

The Occasional On-Line Magazine of The Northern Pan Riders

# Pan Talk

October 2013

## Ken's Tan Hill Club Run

July 2013

## Dick and Ruth's Viking Saga

A member's report of a recent extended camping tour of Scandanavia

## Thunder in the Glens

Pete's Mini Scotland Break

## NPR at Bikewise

Durham, July 2013

## Workshop

Re-programming Keys

Brake Pad Pins

HT leads and Rough Running

# Pan Talk - October 2013

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Your Northern Pan Rider membership comes with Affiliated BMF Membership for you and your pillion. As well as vital protection for our club, the following benefits are available to all members :



### **Political Representation**

The BMF represents every rider at the highest level in the UK and Europe. Specialist lobbyists and researchers as well as a network of UK volunteers are engaged in this work. We have contact with National Riders Rights Organisations throughout Europe and many other parts of the world. We are members of FEMA (overall European representation) and have links with FIM (Worldwide representation). To get involved, contact the BMF Membership Department on 0116 2795112 or [membership@bmf.co.uk](mailto:membership@bmf.co.uk)

### **Discount on entry to all BMF shows**

Tickets for all the BMF shows can be purchased in advance on line at [www.bmf.co.uk](http://www.bmf.co.uk) quoting your club's unique discount code (available from your club officials). Please see the web site for the ticket hotline number, if preferred. Tickets may also be purchased at the event.

### **Access to Riderspace, the BMF website**

Visit [www.bmf.co.uk](http://www.bmf.co.uk) for details of events, briefing documents, press releases and many other things to do with the BMF.

### **Discounted Insurance**

Some insurance providers offer discounts to members of the BMF. Please ask your broker before renewing your insurance.

### **Travel Insurance**

A combined Travel and Breakdown Insurance, which covers Continental Europe and extending to the Azores, Balearics, Egypt, Morocco, Russia, Tunisia and Turkey\*, including the UK part of your journey. \*Please note that breakdown cover is limited to Continental Europe only and excludes these countries. Single trip or annual cover available. Apply for cover from our brokers Perkins Slade on 0121 698 8027. Please apply at least 5 working days before travel.

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### **Discount on Breakdown & Recovery - RAC**

BMF members can now receive up to 50% off RAC membership, even existing ones. Membership of the RAC covers all vehicles that a member drives/rides. There are also discounts on European cover, particularly for older motorcycles. Please contact Membership on 0116 2785112 for further details quoting your BMF Discount Code.

For more details on these and other latest offers please see our website [www.bmf.co.uk](http://www.bmf.co.uk)

Access to some of the offers requires a BMF code. We cannot publish this here, but it can be obtained from any member of the committee on request.

## Ken's Run - 14 July 2013 - Skipton to Tan Hill Inn - Kirkby Lonsdale



Skipton Market Place

Another brilliant sunny day in the long run of searingly hot days that we had in July. Ken and Garry had recced the route a couple of days earlier, and we were provided with precise timings of where we would be and when. Great stuff.

Garry never made the start, having had to deal with an emergency, so we set off out of Skipton, over Halton Height, Barden Towers, Appletreewick, Consiton, and up the high back road from Arncliffe to Stainforth. At which point, Ken stopped, or at least, his bike did.

Pete spotted the lack of fuel pump noise, and the blown fuse was replaced with another which blew immediately. Deciding that Ken had got a problem that we couldn't fix at the side of the road, Alex stayed with him and Dick went ahead to find a place a few miles down the road that had a signal for the mobile phone. We carried on with the ride, leaving Alex and Ken to await the arrival of the RAC.



Appletreewick

The run from Stainforth to Hawes, is always a delight, and today it was free from many of the boy racers that can spoil a pleasant Sunday run. The break was welcome - we'd been out in the sun for a long time, and most of us were feeling decidedly poached.

The ride from Hawes to Tan Hill, was short and sweet - without Ken's route-finding, we took the route that we knew, and had a short breather outside the Highest Pub in England. Numbers had dwindled from the 11 bikes that set off to just 7, two of whom were still stranded on Darnbrook Moor. One other member took the opportunity to head back West from here, and Dick went back to lend his support to our stricken leader and to confirm to them that the message to the RAC had got through.

The rest of us were hot and decided to press on for an ice cream underneath some shady trees. So we headed down to Kirkby Stephen and on the unusually quiet A683 through Sedbergh and on to Kirkby Lonsdale.



The Hairpins near Keld

Dave set off back through Settle to see how Ken was faring. It was now 15:30, and we had left Ken and Alex at 11:30. By the time Dave arrived at the spot, they were still there, waiting to be rescued having been out in the brilliant sunshine with no shelter. But it could have been worse - it could have been blowing a gale up there.

Ken's planned route would have been more adventurous than the one we took to Kirkby Stephen. His plan was to take a route which more closely follows the Settle Carlisle railway line South through Aisgill, Garsdale, Cowgill and Dent. But we had a great ride anyway. Its just a pity that Ken and Garry weren't there to enjoy it with us !

In the end, Ken's problem turned out to be a fault in the wiring harness.



Ken looks at the scenery for 5 hours. Nice though, innit ?

## Northern Pan Riders at Biker Events

The club has always attended a number of the annual biking events that are put on in the North of England. This year we spent two days at the Manchester GMEX exhibition, a day at the Durham Bikewise show, and a day at the Stockton Ridewell show. These events are a showcase for the club and we use them raise our profile and to attract new members, but as well as that, they are a lot of fun, a good ride out and an excellent social get-together.

Following the GMEX exhibition earlier in the year, the committee had decided to try to bring our display resources up to date, and have a serious attempt to attract new members to the club. It is a battle that we will eventually lose, as existing members hang up their boots, and with no hint of a replacement for the ST1300 being mooted by anyone. So we tidied out the trailer after the March committee meeting at the Dun Cow, got rid of some old stuff and took stock of things that we needed to replace. Garry designed some eye catching banners and flags for this year's events and these were ready for the Bikewise event, and can be seen in some of the photos. Richard designed some new calling cards - buying a lot was not much more expensive than buying a few, so we have a plenty of these to distribute at future events, or to give to Pan owners when we come across them on rides. John set up the new on-line joining and renewal system, which is already proving very effective, and Dick has produced some ready-to-go membership packs for anyone who wishes to join the club on the spot.

### Durham Bikewise July 2013

Sunday morning and the weather didn't look good. An early start was necessary for the 2 hour ride in order to get to the show before 9:00am, and although it was bright and clear in West Yorkshire, thunder and lightning was forecast and looking to the East, the clouds over towards the A1 looked menacing. A distinct line between blue sky and black cloud had formed around Harrogate, and shortly after the rain started as if someone had turned a firehose on. It was torrential. The road surface was hidden under the bright reflections of the surface water, and although a few cars raced past, oblivious to the risk of aquaplaning, their tyre marks were filled almost immediately. Up ahead, the car facing the wrong way in the ditch, and the police urging us to slow down reminded us of just how easy it is to lose traction with the road in these conditions. There was no need - we were already down to 35 mph and acutely aware of the risk, any faster and we could feel the bow wave beginning to form under our front wheel.

