



Pan Talk

Issue 7 - December 2014



The Occasional On-Line Magazine of The Northern Pan Riders

The Cover Photo



This month's photos were taken on December 7th, in the grounds of Zoe's place.

Your mission, should you decide to accept it, is to match all of the riders and pillions in the lower photo with the bikes in the upper photo. You can have one clue - I am not in the lower photo, so if you have a bike spare, that is probably why.

We have decided not to continue publishing the technical articles, which left me this quarter with not a great deal to put in it - especially since I missed a couple of the rides. I was still riding, but cleared off to the Alps for a 2 week tour, details of which will doubtless appear in a later edition of Pan Talk. Just try to stop me.... Yes, please, try to stop me.

All you have to do is send me a trip report, a holiday report, or anything that you think will be of even the remotest interest to the rest of the club. Especially if you have photos.

It would also be very good to have something written from a pillion's point of view.

Many thanks to Tony, Dick and Alan and Paul for their contributions to this edition.

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Some Words from Our Chairman

[Alan gets pressed into a PanTalk article](#)



As most of you will know I was elected as Chairman at this years AGM. When talking to John Heath after the meeting I suggested that it might be a good idea to do a small feature for Pan Talk. John replied "Good Idea, when can I have it ?", so here we go....

Thanks to the members for choosing me as chairman for the year ahead. I hope to do my best for the club and its members in the coming year. It was nice to see some new faces among the old ones at the AGM.

I would like to mention one achievement this year in particular - The Club Challenge. This was something that was set by Graeme and Alex - a kind of treasure hunt all over the country. A lot of members took up the challenge over the year but one member surprised every one by visiting every destination, covering about 8,500 miles. A surprise because we never expected anyone to visit all 50 locations. Our winner also took the time out to visit the Western Isles of Scotland on a separate adventure, and has written about it for this edition of Pan Talk. So a big 'Well Done !' to Tony Wraxall. Tony very kindly donated his winning prize to our club charity for the year - Zoe's Place.

The club ride out to Zoe's Place will take place on Sunday Dec 7th to present a cheque for £469.93 - the amount of money that has been collected over the course of this last year. A good turn out for this special event would be nice.

As we approach the festive season, the club Christmas dinner will take place on Saturday Dec 13th at Catterick Golf Club - a really nice venue that we have used before on a Ride to Eat. It will be nice to see members old and new, and it should be good listening to tales of our events throughout this year.

The Ride-to-Eats and the Sunday club ride-outs have been well supported this year, and I hope that this will continue - the leaders put a great deal of effort into selecting a route and identifying and booking locations which are suitable for riders, pillions and bikes. We are hoping to resurrect the Ride In My Back Yard (RIMBY) events in the very near future in order to allow members to become involved at other times of the week. Any member one can put on one of these events, long, short, anywhere and at anytime.

If you have any ideas for events, rides out, rides to eat or RIMBYs next year, please let us know. You can do this by seeing the events team or any committee member - maybe at one of our monthly Social Evenings, or by email or use the Contact Us form on the club's new website.

Wishing you all a merry Christmas and happy new year.

Alan

Welcome to New Members

[Friend who have joined us in 2014](#)

A very warm welcome to our 18 new members this year. Ian & Gail from Richmond, Peter and Victoria from Castleford, David & Kathrine from Cleckheaton, Lee & Wendy from Leeds, Tony from Harrogate, David & Margaret from Sunderland, Paul from Hull, Tony from Darlington, Sam & Jennifer from Halifax, Dale & Susan from Tyne & Wear, Edward from Appley Bridge, Ian from Mirfield and Mike from Leicester. That's 13 bikes in total - 3 x ST1100s, 8 x ST1300s, A BMW K1200 and a Goldwing.

We look forward to seeing you all at club events.

Black Pudding Run October 2014

Tony Wraxall solves the problem of an empty fridge

You know what it's like when you wake up really hungry, and fancy a good old fry up?...well imagine the despair when you rummage around the fridge and find all the ingredients for a lovely breakfast, but fail to locate the most important item for said fry up: "Charley Macleod's" famous and most delicious black pudding !!!! , the last of which had been used up.

I expressed my dismay at the lack of black pudding to my lovely Mary, and she suggested I go out and get some more. "Okay", I said to her, "I'll get the Pan European bike ready, and go and get some more."

"How long will you be love?" she asked. I started counting on my fingers and replied "about Friday babe", I said, "Okay love" she said, "I'll get your wash bag ready for you".

Bike prep checks completed, I loaded my luggage bags into my panniers and my DSLR camera aboard the bike and hugged the lovely Mary before departing on my errand.

It is worth stating at this juncture, that Charley Macleod's black pudding shop is in the town of Stornoway in the north of the isle of Lewis in the Outer Hebrides, so I was looking forward to a pleasant experience running up to and around the Highlands and Islands of our lovely Scotland.

I got in touch with my good friend "Mad Murdo" a boat skipper working from Uig on the Isle of Lewis, who had just got back home onto the islands after an extended trip onto the mainland, and told him I was heading up towards the Isle of Lewis he was chuffed and said he would meet me at whichever ferry I arrived on, which I had not yet considered arranging which I would end up using.

Because the object of the errand was to get to Scotland ASAP, I chose to ride up to Gourock just past Glasgow, before resting for the night at a nice little place called the Spinnaker hotel, overlooking the Clyde. It is a pleasant place with no pretensions and good food both evening and breakfast, and has fantastic views west towards Dunoon on the Cowal peninsula, and the Isle of Bute.



From this point on, I am looking for scenic routes rather than fast roads, and also wished to avoid reported long delays on the Loch Lomond road

After a great breakfast I headed for the Gourock/Dunoon ferry over to Dunoon side and along Holy Loch on the A815, to the top of Loch Fyne, Inveraray, then on to Cladich and along the A819 to the Dalmally A85 junction travelling on to Tyndrum "Green Welly Stop" for fuel and a brew.

Being a lover of Glen Coe, I took lots of time riding through Rannoch Moor and the road through Glen Coe, taking in the magnificence of the scenery in the great morning lighting, and stopping for lunch at the Clachaig Inn down the track just off the main A82 through the Glen, which loops around to the village of Glencoe if you carry on the track as I did.

Another favourite spot of mine for an overnight stop is Fort William, which is at the base of Ben Nevis and alongside the lovely Loch Linnhe with great twisties on its approach. I stayed the night at the Best Western Imperial Hotel in the heart of the town and spent a nice evening walking around the town and taking advantage of the many places to eat that abound there, a nice Indian curry, Mmm.



Because of my intention to get a ferry over The Minch to the Isle of Lewis, I had to look at the CalMac ferry timetables for the best way to get to the islands. There were two choices, the first was from Ullapool direct to Stornoway where Charley's shop is, the other route was from Uig in the north of the isle of Skye to Tarbert between Harris and Lewis. Situated as I was in Fort William, I looked at the ferry sailing times from both ports. The ferry from Ullapool left at 10:30am which was a very early start and fast run from Fort William to be able to be at the dockside in sufficient time for boarding. The second option was the ferry from Uig to Tarbert which didn't leave Uig until 14:30pm which meant I could have a nice steady scenic ride through Skye and be in plenty of time to board the ferry. I passed this info on to Mary by phone and told her I had been having interweb connection problems on my apple device, so she booked my return ferry ticket and hotel from home which saved me a great deal of messing about.

Choices from this point were travel along the A830 to Mallaig, and catch a ferry over to Armadale on the Isle of Skye?.... Or ride north on the A87 heading for the Kyle of Lochalsh and over the bridge to Skye.

I chose the latter, again because of the great scenery on the route, and some iconic sites along the road that include the "Commando Museum" at Spean Bridge about ten miles north of Fort William and also the statue commemorating the endeavours of those commandos further along the route at a nice high viewpoint above Loch Garry just before Loch Cluanie, a worthy monument to our brave servicemen.



Further along the road is Glen Shiel which rivals Glen Coe in its magnificence. Riding through the "Five Sister" mountains is a very uplifting experience because of its grandeur and great road surface, a truly great ride that opens up after Shiel Bridge to the very picturesque Loch Duich which has the much photographed Eilean Donan castle accessible from right alongside the road, always worth a photo stop. It is then but a short hop to the new Skye Bridge which is now free to use for traffic, onto the island itself; one of the nicest scenic rides there is, very little traffic and no intrusive police presence.

The run up through Portree to Uig was extremely pleasant with wonderful clear skies and dry road conditions, with a stop for fuel before arriving at the ferry terminal to collect my tickets and boarding passes for my round trip to and from Tarbert. As bikes are loaded first on the ferry, another rider and I shot to the front of the waiting vehicles and waited for the ferry loadmaster to summon us aboard. A member of the crew helped me to secure the Pan firmly to the car deck with ratchet straps and wheel chocks and then up into the saloons to enjoy the views of leaving port and the route through the surrounding islets. The trip across takes one hour forty mins, plenty of time to enjoy the trip and scenery and have a brew and sandwich, and take the odd photo.

All passengers were called down to the car deck in plenty of time to prepare for disembarking, and again the bikes were set to be first off the ramp.





As I came off the ramp, there was Murdo on his bike who came rolling up alongside me to direct me a very short distance to the car park of the hotel I would be staying at that night.

Once there we dismounted our bikes and renewed our acquaintance and chatted for a while before he asked me what I wanted to do first. I told him the reason for the run ;-)) and he suggested we run up to Stornoway first before Charley's shop closed. This we did, and the roads were very good with challenging twisties and fast curves, all of which he was very familiar with so he led the ride into Lewis's main town where the ferry from Ullapool terminates. We located Charley's

shop and purchased the Stornoway black puddings, which are the finest tasting black puds available, with a texture and look unlike other black puds, and the slices when cut show no great lumps or white bits. They are well worth the effort to purchase and can be bought via his web site, but this way is more fun.

