



TREADS

www.aamc.co.uk

The March 2014 Newsletter of AAMC

EDITORS BITS

– Chris

So nobody spotted the 'deliberate' mistake in the last issue? Phew. Not that I was going to lose sleep over it. This highlights something that has vastly improved (I hope) in my riding over the years.

"We all make mistakes", "no ride is perfect". I have heard these statements many times throughout my training. One piece of advice that has stuck with me from my early days of advanced riding was, "Go out, make mistakes, just don't make any big ones!"

There is plenty to think about with that one statement – the obvious being don't do anything really stupid but also not to beat yourself up about an error or a bad call (there are more). I recently pointed out in a Wing Chun class that we learn from negative outcomes as well as the positive ones. My point being that getting something not-quite-right is not something to get yourself down about. It is all experience and we have all been there (and some of us feel like we are still there). Things will get better!

So now I have filled this column I have run out of space just in time so I don't have to tell you what the mistake in the last issue was.

A Round Up From The AGM

I would just like to thank all those people who were able to join us at the recent AGM. It was great to see so many faces and some new members too.

For those of you who weren't able to attend, I thought you might like to know briefly what was discussed and any changes that were made. So here goes!

Simon quite rightly thanked everyone for their support over the previous year, especially those who led rides and the committee. We also gave a brief overview of events for the year and details of changes that were apparent to the club website.

Sue gave us a detailed breakdown of the club accounts which are available to view should you wish to. Please let us know if you'd like a copy. Last year was an expensive year for the club as we invested a large amount of money in purchasing a club gazebo and flags, these sport our club logo and look really professional. This will help us enormously in increasing our profile at Bike safe and other events. Our thanks go to Helen for researching and arranging this. I believe some photos of us in action at Hoggin the Bridge were posted on facebook if you want to have a look, alternatively we will be at Bike safe at Castle Combe on 12th April if you'd like to have a look or even help with manning the stand.

The other main changes were in respect of the committee.

We have to say goodbye to Helen and Paul this year after several years service and we'd like to extend our thanks to them for their time and support.

This meant there were several spots up for grabs! We're therefore pleased to welcome Mark Rowell as Publicity Officer, Adan Cridge and Al Matthews as ordinary committee members and myself and Mark have swapped jobs. Mark is now taking on the website and will be moving this forward in conjunction with facebook and I will be looking after events. Please feel free to let me know if you have any suggestions regarding events or activities you think would be good and I'll do my best, the email address is events@aamc.co.uk.

It was a remarkably quick meeting which meant we had lots of time to chat ahead of the riding season which started last Sunday with Simon's ride to Chipping Norton. Given the fantastic weather, we had 17 bikes and 18 people out, so I'm sure this will be a strong contender for most attended ride later in the year at our annual plug and grub awards night.

Anyway that's all from me, I hope to see you all at skittles. Thanks Sandra

View from the saddle – Keith

Will we ever learn?

I am sure we all have watched on TV the devastating floods on the Somerset Levels.

One of the things that struck me was the way drivers were still driving through the flood water regardless of its depth, this applied to commercial vehicles as well as car owners.

Whether this was pure panic by the car owners I don't know, but when the water is up to the window level of the vehicle in front why just carry on? As for the commercial vehicles why could they not slowdown? They may not have trouble getting through

but the bow wave produced then smashed into the houses causing more damage.

There are a couple of places near where I live where the water was right across the road and the number of drivers who did not slow down to drive through was amazing. You could see the vehicle pull to the right and yet they did the same thing at the next flooded section.

Changing the subject I have been having trouble with the alarm fitted to my car. It would be parked outside and suddenly go off. Then Val was coming home one morning when the alarm

started to sound and the hazard lights flash. The only way to stop it was to press the hazard light switch!! It went back to the Renault dealers who ordered a new part and the car went back the following week had part fitted. It's alright now sir.

Out the following morning and guess what! It happened again!! Back to the dealers who contacted Renault who told them to fit a new alarm. Back again and touch wood it's OK now. It's nice to have all these gismos until something goes wrong.

The dealers think the unit has got damp. I wonder why?

Skittles – Sandra

By now you should all have received an email from Simon with details of our planned skittles match.

So this is just a gentle reminder that this will take place on Saturday 5th April at the Crown Inn, Bath Road, Saltford meeting

at 7.15 for 7.30pm. For those of you who were able to come to the AGM recently, this is the same place.

