dec 24

Last year started with me off the bike for three months following a flare up of a chronic condition. Up until September I had been told to prepare for surgery later in the year which would've meant another prolonged absence. As I recovered, I decided to make the most of the year, and in addition to the three bike tours I had planned before the flare up, I added another big (7days) and 3 smaller (3 days) trips. After confirmation I wasn't going to need the surgery, I spent the last of my family's patience and signed up for 7 days with Canary Motorcycles Tours and Bruce Smart (aka Teapotone).

While it was possible to rent biking gear from CM tours, I chose to take my own as we were going to be riding 6 days out of the 7. However, I've never flown out with my bike gear so I asked those that had. I then completed the necessary documentation and provided copies of: Passport, Driving Licence, Travel insurance (Motorbike +125cc) and disclaimer, and went to the internet to book my Euros and flights.



Choosing a flight was relatively simple. Manchester was the only northern option and I didn't fancy trudging to any of the London airports. Budget flights were limited to EasyJet or Jet 2 and EasyJet was the cheapest. Although for the price of my hand luggage (small) and hold luggage I could've bought all three seats in my row 😊. Unfortunately, I also found out that Manchester Airport Parking charge for bikes the same as cars. As they use number plate recognition it wasn't worth the risk so I chose Meet and Greet, which was still cheaper than the luggage!



The key things I found out were, your Helmet is counted as Personal Protective Equipment, so doesn't count as luggage. Although one tip is to check in and board early to make sure of capacity in the overhead bins. I was fortunate but others on the trip talked about nursing their kit on their lap for the four hours flight.

All batteries had to be in hand luggage so I choose the small option and it was fine. I also took hold luggage on advice but on reflection I think if I'd put up with wearing my biking gear (armoured hoodie, jeans and boots) for the flight I could've got away with just hand luggage (large size).

Final tip: use a roll top bag. My 70litre roll top bag was the first item offloaded on to the baggage carousel, both ways. When I walked out of the customs, Joy, one of the owners of CM tours was there to drive me to the hotel Gran Hotel Vecindario Aeropuerto, 10-15 mins away, 4-star, bed & breakfast all included in the price.

After a first night drinks at the hotel bar while the whole party arrived (9 in total) the rest of the days fell into a typical routine. After breakfast we met up at the front of the hotel to walk to the CM tours garage (10 mins away), chose which bike to use, and we would be off just after 9 am, usually returning after 5 pm.

CM tours had over 20 bikes and normally had 2-3 groups going out each day; each group was given a starting time (ours was 9am).



Each day we would be led by a guide, one of three, Martin (Joy's husband and founder of CM tours), Jose (local, and avid biker R1200GS with 250K+) and Nige (Retired Fireman and manager of Martin's bike training school in Manchester).

Some of the lads chose one bike and stuck with it. I had a different bike each day although on a couple of the days I chose a different bike of the same model, Honda 750X, Honda 750x DCT, Suzuki V-Strom 650.



Each day the ride would head out of town to the petrol station where the guide filled up and paid for the fuel and then we set off into the island. We had two coffee stops (mid-morning and afternoon) and a lunch break. I guess we averaged 5-6 hours a day riding.

On returning to the unit, we walked back to the hotel, usual meeting up at 7.30pm for a few drinks before heading into town to find food and experience the cultural side of Gran Canaria. The majority headed back to hotel for one last drink before midnight. I can see why they normally have a rest day planned in, but not on this one.

By far the biggest highlight was the 32 hairpins, on the 6th day. We all voted to repeat this section, it was awesome.

In the main I would describe the whole



week's riding as more technical than the fast flowing that I've experienced on other Spanish tours, but it was none the less an



excellent way to sharpen the skills and dust off any cobwebs.

The GC 200, old road again was a favourite with a good combination of tight and flowing curves, especially if you avoid the new sections being built, tunnelling through the cliffs.