Murdo invited me back to his home for tea, and to meet up again with Cathie his lovely lady, and his daughters and grand kids, all of whom offered me the warmest welcome and hospitality and we spent a few hours reminiscing and catching up with the newest members of the clan and making plans for an extensive three bike riding trip to northern Norway at the end of august 2015.

When it came time to say my goodbyes to Murdo's family he said he would pilot me along the narrow winding B&C roads as far as the main road because he knew where all the beasties and sheep tended to just camp out in the middle of the road. Having said my farewells to Cathie and family, we set off in the darkest of roads towards the main road to Tarbert. Murdo's warnings were not exaggerated, the minor road was about nine miles distance and the incidence of sheep lying in the middle of the road was incredible, in that distance we came across 12 groups of road camping sheep, a very interesting run ;-)

Murdo and I parted company at the main road junction saying our goodbyes, he warned me that the main road was subject to camping sheep as well, and he wasn't wrong. I arrived at my hotel ready for a dram or two to relieve the tension of the dark dangerous ride, and then a good night's sleep. Ferry was not until mid morning the next day so I went for a ride down to Harris and back before returning to board the ferry back to Uig on Skye.

The weather still held fair and sunny for my trip back, I chose to ride to Fort William again for the night back through the fantastic scenery, this time seen from the opposite viewpoint. From Crianlarich I chose to ride east toward Stirling and Edinburgh for my return home just for a change of scenery and to avoid the roadworks along Loch Lomond again. The trip back home was fast and uneventful but I could see the weather was beginning to close in as a result of the impending storm force wind from the latest colliding hurricane.

Both myself and the Stornoway black puddings arrived back home safely and the following day we looked into the fridge with uplifted spirits.

We had black puddings again ;-))

Tony



A Tour Around Nidderdale

Garry's Ride - 12 October 2014

It seems to be still dark as I wheel the bike out of the garage into the bitterly cold October Morning Fog. Typical for this time of the year, it usually disappears as the sun gets up, but it would take quite a while before it would burn this lot off, unless Garry's route manages to climb above it.



The foggy view from the on-board camera

We set off from Wetherby with no sign of the fog lifting, and it takes half an hour before we gain enough height to get above it. Then suddenly someone turns the lights on. Brilliant sunshine, blue sky, one or two white fluffy clouds drifting across the open moorlands. Pools of white fog lie in the valleys around us - on our left is the Wharfe valley and ahead and to the right, Nidderdale. Down there, they are having a cold October morning. Up here it is like the middle of Summer.



Emerging into the sunshine with a fog bank ahead.

We head over Blubberhouses Moor and the descent is into a plunge pool of cold morning mist. We negotiate the tricky section near Bolton Abbey. Tricky because it is Sunday, and all the cyclists in the world continue to enjoy cycling the route of the Tour de France, which passed through this point twice on the first two days of the tour. We soon climb out of it as we head towards Pateley Bridge and enjoy one of Garry's infamous impromptu lessons in machine control.



Garry, Andy, Dave, Alan setting off from How Stean

The run up to Lofthouse on the narrow twisting road alongside Gouthwaite reservoir is relatively traffic and cyclist free, and we make our first scheduled P&T stop at the cafe at Howstean Gorge. Its 2 hours since we set off, and the break for a sit and drink and natter is most welcome. The fog has cleared, the temperature has risen and the sun cream comes out.



Machine control at Constable Burton

This next leg takes us over Ouster Bank, past Leighton Reservoir. The views down the valley as we descend to the reservoir are impressive (see photo on the map page). We take the A6108 towards Leyburn, but turn right at East Witton, enjoy another lesson in machine control at Constable Burton, and then continue on the A684 towards Northallerton, passing through Bedale and Leeming before turning right toward Thirsk. This takes just an hour, and we sit down for lunch at 14:00. Having had breakfast at 8:00 we are more than ready for it.

Unfortunately we had to get back home early and we said our goodbyes at Thirsk. Garry led the remaining members up Sutton Bank and then headed South, skirting York.

Thanks Garry.



Dave & Kath, Alan & Jeanette arranging lunch as we stop at Thirsk.

The view from Ouster Bank on the road from Lofthouse to Masham, overlooking Leighton Reservoir.



Dave, Graeme and Sally





Mam Tor ahead, with Hollins Cross, Back Tor and Lose Hill to the right

Lincolnshire and The High Peak

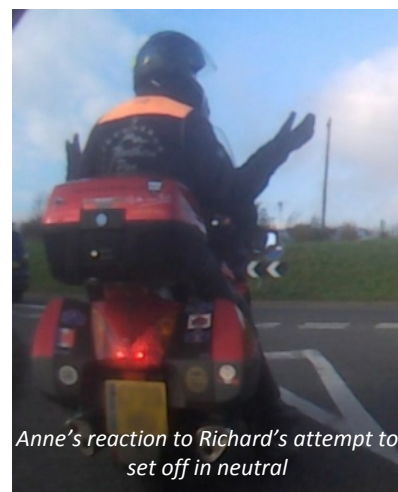
Richard and Anne's Ride Out - 9 November 2104

There's something about November the fifth. For the next few days, the early mornings are cold, misty and have a sort of gloom hanging over them. But 9:30 for 10 was the instruction. Delves cafe, on Thorne Road, just off Junction 6 of the M18 was the location. By the time we get there, we have been riding for 80 minutes and are cold and need a rest and a cup of tea. We have allowed plenty of time for that.

Richard and Anne are already there, Alan and Andy roll up a couple of minutes later and we sit and natter and wrap ourselves around the mugs of tea and coffee, and in some cases, breakfast.

No one else shows up, so without the usual pre-amble, we dispense with the drop off system and rely entirely on our radios for keeping together. Alan is the back marker and Richard leads us off towards Thorne.

Once through Scunthorpe, we continue East and then South through a low lying landscape which is criss-crossed with drainage ditches. Here and there are geographical features which would go unnoticed in West and North Yorkshire, but here with most of the land struggling to remain above sea level, they are relatively large hills and escarpments. Before the Dutch came over to build the drainage system in the 17th century these would have been islands and shorelines, elevated from the surrounding marshes.



Anne's reaction to Richard's attempt to set off in neutral



The route started near Thorne, - My SatNav Log for the day

We continue for a while on slightly higher ground and take a 2 minute break near Rothbury as the traditional remembrance clock hits the top of the 11th hour. Turning west on the A631 we head towards Market Rasen, but stop before then at the biker's cafe at Willingham Woods. Apparently this is normally heaving with bikes, but today there are just two small groups of riders. We line up and attempt to get a panoramic shot for the new website.



Refreshed, rested and having soaked up as much of the low sunlight as we are able to get, we continue south west to the Lincoln ring road, before heading west towards the Peak District via Chesterfield, Hathersage, Toad's Mouth, Surprise View and Castleton. These roads have been in the sun for much longer than those in Lincolnshire, and are dry with plenty of grip. Some earlier roads must have been salted and unfortunately the on-board camera lens is acquiring a thin film making the capture of any quality photos for these pages impossible.

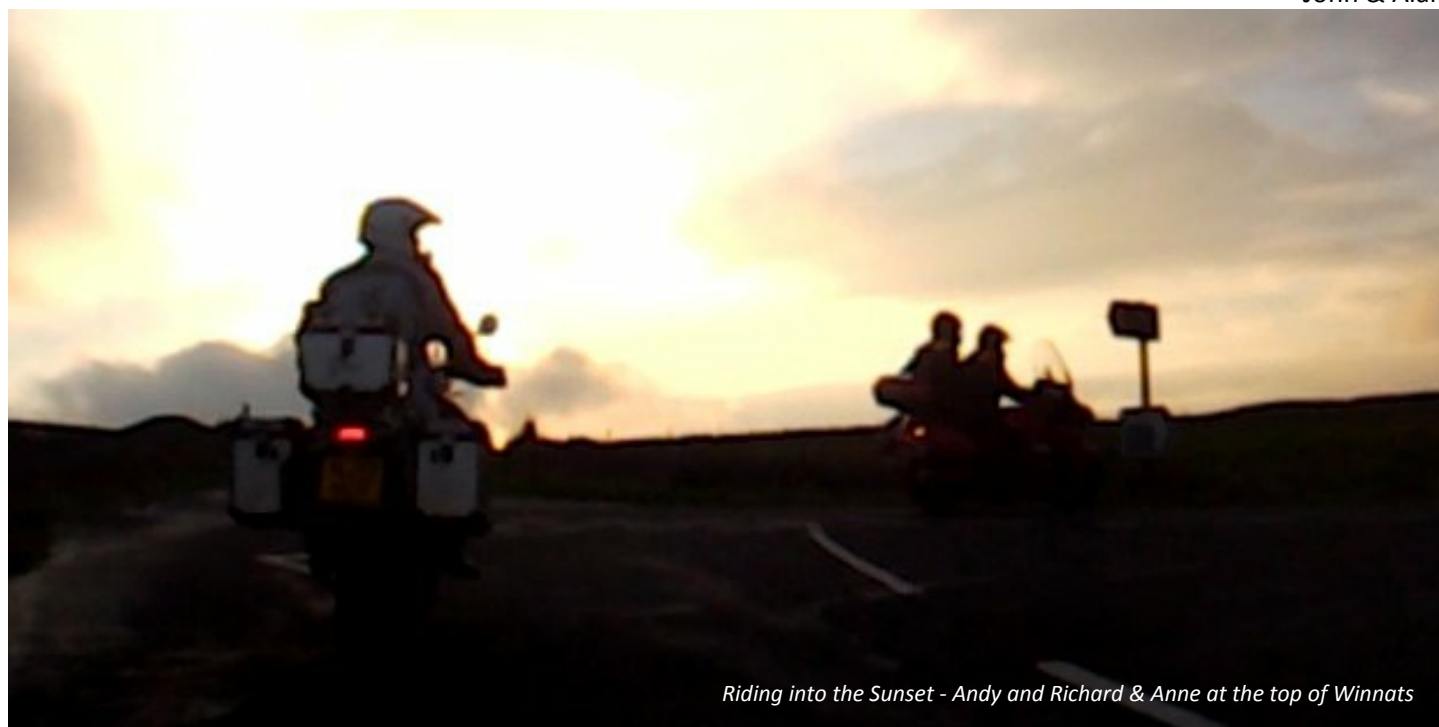
Castleton is as it always is - heaving with cars and pedestrians. We take a leisurely 90 minute lunch hour at the cafe across the road, I get to clean the camera lens and we set off again to climb out of Castleton through Winnats Pass, a narrow limestone gorge which has become the main thoroughfare since the hairpin on the old A625 slipped down the crumbling face of Mam Tor many years ago.

