The Occasional On-Line Magazine of The Northern Pan Riders

Pan Talk

February 2014

The cover photo is taken at Byland Abbey on Sunday 12th January 2014.

This was my only attempt to get a good portrait photograph for the cover of the mag. Busy concentrating on the settings, the shot seems to have acquired four additional features without me realising. I took it anyway.

Pete, Richard, Dick and Spud messing around. Well, three of them anyway.

If you have any good photos that would do for the cover of PanTalk, please send them. They need to be portrait mode - or be such that they can be cropped to size without losing the picture - and they need to have room at the top for the heading and space with few features somewhere down the left or right side where I can place some text.

Pan Talk February 2014

I seem to have a good selection of stuff for this version of Pan Talk. It was due to come out at the start of March, but there's enough in here already to publish it a month early.

If you have any articles, ride reports ..... (well, you know the sort of stuff by now)..... then please, send them in. The threat of me publishing one of our many long tours is ever present ! Please say a big 'Thank you' to John when you see him, for saving the day this time with his brilliant report on Route 66 last year.

Rides Out in 2013

Where we got to on our monthly rides.

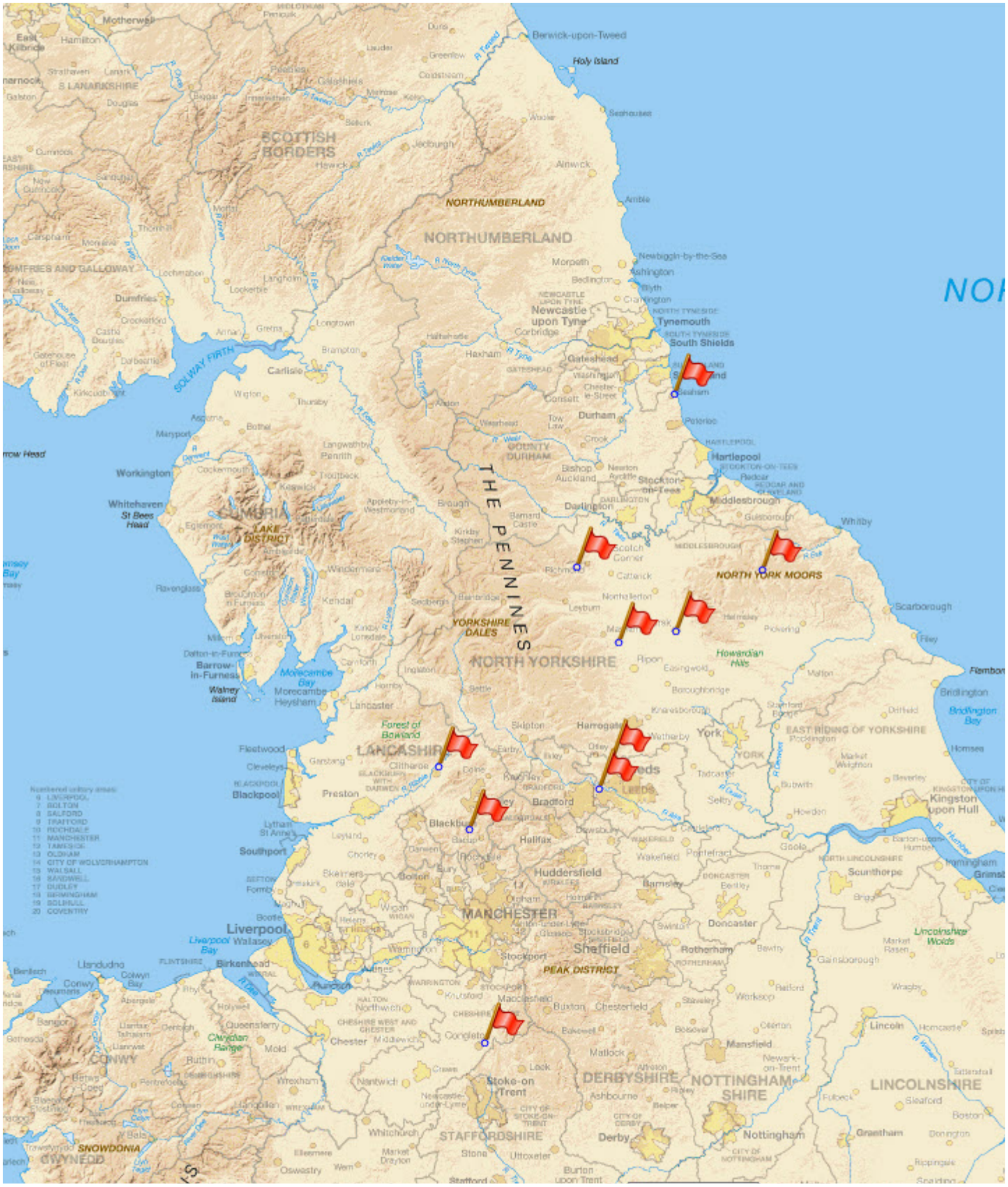
Date	Route	Leader	Start
10 Mar	Settle & Hornby	Garry	Skipton
14 Apr	Hadrian's Wall	Dick	Scotch Corner
12 May	Aberystwyth	Paul	M56 Services
9 June	Alston	John	Skipton
14 July	Tan Hill	Ken, John, Richard	Skipton
4 Aug	Licolnshire	Dave and Kath	Barney's Cafe M18
8 Sep	Cancelled		
13 Oct	Lakes Passes	Pete	Skipton
17 Nov	Whitby	Garry	Thirsk
8 Dec	Blackpool	Richard	Hartshead Services

December's ride in 2013 heralded the start of a very cold spell. Two of us turned up at the cafe on the A62, high above Marsden and we waited a while, warming ourselves up on a cup of tea or two, hoping that others would be stupid enough to brave the plummeting temperatures to join us. Eventually we realised we would be on our own, and set off in tandem, abandoning the original route and making it up as we went along. The winters that I remember as a kid seemed to have come back and this run to Rivington Barn via a rather circuitous route would be our last until Spring returned, sometime in late April. January and February runs were cancelled due to the bad weather.

The map shows the regular monthly rides out, and the flags indicate the starting points. The routes have been drawn to the point where members started peeling off for home. Black routes indicate heavy rain for at least half of the run; blue/purple represent the icy cold months at the start of the year; and orange/red are the rides where we had brilliant, sweltering sunshine. See, we did have some.

Rides to Eat in 2013

And we still don't know who sent us all to Congleton !



An excellent range of eateries which had many of us riding all over our part of the country for a natter, and some food - oh - and a ride, or course. The ride to Congleton is one of my favourites routes heading South - zig-zagging over the top of the Pennines. It's a 2 hour ride - this time spoiled and made much longer by a fallen tree blocking the top of Cragg Vale.

So we arrived at The Church House in time to help put up a few decorations, to sit down for our pre-Christmas natter, and to try to work out who had chosen this venue. No one knew. They certainly hadn't turned out to join us - either that or they had decided to keep quiet about it.

John Realises a Dream

A Massive 9,000 mile Tour in Spring 2013

Travels with Rustyplough

John takes his Pan Across the Pond

The dream has been there for more than a decade, really ever since I returned to motorcycling in 2001.

Ride Route 66 on a bike. It was really only that though - a dream but the "planning" and research gave me hours of pleasure. Why ? Well, you ride so you'll know, but like a lot of these things, if it has to be explained to anyone they probably wouldn't understand.

It was more than just a bike ride though, it's the road and its history – not the glitzy, Billy Connolly route but as near to the original 1926 alignment as I could, as followed by those fleeing from the Dust Bowl of Kansas and Oklahoma in the 30's depression, and as told is stories such as Steinbeck's "The Grapes of Wrath". I accept though that despite the distance and the route's condition – some of it is still dirt road – when compared to all the Round the World, Across the Icecap, Through the Desert journeys that people take nowadays a bimble down Route 66 seems relatively tame.

In any event those "dreams" faded somewhat when I had to retire early - slightly - and unexpectedly in 2011 because of health issues and for 18 months I went through the feelings perhaps experienced by some of you who may have been in a similar position - uselessness, failure, inadequacy and imagined "loss of status and identity" - all silly in retrospect but oh too real at the time - and that was not a good experience.

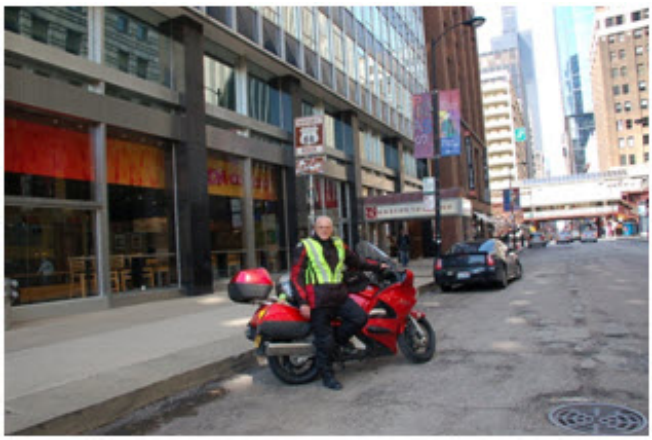
I needed something to lift me and that happened in 2012 when my daughter – who had emigrated to Canada a couple of years earlier - moved house to live alongside the Trans-Canada Highway in Ontario. A plan came together. Using my daughter's home as a base why not drop down to Chicago from Ontario, ride across the USA on Route 66, then up to Vancouver on the Pacific Coast Highway and back to Ontario on the Trans-Canada Highway. And perhaps a few detours to The Grand Canyon, Vegas, friends in San Diego and Orcas Island - well why not?

Hiring a Harley seems to be the way you do it nowadays but I'm not a Harley guy and anyway a Harley for the length of time I'd want and the route I wanted to take was out of the question. Could I buy a bike in Canada – people do don't they, but the difficulty with that was I wasn't in Canada.

So, that left doing it on my own bike but I don't have the obligatory BMW R 1200 GS or whatever to allow me to do the dirt road bits – well, my 10 year old Pan 1300 would have to do. But how do I get it to Canada – unlike most of you I'd never taken it abroad at all?

That is when the benefits of being a member of a decent bike club came in – listening to the chat on a ride I picked up that someone knew someone who had taken their bike to Canada several times – a quick ask and an equally quick phone call and I had a recommendation for James Cargo in Manchester, And there the problems and barriers were dealt with. Dave Wyborn at James Cargo is a star. A biker himself, he and his colleagues packed the bike – none of "this on a pallet, no fuel, battery disconnected, nothing in panniers" malarkey but boxed and well protected – and arranged all the documentation and shipping. He even let me help so that I was happy that all my clothing, helmet tools, spares etc which went with the bike were safe and secure.

I say ALL the documentation, he didn't mention my needing US Environmental Protection Agency approval to take a non-US Spec bike into the States until the week I left the UK which caused me a few sleepless nights as I didn't actually get that approval until I was already in Canada and just 2 days before I intended leaving my daughters to head south to Chicago!



Anyway, the bike flew from Manchester to Toronto on the same plane as me, can you believe that. No it didn't come round on the baggage carousel but it was nearly that easy.

It took a time to get it cleared – but that was mainly down to the time it took for the, shall we say, comfortably built, female Canadian Customs Officer to drive to the warehouse but partly down to me not knowing where the Frame Number was – take note! Anyway, 5 hours after my plane had landed I was riding out to my daughters by Lake Simcoe just North of Toronto.

After spending a bit of time with my daughter and her family, a bit of time getting some gear like a tarpaulin cover, tyre inflator, gaffer tape, cable ties etc etc. together and having the necessary Peppa Pig stickers applied to my tank by my granddaughter I set off, wobbling my way south on The Trans-Canada and then South-West to Chicago getting used to a top heavy bike - a full tank, a too heavily laden top-box, an overstuffed tank bag and enough tools and spares in my panniers to set up a small service station. Oh and a stuffed frog – hey it's a grand-dad thing!

From then on it was just an unbelievable almost spiritual journey. After nearly 8 weeks on the road, 8927 miles, 14 US states, 4 Canadian provinces and 2 countries later I rode East around the top of Lake Superior and back South down The Trans-Canada to my starting point. And thanks to Messrs Honda and Bridgestone all the bike suffered was a blown tail lamp – anyone want any Pan spares!

Now back in the UK I'm practically in a daze with flashes of recollection hitting me causing me to step back and say "Wow, did I really see that?"

I met some great people and but interestingly not as many other bikers as I'd imagined and most of those doing longer trips were on European or Japanese bikes. With the exception of an extremely tough looking bunch of veteran paratroopers in Canada nearly all the Harley riders were local, had trailered their bikes to where the wanted ride around or were on an organised tour along with a luggage van.

Some of those Harleys though were amazing and one in particular seemed particularly suited to sorting cornering fears – yes, they really are stabilisers for grown-ups!!

