

The Occasional On-Line Magazine of The Northern Pan Riders

Pan Talk

July 2013

Membership Details

Where do we Get To ?

3 Rides Described

With words, pictures and maps

Workshop Session

Replacing Wheel Bearings



Pan Talk - July 2013

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The Complete Edition of Pan Talk is on our Website at
www.northernpanriders.co.uk

Club Membership

We are changing the way in which we sign up new members and ask existing members to re-new their subscriptions.

Instead of the traditional method of printing out a form, filling it in and posting it to the membership secretary, new members can join up on-line after viewing the information that is on the website.

A form is filled in on the screen, a random question is asked in order to deter e-mail attacks, and the new member can pay by PayPal, Credit Card or Debit Card. Notification to the membership secretary and to the treasurer is immediate. Responses are not automatic as we like to retain a personal touch - which may be by individual e-mail or by phone call.

The system for new members has been running since April this year, and we have already signed up 5 new members and pillions to the club. We extend a warm welcome to Clive and Ivy, Ian and Vicki, Kevin and Lynne, Paul and Rachael, and David and Gillian.

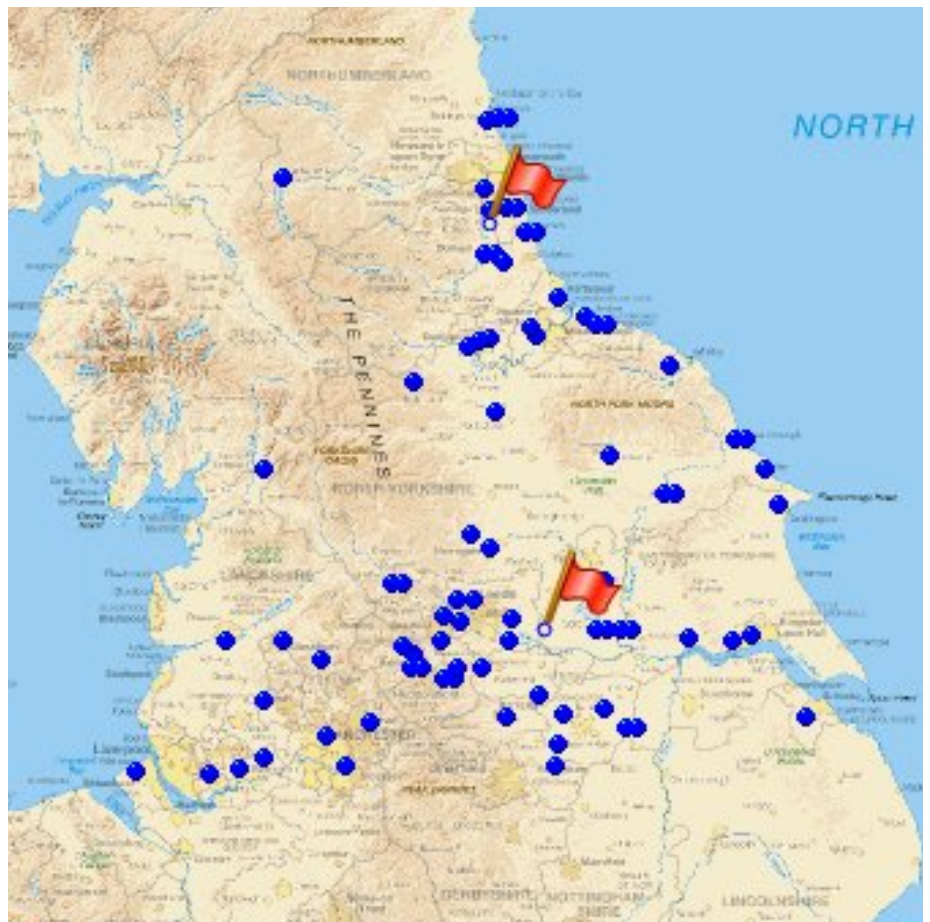
Existing members will be sent renewal reminders by email which will contain a link to enable the subscription to be paid by PayPal, by Credit Card or by Debit Card. Receipts are automatically issued by PayPal, and the club's acknowledgement and membership card will follow separately.