The North East branch of the club had already arrived with the trailer and had started to put up the marquis. We joined in, partly out of a desire to help, and partly to get out of the rain. It became clear that somewhere we had mixed up the two different lengths of poles, but it was too late and too wet to rectify. The tent was safe, secure, it was keeping us dry and it would do. Only the eagle-eyed would notice that the front was lower than the back. The flags and banners went up, the TV and video was running, the photo display on the notice board was set up, and the kettle was put on.

Then the rain stopped, the sun came out, and it stayed out for the rest of the day. Jackets, trousers and gloves were draped out in the sunshine to dry off before the crowds came.

I may be biased, but of all the club stands that were at Durham Bikewise, ours looked the most attractive and the most welcoming, and we had many visitors during the course of the day. We were in the spot that we commonly use the first of the many stalls - on the grassy corner on the main walkway to the other attractions. Anyone at the event has to pass by our display, and really we were impossible to miss. 10 brightly sparkling ST1300s formed an arc in front of the marquis and it was difficult to ignore the grandeur that our touring motorcycles display. Visitors stopped and talked for a long time, some very interested in the Pan European, some who had never really bothered with them before, now really noticing them for the first time, some who had fancied one for years but had been put off by the many opinionated and inaccurate stories that we hear from time to time.

It was a great day.

John



# Roadtrip

Trolls and Vikings, Mountains and Fjords  
. . . and Santa Claus!



Our New Membership Secretary and a member of Northern Pan Riders since 2010, Dick and Ruth Brew and dog Spud, recently travelled abroad on their motorbike to the far North and Santa territory.

This is their account of the journey.





*Spud in control.*

The original idea was to ride the Arctic Highway (E6) to Norway's North Cape (Nordkapp), the furthest northerly point to which you can travel by road on mainland Europe. Two years of planning saw us departing on the Hull ferry bound for Scandinavia. Riding a Honda Pan European ST1300 motorcycle, towing a trailer, and with our Lakeland Terrier, Spud, in her usual place sitting on the petrol tank, we made quite an unusual sight.

We transited through northern Holland and Germany into Denmark, camping in the lovely city of Århus, and caught the ferry to Norway, from the port of Hirtsals. Kritiansand, on the southern coast of Norway, was our first taste of Nordic cuisine (and prices!).



*Stave church of Heddal;*

We headed northeast into the Telemark region, which was truly beautiful, with winding roads through steep sided valleys and quaint farmsteads with their trademark wooden storage barns known as Stabburs, supported on wooden or stone pillars. At the amazing thirteenth-century stave church of Heddal we were lucky enough to enjoy a varied musical concert, which added to its atmospheric feel. We stayed for a few days with an old Air Force friend in Brandbu (about 50 miles north of Oslo) and spent a very enjoyable (and very wet) sightseeing day in Norway's capital.



*Flamsbana mountain railway*

After a night spent in our friend's mountain log cabin (apparently all Norwegians have a holiday home in the mountains and a boat on a fjord) we travelled northwest, passing through the seven miles of the Gudvanga tunnel, to the town of Flam at the head of the Aurlandsfjord and its world famous mountain railway. A trip on the Flamsbana is a must and even includes a sightseeing stop at the very impressive 225 metre waterfall of Kjosfossen.



*Kjosfossen waterfall*



Leaving Flam, we climbed up steep mountain roads, riding above the snow line and passing small glaciers for several chilly hours, eventually arriving in the UNESCO World Heritage Site of Geirangerfjord.



*Geiranger Fjord and the Seven Sisters Falls.*

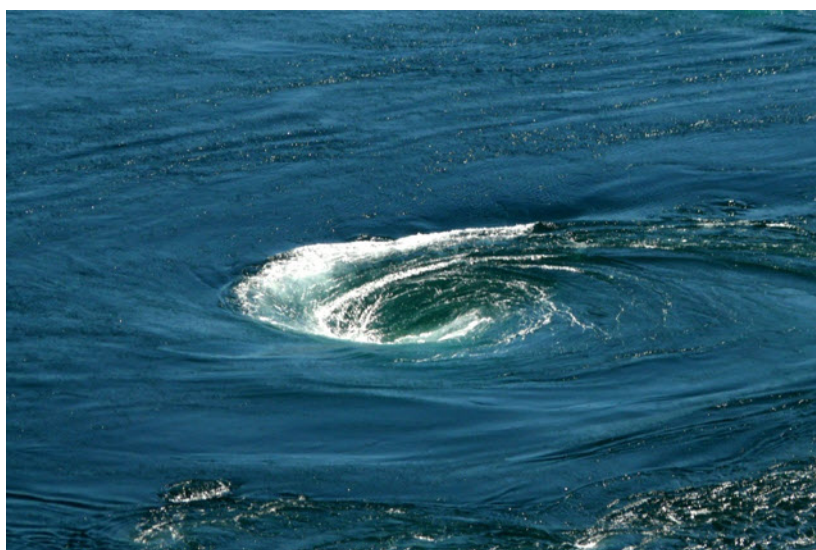
Geiranger is a popular cruise ship destination, and we took the opportunity to take a short and very pleasant evening cruise, passing the Severn Sisters Falls. Leaving by way of the Eagle Road with its eleven hairpin bends and dodging manic tourist coaches and camper vans, we headed further west to the coast and the Atlantic Road with the iconic Storseisundet Bridge.

We stopped just north of Trondheim, before finally joining the E6 Arctic Highway, the original route we intended to take from Oslo right up to the Nordkapp. This road is famous amongst the biking community, and indeed we met many fellow bikers from all over Europe along it.



We stopped at the tourist trap of the Arctic Circle Centre, which, for all its relatively tacky souvenirs, was very interesting and made a pleasant break in a long day's travelling. Just after leaving the E6 to travel to Bodo, we experienced a trailer tire 'blowout', which was disconcerting to say the least. This resulted in an unplanned three-night stop in Bodo whilst we sourced new tyres and had some welding carried out. Bodo turned out to be a nice town to get stranded in, and we tried the first of many camp-site cabins.

Just outside Bodo is the Saltstraumen maelstrom, the world's strongest tidal current and a mass of ever-changing currents and whirlpools, which we watched for several mesmerising hours. A three-hour ferry crossing from Bodo took us to the southern tip of the Lofoten Islands, home to Norway's stockfish Industry - air dried salted cod. If you think that the scenery is fantastic in mainland Norway, then go to Lofoten, where it becomes 'out of this world'. A truly magical place, we visited a reconstructed Viking chieftain's longhouse at Borg and experienced the opening of an authentic Viking festival (bizarrely meeting a Scottish Viking serving traditional Viking stew). The excellent private military museum in Svolvær gave a graphic insight to Norway's World War II history, the evidence of which was abundant throughout our trip. One of the highlights of the whole holiday was whale watching off the northern tip of Lofoten, where we took the Hval Safari from Andenes, and saw two Sperm whales.