We plan on having a bite to eat provided by the pub in the form of basket meals, the options can be found on the booking form later in Treads, and we'll be eating before we start so we're fully fuelled for the fun.

So if you fancy having a laugh and a bit of fun, please return your form to me with your cheque for your meal by 31st March at the latest.

I hope you can make it and look forward to seeing you there, as always partners and family are most welcome. If you have any questions please give me a call.

Bloodhound SSC (SuperSonic Car)

– Morton

Yes, Bloodhound is intended to be supersonic, but more than that: it will smash the current land speed record, a mere(!) 763mph, held by Thrust SSC.

The previous record was 714mph (also Thrust SSC), and the one before that 633mph (Thrust2). So far, steady increases, but now – 1000mph. The same Richard Noble team is behind Bloodhound as did the Thrust projects, the first through the Sound Barrier on land, so the venture has pedigree. However, several questions come to mind, eg, How will they get a car to go that fast? Who'll be crazy enough to drive it? Why do it at all?

Starting with the last question:

To confront and overcome the impossible using science, technology, engineering and mathematics;

To motivate the next generation to deal with global 21st century challenges – if we look back to the great British aerospace achievements of the past: Concorde, the Vulcan, the Lightning, the Fairey Delta 2, even the Schneider Trophy, in those times there was seldom a shortage of engineers. Once the Government had turned off the inspiration tap, school leavers started to look elsewhere for their careers. >>>



>>> It has been suggested that we are at the dawn of a huge new global industrial revolution and with a chronic shortage of engineers and a banking system suffering from self-inflicted wounds, Britain is not well placed to take part.

To succeed, the project needs to create the most advanced car possible and it will share all of the technology on the web (that's astonishing, when you think of it) and via specialist curriculum-valid courses for schools – if that doesn't inspire a new generation of engineers, nothing will!

Incidentally, the vehicle is called BLOODHOUND SSC after team aerodynamicist Ron Ayers' first missile, the Bristol Bloodhound 2 - an incredible surface-to-air missile that would accelerate from standstill to Mach 1 in 2.5 seconds. Ron suggested the target of 1000mph, or Mach 1.4

To quote Richard Noble, Project Director: "We are going to learn a great deal on the way, because all pioneers make mistakes and take wrong turnings. But there is a duty upon us to push the technology frontiers as far as we can possibly go, so that there is a very real pioneering element and there are very real discoveries to be made."



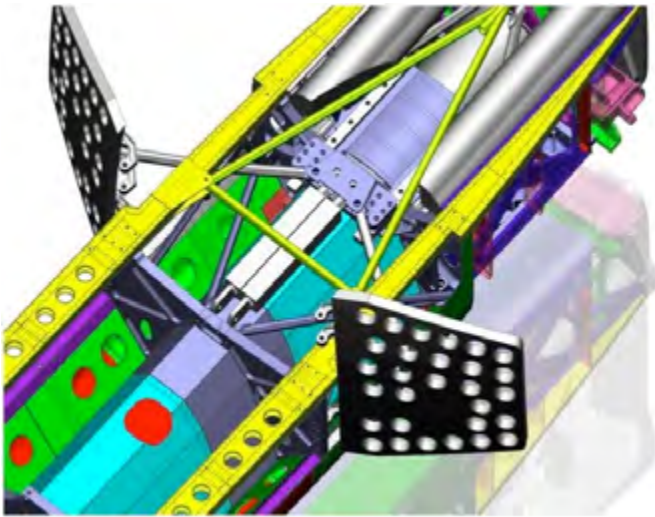
Now for the oily bits:

Engine – the thing that impressed me most when a friend told me about the project (his daughter is a Rolls Royce apprentice, working on the project – what an opportunity!) was that they use a 750+bhp Cosworth F1 engine – to pump the fuel for the really powerful bits! Contrast this with the fact that with ThrustSSC they used 30-year-old engines for propulsion and their systems processor was rescued from a derelict military tank. Cosworth have since dropped out, so they are looking for another powerful (and preferably simple) lump to do the job without the specialist ministrations that the Cossie needed.

Jet – the Rolls-Royce EJ200 jet engine comes from a Typhoon fighter, delivers 92KN (whatever they are, but presumably it's massive) of thrust, and will power the vehicle from rest to about 500mph, using 390 litres of fuel.

