

Pan Talk

Issue 9 - June 2015

The Occasional On-Line Magazine of The Northern Pan Riders



The Cover Photo



The story behind the June cover for PanTalk is related to the launch of the new website in November last year. We had been trying to capture a decent photo for a few months - without success. The problem had been to obtain a wide shot with enough room on the left of the photo for the website title and sub heading. The photo was taken at the AGM which was held at Catterick Golf Club - to the bemusement of some of the golf club members who didn't know what was going on or why we were lining up our bikes in the parking places reserved for the golf club committee.

Below is the original straight-on photo. Below it, and slightly modified by gradually darkening the grass between the fence posts from right to left is the same photo as it appears on the website. The darker background was needed on the left to make the white text a bit easier to read.



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A Tour of the Northern Pennines

A superb club ride out with Ken & Sue
Sunday 10 May 2015

The slightly later start at 10:30 gave the group of Ken, Sue, Richard, Anne, Andy, Tracy, John, Lynne, Alex, Lee, Alan, Garry and Dave plenty of time to assemble and natter before the off. The morning air was still chilly, but the sun was out and so was the sun cream.



The ride up Dere Street and then along the A67 was quiet and completed at a good pace, but the B6277 from Barnard Castle to Middleton had a few inconveniently placed vehicles and traffic lights and the group became fragmented for a while. No problem, we had the radios, and everyone was going to stop at Middleton-in-Teesdale anyway. We parked in the parking area on the right and descended to the quiet cafe on the left. 40 minutes was just about right, before setting off north west to follow the Tees valley, uninterrupted past High Force and Langdon Beck to the summit at nearly 2,000ft, before dropping down again into Alton. The weather had changed somewhat from when we set off but so far the wind and light rain had been unobtrusive. At this height though, the gusts were having a significant effect on the bikes' ability to maintain a smooth line through the exposed bends.

Down the steep damp cobbles of Alton's main street trying desperately to slow the bike down for the left hand bend without touching the front brake, and then began the superb gradual climb to Hartside. The final exposed section before the cafe at the top had the wind blowing very strongly from our left, and with the bikes leant permanently against the blast we struggled to keep them on the tarmac before eventually reaching the sheltered side of the hill beyond Hartside Café. We stop for lunch at the The Village Bakery in Melmerby and are greeted cheerily by the staff - in contrast to the last time that I stopped here a few years ago. Personally, I have avoided it since, and the new management came as a very pleasant surprise.

A run to the bridge at Langwathby and a few back roads to Culgaith before joining the A66 skirting around Appleby to Brough and then down to Kirkby Stephen. At Nateby we turned left and over Lamps Moss and Birkdale Common - rather innocuous sounding names for a piece of desolate moorland that rises to more than 1500 ft - before dropping down into Swaledale and through Keld, Thwaite, Muker and Reeth. At Reeth, the sun was cracking the flags and we have a welcome break at the ice cream shop on the green, before setting off on the final leg through Swaledale to Richmond and Scotch Corner.

Many thanks to Ken and Sue - a brilliant run Ken, nicely paced and with well distributed P&T stops.



Tracey, Andy, Garry on the green at Reeth



Tracey, Andy, Garry, Dave



Anne



Alex



Lee and Ken

A Scottish Border Run

A Brilliant Day Out on Dale and Sue's First Lead with the Club
Take 2 - Sunday 19th April 2015

The omens were bad when we set off from Sedbury layby on 12th April. As soon as first gear was selected it started to rain, and it got progressively heavier as the day moved on. Dale's attempts to avoid the main roads were excellent, but on this day, they only served to get us wetter, as the fairing doesn't protect against rain when we are riding slowly. The only dry patch was going through the Tyne Tunnel after which we took refuge at the Silverlink MacDonalds.

A quick discussion and we decided to abort. It wasn't just the rain - snow was forecast over the Cheviots and the low lying cloud in the distance certainly looked to be more than just mist. Some went on for lunch at a nearby pub. Others, cold and wet from gear through which the incessant rain had found chinks, turned round and headed back down the A19.

The route was too good to cancel, so the following weekend, we tried again. This was much better. The sun was out, the sky was blue with white clouds and we made good progress northwards towards the East Coast at Cresswell. 100 minutes since we set off, a break and a cup of tea at the roadside kiosk was a welcome opportunity to stretch legs. From here, the A1068 to Alnmouth is good, the B1339 to Beadnell and Seahouses is even better, and we have an hour at the Fish and Chip cafe on the roundabout.



Lunch Stop - Seahouses



Bamburgh Castle, after lunch, still heading north

Bamburgh Castle looms large in the long distance views and heralds the turn west away from the coast to skirt around the northern edge of the Cheviot Hills. Confusingly, we are heading South as we cross the border into Scotland, and the ride through the next village at Kirk Yetholm for me is a little disappointing. The village pub on the right marks the end of the 270 mile long Pennine Way, which is due to celebrate its 50th birthday on the following Sunday. There's no sign of the occasion.

We join the main A698 and then the A68 to head south to Jedburgh, where we take a break at the cafe at the Woollen Mill. Although only just over an hour since our stop at Seahouses, some of us are getting cramped legs and the opportunity to stretch and walk around is most welcome. John breaks out the 61st birthday cakes that he has been carrying around in his top box, surprisingly unscathed.



The A68, a few miles south-east of Scottish Border at Carter Bar, approaching Catcleugh Reservoir.

We continue south, chasing the border back into England which we can see on the top of the line of hills to our left - heading in roughly the same direction. Eventually, we catch up with it as the sublime sequence of hairpins with a dry grippy Shelltex surface snakes its way up to Carter Bar. No piper today though.



A68 Approaching Carter Bar on the Scotland side.

The A68 from here passes through some of the most unpopulated countryside in the whole of the UK. And is always a delight to ride. The views over each rise across wide open moorland are superb, but the straight, hump-backed roads present a problem for group riding as slower traffic on the no-overtaking sections hold up the ones at the rear for a couple of minutes at a time. Eventually, with fewer twisties to enable them to catch up (legally at any rate), the group becomes separated, and at some point those heading towards Tyne-side peel off and the remainder continue south towards the A1 at Scotch Corner.



A very soggy Alex on the first attempt at this ride, pulling into Silverlink car park.

A great day out and a brilliant ride.
Many thanks to Dale and Sue.



B6275 - Dere Street - heading south towards Piercebridge

Mystery Weekend

Richard & Anne take us on a wet weekend in Wales

28 - 29 March 2015

The ride started on Saturday morning in Glossop, but a few of us were lucky enough to be able to start the weekend with superb weather on Friday, staying overnight at the Travelodge in Glossop. For Lynne and I this meant having a superb ride in brilliant sunshine zig-zagging down the Pennines. Dale & Sue, John & Lynne, Graeme & Sally, Alex & Ann, and Dave & Kath all enjoyed an evening meal and a natter in a crowded Wetherspoons. It seems that in Glossop, this is the place to be. For us, it was directly under the hotel and an obvious choice.

The rain started as soon as we emerged from breakfast on Saturday morning and we assembled at the Glossop Cafeteria, a couple of hundred yards from the hotel. Andy, Richard & Anne, Alan & Jeanette and Clive & Ursula had all had an early start and a very wet and extremely windy journey to get from home to Glossop. It didn't make much difference - 5 minutes or 90 minutes in this rain and we were all as wet as each other.

With wet hands squeezed torturously into damp gloves we set off from Glossop towards Buxton trying to satisfy the conflicting demands on a suitable visor position made by the misting of the inside and the driving rain outside. Other than this, the ride to Buxton and over the moor to Congleton was uneventful. The rain eased and the sun came out as we rode south of Nantwich on pleasant back roads. It was around here that Tony joined us, slotting in behind Richard.



We had a good lunch stop at the Midway Truck Stop - Pees Heath, just south of Whitchurch at the roundabout where the A41 and A49 separate.

The run into Wales started when we picked up the A5 and turned left to Llangollen, but the really fun stuff began as we turned off onto a section of the brilliant A494 towards Bala. Normally teaming with Sunday boy racers, the rain had kept most of them at home. The bends in the heavily wooded sections had to be treated with respect, but this road is always fun, and gets better as we turn onto the A4212 at Bala, climbing up to the wide 180° bend at the northern end of Llyn Celyn. These are all popular biking roads, but much less frequently used is the stupendous B4391 which crosses the high moor to Llan Ffestiniog. This is probably because in Snowdonia the cloud base is often lower than the road, and we were soon reduced to tiptoeing around the bends unable to see much more than one rider ahead of us.