Norwegian sights-Clockwise from top left:  
Trolls !; Stockfish drying rack; Stockfish;  
Granite Sculpture, Gustav Vigeland Park;  
Viking chieftain's longhouse and Viking ship  
at Borg; Sperm whale off the northern tip of  
Lofoten; World War II relic, the  
Adolfkanone; Mountain road above Fiam;  
Eagle Road

### Never trust your Sat Nav!

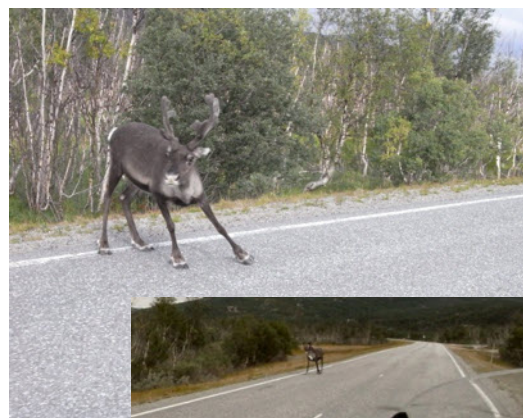
When leaving the Lofoten islands, we decided to take what looked like a scenic coastal ride, which 'Emily Jane' told us had a road. The tarmac soon petered out to compacted dirt (a common occurrence on Norwegian B and C class roads) but then deteriorated into a rough farm track, and finally into something akin to a washed out tank track. There was no way to turn round so we had to soldier on for 20 km, falling off once and getting eaten alive by mosquitos.



Once back in civilisation and the mainland, we headed for Narvik, scene of the infamous German World War II invasion of Norway for the control of the iron ore from Sweden. Nearby is the enormous 16-inch Adolfkanone, which surprisingly was operational with the Norwegian army up to 1964.

Continuing up the coast we diverted on to the large island of Senja, where we had a wonderful day's riding through the most fantastic scenery and came face to face with the Trolls and our first reindeer.

Back on the mainland we stopped for a look round Tromso, a very cosmopolitan town for so far north, with a lovely botanical garden. We then basically followed the northern coast line, dodging reindeer which became more and more abundant the further north we travelled. Spud became our reindeer early warning device, yipping feverously long before we saw them.



Stopping briefly in Alta for some very tasty smoked reindeer stew, we pushed on to the Nordkapp, which is another tourist trap set on a high cliff above the Barents Sea. We were very lucky with the weather, which although cold, was clear and dry. A quick souvenir shop and several postcards later, we headed east towards the Russian border and the 'frontier town' of Kirkenes. Kirkenes is a busy seaport, full of large Russian trawlers (and large Russians!). We camped for two nights, experiencing probably our coldest night, waking up to a thick frost.



We rode right up to the border at Jakobselv, which has a chequered history and apparently is still quite tense. Originally, we had hoped to visit Murmansk – the Visa requirements are quite daunting, but not impossible – unfortunately, no one at the Russian Embassy would advise



if we could take our dog over (and more importantly, bring her back). However, the seed has now been sown for a future trip to Russia, less Spud!  
 It was finally time to head south and into Finland to a very different landscape of high plateau, shallow peaty lakes and pine forests stretching as far as you can see in any direction. This is central Finnmark/Lapland with its indigenous Sami people. The region encompasses northern areas of Russia, Norway, Sweden and Finland, and even now some Sami still follow a traditional quasi nomadic lifestyle of reindeer herders. Saariselka holiday resort provided a very comfortable and much appreciated break to camping. Whilst there, we took the opportunity to delve into the Sami way of life, visiting an interesting museum in Inari. A trip round a gold panning and mineral exhibition (which had a piece of Whitby Jet presented by W. Hammond Jeweller's) and a ramble out on the hills amongst the reindeer, exhausted what we could do

at the resort (which was really set up as a winter sports centre) so we decided to cut short our stay and move further south.

Rovaniemi, capital of Lapland and official home of Santa Claus, was our next stop – well, it had to be done, and we even bought the DVD!



The Martini Knife Co provided the perfect souvenir of a pair of traditional Lapp knives, which many Finns still carry in public.

A visit to the Ranua Wildlife Park made a great last sightseeing excursion to our northern Finland tour. It really is the best zoo we have ever visited, with all the mainly indigenous animals housed in as natural a habitat as possible. Whilst researching the trip, we had been a little nervous of crossing paths with the local fauna whilst wild camping in the far north. However, our fears were totally unfounded, as nowadays, bears (Polar and Brown), Wolves, Wolverines, Lynx, Arctic Foxes and European Elk (Moose) are a very rare sights. The Ranua Park had them in abundance, and is a highly recommended diversion for anyone making the trip to visit Santa.



We then headed west out of Finland and into Northern Sweden, where we visited the Kiruna Iron Mine. The high grade iron ore mined here (magnetite) is transported by train over the mountains to Narvik for export. Due to the extensive mine workings, the town of Kiruna is actually sinking, and they are planning to move the whole town.

After a long and uneventful ride South, the rear tyre on the bike had worn down to canvas and a replacement had to be ordered (no overnight courier service here). Three hundred pounds lighter in the wallet and five days later, we headed down the coast of the Gulf of Bothnia, to Stockholm. Arriving at teatime, we decided to take a train into the city centre for a brief look round.

It is a fabulous city built on islands; we headed straight for the old town and a traditional meal of Swedish meat balls, which were a darn sight tastier than the usual fare served up at UK Ikea's! Next day we awoke to torrential rain, so that was the end of sightseeing in Stockholm (although we have decided to return sometime in the future).



The tent was poured into the trailer and we headed south in absolutely atrocious conditions (even Spud took refuge in her covered cage on the back of the trailer). Some eight hours later we arrived at the medieval coastal town of Kalmar, and crossed the 6 km long road bridge on to the long flat island of Oland, with its many windmills, and booked into a campsite cabin for two days to dry out. On to Malmo and the famous Oresund Bridge. Five miles of road bridge, 2.5 miles of artificial island and 2.5 miles of tunnel connect mainland Sweden to the Danish island of Zealand and Copenhagen. Like the Millau Bridge in France this is another 'must do' destination that had been on the wish list for many years, and we had glorious weather for the crossing.

In Copenhagen we made the most of the good weather to explore. There is something for everyone: grand buildings and palaces, beautiful parks, castles, the Tivoli Gardens (basically an old fashioned amusement park), canals, shopping on a par with London, and of course the famous Mermaid. As time was getting tight, we headed to the south of the island and took a ferry to Puttgarden in Germany. Stopping just south west of Hamburg, we found a friendly vet to give Spud her required tapeworm treatment and stamp her Pet's Passport. It was interesting to note that in the UK this treatment costs approximately £35, in Norway, it cost us £75 and in Germany, for exactly the same treatment, it cost just £6!

Once in Holland, we meandered through a few of the old haunts we used to frequent when stationed in Germany with the RAF, including Arnhem, Gouda and Delft, and finally landed in Rotterdam for the ferry home to Blighty, and a rest. All in all we covered some 7,700 miles in seven weeks (although we stopped for about two weeks visiting friends, sightseeing, and breakdowns). We crossed the Arctic Circle twice and got as far north as latitude 71° and as far east as longitude 31°. Wildlife spotted included Elk, Reindeer, Sperm Whales, Arctic Foxes, Eagles (we think), Red Squirrels and a Sea Otter (plus the captive animals). We travelled through extremes of landscapes and met many interesting fellow travellers and always friendly and helpful locals. This was the first of what we hope will be many grand tours, and as such, was a steep, but very enjoyable, learning curve.