Subscription renewals are also possible from the club's website.

www.northernpanriders.co.uk

Membership Map

The map opposite shows very roughly which part of the country our members come from - information based on broad postcode areas. We are one club, but we have two monthly locations where we get together for a natter and a drink, to make it easier for people to stay in touch. The meeting places are where the red flags have been planted - The Dun Cow at Bournmoor - halfway between Chester le Street and Houghton le Spring, and Squires Cafe which is at Sherburn in Elmet, just South of Tadcaster.



Where Have We Been ?

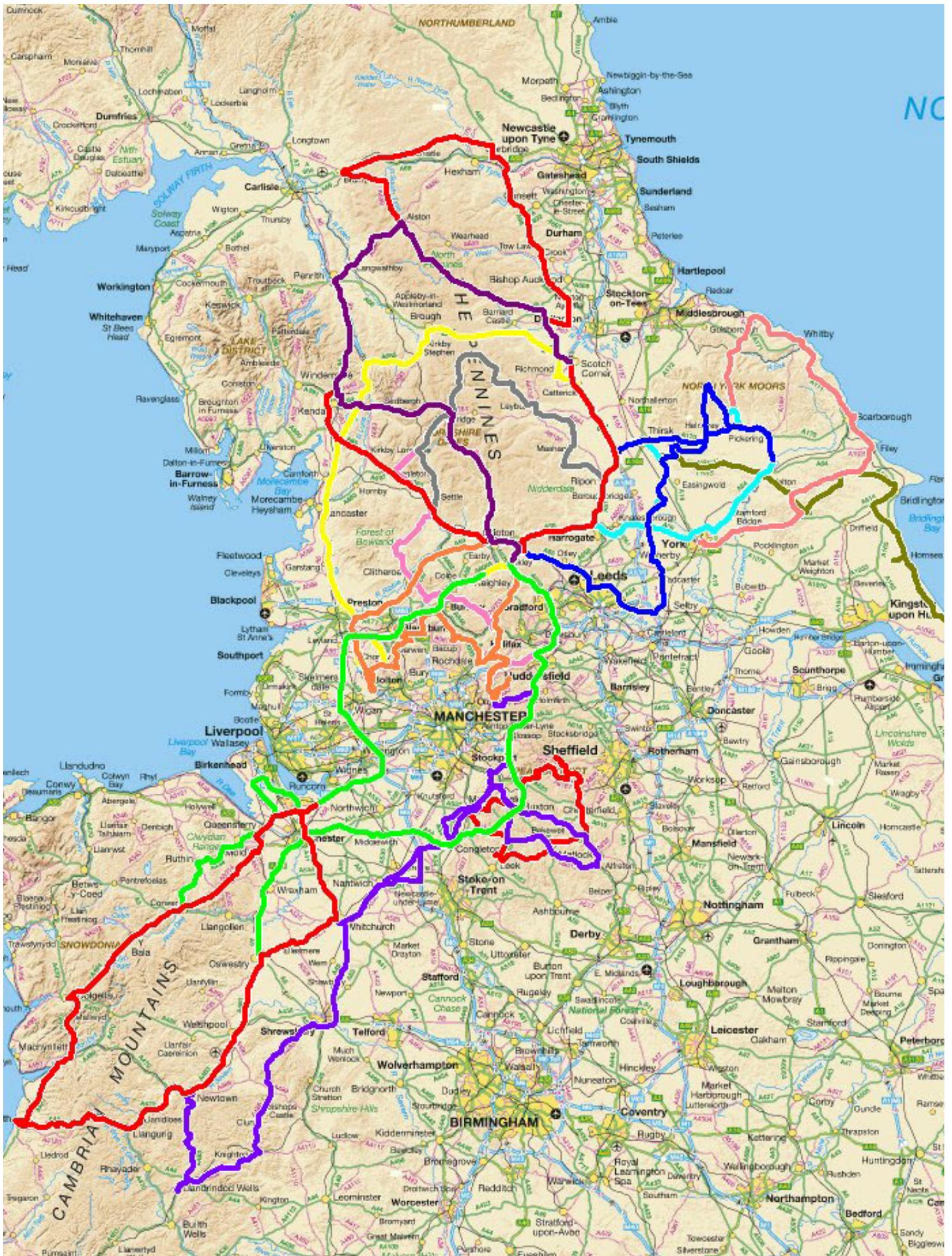
A Selection of Club Runs over the Last 18 Months.