If you are interested I can tell you more – the fog, the rain, the snow, the wind; riding across the deserts of New Mexico with nothing for miles and miles in a cross wind and dust storm was like having a 3 bar fan heater in your face whilst someone threw kiln dried sand at you and every now and then swiping you around the head with a dead badger; or the Canadian Prairies, just as empty but in rain that froze the parts other rain couldn't reach – snow on the Rockies, gorgeous "mounties", listening to tornado sirens, dropping the bike on the last remaining bit of dirt 66, participating in the Route 66 Association Fun Run, my first Pacific Sunset, realising that the clump of driftwood in the lake was a moose swimming - but you can read all about similar experiences in all the decent bike magazines. (And my blog at http://rustyplough.blogspot.co.uk)

All I would say is – stop just dreaming. I'm an ordinary bloke with little, ok no, experience of this kind of thing at all. I did it. It got me out of a dark place and now I simply can't wait to get on the road again ….

John Godley (aka Rustyplough)

Member's Tour

Richard's Ride Out to Blackpool

Sunday 8th December 2013

We're off to the seaside, with Richard in the lead. 8 Members of the club started out from Hartshead Moor Services, Westbound on the M62. Lynne and I would join them 30 minutes later on Brow Moor above Haworth. The forecast wasn't good, and the wind was already gusting quite strongly as we waited by the roadside hoping that we would have time to have a quick nip of coffee from the flask that we had packed. Richard's voice came over the intercom as they turned the corner at Flappit and we rushed to get gloves and helmet on before the line of distinctive headlights came into view half a mile away across the moor .

Looking North, the sky had a foreboding presence - shown here as Graeme and Sally ride past.

In fact this picture is not representative of the morning's ride. We soon started heading West, and the sky was brighter in that direction than the much darker clouds in the North. Richard had found some brilliant roads over the Pennines into Lancashire, and took us through Bronte Country and over the Moors South of Colne to our first P&T break at MacDonalds in Burnley.

Now I really don't remember this happening, but the camera doesn't lie - I scanned the whole video for a spot of sunshine, and we got it just as we left the car park at MacDonalds. And here's the proof. Garry, Pete, Andy, Dick and Richard all soaking up the rays. I think Garry is applying some sun cream at this point.

The sun soon went away again, but the sky ahead remained bright and in spite of the forecast, the wet roads and the gusty wind, we arrived at The Tramway Carvery for lunch without a single drop of rain falling on us, and we had ridden some excellent B roads.

Lunch was great, after which Richard told us that he wasn't leading us back ! Sensible, as most of us lived in different directions. Richard would head for the M62, Alex would head North before striking East towards Richmond, John, Lynne and Dick would peel off at the A59 towards Skipton and Whitby. Within a nanosecond of making this announcement the heavens opened and the downpour continued for the rest of the journey home. Richard refused to accept any responsibility for the weather now that his ride had finished !

Garry leads Pete out of The Tramway's car park, viewed through a very wet video camera lens.

ODC13 - Lakeland Passes

A 109 mile One Day Circuit of the best roads in the Lake District

A brilliant tour which takes in some of the Lake District's more enjoyable passes - Kirkstone Pass, Honister Pass, Scaley Moss, and Wrynose Pass. It's a circuit and it doesn't matter where you start, but I recommend doing it in an anticlockwise direction, and preferably not on a sunny weekend. This description starts in Ambleside, heads off in an anticlockwise direction and includes a few alternatives.

'The Struggle' is the name of the hill that climbs out of Ambleside from the mini-roundabout nearest to the main car park. Gaining height quickly, it crosses open moorland before making a few tight hairpin ascents to reach the T junction at the top and the Kirkstone Pass Inn. It feels as though this ought to be the highest pub in the UK, but is actually just outside the top 3. The descent through Patterdale is superb, as is the ride alongside Ullswater.

Honister Pass, looking back to Keswick on a cold, crispy, sunny morning in February 2003

A left turn onto the A5091 towards the The Rhegged Centre and then left on the busy A66 towards Keswick for 8 miles. The B5289 heads South with Derwent Water on its right hand side, before ascending the superb Honister Pass - a steeply climbing, gently twisting ascent with streams flowing down one side or the other and a cafe and slate quarry at the very top. Dalehead is the hill on the right - a 30 minute walk to the top reveals one of the most surprising views from any hill top in the Lake District. Well worth a climb, but probably not in biking gear. The ride down past Buttermere and Crummock Water is very scenic and is followed by a section of quiet backroads to reach the A5086 which heads South from Cockermouth for a short section.

The A5086 is a great road spoiled by a series of run-down towns and painfully slow 30mph sections, so this route chooses to avoid these for the far superior unclassified road which passes through Ennerdale Bridge, over the open moorland to join the main A595 at Calder Bridge. The speed limit is of no consequence here, 50mph is fast enough on these wild moorland roads ! From here, the tempo changes. The road is relatively quiet, progress is rapid, the surface is good and the twists and turns are superb. Ravenglass is well worth a pit stop and the A595 continues to snake Southwards before turning left towards Broughton in Furness along an 8 mile long slalom course on yet more brilliant, grippy tarmac.

Ravenglass - worth a few hours of anyone's time

A left turn at Duddon Bridge, straight on through Ulpha to begin the undulating climb to Cockley Bridge where Hard Knott Pass and Wrynose Pass meet. Turn Right and begin the long ascent up Wrynose. The road follows the river bed on your left hand side, and the ribbon of tarmac stretches out in front of you, culminating in what looks, from this distance, like a sheer wall. In fact, it is a delightful pass, and the final ascent is easy. Pass the Three Shires Stone near the top and down to an optional left turn - the only other road to meet the Wrynose Pass hereabouts, which heads North past BleaTarn House and over a little used pass which doesn't seem to have a name. The views over the Horseshoe of fells which surround Langdale are quite spectacular.

The pass comes out at the end of the Langdale Valley, near the Dungeon Ghyll Hotel, and from here it is a straight forward run back to Ambleside, although it can be busy and slow on hot weekends.

There are a some variations to the red route which I have described.

Dashed Purple Route. If Borrowdale - from Keswick to Honister Pass looks busy, consider missing it out, instead continuing along the A66 beyond Keswick to turn off left on the B5292 at Buttermere and wend your way up Whinlatter Pass. It is a quiet, gentle road, heavily forested and presents no bends that are more taxing than a rounadabout. Pick up the original route where Whinlatter Pass joins the B5289, heading South.

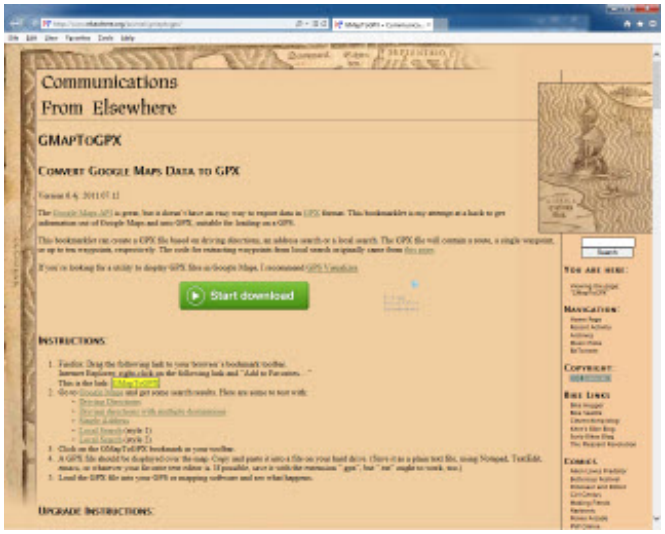
Dashed Green Route. If you wish to extend the route to include Hard Knott Pass, turn left at Ulpha instead of going straight on. Take the road which climbs over Birka Fell to Eskdale. Turn right at the King George IV pub, pass Boot Station and begin the climb over Hard Knott Pass to join the original route at Cockley Bridge.

All of the Passes in One Tour: Follow the red route, but after climbing Honister pass (that loops under the capital letter B of Cumbria) and descending to Buttermere, turn right on the **orange route** to Newlands Hause and Braithwaite - signposted simply as Keswick. Head for Braithwaite and turn left to climb over Whinaltter Pass on the **Dashed Purple Route.** Include the Hard Knott Pass section from Ulpha on the **Dashed Green Route.**

The only downside of doing this is that you miss the beautiful views across Buttermere lake which is less than a mile after the point that you head off towards Keswick and Braithwaite.

Google Maps to GPX

RIchard's brilliant description of how to get a route that you have prepared on Google Maps ready for your SatNav.



First of all before we start there are a few things we need:

Step 1: Click on the following link
http://www.elsewhere.org/journal/gmaptogpx/

You should see the page that is shown on the right –>

Under **Instructions** you will see the yellow box (GMapToGPX)

INSTRUCTIONS:

1. Firefox: Drag the following link to your browser's bookmark toolbar.
   Internet Explorer: right-click on the following link and "Add to Favorites…"
   This is the link: GMapToGPX

Do what it says, right click on the yellow box and save to **Favourites**.

Step 2: Click on the following link http://www.gpsvisualizer.com/ and save it to **Favourites**

Step 3: Now we are ready to start mapping in Google maps

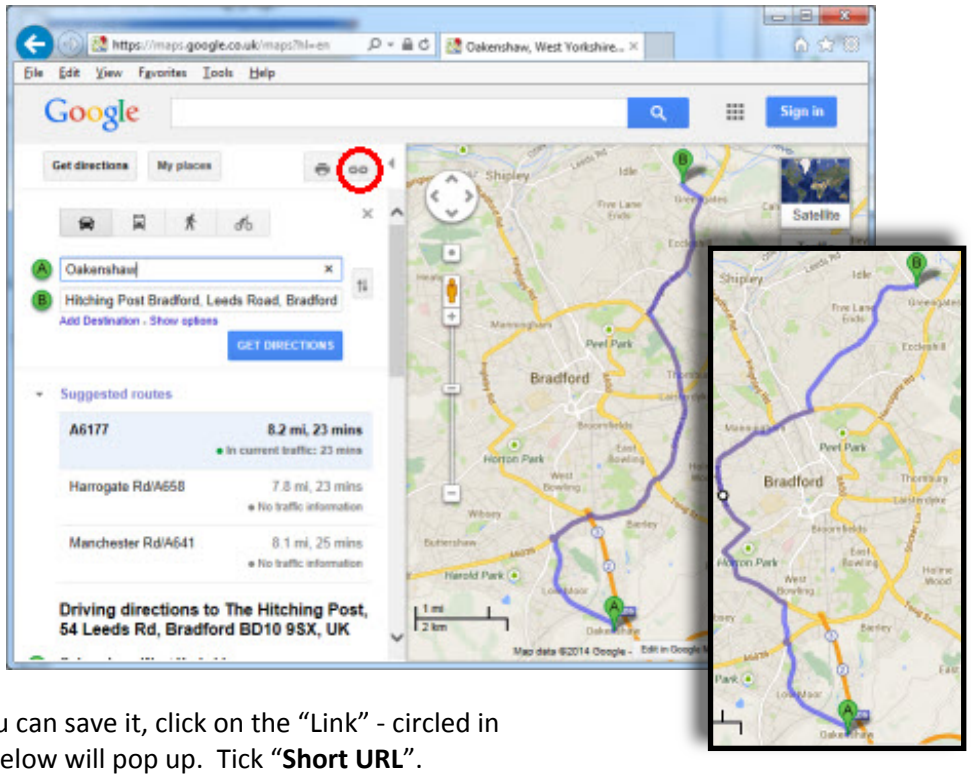
Click on the following link: http://maps.google.co.uk/maps?hl=en&tab=wl

Google maps should appear. Click '**Get Directions**'.

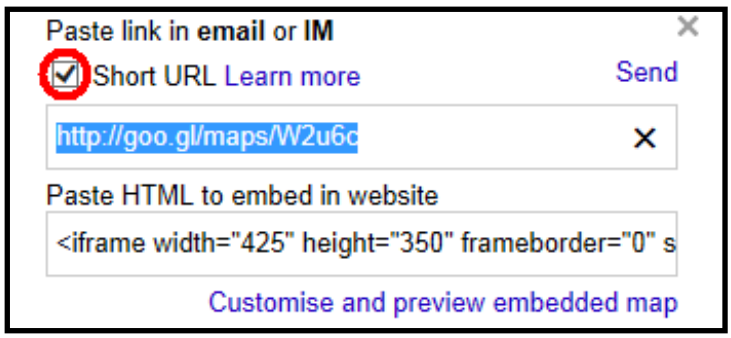
Now let's say I want to go to the Hitching Post, but I don't know how to get there. I put my location in A and then the Hitching Post location in B, press enter and you should see a page like the one on the right —>

Now let's for argument sake, say I don't wish to go that way. Move your mouse over the route it has chosen and you will see a little dot appear, hold your left mouse button down and drag it to the way you wish to go.