Dropping from the heights and into Ffestiniog, the mist cleared, the rain had stopped again and we enjoyed the grippy but wet roads skirting the western flank of Snowdon, through Beddgelert and on to Caernarfon and onto a car park that was so steep that bikes had to be manoeuvred precariously with one foot unable to touch the ground. Those of us that had already managed to park helped to steady the bikes of members who were struggling into the steeper parking bays.



The hotel was excellent - and many thanks to Richard who spent much time locating it at short notice after the owners of our original booking turned out to be incomplete - after being gutted by a fire a couple of months earlier.

Here, the food and the accommodation were very good and we had an excellent evening.



*On board video capture - nearing the top of Llanberis Pass.
Directly above Tony's head, the waterfall being blown back up the hill.*

As on Saturday, the rain started just after breakfast - in time to get drenched loading the bikes and extricating them from the north face of the hotel car park. Graeme and Sally decided to head off to Anglesey for part of a Britbut challenge, and the rest of us head back into Snowdonia via the Llanberis Pass. The wind is quite strong and the steep sides of the pass, with Snowdon on the right and Glyder Fawr on the left, funnel the wind and it gets quite blustery, frequently catching the bikes by surprise. Up ahead, the heavy rain overnight has swelled the flow of the mountain streams and the wind is blowing the resulting waterfalls back up the hillside.

Joining the A5 at Betws-y-Coed we then head across the wild moors above Denbigh. Superb roads and relatively traffic free, and we have a break at Sam's Cafe near A&D Motorcycles in Denbigh. The return to England is via Mold, Wrexham and on to Winsford for an hour's stop at Wharton.

A good pub-grub carvery lunch and we set off in different directions, mainly heading for the M6 north and then either the M65 or the M62 east.

A great run, a good hotel and some brilliant company.

Many thanks to Richard and Anne who organised the trip, went out to check out the hotel, book it and collect payments from everyone - and then had to do it all again in a rush when the original hotel, gutted by fire, would not be fully functional for the dates that had been booked.

Guess Who

A Member Shares his Bikes and Experiences

One Friday in September, three years ago, I was sitting chatting with my partner and pillion rider and mentioned that I fancied taking my motorcycle test. Things seemed to move quickly from that point and by Monday I had taken and passed my Compulsory Basic Training. 3 days later, I took the conversion, which allowed me to ride a 600cc bike with 'L' plates.

The trainers assessed my abilities and reckoned that I would need another 2 to 4 lessons in order to get my full licence - Mod1 training is taken on a playground practising emergency stops, dealing with slopes and U-turns. Mod 2 is taken out on the road with an instructor, and there is a classroom session where things such as the Highway Code and hazard perception are covered.

Within 4 weeks of that initial conversation, I had my full licence for riding a motorcycle, and for my 50th birthday in January I received a shiny Silver Kawasaki ZZR 1100.

Eager to step up, within 4 months I replaced this with an unrestricted Suzuki Hayabusa - theoretically capable of a top speed of around 200 mph and widely recognised as the fastest production bike of the 20th Century. Its name is Japanese for 'Peregrine Falcon' a bird which dives at a speed of around 200mph and which preys on blackbirds. Before the Suzuki Hayabusa came along, the Honda Blackbird CBR1100XX had been the fastest bike available.

I have to admit that with so little riding experience at the time, I wasn't really ready for this beast. It frightened me to death, and I needed to sell it. I replaced it with the BMW Dakar 650 GS - a big single cylinder thumper. It was awful and especially after the Hayabusa, it didn't seem to want to 'go'. I hated it and only kept it for a short while. So bike number 4 was a Honda Varadero - a 1000cc V-Twin adventure motorcycle. I felt much more at home with this and was very happy with it.

Having no excuse to go and buy another bike to replace the Varadero, I fancied a second bike to keep it company. I had my eye on a black Kawasaki Z1000 short wheelbase street fighter and went to Tom Conway near Durham to view a model that he had available. It was a white one and it really didn't do it for me so I set off home, stopping en-route at Stephen Billau Motorcycles in Darlington. He had a black one, and I fell in love with it instantly. I hadn't ridden it, this was based just on how it looked. I had



Bike #01 - Kawasaki ZZR1000



Bike #02 - Suzuki Hayabusa



Bike #03 - BMW Dakar 650 GS



Bike #04 - Honda Varadero

to leave it in Darlington in order to get transport to take it back home. When I eventually got the bike home, the heavens opened and it threw it down. For five days. I was itching to get out on it, and when eventually the rain stopped, I took it for a 37 mile ride around Huddersfield, got back home again and immediately put it up for sale. I hated it.

My 5th bike was a step up in engine size - I went for a Suzuki GSX 1400, a retro style, in-line four cylinder muscle bike with serious power at low revs. I loved everything about it except that being so exposed at 70mph the wind did its best to drag you off.

At this point, just in case you haven't been taking notes, I had the Suzuki GSX 1400 up for sale and the Honda Varadero. I was looking around for something to replace the Suzuki and came across a silver 2004 ST1300 Pan European. I had absolutely no intention of keeping this - it was going cheap, and I reckoned that I could make a profit by selling it on. Bruce brought it round on his trailer and I went out for a ride on Saturday and Sunday. I liked it that much that I decided to sell the Varadero and keep the Pan.

I actually had no intention of selling the Pan, but Graeme - the Northern Pan Riders club chairman at the time - had written off his own Pan and was looking for another. Did I know of any for sale anywhere? Well as it happened, I had seen an red 09 model which looked good, so I agreed to sell my silver 04 model to help Graeme to replace his stricken bike, and I bought the red 09 model. This didn't feel right. It didn't ride nearly as well as the silver one that Graeme now has, and I didn't like it nearly as much - so with a mere 4000 miles on the clock, I sold it.



Bike #05 - Kawasaki ZZR1000 Streetfighter



Bike #06 - Suzuki GSX1400



Bike #07 - A 2004 Honda ST1300 Pan European



Bike #08 - A 2009 Honda ST1300 Pan European

I decided to stray from the Pan and went over to Ireland to collect a 1200 BMW LT and ride it back. It was Valentine's Day and we had a romantic meal booked for the evening, but there should have been no problem in getting home in time. The weather decided otherwise, throwing at me the worst storm that we'd had in years. I was late back and the romantic meal had to be cancelled.



Bike #09 - A 2004 BMW 1200 LT



Bike #10 - A 2004 BMW 1200 LT

I really liked the LT, and fancied getting my hands on one of the last models to be made - an 09. The last time I switched from an 04 to an 09 was with my two Pans, and it didn't quite work out as intended. I wasn't going to get caught out again, so when I found an 2009 LT in Scotland, I kept my 04 model for a while just to make sure that the newer one was better than the older one. There were no such problems - and at last, this seemed to be the bike for me. This new BMW LT was a superb touring bike, and I felt really comfortable with it.

But I was back to just one bike. My touring bike was sorted out, and for my other I quite fancied the BMW twin which Garry (a previous club chairman) has. So I bought a 58 reg BMW 1200 GS and really liked it and 3 months later decided to update it for one of the later models which retained the air cooling. This was a BMW 1200GS Adventurer with twin overhead cam shaft.

I love this bike, and to date, it is the longest that I have owned any motorcycle - 10 months !



*Bike #11 and #12 - A 58 reg BMW 1200GS
Outwardly, the later BMW1200GS Adventurer looks identical.*



*Bike #12 - A 58 reg BMW 1200GS
Outwardly, the later BMW1200GS Adventurer looks identical.*

The new GS looks identical to my previous '58 version. You would be hard pushed to spot the difference - except for the stickers on the left rear pannier ! One of the benefits of having the newer GS model is the increased power that it provides. The figures stack up well against the ST1300 and the BMW LT- all three bikes have broadly similar figures for power and torque - but the GS is 63kg lighter than the Pan and a massive 122 kg lighter than the LT.

The effect of having the same power but extra weight was instantly noticeable as soon as I went back to the LT that I loved so much. Now, compared with the GS, the LT was sluggish and unresponsive, and it felt as though it couldn't pull the skin off a rice pudding. The contrast in how my two bikes felt was something that I couldn't live with, so the LT had to go.

In its place I bought the BMW 1600 GTL, a sloping, 6 cylinder in line motor which is slightly lighter than the Pan and has oodles more power and torque.

Meanwhile, the new liquid cooled GS Adventurer caught my eye and I had a test ride, never intending to part with my recently acquired air cooled model, but I was smitten and had to change.

So my current stable is the BMW 1600 GTL tourer and the BMW 1200 GS Adventurer. And I love them both.



Bike #13 - A BMW K1600 GTL



My new, liquid cooled BMW1200GS Adventurer.

Fact sheet No. 23/001
WHAT IS ADVANCED MOTORCYCLING ?