The opportunity to ride six different bikes of two models made me realise that small differences can make a big difference. While all the bikes were well maintained and fairly new, you could feel the difference with clutch and brakes. Even the difference between two DCTs was chalk and cheese. Finally, while none of the group rode these bikes at home, we all agreed for the types of road and challenges faced they were just right. Even the “GS W***ers”, the majority of the group, agreed.

The final highlight was the weather. It was the end of Nov early Dec, and I was wearing my summer gear. By the end of the week it has seen so much sweat I wish I had brought two set of hoodie and jeans. We didn't see any rain, although riding up through the mountains we did ride through cloud but once above, the sights were amazing.



On reflection, I can't think of a better way to keep your skills up over the winter period. I know we all know or maybe even consider ourselves all-year bikers. However, even then we must adapt to the conditions. During my stay the tarmac was always dry and warm, the light bright and, except for the odd cloud, visibility excellent. I am definitely considering returning next year.





Group dynamics, like all group tours, come into play. You can choose to have your own time or join in. By the end of the week, I could tell which lads had had enough of each other's company, which is the norm. What I am not totally happy to admit is that I was shocked by a couple of the lads' riding standards. One was so bad I couldn't ride behind him as it was too scary. It got to the point that after failing to take on board a few constructive comments, Bruce told the lad if he continued to ride like that he would die! Full of excuses it seemed to make no difference. However, the following day he significantly improved, primarily by slowing down, the lads told me.

In summary, I would whole heartily advise anyone considering a CM Tour to take it, they won't be disappointed. Personally, if I was going to go back to Gran Canaria I wouldn't hesitate to go back to CM tours. I was advised that of the other islands, only Tenerife and La Gomera are worth riding on, which leads me to consider going to Tenerife next year, hiring a bike for 3-4 days and spending the rest of the holiday by the pool.

Andy Gralton

Many thanks to this month's contributors. Please keep writing about your adventures and misadventures!

Editor: david@creedy.net



Appendix 1. AGM documents

Minutes of the Thirtieth Annual General Meeting of The South Cheshire Advanced Motorcycles on 25th March 2024. The Duke of Gloucester, Crewe

Members present at meeting:	
See attached attendance register	

1.	Apologies: Phill Hamilton Ian Cunningham
2.	Minutes of the 2023 AGM [Resolution 1] Proposed: Howard Payne Seconded: Chris Steel
3.	Matters Arising There were no matters arising from the minutes of the 2023 AGM
4.	<p>Chairman’s Report – Phill Hamilton <u>Chairman’s Annual Report 2023/2024</u></p> <p>I thought (hoped) that my last chairman’s ramblings would be my final one before handing over the reins to the newly elected Group Chair but no it wasn’t to be! However, you’ll be glad to know that this is definitely my final report!</p> <p>Spring is in the air and it’s all go as we prepare for the Spring Course. Induction night is arranged, new shorter routes – the intention is to make the session more concentrated rather than riding for miles and miles between briefings, new Observers trained and existing Observers briefed and ready for action! I believe we have around 12 Associates on this first Advanced Rider Course – so an excellent start to the year.</p> <p>Don’t forget to put in your diaries the Clubs 25th AGM & Presentation Night on Monday 25th March 2024. Free and bountiful refreshments will be served!</p> <p>There also an unofficial club trip to the Isle of Man leaving on Friday 12th April and returning on the Sunday afternoon via Liverpool. If you would like</p>