See if you can spot which is which !

The map and the table show a selection of the rides that we have taken since November 2011. These are only a snapshot, but give a glimpse of the wide area that we have covered, and show a number of areas that may need to be explored ! Not all of our rides are included - only the ones for which I have a satnav log.

Interesting to spot the large gap at the start of 2013 when snow and poor road conditions resulted in a number of planned trips being cancelled. The Derbyshire weekend gave us 2 or 3 days of excellent riding, including a long trip into Mid Wales. The trip to Aberystwyth was a single day trip, but many of us split the run into 2 days with an overnight stop on the Wirral.

Date	Start	via	End
13 Nov 2011	Squires	N York Moors	Squires
8 January 2012	FridayThorpe	Whitby	Ripon
22 April 2012	Squires	Thirsk, N York Moors	Squires
10 June 2012	M62	Slaidburn, Hawes	Skipton
19 August 2012	Squires	Withernsea	Squires
12-14 October 2012	Derbyshire Weekend	Llandidrod Wells Matlock	
21 October 2012	Ripon	Tan Hill	Skipton
18 November 2012	Squires	Rivington Barn, Air Ambulance Cheque	NorthAllerton
9 December 2012	Marsden	Rivington Barn, Dales	Skipton
14 April 2013	Leeming Bar	Hadrians Wall, Alston	Manor Cafe
12 May 2013	M56 Chester	Aberystwyth	M56 Chester
9 June 2013	Skipton	Hawes, Alston	Scotch Corner
13 June 2013	Derwent Reservoir	Viz Impaired Ride	Derwent Reservoir



Sunday April 7th 2013

Joint Ride - Pan Clan and Northern Pan Riders - Led by Dick Brew



After the long cold Winter of 2013, the snow was gradually beginning to disappear. 'Melting' is too dramatic a word for it as the bitterly cold Easterly winds were keeping the temperatures well down, and there was very little sign of melt water. On the contrary, the ground underneath where the snow had been was now bone dry.

Sunday morning required an early start to arrive at Leeming Bar services for the 10:00 getaway. For us it would take around an hour. The sun wasn't reaching the bottom of the valleys and the dew on the grass had frosted over soon after dawn. The roads, however, were dry. Salty and strewn with fine road grit, but bone dry. The 'ravine' on the A59 to Blubberhouses, sees very little sun and the small amount of meltwater from yesterday was now frozen solid in the gutter. The heated handlebars, two heated jackets and heated seat were handy, but they did little to stop the cold penetrating to the feet, the fingertips and the shoulders. By the time we got to Leeming Bar, we needed to claim the seat inside by the radiator and wrap ourselves around a hot drink.

As people gathered outside, the sun had risen high enough to raise the temperature by a few degrees. This was more like it. Cheery 'hellos' all round, and a brief introduction by Dick, and we were on our way. Some spotted the drop-off marker at the right hand T junction, but a fair few of us were caught out by the newly arrived car at the junction, hiding the Pan from view. He was trying to turn right, but now the narrow country lane into which he was turning was blocked by half a dozen motorcyclist doing synchronised 12-point turns. Shame.

The bikers cafe at Etherly on the A68, West of Bishop Auckland was our first P&T break. The filter coffee was nice when it eventually arrived, and served up with a cheery smile, but just as the last mouthful had been swigged, those that had been served first were already making moves towards their bikes.



The run along the A689 through Weardale and via Stanhope towards

Alston was pleasant enough, and the climb over to Nenthead is a delight. Snow was still piled high at the side of the road from the snow ploughs attempts to keep the roads clear over the last month, but these were now melting and although the streams across the road looked dodgy and certainly required caution, in fact they were pure meltwater. The frequent villages on this road stop the flow as short open stretches of road are interspersed with longer 30mph sections. Nevertheless, this was a good run from the heights of Nenthead along the valley sides towards Alston.



Hartside Cafe was heaving - which was to be expected on the first decent motorbike weekend for about 6 months - and the ride down the A686 to Melmerby was, as ever, a delight. We took the quiet back roads to Kirkby Stephen which was warm, dry and pleasant. The B6277 ove Birkdale Common was narrow, gritty and bounded by snowdrifts which were still above head height, sliced vertically by the

action of snow ploughs. The MGB Owners club had also selected this as their run out for the day, and the few passing places were crowded with a combination of rather large bikes, and rather small cars.