“Advanced” motorcycling is the ability to control the position and speed of the machine safely, systematically and smoothly, using road and traffic conditions to make reasonable progress unobtrusively, with skill and responsibility. This skill requires a positive but courteous attitude and a high standard of riding competence based on concentration, effective all round observation, anticipation and planning. All this must be co-ordinated with good handling skills. The motorcycle will always be at the right place on the road at the right time, travelling at the right speed with the correct gear engaged and can always be stopped safely in the distance that can be seen to be clear.

THE PRINCIPLES OF ADVANCED MOTORCYCLING

- Do you concentrate and avoid distractions?
- Do you read the road and anticipate potential hazards in good time?
- Do you always react to hazards early enough and do you deal with them in a planned and systematic way?
- Do you use the mirrors and all round observation links effectively before changing speed or position, and do you give the appropriate signals in time when they would benefit other road users?
- Do you ride with reasonable restraint, but not indecision?
- Is your judgement of speeds and distances always accurate?
- Do you ride with courtesy and consideration for other road users, including pedestrians?

HANDLING SKILLS

- Do you steer the motorcycle safely and effectively?
- Do you brake smoothly and progressively?
- Are all your gear changes made at the right time and at the right road speed?
- Do you use acceleration sense?
- Do you use the controls used with finesse and sensitivity?

ADVANCED MOTORCYCLING SKILLS ON THE ROAD

- Where conditions permit, do you maintain a safe and sensible level of progress?
- Do you anticipate and react correctly to situations that develop ahead?
- Do you adopt the correct road position, and maintain the right distance from other vehicles?
- Do you approach all signs, signals and road markings correctly and obey them?
- Do you overtake smoothly, decisively and safely?
- Do you exercise proper restraint and sensitivity of control when roads are slippery or visibility is reduced?

Why not think about taking a Skill for Life course with the IAM? To find out how to improve your riding skills, or for advice on any aspect of motorcycling, contact:



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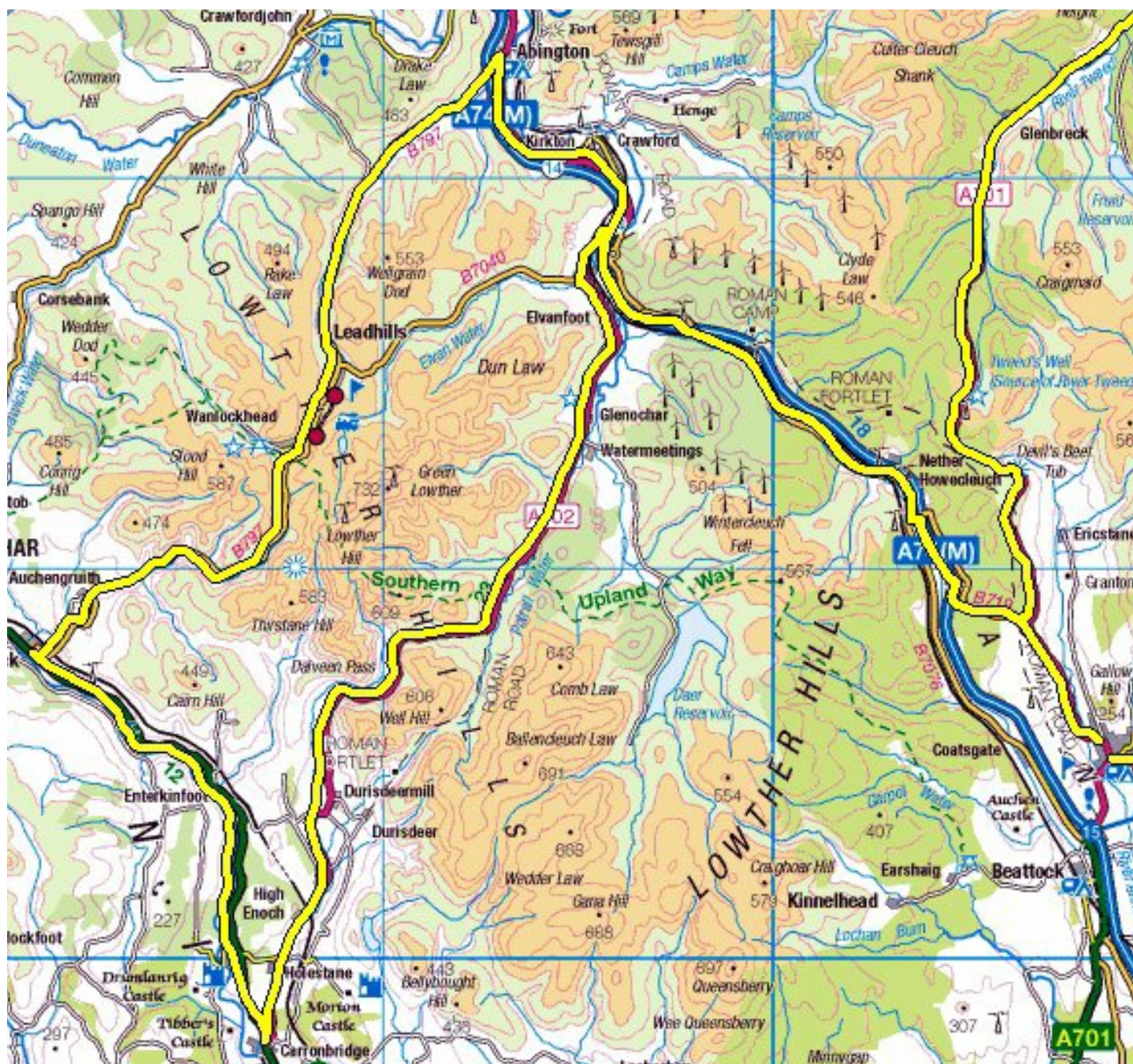
Moffat Figure of Eight

An Exhilarating 133 Mile Suggestion

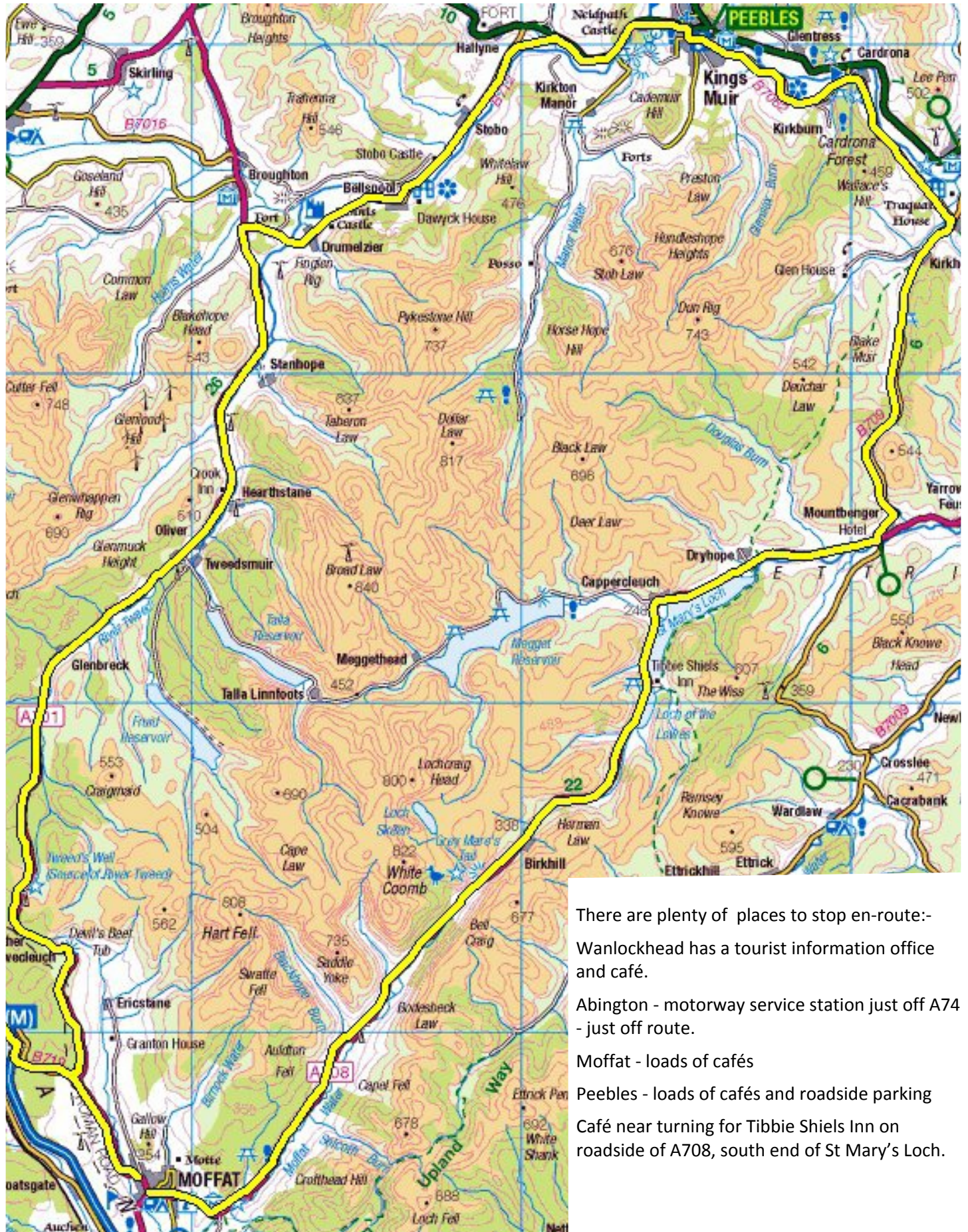
Obviously this route can be done as two separate rides, and there are variations which would create a circuit rather than a figure of eight. However, the object of this little exercise was to pull together what I consider the best motorcycle roads in the area - or anywhere come to that. The A701 north from Moffat, the A702 southwest from Moffat, the A708 north-east from Moffat and the B797 through Wanlockhead.

