

The Occasional On-Line Magazine of The Northern Pan Riders

Pan Talk

May 2014



Rides Out - Spring 2014 - Maps

Tony Tours SW USA

P and T Stops - online map

Renewing Your Driving Licence

One Day Circuit - Highlands of Scotland

Advanced Riding - What's That All About ?

Camping with a Pan

New Bike - Will It Be a Pan ?

Setting up a Cheap Nokia with Autocom

NPR Challenge - Online LogBook

Fitting Handlebar Risers

Repairing the Adjustable Windscreen Drive

Cover Photo

Swallow Falls Hotel, A5, Betws Y Coed, North Wales.

Sunday 9 March 2014



Visible in the photo - Tracy, Dick, Helen, Pete, Bill, Lee, Alan, Andy.

A nice venue - pub like cafe - easily coped with 25 of us, although we had booked beforehand. Car park was a bit loose underfoot. The photo also features John's Brand New 2013 Pan European, and Andy & Tracy's first ride on their newly acquired BMW.

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.

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Alan's Tour to Fridaythorpe

...and around East Yorkshire Sun 9th February 2014

122 Miles on a pleasant but windy February day



It was tipping it down when I set off into the early morning gloom, but by the time I reached Squires an hour later, the wind had cleared away much of the surface water and the day looked to be a promising one.

The ride into East Yorkshire was a trip down memory lane for me - many of the winding country lanes were the ones that I used to use as a teenager on Sunday rides out with Askern Cycling Club. Today, the wind was just as strong as I remember it !

Alan's knowledge of the little country lanes took us away from traffic, through Beverley and northwards alongside the Yorkshire Wolds towards Fridaythorpe and our only P&T stop of the day at Seaways Cafe. Alan had deliberately kept the run short - well aware of the limited amount of daylight in early February and the fact that many people had at least an hours ride at the start and end of the day.

The return from Fridaythorpe took us along the roads which snake through the deep grassy valleys of Great Givendale, which were probably carved out by the meltwater of retreating glaciers - certainly the tiny stream in the valley bottom that we were riding alongside isn't up to the job !

We head back to Squires taking a route which cleverly dodges the main roads and the towns - even though the choice of route is restricted by the need to find bridges across the River Wharfe and the Ouse which join forces around here. Through Pocklington, Cawood and Ulleskelf, a dog-leg to avoid Sherburn town centre and past one of the waypoints on the 2014 NPR Challenge. I'll come back and take the photo on the way home, I think to myself - but it starts to rain as we pull into the carpark, and I change my mind.

A good ride out - many thanks Alan.



North Wales & Snowdonia

John and Lynne's Ride Out - Sunday 9 March 2014

I have to admit to having felt more than a little hesitant about putting on a ride to North Wales in March - I was rather hoping for a different time of the year, and I watched hopefully at the 10 day, 5 day and 3 day weather forecasts hoping that the weather would settle down a little bit in time for the ride. Weather changes rapidly in North Wales and even the smallest hint of a falling temperature would put the trip in doubt.

I had all sorts of alternative routes planned just in case. With a week to go I had to commit to the Chester Services as the meeting point, and my 'just in case' routes dwindled to two that headed East, into the Pennines and away from the rain, wind and snow that I was conjuring up in my head.

But I love the roads in Wales, ever since being a kid watching my dad driving at night and seeing brightly sparkling cats eyes in the centre and the brilliant white lines on both sides of the road illuminated in the headlight beams. Roads in Yorkshire never had these features, and many still don't. I really wanted to have a run on some of the superb routes many of which I had not ridden on a motorbike since I was a student there in 1977.

And what a treat it was on Sunday morning. The sun was already warming the air and demanding copious amounts of factor 50, and as we rolled into the service station the petrol forecourt and the parking bays were full of 1100s and 1300s. I reckoned there were 15 bikes and 24 members. Graeme, Sally, Richard, Anne, Alex, John, Lynne, Bill, Pete, Helen, Garry, Andy, Tracy, Gary, Alun, Alan, Jeanette, Dick, Mike, Grahame, Belinda, Lee, Dave and Kath - and I am desperately hoping that I haven't left anyone out. So a quick phone call to the Swallow Falls hotel to let them know that my estimate of 12 people for lunch was slightly wrong, and we set off.



The A55 dual carriageway was a necessary chore, but it soon whisked us onto the delightful A494 to Ruthin. From here the A494 continues on its way to Dolgellau and Barmouth, but we opt for the the B5105 which takes a higher route winding its way through hills alongside the Clocaenog Forest. On the recce, the road was littered with grit and debris between the wheel tracks. Now, 10 days later, it was clear and even with a train of 15 Pans, the few vehicles that we meet are passed easily.

At Cerrigydrudion the B5105 meets the A5 on its way to Bangor, but we don't get to see it. Instead we take a sharp right and head up the B4501. An innocuous sounding road only worthy of a brown strip on most maps, and duly ignored by most traffic. Today is no exception - the road is car free, wide and grippy as it rises and falls and twists and turns its way northwards, eventually heading for Denbigh. We climb gradually and reach the base of the cloud hanging over the forest. The camera and the visor both mist up, but the roads remain dry. 7 miles on we join the equally sublime A543 and shortly after we turn onto the A544 before heading south west on the A548 to Llanrwst on narrower, windier country lanes, eventually emerging onto one of N Wales' major routes.

The A5 speeds us back south for a few minutes in order to reach our destination for lunch at the Swallow Falls Hotel. Plenty of parking space here, but we have an impromptu demonstration of how effective the Pan's side fins are at limiting damage in the event of a tip over. The loose gravel surface provides little purchase as the bikes are reversed to park up and this catches out a couple of riders - first an 1100, and then not to be outdone, a 1300.



Leaving Swallow Falls Hotel Car Park

The A4086 from Capel Curig is a high level run towards the Pen-y-Gwryd hotel with the mountains of Y Lliwedd, Snowdon and Crib Goch dominating the view ahead of us. The very top of Snowdon is hidden, as it is on most days, by cloud. From the highest point on the road, the A498 wends its way down to Beddgelert in a cascade of blind bends.

The road from Beddgelert takes on a change of character, first threading its way through a narrow gorge at Aberglaslyn and then clinging to the edge of headlands of an old coastline, now left flat and drained by the building of 'The Cob' across the estuary at Porthmadog. The road crosses the narrow gauge Ffestiniog Railway, as the latter weaves its way from Blaenau Ffestiniog to Porthmadog, but we are more interested in the climb up to the little town of Llan Ffestiniog and the start of a road which is one of the area's best kept secrets.

The B4391 is a mountain road which cuts off the corner for traffic heading from Bala towards Porthmadog, bypassing the little village of Trawsfynydd and its now derelict nuclear power station. You normally have to take the surface as you find it, and over the years this has been rather hit and miss. But during the the recce of the route, it revealed itself as a real treat. The road had been freshly surfaced, the wrinkled and potholed tarmac from my last visit had gone, and the places where the road had started falling away at the sides had been rebuilt. It has always been a favourite road of mine, and we were going to ride it come what may - its a great road in most conditions - but I have never seen it in such fine form and I really didn't expect it to be quite as much fun as this. Very few people seem to know about it.

It joins the main road from Trawsfynydd into Bala. Fast flowing, with a wonderful wide curve around the head of the reservoir which invites you to turn through the 180 degrees without unwinding the throttle. This is the A4212 and it speeds us into Bala and on to the heavily used A494 towards Corwen and Llangollen. This main route to Barmouth is a regular Sunday run for bikers and the race-track behaviour of some is one of the reasons that the Welsh Police have been so harsh on bikers in this area in the past. The number of road works on the A5 have multiplied since our recce, and our long line of Pans gets broken up into three smaller groups at the rapidly changing lights. A regroup is necessary as we run out of riders to mark junctions as we enter Llangollen, and we head up the Horse-shoe pass for our second P&T stop of the day.

The Ponderosa Café is busy but there are plenty of spaces in the massive car park. The sun is starting its downward path, and although it won't get dark for a couple of hours yet, the temperature is falling rapidly. All that remains is for us to make it safely back to the service station on the M56 without getting lost. Hmmm, pity about that. For some reason, my satnav threw a wobbler, and was running late - displaying the next turning as being some way ahead, and then suddenly telling me to turn just too late. It eventually catches up, and took us on an 'interesting' route to pick up the A541 back to the A483, the A55 Chester ring road and the M56.

A brilliant ride, made so much better by the excellent quality of the roads, the superb weather and especially by the number of members that came. 25 is an impressive turn-out - including Dave and Kath who came out as guests and in spite of my dodgy steering, decided to join the club as full members the following day.

Over to you Dick, for April's ride out. You thought N Wales was good? Well I've seen his route, and he has come up with an absolute cracker.

If anyone would like the Mapsource gdb file for this route, then just email me at pantalk@northernpanriders.co.uk

Dick's Northern Pennine Tour

Sunday March 13 2014 - 180 miles.

There are 5 roads that meet in Alston, the highest market town in England, and 4 of them are superb roads for motorcycles. Dick has strung all of these together for his April ride out.



A 10:00 start from the Sedbury layby on the A66 initially takes us along the busy A66, but we soon head off on quieter roads towards Barnard Castle. Once free of the town we begin the slow, delightfully sinuous ascent of the highest section of the Pennine Chain - through Middleton in Teesdale, up to nearly 2000ft before the descent back to the cobbled main

street of Alston. The wind in places is blowing strongly from the side, is unpredictable and those of us with pillions and top boxes are feeling the full force.

We continue through Alston to take the North West section of the A689 towards Brampton before looping back south through small villages like Lazonby and start the climb from Langwathby and Melmerby up the well worn A686 over Hartside Height and back down to Alston.

Lunch is at the Cumberland Inn at the bottom of the cobbles, and we take a well earned rest before eventually heading towards Hexham on the North East section of the A686. The route south takes us over the old lead workings on Muggleswick Common between Edmondbyers and Stanhope. Away from the shelter of the valleys the wind is gusting stronger than ever, the sheep are not particularly street wise, the corners are pot-holed and gravel strewn and the unpredictable gusts all combine to make the riding 'interesting'. Another P&T stop at the Durham Dales Centre at near Stanhope is a welcome break, and from here we return south east to Scotch Corner.

Tony's Tour of South West USA

A 3,100 Mile Trek from July 2005

First questions and thoughts.... How can I get to ride through the stupendous Monument Valley on a motorcycle?. How do I get there?

Answer, On an airplane and a motorcycle of course.

Next was to do as much riding as possible; I bought my Yamaha XV 1100cc bike in order to get used to riding a fairly big machine close to the type I would be riding on my trip. This was a wonderful choice and the bike was very similar to the Harley that I was going to hire for my trip. I got in lots and lots of riding. Rode up to, and around Scotland and the Isle of Skye, and a few months later embarked on a trip down through Spain, all the way down to Gibraltar, in order to get the feel for a long haul trip; and which way to pack and use the kit I was to take with me. This experience was of great value for my USA trip.

NOW I am ready for the detailed plans. Okay, what's next?.....What is the best type of flight to get there? great! they are doing direct flights to Las Vegas from Manchester; perfect!. Hiring a bike in Las Vegas is easy and fairly cheap approx £53 per day plus insurances of £24 per day.

To set a date for the trip and invite other riders along, proved to be the most problematic, due to the time off work required for the trip and most of my buddies just could not devote the amount of time required for the expedition. So that meant that I was to make the trip on my own, which was a daunting but exciting prospect. I wanted the trip to be quite extensive to be able to take in all those places I have only seen on telly and films and read about.

So how long a trip? I got out the map of the southwest states and looked at all the places worthy of a visit and these places were all widely spaced, in several different states and thousands of miles apart; so using Las Vegas as a jump off point, I decided to head new first to the gloriously scenic national parks of Utah and then head south through Monument Valley, down to Flagstaff, and then east along the famed Route 66, through the painted desert, past Meteor

Crater, Petrified forest to Albuquerque and across the Texas border to the town of Amarillo to buy some genuine Texan cowboy boots, then head southwest to visit the famous Roswell and the Trinity site where the first nuclear bomb test took place; then on to Benson and Tombstone, just gotta see that! On to Tucson town, and then check out the Biosphere2 facility where sealed earth environment studies took place for future space colonisation trips, Fort Apache also had to be seen, and then head back toward Las Vegas again via the most scenic and interesting route.



When the route was measured it was 2,800 miles long, quite a distance! Next was to work out what a reasonable days ride would be that would encompass plenty of time for sightseeing at the various places; I decided that since I would be riding alone, it was just my own preferences that had to be considered, so I settled on 280 miles per day as a fairly reasonable pace, doing the maths this would require a full ten day schedule, this would only just fit into my available window of time before my flight back to the UK, because I planned to spend a week before departing on my ride, with the lovely Mary, taking in all that Las Vegas had to offer including being in Las Vegas the 4th of July which was quite something to behold. The outline plans had been done, and now came time to bring a plan to fruition.

Bike hire; In the absence of available Yamaha cruisers for hire, Harley Davidson had to be the choice for the trip, so Eagleriders, of Las Vegas proved later, to be an excellent choice for hiring the motorcycle, the company was easily dealt with on the internet and a reservation viewed and confirmed without a problem.

Accommodation in Las Vegas was also done online for the first two weeks of the stay in the states, the remainder would be sorted out while there.

My accommodation during the trip was left unbooked because of the nature of the trip, I would ride until I felt the need to stop, and at the end of my days riding I would book in at the most reasonable motel I came to, no problem.

Navigation? A map and a portable GPS system proved okay for the whole trip, the GPS system helped me find fuel stops, food outlets and hotels, which the maps could not, pretty nifty.

After spending a great week in Las Vegas with my lovely Mary, travelling about and visiting the old London bridge at Lake Havasu in a hire car to reacquaint myself with the road systems of the states on the 3rd July, Mary's sister arrived in Las Vegas from Vancouver to spend time with her while I was on the road, we enjoyed the 4th of July together, and on the fifth I set off on the bike with saddlebags full and kitbag bungeed to the rear carrier, the flag of st George secured in place at the rear, and headed northward to Utah.

Riding along the desert highway was exhilarating, and as I became "at one" with the beautiful Harley soft tail heritage, I was on a high because I had at last set out on the journey that was the culmination of a lot of planning and effort.

The heat of the desert at that time of year is quite intense, so riding wear was at a minimum, first on was a liberal coating of factor gazillion sun blocker on all exposed surfaces, and top layers of jeans, tee-shirt, and denim cut-off jacket, replete with patches an flag and eagle on the back, helmet brought from home because it had an integral built in slide down sun visor as well as a normal clear flip down face visor which I was very pleased with throughout the trip and can recommend as a very suitable bit of kit.

First area of beauty was Zion National Park, I bought a \$50 National Park annual all parks card which was to be used for the rest of the trip, as I was to go through quite a few National Parks, and this was the cheapest and quickest ways of gaining entrance to those national parks.