Rocket – this is a Falcon Hybrid rocket providing 44KN thrust, and this is what does the business at the top end, from 500mph to 1050mph. It will swallow its 1tonne + fuel load in 20 seconds. This is perhaps the point to mention some of the other times involved: 0 – 1000mph in 52 sec (Bloodhound goes faster than a bullet from a .357 Magnum), time for the measured mile: 3.6 sec – yes, 3.6sec! It then has to slow down, U-turn (turning radius 120m), refuel and make any adjustments/repairs, and do the second timed run, all within the hour.

The pilot – sorry, driver – will be Andy Green, (Wing Commander, no less), who is used to 3-G situations,



and so will be able to stay conscious while the blood rushes to his head under acceleration and then to his feet under deceleration. He offers more limited aims for the flight (sorry – run): (a) Keep the car shiny side up; (b) Stop before the end of the track. As he says, "For the whole time that the car is accelerating, I can always throttle back if something doesn't look right: more speed is always optional. However, when the car comes bursting out of the measured mile at over 1,000mph, slowing down before the end of the track has just become compulsory. The end of the track may be 5.5 miles away, but the car is doing a mile every 3.6 seconds, so that's really not very far..." – particularly when you think that the car still weighs over 5 tonnes empty, and has been designed to be as low-drag as possible. The following sequence is an indication of how they hope to stop the Car:

- 1 1000 mph: close the throttle – deceleration rate is 3'g' initially, then falls off rapidly
- 2 800 mph: start to deploy the airbrake, gradually increasing its area to try and maintain 3'g' deceleration through the transonic region (800 down to 650 mph)
- 3 Below 600 mph: deploy a 'chute to increase the deceleration rate back up to 3'g'.
- 4 Below 400 mph: deploy a second 'chute if required.
- 5 Below 250 mph: apply the wheel brakes as required to stop at the end of the track, ready for the turn round.

Where do you find a site suitable for this sort of endeavour? – and how do you find a perfectly flat area, with no vegetation, in excess of 10 miles long? Swansea University wrote a programme that would search the whole world for possible sites – and produced several thousand! A very long day with Google Maps identified 35 likely candidates, and finally, Hakskeen Pan, in South Africa.

Over 19 km long, 5 km wide, very hard and very flat, great access, nearby accommodation, on-site power, good communications, ideal weather: this was the location Andy Green had been chasing for over a year and a half! All stones above about an inch in diameter had to be cleared by hand (and barrow) from the 12-mile x ¾ mile track, and this provided the first employment for several years for 300+ African labourers.



Am I a fan? You'll have assumed as much from the length and detail (I hope not too tedious) of the above, and you'd be absolutely right. I've been to the presentation, become a supporter and bought the polo-shirt. I'll also pay the £10 to have Elaine's name and mine on the tail-fin (in microscopic print, no doubt). If people are interested, I'll try to arrange an evening visit to the team's base in Shirehampton – the one we did cost £10 a head and was worth every penny.

Finally, I've pinched most of this article from the brilliant Bloodhound website <http://www.bloodhoundssc.com>, but as the project is entirely open source, I'm sure they won't mind.



P.S. The legendary ThrustSSC - the first car to break the sound barrier, and which lives permanently at Coventry Transport Museum, will be recognised by the American Society of Mechanical Engineers (ASME) for historic significance.

ASME will name ThrustSSC a Historic Mechanical Engineering Landmark at a dedication ceremony to be held on Saturday 15th March at Coventry Transport Museum.

First Ride 2014 – Simon

I don't think anyone would argue if I said we had suffered a wet winter. The only good thing – and it's not that good, is that it hasn't been cold, so the heating bill hasn't been as big as normal. It started raining in November and only stopped a few days before my ride. However, what a difference a few days can make. 17 of us on 16 bikes met at the Cross Hands on a really warm and sunny morning, including new member Tim. Adan and Rick both volunteered to be back-marker, but Rick is bigger than Adan so he and Joy won that title.



I knew the B4040 had been closed for a bridge repair during the winter, but thought it was open again as I couldn't find anything anywhere about it being still closed. How wrong I was! When we reached Acton Turville there was the sign, so it was a quick about-turn and through Badminton village.

As we didn't start until 10:30am, there was no time for a tea stop and I took a direct route to Chipping Norton through Cirencester, Bibury and Burford, as I decided we needed to be at the café by noon to be able to get a seat. As we drew near, a huge crowd of motorbikes were just parking outside. Oh dear. Not what we needed. We parked up and discussed the options.