Starting from Moffat, take the A701 north for a short run before leaving it (shame) to take the B719. This is a quiet side-road, often gravel strewn and potholed, but it is worth it just to do the first bit of the A701, and joins up with the B7076 - the old main road to Glasgow/Edinburgh. The B7076 is quiet, fast, and much more interesting than the A74M which runs alongside it. Slam the brakes on as you almost miss the left hand turn across the motorway to head back south towards Elvanfoot and the A702 Dalveen Pass road. In the past, this route has been spoiled by its dusty, potholed and gravel strewn surface, but in May last year it had been freshly re-surfaced. All of it. Its mixture of tight and open bends are a delight, and the visibility of the route ahead is superb.

A short run north up the A76 towards Sanquhar to reach the start of the narrow B797 which winds its way up the narrow glen towards Wanlockhead, the site of the highest pub in Scotland, a quaint pixie-village, and a cafe / tourist information centre which sells gold panning equipment and courses in gold panning in the burns. As far as I know, you get to keep whatever you find. Continue on the B797 towards Abington and pick up the B7076 south.



The turn-off left retraces the narrow side road from earlier to rejoin the A701. Turn left to enjoy the remainder of this superb run up to the Devil's Beeftub at the head of the valley, and down the other side into Tweedsdale. A right along the twisty windy B712 towards Peebles and Innerleithen. Another right takes you south on the B709 - an old coaching road which sacrifices straight roads in order to maintain a steady gradient to the summit. This drops down onto the A708 - often cited as the best riding road in Scotland, past Saint Mary's Loch. Although if you have just done the rest of this ride, I think you would be hard pushed to agree with that assessment.



There are plenty of places to stop en-route:-
Wanlockhead has a tourist information office and café.

Abington - motorway service station just off A74 - just off route.

Moffat - loads of cafés

Peebles - loads of cafés and roadside parking

Café near turning for Tibbie Shiels Inn on roadside of A708, south end of St Mary's Loch.

Ticked Off The List

Barry Shares a Detour That is Well Worth Doing

It has been getting to me for years, just in the back of your mind all the time. That route.

I have been very lucky I have ridden most roads in the UK, 33 European countries and 18 States in the USA. I'm not bragging just giving a little background, but there was one small area just one road that I have not done, and come hell or high water I was going to do it.

I was off to Scotland for a bike rally and although out of the way as it is I was determined to do it.

There were four of us in the group who also give no mercy, if they don't like something they will tell you, and you will get ribbed for years about it. They also never seem to be pleased with anything. Take them to the Lakes and it's 'why do we want to look at some water? I can look at water in the bath at home if I want to look at water'. So I told them I was going the long way round to the rally and I would see them there. But no they wanted to see what all the fuss was about.

So with doom in my heart we set off early one Friday morning to the rally. The route was the A77 going on to the A78 in Ayrshire. Now everyone in the club will now be giving a big sigh and saying we have all done the road but I hadn't. It's one of those routes that everyone misses unless you're going to a particular town there. I'm the same I have been to Stranraer to get the Ferry to Northern Ireland to do the other famous northern coastal route, and I have travelled many times though Glasgow to beyond but never on the A77.

Some people say you should never meet your heroes as they will disappoint, and some roads are like that. You look on the map and think that will be an amazing road then you do it and bang - well I won't be doing that one again. But the coast road in Ayr is amazing and well worth the trip.

It will take you a lot longer than you think but it's so worth it. The road is 97 mile long starting in Innermessan, Through Lendalfoot, Girvan, Fisherton, Seamill, Inverkip, and on to Gourock. It is just one great roller coaster of beauty, around every bend a view that is a delight.

We set off from Darlington and it took us all day with a fish and chip shop stop for lunch and I wish we could of spent longer. There is so much to see and we didn't even stop to see the Electric Brae optical illusion, where the down hill seems to roll up hill.

What did the lads think.....Well they thought it was great, I thought they where taking the mick at first, but no they meant it and told everyone they met what a great day they had had. If you get the chance do it you won't regret it.



Barry

The Bike Line-Up - Photo taken from the A77 near Girvan, looking out to the curling stone granite island of Ailsa Craig



Crack on to Krakow

Recollections of a tour in 2014 through the Netherlands, Germany, Poland, the Czech Republic, France and Belgium

On Friday 25th July 2014, Ann and I left our Swaledale home and set off to meet Graeme and Sally Dawson and David Hudghton in Hull for our ferry crossing to Rotterdam, at the start of our 2 week Continental tour.

Following disembarkation, we headed east through the busy and crowded Netherlands motorway network and crossed into Germany, transiting through the heavily industrialized Ruhr Valley. As the countryside opened up and started to undulate the ride became much more scenically interesting. Progress was good and by mid afternoon, after 265 miles, we arrived in Kassel, our first overnight stop. The city, which has almost 200,000 inhabitants, is located on the Fulda River in Northern Hesse. Although the Premium Motel am Park was new and not quite complete, it was very comfortable and offered an excellent standard of food and service and represented very good value for money.



The following day we set off into the former East Germany for an en route visit to Colditz Castle. Having been painted white, the castle had lost some of its forbidding qualities, which many of us can remember from the 1955 film "The Colditz Story" and the 1970s BBC TV series. Its origins date back to the 11th century, and the castle has been rebuilt and modified over the centuries. It has been used variously as a workhouse, a mental hospital and a sanatorium. When the Nazis came to power in 1933, they turned the castle into a political prison for communists, homosexuals and Jews and other people they considered undesirable. Starting in 1939, it became a high security POW camp for "difficult" allied prisoners. It is well worth a visit and the stories of the various escape attempts are truly remarkably, especially when you can see the physical obstacles that had to be overcome.

Our second night was spent in the Hotel Pension Karden in Dresden, just a short distance from Colditz and 223 miles from Kassel. Unfortunately, we did not have sufficient time to visit the city centre, which had been totally reconstructed after the four highly controversial and devastating bombing raids in February 1945, when over 1200 Allied bombers dropped more than 3,900 tons of high explosive and incendiary devices on the city. Nevertheless, we found a very pleasant Italian restaurant to while away a most agreeable evening.

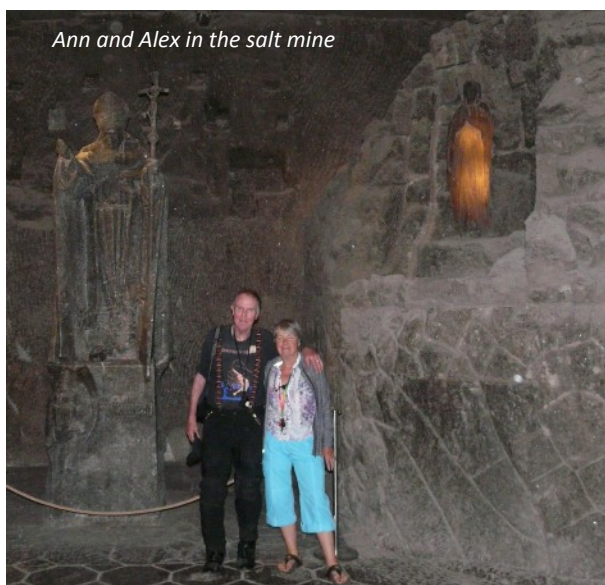
After an overnight thunderstorm and associated heavy rain, the following day started warm and continued to get hotter. By the time we crossed the border into Poland the air temperature had reached 37C and the road temperature was 46C. It was bearable whilst travelling at 80mph plus, but the heat in the queues for toll roads was stifling. After travelling 327 miles, the longest leg of the trip, we arrived at the Hotel Karpik (Carp in Polish), which was situated about 25 miles outside Krakow. The hotel had been recommended by one of Graeme's Polish workmates, who knew the owners and had held his wedding reception there. It was in a very rural setting and was surrounded by lakes, full of, yes you have guessed... Carp. The nearest town, some 3 miles away, was Wadowice, now famous as the birthplace of Pope Jean Paul II. Our fellow guests, all Polish, were a mix of fishermen and young families. The hotel was modern and provided a good standard of facilities, apart from the drains smell, a familiar feature for many of us who have stayed in Continental hotels in years past. The members of staff were friendly, but apart from 2 of the younger ones, they did not speak any English. This made ordering food an interesting experience, and after several hits, but mainly miss experiences, we learnt the Polish for omelette and stuck with it.



