

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



May 2026

EDITORIAL – JIM ROLT

Here's your action packed May newsletter, the long wait is finally over! The weather's finally becoming bike friendly, as the longest part of a ride is now the ride, rather than cleaning the bike afterwards. Love it..

There's lots happening in the club too, The Alex memorial ride yesterday was very well attended, and took in a brilliant stretch up over a Welsh range, a fab day out, and several members brought, like me, a pillion rider. The way home included the famous Dolfor route, in reverse this time, which is such a rider's road..

And don't forget the monthly Wednesday evening rides, these only happen in the summer months, so don't miss them. This month we leave the start points (Hereford or Worcester) at 19:00, arrives at the Falcon at around 20:15. Please arrive in time to organise riding groups. All members very welcome.

This month we have:

[Chairman's thoughts](#)

Richard Hewitt on why [he loves the IAM and our group](#), and what it can do for each of us
Massive thanks to Paul Whitcombe for putting together an account of his [week with a Morgan trike](#), feel inspired to share some of your own experiences with the group via this newsletter, I'm running on empty as far as content is concerned!

So much so that once again I've been compelled to share with you my own afternoon out [exploring the Gospel Pass](#), a truly memorable day

Here are [this month's events](#), also available on the [club website](#)

All events and rides can be found on <https://www.wham-motorcycling.org/events/>

Banter and more on the [facebook page](#)

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CHAIRMAN – TONY DAVIS

Welcome to May

Last weekend we held our annual Alex Hoyle Memorial Ride. Once again, it was incredibly well attended and a fitting tribute to Alex, who I'm sure would have loved to see so many people riding in his honour and memory. It was especially lovely to see Alex's wife, Joy, at the hotel, along with one of Alex's long-time friends sharing the day with us.



While the event is dedicated to Alex, we also took time to remember two other much-valued members of the WHAM family. We remembered Lynton Jaynes, who sadly passed away a couple of years ago. Lynton was a dedicated WHAM member who absolutely loved his motorcycling and was always enthusiastic about getting out on the bike. We also remembered Richard Mundy, an exceptionally skilled rider and winner of our inaugural Slow Riding Competition.

With the arrival of the lighter evenings, our Evening Ride programme is now underway. Taking place on the last Wednesday of May, June, July, and August, these rides are a great opportunity to enjoy some relaxed summer riding, followed by a drink and plenty of friendly banter with fellow members at The Falcon in Bromyard. Rides depart from either McDonald's Worcester (Hylton Road) or McDonald's Hereford at 6:30pm for a 7:00pm start. Please check the Events page on the website for full details and routes. As always, all members are very welcome.

Our summer programme now begins in earnest. We have our Exmoor weekend coming up at the end of May, along with a full day ride planned each month through to October. We have also arranged and funded a two-day Observer Training programme for our Observer Team. This is both a well-deserved thank you for the time and effort they continue to give to WHAM, and an opportunity to spend time in a formal classroom environment to refresh and develop our skills and knowledge.

We hope everyone enjoys the months ahead, the lighter evenings, and many safe and enjoyable miles on the road.

Ride safe and enjoy your biking!

Tony

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CHIEF OBSERVER – RICHARD HEWITT

Still learning, still smiling – reflections whilst volunteering with IAM Roadsmart

What has the IAM done for me recently? How often do we hear that within WHAM?

Well, I think it fair to say I'm in a pretty good position to recount what I think the "experience" within IAM Roadsmart does for us all; and as it's election week in the UK (writing this on Wednesday 6th May 2026), I thought I'd lay out a manifesto for getting involved and staying involved:

One of the questions I'm asked surprisingly often is:

"You mentor advanced riding course candidates and volunteer with IAM RoadSmart...so do you still learn anything yourself?"

The short answer is **yes, constantly**.

The longer answer is what this article is really about.

Whether I'm mentoring associates within our local group, supporting wider IAM RoadSmart activities, or helping deliver initiatives coordinated through head office, volunteering gives a unique view of just how committed our members are to riding well. It's a perspective that continually reinforces why IAM RoadSmart works, and why people stay involved long after they've passed a test.

Volunteering isn't just about giving something back. It's about staying connected to a community that values thinking riders, shared standards, and continuous improvement.

Advanced Doesn't Mean "Done"

One thing that quickly becomes clear when you volunteer with advanced riders is that advanced doesn't mean "finished". In fact, the most rewarding conversations tend to happen with riders who are happy to say:

"I'm comfortable with that—but I know there's more to explore."