The sun is now getting low providing a golden glow to the more gentle slopes of Mam Tor, and is picking out the paragliders who are playing out late in the updrafts on Rushop Edge. We ride around the southern and western slopes of Kinder Scout towards Glossop, and then begin the delightful climb over Holme Moss via the B6105 above the Woodhead chain of reservoirs. Some major road works are going on at the junction with the A628 Woodhead Pass, and the normal do-or-die gamble to get across the flow of fast moving traffic is eliminated as the traffic lights keep our exit clear.

Alan continues back to Squires, the only person to complete the planned ride. I turn off at the most awkward uphill left hand turn possible, to zig-zag my way through the Pennines, and Richard, Anne and Andy continue North via Meltham.

The last hour is dark across open moorland; the pans headlights are brilliant and the Richard's new indicator warning light solution are very effective in the dark. This has been a superb day out - thanks to Richard and Anne for planning and leading this run. Total distance covered 260 miles. And no machine control exercises today !

John & Alan



Routes - A Border Raid

A Superb 225 Mile Toe-Tip Into the Lowlands of Scotland

It is late October, and in spite of the rain that has been battering against my windows for the last couple of hours, Paul phones up, says he has the day free tomorrow and assures me that it is going to be a brilliant day. Normally well up on what the weather is doing, I hadn't even looked, and to be honest, I didn't believe him - but I have waterproofs and a heated jacket and could do with a ride out, so what the heck. Lets go for it.

"I fancy going to Northumberland - do you know any good roads ?". Well yes, but I spend the next couple of hours trying to find one that will enable us to meet up, have a ride and return to our own counties without either one of us having a mammoth ride to return home. It's October 29th and there are only 10 hours of daylight, and, updating myself with the latest forecast, it will be a clear sunny day, but with a frosty start.

I have an hours run to Sedbergh where we had arranged to meet at 9:00. It is most unusual to get the A65 to myself, but there are times of the day when it is possible, and it seems that from 7:30 on this Wednesday morning is one of them. A stop for Petrol so that my tank is full for the ride and I get to Sedbergh just before Paul arrives.

I discuss with Paul the two alternatives that I had plotted, one of which spent much more time in Northumberland on roads that I know are superb. But my other route is the more pragmatic one, taking into account the amount of daylight, the freezing cold dusk and our respective journeys. We opt for this second plan which means that basically, we aim for Northumberland - and miss.

Sedbergh to Kirkby Stephen is a good run along the well used A683, and then on to Brough on a short, wide and fast road. From Brough we climb into the Lead Mining country of the North Pennines on a little used road which bridges the Eden Valley with Teesdale. Although only an hour into the ride proper, it has been 2 hours since either of us have had a break, so we take full advantage of the cafe on the High Street in Middleton-in-Teesdale.

The B6277 towards Alston is always hard to resist, and we follow it as far as Langdon Beck, and then head north again on the road to St John's Chapel. We could have turned left here, to take the B6296 through Allenheads, but instead we opt for a more easterly route on the A680 towards Stanhope. Turn left onto the B6278 northwards over Stanhope Common - another moorland with signs of deserted lead mining activity, to pick up the A68 West of Consett, entering Northumberland at the same time.

The A68 is a main road which runs all the way north-west towards Carter Bar - the point at which our trip crosses the Scottish Border. But first we stop at the Camien Cafe at Rochester. Today the A68 is quiet - in fact I have never known it any other way, and although there are cars around, they are overtaken easily or are way in the distance and travelling at roughly the same speed. It's a good road on which to make rapid progress to the border.

I am reminded of the taste of grapefruit marmalade - a long story, a two-week walk, some bad water, and a taste in my mouth of the last thing I ate. And I still get it as we ride past the now derelict filling station at Byrness, and continue up to Carter Bar. No bagpipes today, no busload of foreign tourists looking the wrong way before crossing the road. We ride straight past and take the left turn a few hundred yards further on. Our trip to Northumberland had involved riding 48 miles on the A68. I don't think that this is what Paul had in mind, but its a great ride, and he doesn't seem to be complaining.

The A6088 is a delight. The speed drops slightly but the road surface is good and the bends and good visibilty make this section a superb run through Bonchester Bridge and Hawick. The A7 is a good, fast run, but we opt for a road that I know by reputation and not experience - the B6399 which heads south for 32 miles. It is dry today, but the roads have been in the shadow of trees which are still shedding leaves, and the shadows are keeping the moisture trapped on the surface. The occasional dry path reveals the other reason - the roads have been salted. We make good progress and enjoy the run, but the surface is very greasy and we treat the bends with caution.

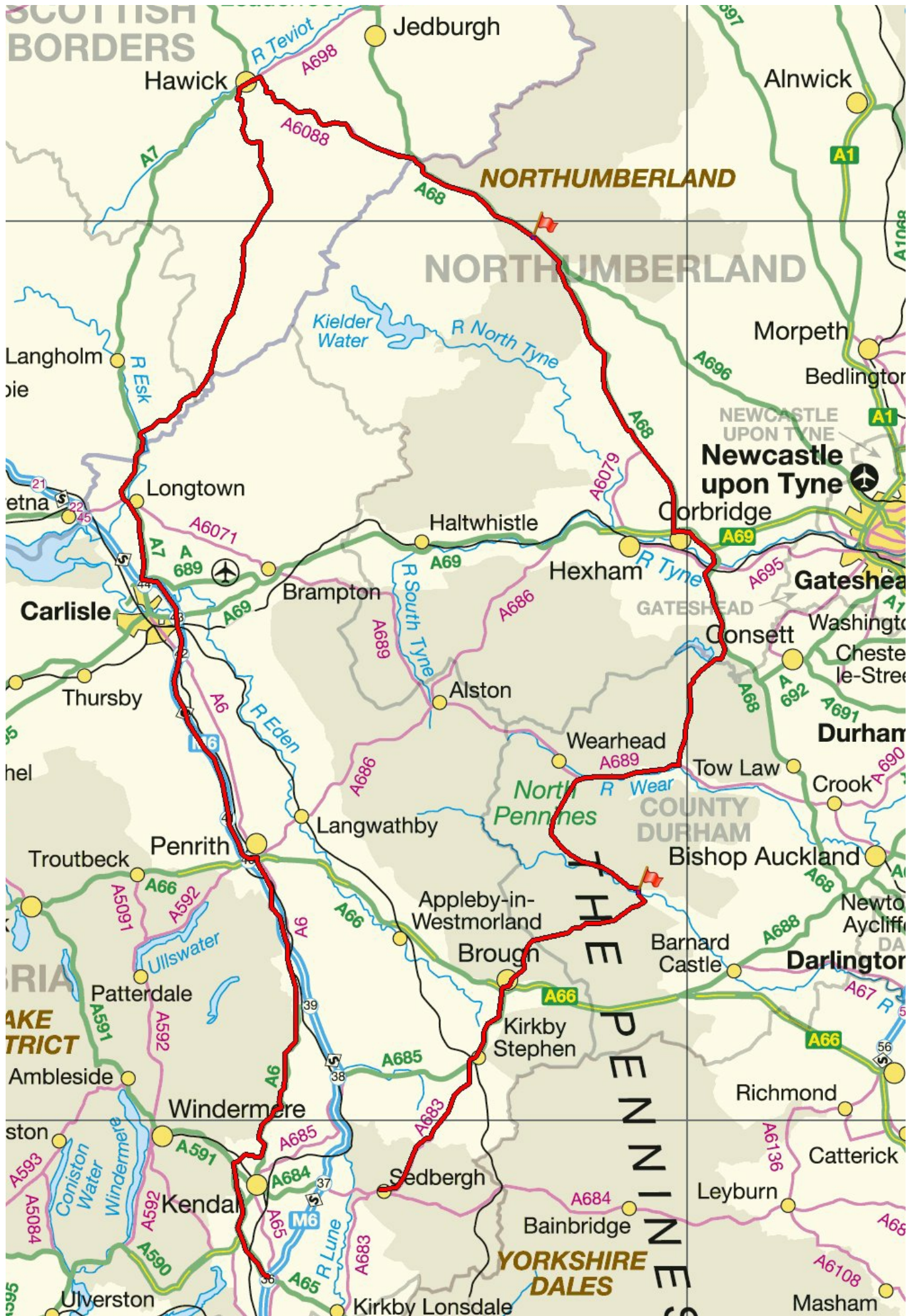
The A7 terminates the country ride and although we could take the A6071 to Brampton and the A689 to Alston and the A686 past Hartside cafe to Penrith, we decide not to do this. The sun is getting low and it would add another 16 miles onto the ride, so we choose to take the faster run down M6, leave the motorway at Penrith to finish the ride with a flourish on the A6 over Shap Fell. A little kink at Burneside to avoid Kendal and join the A591 dual carriageway to meet the M6 at Junction 36. Paul heads South and I take the A65 to Skipton having covered a total of 319 miles.

Brilliant day. Sorry about missing Northumberland, Paul !