Zion itself was not anticipated by me to be very much, but when I got into the park it was about 16:30 hrs and the lower angle of the sun showed the scenery off in the most fantastically beautiful and awesome way, and right away I changed my opinion of what to expect from the National Parks I was to ride through, and I was not wrong, I used up two rolls of film on my way through, and the ride into and out of the canyon was breathtaking with windy snaking ascents and descents providing magnificent views at each turn where ancient erosions are providing amazing structures, and future structures can be seen in the making by present erosions, a totally fascinating visual natural calendar. Bryce Canyon was the next place of magnificence I came to, and again the light for that time of day was perfect for enhancing the nature of the scenery so instead of stopping for the night and riding through Bryce in the morning, I opted to see it as the sun set which proved to be a very good decision, because the vistas at that time of day can not be equalled, and then on to Escalante to find lodgings for the night, much to my amazement, I had covered 305 miles since leaving Las Vegas, without even a hint of weariness. Unsaddling all the kit from the Harley soft tail and securing the bike for the night was



a matter of minutes and when installed in my motel room it was time to go and get some food, I chose a likely looking place which seemed to be a cross between a diner and a ranch house where I enjoyed a good meal of fried chicken and gravy, and in the adjacent bar, enjoyed some music and a couple of beers as I chatted and got to know some of the people; they seemed fascinated with the trip I had planned, and all thought it very ambitious for a lone rider, the reality of which I began to reflect on; what if I came off the bike and was lying off the road injured! What if I fell ill? Or got robbed? But Vikings never seemed to bother about those things, so neither did I.

Up about 06.30 and saddle up, and grab a coffee and croissant, before setting out for the new days ride plan was to ride for a couple of hours during the morning to get the best benefits of an early start which included some of the most startlingly breathtaking landscapes of Capital reef National Park

in the morning sun where I saw for the first time in my life a young free ranging doe deer and fawn wandering unperturbed close to the side of the road; not enough time to get out the camera again, so I resolved from then on to carry the camera around my neck, ready for quick use, this may not seem possible but this was more than easy and safe when you are sat bolt upright on the bike, and have the benefit of a full sized windshield to stop the camera from being blown about on the chest/lap; this way of carrying the camera made life and picture taking much easier than stopping the bike and climbing off to unpack the camera each time I came to a spot of scenery; now all I needed to do was pull up, balance the bike between my legs and take the photo.

This pattern of early start, and leisurely brunch about 11.00am proved to be the best way to enjoy days riding, and because of the magnificent scenery and very frequent stops to get photos with both my digital and SLR cameras and just going nice and slow to drink in the perfect vistas that unrolled before me, riding through the Henry mountains and san Rafael desert I kept coming across groups of pedal cyclists many of whom were finding the rough terrain difficult to handle with climbs several miles long; not for me that much effort in the scorching sun.

I arrived at the town of Blanding for the second nights lodging at the Comfort Inn motel, which, as an added attraction, was surrounded by very ancient decrepit vehicles and tractors, that just had to be looked at. A good restaurant next door provided an excellent meal, and then a nice stroll up into the town to find a hostelry which had live music, and served beer, soon found one and sat with a group of bikers from Georgia, who were heading the other way, we got talking about bikes and rides and what was in store for each other as you do, when the result of the Olympic bid was announced on the TV in the bar and we discussed that, and I went to my bed that night happy that we had won the bid. When I had saddled up in the morning, I went over to reception to get some coffee and was asked by the receptionist if I had heard the news about England and I said I had and it was fabulous, he gave me the oddest look? What I did not know was that, while I slept, the July 7th bombings in London had taken place, and that was what he was referring to. I sat transfixed and appalled watching the CNN newscast of the event, a bit later, it was time to get rolling. I was in the habit of flying the English flag at the rear of my bike and this day I received so many honks of greetings on the road, that I was in wonder of all those people passing on those greetings; I honestly did not think that many people over in the USA would recognise the cross of St George as the flag of England, everybody I met that day and for some time after, when hearing my accent, expressed sympathy for the Brits because of the bombings. Thanks to them all for their expressions of solidarity with our country.

Today was the day when I finally got to see monument valley in all it's glory I was determined to savour each moment and each mile. From blanding the scenery gradually becomes more rugged, mesa's and buttes start to appear in the distance and become grander as I approached, until before me lay the vast open expanses of Monument valley itself, with the arrow straight road leading into the far distance with the scenic mesa's and buttes at the far side; I came upon the location where some of the classic scenes of Monument valley were photographed, and I had to stop and take the shots, luckily a couple from



Germany were travelling in the opposite direction and saw me setting up to take a photo of myself against this fantastic backdrop and they stopped to assist me by taking some good shots, and then I in turn took some of them with their camera, we stopped and chatted for ages until the searing sun made it necessary to get on the move again, great people! Taking things nice and slow, I wallowed in the grandeur of the place and took frequent stops to refresh myself with water and scenery, things got so bad in the photographic sense that it was getting vital that I downloaded my 200mb of digital shots to CD, and got some more film rolls for my SLR, I had seriously underestimated the amount of film and photo capacity I would be needing because this was only day 3 of the trip, so I resolved to ride into Flagstaff to do this, because that was the only town I deemed would have the facilities to do the task; I had not planned on going into Flagstaff on the outward journey but needs must so on I went. I got to town and located a photo lab to do the task and had a couple of hours to kill, so I went exploring around Flagstaff, the town is like an oasis set amid the San Francisco mountains, the road rose up from the painted desert plain, to the cooler area of the ponderosa pine covered hills of the Kaibab national forest a contrasting and refreshing change of scenery, quite breathtaking. I had some lunch at a typical diner before collecting my photos.

Now I was faced with a dilemma, I had planned my ride so that I could spend the third night of the trip in Cameron in the painted desert, and the night of the fourth day in the famous Wigwam motel in Holbrook on Route 66, but going into flagstaff meant that I was only 90 miles distant from Holbrook, so I decided to ride on to Holbrook to spend that night in the Wigwam Motel. Once Again weariness was not a problem, because I had 2 hours respite in Flagstaff while waiting for my pics to be developed. When I did get to the Wigwam motel, I looked at my mileage and I was astounded when I saw that I had done over 400 miles, did not feel like I had done 200 and still feeling great.

The Wigwam motel is one of the most unique places I have visited, the motel was constructed in the 1950s using concrete for the individual wigwams, the car parking area is interspersed with old 50s style cars, now sadly much the worse for wear. Inside, the wigwams have one large area for bed and lounge with smaller areas for bathroom/shower heated and air conditioned. They are a joy and a unique chance to stay in one of the route 66s oddball places of interest, Highly recommended.



Holbrook is an old stagecoach town, and my evening meal in the butterfield stage depot restaurant was a great treat, when I got talking to the staff about its history, and the stage line that used to operate there, they were telling me some great tales about the stage routes and the short lived pony express service that was at its most vulnerable from Indians in that area; this added a certain something when I awoke inside the wigwam the following morning; magic stuff, worthy of my boyhood imagery.

Onward then to the painted cliffs and the petrified forest toward Gallup, New Mexico. Although the huge Mesas and buttes were now behind me, as I looked to the north on my left, I could still see them on the horizon for many miles and had to keep reminding myself to watch the road and not keep turning to look at them very hard not to do. It was along this next bit of highway where I was to be parted from my

St Georges flag; I had stopped off for brunch at a diner run by a Navajo family and parked the bike just outside while I went in to order eggs and hash browns, when it arrived it appeared to be a large stack of pancakes, I tried to make then understand that was not what I ordered but they insisted that they had got my order right, I could not see how the situation was going to be amicably resolved, so I gave them back their pile of pancakes, paid them for the coffee and left. As I got to the bike I noticed that my flag was missing, I looked all around, because I was sure I had it when I arrived; so I slowly retraced my way back to the highway a few hundred yards away hoping it may have dropped on the road. As I looked back toward the diner I saw a young Navajo lad waving my flag as he made his way halfway up a 50ft sandstone escarpment, I gestured to him that I was the owner thinking he had found it and wanted to catch my attention, he returned my gesture with one of his involving his middle finger and climbed the rest of the way to the top. This, and the pancake episode were fortunately the worst encounters I had with the American people I had met along the trail, and this from so called native Americans. (Custer was right)

After passing the town of Mesita some 15 miles back, now came something to engage my mind and concentrate my thoughts. I could see ahead, something I never envisaged in my plans for the trip, and was not equipped for; a desert storm; not the sort with bullets and tanks and stuff, but something that could really hurt me! Hailstones and thunder, lightning, wind and rain! I looked ahead for any signs of refuge that may be taken, but there was not a single chance of encountering any form of shelter from the storm. The desert road stretched out endlessly before and behind me for miles, no bridges or underpasses, trees (bad idea anyway) no buildings, gas stations, barns, nothing. So I had to submit to the inevitable, when the heavens opened I slowed down to a crawl and took the battering from the hail and rain for a full half hour and was soaked to the skin, and because of the riding position on the bike, there formed a quite large pool of ice and hailstones accumulating in my crotch area, where the tank met the seat, pretty uncomfortable. The reason I kept moving was that all the rest of the traffic had to slow down because of the massively reduced visibility and if I had pulled over to the side of the interstate, I may have been mown down by drivers not used to this kind of weather, and I also would have suffered an additional traffic spray soaking; I also reasoned that, if I was to stand at the side of the road, I may become a handy lightning conductor; so I preferred to have the insulation of two nice big rubber tyres between me and the ground. Fortunately I came out the other side of the storm still intact but very, very wet; but with the thought that I would not take too long to dry off; Alas nature had not finish toying with me for the day yet; As I approached Albuquerque, I spotted what I thought was the smoke from one of the wildfires that had been constantly on the news, but it wasn't was it? It was a dust storm whipped up by the storm winds preceding the storm I had just ridden for the next exit, when all the traffic around me had suddenly become very jittery with this different kind of low visibility, so before I could extricate myself from the traffic flow, I was covered in dust that adhered very well to my already wet being, now I had mud flowing round my crotch!!

Because of the state of the traffic and my reduced chances of exiting the interstate in one piece, I resolved to make for the next town of Tucumcari, and stop for the night. When I got to the Motel I unsaddled the bike (must have looked an eerie sight to the receptionist); I contemplated hosing myself down under the grass sprinklers but decided that a more direct and in depth solution was required, so I climbed into the shower in my room fully clothed including my helmet and jacket to wash off the mud from my desert storm experience, worked well, and my kit would be dry in the morning. Next day was to be the day when I was furthest away from Las Vegas. The town of Amarillo (*no singing please*) was my goal in the state of Texas where I planned to buy my genuine cowboy boots. The town proved to be great.

I spent a long time cruising around visited to famous Cadillac ranch where a line of Cadillac's have been buried nose deep in a long line ; these were being aerosol sprayed by visitors as is the custom and presented an odd spectacle alongside the highway. Next, I hit the store to choose all my cowboy stuff, belts, shirt, jeans, but not hat! I had no way to carry it safely back with me so I had to leave that.



I had made up a great deal of time from my initial schedule, because progress was so easy, in spite of the drenching and was one day ahead of schedule at this point in the trip and I had already covered 1,200 miles so I did some shopping for postcards and such, and got them sent off, had lunch with Steve, a new pal I met outside of the cowboy boot shop, who gave me a cargo net to lash on all the new kit to the growing luggage load on the bike. Steve was riding round Texas getting business for his graphic design company and he just loved what he did and the way he got to ride around on company time, I have to admit to severe pangs of jealousy. Stayed at a hotel called the Fifth Season, which was again pretty unusual in that the central roofed courtyard of the hotel was enclosed and incorporated a bar restaurant and a swimming pool, very nice.

Communications with Mary back in Las Vegas proved at times to be problematic while out on the road. We were advised that buying cell phones at the local 7/11 store was the thing to do; these phones are a prepay phone with a swipe card that can be credited at any 7/11 store. Those cell phones by the way, offer a money back refund if you return them back to the store in their original packaging after you have used them. The coverage in larger towns was very good but in some of the smaller towns I came to was very poor; so contact with Mary was not as good as we had hoped but still adequate, but again became problematic when my credit card company got curious why there were a lot of transactions on my card in the USA when they knew that I was an Englishman, so they put a halt on transactions, bless em; Now I was reliant on the credit card for fuel and lodgings so I had to relay via Mary back home via my son, to try and sort the matter out, although they had been told by my son that I was travelling round the USA using the card, they

insisted that I get in touch with them personally to verify the fact which way not easy on the phone just described; lesson learned tell your card company of your plans to use your card abroad and the nature of that use., and have a backup card as well.

Roswell I thought would be great, loads of spooky UFO stuff, secret bases, AREA 51, and things to see and do, not a bit of it! The town was a complete disappointment; I looked for things that were alien orientated, with concrete proof of being visited from the stars, but all that was in evidence was street lights painted with ET's eyes, some blow up aliens (okay if you are a desperate sex starved alien I suppose), and one or two shabbily presented museums, 4/10 for effort; on top of that letdown, I was forced to ride around the town for quite some time before I could reach the interstate to leave town because that day they had chosen to replace all the traffic destination signs for the ways out of town, they had taken down the old ones but not yet got around to putting up the new signs!!

Heading now for Las Cruces near the border at El Paso, the ride was nice. Although the route down to Las Cruces was very scenic, the bike was feeling a bit wobbly on deceleration and slower speeds so I was taking it easy till I got to my motel. Las Cruces has the biggest Harley dealership in the area, it has got everything for the cruising bike so I was looking forward to seeing that. I did visit the Harley dealership before I left the town the following morning before getting breakfast, I then set off west toward the town of Deming; On my 60 mile trip to Deming I was becoming troubled by a disconcerting sway of the bike as I rode along, I put this effect down to traffic wind buffeting from trucks and such, or the wrong balance of luggage load, or suspension loading. I changed each aspect of the items above but each time I set off again the swaying of the back end got progressively worse, it was obvious that there was a big problem with the bike, so I phoned Eagleriders when I got to Deming, and because they did not know the cause of the problem, they advised me to ride slowly back to Las Cruces Harley dealers that I had just left that morning to have the bikes suspension looked at, this I did with the accompanying shimmying if the back end. The guys at the dealers looked at the bike and said that all the rear wheel spokes were loose and the holes for them were elliptical, and the bike could not be ridden, "we'll get you a new wheel" they said, And then worked very hard to try to locate a new wheel that could replace the one for the bike, not a chance, the only one they could source was in Colorado and would have to be sent overnight to get there the following day.

I phoned Eagleriders to let them know, and they said that it was easier to sort the problem out themselves and they would have a replacement bike there for me in the early morning before breakfast but I would have to overnight in Las Cruces again that night. I was aware of the distance between there and Las Vegas, and I thought "yeah right".

I thanked the Harley team for their efforts and rode the bike 500 yds to La Quinte hotel where I spent the night. At 05.30 am, I got a call from Matt the Eaglerider driver to say that he was in the car park with the replacement bike in the trailer, he had driven all day and night, with a trailer containing my replacement bike I went out to help him unload and load up the disabled bike and shared many cups of coffee with him in the hotel reception before he insisted on leaving again to pick up another bike in Tucson before returning to Las Vegas, Superman or what?

Because of my concern for Matt, I kept in touch to make sure he was okay; he had a good rest when he got to Tucson.