## Thunder in the Glens

Saturday 24th August 2013 - A report by Pete

On Saturday, Andy, Ken and Babs and I met up at Bradford Motor Cycles for an 8am departure to Kingussie where we had booked our accommodation for the weekend. With rain bouncing off our heads we set off to our first coffee stop at Devil's Bridge and upon arrival the weather cleared and that's how it would remain for the whole trip.

Dick and Spud would be waiting with John Farrell ( BIG JOHN ) at Edinburgh so we headed north via the B7076 to Moffat where we had our second stop. Waterproofs were coming off as the temperature was rising so off we went up the excellent A701 to meet Dick, Spud and John. There were three other bikes joining us at Kingussie with David and Barbara, Simon and Jane and Wally and Jill so on arrival we all settled in our B&Bs. We then went into Aviemore to enjoy the show before dining at The Tipsy Laird back at Kingussie.



*Ben Nevis from Spean Bridge*

The next day we all voted on a ride out to the Isle of Skye, and what a rideout it was too! The roads were just superb for leaning our bikes over at interesting speeds, overtakes were plentiful as we wound our way through the Highlands and over the bridge to Skye. Rest time now as we sat in the warm sunshine at Kyleakin as I planned to take the group to the top of the "Pass off the Cattle" to enjoy one of the best views in Scotland. On our descent with "Big John" blasting out of David's Goldwing's music system, Dick was taking photos of us riding down the steep pass around the tight hairpin bends and away into the distance.

Everyone had a very enjoyable day and we were all ready for our evening meal. Sadly the next day we had to head back home but going via the Lecht and Glenshee ski roads, the fun was definitely not over as we headed into Braemar. After then we headed back the same way saying our goodbyes to Dick & John at Edinburgh. After a brill weekend I'd like to thank all those who joined me riding some of Britain's finest roads.

Pete

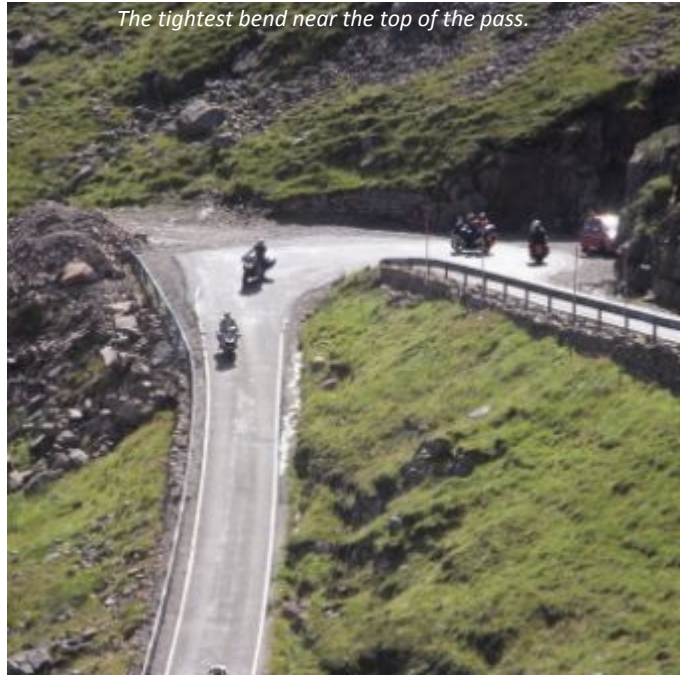


*Skye Bridge obscured by some motorcyclists  
Kyleakin, Skye*





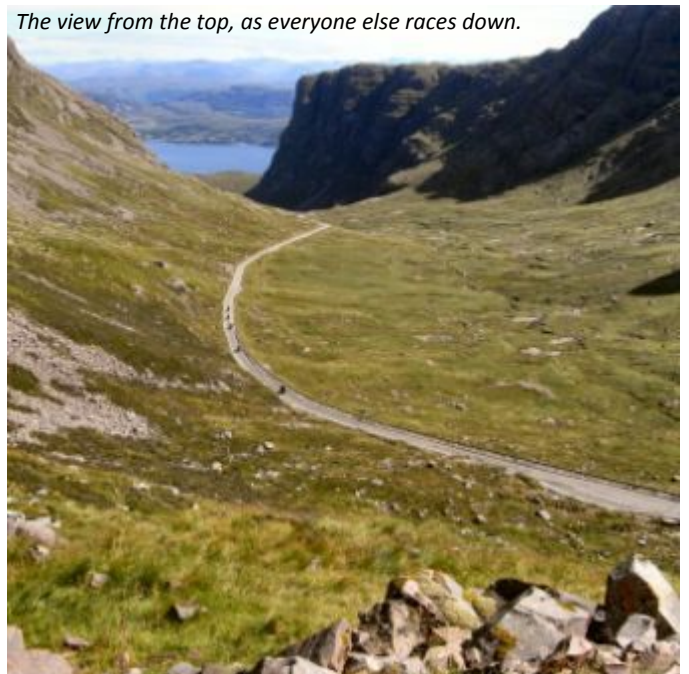
*Eilean Donan Castle, Dornie, A87*



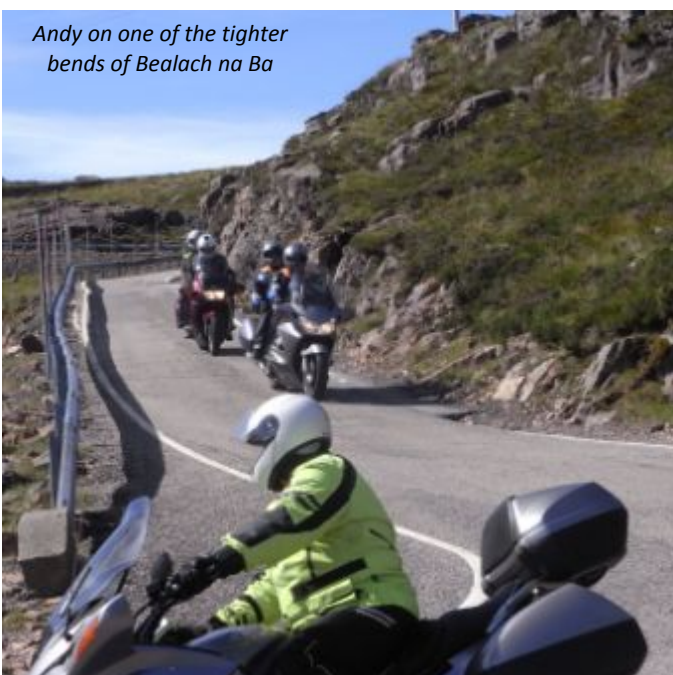
*The tightest bend near the top of the pass.*