Paul has produced a two part video of this run:

[Part 1](#)

[Part 2](#)



The 2014 Challenge

Tony Leads the Way

A great idea this for 2014 - Graeme had taken the idea from the Iron Butt Rallies. In this, competitors are provided with a booklet containing a wide variety of locations, each of which is allocated a score. The aim is to plot a route to visit as many locations as you think will obtain the best score within a 36 hour period.

For the NPR Challenge, Graeme and Alex had put together 50 locations covering the whole of the British Isles, including the extremities of the North East, North West, South East and South West. Same idea, the person with the highest score obtained over the next 9 months would win the prize - a cheque for £100. So far apart were the locations that it seemed a reasonable amount of time for most people who entered to collect maybe half of the locations.

Which is what I did. Ignoring the more local locations, I made a point of checking the map each time we went on a ride of a mini-tour. So when we went up to Scotland in May, we braved the Westerly gales and the narrow roads and nail strewn bridges to get up to the Rubah Rèid Lighthouse. When we went over on our alpine tour in September, we picked of the points for Dover Castle, and so on. My collection was coming together quite nicely, and I still had the local ones to collect in the less pleasant months after summer.

But that was never to be. With about a month left before the deadline, Graham casually asked me if I was still collecting the points. "Yes", I said, "as and when we are able to. I've got about half of them. We got rained off when we were camping up in Scotland, so I didn't get John O'Groats, and I'm not going to get Lands End now, but I still have about 10 which are close to home that I can collect. And I need to go back tot he windmill to get the bonus. It was closed when we went first time. But it won't be enough because I know Tony was keen on having a good crack at the challenge."

Graeme looked at me and confided. "I wouldn't bother. He has just handed in all of them".

"What ?" I couldn't believe it. "Tony ? How many miles has he done to get that lot ?" And then, "That's brilliant. I never expected that he would get all of them. That's a lot of time and a lot of riding - strewth, that's impressive".



At the end of the Annual General Meeting, Alan, our newly elected chairman, presented Tony with the cheque for his winnings - sponsored by a local haulage company. Tony had the cheque in his hand for something less than a minute and presented it to Anne as a significant boost to the collection for the club's charity for the year - Zoe's Place - A Children's Hospice in Middlesborough.

So he really did do it for the riding ! I think when you read Tony's article in this edition of PanTalk, and the lenghts that he went to to restock the fridge with his favourite delicacy, you will see where his heart lies.

Well done, Tony. And thank you.

And just in case you are wondering what the fuss is about, take a look at the map opposite. Every little blue dot is one of the points on the challenge. Graeme and Alex deliberately scattered them around so that members, no matter where they lived, would be able to pick off a fair number of the points without the need to venture out on mammoth rides. Then there were a few locations that attracted a higher score. I think they expected a couple of these to be picked off on holiday trips, or on club rides out. Certainly there was a lot of photograph taking going on at the National Arboretum on our weekend in Lichfield.

John



Club Ride to Zoe's Place, Middlesbrough

The Club's Annual Charity Cheque Presentation

Top to bottom:

Dick, Alan,
Dale, Alex, Sue,
Garry, Graeme,
Tracy, Ann, Netty,
John, Andy, Sally, Anne, Richard



A bitterly cold morning at 7:00 when we got up, rain battering against the window as if it was being pebble-dashed. The forecast was for sun - in the morning at least - and by the time we rolled up at Wetherby for the compulsory bacon butty, the strong winds had blown the grey clouds away and we set off in glorious sunshine.

A brief stop at Helmsley, another brief stop a couple of miles later as Ann's heated jacket needed to be re-connected, and we took the notorious B1257 from Helmsley to Stokesley - actually very pleasant today, with few bikes or traffic of any sort. An excellent ride, even with a damp surface - the shiny bits really focusing our minds on the job in hand.

Zoe's Place is a hospice which provides a 'home from home' environment for very young children with life threatening conditions and their parents. We are delighted to have been able to help in some small way this year.

A quick tour around the facilities at the Hospice was followed by the presentation to Mark of our cheque for £469.93 and a photo shoot - first of all inside the building and then outside in a series of attempts to get some decent photographs for the cover of PanTalk and for the header photo that goes across the top of every page on the new website. Whether or not we succeeded in obtaining some good photos is entirely your decision.

The return to Thirsk was down the main roads - the A172 and the A19. It was 14:45 by the time we arrived, and we hadn't stopped for a proper rest, or to have food or drink since 9:00 at Wetherby Services. Wetherspoons is a popular place and we were lucky enough to find one of the small rooms almost entirely vacant. I didn't see the couple that were in there when we arrived leave, but doubtless their idea of being lucky enough and ours were slightly different. Sorry folks.



Oh yes he is !

Alan presents a cheque for £469.93 to Mark of Zoe's Place.

The money has been raised by the club during the course of the year from event contributions, donations and raffles.

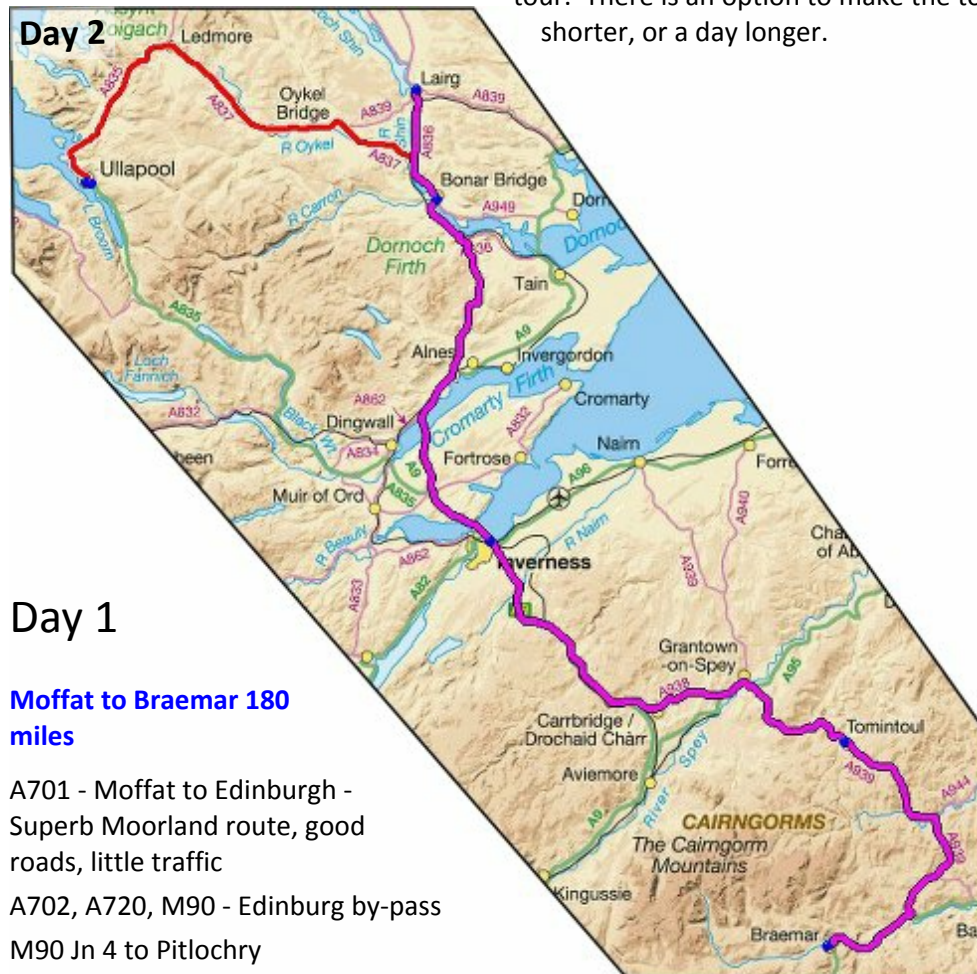
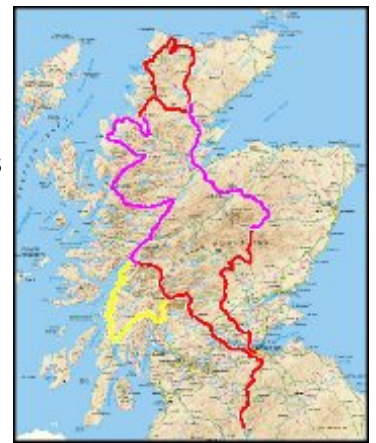
A Five Day Tour of Scotland

Roads don't get any better than this

The idea behind this mini-tour is to get into the highlands and ride some of the best roads that we have in the UK. I haven't included all of the best routes, but this is a pretty good selection, while keeping the mileage down to Soft-Butt figures.

Each day is restricted to a maximum of 200 miles, or thereabouts and was originally designed as an introduction to motorcycling in Scotland for some friends who had never been there. I wanted to provide time to loiter on the way, and time to enjoy places on arrival in the afternoon.

The route starts and ends in Moffat - which may require another day at each end of the tour. There is an option to make the tour a day shorter, or a day longer.



Day 1

Moffat to Braemar 180 miles

A701 - Moffat to Edinburgh - Superb Moorland route, good roads, little traffic

A702, A720, M90 - Edinburgh by-pass

M90 Jn 4 to Pitlochry

B914, A823, A822, A826, A827, A9. High level moorland and glens. Knock Hill, Gleneagles, Crieff and Aberfeldy.

A924, B950, A93 - Pitlochry to Braemar, Saving the best bit of the day 'til last !

Day 2

Braemar to Lairg - 125 miles (or Ullapool 162 miles)

A93, B976, A939 - Braemar to Granttown on Spey: Superb mountain roads.

A939, A9 - Granttown to Inverness: Main roads, but good riding.

A9, B9176, A836 - Inverness to Bonar Bridge. Main road and brilliant moorland run.