My next port of call was Tombstone in Arizona, but before I went there, I wanted to visit the town of Benson, because I had heard a very catchy tune about the town in a science fiction film called Dark Star. So I rolled into town and came across a music and instrument shop, so I thought "the very place" so in I went, The shop was unlike any other music shop I had seen before, it was full of very interesting kit, both musical, and other non-musical stuff. The main area of the premises were set up so that its customers and friends could play in session if they wished. From behind the counter of the store, emerged two great guys named Nate and Brian; after our initial greetings, I described to Nate the tune I wanted, and to my surprise, they had not heard of it. *Well it was ages since I had heard it, and then only once; so maybe I was mistaken.* But Nate and Brian would not let me go until we got to the bottom of the matter, because now they had become intrigued that their town might be featured in a song in a famous cult movie; And after all,



had not this guy Tony, come all the way from England, and sought out this very store on the strength of hearing the song? They pulled out all the stops. Nate got on the phone to the local radio station, to ask the DJ if he had heard of the song. The DJ had heard of the film, but was not aware of the song, he told Nate. Meanwhile Brian and I had a great conversation about the sixties the Beatles and such, Brian is a great American patriot, an anglophile, and a hippie born out of time, his character, and that of Nate, appealed to me straight away. Brian liked the fact that I was in San Francisco back in 67, during the summer of love way back, in the days when I was a young merchant seaman, and the fact that I was just riding around on my own seemed to fascinate Nate, who looked like he belonged in the band ZZ top, cool dude. We spent some time talking about how I came to be there in Benson on the quest for this song, and about the ride I was embarked on, and why I was doing it. Anyway, when I left, Brian, Nate and I were all firm friends and Brian promised to get to the bottom of the mystery and get in touch with me on my return home, which he did, and now we are good email pals, wonderful people, I hope I get to meet them again.

I left Benson behind me and then went on to visit Tombstone; because it has a place in my heart from my childhood, of famous cowboy shootouts. It was a really fascinating town and the graves in the Boot hill cemetery brought all the names to life. I visited the township, and the O.K. Coral and although the town is still small it has retained the feeling and atmosphere of those famous times long gone, it was well worth the visit, loads of photos again for all of my cowboy fan chums back home.



Tucson next, time for some grub. Called into Tucson because I wanted to see the place for myself, the name is still evocative from my youth, the town itself has gone onward as time progressed, but still has things to offer as far as *MUST SEE* items of interest; including the **Biosphere 2** project a few miles out of town on the way to see Fort Apache (now there is a name to go with). The Biosphere 2 project as most people will be aware is a project to enclose several earth type ecospheres desert, rainforest, savannah, and sea, enclose them in an enclosed environment, and to live inside this ecosystem as well as possible sustaining the lives of a group of people in this totally enclosed world; sadly, the original experiment failed but work has continued without a live in crew to develop and learn from the facility. Other places of interest were the Pima air and space museum and the Colossal cave, and picture rocks nifty stuff.

Onward from there to Fort Apache, via Tortilla Flats (don't ask me why, because it sticks in my mind) Fort Apache which, I confess, did not live up to my expectations from impressions of my youth, it didn't even look the same as the fort that the cavalry used to ride out from. What was in evidence was the remnants of a very pragmatic and functional outpost town, there was the inevitable tribal gift shop and arts centre (real turn off) and lots of tumbledown buildings that were at one time interesting. The site of the fort was interesting in its defensive position, but derelict and semi- revitalised for tourists, was the impression I came away with.

I had been advised by Matt, of Eagleriders, that the route through Phoenix was really bad because of road works, so I decided to abandon that route, and get back on the Interstate 40 via a more scenic route, so I headed toward the town of Snowflake, and then on to Holbrook again where I spent the night. I was not lucky enough to arrive in Holbrook before the Wigwam motel had been fully booked, so I found another motel for the night. There was a bar next to the motel that proved great fun, I spent



the whole evening explaining the British political system to a group of guys who were convinced that the House of Lords was the bunch of knights that were in effect, the queens gang opposed to the commons who were the gang of the ordinary people (if only). A very quaint slant on our very similar political systems, although they thought that our system was better when I explained the reality of our party system. All this debate fuelled by the local hooch resulted in a magnificent evenings entertainment all round, which ended in me participating in the bars very obvious custom of non locals signing a currency note and sticking it to the ceiling above the pool table; so there is now an English £10 note, signed by myself over the pool table in the Winners Circle bar in Holbrook, check it out when you go there.

Understandably late in starting off the next morning, so I took it nice and easy because I had lots of time left before getting back to Las Vegas. After visiting Meteor Crater which was very humbling and quite awe inspiring, I headed again for Flagstaff, and had a good look around whilst waiting for my photo prints. I had decided that I would use the next day to travel along the remaining leg of the genuine route 66, from just after Ash Fork, all the way to Kingman, So after I had seen most that Flagstaff had to offer, I headed for the historic town of Williams, the gateway town to the Grand Canyon from the south. Where I spent the night. There was lots going on to interest me in Williams, there was a parade of military cadets dressed in period uniforms, firing off muskets. Fife and drum bands marching up and down the streets, the town had lots going on, including one of the most famous steak houses in the town where I enjoyed the largest steak I had ever tackled. There was a wedding reception in progress during my visit to that restaurant, and all of the wedding party were dressed in old western outfits complete with pistols, really good fun. The Grand Canyon railroad terminates in Williams, and the steam engines are of the old western type with cowcatchers, huge smoke stacks with spark arresters; hauling grand old rail carriages with panoramic viewing domes. Also managed to get some laundry done at the laundrette, think I was about 9 years old last time I was in one of those places. After a good feed and evenings conversation with a group of hog riders from phoenix, I settled down for a nights rest partially inebriated.



I set out for Ash Fork, running alongside the old train puffing and snorting as it made its way out of town toward the Grand Canyon, very picturesque.

A short run to jct 139 on interstate 40, and I am now on Route 66 again there are very few vehicles on this old road and the going is nice and easy. Breakfast was at Seligman, and a browse round what is probably the best Route 66 store, the famous Rusty bolt owned by Bill Riley. I had resisted buying any Route 66 artefacts until I got to this point, firstly because I had no wish to carry items from the furthest point I reached on the mother road and secondly, the choice of route 66 memorabilia at the Rusty Bolt was greater and better quality, so my advice is to wait till arriving there before you buy the stuff you wish to take home with you. This remaining genuinely designated route 66 is about 80 miles long and the ride is very scenic in parts, but the best bit is you do not encounter much traffic (or cops) to impede your enjoyment, and the traffic you most likely will meet, will be other bikes.



Oatman, in the Mojave valley, is a very unusual town situated on Route 66, it is an old western mining town of the type you see in the movies, (which it is) with boardwalk sidewalks and hitching posts for the whole length of the town.



There are donkeys ranging free along the streets, descendants of those abandoned decades ago when the gold miners left town. There are wonderfully evocative places within the town with names like Fast Fanny's and Hard Rock Annie's. the Oatman Hotel is famous place where Clark Gable spent his honeymoon. A great place to spend some time looking round, and unfortunately the last place I was able to see on Route 66 before heading north again through the desert on highway 95, towards Laughlin, Boulder City, and eventually Las Vegas

I was now aware that I was nearing the end of my trip, and as I had sat down to lunch, back in the town of Kingman, I reflected on all the sights I had seen and

all the famous places visited, but the most enduring impression of the trip was the fantastic people I met along the way, some, sadly, I will never meet again, others I hope to meet again on subsequent visits. All of them are wonderful individuals, except for that young Navajo buck who stole my flag. I feel privileged to have met them, one of which was Joel, a truck owner driver (semi) from Kentucky. Who after a conversation with him about me having a great passion for these types of trucks, and always wishing to drive one of those beautiful Kenworth trucks, offered to give me the chance to drive his truck when he collected it from the workshop where it was having clutch repairs done. He was waiting in the diner for the job to be completed. When we had finished our meals, I accompanied him to the workshop close to the diner, only to find that his truck was to be laid up for the night while they waited for parts. Joel was mortified because he had to wait overnight and was abject in his having to disappoint me fulfilling my wish; but again that is life and we went our separate ways as new found friends, maybe we will meet again.

The last leg of the trip was very hot while I was on the move, the breeze kept me comfortably cool but when I got to the Hoover Dam the traffic had come to a crawl because of major work being carried out at the dam. Because of the very restricted carriageways passing other traffic was very difficult and progress was very slow; this combined with the heat, meant that I had to stop much more often in order to let the air-cooled bike cool down, but when I stopped the shade was little and I became as hot as the bike. The next task was to get to the front entrance of the hotel in Las Vegas, where Mary had arrange for the bell captain to be outside to offload all my luggage so that I could then take the bike up to the covered car park; this meant that I would have to get to the hotel entrance via the strip, this proved to be the most uncomfortable part of the whole trip because I was sat over a very hot engine, in very slow moving traffic and I was close to meltdown. I let Mary know what was happening and why I was being delayed and when I pulled into the hotel frontage, the darling Mary was there with prodigious quantities of liquid to cool and re-hydrate me (one of which was an ice cold beer). And we renewed our acquaintance with huge hugs and kisses. I offloaded my luggage to the bellman who got a well deserved tip, and rode to the shaded cool of the car park.

That was it.... the trip was over, 3,128 miles covered , six states visited and never fell off once.

Every mile had been an adventure. And now all that was left to do was to return of the bike to Eagleriders in a few hours time (give the bike time to cool back down).

A cooling shower was the first thing on the agenda and then after some more hugs and kisses I rode the bike back to Eagleriders and thanked them for their tremendous effort on my behalf to minimise my downtime during my trip; and told them I would be back maybe next year with a few more Vikings to enjoy the lifestyle and freedom of riding through that great land.

Tony W

P and T Stops

A Useful Resource for Members

Richard has been putting a lot of effort into developing a map of known P & T stops that we use as a club or which he has been told about by members. This is what he says:

..... a map of all the cafés that I know of, around the country. It may be of help to anyone who would like to put a ride on but doesn't know where the P&T stops are! I am trying to keep to the cafés and not pubs, otherwise the map would be gigantic.

If you know of any other good stops for groups of motorcyclists, then please email Richard (broadcaster) at his usual address.

An image of the web page is shown below, but the link takes you to an interactive map, which displays the name of the café when you hover over it, and of course will show the latest additions - Richard will keep adding new locations when he comes across them. Add the link to your favourites.

<http://www.zeemaps.com/map?group=789205>

The screenshot shows a web browser window displaying a ZeeMaps page. The browser's address bar shows the URL <https://www.zeemaps.com/map?group=789205>. The page title is "NPR T & P Stop" and the subtitle is "Cafes and pubs used by the Northern Pan Riders Click on the markers to identify the Cafe". The map shows the United Kingdom with numerous red location markers. The page includes navigation tabs like "Map", "View", "Additions", "Bulk Edits", "Deletions", "Print or Share", and "Go to...". The footer contains "55 entries" and various links like "Pricing", "Blog", "Gallery", "Facebook", "Tweets", "Contact", "Privacy", "Terms", "Help", and "Testimonials".

Driving Licence Renewal at Age 70

The short article that I wrote about my biking milestones, which was published in the Winter 2013 edition of Rider and later published in Pan Talk with some changes to make it more NPR relevant, included reference to the need to renew my driving licence when I reached the age of 70. This stimulated some interest amongst the more senior readers and, as a consequence, the BMF asked me to write a piece explaining the DVLA process. It is reproduced here for the information of the NPR membership.

By way of a “health warning”, I should emphasise that the focus will be on my own experience and, as such, it should not be read as the definitive guide to licence renewal. There are many potential variables which could impose different requirements depending on individual circumstances. These include such factors as:

- Whether you hold a paper licence or a photocard licence
- How old is the photograph
- What classes of vehicle you are currently entitled to drive and the date when you gained that qualification
- Are you currently disqualified from driving
- Your current health, particularly eyesight and hearing
- Whether or not you hold a UK passport

Three months prior to my 70th birthday I received a communication from the DVLA notifying me of the need to renew my driving licence prior to attaining that milestone age. The envelope contained form D46P “Driving Licence Renewal Application”, a booklet entitled “How to Fill in Your Driving Licence Renewal Form” INF5D, a leaflet “Changes to the Driving Licence and Categories” INF45/3 and information on how to renew the licence online. As the first step I read the information booklet and then re-read it several times because it contains a lot of information covering a wide range of renewal scenarios. To re-check my understanding, I visited the DVLA website <https://www.gov.uk/renew-driving-licence-at-70> and their YouTube information site www.youtube.com/watch?v=vLgUzsXyTWA, which give access to and information on the online renewal process.

Both the form D46P and the online application process exclude the renewal of the entitlement to drive minibuses with up to 16 passenger seats and medium sized vehicles weighing between 3.5 and 7.5 tonnes, both of which require different forms and a medical examination report. Having gained the entitlement to drive these classes of vehicles, I was faced with the decision of whether or not to go down that additional route. I rationalised that I would not need to drive a minibus or truck, restricting my future driving/riding to motorbikes, cars and caravan towing. When I started to complete the online form I could not find any reference to motorcycles, and on referring back to the INF5D guide on completing the form D46P, it just mentioned car entitlement renewal. The only specific reference to motorbikes was contained in the section dealing with the renewal of a driving licence after disqualification, form D27P (an interesting mindset I mused!).

Concerned that I would lose my ability to ride a bike by default, I rang DVLA Customer Enquiries on 03007906801 and was reassured that all the categories that I wished to retain would be renewed, and was further informed that my current youthful photograph was valid for a couple more years. With that confirmation I completed the online form and, with some trepidation, cut up my licence and sent it off to Swansea. To my relief I received the new licence a week or so later with the precious A category preserved.

On reflection the process was reasonably straightforward, but I felt that the guidance both in print and online was ambiguous in places and could benefit from a re-write with greater clarity. If I retain all my current faculties I will be fully prepared to repeat the exercise in 3 years time.