*A87 Approaching Skye, Kyle of Lochalsh*



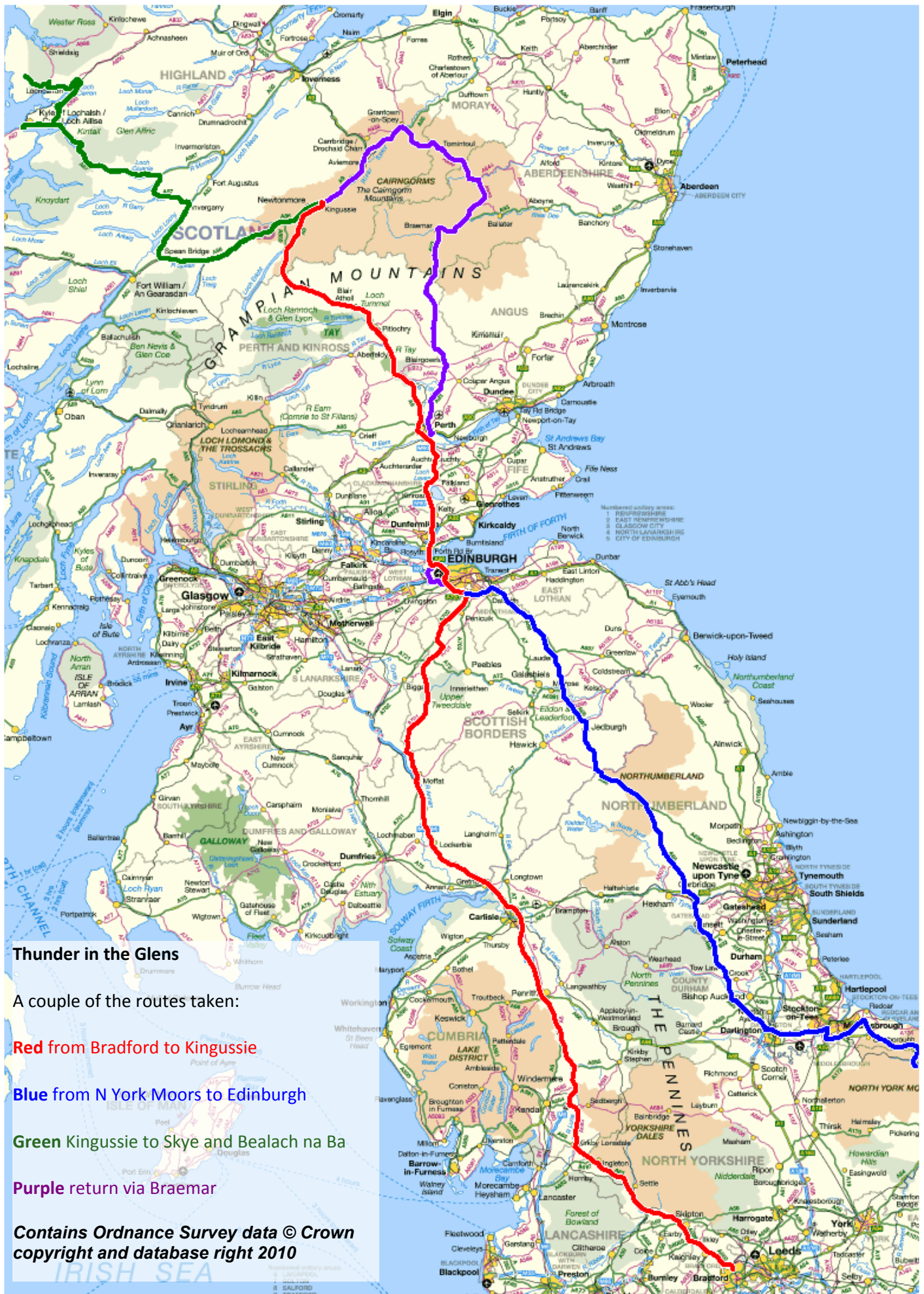
*The view from the top, as everyone else races down.*



*Andy on one of the tighter bends of Bealach na Ba*



*Pete*



**Thunder in the Glens**

A couple of the routes taken:

**Red** from Bradford to Kingussie

**Blue** from N York Moors to Edinburgh

**Green** Kingussie to Skye and Bealach na Ba

**Purple** return via Braemar

**Contains Ordnance Survey data © Crown copyright and database right 2010**

Routes plotted onto MemoryMap software using a combination of SatNav logs and WinGDB3 to convert Mapsource routes into tracks.

# The Workshop Pages

Some of us enjoy maintaining our own bikes rather than taking them into dealers, others prefer to let the experts deal with the mechanical side of things.

These pages have been written by members who have described what they have done as ingenious modifications or farkles; routine maintenance; large workshop projects; or fitting switches, satnavs, bike to bike intercoms.

In fact, anything that other members may find interesting or useful.

**However, working on your own bike can carry risks. It is up to each individual to decide whether or not the articles contain information that they may wish to use. These pages are not instruction manuals, or step by step guides to be followed without any further consideration. They are merely reports of how one member has carried out a particular task.**

**Please make sure that you have the necessary skills before embarking on your own maintenance.**

But whether you do it yourself, or have it done for you, its always useful to know what the work involves and to be able to assess how the experts are treating your bike.

## **Recommended for in the workshop**

Honda Workshop Manual, or Haynes Manual.

Good quality socket and Allen key set.

A quality torque wrench. 60Nm covers most things except the axle bolts and the rear brake stopper bolt, which require a longer handled wrench with torque settings up to 110Nm / 80ftlb

Copper grease

Lithium based multipurpose grease

Rubber / Silicon grease

Molybdenum Disulphide grease for rear wheel splines.

Packs of protective gloves (surgeon style)

Blue loctite thread locking stick.

## **You may also consider having**

A supply of fairing screws and pan head bolts.

A vacuum brake bleeder pump

A 'non return' valve for conventional brake beeleeding.

Recent, clean brake fluid

Oil collecting can.

A supply of clean cotton rags

## Honda ST1300 - HISS Ignition Key Information.

- 1) Using unchipped keys
- 2) Keys from Ebay
- 3) Replacing / Adding chipped keys

### Using Unchipped Keys.

The Original Honda keys are made of a very soft brass or brass alloy. They are easily bent or broken, especially when using them in the fuel tank or the panniers.

Unchipped keys can be obtained quite easily, although high street key shops do not often stock them. The HOND 24P Key blank produced by JMA and sold by SKS is a good quality example and is made of steel rather than a brass alloy. Much more durable. [Link here.](#) But they now deal only with the trade. Get your locksmith to get one, or buy one on ebay.

What is not commonly known, is that you do not need to have your chipped key anywhere near the ignition, once the engine has been started. It is possible to lay the handle of the chipped key alongside the chipless key, start the engine and then put the chipped key away. Or, in the case of a broken chipped key, cut off the blade and use the handle as a fob. The engine will continue running providing that you do not turn the ignition off or use the kill switch. If you stall, for example, the engine can be restarted without the need for the chip to be present, providing not too long a period has passed before restarting.