The inset image shows the route is now to the West of Bradford.



Now if you're happy with your map, you can save it, click on the "Link" - circled in the image above - and the box shown below will pop up. Tick "**Short URL**".



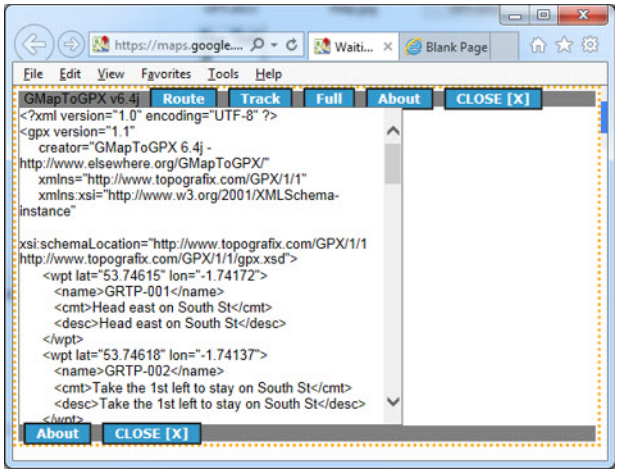
Copy it and paste the highlighted link somewhere handy (eg a Word Document or a Desktop Shortcut), then every time you click on it, your map will open.

(Depending on where you pasted your link, you may need to hold down the CTRL button when you click)

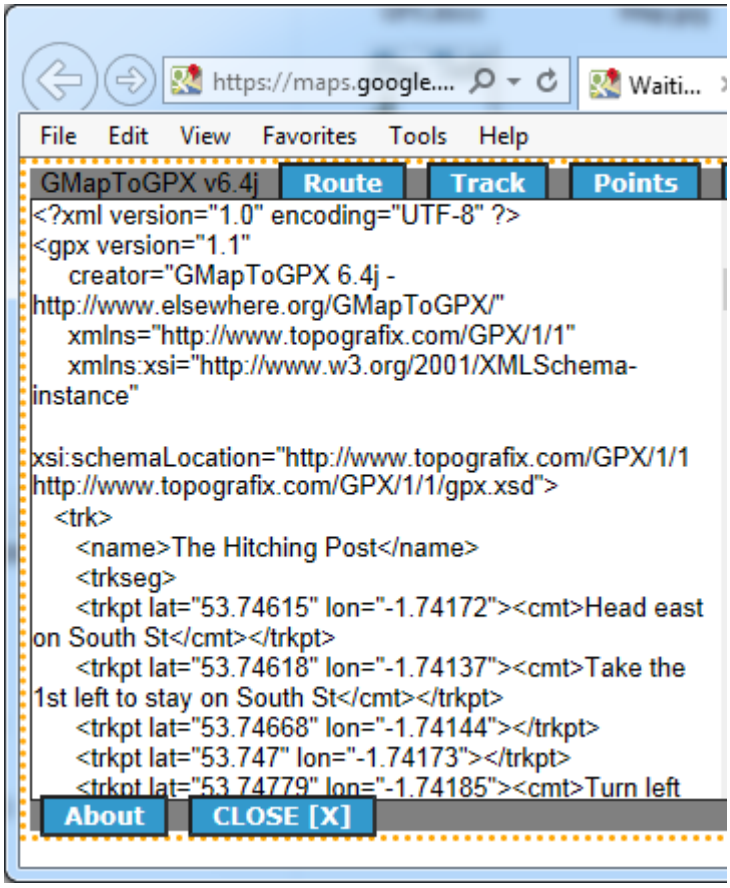
Try it below with my map: http://g.co/maps/vhqzk

Step 4: Now go back to the map you have just made, click on the **Favourites** tab then go down to **GMapTo GPX** and click on it. Your page should change. See the image on the right.

*If the map doesn't change, select **GMap to GPX** from the **Favourites** tab a second time.*



Now Click on the **Full** button, your text should change slightly. See the large screen image below.



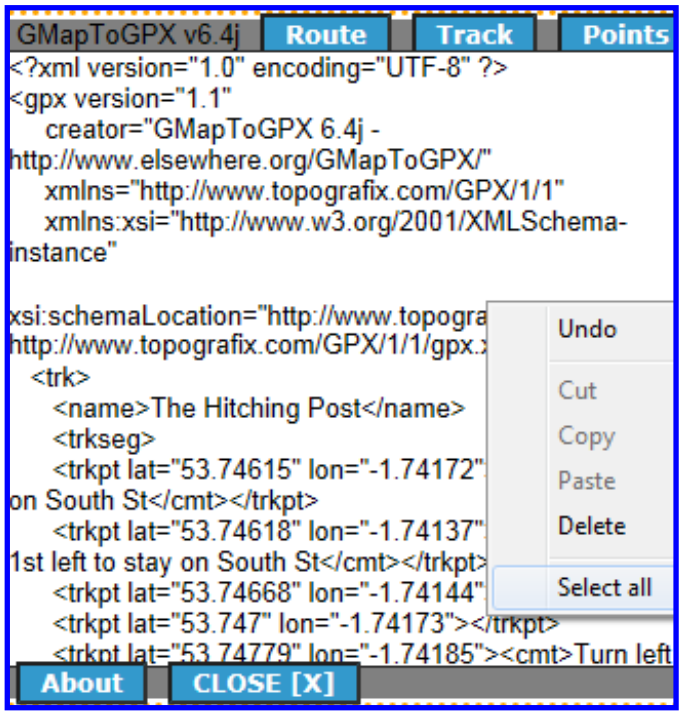
Where it says "Google Driving Directions Track", type the name you want to call it. You can see that I'm gonna call mine **The Hitching Post** (about half way down the picture)

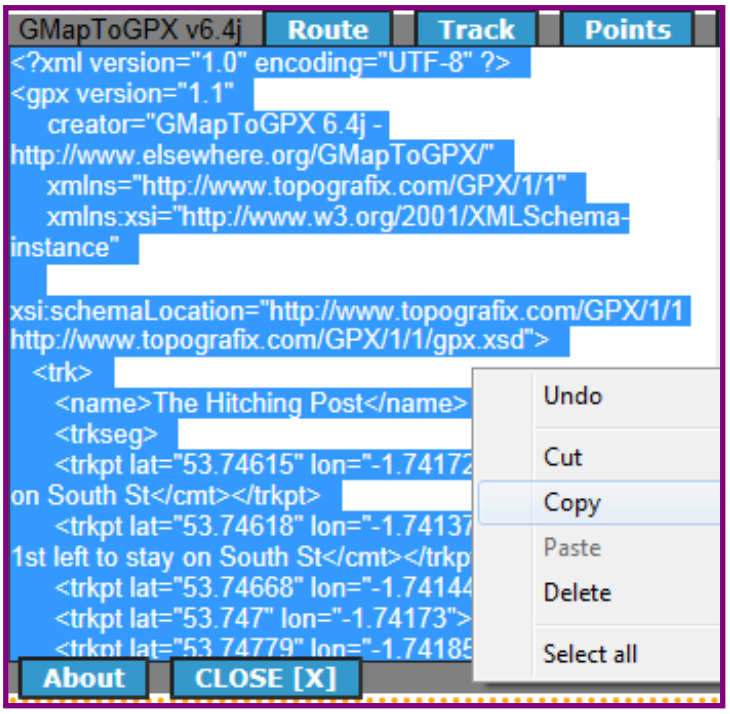
See Left.

The two screen images below illustrate the next steps

Right Click on the text in the box. Click **Select All** from the menu and the text should highlight blue.

Right Click on the blue highlighted text and select **Copy**



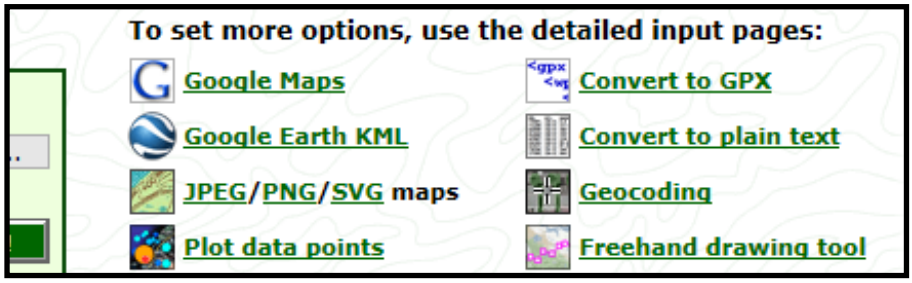


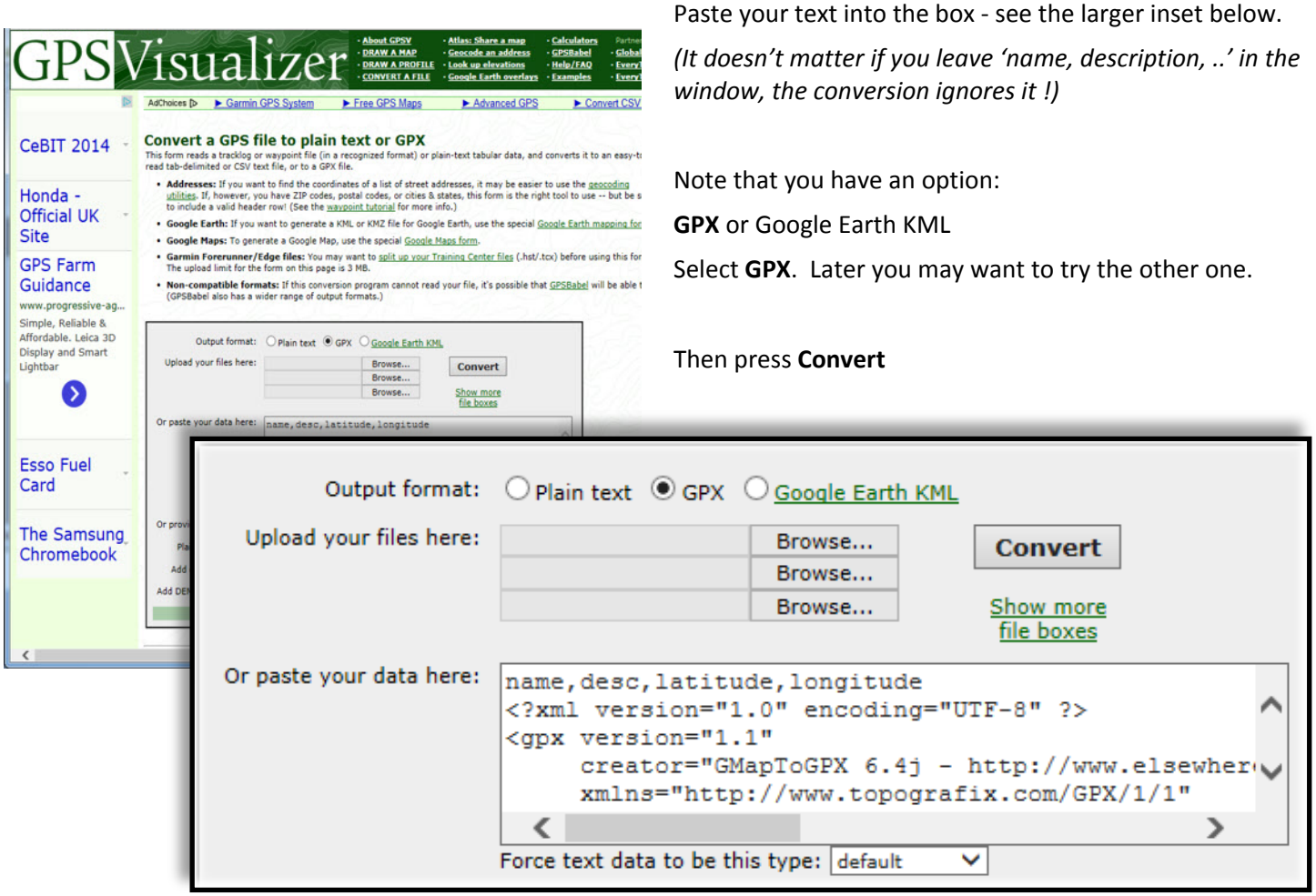
Step 5: Now open a new tab or browser - or if you want a KML / KMZ file, see the alternative Step 5 Opposite.

Go to **Favourites** and click on the **GPS Visualizer** link that you saved**.**

Click on **Convert to GPX** —->

You should see a page like the one below





Paste your text into the box - see the larger inset below.

(It doesn't matter if you leave 'name, description, ..' in the window, the conversion ignores it !)

Note that you have an option:

GPX or Google Earth KML

Select **GPX**. Later you may want to try the other one.