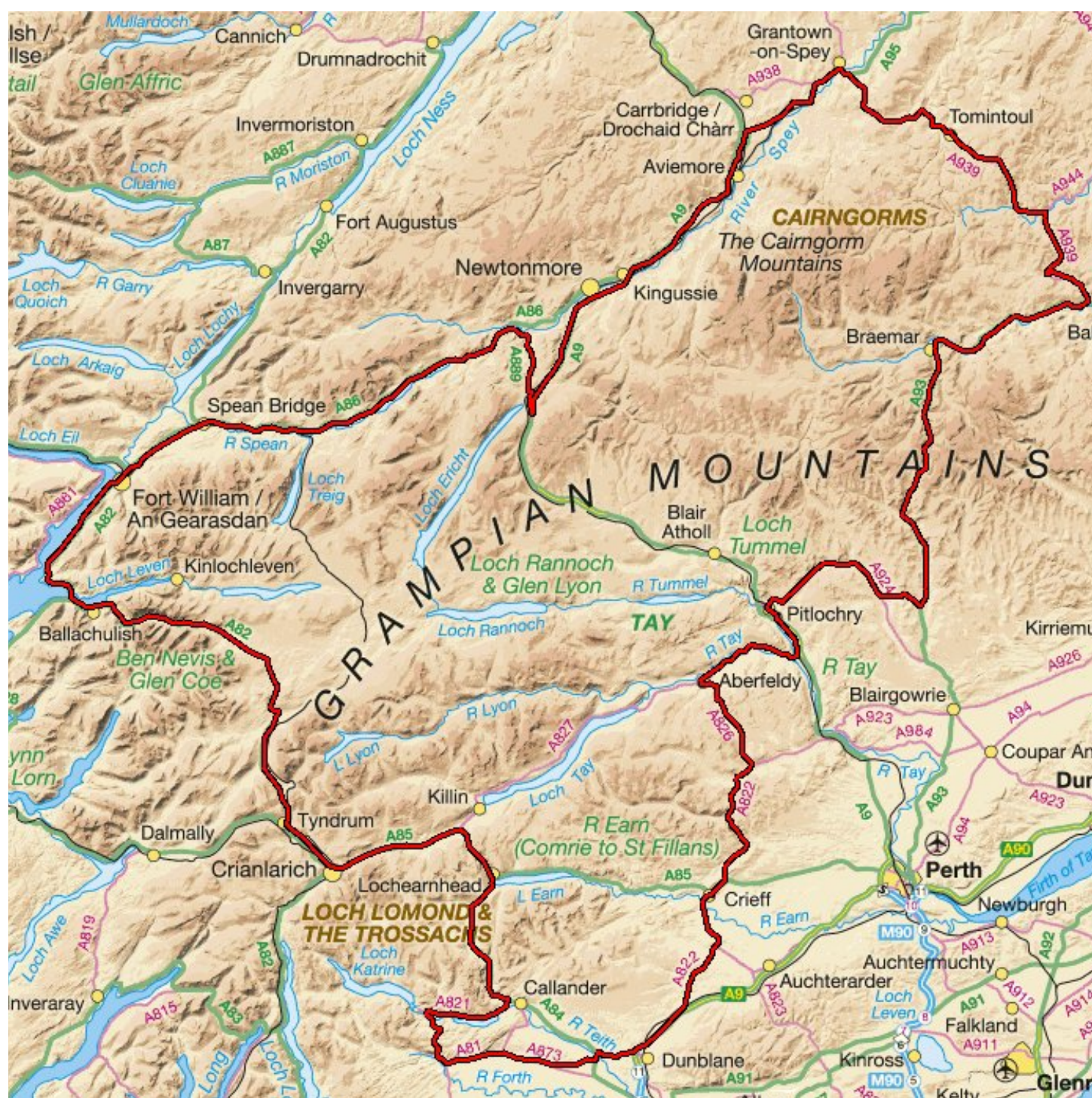
Alex Hargreaves

A Scottish One Day Circuit

An Ambitious Tour of the Grampian Mountain Range

This is a very ambitious 340 mile tour that could be split into 2 halves by staying at Kingussie, Pitlochry or anywhere on the A9. It is really a run for dry days only - the roads climb to around 2000 ft in a number of places - that's a temperature drop of 6°C - and they are very exposed to wind. But on a good day, on some of the Highland's finest roads through wild and remote countryside, the route is an absolute delight.

This brief description starts from the main High Street in Pitlochry and heads north-east in an anticlockwise direction, climbing immediately on beautiful deserted moorland roads to around 1200 ft on the A924. The A93 is an old military road from Perth to Deeside and we join it 7 miles north of Blairgowrie. This takes us on a roller coaster ride towards Spittal of Glenshee before it swings right to climb the well maintained and fresh tarmac of the ski road to the Glenshee Ski Centre at 2100ft. The descent to Braemar is initially steep, but it quickly turns into a superb slalom course, complete with snow poles. The mountain casts a big shadow on this northern side and the descent is chilly at first but is an exhilarating ride nonetheless. Braemar interrupts the fun only briefly as the road meanders its way towards Ballater,



following the course of the River Dee. Balmoral Castle is somewhere over your right shoulder, but difficult to see heading in this direction.

Take a sharp right onto the B976 at Crathie rather than going into Ballater itself and you will be rewarded with another great climb and descent on twisty moorland roads. The bridge at Garnshiel Lodge seems to have been built to accommodate tall ships with its sharp apex, and heralds the start of another delightful gentle climb through a glen known as Tom Dubh. Take a left turn after the River Don bridge and pass Corgarff Castle on your left. This is hardly inconspicuous in its coat of brilliant white paint, and is more of a tower house than a castle, but it has had a violent and bloody history from the mid 1500s. This marks the start of the gradual climb to the Lecht Ski Centre at 2088 ft and over to the small town of Tomintoul where the Old Fire Station offers a much earned rest and excellent food.

From Tomintoul the road remains at a relatively low level, meandering its way past Grantown on Spey, and eventually joining the Southbound A9 near Aviemore. Unless you are in a hurry or you are intending to stop, keep going on the A9 past the first turning to Dalwhinnie (A86) and instead take the A893, 14 miles further on. This used to be the main A9 road through the highlands and Dalwhinnie was the only feeding and fuelling stop for many miles. Take the sweeping bend out of the North of the town and onto the A889 - once labelled 'The Most Dangerous Road in Britain'. It is actually a delight to ride, but keep that label in mind. You can see the hidden dips, but you cannot see how deep they are, and cars can disappear for up to a minute. Think very hard before overtaking - hidden dips, blind summits and sharp bends just over the summit - this road has them all.

Back onto the A86, and a high level run of 30 miles to Spean Bridge. Initially tight and intricate, it opens up past the start of Loch Laggan. Over on the opposite bank you'll catch a glimpse of the castle-like building which was the set of Glenbogle from TV's 'Monarch of the Glen'. The wide, grippy road with fast flowing, swooping bends gets better and better as it heads west and begins its descent into Spean Bridge.

Fort William cannot be avoided, and the 12 mile run to the metal arch bridge at Ballachulish can be frustrating if holiday traffic gets in the way. Even on a bike overtaking can be difficult, but it doesn't hold you up for too long. It just feels like it.



The Bridge, Garnshiel Lodge

Glencoe Village, and the Pap of Glencoe, A82 February 2005



Glencoe has an eerie feeling about it even if you don't know the story of the Campbell's slaughter of the McDonald clan. It is moody and the high mountains surrounding the glen are magnificent and imposing. The road climbs steadily up to the wild and remote Rannoch Moor - 30 miles of wilderness, littered with pools and small lochans. The road is open with many long straight sections, and you will spot the dark blue vans in lay-bys miles ahead, little realising that they are equipped with speed cameras.

Tyndrum's Green Welly Shop is an excellent place to stop and refuel, for you and the bike. It is always busy, but they are well set up for the numbers of people that go there. From here, the main road is fast and open, before it swings right at Lochearnhead to begin climbing once more into the Trossachs. The descent to Callendar is a delightful run of tight sweeping bends which tightly hug the river bank as it falls in a series of impressive cascades towards Callendar. Just before reaching the town, there is the option of taking a detour on the A821 and climb over Duke's Pass. This eventually turns into a twisty mountain road through forested countryside. Much of the filming for Kenneth Moore's version of The 39 Steps was done in these parts.

After the A873, the A822 turns towards Crieff and continues northwards, meandering its way through the glens, finding the route of least resistance between the surrounding hills, occasionally popping out onto the hill tops. Its only when you begin the sharp winding descent to Aberfeldy that you realise how much height you had gained. The return to Pitlochry is a good short run to the main road, followed by a short blast along dual carriageway.

A long day out, but what a ride !

John

So You Think You Can Ride?

What Advanced Training Is All About

And you probably can ride competently and safely, or you wouldn't be reading this now.

However, life is one long learning experience, and I hope you would agree that any advice that helps keep you safe, upright and on the black stuff, has got to be a good thing. Rider training takes many forms, and many of you will have already taken advantage of the various schemes that are available. It's not all about HiViz DayGlo Dereks with holier than thou attitudes :

- it's about recognising hazards in enough time to react safely;
- it's about a structured system of riding;
- it's about understanding what your machine is doing and how to influence and control what it does;
- it's about making progress smoothly and effortlessly;
- and most of all, it's about having fun and enjoying your motorcycling.

If you haven't already, why not look into some advanced rider training and give yourself that 'edge'.

BikeSafe

<https://www.bikesafe.co.uk/>

is always a good starting point, where you can have an assessed ride from a Police Motorcyclist, and be given tips and advice on how to improve your riding.

IAM (Institute of Advanced Motorists)

<http://www.iam.org.uk/riders>

is probably the best known charitable organisation who undertake formalised rider (and driver) training through their Skill For Life courses.

RoSPA / RoADAR

<http://www.roadar.org/riders/>

very similar to the IAM, but some say more demanding.

E.R.S. (Enhanced Rider Scheme)

<https://www.gov.uk/enhanced-rider-scheme/overview>

is a DSA administered scheme, similar to BikeSafe.

Motorcycle Training Companies – there are a vast range of professional trainers in the market place, often retired police motorcyclists, who offer a variety of further riding training, from general on-road riding, to off-road riding, to track day riding, and everything in between.

Most advanced rider training is based on "Motorcycle Roadcraft - The Police Riders Handbook". The latest edition (2013) of which is readily available from Amazon.

Many riders are concerned about the cost of training, but when you consider how much a decent helmet or motorcycle jacket costs, it really isn't all that expensive. How much do you value your safety, or that of your pillion, or for that matter the distress of your family should the worst happen?

Passing your Advanced Test will give you access to many discounts, most notably bike insurance, which enables you to recoup the cost of the training course.

Advanced Rider Training will not guarantee that you will not have an accident, but it will certainly help you avoid one.

Camping with A Pan European

Something that John & Lynne do quite a lot



The campsite at Scourie, NW Scotland.

Touring and camping with the bike is a lot of fun, it provides a great deal of flexibility and allows us to extend a holiday way beyond what would normally be affordable. On the other hand, camping can be a miserable experience if you are not warm and dry. Add cold and water to the experience, with no immediate prospect of getting things dried out, and you will end up hating the idea of sleeping in a tent forever. Here's how we manage to keep it fun.

The Tent - needs to be of good quality, absolutely waterproof, as light as possible, and provide enough room to keep helmet, boots and riding gear for two people stowed away in the dry. Cotton tents are too heavy, but nylon tents need a good airflow to prevent the build up of condensation. Modern tents tend to have very thin groundsheets, which allow water to seep through after a while - so a waterproof PVC footprint is essential to keep the sleeping area dry. We use a Robens Black Shrimp tent (see pictures). It is no longer made, but other manufacturers have similar designs - eg [Vango Pulsar 200 or Halo 200](#). The inner and outer pitch as one, or the outer can be pitched first. Some tents require the inner to be pitched first - which is OK in fine weather!

Sleeping - We need to be comfy and warm. We use [Thermarest mattresses](#) underneath - closed cell insulation which inflates slightly to add a little more insulation and a lot more comfort. We cover these with a cotton sheet and sleep directly on top. We don't use sleeping bags - the half of a bag that is underneath you provides no insulation at all, so it is just takes up space when packing. We now use

[Thermarest Down Blankets](#). These are much warmer, weigh less and compresses into to half the space of the Summer weight duvet that we used to use. They also press-stud together and have a valance to tuck under the mattress.

A cheap picnic blanket is a useful luxury. It is handy for putting on the grass outside the tent on those hot summer days. It is light and doesn't take up much space and some is constructed with a waterproof base, a thin insulating layer and a heat reflective layer. We use it under the Thermarest mattress, and it makes a huge difference in keeping out the cold from the ground underneath. Pillows are made from clothes folded inside a cotton pillow case.

Cooking - Usually, we have cereal for breakfast with fresh ground coffee. We have picnic or cafe lunches, and contrive to stay out for a meal in the evening - although we have the makings of one meal packed, just in case we need to pitch in a remote location. We have a couple of lightweight billy cans, plastic mugs, plastic plates and ordinary knives forks and spoons, and we cook on a paraffin pressure stove - an [MSR Dragonfly](#) - which is a very impressive bit of kit, far superior to the old Primus stove I used until a couple of years ago.



Campsites - Although we have wild camped, we tend to use official campsites these days. The Camping and Caravanning Club sites are always excellent, but other equally good, private sites can be found.

Packing. The tent is packed in a roll and strapped onto the pillion's grab handles. The sleeping mattresses and groundsheets are placed in a cylindrical waterproof bag, and strapped in the same way as the tent to the right hand grab rail. The red strap in the photo pulls the two sides together, keeping them tucked in, out of the line of sight of the rear view mirrors.

The down blankets, the cotton sheets and pillowcases fit easily in the bottom half of the top box, leaving the top half for other items which may need to be accessed quickly, and last minute items that we forgot to pack in the panniers. Personal clothing goes in the panniers. We have one each.

Food, cooking gear, cooking fuel, tea, coffee etc. all get placed in the Oxford tank bank, which is secured onto a Baglux tank bra. A broad tension strap is threaded between two buckles which are at either side of the front of the tank bag, and is tightened to stop the bag from interfering with horn, starter motor button and steering.



Choosing a Pitch. Can make a lot of difference to how comfortable you are. I like my head to be slightly higher than my feet, for example, and it is a good idea to look at the lie of the land before putting the tent up to see if you can spot any natural watercourses or hollows, should there be a sudden downpour. Its nice to have the doorway facing away from the wind, and to have the sun streaming on to the tent first thing in the morning !

Pitching. I always assume that it is going to be throwing it down when we arrive at the campsite. The last thing we want is to be rummaging inside panniers in order to get the tent out. The tent bag is easily unclipped from above the left pannier, and we can get that pitched while we are still wearing our waterproof gear and helmets. No debate, no arguments, we just know what to do and we have our shelter within 10 minutes. Often faster.

We pull the PVC groundsheet under the tent's groundsheet afterwards, otherwise all it does is collect the rain in a puddle. It needs to be tucked well under the tent, and the edges folded so that any running ground water, driving rain or drips from the fly sheet, cannot land on top of it.

In the tent. The tent will be our home for some considerable time. The longest that we have had touring and camping was a trip to Scotland and Ireland in 2006 - 22 days. It is essential that the sleeping area remains dry - which is another big advantage of having a tent with a large entrance. We can get in out of the rain, take off wet clothes and boots and keep the water out of the sleeping area. We have loose groundsheet for the entrance, which folds out of the way if we need to get inside with wet clothes on. I normally wear shorts and sandals to avoid getting other clothing wet.

Striking Camp - Best done on a dry day. We often wait for the sun to get up and let it dry the outer tent completely. The down duvets are aired in the sunshine, and the black PVC groundsheet is spread out to dry. If it is raining, then the inner tent and fly sheet are separated, so that the dry inner is not packed with the wet outer. Panniers are brought into the tent and packed, put onto the bike leaving just the fly sheet to take down and fasten to the bike. We always have a few large plastic dustbin bags to keep dry things away from wet things in the panniers.

We have a number of rules when we are touring with the tent

The 'Don't Move' Rule. If the weather looks miserable, and we don't have to move on, then we don't.

The 'Run Away' rule. If it looks like being pretty miserable, and stops being any fun, then we run away to the nearest hotel and hang our gear (and tent) out to dry above the bath !

The 'Go Home Early' rule. If the weather forecast looks grim, we go home and save it for another week.

The 'Stay Away Longer' rule. The opposite of the rule above. Just phone the cattery and let them know.

The 'Change of Plan' rule. Nothing is booked and if we feel like straying from our original plan, we do.