That outlook is at the heart of IAM RoadSmart.

Whether mentoring an associate, supporting a development day, or contributing to a nationally run initiative, I see the same pattern again and again. Riders revisit familiar principles, positioning, observation, planning, and suddenly view them through a more mature lens. Not because the guidance has changed, but because they have.

Advanced riding isn't a checklist. It's an ongoing process of refining judgement, awareness, and decision#making.



The Quiet Rewards of Volunteering

Much of the impact of volunteering is unseen, and that's part of its charm.

It's the associate who grows in confidence between rides.

It's the full member who reconnects with best practice after a refresher event.

It's the experienced rider who realises they're learning just as much by mentoring others as they ever did themselves.

These changes are rarely dramatic, but they're deeply meaningful. They're the sort of improvements that make riders calmer, smoother, and better equipped for real#world riding, not just test day.

From a volunteer's point of view, those moments are incredibly satisfying.

Mentoring, Support, and Trust

There's sometimes a misconception that advanced development, especially at national level, is all about scrutiny. In reality, the backbone of IAM RoadSmart is trust, encouragement, and consistency.

As volunteers and mentors, our role isn't to catch people out. It's to support riders in thinking clearly about what they're doing and why. Some of the most valuable discussions I've had, whether locally or at head#office led events, start with a simple question:

"Talk me through what you were thinking there."

Those conversations build understanding, confidence, and self#awareness. Very often the riding itself is good; it just benefits from a fresh perspective or a gentle nudge in the right direction.

Local Groups and the Bigger Picture

One of the great strengths of IAM RoadSmart is how local group volunteering connects to the wider organisation.

While group activity forms the day#to#day backbone of member experience, head#office run initiatives, observer development, national campaigns, skills days, and aligned standards provide consistency and direction across the charity. Volunteering within that structure gives a strong sense of shared purpose.

It's especially rewarding to see how ideas and experiences flow both ways: from groups into national planning, and from head office back into local delivery. That collaboration is what keeps IAM RoadSmart relevant, respected, and continuously improving.

The Test Is Still Just a Milestone

Volunteering also reinforces a message many of us learned years ago: the advanced test is important, but it's not an ending.

Some of the most engaged volunteers I work alongside passed a long time ago. They stay involved

because they understand that riding conditions change, traffic evolves, and personal habits need occasional recalibration.

Advanced riding is a lifelong practice and volunteering is one of the best ways to stay sharp.

Why I Keep Volunteering

Mentoring advanced course candidates and supporting wider IAM RoadSmart activities keeps me learning. It challenges me to explain ideas clearly, to listen properly, and to reflect on my own riding every time I talk about best practice.

Most of all, it reminds me why IAM RoadSmart matters.

Because at its core, this organisation isn't about badges or certificates. It's about thoughtful riders, shared responsibility, and the quiet professionalism that comes from doing things well, consistently, safely, and with enjoyment.

So if you've ever considered volunteering, locally or beyond, take it from someone who's spent time on both sides of the conversation:

You don't just give something back.

You gain perspective, purpose, and a deeper connection to advanced riding itself.

Ride safe, ride well, and stay involved.

MY WEEK WITH A MORGAN 3 WHEELER - PAUL WHITCOMBE



Few British cars are as evocative and bring a smile to the faces as the Morgan. My thanks to my friend Jane Jones at Morgan for letting me use the Popbangcolour Morgan 3 Wheeler for a week, which included taking it on the WHAM Elan Valley day ride. But it's got 3 wheels not 2 I here you cry - what were you thinking? Well I think take every opportunity that comes your way so read on to see if it could bring a smile to your face.

Despite being a relatively new model the latest Morgan 3 Wheeler offers the same promise of purity as the old Morgan 3 Wheeler and other Morgans in the range. It has a grunty, two litre, two-cylinder power train driving the rear wheel of a lightweight small roadster. It's low slung to aid grip, handling and, crucially, stability. And compared with the earliest cars of the 1920's, it's relatively aerodynamic, too. It follows the original formula: a steel tubular chassis, some ash framework and an aluminium body. It's pure, honest, authentic and unique.

Morgan has taken what it believes to be the best V-twin motorcycle engine for the job. It's made by American engine maker S&S, who started out tuning Harley-Davidson motors. It has the same pushrod V-twin layout as a Harley unit, but none of the internal components will necessarily come from Harley. I wonder if they considered a KTM lump or a boxer twin.....