Then press **Convert**

The screen changes and your GPX file is ready for loading into your Garmin - see the inset (left) which is taken from the top of the web page - note the links to allow you to **download your file to your hard drive**.

Once the GPX file is on your computer, you can load it into Mapsource/Basecamp or whatever software you use, and transfer it to your SatNav.

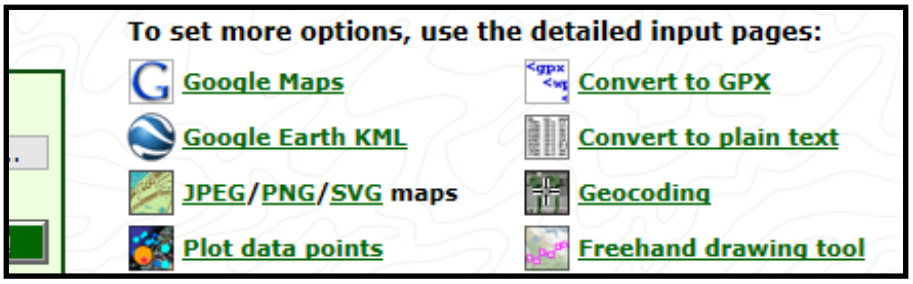
Note: *Your satnav will recalculate your route using the fixed points that you dragged in Google Maps. But it may use a different set of preferences to work out the route between these points. Often, it turns out to be the same route but not always. Check it carefully in Mapsource if you have planned to ride particular roads.*

Next time, make a KML file and follow your route in Google Earth to make sure the roads are ok.

Please let me know how you go on.

P.S. Checkout a few of my Videos at http://www.northernpanriders.co.nr/ Richard

KML files allow you to see your route in Google Earth - and even to 'fly through' the route. Having completed steps 1 to 4 from the previous pages, do this:-

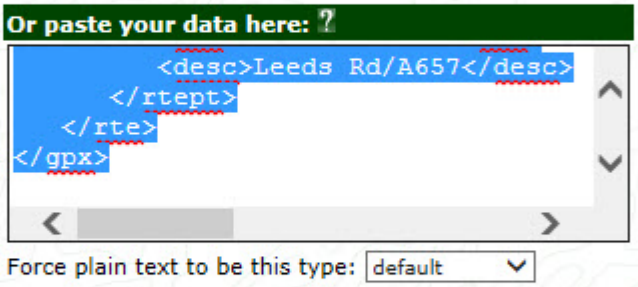


Step 5 for KML (Google Earth)

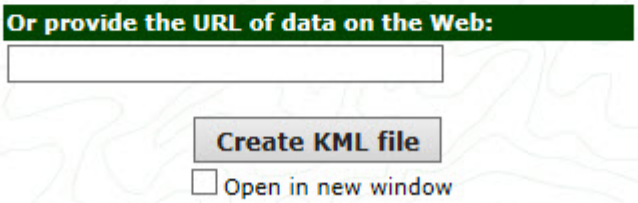
Now open a new tab or browser go to favourites and click on GPS visualizer, then click on Google Earth KML.

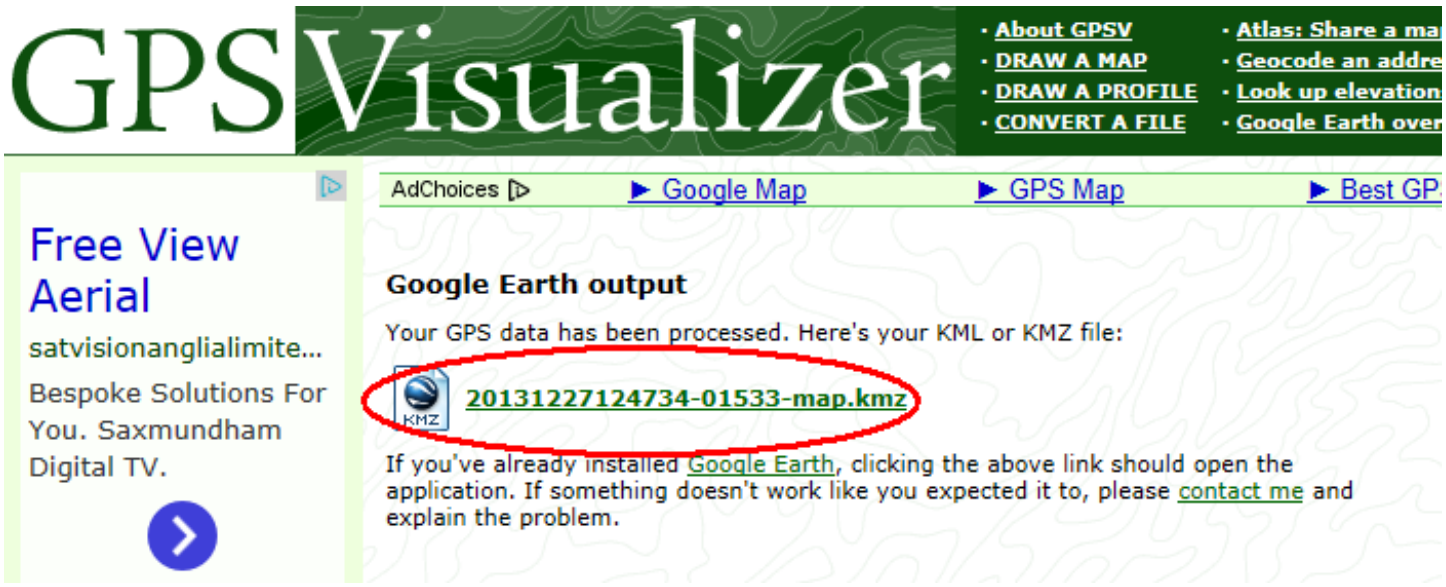
In the next screen, paste your data in the box that says '**or paste your data here**', and click the '**Create KML File**' button.

See the image on the right which shows the box from the bottom right of the GPS Visualizer screen.



Click '**Create KML File**' and the screen will change to one similar to the image below which shows the top half of the screen.

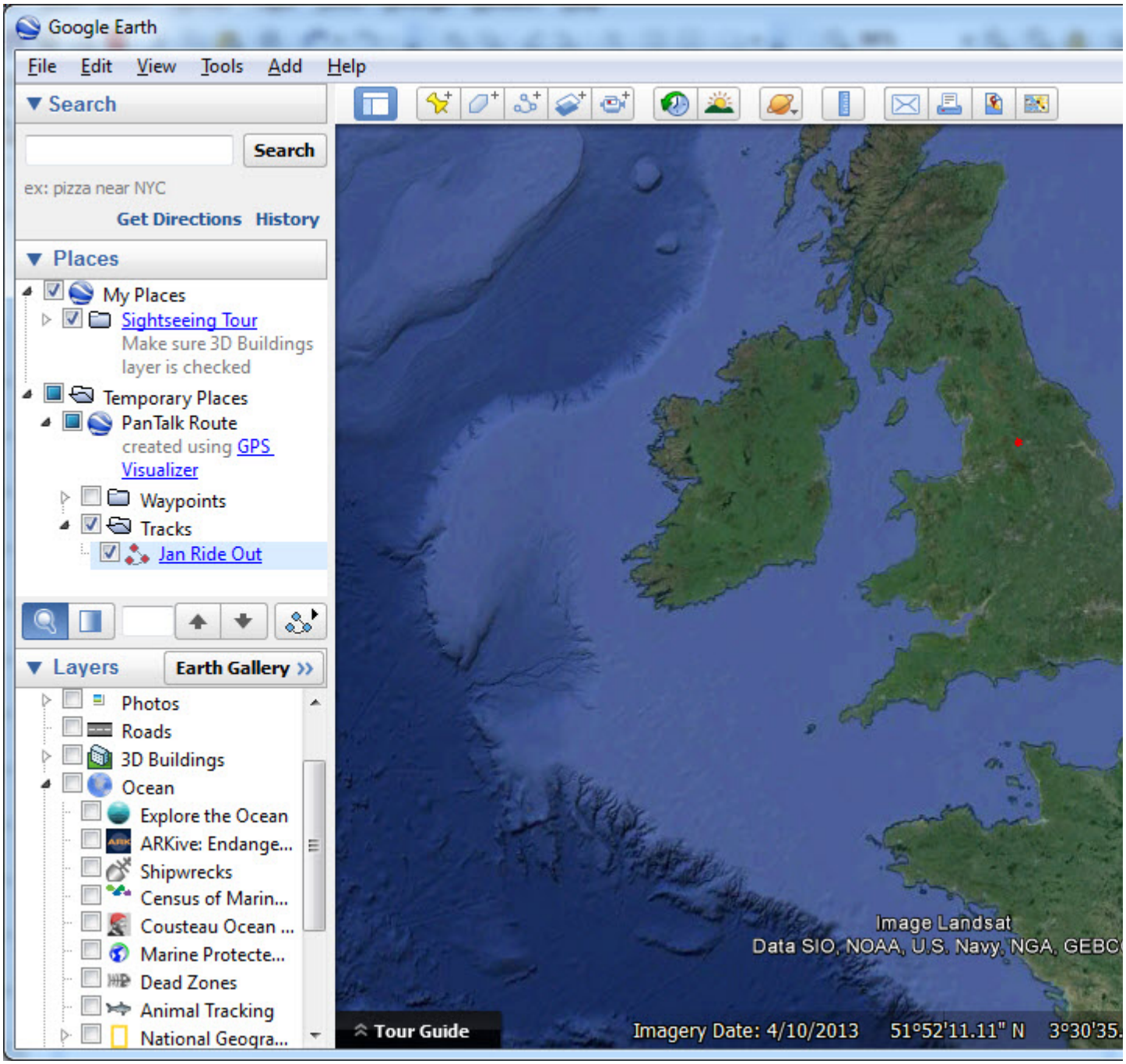




At this point you can either rename and save your KML file by right clicking and selecting '**Save target as...**', or double click the link to open it in Google Earth ..... that is if you have installed Google Earth on your computer.

If not click on the following link: http://www.google.co.uk/intl/en_uk/earth/ to install Google Earth.

Step 6 - After installing Google Earth double click on your KML or KMZ file, and it will automatically open Google Earth for you. See Below:-



If you look on the left side of the screen, you should see the file you made, see below, mine is "Jan Ride Out". It is in the 'Tracks' section. You may need to click on the triangle next to 'Tracks' in order for the title to appear. It may be called something like 'Route 0'. Right click it and select **Rename** if you want to call it something else.

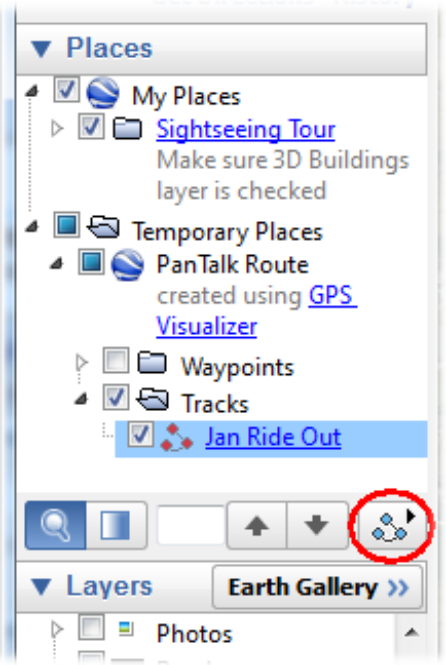
Make sure the little boxes are ticked like mine otherwise you won't see your map on Google Earth, also notice the little red diamonds next to your file,

And you should also see a little red mark on Google Earth. You can zoom in to show the red route in more detail, but not necessary at this stage. It may be that Google Earth zoomed in to show the route, rather than the whole world. That's OK !

Now this is where it starts getting interesting.

If you look back to the little red diamonds and click them, see opposite —>

Three little blue diamonds will appear where there was a folder, just above where it says “Earth Gallery” - circled red in the image opposite.



If you click on the blue diamonds, it all starts to happen, follow your route.

If you go to the top of the left click on tools then options, you can change you speed, angle, and various other attributes.

If you are still having trouble, watch the Video..

https://www.youtube.com/watch?v=uMW3RwDZil4

If the link doesn’t work, copy and paste it to your browser.

Please let me know how you go on

Richard

My Ex-Police Pan

Barry Describes his First Two Months

I have been wanting to own a Pan for many years and I have finally got one. She is a twenty year old ex Cumbrian police bike, and has worked hard all her life. Her last job was in Croydon working for Bike Wise.

I have three other bikes but felt I wanted a winter bike, something cheap with a shaft, so to the evil ebay I turned. I bid on a few but missed out and did the real mistake of bidding on one that did not have a good write up. All the others I had checked out thoroughly - has the swinging arm been replaced? Has the centre box been replaced ? etc. But no, not this one. I just bid.

Not only was it at the other end of the country but it didn't have an MOT, he was selling on the behalf of a friend, all the things you should walk away from……I guess that's why I won the bid.