The 'Expanding Luggage Rule'. About 4 days into the tour, our luggage will no longer fit in the space in which it was originally packed. The only effective solution is to put all of our dirty / unwanted clothes into a bin bag, take them to a Post Office, buy a box and post it all home. We have yet to find a good way of posting fresh clothes out.

Riding A Loaded Pan European

It goes without saying that adding all of this luggage has quite an effect on the bike. The ST1300 has an upper weight limit of 196Kg (432lb) which is the luggage, rider and pillion weights combined. My new handbook quotes a maximum load of 31kg (68lb) for luggage - 'Which must not be exceeded under any circumstances'. This sentence was not there in my ST1300A6 handbook - only the combined maximum load was quoted, along with a limit on each pannier of 9kg.

I'll need to re-do my calculations !

The rear suspension will need some adjustment to cope with the extra load. The normal pre-load position is 7 clicks from the full anticlockwise position. Adjust it with the bike on the centre stand - it's easier. I found 14-15 clicks was OK for a full load when the bike was new, but it needed to be fully wound in as the bike got older. 35 clicks.

This does not make the suspension stiffer. It lifts the back of the bike. The idea is to take up the extra weight so that it sits in its normal position when the load is on. If you find that going over a bump the suspension 'bottoms out', then you need to wind it up a bit more.

If you ride the bike after removing the load without winding the suspension down again, you will notice that the bike feels very different. The higher back end without the extra load tilts the front forks a little, tucking the front wheel under. The steering is quicker and it can feel as though the bike is going to trip itself up. The back end feels skittery, and the whole bike will feel a little light in strong cross winds. This isn't because the suspension is stiffer - it isn't. It's because of the change to the bike's geometry in relation to the road as a result of raising the back.

I never felt the need to adjust the damping until the bike was 6 years old, but if you feel that the back of the bike is wallowing in corners, or you detect a bounce-bounce after going over a bump, then you may need to increase the damping. The procedure is described in the handbook - and you access the damping screw with a long screwdriver inserted through the little hole in the foot rest bracket on the right hand side. Turn it clockwise as far as it will go, then turn it back one full turn. (This is the standard position). To increase the damping, turn it clockwise a bit.

Incorrect damping can affect the tyre life as every single bump results in not one heavy bounce on the back tyre, but two or three.

Riding with a full tank bag is snug, and although the two side bags don't interfere with the seating position for the pillion, they do make it a little more awkward to get on and off. Riding the first half mile is interesting. The handlebars feel to be in a slightly different position; the brakes do not respond as quickly and the extra weight can be felt when the bike gets slightly off balance in those almost stationary manoeuvres. After the first half mile though, the riding once more becomes second nature, and the Pan just takes it all in its stride.



John H

I Got Fed Up of Waiting

....so I purchased a brand new Pan European

This has been a long time in planning. There is no way that I could afford to buy a brand new motorcycle having stopped working 3 years ago if we hadn't planned for it, but I don't think that we expected to do it so soon. Our old Pan had 70,000 miles on the clock, we had had it for 7 years and it was just beginning to cost us money to keep it running. Doing the servicing myself, I knew all of the things that were going to need attention and how the cost would eat into the fund that we had set aside for a new bike.



There was nothing wrong with the current bike and would easily last us a few more years, but in the meantime, the price of new bikes would go up, and the amount available to spend would diminish. The time was right.

But which bike? We have owned 3 Pans up to now - a 1996 ST1100, a 2000 ST1100ABS and a 2006 ST1300A, and we have covered a total of about 170,000 miles on them. I've loved every one of them, and they suit us, but there isn't a hint that a new model from Honda will be replacing it any time soon.

Then RIDE magazine produced an excellent comparison of the 6 top tourers available in their October 2013 edition. I read it carefully and then over the next couple of weeks I read it over and over again. Some of the stuff they say about the Pan seem to be unnecessarily negative and offhand and the comments are not consistent with my experience, and I dismiss them. Some of the stuff said about the other bikes may be of the same subjective standard, so I am wary of believing everything that I read. Nevertheless it is an interesting comparison which helps me to make up my mind.

I go and look at a few bikes, get some facts and figures, go and sit on them in showrooms. I'm not interested in a test ride at the moment, I'm more interested in the luggage capacity, the leg room, where the handlebars and footrests fall. That sort of thing.

So one of the most likely contenders for a new bike, the FJR, falls at the first hurdle. It seems Yamaha have built a tourer on which you must not use panniers and top box at the same time. I don't care how good it feels, or how capable a bike it is, if it cannot carry our luggage, it is of no use to me.

Of course, I have my prejudices and some bigoted opinions about certain things. For example, I cannot believe in the reliability of those single sided swinging arms that are used on some tourers. They make it very easy to remove the rear wheel, but I cannot see how this offsets the extra load that I reckon must be exerted on the rear bearings, compared to having a conventional swing arm and axle. Knowledge of two people who have had these bearings fail on them simply reinforces my prejudices. So that removes another two bikes from my list of candidates.

I also don't like the idea of fly-by-wire on a motorbike. I think of the recorded phone conversation with that poor family in the Toyota Lexus, desperately trying to get their car to stop. There were reports at the time that a software error prevented the brakes from being operated if the accelerator was still pressed - why would you want to brake if your foot was on the accelerator - is the logic that I assume was in the programmer's mind. I have no way of knowing if that is true, but Toyota did recall cars for a sticking accelerator pedal. I'm sorry, but if I'm negotiating a particularly tricky hairpin, balancing the lean of the bike with the throttle, I don't want anybody's software deciding whether or not it is going to apply or reduce the power, and by how much. The comments from test rides about the jerky nature of some of the bikes with fly by wire throttles only serve to reinforce my prejudices.

So basically, that was it. All of the contenders had been crossed off my list. Only the Pan remained. Yes, it has its little foibles, its basically the same bike of 12 years ago but that doesn't make it a bad bike. On the contrary, in fact.

I wonder about the decision I am about to make. What if Honda bring out a new Pan European in 2014/2015? How would I feel having committed my money for my last ever bike to one which hasn't changed since 2009? I went through the list of possible modifications for any new contender, thinking of the recent VFR, the variable valve timing, the dual clutch and the electronic bells and whistles on other bikes. If a new bike came out, would I want to buy it? Would I still be able to do my own servicing?

I decided not. So I bought myself my 4th Honda Pan European - a brand new 2013-built ST1300. In my book, there's still nothing that comes close. It has some modifications from my previous ST1300A6. The speed sensor disc is different, as are the front brake calipers and front brake lever; the SMC on the front left caliper has been modified. There is a bracing component between engine and frame - under the coolant reservoir; the side panels have fill-ins, and the hydraulic fluid reservoirs have plastic floats. It feels different - more positive, more planted on the road. The engine doesn't 'pink' like my ST1300A6 did from new when hot and under load, and the brakes seem to have more bite.

Its nice to see in the 'Rider Power' survey that the 12 year old ST1300 and the 25 year old ST1100 came 3rd and 4th in the Touring bike section respectively, and both of them feature in the top 10 bikes overall.

A Mobile Phone Set Up with Autocom

Not perfect, but cheap and it works well if your mobile phone supports it.

A few years back, my Zumo 550 packed in, and I was faced with the question - do I pay Garmin £110 for a guaranteed refurbished unit, or do I struggle on without one. In the end, I paid and by return of post I received a brand new, boxed, complete Zumo 660, with a note explaining that they didn't have any 550s in stock, and rather than leave me without ...

A nice gesture, I thought, but it left me with a few problems when I tried to connect a mobile phone.

- i) The wired phone connection from the Zumo 660 is very weak - too weak for the person at the other end to hear.
- ii) The bluetooth connection to the phone kept disconnecting
- iii) The Autocom blue tooth dongle was not reliable with the 3 phones that I tried and would periodically disconnect
- iv) The Autocom bluetooth dongle produced a very loud irritating beep every time it re-connected.

Last week, I got a brand new phone. I tried to explain to the sales assistant what I wanted, but she really wasn't listening. As a secondary school teacher, I often wondered what happens to those 15-16 year olds that (and I quote one of them) "can't be arsed" to do that little bit extra to obtain a decent GCSE result. Now I know. They go to work in mobile phone shops and they receive specialist training in how to patronise anyone that doesn't want to spend less than £200.

After many questions, I opt for a Nokia 301. It's cheap and almost an extra nowadays, you can make phone calls with it.

"Sorry, we don't have the black one in stock, you'll have to have pink."

"Brilliant, I'll be able to find it in the bottom of my handbag."

She set up the phone, and then proceeded to explain to me why it wouldn't work.

"You'll have to wait for the signal to be transferred to the SIM card."

An interesting concept, I thought. I wonder if she really believes that is what happens. *"How long will that take ?"*

"About 2 hours. If it doesn't work in two hours, then phone 150 to get it sorted out".

I looked at her quizzically, and interrupted her attempt to move on to the next bit of her learned-by-rote patter.

"Hang on, is that right? If my new phone doesn't work in a couple of hours, then I have to dial 150 ?"

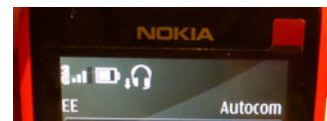
"Yes"

"Even though the phone doesn't work ?"

Her training obviously didn't cover this situation. Jason Bourne manages to buy a phone, slip it inside someone's pocket and is able to make a call to it all in the space of 30 seconds. I have to wait 2 hours and then dial 150 on a phone that doesn't work.

Anyway, back to how to connect the phone. The lead that I bought from Autocom has a 4 pole, 3.5mm plug at each end. Part # 2198 for my Nokia phone. One end plugs into the phone, the other end plugs into the Autocom Auxilliary socket. When you plug the supplied hands free kit (the flimsy earphones and mike) into the socket on the top of the phone, the phone instantly recognises that a headset is attached, and displays a symbol depicting headphones and microphone at the top of the screen.

By plugging the new lead into Aux 2 on the Autocom, I could achieve the same result.



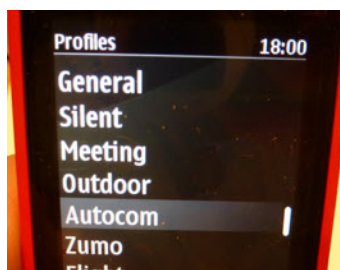
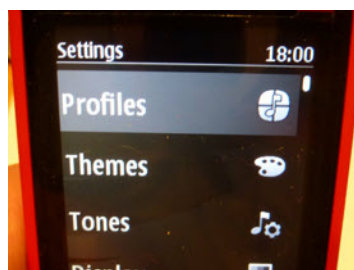
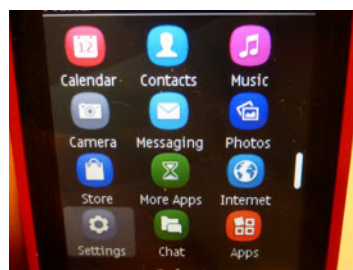
The Autocom does not have to be turned on, or even attached to the bike for this to work.

It is important that you plug the lead into an Autocom auxiliary socket first, then plug the other end into the phone. The display should change to show the headset symbol. —>

If it doesn't, then unplug the phone end, try another socket in the Autocom and reinsert the plug into the phone. Once you have the headset symbol, you can do the next bit.

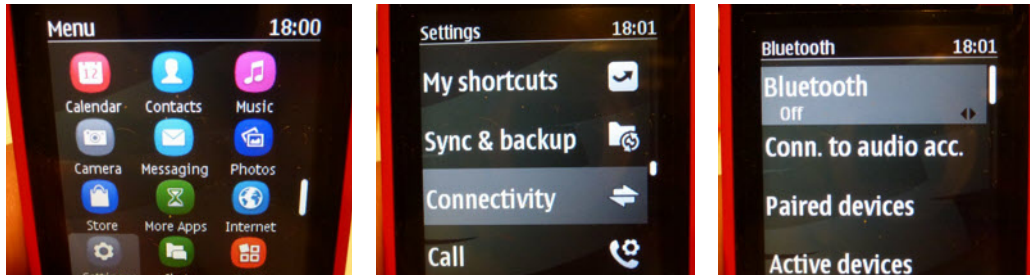
Set up a Profile for Use on the Bike

On my phone - Settings / Profiles / Autocom / Personalise:



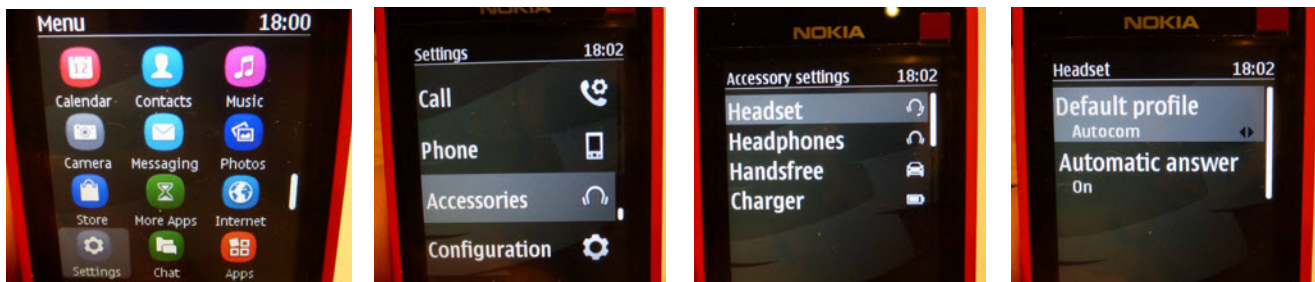
I think the phone had 'My Profile' in the list, but I changed this to 'Autocom' in the Personalise section. In here you can set the ring tone, the volume etc. I also opted for 'Ring Once'.

Turn Bluetooth Off



You can turn Bluetooth on again later, but right now we don't want it interfering with what we are doing. Settings / Connectivity / Bluetooth. Turn it off.

Now set up the Headset (ie the Autocom)



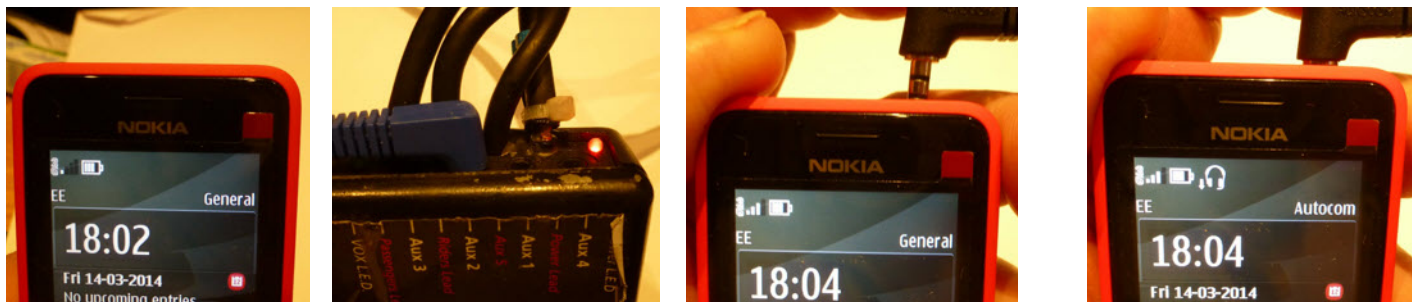
Settings / Accessories / Headset / Set the default profile to **Autocom** / Set Automatic Answer to **On**

Set the current Profile to 'General'

Settings / Profiles / Choose General / Activate.