A8376 to Lairg - or - A837, A 835 to Ullapool

The option route takes you to Ullapool a day early, which may give time to do the option run from Ballachulish, or a more leisurely run home. Otherwise stop at Bonar Bridge or Lairg to continue to Ullapool tomorrow via the superb north coast run.





Day 3

Lairg to Ullapool - 135 miles

A great run north to Tongue on roads that are as far from civilisation as you can be in this country. Single track roads, but good long distance visibility.

The north coast is brilliant, initially over a fast open moorland, then hugging the sea lochs and the coastline with some spectacular views. The absolutely top notch 100 mile run from Durness to Ullapool

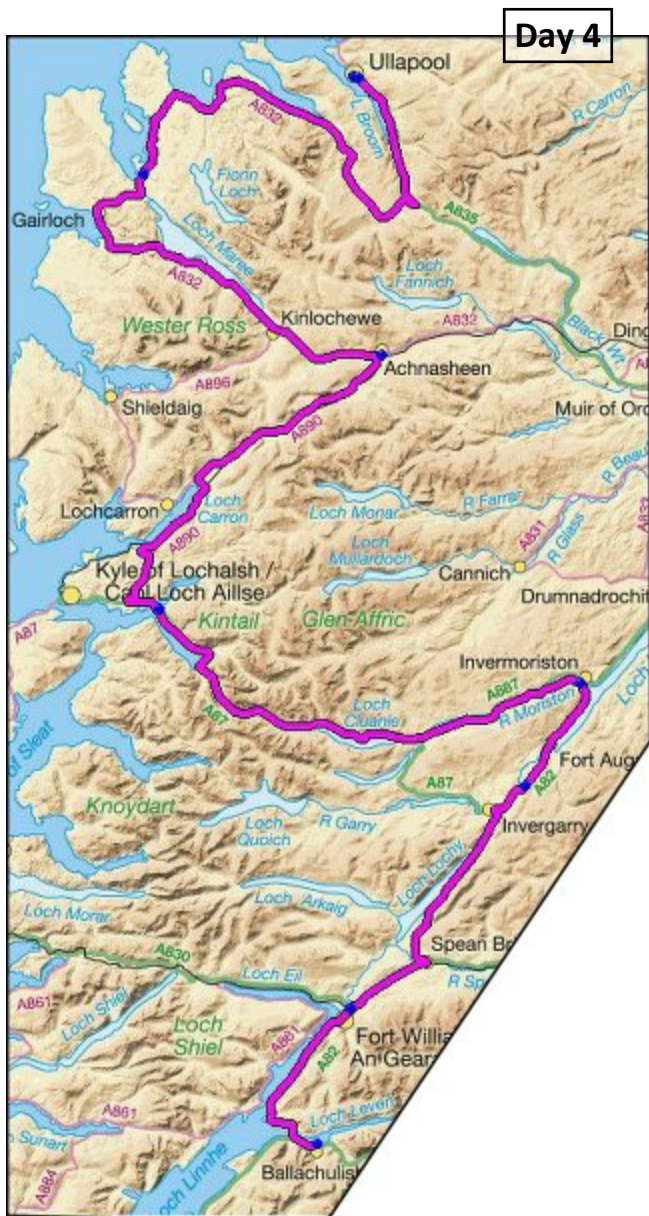
A836 - Lairg to Tongue A836. Single track, good surface, VERY remote.

A838 - Tongue to Durness - Some single track. Fast open moorland, slow single track coastal road. Great scenery.

A838, A894, A837, A835 - Durness to Ullapool.



Ben More Assynt, near Ledmore Junction



Day 4

Day 4

Ullapool to Ballachulish - 216 miles

This is the longest day in terms of mileage, and is an attempt to get as far south as possible without leaving the highlands. (This will be the 3rd day if you don't do the optional day 3).

The roads are all fast, flowing, quiet, with great visibility and stunning scenery. It just keeps going on and on.

A832 - Ullapool to Achnasheen

A890 - Dornie / Kyle of Lochalsh

A887 - Invermoriston

A82 - Fortt William / Ballachulish



Near Corrishaloch Gorge A835/A832 Junction



Option Day

Oban & Loch Fyne - 168 Miles

It is worth staying a day at Ballachulish just to experience this ride which is like no other that is included in the tour. It tries to hug the coastline, but ends up having to climb onto the surrounding moorland and drop down again. It makes for an exciting and challenging roller coaster ride.

From Lochgilphead, the run to Inveraray, Rest and be Thankful and Tyndrum is more relaxed with good grippy roads, and great flowing bends. From Tyndrum you get to do Rannoch Moor and Glen Coe, which you will reverse tomorrow. But it is worth doing twice !

A828 - Ballachulish to Oban

A816 - Lochgilphead

A83 - Inveraray and Tarbert

A82 - Criarlarich, Tyndrum & Glencoe

Day 5

Ballachulish to Moffat - 166 miles

There's no avoiding the return journey home. This attempts to combine the best routes, with a desire to get as much distance covered as possible. We nearly always make this last leg a long one, and have a long break in Moffat, but then strike for home.

Highlights - Glen Coe and Rannoch Moor, Glen Ogle and Strathyre, A701 over the moors to Moffat.

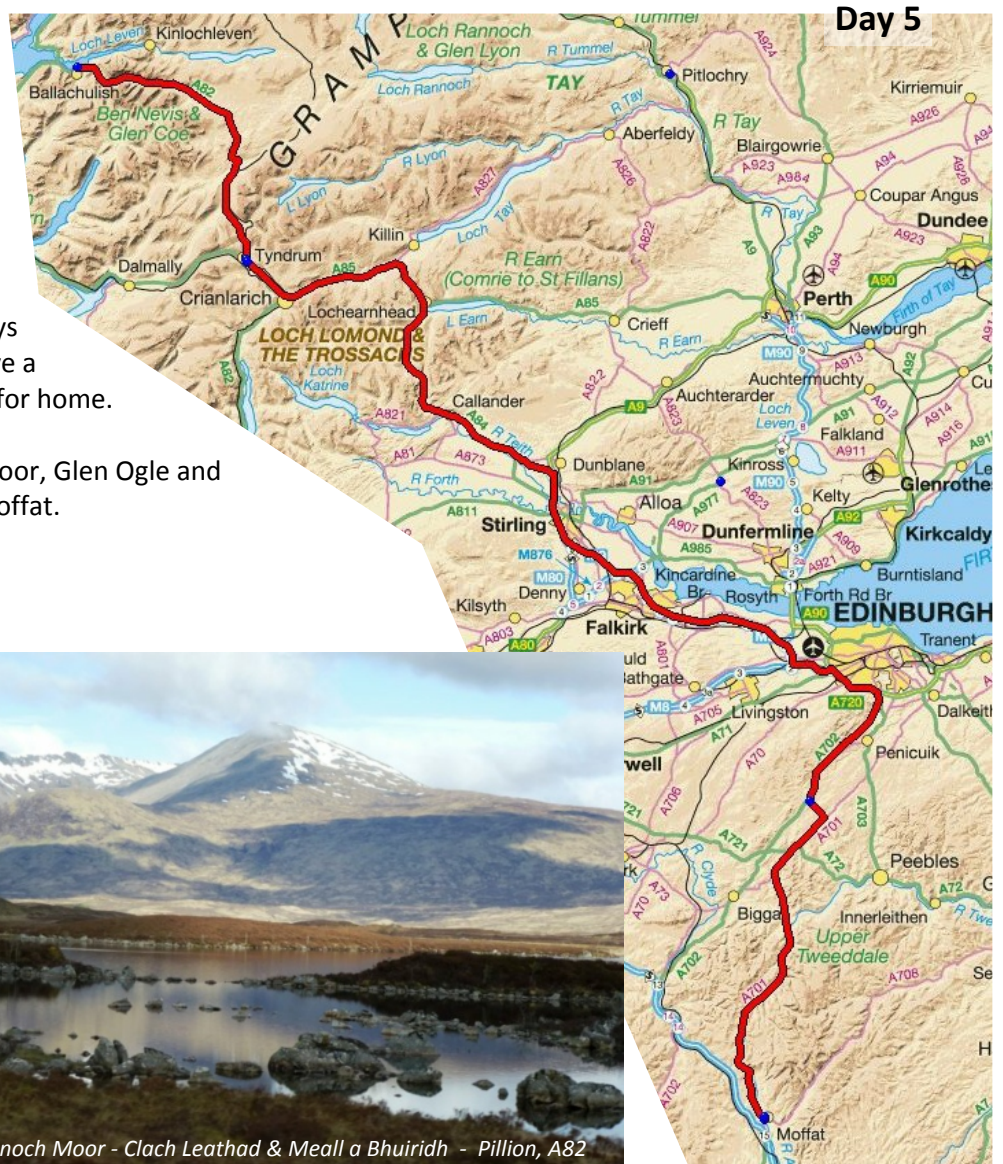
A82 - Ballachulish to Criarlarich

A85 - Locheanhead

A84 - Dunblane and M9

M9, A720, A702 - West Linton

B7059, A701 - Moffat



John

Rannoch Moor - Clach Leathad & Meall a Bhuiridh - Pillion, A82

Graeme Steps Down as Chairman

But turns his attention to an important new role for the club

After 2 years in the role as Chair, a couple of very hectic years at work and having overseen a very lively period for the Northern Pan Riders, Graeme has decided to step down as chairman of the club. He joined the club in March 2010, and took over as chair in November 2012 when Alex became a PPOM (Previous Pan Owning Member) and could no longer remain as an officer of the club.

Often, what is not seen is how feverishly Graeme works in the background to keep up the momentum behind the initiatives that have been taken on by other members of the committee. His role has been an extremely supportive one, enabling other members of the team to follow the remit and to develop their roles to the full.