The run through Swaledale from Keld to Leyburn and on to Bellerby Manor was a welcome opportunity to stretch the bikes' legs again.

Thanks, Dick - a great ride - 250 miles by the time we arrived back home, and our first decent length run out since October, something my neck muscles reminded me of the following morning !

Pete's Scotland Tour May 2013



Rogart Station - Our Base for 3 Days

still shining as we launched ourselves onto the busy Edinburgh ring road, over the forth road bridge (with Lynn's eyes tightly shut), and up the M90 to Perth services . . . but where have John, Lynn, Dave, Barbara, Andy and Rosemary gone? We waited . . . and wondered . . . and waited . . . and wondered . . . and waited . . . and having worked out where things went awry, frantically tried to catch up when we realise they were probably ahead us. With the posse now re-grouped, we pushed on up the A9 to Aviemore. Stopping here for supplies of tea, coffee, milk etc. is a must, but we've still got 80 miles of the journey to go. We arrive at Rogart at 7pm, tired and hungry. We greet Keith Munro and Barry Sexton who made their own way to Rogart all the way from Surrey, the group was now complete.

On Saturday 25th May I woke to a sunny start for our annual trip around the north coast of Scotland. and met up with Lee Wilson and Andy Dickens at Bradford motorcycles for a 7.30am 420 mile ride to Rogart in the Highlands, so off we went along the A65 for a bacon buttie stop at devils bridge. Eventually hitting the A6, we headed through Penrith onto Carlisle where we joined the superb B7076 that snakes its way over and under the M74 arriving at Moffat for a short break. The next stop was Edinburgh . . . so up the A701 to meet up with John and Lynn Farell, David and Barbara Hudghton, Andy Stockdale and Rosemary Wood. The sun was



John O'Groats



*Struie Viewpoint
Overlooking Dornoch Firth*

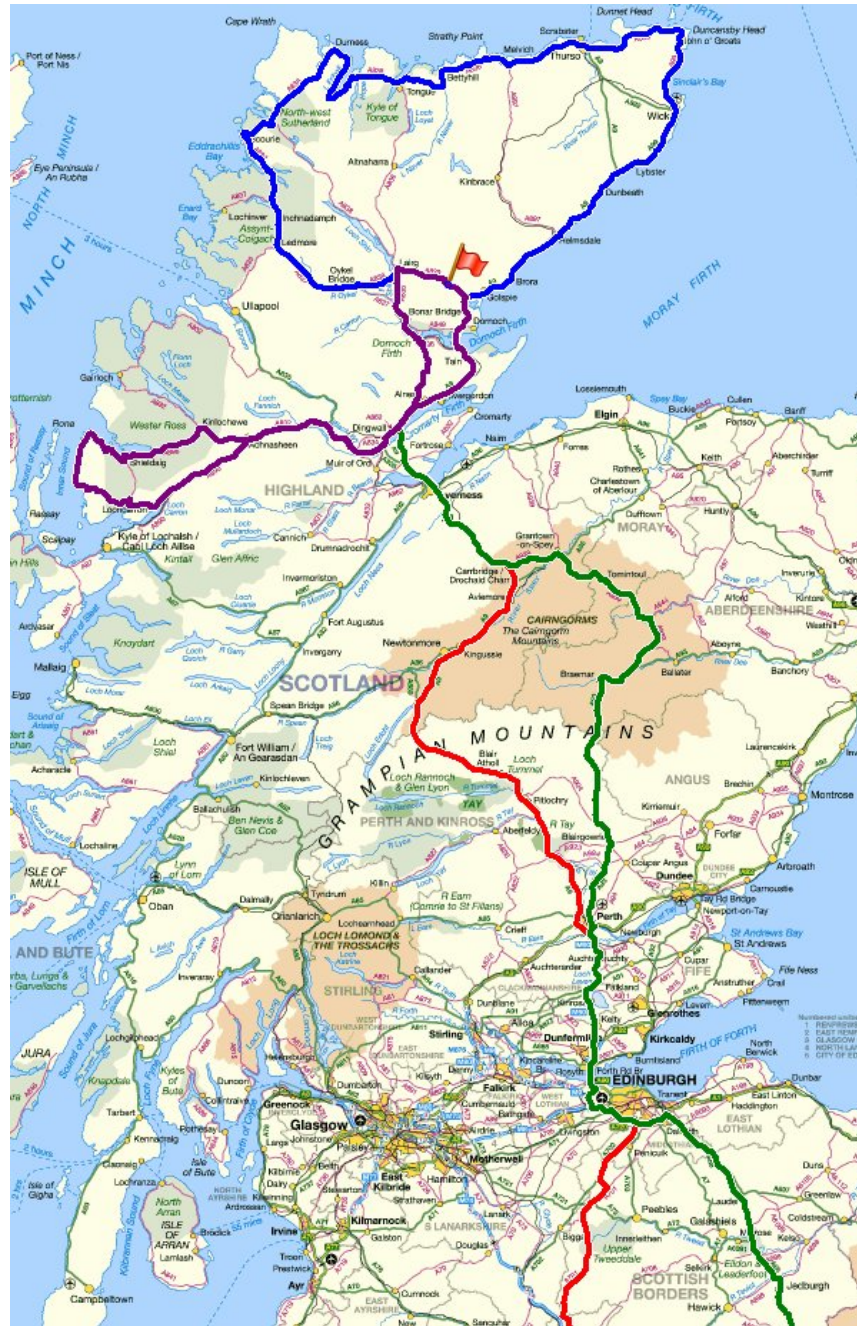
Sunday: the sun is still shining, we head around the North coast calling at John O'Groats for coffee and lots of photos, refuelling at Thurso and on to Durness to enjoy the stunning scenery. The route required much leaning of the pan into its inviting bends at interesting speeds. Keith and Barry certainly knew how to wring the neck of a motorcycle, I was impressed! After Durness we aimed towards Laxford Bridge where we joined the fantastic A894, a real bikers road, with long straights and fast sweeping bends topped off with