### Keys from Ebay

It is possible to get hold of a key which has the appearance of the original Honda key, but which in fact, does not have the chip built in. Something like the one on the right. With a bit of careful scalpel work, it is possible to cut the chip out of one of your original keys, fix it into the new key (eg with silicon sealant) and fix the cover with the Honda logo. Sellers rarely tell you that the key has no chip, but if it costs just a few pounds, it will not have !



### Replacing / Adding Chipped Keys

The standard Honda key has a chip installed in the handle and is matched with the code in the Electronic Control Unit of the ST1300. New keys can be coded to match the ECU so that it is possible to have 4 keys in total. Here's how:

- i) Obtain a chipped blank key from a Honda Dealer. Part number 35121-MBW-601. [Link.](#) Cost is £20+, but worth doing if you have lost one. Losing your last chipped key will cost you a new ECM
- ii) Get the blank keys cut. Make sure you can tell which are the old, registered keys and which are the new, unregistered keys.
- iii) Obtain or make an 'Inspection Adapter Harness' (easy to make).
- iv) Re-register one of your existing, working, keys with transponder chip.
- v) Re-register any other working keys that you have with a transponder chip
- vi) Register the brand new keys with a transponder chip.



The above procedure is described in detail on the next couple of pages.

## Preparation

### Step 1 - Obtain a New Transponder Key.

Honda part number 35121-MBW-601. Link to David Silver Spares - cost is £20+ . Note that you cannot program a key unless it has been cut first. Neither can you program a new transponder key unless you already have an ignition key that works.



### Step 2 - Get the Blank Key(s) Cut.

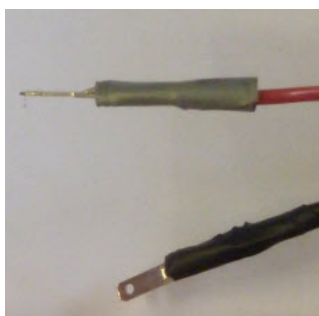
Very important to do this before trying to register them, but make sure that they work to turn on the ignition before proceeding. Keep them separate from the original working keys.

### Step 3 - Obtain, or Make an 'Inspection Harness'.

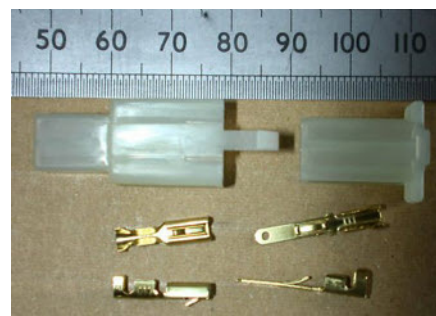
Part numbers are 07XMZ-MBW0101 (£41) and 070MZ-MCS0100 (£23). But you can make your own. I guess the Honda version has built in protection. Mine doesn't. Basically, the lead is two crocodile clips, two lengths of wire - one black and one red - and two small spade connectors, insulated with heat shrink tubing or insulation tape. I have a 100 ohm resistor placed in the middle of the red cable, some people use a 1Kohm resistor, others use no resistor at all. My version with 100ohms worked, and it didn't damage the ECU. I'd be tempted to try it with a 1K resistor first though. The spade connectors are Halfords HEF121, but the correct connectors for Honda bikes can be purchased cheaply from SGMotorsport.



Home made Inspection Harness



Detail of Connectors



Correct Hitachi Connector from [www.sgmotorsport.co.uk](http://www.sgmotorsport.co.uk)

### Step 4 - Start the Engine with a Key that works.

Place all of your keys on one side away from the bike. Choose one of the keys and make sure that it will start the engine. Turn the ignition off and leave the key in place. The key in the ignition will be the first one to be registered.

### Step 5 - Locate the Connector for the Harness.

Lift the rear seat. Under the pillion position on the right hand side, near where the side panel bolt is located, you should see a white, 2 pole connector which is taped into the wiring loom. Press the locking tag and separate the two halves. On my bike there isn't much room to do this - be gentle. Note the wires entering the back of the female half - one is white, one is yellow.



Under pillion seat, right side

### Step 6 - Connect Your Harness

**Make sure that the crocodile clips do not touch the frame or touch each other.**

Insert the red lead into the female connector that is connected to the yellow wire. Insert the black lead into the female connector that is connected to the white wire. As shown. **Check this carefully.** If you are certain that Red is to Yellow and Black is to White, then you are ready to connect the battery and register the keys.



Yellow +ve (red), white -ve (black)

## First a word about what you are about to do.

The first key to be registered must be one that is already registered and will start the bike. As soon as you register this key, none of your other keys will work, and they will need to be re-registered, along with the new keys that you have just bought and had cut. You can register up to 4 keys in total. Do not include any unchipped keys in this sequence - leave them in the house !

### Register the Keys

Having made the connections to the female connector under the seat, as described on the previous page:

- 1) Make sure that you can get at the battery terminals easily. You will need to remove the side panel.
- 2) **Put your keys on one side away from the bike**, except for the one that is in the ignition.
- 3) Connect the black lead crocodile clip to the negative post on the battery.
- 4) Connect the red lead crocodile clip to the positive post on the battery.
- 5) Turn the ignition key ON with the key that is still in the ignition. The immobilizer indicator LED comes on and remains on. (Labelled HISS on the dash). If the LED starts to flash after 10 seconds, then it is indicating a fault with the HISS system, and is flashing out the diagnostic code. Normally it will remain ON.
- 6) Disconnect the crocodile clip from the positive battery post. **Wait for at least 2 seconds**, then reconnect the crocodile clip to the positive battery post. The red LED will remain on for approx. 2 seconds, and then it will flash 4 times repeatedly.

The system has entered registration mode. At this point, the key that is in the ignition has been registered, and ALL other keys have been cancelled.

- 7) Turn the ignition off, remove the key and place it away from the bike and away from the other keys.
- 8) Insert another chipped key and turn on the ignition. The indicator LED comes on for 2 seconds and then flashes 4 times repeatedly.
- 9) The 2nd key has been registered. Turn the ignition off, remove the key and place it away from the first key, away from the bike, and away from the remaining keys to be registered.
- 10) Insert another key (if you have one), turn on the ignition, the LED remains on for 2 seconds and then flashes 4 times repeatedly. Turn the ignition off, place the key with the second key.
- 11) If you have a 4th key, repeat step 10.

And that's it. If there is a problem with registration at any time, the LED will light for 10 seconds and then flash the diagnostic code instead of giving 4 flashes after a 2 second delay. This is unlikely to happen, but if it does, make sure that you haven't got another key in your hand when you turned on the ignition. The sensor will pick it up, and it will jam the signal for the key you are trying to register.

- 12) Make sure the ignition is off, carefully remove the crocodile clips, making sure that they do not touch each other, and then carefully remove your harness from the inspection harness connector.
- 13) Reconnect the white connector under the seat.
- 14) Make sure that the first key will start the engine.
- 15) Put the working key to one side, and make sure that each of the other keys will start the engine.

## Poor Running - HT Leads and Plug Caps

I wasn't going to include this write-up, but a plea for help from Lesley via the NPR broadcast system rang some bells, and made me wonder if my problems with a badly running engine are not just restricted to my bike. In my case, the engine was running very badly at low revs - as if it was missing a cylinder - but it would pick up when the revs were increased. Keeping a steady 20mph was impossible, and setting off at road junctions was downright dangerous, as there was no reliable power to lift you out of the slow lean into the main road.