So a couple of days before collecting the bike I asked the wife if she would like a few days in London. "No darling, nothing special - just thought you would like a small break as we haven't had a holiday this year. We could go to the Hendon Aircraft Museum (like yeah she has always wanted to go there, it must be on all girls list to visit) on the way, then maybe Hampton Court the next day. It makes sense while I pick up my new bike", I said in passing. She giggled and ran off to pack.

Couple of days later the car is packed, hotels booked, I put the bike trailer on the car. "What's that for ?" she asked as she went to get in the car. "The new bike I mentioned". Short silence. "I thought you were kidding - WHAT NEW BIKE?". Being trapped in a car for five hour explaining why I need another bike is always interesting.

I got to the yard to pick the bike up after a nice overnight in Croydon, and was pleasantly surprised. Under the six months of dirt and grime looked an acceptable bike. She hadn't been on the road for six months which is why she was in a mess. There were a few chips and scratches but I expected more. As arranged with the seller, she had been taxed and MOTed, so I rode it round the yard a couple of times and was aware of how big the bike was. I was on tiptoes (yes I know I'm a dwarf) and the steering at low speeds was heavy and I nearly had my first accident as I squeezed between two cars, on my other bike if the front goes through you know the rest will follow. Not on a Pan, the panniers are wider that the rest of the bike.

After getting to the hotel that day the bike was unloaded again and we had our first short ride to Hampton Court on a beautiful day spoilt only buy the heavy London traffic and numerous road works.

This was when I got the first taste of this bike, people going out of their way to let me pass, letting me out onto roundabouts even though it wasn't my turn. I pulled up beside a car at a set of traffic lights and as always if I can help someone I will and informed the driver that he had two out of three brake lights out. This guy nearly had a heart attack and promised that he wouldn't do it again. He said he was so so sorry. It's not a problem, I said. Just thought you would like to know. He then said would I like to go in front of him at the lights…….Now it dawned on me that even though I don't think many police bikes carry passengers and the bike has no police signs on, they just get so jittery when they see it.

One day when I got it home I let my mate ride it to a bikers café. I rode ahead on his Triumph and he followed on the Pan. Glancing in my mirrors I see my police Pan, even though I know it's my bike I can tell you it not a nice sight to see and makes you come out in goose bumps.

I am enjoying the bike and love riding it. I do find the handle bars a little too low and hate my legs being kept in the same place all the time. It's a pig to manoeuvre in car parks on my tip toes, and I have never ridden a bike like it for hating the wind. If the Honda design team had put a little extra effort in they would make an Olympic winning yacht sail. But overall I like it and would love to try a ST1300.

Barry

Guess Who

A members History of Motorbiking before Pans.

The photo shows the NPR member sitting astride an unknown BSA motorbike - already contemplating handlebar and seat modifications.

Obviously very pleased at being given the chance to sit on Daddy's brand new motorcycle - Daddy can just about be made out in the reflection of the chromed tank while taking the photo - this is the first of many motorcycle adventures.

A little research suggests that this might be a BSA 350cc, single cylinder B31 developing about 17bhp and a top speed of 70mph.

Years later our guest member took some training and learned how to ride on a 125 Kawasaki, not unlike the one pictured below.

Having mastered the basics, this would be the last motorbike that our 'guess who' candidate would ride in the driver's seat.

Look Daddy, no Hands !

It was hard to know whether this caption should accompany the photo above or the one to the right showing the same member, a few years later.

Motorbikes, Milstones and Memories

Our Chair until 2012, Alex reflects on his motorcycling history

On the same day that I was invited by the BMF to write an article for the autumn issue of the Rider magazine, I also received a reminder from the DVLA to renew my driving licence before I reached the grand old age of 70. In addition to it being an unwelcome reminder of how fast my years are advancing, it also made me think about life's other milestones. Some events are minor and pass almost unnoticed, whilst others are major and significant like the coming of age, marriage, the birth of children, career promotions and retirement. Of those some happen because of our own conscious actions whilst others are determined by external forces outside our control.

My riding history was not only shaped by fate, but also through my own positive responses to an instant love of all things concerned with motorcycles. After a number of years envying my older and richer friends who sported such machines as BSA Bantams and Triumph Tiger Cubs, I eventually managed, at the age of 17, to buy a second hand and rather dilapidated 50cc moped. I cannot now remember the make or model but it can best be described as a fixed speed variable noise velocipede. With the attainment of more age and an increase in income, I graduated to a BSA 250cc trials machine, which had been adapted for road use.

My attachment to biking was also matched by a love of flying, which I was fortunate enough to realise through being accepted for pilot training by the RAF. Unfortunately, the need to travel from my home in Brighton for training in Northumberland necessitated the sale of the bike in favour of a more practical car. Postings to some of the remaining outposts of empire, NW Europe and various remote parts of the UK, plus the constraints and responsibilities of marriage and family, limited my bike ownership to several low powered Hondas and Suzukis, which were bought on the pretext of commuting economy.

After leaving the Service I acquired the first of three Honda Pan Europeans and rapidly became a touring devotee. I soon joined the Pan Clan and later became a founder member of the Northern Pan Riders. Through membership of both clubs, Ann and I have gained some very good friends and enjoyed some excellent riding experiences both at home and abroad. I also managed to persuade my wife that one bike was not enough for all occasions and that a smaller machine in the shape of a Honda CBF 1000 was also essential.

In retrospect, I made an ill advised decision to purchase a Honda Goldwing, which whilst having many virtues, such as rear end comfort, does not handle in the same way as a Pan. Having scraped the belly pan and ground the pegs whilst cornering, it soon became obvious that I had to change my riding style or return to a ST1300. Restored to the ranks of Pan ownership, I lost the title of PPOM and, as a consequence, became eligible to serve the NPR as an officer of the Club, and during yet another mental aberration volunteered to become the Club Secretary. To my surprise (not) I was the only nominee and was duly elected.

Returning to my original thoughts about milestones and having now achieved the fabled three score years and ten, I intend to continue riding for as long as I am able to "get my leg over".

Alex Hargreaves

Richard's Ride in East Yorkshire

A 210 mile Round Trip on a cold but bright January Day

Quarter to Eight. It was dark and frosty as I wheeled the bike backwards from the relative warmth of the garage. The road surface outside the house was mainly dry and ungritted but 200 metres away the main road had been treated. Between me and there was a steep, gravel strewn road, scattered liberally with frozen puddles. Wet tyre tracks had frozen instantly onto the dry surface. A quick recce to identify a safe route and I set off East into the sunrise for the 9:30 meeting time on the M18, somewhere near Thorne.

By the time I reached Ferrybridge, the sun was visible and the morning dew was beginning to settle on the frozen surfaces. I stopped to warm my fingers, fiddle with wiring in the hope of finding the fault with my heated grips, and warmed myself around a cup of coffee. The SatNav said that I had plenty of time.

The slip road off the M18 had been missed by the gritters, and had a worrying, shiny surface to it - as did the downhill entrance to the car park at the Delves Lakeside Cafe where we were all to meet. Another coffee, a bacon butty, and a quick chat with a chap in the car park who seemed to be unloading his fishing tackle. I looked across at the solid surface of the lake and back at the waders that he had just pulled on, as he watched me don gloves and helmet. We decided that the contest for which of us was the bigger idiot was too close to call.

Richard then took us on some typical East Yorkshire roads - quiet, plenty of straights with abrupt right angle bends - as we played 'spot the ice patches'. It was hard to work out which had the most grip - the rougher centre line between the wheel tracks which was coated with thick frost, or the frost-free wheel tracks with less texture and the real possibility of black ice. By now, the sun was up and the game became much easier to play as the sunny bits thawed and the frost and ice patches remained in the shadows of the roadside trees.

Humber Bridge, some delightful back lanes, some poor soul trying to straighten the wing of his sports car having left the road at one of the corners. We rolled up at The Goodmanham Arms to be greeted by the owner - a biking enthusiast with his own small bike museum, plenty of tables and rooms with open fires. The room, the atmosphere and the food were all warm and welcoming. A brilliant find, Richard.

The afternoon was much easier going - the roads were only wet, rather than icy, but the roads that were in the shadows were still treated with a great deal of respect. A stop at Byland Abbey and at the Mouseman Workshop at Kilburn for photographs and to pick up some points for the NPR challenge and we headed off towards Thirsk.

For me, the run home was to pick up the A61 from Thirsk to Ripon, Harrogate and on towards Skipton on the A59. I know the road well, and it is amazing how much grip a wet road surface appears to have after spending much of the day tiptoeing cautiously around icy bends, wondering where the limit of the grip is and hoping desperately not to find it.

Garry, Graeme, Richard and Pete by the frozen lake in the car park at Delves Lakeside Cafe.

The sun peeping over the top of the building on the left isn't fooling anybody.

Replacing Brake Pads on the ST1300

Avoiding the pitfalls - personal experiences from John

Brakes are a vital safety component of any motor vehicle. They are fairly straight forward to work with, but even a minor mistake could prove fatal. These notes are simply a record of the possible pitfalls that I have encountered and should not be used as a definitive set of instructions. Please make sure that you have the necessary tools and skills before starting to work on your own bike.

I am not going to describe the procedures for bleeding the brakes here, but a little background knowledge is useful. Or dangerous ! Bleeding is the process of removing air from the hydraulic brake lines by either sucking fluid through the system with a vacuum pump, or pumping the fluid with the lever and brake pedal. A non return valve in the bleed tube can help. See the images on the right.

It is extremely difficult to expel all of the air from the SMC circuit of an ST1300 without using a vacuum pump, and impossible unless the correct sequence for bleeding is used - shown in the table below.

	Caliper	Nipple	Notes
	Filled from the front brake fluid reservoir onthe handlebars.		
1	Left Front	Outer (top)	Activate front brake lever
2	Right Front	Outer (top)	Activate front brake lever.
	Filled from the rear fluid reservoir in front of the battery.		
3	SMC	PCV	Remove left front caliper bolts and tilt SMC. Pump SMC and Pedal.
4	Rear	Outer	Activate brake pedal and SMC.
5	Right Front	Centre	Activate brake pedal
6	Left Front	Centre	Activate brake pedal
7	Rear	Centre	Activate brake pedal
8	Rear	Outer	Activate Brake Pedal and SMC

Image top *- the Sealey VS402 vacuum pump - an effective way of drawing fluid through the system without the need to keep closing the bleed nipple.*

Image bottom *- non-return bleed tube which stops expelled fluid and air from returning into the system.*

In the table on the left:

SMC *- Secondary Master Cylinder - forms an integral part of the front left brake caliper.*

PCV *- Proportional Control Valve - the nipple is hidden behind the pocket on the right hand fairing.*

Some Honda manuals have step 4 at the end. I've inserted the same operation as step 4 and step 8 to cover this anomaly.

The purpose of this little essay is not to show you how to change pads, but to raise awareness of some of the many problems that can be encountered when working on the brakes. Some of the information is not available in service manuals and may be overlooked even by the professionals.

Some basics:

The bike has three brake calipers. Two on the front wheel, one on the back. Each caliper has 3 pistons which press the brake pads onto the metal disks - gripping it tightly to slow the bike down. The foot pedal and the handlebar lever slow the bike in different ways.

What happens when I apply the brakes ? (apart from the fact that the bike slows down)

The Front Lever...

...operates the two outer pistons in the front calipers to apply the front brakes. As they grip the brake disc, the front left caliper pivots forward slightly on its lower mounting bolt. The plunger on the Secondary Master Cylinder is attached to the upper bolt, is depressed by this movement, thus operating the two outer pistons in the rear brake caliper. A Proportional Control Valve limits the braking force that is applied to the rear wheel.

The Brake Pedal...

...applies pressure to the centre piston of the rear caliper. The pressure is also passed to the centre piston of both front brake calipers, via a delay valve. The delay prevents the front brakes from causing the front suspension to 'dive' . The Brake pedal also forces fluid past the SMC plunger and into the outer pistons in the rear caliper.

Brake Pads

Pads wear down much more rapidly on wet roads than they do in the dry. They need to be watched. Each time you apply the brakes, the pistons move out, and move in slighty when the brakes are released. Over a few thousand miles, the pads will wear down and the pistons will become more and more visible. The level in the brake fluid reservoir will go down.

A pair of rear brake pads. The left side has worn to the limit notch - just visible on the friction pads. The right still has some wear left. Something is wrong here, the amount of wear should be roughly the same.

The photo at the bottom of the previous page which shows the uneven wear of the rear brake pads is indicative of a problem. When the rear brake (say) is applied, the pistons push the brake pads onto the left hand side of the disc. Since the caliper isn't fixed, it also pulls the caliper in the opposite direction, applying an equal pressure to the pads on the right hand side of the disc. This clearly hasn't been happening as it should - which suggests that the pad pin or the sliders were not allowing the caliper to move from side to side.