Graeme's meetings have been interesting. There was always a full agenda with lots to talk about, and it would often become a 3 hour session. Everyone had opportunities to talk in full and all of the bases were covered, which gave our meetings an open forum feel. This had real benefits as decisions and directions could be taken which were not often included in the original agenda.

Although committee meetings are there to shape the future direction of the club, Graeme is well aware that it is after the meeting when the real work starts, and it is in this respect that we see one of Graeme's real strengths. Rather than letting the memory of the meeting fade, he would follow up the little germs of ideas that people had mentioned. He would talk to people, phone them up, go and meet with them, get other club members involved in order to help to get the ideas off the ground. His enthusiasm and his determination has always helped to keep things moving forward for the benefit of the club.

The Ride to Eat is something that Graeme brought into the club this year, as was the NPR Challenge - a collection of 50 venues around the country which members could visit, collect photographic evidence and record in a log book. These venues had different numbers of points attached to them and they covered the entire country. The winner would be the person who scored the most points. A few members who are not normally able to get out on club rides, enjoyed picking up the odd location and used the challenge as a focus for one of their day rides. And this is exactly what Tony, this years Challenge winner, did.

It is good to see that Graeme has not stepped down from the committee completely, and stays with us in his new role of Rides Co-ordinator - where he will continue to develop ideas and events which he hopes will attract members to the club, enable some of our more remote members to take part in club events, and provide many more opportunities for members to become involved in club activities, especially if they find weekend events impossible to get to.

A good stint, Graeme. Many thanks - we look forward to more challenges and interesting excuses to get out and ride.

Many Congratulations

... To Pete and Helen who got married at Gretna Green on 15th November.

A lovely couple and we wish you all of the best for the future. If you want to know more or see photographs, then please visit Pete's Facebook page - friend of [Northern Pan Riders.PanEuropean](#) . You will probably need to be logged on to your Facebook account for this link to work.

NorthernPanRiders.co.uk

The club has a new website !

It has taken a little time and a couple of false starts, but we have finally come up with something that has a much more contemporary appearance and feel to it.

We have kept the same address - www.northernpanriders.co.uk, but have also added another address which is a little easier to type: www.nprclub.co.uk. Both addresses work equally well.

Why have we changed ?

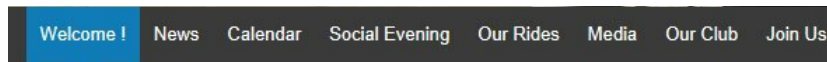
We wanted something that looked contemporary, that was easy to navigate, that allowed us to email links to people that would take them to the correct page, and that integrated the join-up and renewal process onto a single site.

Most important, we wanted to provide some future proofing for the club. We wanted a site that would be easy to manage, and which could, whenever it became necessary, or if it became desired, allow a second or third person to make changes to the site, rather than have the club's web presence controlled entirely from a single computer.

You will recognise many of the old pages - we have retained many of these in order to get the site up and running.

So what is new ?

Quite a lot really.



A **menu** which remains at the top of **every** page. Individual pages are just one click away.

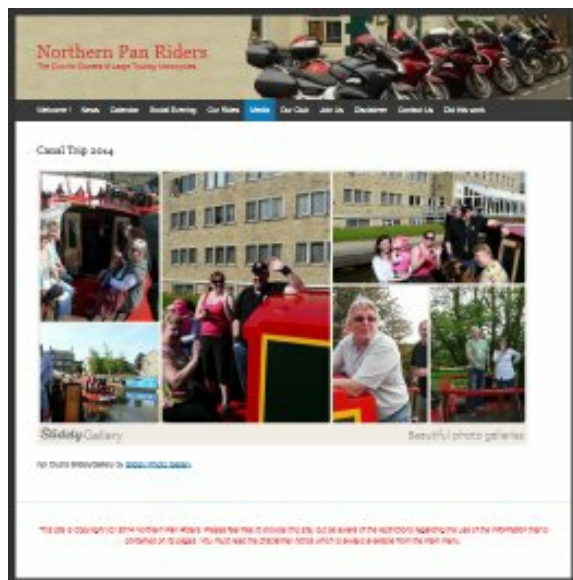
Links to an exact page can now be emailed when required.

A **News** page to keep members up to date. Members and visitors may subscribe to be informed of new posts by email

A **Featured Video**, which will change periodically, embedded into the site.

A Collection of **Videos** of rides available.

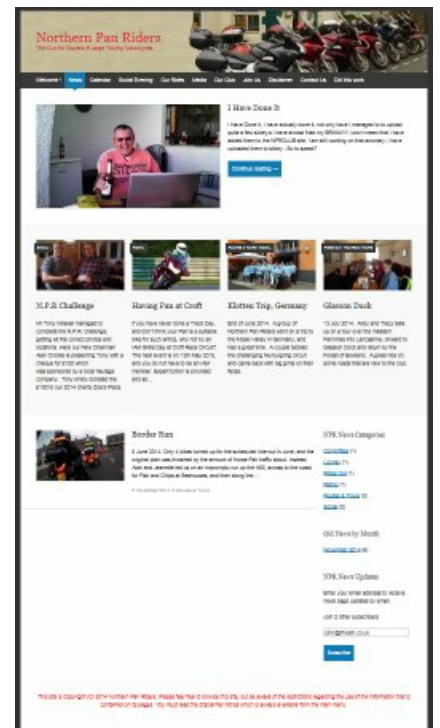
Photo Galleries are embedded into pages on the site.



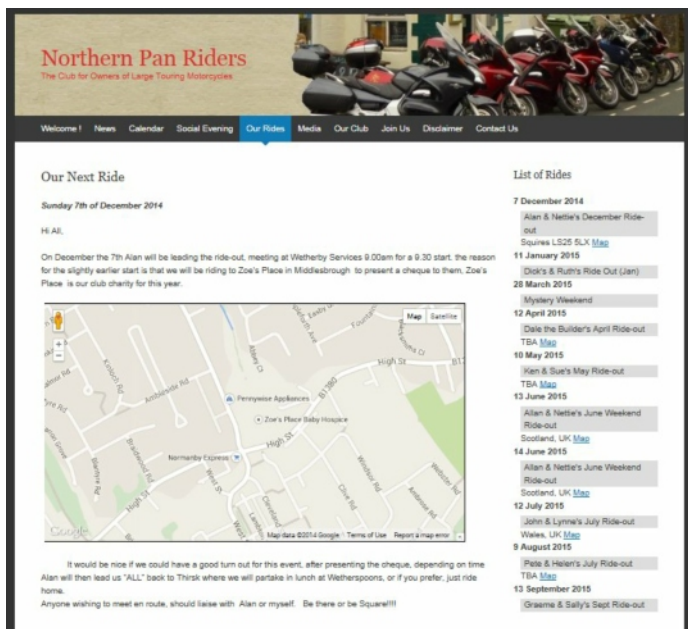
A Slidely Gallery of Photos. The images 'play' on the page, or can be viewed on Slidely's website.



The Welcome Page, with a short-term list of events. We are not happy with the picture, but it will do until we take a new one.



News Page with cross referenced links and a subscribe button.



An interactive Google Map on the web page for the next ride would normally show the route as well.

Google Maps are now embedded on the site, with zoom, pan, and satellite options.

A Contact page, which allows members and visitors to get in touch. Messages are sent to the broadcaster.

A Join Us page, linked to a PayPal account. Introduce a year ago, this is now fully integrated into our new site.

A Twitter display to keep followers up to date. Followers receive our updates immediately via their smartphones. A brilliant way to spread the word about the club.

A Site Map is available on some of the pages, and is always up to date.

A Search facility is available from the Welcome Page.

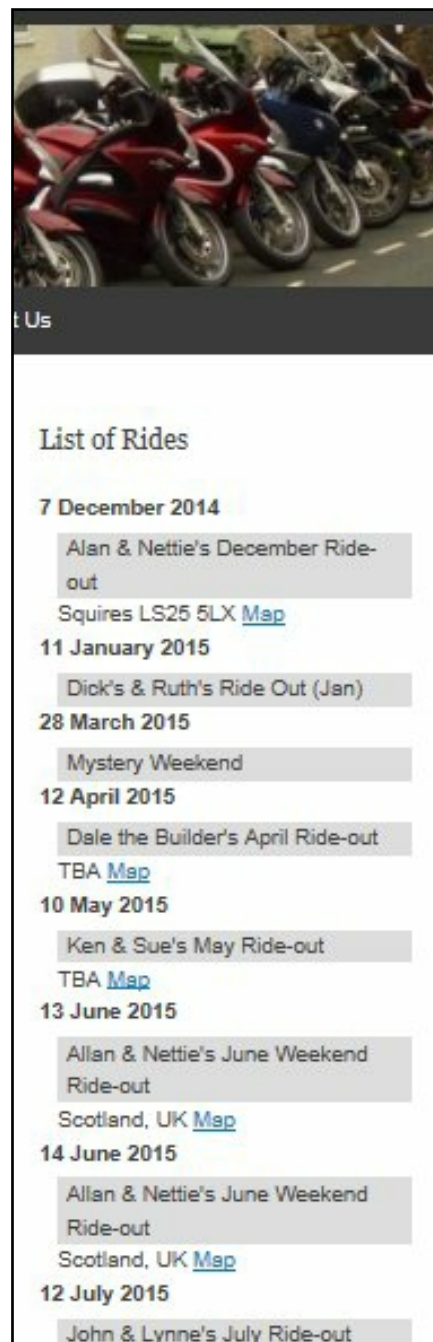
Old News Items can be found by date and by topic

The Club's Calendar automatically lists events from the current date, with Google map links to the venue.

Summary Calendars on the right hand side, showing dates relative to the current page.

On the right, for the above Ride Out page, a list of the next few ride dates which have been filtered out of the club's calendar.

The list automatically keeps itself up to date. Eg - Look at the page on the 8th December, and the top entry will have gone, and a new one will have been added at the bottom



Thankyou

To Garry for doing such a sterling job with the original website for many years, and for letting John loose on a section to set up the original on-line system for joining the club and and paying electronically.