I looked at the HT leads, and one of them pulled away from the plug cap as I moved it. This lead was on #3 cylinder, (left rear) and the cable was longer than it should be, and had a tight bend in it. It had been like that from new. Closer inspection revealed that this was not the original Honda lead, it was too long, was routed incorrectly (under the main harness instead of over), and there was a bite out of the rubber cover which prevent debris from falling into the spark plug recess. I fitted this with a new section of HT lead, and the bike ran much better.

But it wasn't right. It still stuttered at low revs, and felt like it was riding across a bumpy road surface at low speeds. I took it to a local Honda dealer, told him exactly how to make it display the fault and hoped they would plug it into their computer to track down the fault. They didn't do that - apparently the computer is only any good if the FI light is showing a fault. Instead, they took it for a ride, and told me the bike was running perfectly, and added that bikes do that sort of thing as parts start to wear out.

I won't be going there again then ! So I was left to fix it myself. In addition to the faulty #3 lead, I found :

The earth contacts for the coil were rusty under the mounting bolts.

One spark plug cap was faulty (#3 cap)

Two plug caps registered the wrong resistance. It should be 5Kohms.

One HT lead / plug cap had verdigris (copper oxide) - ie it was corroded inside the core of the lead.

So much for the experts.

### Here's what I did.

The fairing was off, all loose leads tidied away, and the mirrors taped into position for a road testing. I replaced the suspect leads, with HT lead from an Auto Electrician at £1 per metre, and fitted a new cap and OEM lead to cylinder #3, and went for a slow ride up a steep hill on a naked Pan.

Perfect. Absolutely perfect.

I had no evidence that the cap for cylinder #3 had been faulty, so I used that to replace the cap with a corroded pin. The fault returned. So Cap#3 was definitely duff. I measured the resistance - for this faulty cap, it was too 0.5KOhms too low. So I measured the others. 2 were spot on 5K. One was 0.5k too high. So as well as the faulty one, I had another with a wrong reading and one with a corroded pin. I decided that I would replace the lot, and got them ordered. In the meantime, I ran the bike for a couple of weeks with home made leads, and the original caps with #3 replaced with the new one.

### And some snippets worth mentioning.

The Honda OEM lead comes cut to length with an extra protective sheath, a cap to screw onto the coil and a rubber grommet. The grommet and sheath are glued firmly in place.



The lead is a push fit inside the coil body, a pin inside the recess inserts itself into the strands of the copper core. It needs to be twisted back and forth before it seats properly. The rubber grommet sits up against the threaded recess, and the screw cap clamps down on the grommet to hold the lead in place. Without the grommet, the lead can work out - which is what had happened to my non-original lead #3.

The other end of the lead is a screw fit into the plug cap. It is not a push fit. The depth of the hole is about an inch, and it is a tight fit. I measured the depth of the hole, and marked this onto the HT lead with a pencil, so that I knew how far into the cap I had screwed the lead. This can be unscrewed to inspect the state of the copper core, but doing this too many times will cut the copper strands inside the HT lead. It will also do this if you pull the lead off the cap, rather than unscrew it. If you suspect this lead, it may be possible to snip a small section of lead of the end - 4mm or so, and still have enough length to route the HT lead properly. You can see how far the end of the lead has been twisted into the cap. It is about an inch (2.5cm)



**HT Lead Routing**

On each side, there is a long HT lead and a shorter one. The longer lead is routed under the main wiring harness. The shorter lead must go over the harness, otherwise it is not long enough to take the cap off the spark plug.

**Measuring the resistance.**

Its easier if you get a length of HT lead and just push it into the plug so that the pin touches the copper core. A turn doesn't harm, but it shouldn't be necessary for this. Then stick one probe in the other end of the wire, and the other probe into the bit that pushes onto the spark plug. I've shown an actual lead, but a short length will do. It's easier than trying to find the end of the pin with the multimeter probes.



Your multimeter should be set to ohms. The reading should be around 5Kohms, so the dial on your multimeter needs to be set to allow 5K to be displayed. My multimeter has 200, 2K, 20K, 2M, 20M and 200M. To read 5K, I need to set it to 20K (ie it can read up to 20K).

Image on the left, showing the reading from my duff Plug cap. The brand new plug cap from Honda read 5.02K. Two of mine were 0.5K out, and one of these was definitely faulty. It made sense to replace the lot.

**What about the bite out of the #3 plug ?**

It seems that this is caused by the moulding on the underside of the plastic cover. One of the mouldings has large circular grommet to clip the cover down. The other moulding does not, and seems to be there to nibble holes in the plug cap each time the cover is removed.

I've now snipped mine off.



## Workshop Ideas

### Brake Pad Hanger Pin on Pre-2009 Models

This is a modification that I have made to my 2006 Honda ST1300, after suffering a series of too-tight-to-remove pad pins on my 1100 and 1300 bikes. The hex allen socket in the earlier hanger pins can easily round off, making them almost impossible to remove. This modification is becoming used more frequently by owners of pre-2009 ST1300s as it became obvious that the pins on bikes made from 2009 onwards were a much better design. The front calipers on both bikes however, are different.

What some owners believe, is that you can simply replace one pin with the other. If you read on, you will see why you can, but you shouldn't.

Here is a comparison of the two pad pins. The top pin is the one used on bikes made from 2009. The bottom pin is from an ST1300A6. It is longer, due to its longer threaded section, and has a hex bolt head for an 8mm socket rather than the recessed socket for an Allen Key. Both pins have a groove for a rubber ring at the left hand end, and both have a shoulder at the left end where the main shank becomes narrower.



Crucially, the shoulder in the top pin is in a different position from the one that is shown on the bottom pin from a 2006 ST1300, and using it unmodified in a pre-2009 ST1300 may cause problems.

For a pre-2009 bike, the correct pin is tightened so that shoulder at the right hand in the photo, sits against the corresponding seat in the caliper body. The torque setting of 18Nm for these pins seems very high to me, but that is what the manual says. The shoulder at the left hand end doesn't sit against anything - it floats within the hole at the other side of the caliper - although the the rubber ring cushions it against the sides of the hole.

If you insert the later model hanger pin into your pre-2009 brakes, the smaller shoulder at the left hand end in the photo, reaches 'bottom' first. Any further tightening is then made against this small shoulder. You cannot see this and it looks and feels correct, but it isn't. The pin is pushing against the opposite side of the brake caliper. The caliper body on the 1300 is in two halves. Tightening this pin at this stage is effectively trying to separate the two halves and working against the 3 joining bolts, which hold the caliper together.



You can see this in the photo opposite. This spare caliper body has its joining bolts removed, and the unmodified newer pad pin has been tightened. Note the gap which has formed between the two halves as the pin pushes the top side away.

The hex head of the pad pin can be seen at the very bottom of the photo, so the narrow end of the pin is at the top of the photo.