There are a couple of other cafés nearby as well and a pub, but they fall against the Old Mill Coffee Shop.



We decided we should ask, so went inside. They kindly offered to open the garden for us, and immediately organised for the outside tables to be put out, for the first time this year. It was very kind of them and suited us down to the ground. We had lunch and a good natter, then it was time to depart.

I had chosen a route through Charlbury that has some nice twisties, from there back to Burford and on to Lechlade. Nigel B knew a good unclassified road from there to Cirencester that avoids the normal A road grind and that turned out to be a good choice, apart from a few bumps here and there.

To make a change I decided to go from Tetbury towards Nailsworth, then back on the A46 past the Cross Hands and over the M4 junction at Tormarton. We finished at the Tollgate Tea Shop, just south of Dyrham Park, where most of us went inside for a cup of tea and slice of cake. It just had to be done.

Thanks very much to all who came, especially Rick and Joy for going back-marker. The warm and sunny weather was a real godsend and made an excellent start to the Club riding season. More please!

10 Commandments – Motorcycle Roadcraft (a very old version)

During Stuart Bullock's chat to us in January about the new edition of Roadcraft, he mentioned the '10 Commandments of Motorcycling' from an old edition – so where are all the nice diagrams?

premature failure of the components.

TEN COMMANDMENTS OF MOTOR CYCLING

1 Perfect your roadcraft

Roadcraft includes every aspect of riding and can be acquired

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only by a systematic approach to hazards and constant application of the basic rules. Good roadcraft enables a rider to avoid awkward and possibly dangerous situations. It not only prevents accidents but makes riding less arduous.

—Use your skill to keep out of trouble.

2 Ride with deliberation and overtake as quickly as possible

Good riding demands continual planning and correct decisions which must be put into operation with deliberation. There is no place for the half hearted manoeuvre born of doubt or uncertainty. If it is not completely safe it should not be attempted at all.

Overtaking should always be completed in the minimum of time to leave the road clear for approaching or following vehicles.

—Deliberation eliminates uncertainty. When safe, go!

3 Develop motor cycle sense and know the capabilities of your machine

Motor cycle sense is the ability to get the best from the machine without jerks or vibration. Before a strange motor cycle is ridden fast the rider should accustom himself to its controls, acceleration and braking capabilities and handling characteristics. Never expect more from them than they are able to give. Motor cycles, like riders, have their limitations.

—Rider and machine must blend to ensure skilful riding.

4 Give proper signals, use the horn and headlights thoughtfully

Use the signals given in the Highway Code. An ambiguous signal is misleading and dangerous. Use of the horn is a form of signalling much neglected by some and overdone by others. It should be used as a person would use his voice, neither aggressively nor rudely. Flashing the lights is an efficient form of signalling at night and on fast roads.

—Give good signals in good time.

5 Concentrate all the time to avoid accidents

Concentration is the keystone of good riding. It is a primary duty but often a neglected one. Complete concentration will ensure that every detail is observed. It is often the smallest detail that gives the clue to what is about to happen. If it is missed an accident, or at least an unpleasant experience may result.

—Concentration assists observation.

GENERAL ADVICE ON THE SUBJECT

6 Think before acting

The good rider makes progress so smoothly and with so little apparent fuss or effort that to the uninitiated he appears to respond to situations automatically. Nothing could be further from the truth. The fact is that by continuous concentration and thought he has raised his riding to a fine art.

Every hazard and riding operation presents problems which can only be solved by thinking. A thoughtful rider applies the appropriate features of the system, carries out every operation and manoeuvre in plenty of time and consequently is always in the right place at the right moment.

—Think and avoid accidents.

7 Exercise restraint and hold back when necessary

To hold back is to follow a vehicle at a safe distance until road and traffic conditions allow it to be overtaken. This will call for restraint especially when in a hurry. Overtaking, or any other manoeuvre must never be attempted unless it can be completed with 100 per cent safety. Accidents are caused because a situation has been wrongly assessed.

—Whenever in doubt, wait.

8 Corner with safety

Riding around a curve demands the application of the principles for cornering and a thorough knowledge of the forces acting on the motor cycle. The most common faults are entering too fast or accelerating before the exit is clearly seen.

—Lose your speed or lose the machine.