Auschwitz 1 entry gate



Birkenau railway line



Ann and Alex in the salt mine

On the first full day we decided, as planned, to visit Auschwitz which was only 15 miles distant. Auschwitz 1 was originally built as a barracks for a Polish Army unit and was initially converted by the Nazis to hold Polish political prisoners, who began to arrive in May 1940. The first extermination of prisoners took place in September 1941, and Auschwitz II–Birkenau went on to become a major site of the Nazi “Final Solution” to the Jewish question. At least 1.1 million prisoners died at Auschwitz, around 90 percent of them Jewish. Many of those not killed in the gas chambers died of starvation, forced labour, infectious diseases, individual executions, and medical experiments.

It was another very hot day and the site was crowded with groups of visitors of many nationalities. We joined an organised tour that started in Auschwitz 1, entering through the gateway with the infamous and ironic sign “Arbeit Macht Frei” (work makes (you) free). Located in the old barracks were a series of buildings that had been used for torture, execution and for medical experiments led by Josef Mengele. Others contained photographs and the hair, clothes and some of the personal belongings of the inmates. We then went on to Birkenau, the largest of the sites, where most of the exterminations took place. I was struck by the size of the real estate now mainly empty, with the demolished but clearly recognizable gas chambers. A few huts that housed the prisoners had been preserved, along with the iconic main entrance building with the arch spanning the railway line and one of the cattle trucks used to transport the inmates.

I feel I am in danger of going on too long about Auschwitz, but it had a profound impact on me, as it does for most who see the remnants of the facilities used for state organised industrialised murder. But I, like others, found the personal items most moving, like the suitcases with the names of the owners written on their sides and the piles of shoes, many having been worn by children.

The following day we rode to Wieliczka, a town on the outskirts of Krakow, to visit the famous salt mines. Started in the 13th century, the mine was in continuous use until 2007. It has since become a major tourist attraction because of its size and the extent of the workings and for the numerous rock salt carvings, including dozens of statues and 4 chapels. The tour involved a lot of walking and we all wondered, as we continued ever downwards on the series of flights of stairs, whether we would have to repeat the exercise on the way up. It was a fascinating place that was well worth the visit, and for a time kept us out of the scorching sun. The return journey to our hotel was enlivened by a major thunderstorm and torrential rain which succeeded in soaking us all to the skin.

On the 3rd day we decided to visit Krakow city centre and, by way of change and to avoid what we were told was a complex road system with many one way streets, it was agreed to make the journey by bus. Fortunately, one of the English speaking staff was on duty and she gave us the details of the service which departed from Wadewice. We started by taking a taxi for the 3 miles to the bus stop and, as there were 4 of us on the back seat and I was pleased that the journey only took 6 or 7 minutes. The bus was routed through several small towns and villages on the way to Krakow and by the time we reached the industrial outskirts of the city it was standing room only.

Krakow is the second largest and one of the oldest cities in Poland. Situated on the Vistula River in the Lesser Poland region, the city dates back to the 7th century. Kraków has traditionally been one of the leading centres of Polish academic, cultural, and artistic life and is one of Poland's most important economic hubs and has been the capital of Lesser Poland Voivodeship since 1999. After the invasion of Poland at the start of World War II, Kraków became the capital of Germany's General Government. The Jewish population of the city was forced into a walled zone known as the Kraków Ghetto, from which they were sent to German extermination camps such as the nearby Auschwitz and Nazi concentration camps like Płaszów. Cited as one of Europe's most beautiful cities, its extensive cultural heritage across the epochs of Gothic, Renaissance and Baroque architecture includes the Wawel Cathedral and the Royal Castle on the banks of the Vistula river, the St. Mary's Basilica and the largest medieval market square in Europe.

Punctuated by frequent refreshment stops we walked across the city taking in the majority of the places of interest. We had a lunch stop in the Jewish quarter just a few hundred yards from Schindler's factory before walking back to the commercial area with its familiar departmental stores.

After settling our bill for the 4 night stop, an astonishing £146 for B&B, dinner and all our drinks, we set off on the next stage of the tour into the Czech Republic. The first leg was just less than 200 miles and took us to Brno the country's second largest city. Our overnight accommodation was in small modern hotel located by a large out of town shopping complex which was dominated by a Tesco store. As with most Continental countries the local bus service was cheap and efficient and, with the use of a good route map, we went into the city centre.

Brno, which has been inhabited since prehistoric times is now the administrative centre of the South Moravian Region. The city lies at the confluence of the Svitava and Svatka rivers and has about 400,000 inhabitants; its greater metropolitan area is home to more than 800,000 people. As we were only in Brno for one night and our immediate priority was to eat, we saw very little of the historic landmarks. We did spend time in the medieval square in the centre and enjoyed watching the world go by whilst enjoying a tasty and inexpensive al fresco meal. I made a mental note to try and return to see more of the city and the surrounding area.

The following day we set off on a relatively short ride to Prague via the motorway, as a time saver. The 120 mile journey looked easy on the map, but was, in reality, rather uncomfortable. The road, a relic of the Soviet occupation was crudely built with a surface akin to corrugated iron. There were a lot of road works as the Czechs attempted to upgrade the highway to something approaching modern European standards. Our hotel, which had the rather extravagant title of the Congress and Sports Hotel Olsanka, had the major advantage of a secure underground car park. However, the hotel décor and facilities were locked firmly in the 1970s and our fellow guests, who were mainly Russian, reinforced the feeling that we had entered a Cold War time warp. The Eastern bloc aura, which could have been drawn from a John le Carre novel, persisted in the utilitarian cafeteria where we jostled with large Russians of both sexes, most of whom emitted a strong whiff of BO. On the plus side the hotel was located fairly close to the centre of Prague and on one of the major tram routes.

We stayed in Prague for 3 nights, which gave us 2 full days to explore the city, which is a gem and a must visit location. It is the capital and largest city of the Czech Republic and the historical capital of Bohemia. Situated in the north-west of the country on the Vltava River, the city is home to about 1.24 million. Prague has been a political, cultural, and economic centre of central Europe with waxing and waning fortunes during its 1,100-year existence. Founded during the Romanesque and flourishing by the Gothic and Renaissance eras, Prague was not only the capital of the Czech state, but also the seat of two Holy Roman Emperors and thus also the capital of the Holy Roman Empire. It was an important city to the Habsburg Monarchy and its Austro-Hungarian Empire and after World War I became the capital of



Krakow Castle

Czechoslovakia. The city played major roles in the Protestant Reformation, the Thirty Years' War, and in 20th-century history, during both World Wars and the post-war Communist era.

Prague is home to a number of famous cultural attractions, many of which survived the violence and destruction of 20th-century Europe. Main attractions include the Prague Castle, the Charles Bridge, Old Town Square with the Prague astronomical clock, the Jewish Quarter, Petřín hill and Vyšehrad. Since 1992, the extensive historic centre of Prague has been included in the UNESCO list of World Heritage Sites. The city boasts more than ten major museums, along with numerous theatres, galleries, cinemas, and other historical exhibits.

As Ann and I had travelled to Prague some 10 years earlier we soon gained our bearings and managed to guide our fellow travellers to most of the must see sights. Food and drink prices are still very reasonable and of a high quality. Our experience of the tourist demographics in the hotel was also mirrored in the city itself. In contrast to 2005, when most visitors seemed to be British, the majority on this occasion were either Russian or Chinese.

Crossing back into Germany we were immediately struck by an improvement in the condition of the roads and by a rise in prices, measured by the cost of essentials such as beer and petrol. After a journey of 318 miles, the second longest leg of the trip, we arrived in Heidelberg for a stay in the Leonardo Hotel. Heidelberg is a major tourist destination and its popularity can be measured by the hotel prices. As a

consequence we ended up close to the airport and some distance outside the city. However, Germany being the highly organised nation that it is, we were able to get into the center quickly and easily by an efficient bus service.