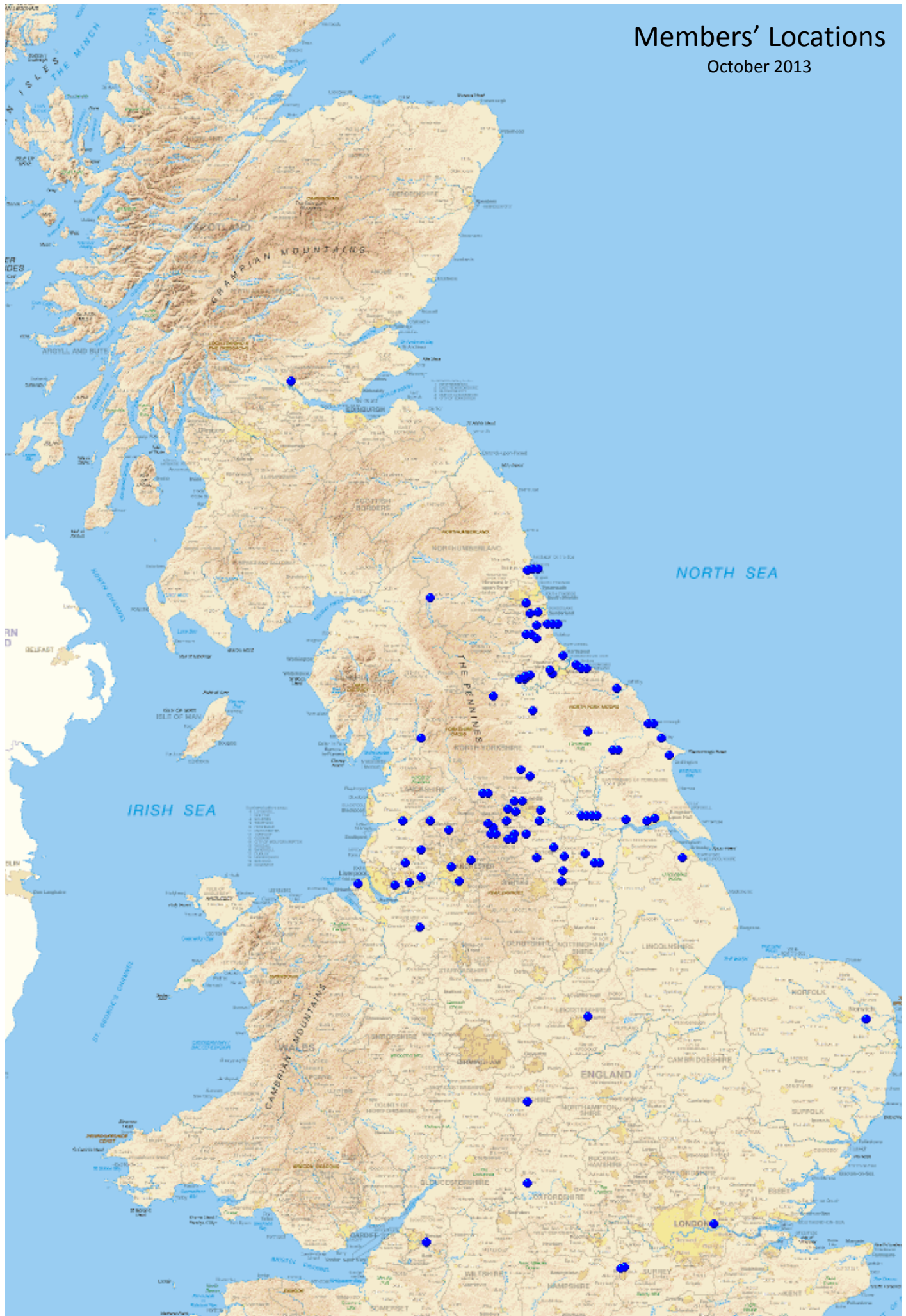
My solution to this was to grind down the shaft of the 2009 pin so that the shoulder was in the same position as that on the 2006 pin. This isn't a precision job, doing it by eye is fine as the pin doesn't touch the sides of the hole. I used plenty of water to keep the pin cool.

It is entirely up to you to decide if this is a mod that you wish to carry out - I am not recommending it, but merely describing what I have done. But I do know that simply fitting the 2009 pins straight out of the packet, is not the way to go !

All Pans have the same rear caliper, but this mod works there too, and gives more space to access the head with a socket set.

# Members' Locations

October 2013



## Recommendations:

These are not adverts, they are recommendations from members who have used the services and have found them to be excellent.

### Replacement Mirrors (Graeme, Dick)

Broken your mirror? Mr Honda will insist on selling you the mirror assembly for £90. You can save yourself £70 by going to:

**Car Door Mirror UK,  
'Sam'**  
Unit 284A  
Water Road, Wembley  
Middlesex  
HA0 1HX

[http://www.cardoormirrors.co.uk/  
orders@cardoormirrors.com](http://www.cardoormirrors.co.uk/orders@cardoormirrors.com)  
0800 9179572

Send them your mirror assembly and ask for a convex glass mirror to be fitted. It will cost you £20.00, including return p&p, and you should get it back within 2 days.

Alternatively, send them a tracing, plus dimensions, and they will supply the glass for you to fit yourself, for £12.

Note that the original Honda mirrors are made from convex glass; which gives you a wider field of vision, but objects seem further away than what they actually are. A flat glass mirror gives a true reflection and narrower field of view. If you fit a flat glass mirror to one side, and still have an original Honda (convex) mirror on the other side, the resultant reflected images are markedly different, and play havoc with your brain!!

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### J M S Motorcycles Ltd (Lee, Ken)

Norland Road  
Sowerby Bridge  
West Yorkshire HX6 3DF

01422 833301  
[www.jmsmotorcycles.co.uk](http://www.jmsmotorcycles.co.uk)

Run by two guys - one has an ST1100, one has an ST1300, and they know our bikes inside out. Might be worth checking them out. Ken was very impressed with the speed and way in which they sorted the wiring problem that he had encountered on 14 July.

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. It is published electronically on Issuu.com. A search for 'Pan Talk' or 'Northern Pan Riders' will lead you to other copies of the magazine.

Suggestions for articles are most gratefully received, and we are always looking for tour reports; your favourite roads; technical articles; simple modifications to your bike; your own brief riding history. Photos help make articles more interesting about 1280 pixels wide works best for me. I can produce a map of routes taken using gdb (mapsource / basecamp) or gpx (log from satnav) format.

Please contact [pantalk@northernpanriders.co.uk](mailto:pantalk@northernpanriders.co.uk) with suggestions or articles

Many thanks to:

Dick for his contributions and for the Scotland photographs and SatNav logs.

Everyone who made the Gmex, Bikewise and Ridewell events so successful

Garry for the new promotional flags and banners

Pete for his attempts to get the club North of the Border, and for arranging the excellent weather and superb roads for our members.

Richard for the new NPR calling cards

Alex for BMF information

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

[www.northernpanriders.co.uk](http://www.northernpanriders.co.uk)

Previous copies of PanTalk can be found at:

[www.northernpanriders.co.uk/npr2/](http://www.northernpanriders.co.uk/npr2/)

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