The Beach at Durness

excellent surroundings. We had booked evening meal at 7pm and arrived back at Rogart at 6pm after an absolutely brilliant ride which we all talked about over Sunday lunch.

Monday was the ride to Applecross which is not for the faint hearted. Keith and Barry went to Inverness for a well deserved rest. The rest of us set off. Hitting the A9, John and Lynn hit the tarmac after a slow spill causing an electrical fault depositing poor Lynn on the ground a second time at a cafe stop in Kinlochewe. After calming Lynn down, she nervously got back on the bike and headed back to Rogart to sort out the problem (loose wire on the coil) credit to them both for getting back safely! With four bikes remaining we ride anticlockwise around the Applecross peninsular with stunning views over the sky blue sea. After a short break at the Applecross Inn, with music blasting from David's Goldwing, we start climbing higher and higher into the wind with breath-taking views in all directions at the top of the "pass of the cattle". We start the descent with extreme caution, pausing on the tight hairpin bends to enjoy the best views in Scotland! We head back via the A890



Bealach na Bà - The Pass of the Cattle

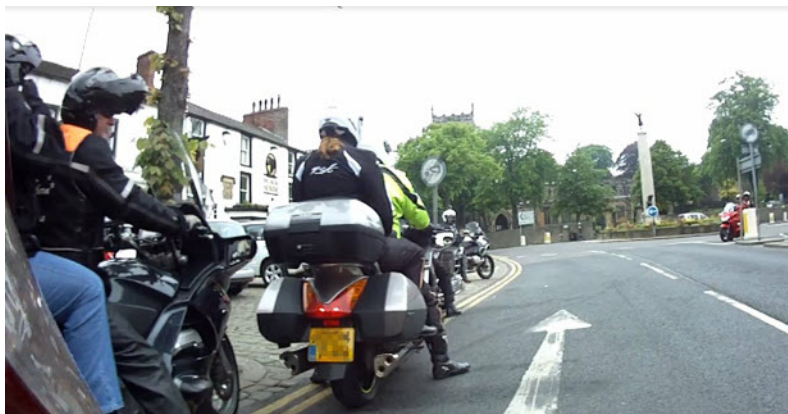
to Achnasheen at "take off" speeds to arrive in time for evening meal.