To John for the hard work in getting the new website installed with content from Garry's website, and for providing the training.

To Dick for acting as a tester and proving that it is easy enough to edit and create pages on the site without having any prior knowledge, and with only the briefest of emailed instructions.

To Richard for taking on the role of Webmaster with enthusiasm. Not content with just the basic stuff, he was the ideal pupil and wanted to know everything about everything. Then just to reinforce all of his new found skills, he went away and started to set up a web site from scratch to teach others how to do it.

Tell us what you think. There is a "Contact Us" link at the top of every page where you can pass on your thoughts. Do you like it? Can you find the information that you want? Is there anything else that you would like to see on there?

John

Filtering

The following article is reproduced with the kind permission of the Northumbrian Advanced Motorcyclists. It does not necessarily represent official IAM policy; it is a personal opinion, published for information and to stimulate discussion and awareness. It is also a little out of date as I believe that some rules have changed since it was written. The usual Disclaimer applies: You are all big enough and old enough to be responsible for you own actions – Ride Your Own Ride!

Filtering is best described as when a rider uses the benefits of a motorcycles size and agility to make progress past other road users in queues of stationary or slow moving traffic. It is one of the perks of being on a motorcycle that you can pass in this manner. It is perfectly legal and when carried out properly can be quite safe, but as with all things there are considerations to be made before commencing on a filtering manoeuvre.

Filtering is effectively an overtake and if you think of it in this way there are a lot of the principles of overtaking that apply to filtering. The main benefit is that you can make progress when others cannot and that also becomes the main problem. Because the car drivers that you are passing become irritated at the fact that they are stuck in a queue and some will become quite obstructive and aggressive towards you. Some do not think that it is a legal manoeuvre hence their aggression. The secret is to be completely safe. Do not put yourself or anyone else at risk and be considerate and courteous. It is sometimes better to miss the chance of filtering rather than put yourself in a confrontational situation.

Having completed the filtering manoeuvre be courteous and acknowledge other road users that you have passed. If you do it right, the next time the person you overtake is confronted with someone filtering they are much less likely to give them a hard time.

If the traffic is stationary and no gaps are left you could consider stopping alongside the front offside of vehicle two or further back in the hope that the driver will let you in but don't force your way back into the gap when the traffic moves off. You will have to be prepared to wait for someone to let you in but you do not want to be in this position if it means you are on the wrong side of the road especially in the face of oncoming traffic.

By observing the type of vehicle and/or the driver you could stop alongside a vehicle that will be slower to move off - for example a bus or HGV. You may think that certain types of driver may give you precedence but try not to stereotype or pre-judge what will happen. If you are in any doubt stop further back or do not filter.

As with overtaking, the golden rule is that you should always have somewhere to go. Try and identify a gap that you can pull into before you filter. You may find that as you are filtering other gaps may appear or your identified gap disappears, so be prepared to alter your riding plan accordingly.

When you are filtering on a multi-lane road there is nothing wrong with beginning your filter or overtake in one lane and completing it in another adjacent lane. Be careful as you do so to ensure that you are still in the appropriate lane for your intended direction of travel. *(But see the new Highway Code rule on 3 lane single carriageways - Editor)*

When filtering consider the width of your machine relative to the available gap and make sure you give yourself a wider margin if you have a pillion in case you wobble a bit. Tell your pillion what you intend to do so that it does not come as a surprise.

If you can improve your conspicuousness by positioning or by using dipped beam headlights or riding lights then do so. If you decide initially not to filter leave yourself sufficient gap behind the vehicle in front so you can filter if the situation changes.

Main Points to Note:

1. Only filter past stationary or slow moving vehicles. Some advanced trainers try to put a maximum speed on filtering, for example 30 mph, but you really have to use your own discretion and I would say that once the traffic starts to move at a speed appropriate to the circumstances at that time then you should slot back into the line of traffic. Sometimes even 10 to 15 mph can be sufficient to get back into the traffic flow.
2. Normally you should only filter to the offside of a line of vehicles except, where overtaking on the left is permitted by the Highway Code. This would mean filtering only on the right hand side of a line of traffic. On a dual carriageway this would put you between two lanes, or on the right of the offside lane. *(But check current laws - editor)*
3. Do not filter where you would commit an offence, e.g. along the hard shoulder of a motorway; contrary to "keep left" signs; contrary to "no overtaking" signs; if it means crossing a solid white line on your side of the road centre.

4. In the case of filtering past traffic on the approach to a roundabout, a junction or where you have to give way at traffic lights, do not go to the front of the queue. If you do it will put you in competition with the vehicle alongside you when you set off, as you both compete for the same space. In the case of temporary traffic lights you may find that you end up past the lights and cannot therefore see when they change. More importantly you may narrow the gap for oncoming vehicles to get safely past. Slot into, or wait alongside the gap behind vehicle one, or further back if appropriate.
5. You should always be able to stop within the distance you can see to be clear. I would suggest that when filtering the furthestmost point you can see to be clear is the front of the vehicle that you are currently overtaking. Be prepared to stop at that point and check that it is safe to continue, particularly if the vehicle you are overtaking has stopped in the proximity of a junction.
6. As soon as the traffic begins to move freely again, you should slot back into of traffic.

Watch out for:

- Vehicles turning left or right at junctions.
- Vehicles changing lanes.
- Vehicles doing U-turns to avoid the traffic delay.
- Other motorcyclists behind you who may also be filtering.
- Doors opening as drivers or passengers alight.
- Drivers pulling in front of you purely to prevent your progress.
- Arms and heads emerging from open windows, litter, particularly cigarette ends.
- Vehicles emerging from junctions left and right or vehicles waiting in central reservations waiting to turn. Be particularly careful at junctions or crossovers where vehicles on your left or right may have stopped to allow vehicles to emerge from junctions or central reservations.
- Oncoming traffic that may not be aware of your presence. If possible try not to be alongside the vehicle that you are overtaking when the oncoming vehicle passes you (Commonly known as the meat in the sandwich). You can relax this rule a little if the oncoming vehicle is aware of your presence, is also travelling at low speeds and there is sufficient safety margin. You should not cause the oncoming vehicle to alter course or speed.

Finally:

Be courteous and acknowledge the drivers of vehicles that you are overtaking, particularly those that give you precedence or ease your passage.

If in doubt - do not filter

Some relevant extracts from the Highway Code (editor)

(on line version last updated 27 June 2014)

- It is illegal to use the right hand lane of a single carriageway with 3 lanes. (Highway Code Rule 135)
- You MUST NOT overtake the moving vehicle nearest the (pedestrian) crossing or the vehicle nearest the crossing which has stopped to give way to pedestrians. (Rule 191)
- You may cross the line (a solid white) if necessary, provided the road is clear, to pass a stationary vehicle (Rule 129)
- Do not overtake on the left or move to a lane on your left to overtake. In congested conditions, where adjacent lanes of traffic are moving at similar speeds, traffic in left-hand lanes may sometimes be moving faster than traffic to the right. In these conditions you may keep up with the traffic in your lane even if this means passing traffic in the lane to your right. Do not weave in and out of lanes to overtake. (Rule 268)

There are other rules which pertain to the process of filtering - well worth looking through to find out what they are.

Germany has an interesting take on filtering - my understanding is that it is tolerated, but if you have an accident whilst doing it, then it is your fault. Not relevant in UK law, but it might be worth considering riding as though this rule also applies here.

Disclaimer: The information on these pages is opinion only. You may find it useful. You may disagree with some of it. When riding your bike, you, and only you, are responsible for your own safety, and it is your judgement alone as to whether you decide to carry out a particular manoeuvre, hopefully taking into account all of the information available to you, including the circumstances, visibility, road conditions and the law. Nothing that you read in here should make you decide to follow a particular course of action. But we hope that it will make you think and find out. If you haven't read the Highway Code recently, please do so. Rules change.

SatNav Speed and Indicated Speed on Vehicle Speedometers.

There's a lot of rubbish spoken on this topic. Time to add my thoughts

Three commonly held beliefs :

- All speedos are set up to read 10% more than the actual speed
- SatNavs show the true speed of the bike
- SatNavs are more reliable than speedos

All of the above statements are wrong. Here are my reasons for saying so.

My Speedometer.

Ideally, all speedos would show the exact speed of your motorcycle, but in mass production, this isn't possible, and this introduces a variation between different speedos. There is also a problem with the information that the speedo is trying to show - ie the actual speed of the vehicle by using the rotational speed of the wheel. This is impossible to display accurately for a few very simple reasons:

- i) The diameter of the tyre changes as the tread wears down. In its lifetime this alone can represent a 2% difference in indicated speed. The tyre is smaller so the wheel has to rotate faster to maintain the same speed.
- ii) The temperature of the tyre changes according to the weather, the road conditions, the speed and the load. This also results in changes to the tyre's diameter.
- iii) The pressure in the tyre changes. Too soft, the indicated speed goes up. Too hard, the indicated speed goes down.
- iv) The load being carried affects how much the tyres squash into the road, and hence the effective diameter.
- v) The tyres that are fitted might have a different profile from those recommended for the bike

The speedometer is built to a tolerance - which means that two apparently identical speedos may show very different readings for the same actual speed. This is usual in any manufacturing process and is acceptable within certain limits. Since the physical factors affecting the tyre also affect the speed that is shown on the speedo, it would seem from this that as a device for measuring the speed *accurately*, the speedo doesn't seem to have a lot going for it !

However, this is where the law kicks in. Manufacturers of speedos have to **guarantee** that the indicated speed falls within a specific range *no matter what the conditions*. For a motorcycle, that range is between the actual speed and 10% + 5 mph above the actual speed. Also the speedo must never read less than the actual speed.