9 Use speed intelligently and ride fast only in the right places

High speeds are safe only when a clear view is available for a considerable distance and there is time to assess each hazard as it appears, but speed at all times must be related to the view. Safety with speed depends largely upon ability to recognize danger and to slow down in good time.

—Any fool can ride fast enough to be dangerous.

10 Know the Highway Code and put it into practice

The Highway Code sets out rules for safety on the road. A failure to observe them could establish liability in any legal proceedings. The rules must be known and complied with if a rider's own behaviour is to be beyond reproach and before he can presume to advise others. The Highway Code urges all to be courteous. A good rider goes further and acknowledges the courtesies extended to him.

—Ride according to the Highway Code and you will ride safely.

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We endeavour to issue Treads on a regular basis during the third week of the month. Therefore if you have any items to be published in Treads, can you please ensure that they reach the editor before or during the first week of that month. Contributions for Treads are always needed, whether they are motorcycle related or of general interest! Please don't be shy.

E-mail editor@aamc.co.uk

MOTORCYCLISTS DON'T MISS OUT

**MANY MOTORAIL TRAINS
GETTING BOOKED - SEE BELOW**

**2014
LONGER SEASON
APR-OCT**

DON'T FORGET
MUGELLO JUNE 2014

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We specialise in Motorail for motorcyclists and have the largest allocation of spaces but trains are filling up. If you are planning a 2014 trip it's worth getting it sorted - and we'll help!

"...and get me to those great touring roads of Southern Europe - fast!"

2014 DATES WITH LIMITED MOTORCYCLE SPACES ARE:

Den Bosch - Livorno: 25 April, 2 May, 23 May, 30 May, 6 June, 13 June, 20 June, 27 June, 12 Sept
Livorno - Den Bosch: 17 May, 14 June, 21 June, 28 June

Den Bosch - Alessandria: 30 May, 6 June, 13 June, 20 June, 27 June | Alessandria - Den Bosch: 14 June, 21 June, 28 June
Den Bosch - Koper: 27 June | Koper - Den Bosch: 28 June

CHANNEL CROSSINGS - Through our own ferry services Channelsavers, we can book any ferry or tunnel, many with either a discount or FREE upgrades on cabins and ticket flexibility.

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We publish the above article for the interest of members – it is not a recommendation or endorsement. You must make up your own mind if you think it suitable for you.

AAMC Curry Night



Letters

The e-petition 'Bring Motorcycle road tax inline with that of cars' signed by you recently reached 15,905 signatures and a response has been made to it.

As this e-petition has received more than 10 000 signatures, the relevant Government department have provided the following response: The decisions of successive Governments have resulted in VED being structured according to vehicle type and registration date with VED contributing to general taxation revenues. Cars registered before March 2001 are taxed according to engine size, and those registered from March 2001 onwards taxed according to carbon dioxide (CO₂) emissions. Unlike for cars, the European Union has not yet established a design type approval test for motorbikes that requires CO₂ data to be produced for each model variant. The current scheme for motorbike manufacturers is voluntary and so does not offer a complete dataset for all motorbikes in production. The Government is therefore not in a position to treat motorbikes on a CO₂ emissions basis for VED. The current engine

capacity based rates offer the most practical and easy-to-understand way to reflect the respective emissions levels of motorbikes. The majority of motorcycle owners, in fact, pay rates lower than the top VED rate of £78. A third of motorcyclists pay the lowest VED rate applicable to motorcycles, i.e. of £17. The Government believes that healthy public finances are essential for future growth and jobs. The UK is still faced with the serious and unavoidable economic challenge of tackling the debts inherited from the previous Government. Despite this challenge, under this Government, VED rate increases for cars, vans and motorcycles are limited to inflation only, meaning that a motorist's VED liability remains unchanged in real terms since 2010. This e-petition remains open to signatures and will be considered for debate by the Backbench Business Committee should it pass the 100 000 signature threshold.