5.	<p>to join us you are more than welcome. We're all booked into The Sefton Hotel Douglas. Thanks to Andy Gralton for organising.</p> <p>I've decided that I will no longer remain on the committee due to the travelling time to the meetings etc, but I would like to wish all of the newly elected committee members every success in 2024. I will remain as an Observer and look forward to catching up with you all on the group training sessions.</p> <p>Safe Riding.</p> <p>Chief Observers Report - Neil Jewell</p> <p>Chief Observers Annual Report 2022/2023</p> <p>Another exhilarating year zooming down the road with our group, and I want to extend a roaring thank you to all the avid riders who generously volunteered their time to work with 12 eager associates, guiding them into the elite ranks of IAM membership.</p> <p>In our quest for perfection, last year we embraced the 1-2-1 observation system, a daring manoeuvre that challenged both associates and observers alike. While the feedback was mixed, we're revving up for another round of growth this year, shifting gears back to a group delivery style with the option for personalised 1-2-1 sessions for those who thrive on individualised attention.</p> <p>Revving up the engines for our Spring Course in March, we're thrilled to welcome 3 new associates, Bringing the total number of Spring Course participants to an impressive 11.</p> <p>With the winds of change blowing in, the IAM is waving goodbye to the position of Local Observer come March 2025. But fear not, all our local observer legends have been given the green light to rev up their engines toward the National Observer qualification before the clock strikes midnight. Kudos to our dedicated team, as 2023 has seen a flurry of upskilling with 16 out of 20 Observers now proudly wearing the National Observer badge, with 8 earning their stripes this year alone. And let's give a thunderous round of applause to Pete Matheson and Richard Downes for igniting the passion in our future four Observer stars with their top-notch in-house training.</p> <p>Last year, under the guidance of our former Chief Observer turned ASDM, Dave Cox, we roared onto the scene with Cheshire Police, lending our expertise to their Bike Safe courses. This thrilling collaboration continues to</p>
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	<p>gain traction, with 10 Observers from Cheshire hitting the road to spread the joy of safe riding. The official launch is just around the corner, with the first sessions revving up in April.</p> <p>As we navigate the twists and turns of our journey, our group stats proudly boast a solid 10% of Membership sporting a F1RST grade. Let's rally the troops and encourage every member to rev up their engines for a re-evaluation of their skills, with the support of our esteemed National Observers by their side, aiming to cruise towards that coveted F1RST grade once again.</p>
6.	<p>Treasurer's Report, year 2023 accounts –Andrew Gralton</p> <p>In 2023, SCAM account received a total of £3143.14 credit, and spent a total of £3055.71 debit, a net credit of £87.43. Our closing balance of 2023 was £5,306.05 while our opening balance was £5218.62.</p> <p>There were three sources of income in the year:</p> <ul style="list-style-type: none">• Membership subscriptions: £1217.50• IAM Course contribution: £1022.00• Social Events (Xmas meal): £743.64 <p>Please note this year we took a different approach to the Xmas meal where attendees paid the club and the club paid the event. Initial feedback of this method was positive</p> <p>Both our Income/Expenditure can be seen in Fig1 and Table 1. For Fig one I have grouped expenditure into key themes:</p> <ul style="list-style-type: none">• SCAM training support (vests, training costs, equipment)• Social (Xmas meal)• IAM Insurance and IAM meetings• SCAM Website <p>We continue to focus our expenditure on the promotion of safe riding and training and increasing our social events.</p>