Heidelberg, situated on the River Neckar in south-west Germany and with a population of 149,000, is the fifth-largest city in the State of Baden-Württemberg and is part of the densely populated Rhine-Neckar Metropolitan Region. It is a popular tourist destination due to its romantic and picturesque cityscape, including Heidelberg Castle and the baroque style Old Town and is well known for its distinguished 14th-century university. Built, destroyed and partially restored over several centuries, red-sandstone Heidelberg Castle stands beside the river on Königstuhl hill. During our brief visit I was able to give my fellow travellers a flavour for a city I have visited many times in the past and hopefully whetted their appetites for a longer stay.

The next day our 254 mile journey took us across the border into France and on to the town of Epernay, which is a commune in the Marne department in northern France. It is located some 130 km north-east of Paris on the main line of the Eastern railway to Strasbourg. The town sits on the left bank of the Marne and is the self-proclaimed capitale du Champagne and a home to many of the world's most celebrated Champagne houses.

We stayed 3 nights in the Ibis Centre Ville, which was an excellent base for walking around town and making a visit to the Mercier Champagne house in Epernay. After a short train journey to nearby Reims we visited the prestigious Maison Veuve Clicquot. In both places the champagne was stored in extensive tunnels carved out of the chalk, which had their origins in Roman times when the material was excavated for building work. We were also given a very interesting tour of a family vineyard belonging to the Champagne House Domi Moreau by Nathalie, the wife of the current owner. I was surprised to discover that champagne vine growing is still a very labour intensive business and the production of the wine also takes a lot of hands on work. The end product was of course excellent and a most enjoyable complement to the tasty local cuisine.

The final leg of our Continental tour involved a 195 mile ride to Zeebrugge where we boarded the P&O ferry back to Hull. After disembarking on Sunday 10th August 2014 we were met by the tail end of an Atlantic hurricane. After waiting in the immigration queue for about 1 hour and 30 minutes in the pouring rain, we had to remove our open face helmets to prove we were not illegal immigrants. The ride home was horrendous and by far the worst weather of our trip and I have never been so thankful for heated grips. Ann and I were so cold and wet when we arrived home we undressed in our attached garage and went straight into the shower just to get warm. It was an unusual end to a most memorable and enjoyable 2250 miles tour through 6 European countries. Our thanks go to Sally, Graeme and David for their companionship throughout the experience.



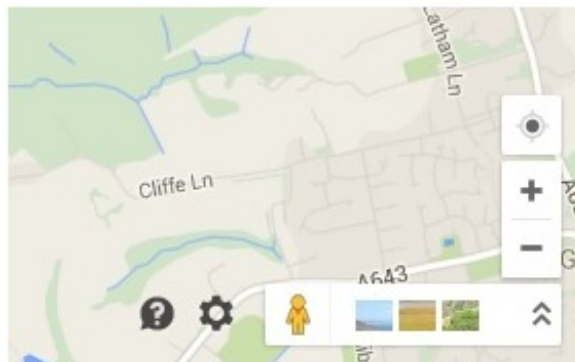
Prague skyline

Google maps

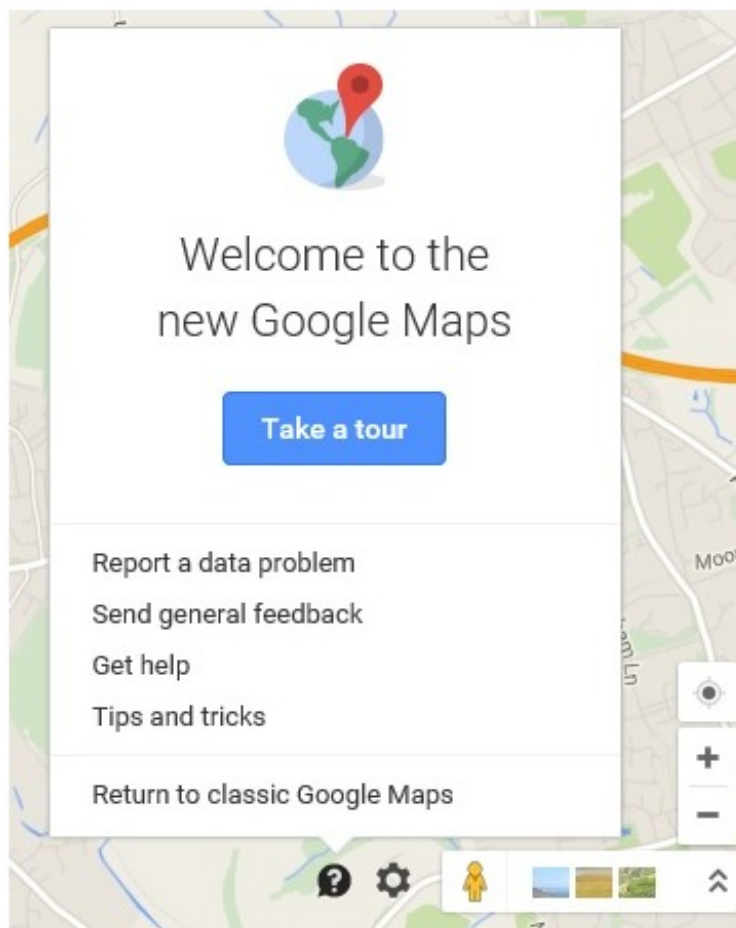
Google maps has changed this year. Many people like to use Google Maps to plan the routes for their SatNav. Richard saves us from getting a headache by solving the problems introduced by Google's 'improvements'.

If you are like me and prefer to use Google Maps rather than it's competitors, but get aggravated when Google tries to impose it's new maps on you, here's how to get back to classic maps!

When the new Google Maps loads, look to the bottom right hand corner.

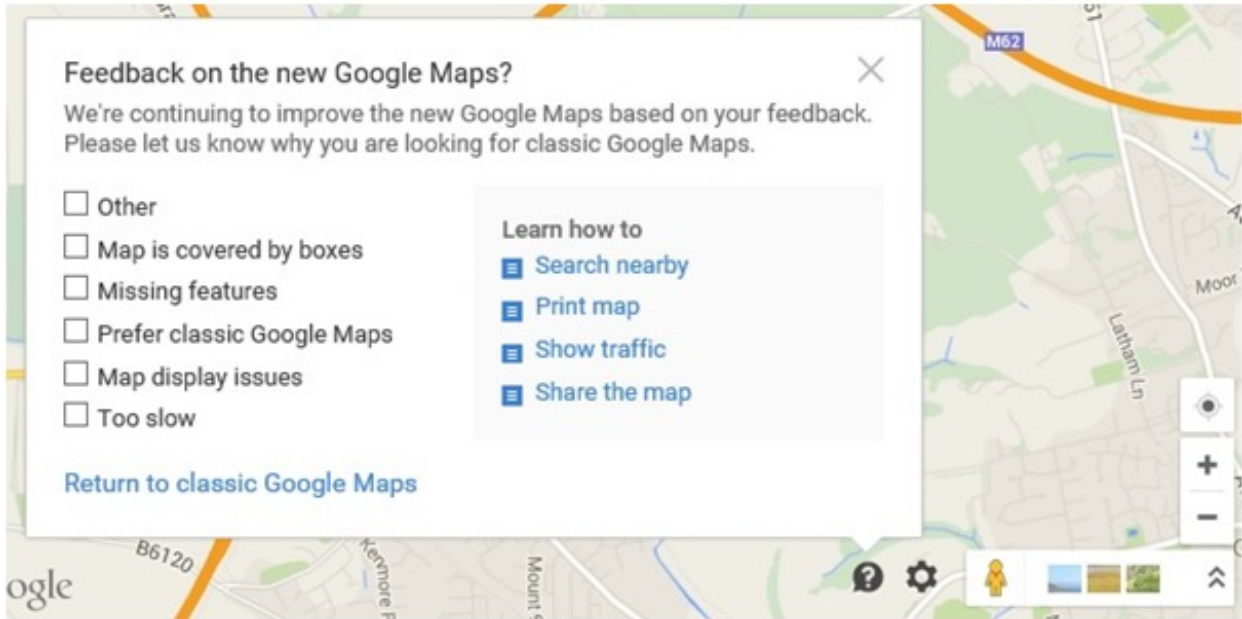


Click on the Question Mark "?" and you will see this below:



Click on "Return to classic Google Maps"

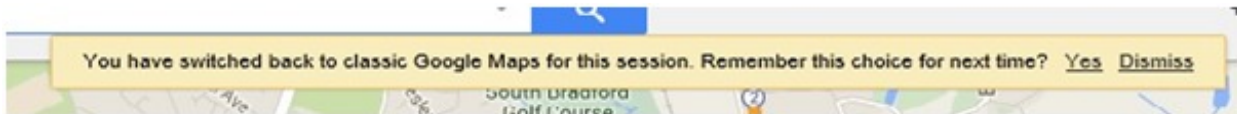
and you will see this



Tick the box “Prefer classic Google Maps” then click on the Blue Coloured text

[Return to classic Google Maps](#)

Then the next time you load Google Maps, at the top you will see



Click Yes, and that's it

but you may need to repeat this from time to time when Google tricks you into loading the new maps.