Now check that it works

With the phone not connected, the profile should show '**General**' on the screen. See 1st picture on left, below. Plug the lead into the Autocom, in my case, Aux 2 is used. Plug the other end into the phone. As soon as the Autocom lead is inserted into the phone, the display will show 'Autocom' as the profile, and the little headset icon will appear next to the battery indicator (4th image on right, below) Unplug the lead from the phone, and it will revert to the 'General' profile as shown in the left image below.



Now with the phone plugged into the Autocom, and the display showing the headset icon and the 'Autocom' profile, give your mobile a ring. If you try this on the bike with your helmet on, you will hear the phone ring once in your ears, after which it will automatically answer and you will be able to talk. When the caller's phone disconnects, your phone will go back into General / standby mode.

Issues

The lead is only 40cm long, but I intend to have the phone in my top box, and extensions are easily available. This isn't a perfect solution, but if someone calls you when you are out riding, you hear the phone ring, and the phone automatically answers, and you can talk through your Autocom headset. The downside is that you can only *make* a call if you can get to your phone, and if you forget to unplug your phone when you go for lunch, it will quite happily answer any incoming call with the conversation of whoever happens to be near your bike at the time !

Other phones may have the facility, but Nokia are the only ones I have encountered that allow you to link a profile to the device being attached. All you need to do is plug in the lead, and the phone is set up to divert your calls through the Autocom to your earphone and mike. And when you unplug, all is back to normal.

Snippets

Observations

We all have our own style of riding, and over the years we have all picked up experiences (sometimes near misses) which make us better riders. In writing these snippets, I am not pretending for a moment that I am a brilliant rider. I'm not, and know that I can always improve and learn. The day that I think that I know it all is the day that I become a liability to myself and others, and I will stop riding. These are just a tiny selection of the tricks that I use, built up from my own experiences. Please excuse these if you already know them. But nobody ever told me any of these, so some of it may be new information to some members.

Sheep. They are unpredictable, except that if they cross your path they will always go the last place that you thought of. But how do you know whether they will stay where they are, or dash across the road in front of you? There are a few obvious tips - the older ewe and the younger lamb on opposite sides of the road is obvious. In some areas, the sheep seem to have an attitude, a bit like teenagers crossing Manningham Lane in Bradford. They will walk across in front of you, slowly, knowing that you have to slow down for them and they will take their time. Sheep are the same. If they had two fingers, they'd be waving them at you. Just watch next time you are on the moors above Sedbergh.

But **their ears** provide an excellent clue. If they turn their ears towards you to check out the noise, and the sheep continues eating the grass, then it has heard you and has decided that you aren't a threat, and will probably stay where it is. But if the ears don't move towards you, it's a fair bet that it hasn't heard you coming and you may startle it as you get closer. But at least you know that sheep don't run backwards.

The impatient driver at a T junction. So you are happily driving along the main road and a car approaches a T junction on your left, wanting to turn right, across your path. The driver ought to stop, but watch which way the driver looks first. From being young children, we have always been taught to look right first. You don't realise how ingrained this habit is, until you try to cross the road as a pedestrian on the continent! The driver that is in a hurry is more concerned about finding the gap in the traffic approaching from their left than anything else, so they look left first - missing the first step of the Right - Left - Right sequence that they learned as kids.

Solution? Don't wait for it to happen, if they look to the left first, it's a fair bet that they are in a hurry. Give a beep straight away, because if they spot a gap to their left, their quick, final glance to the right won't be enough to see you. Especially if you have disappeared behind their front quarter post.

Watch their eyes. I use this technique a lot on the pushbike, particularly on roundabouts, but it works well on the motorbike too. Eye contact is a powerful tool. They may have seen the bike, and may decide to go anyway. But if you make eye contact, they know that you know that they have seen you. That's a different thing altogether and they don't feel able to get away with it. They stay put.

Trust your Instinct. Observant motorcyclists develop a '6th sense'. Quite frequently we will spot something in a developing situation that makes us hesitate before starting or completing a manoeuvre. Often, we will not know precisely what it is that we have spotted - we just know that something doesn't seem quite right.

I once saw a nice description of the difference between a novice rider and a skilled rider: things happen suddenly for the novice rider, whereas the skilled rider sees the same set of events gradually unfold.

Observing events as they 'gradually unfold' helps riders to develop their 6th sense - you see something once that ends up in a near disaster and your brain files it away. Then when you see the start of the same sequence again, your brain sounds the alarm bells, without you necessarily knowing exactly what it is recalling.

A load of rubbish? I don't think so. How many times have you thought to yourself 'How did I know he was going to change its mind about turning right' or 'I knew she was going to do that'? If the answer is 'never', then I'd be very surprised. And worried.

Have you got any snippets that you can add? Riding tips; things that you have discovered for yourself; things that you have learned from articles or from training courses that give you an edge. Don't assume that everyone knows them already. In my experience, they don't and are always keen to find out. I can collect the tips together and add them as a regular PanTalk feature. And if you don't say otherwise, I'll keep your suggestion anonymous.

NPR Challenge for 2014

On-line Logbook

The On-Line logbook is available for all members to use, if you are taking part in the NPR Challenge for 2014.

Access it at www.northernpanriders.co.uk/Rally. (Garry has also put a link on the club's website). You will need your username (which is your first name followed by your membership number) and your password (which is your bike registration number as it was in December).

You can change your password at any time, once you have logged in.

These two pages show some of what is available.

Logged in - as John1070		
Account		
Log In <small>To your logbook</small>		
Change Password		
Log Out		
NPR Challenge		
Location Details		
My LogBook		
League Table <small>How am I doing</small>		
Location Summary		
No	Name	
1	St Marys Lighthouse, St Mary's Island, NE26 4RS	Only
2	Three Shires Stone, Wrynose Pass	
3	Kinema in the Woods, Woodhall Spa, Lincolnshire	
4	War Memorial, Mundesley, Norfolk	
5	Cross Keys Temperance Inn, Cumbria	
6	Kielder Column, Bakethin Weir, Northumberland	
7	Mouseman of Kilburn	
8	Flamborough Head, East Yorkshire	Take a photo
9	The Wing Miz Maze, Rutland	
10	The Rufus Stone, New Forest	

Above: A section of the page which summarises all 50 locations, with a link to the detailed location details.

Below: A screen shot of the detailed location details for location 007 - Mouseman of Kilburn. The bottom part of the page is filled in with your details if you have visited this location, and you can view your own photo from this page too.

Account Log In <small>To your logbook</small> Change Password Log Out NPR Challenge Location Details My LogBook League Table <small>How am I doing</small> Location Summary <small>How Many Visitors</small> Instructions Just for Practice <small>What is that all about</small> My Logbook <small>How to submit a location</small> Bonus Location <small>How to Enter in Logbook</small> Log Book Symbols <small>What they mean</small> Documents NPR Rally 2014 <small>All Locations</small> NPR Log Sheets <small>Locations 1 to 24</small> NPR Log Sheets <small>Locations 25 to 50</small> Admin Only Tools for Assessment Assessment <small>You must be an Admin</small>	007 - Mouseman of Kilburn	
	Anytime	270 points
	Look it up !	
	Mouseman Workshop Take a photograph showing your bike in front of the workshop.	
	Your Comment / Answer:	
	Bike and flag in photo Shown in front of the workshop display window.	
	Day / Date : 12/01/2014 Time : 14:10 Odometer : 069131	
	Link To List Previous Location Next Location 	
		
	<small>(Click here or on the image to see your own photo)</small>	

Below is an extract of the page showing my own logbook. Mouseman of Kilburn has been filled in online, and I have uploaded a photo - indicated by the thumbnail image. I can edit the details up to 24 hours after I post them. When the assessor has looked at my evidence, this is indicated in the right hand column by a tick.

	Date & Time	Odometer	Place	Comment/Answer	Worth	My Link	Photo	
1			St Marys Lighthouse, St Mary's Island, NE26 4RS		250			
2			Three Shires Stone, Wrynose Pass		500			
3			Kinema in the Woods, Woodhall Spa, Lincolnshire		430			
4			War Memorial, Mundsley, Norfolk		500			
5			Cross Keys Temperance Inn, Cumbria		370			
6			Kielder Column, Bakethin Weir, Northumberland		300			
7	12/01/2014 14:10	069131	Mouseman of Kilburn	Bike and flag in photo Shown in front of the workshop display window.	270			

Below is the page I see if I want to upload a photo. Initially, there is no photo there, but this is the same page that I get if I want to check or change the photo. You can change the photo at any time until it has been seen by the assessor.

Northern Pan Riders' Challenge

Logged in
as john1070

Account
Log In
Change Password
Log Out

NPR Challenge
Location Details
My LogBook
League Table
Location Summary
How Many Visits

Instructions
Just for Practice
What is that all about
My Logbook
How to Submit a Location
Bonus Location
How to Enter in Logbook
Log Book Symbols
What they mean

Documents
NPR Rally 2014
All Locations
NPR Log Sheets
Locations 1 to 24
NPR Log Sheets
Locations 25 to 28

Admin Only
Tools for Assessment
Assessment
You must be an Admin

Member ID: 1070

Upload a Picture for (7) Mouseman of Kilburn

File to Upload:

Select a JPG picture file from your hard drive to upload to your logbook. The image MUST be less than 300K in size, or the upload will fail. Images are best resized to 600x600 prior to uploading.

This page shows the last uploaded image for this location (if any). This image will be overwritten by the new one when you click "Upload File".
Use the Member LogBook link in the menu to return to your log book.

[My LogBook](#)

Give it a go. It saves having to print out all of the instruction sheets, and gets the photos stored as security on the NPR server. I take a photo of a location and take another of my odometer. It saves me having to write anything down. Then I upload them to the on-line logbook, and keep a copy of the photos on my computer - just in case anything goes wrong. The on-line system also shows how many people have visited each location, and has a league table showing the number of points (excluding penalties and bonuses) everyone else has. Your own score is highlighted, but but no one else is identified.

Fitting Bike-Quip Handlebar Risers

..to an ST1300.

I prepared this for a member who was going to fit some risers. Then he sold his Pan and bought something else instead.

First Job - Some Preparation.

First, check the fluid levels in the two handlebar reservoirs. Top them up with clean brake fluid from a sealed container (doesn't have to be new, but it should be clear and the container must have been kept sealed since its last (recent) use.

Gather together some tools. You need the correct size Allen keys and you will need a 12mm ring spanner with a slight angle between handle and head. An old towel to cover the petrol tank and maybe some string or cable ties. Oh and a magnet and some long nosed pliers.

Second Job - Remove the Handlebars.

The centre section is plastic and is held on with two small Allen bolts. Slacken them both off and remove them. A magnet might help to lift them out, or else seal them in position with sticky tape. The bolts have a very small thread. If you drop them, they could land anywhere in the radiator area and you may not see them again. Don't try to lift the plastic centre section with them in place or taped into place. The centre section has a couple of plastic clips which release with a jerk as you pull. If you ignored the last bit, it is you that is the jerk and you will spend the next hour looking for where the screws went. Don't ask me how I know this.

The handlebars are each held with two Allen bolts, and a flat hex head bolt. The exposed two are covered with silver plastic caps. These need to be pried off gently with a small, flat blade. Try to avoid damaging the side of the hole in the bars. See the photo. It looks messy if you do.

Removing the caps and the centre section reveals the 6 bolts that hold the handlebars in place - 3 on each side. Remove the left 3 and the handlebar will lift off. That is the theory, but in practice, the handlebars are restricted because of all of the cables and hoses are still attached. It needs to be rested somewhere, possibly cable tied out of the way. The reservoirs can be tilted, but do not allow them to get much more than vertical. If the air pocket ends up at the bottom of the reservoir, you will have to bleed the brakes and/or the clutch. This is why you may have had to fill the reservoir first. You could have got away without doing that, but a lower level of fluid increases the risk. Best to try to keep the reservoirs as horizontal as possible. Remove the right 3 and tie the right bar out of the way.

Third Job - remove the original riser plate.

The workshop manual does not show a riser in the diagram, but it does show it in the photos. Check - you need to re-use the bolts to fit your new riser. You need a 10mm socket or spanner on the top bolt, and a 12mm ring spanner underneath.

There is no room for the spanner to move, so undo the bolt from the top, holding the nut with the spanner. As the thread comes out of the nut, you should be able to hold the spanner closer to the head with your finger and turn the top end by hand - this will help you to feel when the nut is completely free of the bolt. Once it is free, remove the ring spanner carefully holding the nut **and the washer** so that it doesn't drop. You may find this easier with fingers.

The nut has a spring locking thread to prevent it from vibrating loose, and it has a flange. It will not fall through the ring spanner. The photo, below left, shows the ring spanner holding the nut with the washer balanced on top.



The washer is thick and large. It may be stuck to the underside of the fork yolk. Make sure you find it. Preferably before it falls. If it does fall, then the chances are that you won't hear it drop. It will probably get caught between the headstock and the metal brake tubes. Break out the magnet and/or the long nosed pliers to retrieve it.

Fourth Job - Fit the new riser.

Note that the riser has a couple of rubber pads glued to the underside to provide a little cushioning from vibration.

This is essentially what you have just done, in reverse. The photo shows the same bolt and nut. Note the 'spring' locknut mechanism in the top of the nut. You can't replace this with any old nut. The photo doesn't show the washer. You need to get the nut and washer in place and screwed onto the end of the bolt. This can be done with fingers by balancing them on your finger end, but I preferred to sit the nut in the ring spanner, apply a small dollop of grease and rest the washer on that. The grease helps to keep the washer in place, and I use my finger under the ring head of the spanner. Turn the bolt from above into the nut you are holding until it starts to screw into the nut.

(Please excuse the dirty riser - I took the photos while I was taking it off, not putting it on !!)

The manual doesn't give a torque setting for these two special 8mm bolts, it just says '*tighten them securely*'. The handlebar bolts are tightened to 22Nm. The general spec for an 8mm flange bolt and nut is 26Nm.

Fifth Job - Refit the bars.

With the riser secured, you can refit the bars using the same bolts that were removed before. 2 Allen Key bolts, one special flat head hex bolt with a hole in the middle. Before fitting the bars, you may wish to work a little slack into the cables and hoses - they have further to travel now, because you have lifted the bars.

Tighten all 3 bolts to 22Nm for each handlebar.

Sixth Job - Route the brake hoses and electrical wires.

This should not be a problem, but make sure that you can turn the bars from lock to lock. Also ensure that the brake hose doesn't catch on the nut/washer that is under the fork yolk as you turn. You may have disturbed its route.

The electrics prove a little more problematic. They want to ride over the corner of the riser, but if you turn the bars, you will see that introduces some rubbing. I ended up using a couple of cable ties to keep the cables inside the hollowed out underside of the bars. There is a clip there. You'll find a way, but again, make sure that the bars can turn lock to lock and that nothing presses against the tank on full lock.