Tuesday . . . time to head home via the Lecht and Glenshee ski roads arriving at Carter Bar on the A68. This is where we say our goodbyes after 1400 miles of fantastic biking with some of the best friends we've made from the N.P.R.

Pete is extremely grateful for the compliments received after this trip. See ya all next time???

John & Lynne's Alston Run 9 June 2013

A bright, chilly morning heralded the start of fantastic day. As we gathered on the cobbles of Skipton Market Place, the sun was starting to show itself. Coffee was drunk, gear came off, time marched on, gear went on again. We set off at 10:30 heading North to the B road toward Grassington, Kettlewell and Hawes.



Normally a brilliant road, if you can get past the traffic. Today was quiet enough, but the road had been recently surfaced with tar and chippings - something Andy and I had discovered when we recced it two days previously. Today, however, the surface was much better - most loose gravel had been redistributed to the centre line and the gutter, and we made good progress.



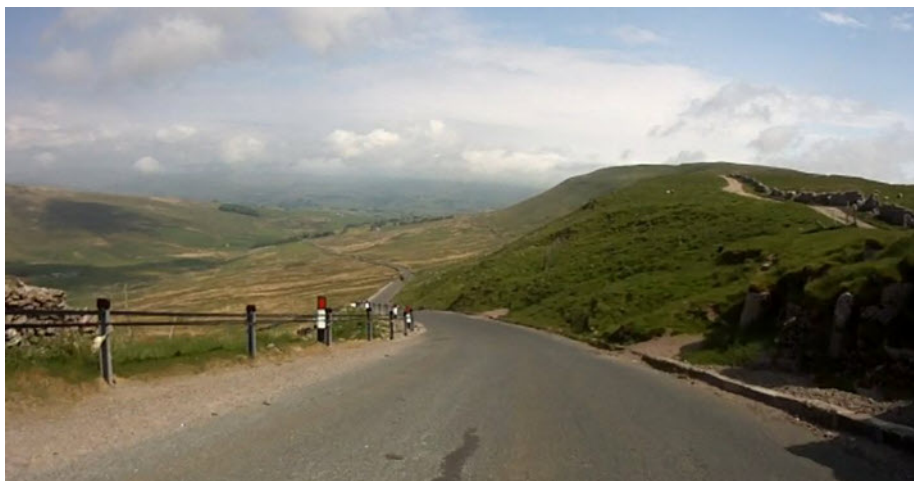
Turning Left at Buckden, we head up Langstroth - a beautiful, peaceful valley with a stream which is an anomaly.

Water normally seeps through the cracks in limestone to flow underneath the surface. Here, the water cascades and swirls down its limestone bed in a series of small cataracts. Except today follows a cloudy but extended dry period and the cascades have turned into trickles.

The top of the valley is marked by a zig zag of steep, uphill bends after which we have the long, steep decent from Fleet Moss into Hawes.

The A684 to Sedbergh is a popular bikers road, but today we have it mostly to ourselves. The bends exercise the parts of the tyre that other roads do not reach and the surface is excellent. We pause briefly as some confusion over route marking results in the back end of the group taking the wrong turning, and we pause again at the crossing with the M6. The next part of the ride is long, fast and flowing, and we need to stretch our legs here.

Circuitous manoeuvres are employed to avoid the Kendal bottleneck, and we begin our run up the A6 towards Penrith. The climb to Shap Summit is brilliant with its fast flowing series of bends. It is hard to believe that this was once the main road North before the M6 was built.





From Penrith we hit the stupendous A686. A Sunny Sunday, it was bound to be busy, but it was fun in parts, nonetheless. Today, we seem to have hit a custom car rally. Progress at the front is not too bad, but the voices over the bike to bike intercoms reveal the frustrations of riders at the back as various drivers and riders

were using the route to take their cars and bikes for a walk.