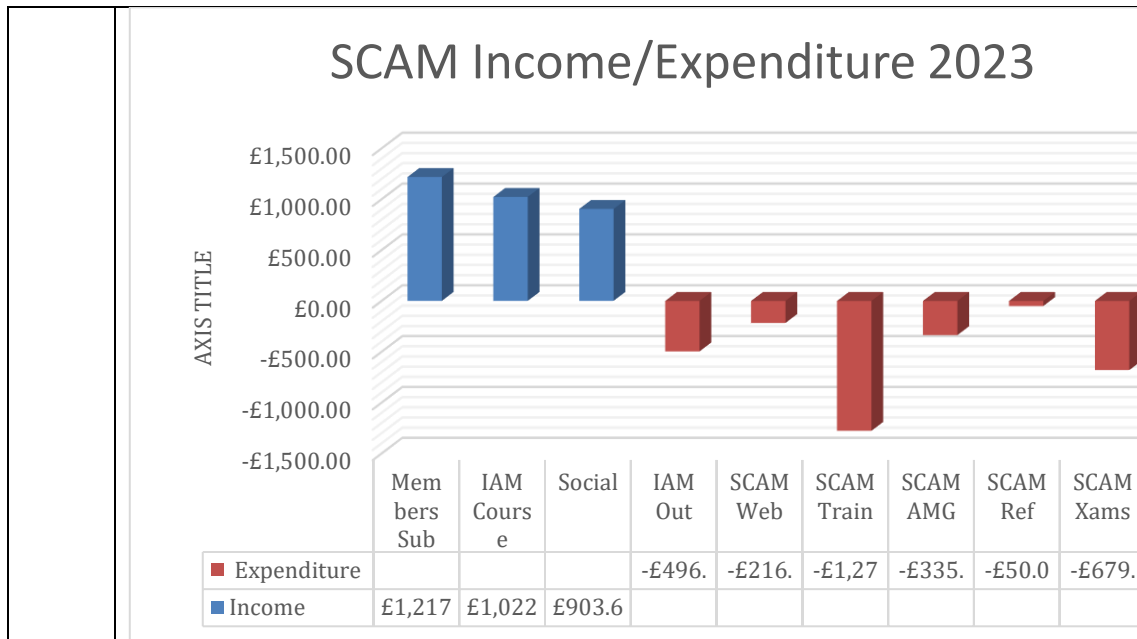


Fig 1

Table 1

Description	Sum of Debit	Sum of Credit
Members Sub		£ 1,217.50
website	£ 156.98	
IAM		£ 1,022.00
SCAM Ref	£ 50.00	
Social		£ 40.00
Credit		£ 100.00
Event		£ 20.00
AGM	£ 335.75	
IAM Insurance	£ 380.34	
Observer lunch	£ 159.60	
Xmas 24 meal	£ 679.65	£ 743.64
Observer Break	£ 28.85	
Observer Jacket	£ 749.50	
Website IAM mtg	£ 120.00	
IAM Books	£ 56.00	
Camera Group	£ 339.04	



	Grand Total	£ 3,055.71	£ 3,143.14
	Opening Balance		£ 5,218.62
	Closing Balance		£ 5,306.05
	Variance Bal		-£ 87.43
	Proposed: Chris Steel Seconded: Neil Jewell		
7.	Election of Officers and Committee See attached		
8	Any Other Business None		
9	Date and Time of next Committee meeting 18 April 2024 Warmingham Village Hall, 19.30 The AGM Closed at 21.00		



Attendance Register

**ANNUAL GENERAL MEETING
ATTENDANCE REGISTRAR
MARCH 25th 2024 at 7.30 pm
The Duke of Gloucester Crewe**

NAME (Please print name)	SIGNATURE
NEIL JEWELL	<i>Neil Jewell</i>
DAVID CREECH	<i>D. Creech</i>
RICHARD DOWNES	<i>[Signature]</i>
ROB MARSAU	<i>[Signature]</i>
HOWARD PAYNE	<i>[Signature]</i>
Nick STON	MAS.
Mike Beerley	Michael A. Beerley
IAIN LEES	<i>[Signature]</i>
RICHARD KINSEY	R Kinsey
MICK HODGES	<i>[Signature]</i>
GORDON LOW	<i>[Signature]</i>
FRANK BRATLEY	F.W. Bratley
ROB CAVE	<i>[Signature]</i>
JOHN BRADY	<i>[Signature]</i>
D S COOMBER	D S Coomber
G. HIGHFIELD	G. Highfield
STEFAN YORKE	<i>[Signature]</i>
N/B LEW	<i>[Signature]</i>



NAME (Please print name)	SIGNATURE
Tony Lickley	A. Lickley
DAVE LEWIS	DAVE LEWIS
CHRIS WOODWARD	Chris Woodward
ANDREW GRAZIOU	Andrew Grazio
T. THOMPSON	T. Thompson
IAN SKELDON	I. Skeldon
C STEEL	C. Steel
M WHALLEY	M. Whalley
M MARCHANT	M. Marchant
T BIRKETT	T. Birkett



ELECTION OF OFFICERS AND COMMITTEE

All Officers and one-third of the committee members must retire by rotation and may offer themselves up for re-election by group full members.