Therefore it is pure S&S, and built to a unique Morgan specification. It's a lazy, old-fashioned motor, with square cylinder dimensions and with two overhead valves per cylinder. As a result, it makes reasonable 80bhp, combined with a thumping 103lb ft of torque, peaking at just 3250rpm - A bit of grunt guaranteed by the custom bike motor.

The S&S is attached to an MX-5 gearbox via a transitional case that contains a damper necessary to smooth the big V-twin's otherwise torquey output. A belt drives the single back wheel, which is

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suspended by a trailing arm. Front suspension is by wishbones, and there are coil springs all round. Unlike a lot of modern bikes there are no driving aids.

The 3 Wheeler has to comply with legislation geared towards motorcycles. Therefore extrusions on the body, components that stick out in the cabin and radii of surfaces are not scrutinised to the same depth as they would a car, enabling a unique look.



The interior is snug, but comfortable. There is no windscreen so helmet or goggles are order of the day to keep flies, cold and draught at bay. Two traditional dials sit in the centre of a spartan dash. It suits the feel of the vehicle. The start button is particularly evocative, having an aircraft-style toggle cover.

So, enough of the factual stuff – what's it like to drive? The delivery from the V-twin is fantastic – short punches of power that drive up through the gearbox with a pleasing howl from the straight exhausts running either side of the narrow body. The starter button adds anticipation; the S&S motor spins and thumps into life. What a great sound, mixed with a rhythmic vibe.

I thought the pedals would be stiff but turn out to be smooth and responsive. This Morgan is keen to get moving. The engine gets frustrated in 30's and begs to be opened on de-restricted open roads. You can feel the surge of acceleration through each gear if you short shift and apply the principles of riding a motorcycle twin.



And the 3 Wheeler is quick; quick to accelerate and delivers a quick turn of speed on public roads. But then again it only weighs about half a tonne. 0 – 60 is 8 seconds but the sound and low sitting position, with a long bonnet, make it feel far livelier. Roll-on feels lively enabling cheeky overtakes. A gentle vibe (most of the time) lets you cruise at progressive speeds, waiting for a great overrun on deceleration. You feel part of the 3 wheeler. It's an experience.

The Morgan likes you to have a plan entering tighter bends but the engine entices you to power out as the limit point vanishes. Dial in to the handling and the grin factor increases further. The single, central rear wheel makes you observe the road ahead a little more closely to anticipate 3 points on a road and position accordingly. At first I was caught out by a few bumps from the back wheel. The delicate looking front wheels, with wishbone suspension are sprung superbly and encourage confidence in tighter bends and poorer surfaces. It's initially a bit spooky watching the independent suspension at the front bouncing the 3 wheels markedly but feeling nothing. You dial in to avoiding bumps in the centre of the road. Steering is fantastic; accurate with a lot of feedback. However the turning circle is challenging!

Jane has told me that order books are always full for the 3 wheeler and it is increasing in popularity. It already has a huge club fan base.

Unashamedly, the 3 Wheeler puts a huge smile on its driver's face. So, would I buy one – Yes I would if I had the money and a big garage to have a 3 Wheeler as one of a collection of vehicles. However it would not be to replace my bike. The driving experience is fantastic fun but it is not the same as riding a bike progressively. It was fabulous on the dry, warm roads that I was fortunate to have for the week, but my view changed on Saturday when it rained. It's a vehicle for sunny days, due to the very limited weather protection, but I can ride my bike comfortably, with the right kit, in the wet and cold.

Those on the Elan Valley run may have noticed the unique vinyl covering the body of the 3 Wheeler. This was created by the artist Ian Cook, famous for Popbangcolour. He is a true petrol head and paints with remote control cars, car tyres and toy cars. Have a look at or try You Tube to see his unique technique. I have seen Ian doing his thing several times and it is incredible art. At home I have a fantastic picture of a G4 Land Rover created by him.