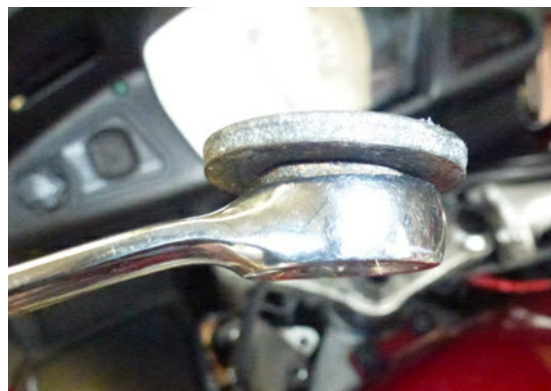
Seventh Job - Finish Off

Fit the new cover, tidy up and stand back and admire.

The electrical cables must be routed through the clips under the fork yolk, otherwise they could become trapped elsewhere and prevent you from steering. See photo right with cables out of the clip.

Now - a word of warning. The instructions say that it is not possible to lift the tank without undoing the 5 seat height bolts to allow the tank to move back a little further. The problem is that the fuel tank is connected to the lower tank with a very short, fairly stiff length of hose, secured with extremely powerful clips. The clips are designed to keep the hose tight around the fuel outlet. In fact the tube can be moved with these clips in place. The channel in the seat height plate forces the rear of the tank to be moved in such a way that no undue strain is placed on that important component. If it fails, petrol will get everywhere.

I found that without undoing the seat height adjuster, and with the tank moved fully back along its curved slot, I could just lift the front of the tank between the handlebars - by wiggling the bars a bit. Much safer.



Repairing the Windscreen Drive on an ST1300

When Dick had problems with his windshield adjuster, like many of us he turned to the superb USA based forum at ST-Owners.com. In here, Ricke had lodged an article on his efforts to get to the bottom of the problem of the failed windscreen drive and produced a very impressive step by step procedure to get to the innards of this useful bit of kit on the ST1300.

The original article on ST-Owners is [here](#), but Ricke has given us permission to reproduce it in PanTalk. Since the article was in pdf format, and my DTP software made a bit of a mess of importing it into a different sized A4 page layout, I have had to re-organise the pages a little in order to fit it into the Pan Talk pages. I hope that I have managed this without losing too much of the original format.

Our sincere thanks go out to Ricke for his efforts and for allowing us to reproduce his work here.

This document ST1300 Window Adjustment Mechanism Removal.pdf shows step by step instructions for removal of the ST1300 Window Adjustment Mechanism (Honda Part# 64170-MCS-G01).

As more owners report mechanism failure, it is becoming clear that regular removal, inspection, cleaning, lubrication and possible gear replacement is required to assure a working unit.

The OEM mechanism has 3 primary failure modes; one often leads to the other.

- 1) The OEM lube loses its properties, degrading into a waxy, sticky "anti-lube" substance.
- 2) The gear fractures under the increased load.
- 3) The fragments and the rotating gear eat up the polymer portion of the drive cables.

Ideally, a lube and gear replacement should be performed before failure occurs. At the very least you stop cycling the mechanism immediately after initial failure to minimize further damage and plan the maintenance process. Whether you choose to replace the drive gear or not, this document shows how to remove the mechanism.

A second related document ST1300 Window Adjustment Mechanism (Clean Lubricate, Re-assembly) shows how to perform the required maintenance.

Basically the steps are; remove, clean, evaluate, lube, replace gear and reassemble.

Thanks to Dave Sennister for proof-reading & all his help. (& Mellow Joe)

I have GEARS! I have sent paypal requests to those on the list.....and posted the second document.

Still \$140 shipped (cont. US) including replacement gear, a 1.75oz tube of soap based lithium grease (NLGI#2), instructions and several brushes to complete the kit. Shipments outside the US, on a case by case basis.

Long may you run!
Ricke (warofman9)

ST1300 Window Adjustment Mechanism Removal

This document shows step by step instructions for removal of the ST1300 Window Adjustment Mechanism (Honda Part# 64170-MCS-G01). As more owners report mechanism failure, it is becoming clear that regular removal, inspection, cleaning, lubrication and possible gear replacement is required to assure a working unit. The OEM mechanism has 3 primary failure modes; one often leads to the other.

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Part #1 - Windshield mechanism removal

There are two options - remove the windscreen from the brackets or leave the brackets on the windscreen. Choose either. It depends whether your screen is stuck in the lower position or not.

Remove the mirror covers, windshield, windshield cowl and the instrument panel

Put the windshield full up. (unless stuck in lower positions / see below)

Remove 4 Philips plastic cover screws (2L,2R)

Remove brackets from window "arms" by removing 4 x 10mm bolts (2L,2R)

or Remove screen from brackets



Remove all plastic retainers (8pcs) from front black (push in centres, then pry or pop out. The idea here is to remove the black nose piece - find them all, pop them out



Remove 4 Phillips screws from fairing pockets - 2 each side



Remove 4 screws from Instrument Panel. 2 each side.



Shown with mirror housings removed (just give them a good "hit" with the palm of your hand) they will hang harmlessly by plastic cord.



Might need a shorter screwdriver here



The flexible pieces just loosely snap out and then back into position on reassembly



Remove 1 Phillips bolt from each side above mirrors

Remove the front black plastic upper nose piece with skirt attached over arms...be careful not to hang up on slits



Pull rubber housing away and disconnect the 2 side by side electrical connectors



Remove the Dash..... Piece of cake!



With the Windshield, Dash and Nose piece removed, you can start to see that the hardest part of disassembly is over. Take a breath....maybe have a cold one. A few more bolts will have the window adjuster assembly out and on the bench for cleaning and drive gear replacement.



Remove bolt and rubber tipped formed wire piece that holds nosepiece forward (10mm)



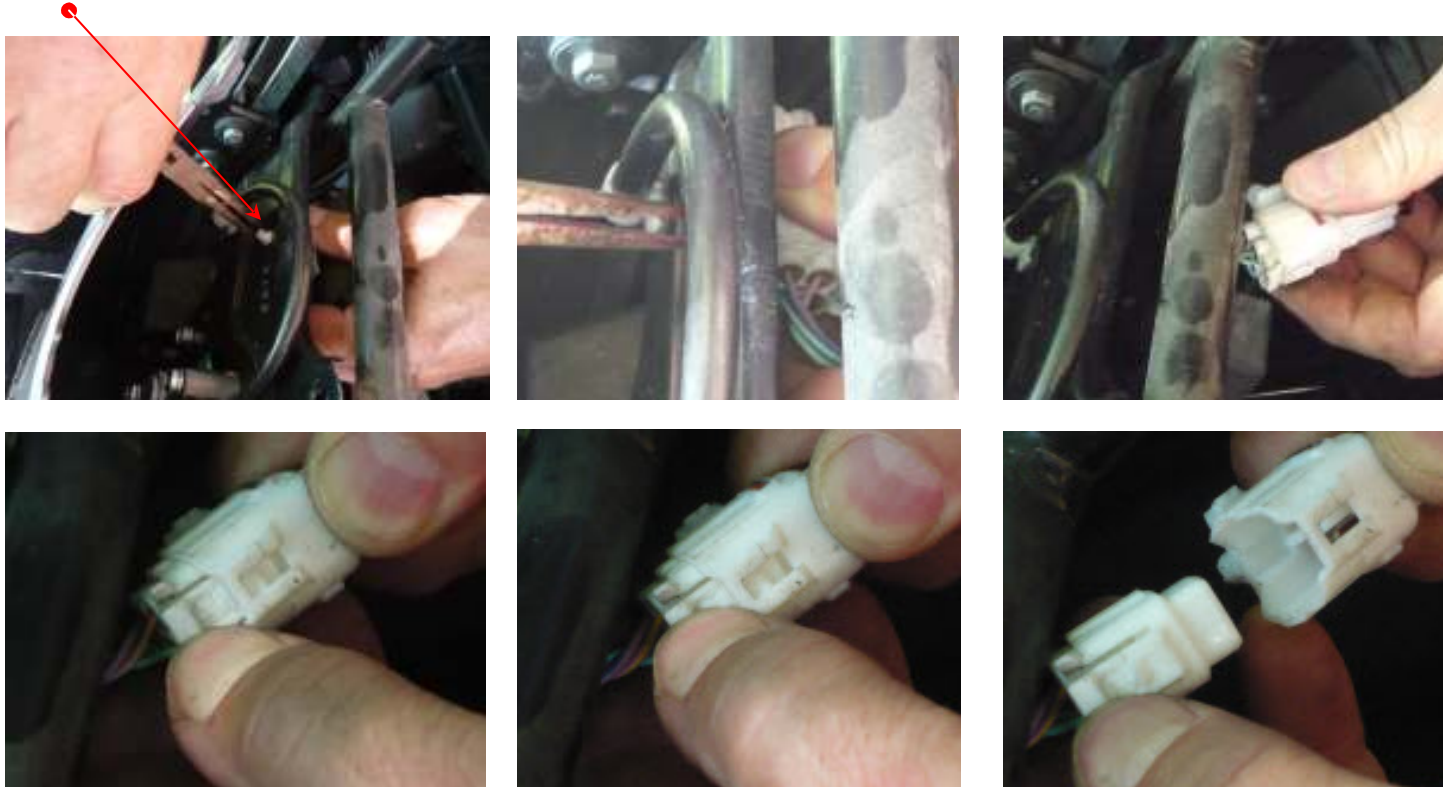
Remove 2 lower bolts (1L & 1R) from each side of assembly
Lower mount (the middle bolt on each side as shown) (8mm) ... wrench or short socket will work



Remove 2 upper bolts (1L & 1R) from each side of assembly ----Upper bolts (8mm) ... wrench or short socket will work



Remove the window adjustemnt mechanism electrical connection by first pushing the white plastic clip portion through the frameonce the connector joint is free from the frame, separate the connector as shown

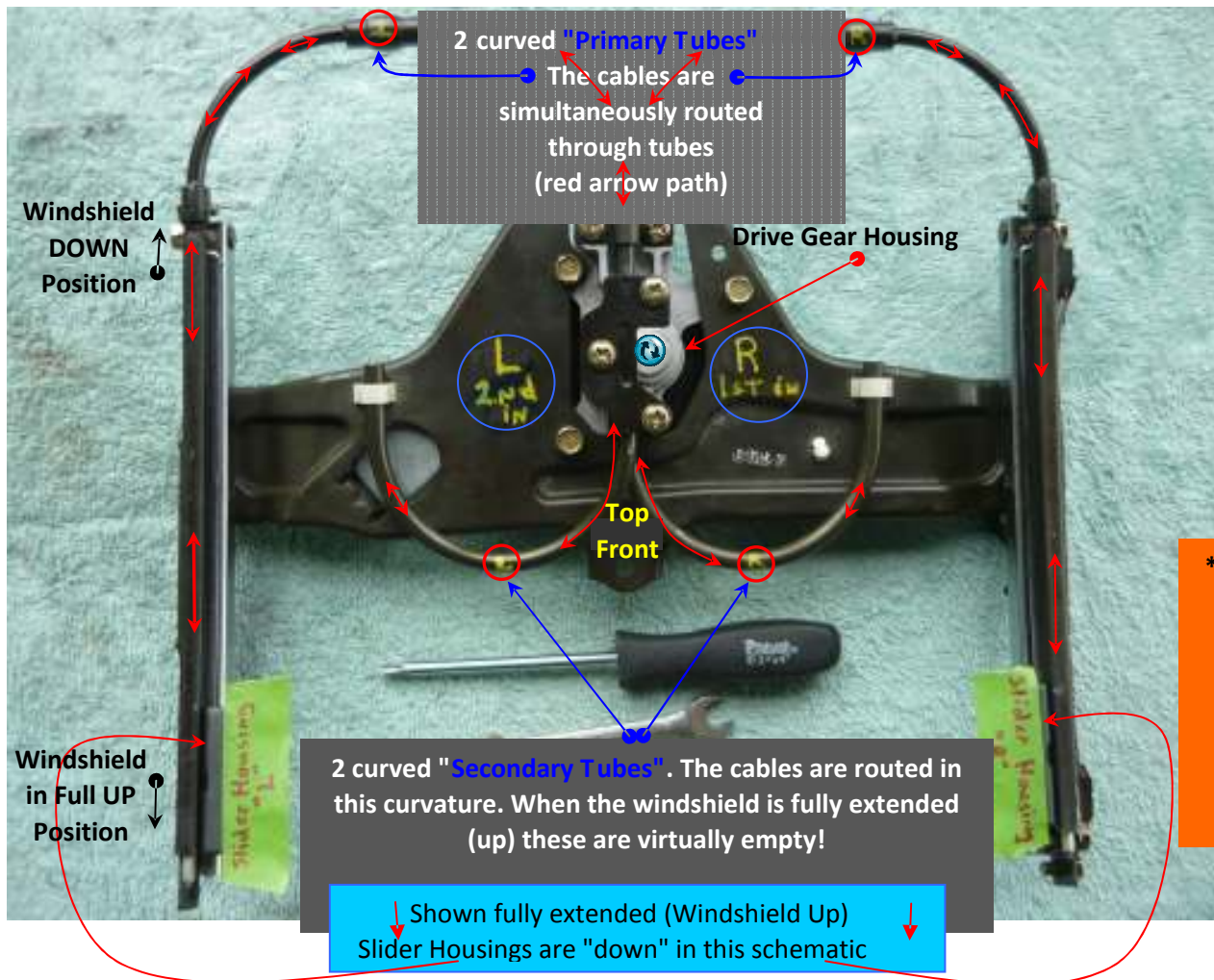


Remove the window adjuster assembly. Might have to rock-it back & forth a bit, just walk it out.A little tight but nothing to worry about.....



ST1300 Window Adjustment Mechanism (Clean Lubricate, Re-assembly)

A full disassembly is shown, but is not required for simple gear replacement or successful maintenance



Remove these 5 bolts

Remove cover plate



Rotate (L) secondary tube



Rotate (R) secondary tube



Leave Secondary tubes attached to frame!

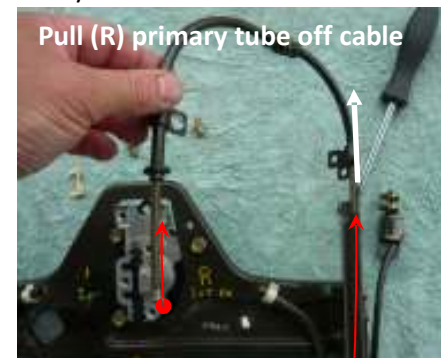
Remove two Phillips bolts that secure (L) primary tube / the (L) Primary tube is now free



White plastic "M" shaped "separator" lies between cables, remove it



Remove two Phillips bolts that secure (R) primary tube & limit switch / the (R) Primary tube is now free

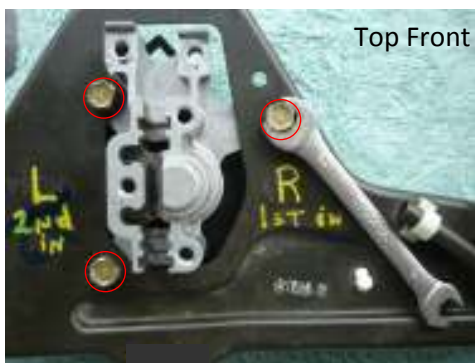


Remove both (L)(R) primary tubes from cables (Pull them out of cables / holding onto sliders on rail)

(Easy on the micro limit switches here!)