Removing the pads is a doddle. Remove the pad pin, rotate the wheel backwards, and out they pop. What happens next is crucial to the correct operation of the brakes. I'll illustrate this with examples taken from the rear brake.

The caliper needs to be separated from the bracket. For the rear wheel this means pulling the axle out part way, and removing the stopper bolt. So the exhausts have to be swung down and out on both sides: Removing two silencer bolts each side and slackening the silencer clamp brackets allows this to happen. The caliper slides off the bracket towards the wheel once it has been raised above the disc, and the bracket can be removed. Some rag draped over the disc helps to prevent grease getting onto it.

Above right shows the slider pin which is on the caliper. This slides into a rubber boot fitted to the bracket. The boot had torn and come adrift - allowing in water and muck and the pin was clogged with dirt, and it had started to rust - effectively preventing the proper lateral movement of the caliper. I cleaned it up for the photo !

The caliper bracket (shown on the left) has a metal retainer clip which sits in a recess in the bracket. It is shown here smeared with copper grease. Note the ridge running across the middle of the face. This retainer clip may be loose and could drop off unnoticed if you are not aware of it. Copper grease on here helps the brake pads to move as the brakes are applied and released.

Note the large slider pin. This pin was quite grotty - it had dried up and had a thick coating of loose rust. This can be removed with a wood scraper and steel wool. It is a loose fit inside a hole in the caliper, sealed from the elements with a rubber boot.

Cleaning both slider pins - one on the caliper, one on the bracket. They should be cleaned and smeared with red rubber grease. They clean quite easily, and light emery can be used. They are not a machine fit.

Cleaning the 3 pistons. They should be a shiny, light bronze colour all the way round and have no scratches on them. I find that the hem from an old towel to be an effective tool. I soak it in brake fluid, and wrap it around the exposed part of the piston and work it back and forth in the same way that you might dry your back after a shower. The pistons need to be eased out a little before doing this by pressing the brake pedal slightly for the centre piston, and pressing the SMC a couple of times for the outer pistons. A 2.5 cm thick piece of wood cable tied in the caliper ensures that the pistons aren't pushed out too far. You don't need to move the pistons out much - just a mm or so more than they were to start off with. Nevertheless, make sure there is enough fluid in the reservoir before you do this.

The next bit is easier if you have a vacuum bleed pump. If not the standard bleed tube will do.

Pushing the centre piston back into the caliper. If I am refitting the old pads, there is no need to do this, but pushing it in with a thumb is a good way of feeling that the pistons are moving properly. **Before doing this**, it is necessary to unscrew the cap from the brake fluid reservoir to check that the fluid won't overflow when pushing the pistons back. If the reservoir is full, then some needs to be removed. With my piece of wood in place in the calipers, I put a bleeding tube onto the centre bleed nipple and depress the brake pedal. This puts the fluid under a little pressure, and I can release the bleed nipple to let the fluid out without allowing any air in. Pumping the brake pedal will force more fluid from the reservoir. Leaving it about half full is good enough, the bleed nipple can be closed again, and the centre piston can be pushed in using thumb pressure. This pushes fluid up from the caliper, and into the reservoir.

Pushing the outer pistons back into the caliper. This is a little more awkward - as one of the outer piston is pressed in, the other is pushed out. I usually see-saw them with a thumb on each in order to verify that the movement is free. The fluid doesn't flow directly into the rear reservoir and pushing both pistons together will put pressure into the SMC circuit. This can cause problems with the back brake binding later on. Once a tube is attached, the outer bleed nipple can be released to allow fluid to be bled away as both outer pistons are eased into the caliper. Once the pistons are pressed all the way in, the nipple can be closed. It is important to keep positive pressure while doing this to ensure that fluid is always going out, and air is not going in.

New Pads

In the left photo, a new front pad (L) and a new rear pad (R). Note that the thickness of the pad is much greater for the rear brake, because they wear down faster.

Notice also the thin backing plate and for the rear pad, the white layer of heat insulation.

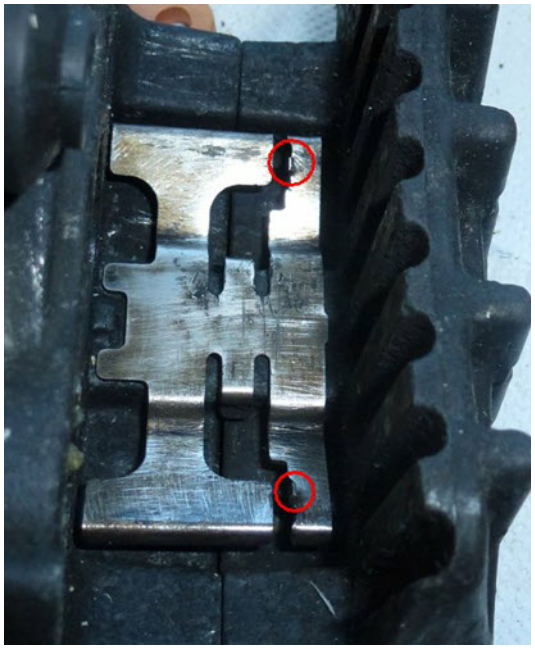
In the right photo a front pad (top) and a rear pad (bottom). Note the cutaway in the tab at the left hand end of the rear pad. If your pad doesn't have this, the brakes will stick on.

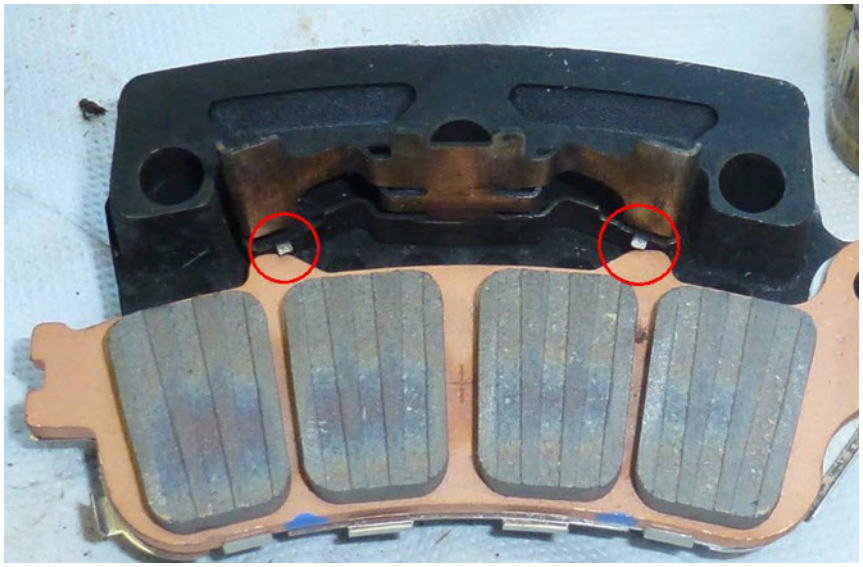
Apply a thin smear of copper grease to the back of the pads (remove the backing plate) and to the back of the backing plate when you have put it back on. This helps to prevent the brakes from squealing. Be careful not to get grease on the pad surface, and don't use any other sort of grease for this purpose. It gets hot, you don't want it melting.

Caliper Spring

This applies pressure onto the brake pads to stop them from chattering.

The photo on the right shows the spring retainer clipped into place. Note that there is a thin strip on the right of the photo, closest to the ribbed, part of the caliper (on the opposite side of the caliper from the pistons) This is important as it is possible to insert it the wrong way round. You can just about make out two little tags protruding from each end of the thinner part of the spring (circled red).





Those tags again. The photo (left) is of a spare caliper that I have separated to make it easy to see what is going on inside.

The tags ensure that the inside pad remains against the ribbed side of the caliper. If you are not aware that they are there, you might bend them when inserting the pads, or you may get the pad on the wrong side of the tag when sliding it into position. This will stop the caliper from moving properly, resulting in hot brakes.

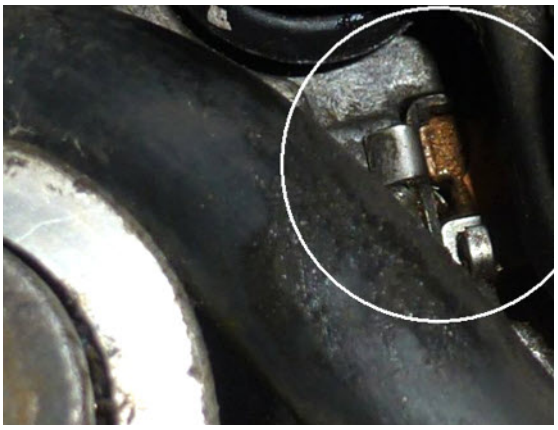
It is possible to locate the spring the wrong way round. The tags and the narrower strip are on the inside rather than the piston side of the caliper. (Right on the photo)

Reassembly.

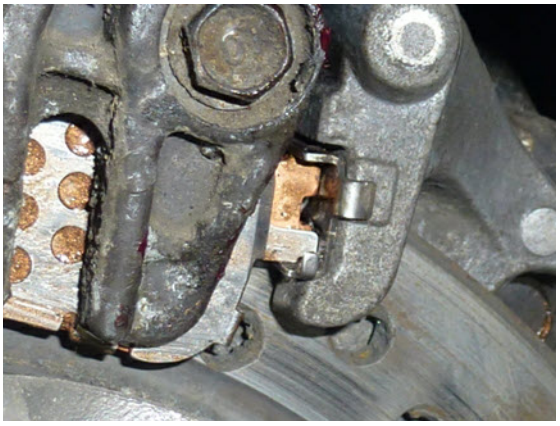
- Place a clean cloth over the brake disc
- Insert the pad spring into the roof of the caliper **the correct way round**.
- Insert the rubber boots if they became detached. If they are too big to fit, then buy new. (They expand if grease other than rubber grease is used).
- Apply rubber grease to the slider pins and slide the caliper bracket onto the caliper. The pin on the bracket slides into the rubber boot / hole on the caliper. The pin on the caliper slides into the rubber boot / hole in the bracket.
- Place the metal retainer clip (see photo later) into its recess in the caliper bracket.
- Push the axle all the way home, through the caliper bracket.
- Insert, but don't tighten yet, the axle stopper bolt through the frame and the hole in the caliper bracket.
- Clean the pad pin thoroughly. Apply a smear of copper grease, and keep it handy for the next stage of re-inserting the pads.

Insert the brake pads.

Room can be made to insert the (left) outer brake pad by grabbing the caliper and pulling it outwards, away from the wheel. One trick is to hold the pad against the disc and then rotate the wheel with the pad into its correct position. You can't see it, but you can feel when the tab at the other end of the pad is seated in the retaining clip. The pad can be pushed upwards against the spring and the pad pin should slide easily through the eye in the pad.

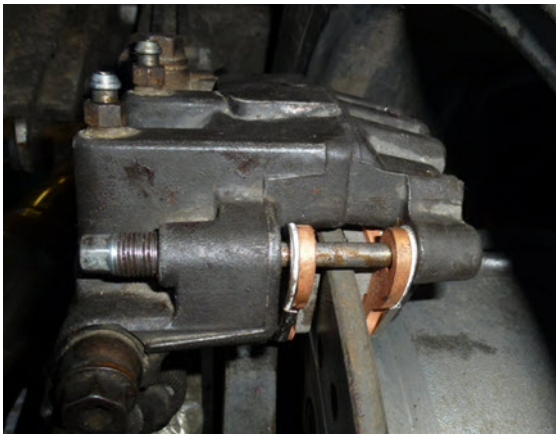


***Top photo**. Get a flashlight and look carefully above the brake hose, above and to the right of the stopper bolt - to make sure that the tab is properly seated against the retainer clip. The second photo below shows the inner pad located properly much more clearly, viewed through the wheel. Note the debris in the water relief holes in the disc. I use a drill bit between thumb and finger to clean them out occasionally.*



***Second photo**. If the caliper is moved inwards towards the wheel, the right pad can slide into place in a similar manner. The pad needs to be held against the ribbed back of the caliper, rather than against the disc - (remember those two little tags on the pad spring ? The pad needs to be to the right of them). The tab on the end of the pad must sit in the retainer clip in the recess. If properly seated, the eye of the pad (other end) can be pressed upwards against the spring in order to locate the pad pin.*

From the other side of the wheel, you can get a clear view of how the tab in the pad sits against the retainer clip in the recess - and you can check that the retainer clip hasn't been dislodged.



***Third photo.** Here the pads have just been seated correctly, and the pad pin has been pushed through the eyes in both pads. As yet, nothing has been tightened. Rotate the wheel backwards a little and clean off any grease from the disc with a degreaser or solvent.*

Check that the caliper can move laterally.