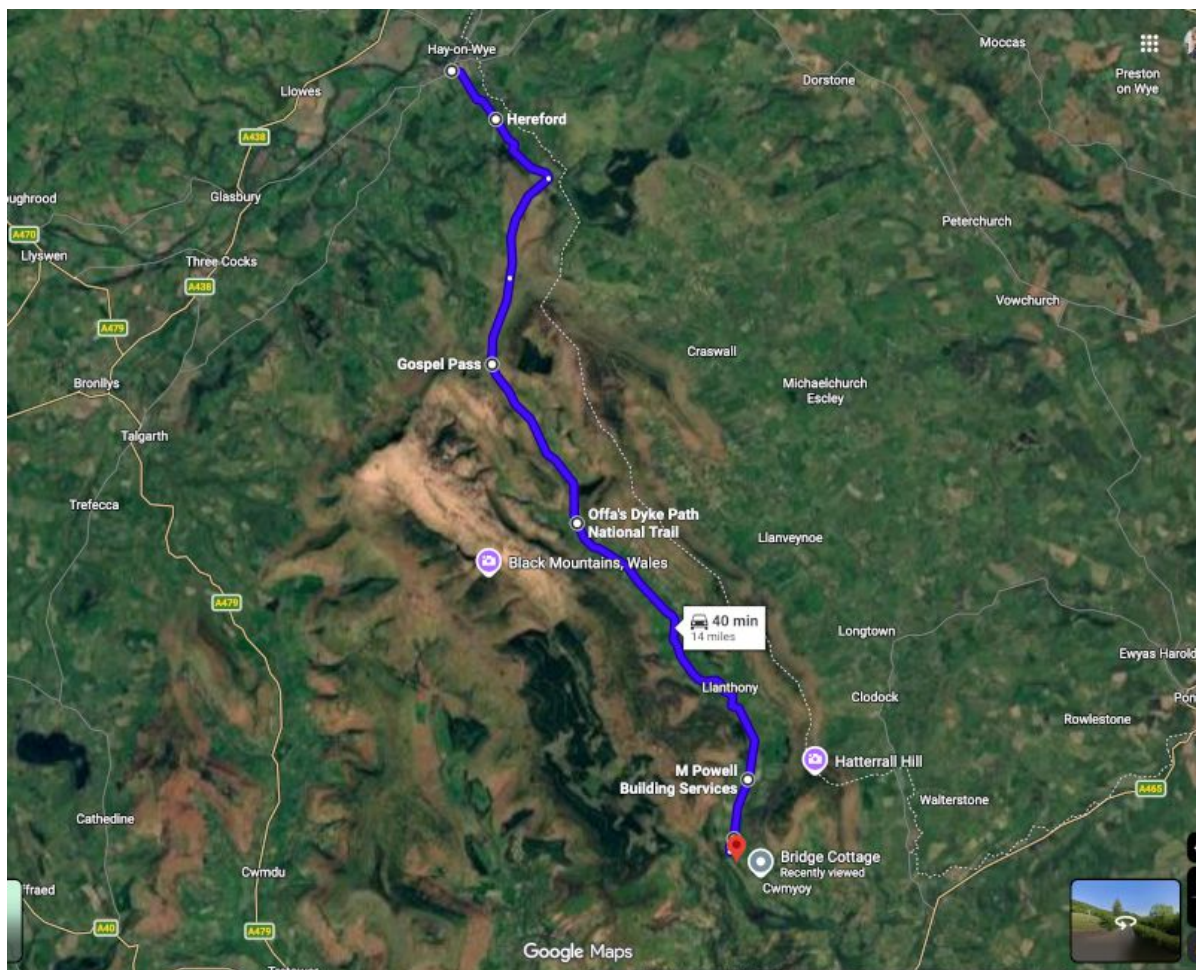
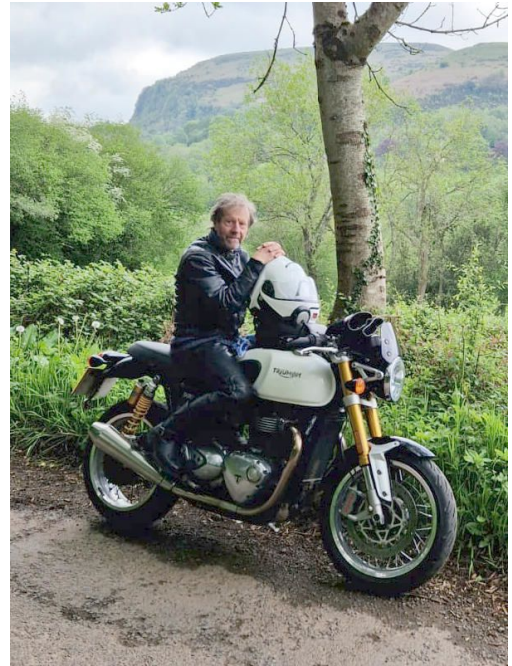


www.popbangcolour.com So, what shall I try next.....