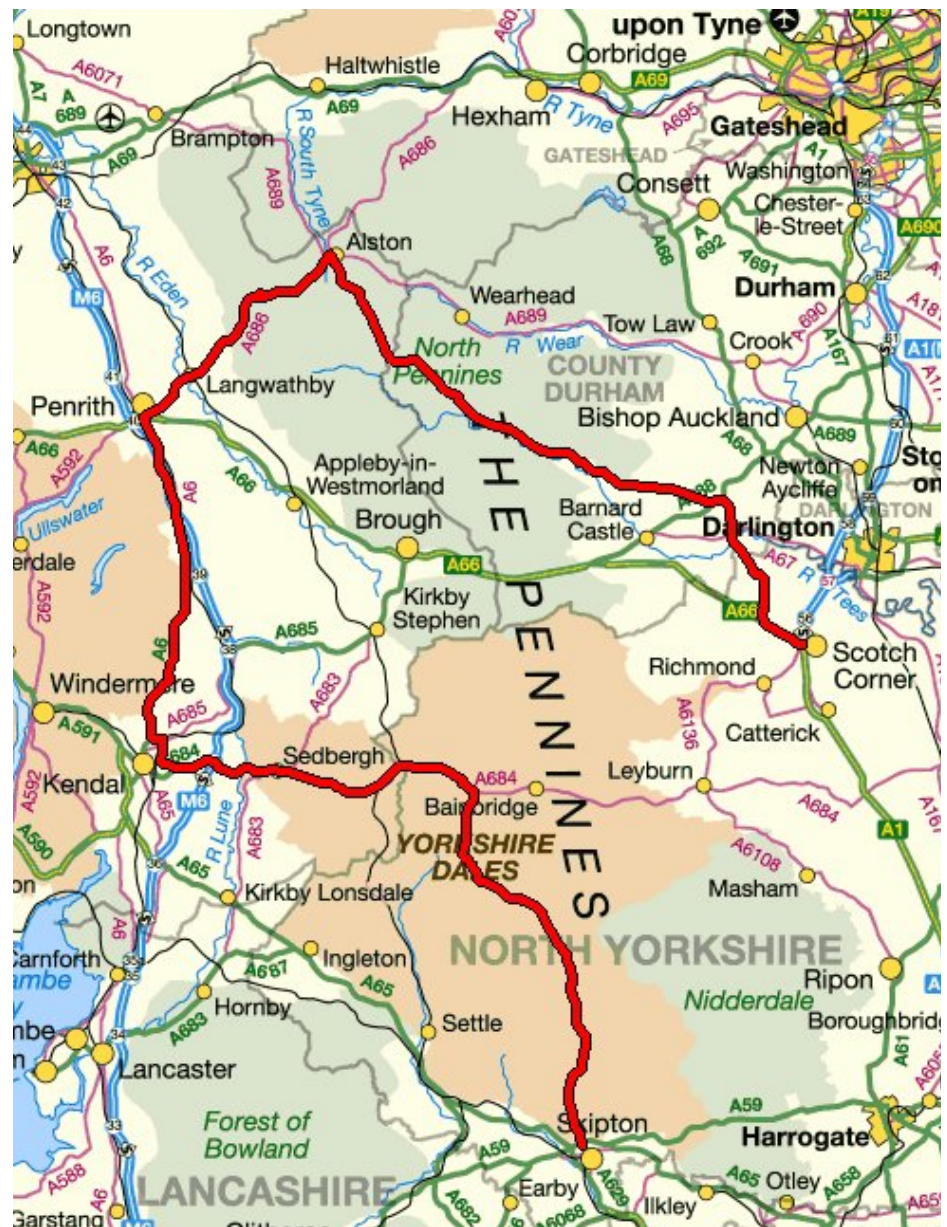
Hartside Cafe is always good for a stop with a group of riders. Service is generally quick and there is plenty of space. The Custom Car Club have taken over the car park and the inside of the cafe, so we sit outside in the sun, the loudly revving engines and the exhaust fumes. This turns out to be short lived as they eventually manage to find first gear and roar off into the distance, leaving us with the relative calm in which to enjoy the magnificent views over the Eden Valley to the Northern Lake District.

From Alston there are a number of routes, all of which are thoroughly enjoyable. We take what is perhaps the least well known of these - the B6277. From Alston, it heads South East towards

Middleton in Teesdale and climbs over the Pennines to reach a height of a couple of inches short of 2000 ft. To the right is the imposing profile of Cross Fell, the highest hill in the Pennines, but ahead the road demands all of our attention. It is superb, the bends are numerous and varied as the road descends the Upper Tees Valley, uninterrupted, in a slalom course which keeps us busy for a full half hour from its start in Alston.