President:

Chris Steel

Officers:

		<u>Proposed By</u>	<u>Seconded By</u>
Chairman:	Neil Jewell	Howard Payne	Dave Lewis
Vice Chairman	Vacant		
Secretary:	Ian Cunningham	Gordon Low	Andrew Gralton
Treasurer:	Andrew Gralton	Dave Coomber	Frank Bratley

All Committee Members retired but agreed to re-stand

	<u>Proposed By</u>	<u>Seconded By</u>
Richard Downes (Chief Observer)		
Dave Coomber		
Howard Payne (Social Sec.)	Chris Steel	Richard Kinsey
Dave Creedy (Newsletter)		
	[Voted en bloc]	



AGM NOTIFICATION

NOTICE IS HEREBY GIVEN by order of the Group Committee that the Thirty First Annual General Meeting of “South Cheshire Advanced Motorcyclists “ will be held at 8.00 pm [7.30pm registration] on Thursday 3rd April 2025 at The Market Tavern Sandbach to enable the Officers of the Group to present their Annual Report and Accounts for the year-end for approval by the Group Full Members and to conduct an election.

Secretary's Name	Ian Cunningham	Date	25.01.21.
Address	18 St John's Way Sandiway Northwich Cheshire CW8 2LX Tel 01606889721 Mb 07545656078 iantcunningham1200@gmail.com	Group Number	5213

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote instead. A proxy need not be a Group Full Member.

CURRENT OFFICERS

All Officers retire annually and may offer themselves for re-election

Chair	Neil Jewell	Will stand
Vice Chair	Dave Creedy	Will stand
Secretary	Ian Cunningham	Will stand
Treasurer	Andrew Gralton	Will stand



COMMITTEE NOMINATION FORM

Nominations are invited from Group Full Members to stand for committee. The Nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination Form the Nominee is affirming his/her ability and intention, if elected, to attend committee meetings regularly.

NOTE

You may not stand for the Committee if the law debar you from being a Charity Trustees.

Only Group Full Members may nominate Committee Members or be nominated as Committee Members.

This Nomination Paper must be returned to the Group Secretary Ian Cunningham iantcunningham1200@gmail.com at least seven days before the election by 3rd April 2025. All Officers and one-third of **all** other Committee Members must retire annually by rotation and may offer themselves for re-election by Group Full Members.

OFFICERS

Name	Position	Nominated by	Seconded by	Signature of Nominee
	Chair			
	Vice Chair			
	Secretary			
	Treasurer			

COMMITTEE Members

Name	Nominated by	Seconded by	Signature of Nominee



AGM Agenda

SOUTH CHESHIRE ADVANCED MOTORCYCLISTS ANNUAL GENERAL MEETING

**Thursday 3rd April 2025 at 7.30 pm
The Market Tavern Sandbach**

A G E N D A

- 1. Apologies:**
- 2. Minutes of the 2024 AGM (Resolution 1)**
- 3. Matters arising from 2024 AGM**
- 4. Chairman's Report – Neil Jewell**
- 5. Training report – Richard Downs**
- 6. Treasurer's report and adoption of accounts (resolution 2)**
- 7. Election of officers and committee**
- 8. Any other Competent Business**
- 9. Close of AGM**

Notes:

- 1. Questions will be invited from members following each report**
- 2. Voting from full group members only**

Resolutions:

- 1. That the minutes of the 2024 AGM be approved as a true record**
- 2. That the Annual Report and Accounts for the year ended 24th February 2025 are to be approved.**

Appendix 2. Backdrop photo competition entries



Sunset on the Cat and Fiddle



Machine and mountain in harmony



GS above Clapham



GS in the Black Forest



GS by Loch Leven



GS posing in the Brecon Beacons



My kind of backdrop (cakes not Ed)



Pan-orama



The splendour of Wales



The bike



It would be rude not too!



Triumph Speed Twin looking towards Three Shires Head