This is really important. Even with a new set of pads, there is enough room for the caliper to move if the pistons are pushed in all of the way.

In order to do this, the caliper bracket needs to be held firmly in place by the axle - so it is necessary to temporarily insert the stopper bolt, and to tighten the axle nut - no need to torque yet, the axle needs to be removed again later.

Lateral movement in the caliper can be checked by grabbing hold of the caliper and moving it in towards the wheel and out away from the wheel. It should move alarmingly freely for something that provides so much stopping power. The only resistance at this stage is the caliper on the two slider pins. (But you won't feel this movement if you have applied the brakes already).

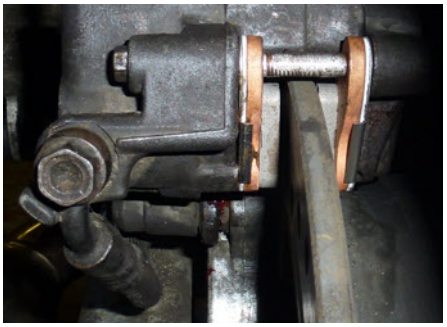
The caliper **must** be free to move like this. The pistons only apply pressure from one side. This *pushes* the outer brake pad into the disc and also *pulls* the entire caliper over to the outside with an equal force. (Newton's Third Law)

If the caliper cannot move, then only the outer pad will provide any stopping power. This will wear down the outer pads first (as shown previously) and may warp the disc. Alternatively, if the caliper is forced to move under the braking pressure, it may not be able to return by itself, resulting in brake drag and hot disks.

Causes of the lack of movement: Dirty slider pins; Dirty/rusty pad pins, incorrect pads, pads not correctly seated, spring retainer clip not correctly orientated, too much rubber grease in the slider pin hole.

Before tightening everything up

With everything loosely assembled, it is necessary to pump the pistons in the caliper out so that the press the brake pads against the disc surface. It will then be necessary to remove the pads and apply rubber grease to the exposed part of the pistons to keep them free from road grime. This means lifting the caliper bracket off the rear axle again.



Pads fitted with a gap between pads and disc. The pistons need to be moved to bring the pads into contact with the disc surface.

Moving the Piston Out

It is essential that the level of fluid in the rear reservoir is monitored throughout all of the following operations. It will need to be topped up after each operation.

It makes sense to start with the centre piston - it is impossible to see once the outer pistons have been pumped. Brake pedal, gentle pumps. Check fluid level !

The outer pistons can be moved by pumping the SMC on the left front caliper, or by using the brake pedal.

The operation of the SMC can be checked by lying on the floor alongside the bike with a foot turning the back wheel, while the SMC is being pumped by hand. If the SMC was used previously, once friction is established at the back wheel, a few more pumps will ensure that **both** outer pistons have been pumped out.

Blue thread locking compound from Halfords. Don't use the red stuff (UK) - it locks the thread completely.

Also remember, the workshop manual says to fit a new stopper bolt each time.

Protecting the exposed pistons.

It is possible to do this with the pads removed and the axle bolt slid out to allow the caliper to be tilted. The stopper bolt isn't tightened yet, so if necessary, that can be withdrawn.

Rubber grease and a finger are all that is required for this to smear a coating of the grease around the outside of each of the exposed part of the pistons.

Tightening Everything Up

Refitting everything follows the same sequence as before:

Tab locating retainer clip, pad spring, caliper sliders, stopper bolt, axle, pads, pad pins.

It is impossible to move the bracket to fit the stopper bolt once the axle is tightened, so it is a good idea to pop the stopper bolt into place. The axle gets tightened with the stopper bolt loosely fitted. 81Nm or 108ft/lb

The stopper bolt is an ALOC bolt. No one seems to know what that means, but all ALOC bolts have a thread locking compound on them. Whatever, t**he manual says to fit a new one**. The stopper bolt should be tightened to 69Nm

The pad pins should be tightened to 18Nm, but I found this was slightly too much and would round off the hex socket after a couple of removals.

I check and double check that everything is in the right place, and ***never*** assume that I have done everything correctly first time. I have seen and heard of:

- Pad pin passing through the eye of just one pad, falling out the first time the bike reversed
- Both brake pads on the same side of the disc
- Brake pad resting on wheel hub rather than the tab sitting in the retainer clip
- Inside brake pad inserted at angle on the wrong side of the tags on the spring retainer clip
- Stopper bolt not located in the hole in the caliper bracket
- Grease on disc surface (and then on pads)
- Pressure in SMC circuit applying rear brakes
- Excess pressure in rear circuit preventing modulator working and blowing fuse
- Air in SMC line due to not tilting SMC when bleeding
- Incorrect rear brake pads binding on the ridge in the retainer clip
- Front new pads fitted with heat shields which made them too thick and applied back brakes
- SMC not operating due to dry roller bearings in mounting pivot bolt

A vacuum pump attached to the rear bleed nipple of the rear caliper

A new bleed nipple with PTFE tape wrapped round the thread. Worth doing if you intend to use a vacuum pump.

I have a rule: Never make a bolt look tight unless it is properly torqued. Once I have finished, I take a break, come back and thoroughly inspect everything - visually and mechanically - that I have worked near, before I ride the bike.

Testing the Brakes

This might seem obvious, but there are a number of things to check for, and it makes sense to do them in a particular order. You need a quiet road.

Does the front brake stop you ? No heroics - do it from 10-15 mph. The idea is to check that the bike will stop you. You don't want a massive stop that will get the discs too hot.

Does the rear brake stop you ? Same again. Just check a slow speed stop which doesn't heat up the discs.

Now, with the brakes discs cool (you should be able to hold them with bare hands), go for a gentle ride and aim to come to a stop without touching the brakes. Cautiously, feel the temperature of the disc surfaces. All three. They should be cool. The chances are that the rear one will be a little warmer as it has the heat of the exhaust nearby, and it tends to drag a little more than the front. Until the pads are properly bedded in this is likely to happen. But you should still be able to hold the discs with a bare hand.

So you have cool discs. Now go for a ride and perform a few hard stops **using just the front brake**. The purpose of this is to force the SMC to activate the rear brake. It might take a few stops to bring the outer pistons into firm contact with the disc, so repeat the stops a number of times in succession. Finally come to a long hard stop, jump off and test the temperature of the front and rear discs. Careful. All of them should be quite hot. Probably too hot to hold. If the rear disc doesn't feel any hotter, then ride and try another sequence of stops.

Having done that, hopefully you have proved that the SMC is working. Now make sure that it releases again: get on the bike and ride for a mile or so, without touching the brakes, and then **coast to a halt**. Check the temperatures again. If the rear brake is still hot, but the front brake is cold, then it is possible that the SMC isn't releasing the two outer pistons on the rear caliper; or that the caliper isn't sliding; or the pads have been inserted incorrectly). It's also possible that you didn't ride for long enough to cool the rear disc - it takes longer than the front to cool down. If it is cooler than it was when you last stopped, then all is probably OK, but try riding another mile and coasting to a stop to verify.

If the front left disk is still hot, then it is possible that the rear caliper is OK, and that the front left pad is binding slightly. This will activate the SMC and keep the rear brake on. Did you put a heat shield in the front pads ? OEM front pads do not come with a heat shield. If you put one in, take it out - it makes the **new** pads too thick for the calipers, causes them to drag a little and this activates the rear brake. Don't ask me how I know this !!

Now try the back brake. First , make sure it stops the bike. Use it a few times so that when you eventually stop, the disc is too hot to touch. Check it. Then ride the bike for a mile or two without touching the brakes and check the temperatures again. The disc should be cool, indicating that the brakes are releasing properly. Remember that applying the brake pedal also activates the front brake via the centre pistons - so the front discs should be hot as well.

Surprisingly, you cannot always tell whether the rear brake is dragging when you first start riding to check the brakes. The Pan has plenty of power for the engine to overcome the dragging without you noticing it.

I had such a problem, and wasn't able to pinpoint the fault - but my preferred suspicion is probably the correct one: When I pushed the rear caliper pistons back in at the start of the process, I did it without releasing the pressure at the bleed nipple, thinking that the fluid would go to the rear reservoir. I think that what it actually did was push excess fluid into the SMC circuit, and this was taken up by the plunger in the SMC. In theory this is OK, but if there is a problem inside the SMC, it will keep the rear brake on. As I didn't bleed the circuit afterwards, the problem stayed. I need a service kit for the SMC!

Finally, a trick for checking for brake drag on the move. On a downhill section, allow the bike to run at a constant speed - 40-50mph with the engine **just** holding the bike back. Pull in the clutch. The bike should feel as though it has accelerated slightly. If it doesn't, then something other than the engine is holding the bike back. Suspect a brake dragging - but note that a strong headwind can result in the same symptoms !

Front Brakes

The front brakes are much easier to service, and much of what has been said about the rear calipers and pads also applies to the front brakes as well. There are no complications with the SMC circuit, and the front brake lever works the front caliper outer pistons and nothing else. It is a separate circuit. Fluid for these two outer pairs of pistons is taken from the handlebar reservoir. The front pads are thinner than the rear, and the small retainer clip has no ridge on it.

The only additional thing to service is the needle roller bearings on the left fork leg caliper mounting bracket. Remove the bush and make sure that the bearings are clean and greased. Unless you do this each time, they will eventually dry up and seize, preventing the bracket from returning, which will keep the SMC activated and apply pressure to the rear brake.

Note the 4 front mounting bolts are ALOC bolts and the manual states that new ones should be fitted each time.

Some Useful Service Torque Settings

Taken from the Honda Service Manual for the ST1300.

Rear Wheel

Final Drive Filler	12Nm	
Final Drive Drain Bolt	20Nm	
Brake Pad Pin	18Nm	
Rear Stopper Bolt	69Nm	ALOC needs new (!)
Bleed nipple	6Nm	
Rear Axle	108Nm	80ft/lb
Exhaust Band bolts	22Nm	
Silencer support bolts	22Nm	Not specified, but it is 22Nm on ST1100

Engine

Oil Filter	26Nm	
Oil Drain Bolt	29Nm	
Spark Plug	16Nm	

Front Wheel

Left Upper Caliper Mount Bolt	31Nm	Pivot Bolt (ALOC)
Left Lower Caliper Mount Bolt	31Nm	ALOC
Right Front Brake Mount Bolts	31Nm	ALOC
Brake Pad Pin	18Nm	
Axle Bolt	78Nm	58ft/lb
Axle pinch bolts	22Nm	

General

8mm Hex bolt	22Nm	5mm screw	4Nm
10mm Hex Bolt	34Nm	6mm screw	9Nm
		6mm flange bolt8mm head, small flange	10mm
		6mm flange bolt10mm head, large flange and nut	12mm
		8mm flange bolt and nut	26Nm
		10mm flange bolt and nut	39Nm

Convert Nm to ft/lb by multiplying by three-quarters (0.75). (Half the NM value and add on half of that)

eg 80 Nm = 40 + 20 = 60 foot/lb.

A Guide to Everyday Tools

From Brian Burdon recovered by Pete Smith.

Pete has been digging through his archives. This was an article that Brian presented for publication in the very first issue of Pan Talk in February 2002. Well worth a second airing.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jackets.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VICE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage. . Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

HYDRAULIC FLOOR JACK: Used for lowering a motorcycle to the ground after you have installed your new front disk brake set-up, trapping the jack handle firmly under the front fender.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a motorcycle upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbour to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease build-up.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

TIN SNIPS: See hacksaw.

INSPECTION LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under motorcycles at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Pneumatic impact wrench that grips rusty bolts last tightened 60 years ago by someone in Springfield, and rounds them off.

PRY BAR: A tool used to crumple the metal surrounding that retainer clip or bracket you needed to remove in order to replace a 50 pence part.

Club Event

Northern Pan Riders Challenge 2014

A competition organised by Graeme and Alex

We have compiled a "route planning and scavenger hunt challenge" which will run from 1st of Jan 2014 until 31st Oct 2014. The winner will be the person or couple with the most points at the end and the prize will be presented at the Northern Pan Riders AGM 2014

Crookes Haulage (Alan and Jeannette) are sponsoring this competition and have donated £100.00 for the winner to have a meal, at a place of their choice, along with 2 tee shirts which will be a one off design from the club.

The PDF file is now on the club web site for down loading, and if you would like this emailing please email me graemedawson1300@gmail.com for a copy. You will need to read the whole book and plan your rides, as it is not simply a case of starting at page one and working your way through the book (you can do it that way if you like hard work), but requires careful planning as some locations are a long ride from our area. Clearly, you do not need to do them all, but you may be away for the weekend in a particular area and could get a few nearby locations.