In the last issue of Pan Talk under Routes it mentions using 'Google Maps to GPX' - but Google has changed since this was written and the instructions will only work if Google is set to display classic Google Maps.

This is the problem I was having!

So if you wish to plan a route in Google Maps but don't know how see February 2014 Issue Page 14, and make sure your Google Maps are set to display in classic style, as described here.

Richard

USB Charger

A way of keeping phones, cameras and Ipad charged on the move

Something I have been meaning to do for ages - fit a USB charger. I found this little device at www.ultimate-mobiles.co.uk and thought I would give it a try. It is a dual USB charger with a total capacity of 2 Amps which is way above what many USB chargers supply. Handy for charging phones, cameras and Ipads on long camping trips when mains supply isn't always available.

The Ipad requires the full 2 Amps, in which case the 2nd USB socket needs to be left unconnected. A soft green glow comes from the unit when it is charging, and the waterproof lid is detected when it is fitted, and turns off the electronics inside.

I have fitted it in the back left hand corner of my top box, sitting on the shelf, with the bottom bit in the well underneath. Power comes in using a similar route that Honda use for their spoiler brake light. It is up to you to fit the appropriate fusing, although the same company supply a number of variations of this device for use with cigarette lighter sockets.

I have used it to charge my phone and my Ipad separately while riding and it seems to work well. I would be a little wary of charging the Ipad if the top box was absolutely full - it may get too hot in there.

Thanks to Ultimate Mobiles for letting me use the photo (top right). Their site is well worth a look - there are a lot of useful gadgets including a whole section for motorcycle related devices.

Additional Indicator Warning Lights.

Being tall, I have always had problems with the display on the 1300 Pan. When riding, I cannot see the indicator warning lights, unless I bend down a little bit as the little peak above the instrument display gets in the way. On my previous 3 Pan Europeans I have fitted small LEDs on the dash, but that meant a lot of messing around. I hadn't got round to doing it on my new bike when Richard came up with a much nicer solution.

These strips of LEDs sit on the top of the 'peak' and the cables run down the inside of the fairing extension that I have. It is quite neat, and gives me a clear warning if the indicators are left on.

Many thanks Richard.

I have yet to ascertain whether a green light in this position - on the dash, behind the screen - is legal or is acceptable for MOT purposes.

I am not recommending or condoning the fitting of these components. Some members are interested in seeing what other people have done to their bike and these are just a couple of things that personally, I have found to be useful.

Please note that you should have the necessary skills and experience before you attempt to fit anything electrical to your motorcycle. Badly wired electrics can cause fires and can cause safety features on your motorcycle to fail - possibly with disastrous consequences.



The Secondary Master Cylinder

Why correct service is essential.

The SMC is on the left fork brake calliper bracket. When the front brakes are applied, the calliper rocks forward, operates the SMC and this the rear brake outer pistons.

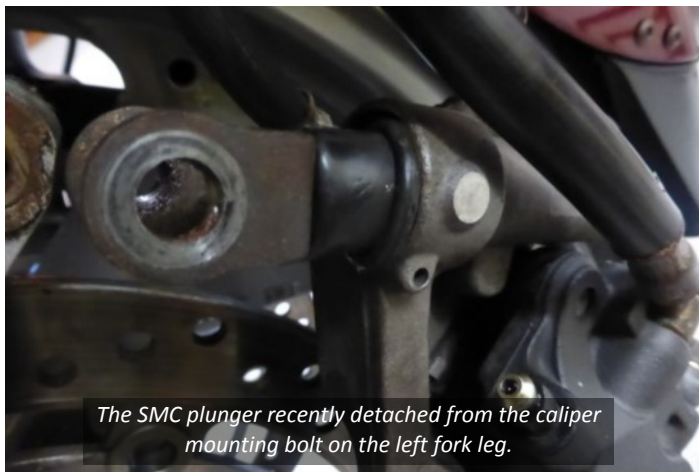
Over time, a build up of crud and corrosion inside the SMC can prevent its correct operation. This may stop the plunger from returning past the tiny pressure relief port, and as a result keeps the pressure in the rear brake circuit and the brakes do not release properly.

The corrosion may be caused by deterioration of the seals or by moisture getting into the system. Brake fluid absorbs moisture, which is one reason it has to be replaced every so often, so ALL of the old fluid has to be

flushed out with new. If the correct procedure isn't followed some old fluid can stay trapped in the SMC. Water can also get in by careless use of a power washer near the SMC rubber boot or by failing to clean out the little drainage channel or hole under the front of the SMC.

This rear brake issue has happened to two members in the last couple of months. One member took these photos of the SMC as he removed the old plunger and fitted a new one from a service kit.

The other member left the work to skilled service engineers !



The SMC plunger recently detached from the caliper mounting bolt on the left fork leg.



The removed SMC plunger head. Note the rust.



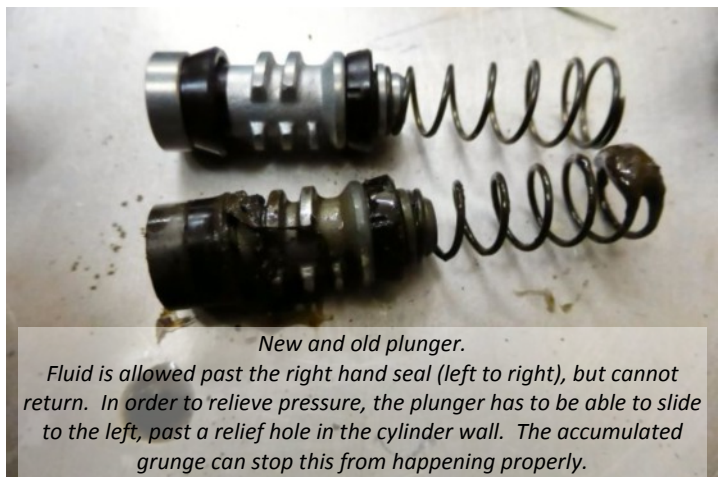
Gunge just inside the SMC



Brand new plunger head.



The SMC cylinder with the plunger removed



New and old plunger.

Fluid is allowed past the right hand seal (left to right), but cannot return. In order to relieve pressure, the plunger has to be able to slide to the left, past a relief hole in the cylinder wall. The accumulated grunge can stop this from happening properly.

Rear Visibility

Being seen from the back



The rear light on the 1300 in daylight is quite unimpressive, and is especially poor in misty / foggy conditions - although Alex's 2014 model seems have the edge over the earlier versions.

Nevertheless the row of high intensity LEDs mounted underneath the top box carrier and wired in to the rear light circuit is a quick and easy addition to aid visibility from the rear.



An Extra Tail Light

A Useful LED Spoiler modification

Adding simple electronics to the wiring for the brake light in the spoiler allows the high intensity LED brake light to behave like a tail / stop light which makes the ST1300 much more visible from the rear.

When modified, the tail light is always on at reduced brightness. When the brakes are applied, the LEDs illuminate at full power as before.

The image shows two pictures, one superimposed on the other. On the left, the normal tail light is on, on the right, the glare from the brake light is very evident.

Top Box and Spoiler

Colour Matching Problems

For years, the ST1300 colours have been a variety of red, a variety of black and Digital Silver. Top boxes are an expensive additional extra and are colour matched to the colours that have been available for the bikes over the years. The rear spoiler is an additional luxury item which comes complete with a high level, super bright brake light.

These are also colour matched, but for some reason, the spoilers are no longer available in silver.

One solution is to buy the wrong colour and to re-spray it. However, an alternative is to buy a black one - in my opinion it actually tones into the colour of the bike much better than a colour matched one - as Alex's recent acquisition shows.



Bridgestone T30GT Tyres

A few members have had these fitted to their ST1300 with good reports regarding grip in the wet and dry, and a general feeling that they last longer than the BT020F tyres with figures of 6,000 to 7,000 miles for the rear and 11-12,000 miles for the front being quoted. I fitted a set in early March, and first impression was that the ride quality is excellent.