View the response to the e-petition:

<http://epetitions.direct.gov.uk/petitions/48869>

Thanks,

HM Government e-petitions

<http://epetitions.direct.gov.uk>

JURASSIC COAST BIKERS
INVITE YOU TO A

BIKERS DAY OUT



IN

SEATON, DEVON

ON

SUNDAY 27TH JULY 2014

PARK UP ON SEATON ESPLANADE 10AM – 4.30PM

*ALL BIKERS WELCOME
FROM SCOOTERS TO SUPERBIKES
FROM MOPEDS TO MUSCLE BIKES*

**£50 PRIZE
FOR
BEST BIKE**
(JUDGING AT 2PM)

**ENTERTAINMENT
STALLS
REFRESHMENTS
MUSIC**

£1 DONATION IN AID OF DEVON AIR AMBULANCE TRUST

SEATON DEVON AIR AMBULANCE WEEK
27TH JULY – 4TH AUGUST
RAISING FUNDS FOR DEVON AIR AMBULANCE TRUST
REG. CHARITY NO. 1077998

JURASSIC COAST BIKERS talk to us on FACEBOOK
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We publish the above article for the interest of members – it is not a recommendation or endorsement. You must make up your own mind if you think it suitable for you.

Parish News

– the Vicar

The biking season is now well and truly underway, with better weather and Club events on the go, including the ever-popular Skills Development Course, which starts in a few days time.

Training

At the cut-off date for returned forms for the forthcoming training course, we have nine trainees – down a few on last year's numbers, but plenty to go on with nonetheless. There's still room for more, however, so if you are interested please give me a call.

If you missed Stuart Bullock's recent presentation on the new Motorcycle Roadcraft book, we are holding another session during the evening of Thursday 3rd April. We had 22 people attend the first one, and already have 10 names for the second. If you would like to come along, please let me know and I will send you further details. Family and interested friends are most welcome too.

Have you ever thought about becoming a Club tutor? If so, please give me a ring or see me when we're out together for a chat. It's not a difficult thing to do and can be very rewarding. I love it.

BikeSafe

The Club has a stand again this year at the National BikeSafe event taking place at Castle Combe race track on Saturday 12th April. We will have our new pergola and flags to help attract the attention of the passing crowds, but we will need help with manning during the day. You won't need to commit yourself for any more than an hour or so, and there will be plenty of other interesting stands to look around too. Please contact me if you can help, and we can agree an approximate time that is good for you.

SMIDSY talk

Stephen Wilkinson-Carr of the Gloucester RoSPA Group is giving a presentation to us on SMIDSY (Sorry Mate I Didn't See You) type accidents and why they happen, on the evening of 23rd April. There are already more than 20 names of members and their families on the list, but if are interested in coming along, please get in touch with me and I'll let you have further details. The more the merrier.

Karting

Mark has arranged another karting event in Cheddar for us on Saturday 10th May. We have already sent details out, but if you have mislaid your copy and are interested in coming along for a great afternoon's fun, please either contact events@aamc.co.uk or me. There's always room for more, including family and friends.

Diary

The 2014 Diary of Events should be enclosed with this edition of Treads if you get it by post, or will be posted to you separately if you are an e-mailer (as the vast majority of members are). Sandra and Mark have done a great job again this year filling it, so please make an effort to support us with your attendance.

BMF Discount Code

Please note that the 2014 discount code is printed on the back of the diary (as in previous years). This will get you a discount on BMF events, such as the various BMF shows.

Welcome

This month I would like to welcome the following new members.

Tim lives in Midsomer Norton and rides a BMW F700GS, and Gary lives in Weston-super-Mare and rides a Honda NT650 Deauville. We all extend a warm welcome to you and hope to see you out and about with us at Club events.

Diary

March

Sunday 23rd.

Jim Watkin

Club Ride. Meet at 10:15am for a 10:30am start. Jim will take us on a ride along some great Welsh roads, stopping for lunch at the Honey Café in Bronllys. Expect about 160 miles.

Thursday 27th.

Simon Gough

Skills Development Course starts. Further details available from

April

Saturday 5th.

Sandra Fry

Skittles event

Sunday 6th.

Steve Smith

Club Ride. Meet at 9:30am for a 9:45am departure.

Saturday 12th.

Simon Gough

BikeSafe event at Castle Combe race track. The Club will have a stand to help recruit new members. Volunteers needed to help with the manning please.

Wednesday 23rd.

Simon Gough

SMIDSY talk by Stephen Wilkinson-Carr. Meet at FineCal, Temple Trading Estate, Cole Road BS2 0UG at 7:15pm for a 7:30pm start.

Sunday 27th.

Terry Blumire

Club Ride. Meet at at 9am for a 9:15am departure.

Something to say?

Please don't be shy. E-mail editor@aamc.co.uk And send some photos in too!