If you have any great riding experiences please let us know. Our readers would love to read about it. [I'll second that - Ed]

THE GOSPEL PASS - JIM ROLT

The other day my attention was grabbed by something I saw online, the highest road in Wales! Apparently it isn't far away, just above Hay on Wye in fact.. so a little research was in order and a decision made to explore.



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So there it is, about 18 miles of narrow back of beyond Wales lanes, and on a not too wet afternoon intrepid pillion Sally and I set off.

I have to say this is probably not for the faint hearted, but well suited to those of an off road persuasion (not me!). Why? Because although nominally tarmacked, for quite long stretches that tarmac consists of a ribbon about 4 inches (100mm) wide bordered by gravel, mud, grass, you name it, so accuracy is the name of the game. So its not a balls-out rant, more of a precision 2nd gear test of balance and skill. However, its really worth it.



There's about 18 miles of this, stunning views from the single track road; there's just about room for a bike to squeeze past most oncoming vehicles, but lots of tight blind corners keep the speed low.

The pass is described as the highest road in Wales, but as we rode, we kept expecting to arrive at a pinnacle of rarified oxygen, but that didn't happen.. in fact a lot of the ranges we ride over, like the one on the Alex Memorial ride last Sunday, felt a lot higher. I think the highest point was somewhere near this car park..



I believe hardy folks can walk from here to the top of the Bluff... I'm not one of those!

It is a LOT like stepping back in time, ancient farm houses and buildings, even spectacular ruins like Llanthony priory are right at the roadside, and if the body feels a need for sustenance or relief, there's a roadside pub too..



If you start from Hay you'll come out near Abergavenny, either direction will work. We saw road closed signs all the way along and took no notice, and in fact the road works, when we arrived at them, were quite passable even to cars. It was a memorable day out, possibly more suited to adventure bikes than crotch rockets, but it was fine 2 up on the clown bike, give it a go!

Jim

MAY EVENTS

Sun 17

Sunday Ride – Harry Tuffins Churchstoke – Route 10

May 17 @ 8:30 am - 1:30 pm

We return to our old 2 start points for today's ride (Worcester & Hereford). Not the greatest cafe but the roads are worth it! 08:00 for a 09:00 start.

Sun 24

Sunday Ride – Malvern to Crossgates via Dolfor – Route 46

May 24 @ 8:30 am - 2:00 pm

Everyone's favourite route from McDonalds Malvern. 08:30 arrival for a 09:00 start.

Fri 29

WHAM Exmoor Weekend 2026

Featured May 29 - May 31

Following the success of our weekend trip last June, we have decided to repeat it as part of the Wham 2026 events calendar. Come and join us for some great roads and company as we explore exciting Exmoor and Tony's great routes! This year's trip will be from 29th-31st May. Meeting on the morning of the 29th, at Starbucks Tewksbury, staying at the Raleghs Cross Inn for 2 nights, heading home on the 31st May. We have 17 rooms reserved for us, (doubles & twins), which will be held exclusively for us until the 6th March so please don't delay, book yours today!!

Prices vary depending on single or double occupancy and room type and are on a first come first served basis. Please call the Raleghs Cross directly to book your room on 01984 640343 & quote Wham to gain access to our reservation. Full payment will be taken at time of booking.

For those hardier souls, there are camping facilities that some members used last year & were pleased with. Please note: Once booked, in the event that you cannot attend, the booking will be transferable to a future date or to another Wham member if possible. No refunds will be issued.

I will send out the Raleghs Cross menu closer to the date, and for those who want to dine there in the evenings, I will compile a pre-order in April. Please let me know once you've booked your room so that I can add you to the list for menu pre-order and to send any trip updates.

We've changed some of the routes significantly this year so please ensure you have the latest routes in your satnav.

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Sun 31

Sunday Ride – Malvern to Bridgnorth – Route 72

May 31 @ 8:30 am - 1:30 pm

Sunday Ride from McDonalds in Malvern to Poolehall Cafe, Bridgnorth via Clee Hill. 08:30 for a 09:00 Start. Thanks to Martin Wood for the route.

Full details of all these, as usual. On the [club website!](#)



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