We had originally planned to stop at Ripon, but the road to Reeth with its steep climbs and sharp uphill hairpins had just been liberally scattered with tar and gravel. Scotch corner provided a suitable alternative and a central location whence we were able to head off in our separate directions.

A great run - and one of my favourites.



ST1300 Workshop - Replacing Front Wheel Bearings

Remove the Old Bearings.

This is a fairly easy and painless job if you have the correct tools. To remove the bearing you need a drift and a bearing remover tool. These can be purchased from a Honda dealer
Head 07746-0050800
Shaft: 0766D-0010100

Similar tools can be purchased online. Sealey MS062 is one to look out for which include heads that will fit front and rear wheel bearings.

- 1 Tap the head remover into the bearing which you wish to remove. The slot goes in first.
- 2 Rest the wheel on the bearing remover tool, so that the wheel is balanced. I use wooden supports for the tyres and a smaller piece of wood with a sturdy chunk of metal onto which the remover tool can rest. Its then easy to remove the centre support and leave the brake disks and removal tool above the work surface.
- 3 Locate the drift into the slot in the remover tool from the opposite side, and give the drift a few good hard taps with a hammer. It is important that the remover tool is supported for this, otherwise it will knock straight out of the bearing. All we are doing here is spreading the jaws of the remover tool.

Remove the support from under the axle and bearing remover tool, so that the tool has space underneath it to be knocked out.

Give a few small hard taps to the drift. Hold the drift firmly so that it doesn't rock. You will feel the bearing moving and it will gradually pop out. If the jaws aren't adequately spread at the start, the remover tool may be knocked out without the bearing. Try again. Small taps are better than heavy ones.

- Nb It helps if you can warm up the wheel before doing you start - just a bit. I use a fan heater. Directed at the centre of the wheel. Nothing excessive - we don't want to risk warping the disk.



Step 1 - Insert the removal tool into the bearing, slot first



Step 2 - Have supports to lift the disk away from the surface, and a central 'anvil' for on which the removal tool will rest while the drift is located.



Step 3 - Locate the drift, remove the anvil and start tapping it out.



Step 4 - The removed bearing with removal tool and drift still wedged inside. Don't loose the spacer !

Fit the New Bearings

Never fit a single bearing, always remove and replace in pairs.

You really need the correct 'tool' for this - a metal disc that will drive outer and inner race simultaneously. My 'anvil' on the previous page is the Honda tool, part # 07746-0010400. Put the bearings in a sealed poly bag in the freezer for a couple of hours before fitting them.

- 1 Fit the right hand bearing first. Yes, it makes a difference. Use the tool to tap home the new bearing. The tone of the 'ring' will change as it seats against the shoulder.
- 2 Turn the wheel over and insert the spacer. Make sure that it rests against the face of the bearing.
- 3 Tap in the left hand bearing using the tool until the spacer is seated against the inner shell.

Nb - The left bearing does not seat against the shoulder in the hub. If you tap in the bearing using a drift on the outer shell, then it is possible to drive it too far, and put undue lateral pressure on the bearing. The bearing needs to be driven as far as the spacer, and no further.

If no tool is available, then a possible solution is to use very thin cigarette paper as a feeler gauge between the face of the inner shell and the face of the spacer. Tap the bearing into position using the outer shell, but 'feel' when the inner shell is against the spacer. Remove the paper, or tear it off if it is trapped. This is far from ideal, and could still result in a tight bearing which will fail in a relatively short period of time.

A video of these two procedures is available on youtube.

Removing Bearings - <http://youtu.be/ACCBYksMGCY>

Fitting Bearings - <http://youtu.be/mmVMO-oGR80>



Step 1 - Right hand side first. Tapping the bearing home using a solid metal disc. The correct handle and pilot had not arrived in time for this photo !



Step 2 - Turn the wheel over and insert the spacer. Make sure it sits on the face of the bearing just installed.



Step 3 - Bearing waiting to be driven in. Use the proper tool, or beware driving the bearing beyond the top of the spacer. Or not enough.

PanTalk is an occasional magazine produced by and for members of Northern Pan Riders - a motorcycle touring club for owners of Honda ST1100 and ST1300 Pan European Motorcycles.

Further Information about the club can be obtained on our website:

www.northernpanriders.co.uk

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