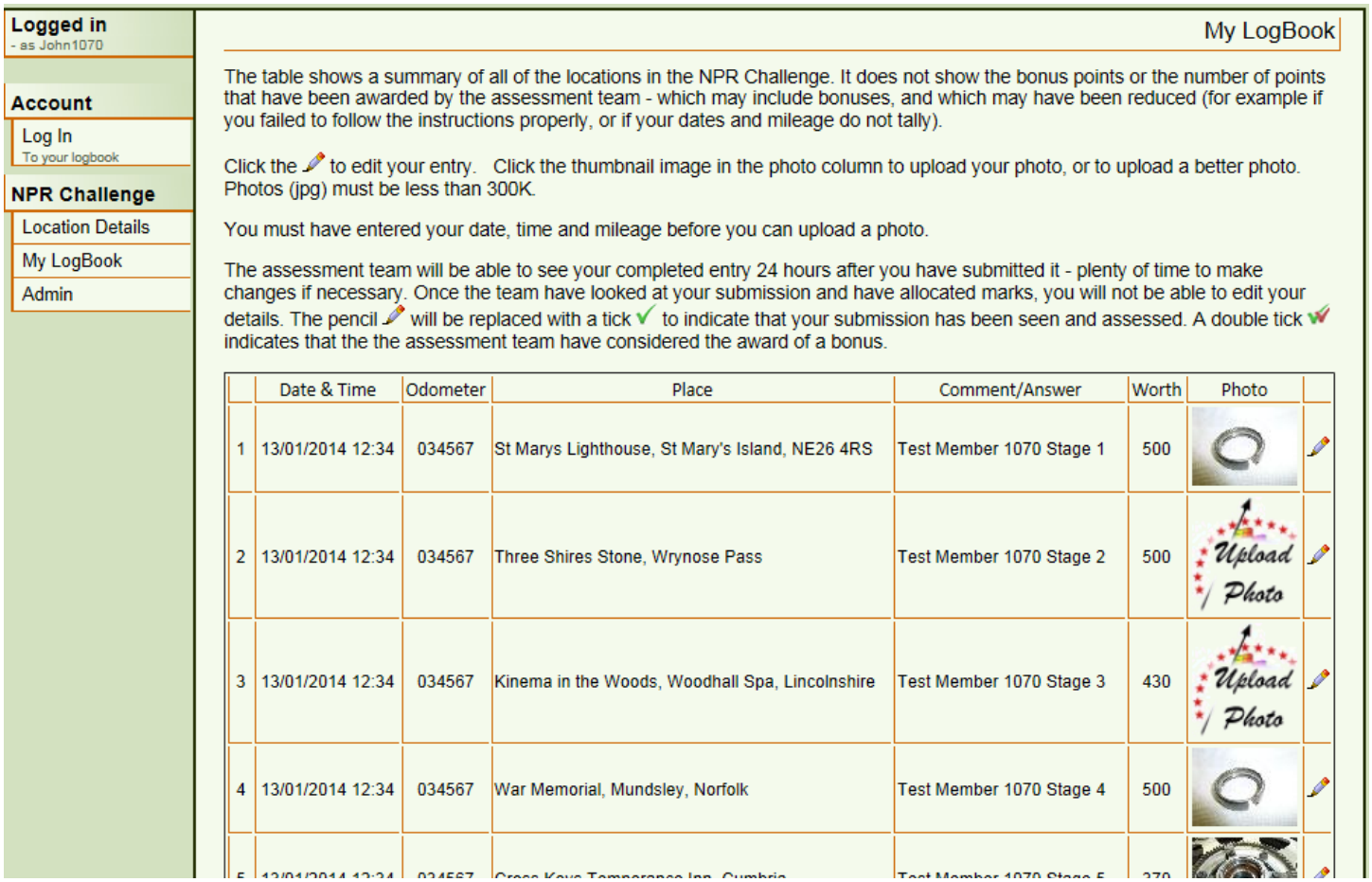
John had also added this information to a website, and in the not too distant future, you will be able to, if you wish, view all of the pages for each location as individual web pages. You will also be able to record your evidence on line - i.e. the date and time, the mileage, answers to any questions and you will also be able to upload your photographs, providing that they have been reduced to less than 300K (800 x 600 is good).

For some, this should be a convenient way of keeping track of your visits as well as providing a way for Graeme and/or Alex to keep on top of the marking as members visit new locations. More details will follow when I have finished writing the software. In the meantime, if you wish to do a bit testing - trying it out to see how it works, then please let me know.

It will need a PC and a web browser other than Firefox. I haven't designed it for use on a hand held device. It may work, but I'm not going to guarantee it.

Below - It's early days, but here is a screenshot of a version of 'My Logbook', populated with any old details and photographs for testing purposes. Note the requirement to Log In to see your logbook.

Although you will also be able to see how you are doing compared to other members, you will not be able to identify those members. Nor will you be able to see the bonuses or penalties that the assessors have awarded.



Logged in
- as John1070

Account
- Log In
  To your logbook

NPR Challenge
- Location Details
- My LogBook
- Admin

My LogBook

The table shows a summary of all of the locations in the NPR Challenge. It does not show the bonus points or the number of points that have been awarded by the assessment team - which may include bonuses, and which may have been reduced (for example if you failed to follow the instructions properly, or if your dates and mileage do not tally).

Click the to edit your entry. Click the thumbnail image in the photo column to upload your photo, or to upload a better photo. Photos (jpg) must be less than 300K.

You must have entered your date, time and mileage before you can upload a photo.

The assessment team will be able to see your completed entry 24 hours after you have submitted it - plenty of time to make changes if necessary. Once the team have looked at your submission and have allocated marks, you will not be able to edit your details. The pencil will be replaced with a tick to indicate that your submission has been seen and assessed. A double tick indicates that the the assessment team have considered the award of a bonus.

	Date & Time	Odometer	Place	Comment/Answer	Worth	Photo	
1	13/01/2014 12:34	034567	St Marys Lighthouse, St Mary's Island, NE26 4RS	Test Member 1070 Stage 1	500		
2	13/01/2014 12:34	034567	Three Shires Stone, Wrynose Pass	Test Member 1070 Stage 2	500	Upload / Photo	
3	13/01/2014 12:34	034567	Kinema in the Woods, Woodhall Spa, Lincolnshire	Test Member 1070 Stage 3	430	Upload / Photo	
4	13/01/2014 12:34	034567	War Memorial, Mundsley, Norfolk	Test Member 1070 Stage 4	500		

Normandy Cottage at La Pépinière near Domfront

Delightful half timbered 300 yr old cottage, sleeps 2-6 in 2/3 bedrooms. Massive open log fire, old oak beams, exposed stonework, huge enclosed garden, large parking area and **large secure motorbike storage shed. For up to four bikes.** This is an ideal touring site, with local shop less that 1km, and all other amenities within easy reach. Cottage situated only 65 miles from Caen near the border of Normandy with Loire Valley. **10% Discount to NPR members** on cottage price. View it at www.normandycottage.net or telephone Sue Crossman on 01670 361207.

Dealer Links

The dealers below have been kind enough to bring our club to the attention of anyone who buys a new or used Pan European, and to provide them with our promotional material.

Village Motorcycles
George
Unit 7 Low Mill Industrial Estate,
Town Lane,
Whittle Le Woods
PR6 7DJ
Telephone: 07807 684 592
http://www.villagemotorcycles.co/
Motorcycle Breaker specialising in Pans

Stephen Billau
3 Chestnut Street
Darlington
Co Durham
DL1 1QQ
Tel 01325281331
Mob: 07801644920
sbillau@hotmail.com
http://www.sbillau.co.uk
General motorcycle dealer who often stocks Pans

Charlies motorcycles,
Unit 7-8 Royds Enterprise Park
Future Fields
Bradford
BD6 3EW
Tel: 01274 694 231
www.charliesmotorcycles.co.uk
General motorcycle dealer who often stocks Pans

Ritebike ltd / Viva Moto Ltd
Unit 31, Royds Enterprise Park
Future Fields
Buttershaw
Bradford
BD6 3EW
Tel: 01274 670787
vivamoto1@hotmail.com
http://dealerservices.autotrader.co.uk/124937/vivamoto.htm
General motorcycle dealer who often stocks Pans

Bradford Motorcycles
Hillam Road
Canal Road
Bradford
BD2 1QN
Telephone 01274 732755
bradfordmotorcycles@hotmail.co.uk
http://www.bradfordmotorcycles.co.uk
General motorcycle dealer who often stocks Pans

Jordan Bikes Ltd
Gelderd Road (A62)
Gildersome
Leeds
LS27 7JN
Tel: 0113 2383707
http://www.jordanbikes.com
General motorcycle dealer who often stocks Pans

Padgett's Honda Centre
226a Bradford Road
Batley
West Yorkshire
England
WF17 6JD
+44 (0) 1924 437700
www.padgettsmotorcycles.com
Honda Main Dealer

Grahams Motorcycles
Unit 37 Royds Enterprise Park
Future Fields
Buttershaw
Bradford
BD6 3EW
Telephone: 01274 601800
Mobile:07843 655194
gobuybikes@grahamsmotorcycles.co.uk
www.grahamsmotorcycles.co.uk
General motorcycle dealer who often stocks Pans

Castle Motorcycles Ltd
3-7 Bridge Street
Castleford
West Yorkshire
WF10 1JP
01977 553523
www.castlemotorcycles.co.uk
Honda Main Dealer

Tom Conway Motorcycles Ltd
8-10 High Street
North Langley Moor
Durham
Co Durham
DH7 8JG
TEL: 0191 378 9802
MOBILE: 07850 317887
tom@justwings.co.uk
www.justwings.co.uk
General motorcycle dealer who often stocks Pans

Earnshaws Two Wheel Centre
Manchester Road
Linthwaite
Huddersfield
HD1 3LE
Tel: 01484 421 232
www.earnshaws.net
General motorcycle dealer who often stocks Pans

Blackpool Honda Motorcycles
Lytham St Annes Way
Blackpool
Lancashire
FY4 5PQ
Tel: 01253 845020
www.blackpool-honda.co.uk/showroom/motorcycles
Honda main dealer

Preston Superbike
42-48 Waterloo Rd
Ashton
Preston
Lancashire
PR2 1BQ
Tel: 01772 727213
sales@prestonsuperbike.co.uk
www.prestonsuperbike.co.uk
General motorcycle dealer who often stocks Pans

Italia Moto Ltd
Kingsway
South Park Avenue
Lincoln
UK
LN5 8EL
Tel: 01522 511851
italia-sales@btconnect.com
www.italiamotoltd.co.uk
General motorcycle dealer who often stocks Pans

NEWCASTLE MOTORCYCLES
195-199 Scotswood Road
Newcastle upon Tyne
NE47DD
Tel: 0191 2723335
www.newcastlemotorcycles.co.uk
Honda Main Dealer

Hunts Motorcycles
255 Kingsway
Burnage
Manchester
M19 1AN
0161-432 1303
info@huntsmotorcycles.co.uk
http://www.huntsmotorcycles.co.uk
Honda Main Dealer

Rochdale Honda
48 Milnrow Rd
Rochdale
Lancashire
OL16 1UD
Tel 01706 640 626
info@rochdalehonda.com
www.rochdalehonda.com

Honda Main Dealer
Craigs Honda
12 Otley Road
Baildon
Shipley
BD17 7SE
Tel: 01274 800050
www.craigshonda.com
Honda Main Dealer

Highbarn Motorcycles
177 Broadway
Chadderton
Oldham
OL9 0JX
TEL: 0161 678 8990
www.highbarnmotorcycles.co.uk
General motorcycle dealer who often stocks Pans

J & S Motorcycles
Marsh Gate
Doncaster
South Yorkshire
DN5 8AF
Tel: 01302 327 722
www.jsaccessories.com fao Eamon
General motorcycle dealer who often stocks Pans

EMS
EAST MIDLANDS SUPERBIKES
Alfreton Road
Derby
DE21 4AF
Tel: 01332 296669
enquiries@eastmidlandsuperbikes.co.uk
www.eastmidlandsuperbikes.co.uk
General motorcycle dealer who often stocks Pans

Tillston Motorcycles
Brunswick Street
Stockton-on-Tees
Cleveland
TS18 1DU
Tel: 01642 611189
www.tillstonmotorcycles.com
Cleveland's Premier Honda Dealer

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.

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 with suggestions or articles

Many thanks to:

John for sharing his trip on Route 66 in Summer 2013

Richard for leading the December and January Rides Out.

Richard again for his wizadry with Google maps and GPX files.

Pete for digging out some of the original articles from PanTalk

John H for the Brake Workshop, One Day Circuits and 2013 event maps

A Member for the Guess Who text and photos

Barry for his Experiences with an Ex-Police Pan

Alex for his BMF write-up

Andy for his sterling work contacting dealers

Dick for collating all of the dealers' information

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

www.northernpanriders.co.uk

Previous copies of PanTalk can also be found on the above site.

Also, random notices and comments on Facebook:

Northern Pan Riders Pan European