The Bridgestone website now lists the recommended tyres for the ST1300 - enter the details of the bike and up pops the list. The site doesn't actually use the word 'recommends', so I emailed them to check whether it was a list of tyres that fit, or a list of tyres that they recommend. This was their reply:

Yes the ST1300's are indeed compatible with your bike. Please see below for a list of recommended tyres.

79138 120/70 ZR 18 (59W) tl **BT 020 F F** 77289 170/60 ZR 17 (72W) tl **BT 020 R F**
 4874 120/70 ZR 18 (59W) tl **BT 023 F GT** 4873 170/60 ZR 17 (72W) tl **BT 023 R GT**
 6264 120/70 ZR 18 (59W) tl **T 30 F GT** 6272 170/60 ZR 17 (72W) tl **T 30 R GT**

For the 1100, they list various front /rear combinations as the GT spec is not always the tyre of choice for one axle.

BRIDGESTONE
Your Journey, Our Passion

Home Your Journey Dealer locator News Contact

Homepage > Motorcycle Tyres > Search-Results

Tyre Selector You selected: Tyres for HONDA ST 1300 ABS+TCS SC 51

New	FRONT Tyre size: 120/70 18 (59W) TL Pressure: 2.7 Art. No: 6264 OE specification: GT	BATTLAX T30 Experience the true meaning of relaxed, touring performance Riding style: Touring
New	REAR Tyre size: 170/60 17 (72W) TL Pressure: 2.9 Art. No: 6272 OE specification: GT	BATTLAX T30 Experience the true meaning of relaxed, touring performance Riding style: Touring
Best seller	FRONT Tyre size: 120/70 18 (59W) TL Pressure: 2.7 Art. No: 4874 OE specification: GT	BATTLAX BT-023 Consistent, high-level performance, wear life, grip and control. Riding style: Touring
	REAR Tyre size: 170/60 17 (72W) TL Pressure: 2.9 Art. No: 4873 OE specification: GT	BATTLAX BT-023 Consistent, high-level performance, wear life, grip and control. Riding style: Touring
	FRONT Tyre size: 120/70 18 (59W) TL Pressure: 2.7 Art. No: 79138 OE specification: F	BATTLAX BT-020 Big performance for big sport touring machines. Riding style: Touring Scooter
	REAR Tyre size: 170/60 17 (72W) TL Pressure: 2.9 Art. No: 77289 OE specification: F	BATTLAX BT-020 Big performance for big sport touring machines. Riding style: Touring Scooter

I've just replaced my first rear T30GT which I fitted in March. I have to say that I love the feel of them. The transition from being upright to being leant over is smooth and seamless. The bike just rolls effortlessly from one side to the other in the twisties. Lynne commented on much better it felt on the pillion.

I can't say that I noticed the BT020s having a problem in this regard, but to notice that the T30s feel so much better says something. I'm sure that if I went back to the BT020s now, the difference would be obvious.

I found that the effect of longitudinal ridges or cracks in the road is minimal - the tyres seem to ride them without being grabbed by the road surface and although I never ran out grip in the wet with the BT020s, the T30GTs somehow seem to inspire much more confidence on damp and wet roads.

For me, the wear rate on the rear tyre was slightly disappointing. The load we carry means that we get through tyres more quickly than most - I normally get a tad over 5,000 miles on BT020F tyres, and from reports, I was expecting a little more life. Mine wore slightly faster at the sides than they did in the centre - opposite to the BT020F which always wore faster in the centre. This could well have been as a result of the extra confidence that I get from the T30GTs, but at 3,000 miles there was just 1mm of usable tread left at the sides (2mm in the centre). 500 miles previously there had been 2.5mm. They come with 4.5mm, but like most tyres in my experience, the 2nd half of the tread wears much faster than the first. That 1mm would have gone in around 300 miles, given that the previous 500 miles had worn away 1.5mm of tread.

Although my rear tyre squared off, its effect on the handling was not nearly as noticeable as it has been with my previous BT020F tyres, and they are infinitely better than the 023GT which I tried just once.

My first T30GT front tyre still has plenty of tread left and I estimate that it will be due for changing when the new rear is due.

I reckon that they are well worth it, but there is no way with my rate of wear that I could take a set to the Alps - they would be worn out before I got back. Also if 3,300 miles per rear is to be the norm for me, I would have to plan long trips carefully - a 1,500 mile trip to Scotland, for example would have to be undertaken soon after fitting new tyres.

All tyre treads were measured with a depth gauge to the top of the wear bar and not to the bottom of the tread.

Bike to Bike Communications

Intaride IR-803 Radio PMR 446 Compliant

Some members of the club use bike to bike intercoms in order to keep in touch with other members of the group. In practice the airwaves are relatively quiet during a ride, but the intercoms are invaluable for enabling the leader and the back marker to keep in touch. Riders in the middle of the group appreciate the extra information that is passed on by the leader.

The units can be operated by a Push-to-Talk button mounted on the handlebars, and can be equipped with an adapter to plug into a rider-to-pillion Autocom and a dummy battery to allow connection to the bike's battery. However, some riders find that the standard 1400Ah battery is plenty for a full days riding.



Care needs to be taken in setting these Intaride units as it possible to configure them in such a way that their use would require an Ofcom license.

Factory Reset

A couple of members of the club have recently discovered that the channel knob on their radio has stopped working. The display shows 'Channel 0' and no amount of turning, disconnecting the battery, swearing or hurling it against a wall will get it to change channel. Channel 0 is not available from a working unit, so in effect the unit is dead.

But there is an undocumented factory reset which Richard has discovered that can be used to recover the Intaride IR-803 from this condition. Richard has created a video of the procedure here. http://youtu.be/_h9w87dWkPM

It is easier to watch the video, but the procedure is described below:

On the left hand side of the IR-803 are 3 buttons - a large Push-To-Talk button, a small FM radio button and a 'squench over-ride' button. On the front of the radio are 4 keys - MENU (Orange), UP, DOWN, EXIT.

With the radio off, hold down the middle (FM radio) button on the left side, keep it held down and turn the radio on.

The LCD display shows a row of horizontal lines.

You can release the button on the left.

Press the EXIT key twice - the display shows '0'

Press the DOWN key once - the display shows '0 1'

Press the UP key twice - the display will show '0 1 2' and then '0 1 2 3'

Press the MENU key once - the display will show '0 1 2 3 4'

Press the EXIT key once - the display tells you to 'WAIT'

It will think about it for a bit, beep and then start working properly.

You will need to consult with other members of the group to find out which channel we use at the moment. It is normal to disable the 'Roger Beep' which gives an annoying sound to everyone when you start talking, masking the first word that you say.

The Entertainment Switch

The Push-To-Talk button for the Intaride unit has a switch with 3 setting. Centre position is the normal Push-to-Talk setting. Ie, you have to push the button in order to transmit to other riders.

The other two positions (Up or Down) ensure that your conversations between rider and pillion are broadcast to everyone all of the time. Great fun.

It sounds complicated, but is easy to remember once you have turned the radio on with the middle FM button held down:

Start at the right hand end of the row of buttons on the front - EXIT - and working from right to left press the buttons twice, once, twice, once. Finish with the right hand EXIT button once.

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Snippets

Sorry Mate, I didn't see you; Access Service Database; Pinking engine	December 2013
Driving Licence Renewal Age 70. Alex's useful insight.	May 2014
So You Think You Can Ride ? Info about advanced training from Dick	May 2014
Observation musings	May 2014
Filtering	December 2014
Pub Talk	March 2015
Bridgestone T30GT Tyres	March 2015
USB Charger and Hi Viz Indicator Warning	March 2015
Insurance Premiums - NPR Members Reveal All	March 2015
IAM - What is Advanced Motorcycling	June 2015
USB Charger, SMC, Top Box Spoiler, Rear Visibility	June 2015
Bridgestone T30GT Tyres (more news)	June 2015
Bike to Bike Communcaitions	June 2015

WebSite

New Website: northernpanriders.co.uk & nprclub.co.uk	December 2014
Northern Pan Riders' Website	March 2015

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@nprclub.co.uk with suggestions or articles

Many thanks to:

Richard and Anne for the March ride out
Dale and Sue for the April ride out (both of them)
Ken and Sue for the May ride out
Netty for the photos in the hotel at Caernafon
Barry for the Ayrshire Coast Ride
Alex for the report on his trip to Poland
Persons Unknown for the Guess Who article
John for the Borders Route, the USB, Indicators & Tyres articles
Richard for the video of the IR803 factory reset
Dick for the Photos of his dismantled SMC
Alex, John, Richard for Snippet contributions
Dick and Scarborough IAM for allowing us to publish their information sheet.

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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