(May have to pull fairly hard on the Primary tubes considering waxy OEM "anti lube"!)

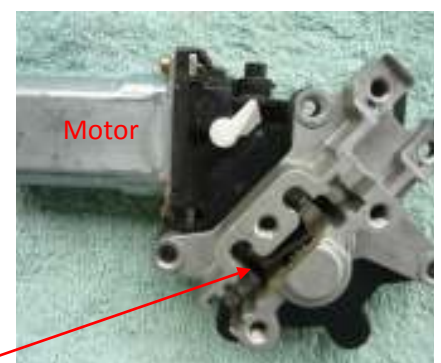
Remove 3 motor mount bolts / flip frame over / remove motor & drive gear housing



Top Front



Top Back



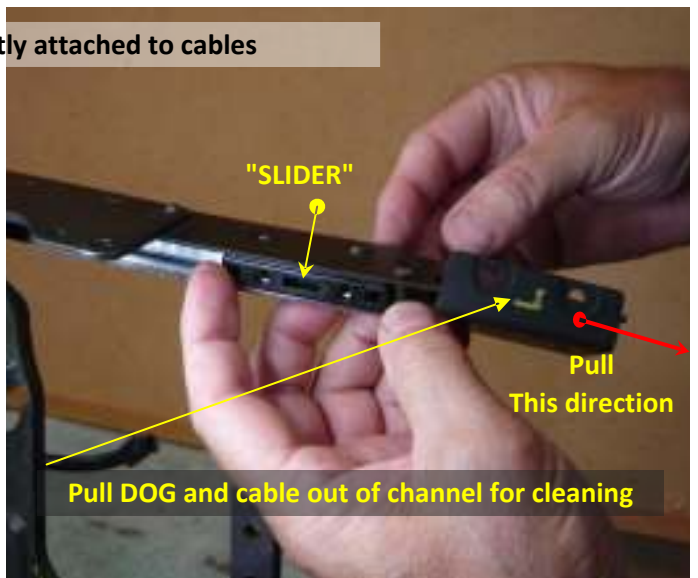
Motor

After 3 (10mm) motor mount bolts are removed, the Motor and Gear Housing can be separated to access drive gear

Lift drive gear housing from motor / remove drive gear / examine / clean / lube – replace Drive Gear / reassemble drive



Remove 2 (L) & 2 (R) 8mm Bolts from "DOGS" (one side at a time!). Work the "dog" from the "slider" (Metal Shim is between "dog & "slider"). Pull (slide) dog & cable out of the channel. (L & R)
(Although you can't mix them up, labelling for re-assembly would be OK here)



"DOGS" are permanently attached to cables

"SLIDER"

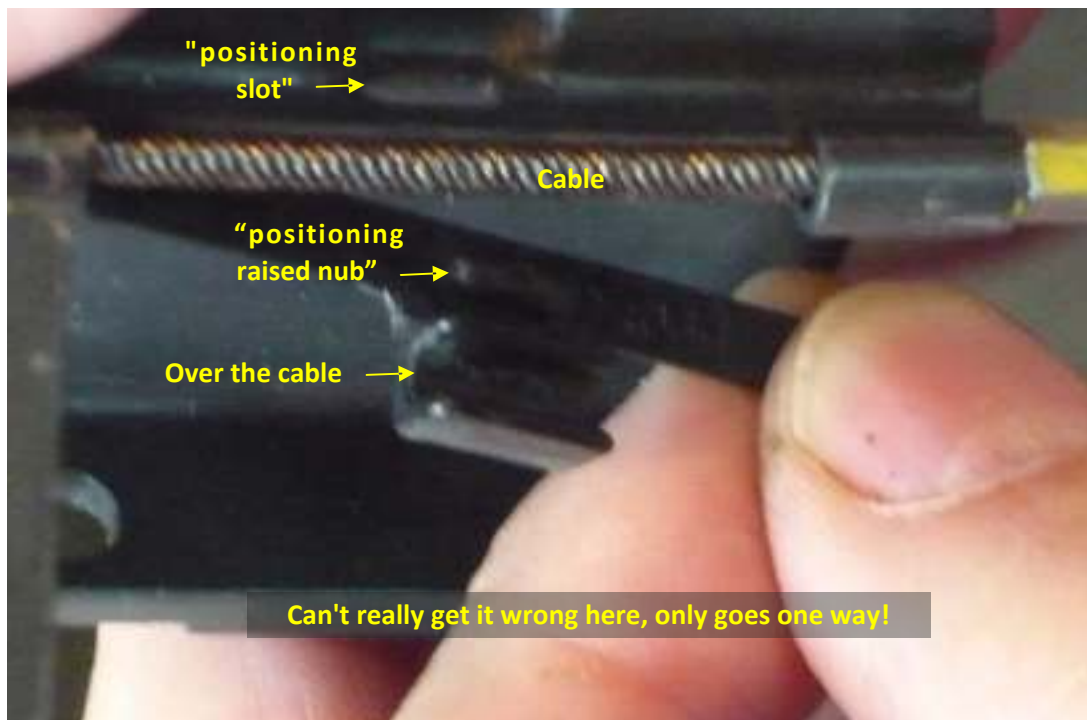
Pull
This direction

Pull DOG and cable out of channel for cleaning

Some of you may be thinking - 'DOG'

*In engineering a **dog** is a **tool** that prevents movement or imparts movement by offering physical obstruction or engagement of some kind. It may hold another object in place by blocking it, clamping it, or otherwise obstructing its movement. Or it may couple various parts together so that they move in unison - the primary example of this being a flexible drive to mate two shafts in order to transmit torque*

Beneath the "dog" there is a black T shaped plastic SLIDER (L & R)...these pesky little parts goes over the cable and in a positioning slot on the dog (remove and set aside for cleaning)

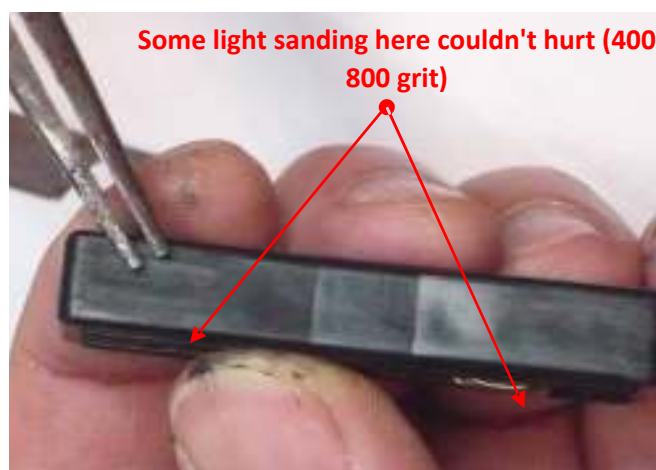


Remove "Sliders" & Shims (L & R). Set these aside for cleaning



We have completed total disassembly.

Clean everything that effects movement! Look for high friction areas by sliding sliders through channel/tracks, cables through tubes. Sliders may benefit from light sanding as some report distortion from bolts being too tight. Inside channel may need slight honing as some report a slight weld bump on the inside track. Remove OEM lube from all components with several cycles of WD40 , dry washcloth , & maybe Propanol (the old stuff is sticky). Lube everything with Lithium soap based grease or one of your choosing.Clean.....Lube.....Re assemble.....Install.....



A full disassembly is probably best but certainly not required for gear replacement or successful maintenance There may be several high friction points in the assembly that need attention or you might find that the dogs are sliding sleazy... great! Maybe the cables are in good shape... excellent! How's the drive gear?

Use your judgment. What needs your attention? Do as much as you think is necessary... Either disengage the cables from the drive and manually move the dogs and/or temporarily hook up the completed assembly after the maintenance session to check smooth function on the bike before you finalise.

Re assembly Order

1. Place the Gear in Housing, Housing on Motor .
2. Mount Motor assembly in frame rubber motor mount from backside..
3. Push RS Cable down track & loosely bolt dogs /shims / sliders
4. Load RS Cable into RS "Primary Tube"
5. Loosely bolt (RS) "Primary Tube" & Limit Switch to frame
6. Adjust cable length by positioning "Dog" 1/8" from the limit switch
7. Seat the (RS) cable (1st in) into position in Gear Housing
8. Load cable into (RS) "Secondary Tube"
9. Insert White plastic "M" shaped "Separator" in Gear Housing
10. Push LS Cable down track & loosely bolt dogs /shims / sliders
11. Load LS Cable into RS "Primary Tube"
12. Loosely bolt (LS) "Primary Tube" & Limit Switch to frame
13. Adjust cable length by positioning "Dog" 1/8" from stop
14. Seat the (LS) cable (2nd in) into position in Gear Housing
15. Load cable into (LS) "Secondary Tube"
16. Position Gear Housing Cover and tighten



Then gradually button everything up, tightening stuff & adjusting as you go... check everything. check everything. check everything.....OK...Should be good to go.

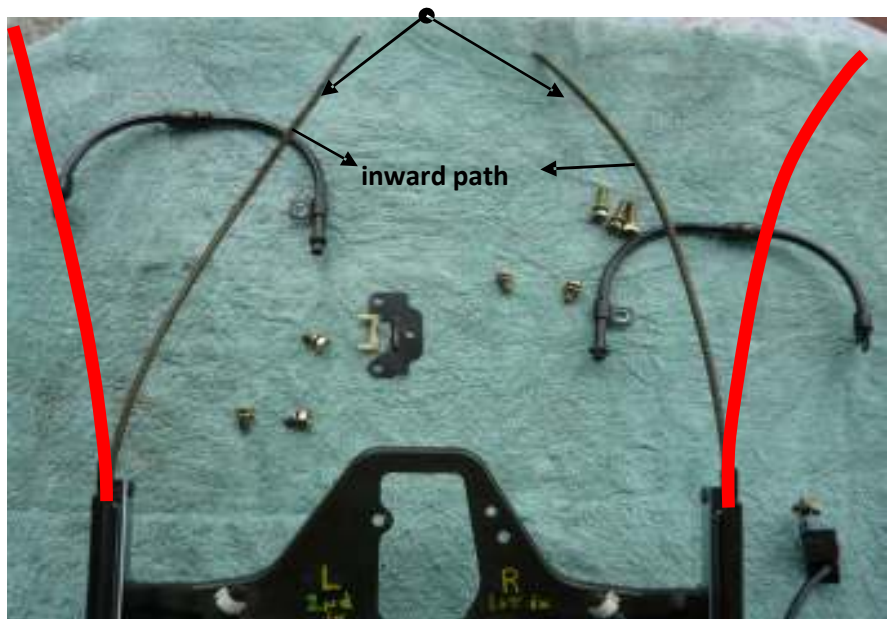
A note about cables

I have been unable to source these cables in this exact configuration. Its reported that Honda cars have adopted this type of spiral polymer & metal cable in sunroofs to minimize noise during use (not our problem). If your cables show damage, the wear will be along a 6 8" linear path near the cable's end. Rotating cables 180° while loading into the Primary Tubes will ultimately introduce a new path to the drive gear. The weird thing about the mechanism is that the cables are allowed to rotate (and may initially), but typically do not! So its not that the cable never spins, it just quickly finds a preferred curvature where windshield movement is achieved and stays there.

So why are the cables allowed to rotate when rotation is unrelated to windshield movement? Maybe a "clutch" function? a L/R "synch" function? Don't know. Maybe as more individuals become familiar during maintenance, an answer will be found.

Cable rotation cannot achieve window movement.

Your cables will show a preferred curved inward path shown here.



If you have damaged cables, Rotate them to an outward 180° path (shown in red) before loading them into the primary tubes.

Another possibility

Before assembly; A moderate steady "kneading" of the cables over time may convince Cables to adopt the desired opposite curvature as seen here. *If your cables are correctly loaded into the Primaries, a new portion of the cables will be seen meshing with the Drive Gear.* You'll see when you load the cables into the housing



A note about Lubrication

There are a plethora of lubricants available that will outperform OEM. I am currently supplying a 1.75 oz tube of (Allied Electronics) soap based white lithium grease NLGI 2 grade gear purchase. Description; provides superior lubrication and reduces friction and wear to a minimum. Suitable for use on wiping contacts. It retains consistency over a wide range of temperatures, will not oxidize or harden and provides outstanding protection against corrosion.

Interesting Wiki description of Consistency # that I stumbled on doing grease research:

NLGI consistency number From Wikipedia, the free encyclopedia

The **NLGI consistency number** (sometimes called "NLGI grade") expresses a measure of the relative hardness of a grease used for lubrication, as specified by the standard classification of lubricating grease established by the National Lubricating Grease Institute (NLGI). The NLGI consistency number alone is not sufficient for specifying the grease required by a particular application. However, it complements other classifications (such as ASTM D4950 and ISO 6743 9). Besides consistency, other properties (such as structural and mechanical stability, apparent viscosity, resistance to oxidation, etc.) can be tested to determine the suitability of a grease to a specific application.

The following table^[2] shows the NLGI classification and compares each grade with household products of similar consistency.

NLGI consistency numbers

NLGI number	ASTM worked (60 strokes) penetration at 25 °C <i>tenths of a millimetre</i>	Appearance	Consistency food analog
000	445-475	fluid	cooking oil
00	400-430	semi-fluid	apple sauce
0	355-385	very soft	brown mustard
1	310-340	soft	tomato paste
2	265-295	"normal" grease	peanut butter
3	220-250	firm	vegetable shortening
4	175-205	very firm	frozen yogurt
5	130-160	hard	smooth pate
6	85-115	very hard	cheddar cheese

I might prefer a thinner grade (peanut butter seems a little thick for this application) although most greases in my research are Grade 2. Whatever you use... a thin coat of all surfaces will suffice.

A note about the "Carler" ST1300 Window Adjustment Mechanism Replacement Gear



Two drive gears are shown. The OEM gear is sintered powder metal; brittle and prone to failure. The Carler gear (Contact carlermotorcycleparts@gmail.com) is machined from 4140 "low alloy" Cr, Mo, Mn steel noted for toughness, good torsional and fatigue strength then heat treated to further improve critical properties. The drive gear fits in the heart of a housing that drives two stacked cables activating windshield movement. Whether you choose to replace the drive gear or not, these two documents; show how to perform maintenance on this failure prone component of the ST1300.



A clean dog is
a good dog.

A clean cable is
is a good cable.

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.

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Unit 7 Low Mill Industrial Estate,
Town Lane,
Whittle Le Woods
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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>
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Tel: 01274 694 231
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+44 (0) 1924 437700
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North Langley Moor
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0161-432 1303

info@huntsmotorcycles.co.uk

<http://www.huntsmotorcycles.co.uk>

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Rochdale Honda 48
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Rochdale Lancashire
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722

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Bridlington
YO16 4LZ
Tel: 01262 673300
E-mail: gowlandmotocycles@hotmail.co.uk
Website: www.gowlandmotorcycles.co.uk

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:

Alan for an excellent ride out in East Yorkshire

The 25 members who came out to North Wales

Dick for planning and leading the Alston Run

Tony for his excellent write-up of his tour to South West USA

Richard for his on-line map of P&T stops

Alex for leading the way with driving licence renewals

Dick for his Advance Riding Skills insight

John for various articles at the back of the magazine

Ricke for giving us permission to reproduce his screen article here

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:

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