Manufacturers carry out all sorts of tests to ensure that all of their speedos fall within this range and they will change the physical factors to test both extremes. They will like change the load, the temperature, the amount of tread, the tyre pressure and such like. This means that whatever else is going on, if for example, you go through a 50mph speed trap and your speedo says 50mph, you are guaranteed that you will not be caught out. Of course, if your speedo is faulty, you are stuffed - because that is your responsibility !

The legitimate range of the speedo reading for a motorcycle is slightly different from that of a car. At a true 70mph a motorcycle speedo could legitimately show any value between 70 to 82 mph. That is one heck of a range in which any one speedo will sit. But it certainly isn't the case that all speedos are set to always read 10% more than the true speed. Your speedo might be one that is at the extreme end of the manufacturer's tolerance range, and under certain conditions it might be close to being spot on. But as pointed out earlier, how your speedo relates to your true speed will change daily or even hourly, as it is affected by tyre wear, temperature, type of road surface, heat, load,.....etc etc

So if you believe the common myth and assume incorrectly that all speedos read 10% faster than they should, your tyres are new, the gauge on the air-line over inflated them slightly, it is hot, you are by yourself and almost out of petrol, and you hurtle through a 70mph speed trap with 82mph on your speedo. In fact your speedo may well be accurate at this point and you are actually doing 82mph - well over the [ACPO's threshold](#) for a fixed penalty.

So - In my opinion:

- is the speedo accurate ? Only within quite a wide range.
- is the speedo reliable ? - Yes, absolutely - for telling you that you are travelling no faster than the speed that it shows.

The UK law demands that you have a speedometer, and it also places restrictions on their manufacture so that no vehicle can travel above a given speed limit without the driver knowing about it from the reading on their speedo.

The information on these pages has been obtained by research from [UNECE](#) , Garmin, my own personal observations and mathematical deductions. I am not an expert - follow the links and find out for yourself.

Nothing on these pages should be taken to imply that you can ignore the reading from your speedometer.

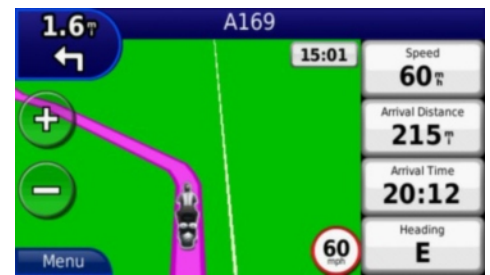
Satellite Navigation Devices (satnavs)

A satnav is much more accurate than a speedo, right? Well, no it isn't. I reckon that to describe a satnav as accurate it would have to give you the exact speed all of the time and it would have to update itself in real time. Neither these conditions is true of a typical car or bike satnav.

A typical vehicle's satnav does not show how fast a bike is going. It tries to work out how fast it has **been** going. In order to do this, it will calculate the speed using the distance between two or more points, and the time that it has taken to travel that distance. Forget about Doppler shifts - an ordinary bike satnav does not use this to calculate speed.

The problem with the satnav is that the 'fix' on its current position is subject to many external conditions - eg: the atmosphere, the weather, the terrain, the surrounding building, the view of the sky, the location of the satnav. If the locations of the fixed points are not absolutely accurate, the calculated speed will be wrong. A positional error of a few yards is quite a lot - especially if it takes a fix (say) every second. In order to compensate for this, a satnav is likely to use a sequence of points the first and last of which are a few seconds apart - a moving average - which results in a time lag before the updated speed is shown.

The problem of speed calculation might be compounded because in some situations, some satnavs seem to *estimate* where they are. These intelligent guesses seem to be influenced by having a route programmed in. Watch what happens when you take an unscheduled detour on a motorway slip road!



It is interesting to have your pillion watch what happens in a tunnel. My satnav assumes the same speed as when I entered, no matter whether I slow down or accelerate once inside. It will catch up with itself when I exit the tunnel, but suddenly it thinks I have done 100 yards in 2 seconds and pops 124mph onto the screen. Then it seems to gradually settle down to a realistic figure - I assume as the 'guessed positions' are removed from average speed calculation.

So it seems from my observations that rather than display the dreaded "Lost Satellite Reception" message which happened frequently with my early Zumo 550, there is something else going on in order for the satnav to maintain a service. Remember that the satnav's main function is to navigate, not to show your speed. If the position is suspect when the satellite signal becomes weak, it seems to compensate in order to keep the navigation system alive by using its best guess. This then has an effect upon the speed that it displays. ie it will be wrong. Probably close, but wrong.

You can check all of this for yourself - or get your pillion to notice - you need to focus on the road. Note the displayed speed lag behind as you accelerate or decelerate. Observe what happens when you increase the speed slightly along tree lined streets; on concrete lined urban motorways; in heavy traffic; along twisty roads; going uphill. Keep a constant speed on your speedo and notice your satnav speed fluctuate. Stand in your garden with your satnav and watch report that you are heading north at 3mph. These are typically caused by the errors in locating a position precisely.

No - accurate is not a word I would use to describe the speed shown by my satnav. However, I believe that I get a more reliable reading if I am travelling on the level, at a constant speed, if there is a good view of the sky above and to the sides, if I am on the plotted route and if the displayed speed isn't fluctuating. In these circumstances I find that my satnav shows a speed which is consistent with (but not the same as) that on my speedo. Yes, I use my satnav speed reading - it is on top of my dash and much safer to glance at. I know how it normally relates to the speedo speed, and generally, I believe that my satnav is closer to my true speed than my speedo - but I don't trust it implicitly.

So, In my opinion:

- is my satnav speed accurate? Possibly, but only under certain conditions.
- is my satnav speed reliable? No. I cannot look at the reading on a satnav at a single point in time and state categorically that the reading relates to my actual speed.

So How Do You Know How Accurate Your Speedo or Satnav Is?

Give your pillion a stopwatch, find a measured mile, do some experimental runs and then do a bit of maths. But do this on a different day and you will get different results. Even for the satnav.

But whatever you may discover about your speedo or satnav, your speedo it is still the only legally recognised device on your vehicle and it is designed to ensure that you can never go faster than the speed limit without being aware of the fact - regardless of load, temperature, tyre wear and tyre pressure, or other external influences.

I read someone's post on a newsgroup the other day. I thought that he made an excellent point:
'Your speed is what the law enforcement officer says it is. Nothing else counts.'

Continental Riding and Garmin Speed Alerts

Changing the Settings on a Zumo 660

What many of us regard as another piece of ridiculous legislation from the French authorities seems to be spreading into other parts of Europe. But, we are guests in their country, so who are we to argue ?

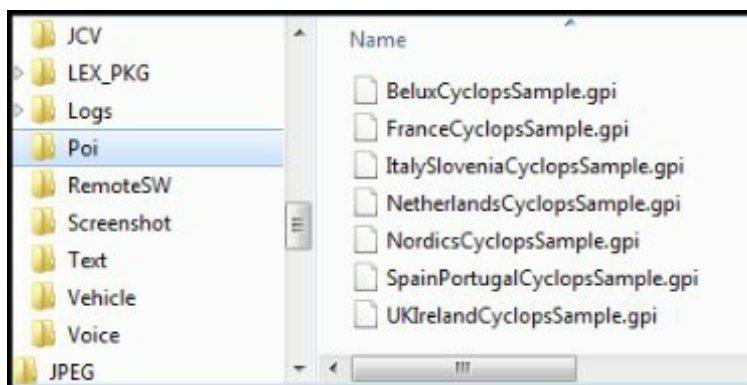
It seems that the legislation that applies to speed trap detectors, is in practice being applied to anything that can alert you to the presence of safety cameras - and many satnavs fall into this category.

Turning off the warnings on the Zumo 660 is easy. Follow the pics from left to right:



There is another, more effective way. Plug your USB lead into the Zumo (the socket is behind the battery door) and wait for your computer to recognise the device. It should present you with two new drive letters which you can open (it depends what operating system you have as to how it shows you this). Find the Poi subfolder inside the Garmin folder.

It is a little confusing because both of the drives on the Garmin (one is the internal memory, one is the MicroSD card, if you have one fitted). If the Poi folder isn't there, try looking for it in the other drive letter.



Copy all of the gpi files somewhere safe, and then delete the ones that you don't need from the Zumo. That way, you can put them back again at a later date, if you wish.

Warning. *If you delete files from your Garmin that are needed for normal operation, your Garmin may stop working. Please make sure that you understand what you are about to do before proceeding.*

The speed camera info is gone and the satnav will no longer alert you when you are approaching fixed or mobile safety cameras. It will however, show you the speed limits as usual and the speed indication will show as red if you exceed the speed limit. But in my experience the speed limits on the Zumo are often well out of date.

However, this is perhaps the most useless Snippet that I have written. It is correct, but it occurs to me that I might be left in an awkward situation, and I will have to learn the French for: 'Honest Officer, I **have** deleted the speed camera information for France from my satnav'. Yes, I know the box is still ticked, but it only shows UK cameras. The data for France has been deleted. No, sorry, there is no way that I prove that without plugging it into a computer, but if you carry the satnav and watch it as you run as fast as you can towards that speed camera, you will see for yourself. '

What do you reckon ? Yes, me too. I think I'll just untick the box.



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PanTalk is an occasional magazine produced by and for members of Northern Pan Riders - a motorcycle touring club for owners of touring 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 the Chairman's Report

Tony for the Black Pudding Run report

Dick and the IAM for the Filtering Suggestions

John for the SatNav articles, website report, and routes

Paul King for the Border Raid Ride-Out and Videos

Garry, Richard & Anne and Alan & Netty for leading the rides in this edition of PanTalk

369.93 thanks to Anne for hounding us for our £1 coins

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

www.northernpanriders.co.uk

www.nprclub.co.uk

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

Also, random notices and comments on Facebook:

[Northern Pan Riders Pan European](#)

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