

Pan Talk

Issue 10 - September 2015

The Occasional On-Line Magazine of The Northern Pan Riders



The Cover Photo



The cover photo was taken at the little hotel that Alan and Nettie found for us to stay at Girvan. Superb little courtyard with individual rooms and plenty of space to park the bikes.

The place is called Woodland Hotel, is on the main A77 road just a mile or so south of Girvan. The road is quiet and runs alongside the shoreline and is a superb ride - See 'Barry's Route' in June 2015 PanTalk. The massive granite lump of Ailsa Craig still manages to dominate the view, in spite of the fact that it is 10 miles away.



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Pan Talk

Its been a pretty good Summer for biking overall and the club has had a number of excellent rides out. It has not always been the same group of people either - family holidays and other events take priority at this time of the year. For example - I wasn't able to attend Bikewise at Durham Police Headquarters this year; I didn't get to the Pan gathering; I wasn't able to make the last ride out. Loads of other stuff going on.

But for Pan Talk, it makes for a pretty lean month. No member's tour this time; no suggested route; no report on Bikewise; no report on the Pan Gathering; and a couple of the rides out are pretty poorly represented. I wasn't on one of them, and I managed to delete the on board video for the other, so no photos, and too much had happened in the meantime for me to remember the detail.

But I have included a few farkles that have been spotted on member's bikes, and I have included a quiz. There are no answers in PanTalk, and there are no prizes, but if you want to know how many you got right, email me the 10 letters in order and I'll let you know. I reckon there will be arguments about some of the answers.

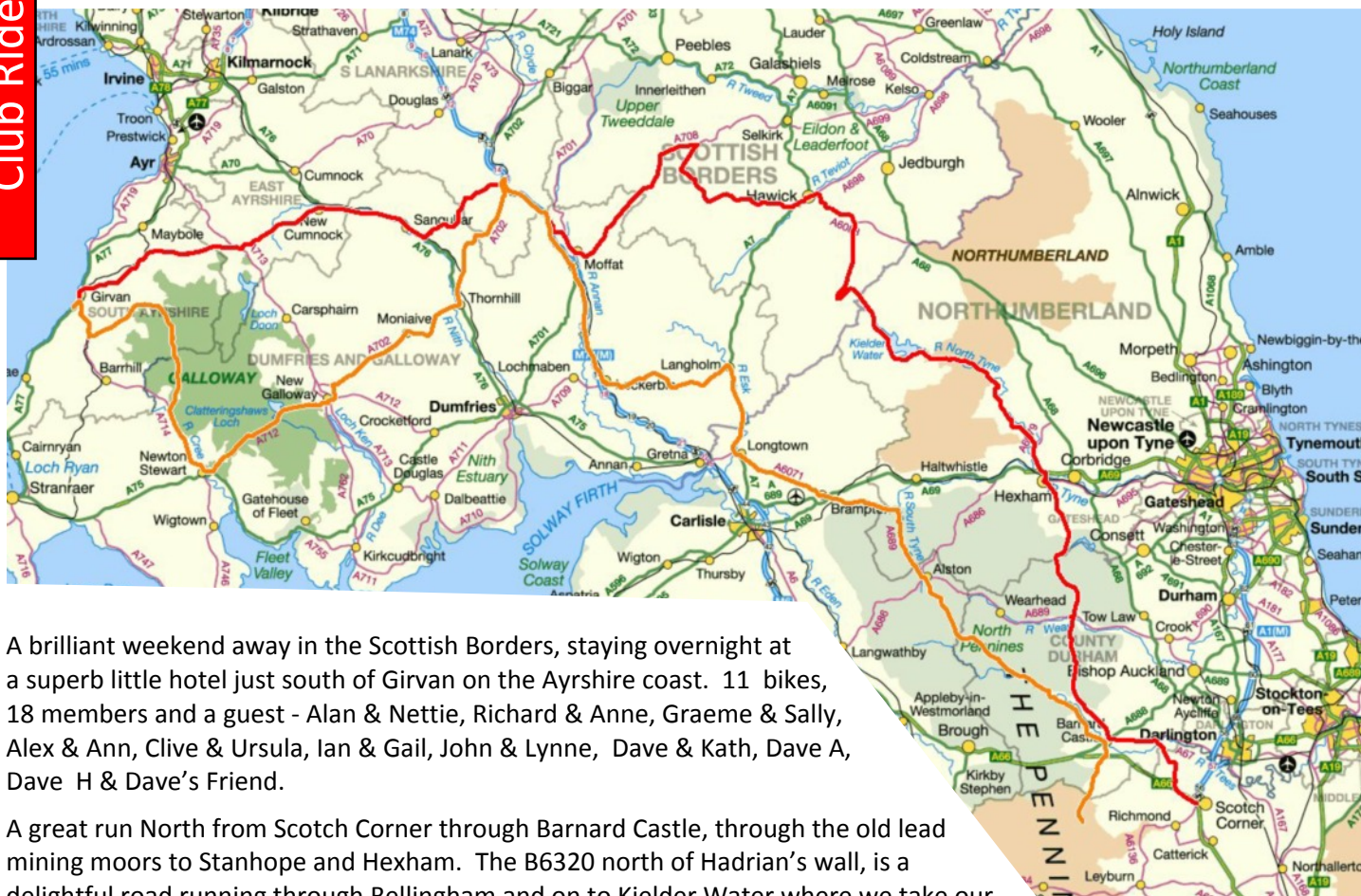
Hopefully, normal service will be resumed next time - but I need some stuff from members to put into the December issue. So please, if you have anything that can be included then send it to me - pantalk@nprclub.co.uk.

Many thanks

John

Scotland Weekend

Alan & Jeanette's Ride Out to Girvan - 13 & 14 June 2015 - 230 miles + 215 miles.



A brilliant weekend away in the Scottish Borders, staying overnight at a superb little hotel just south of Girvan on the Ayrshire coast. 11 bikes, 18 members and a guest - Alan & Nettie, Richard & Anne, Graeme & Sally, Alex & Ann, Clive & Ursula, Ian & Gail, John & Lynne, Dave & Kath, Dave A, Dave H & Dave's Friend.

A great run North from Scotch Corner through Barnard Castle, through the old lead mining moors to Stanhope and Hexham. The B6320 north of Hadrian's wall, is a delightful road running through Bellingham and on to Kielder Water where we take our first first stop after a brilliant 2 hour, 78 mile run.

Lunch is at Moffat, but before that the twisty, deserted B711 meanders around typical border country scenery on roads which are much better cared for than on a previous visit. We emerge on the A708 road which runs from Moffat to Selkirk past St Mary's Loch. Some argue that this is the best motorcycle road around. Its good, but there are plenty of others which are better. Today though, the descent from the col is poor and we treat the new covering of tar and chippings with a great deal of respect.

From Moffat, we had west, past the gold mining settlement of Wanlockhead and onward on improving roads through Sanquhar and New Cumnock to Girvan. A little over a year ago, there had been border disputes between the councils as to who held responsibility for the maintenance of the B741, and it was riddled with large potholes. Today, it is a patchwork of tarmac, and it is not only rideable, but a lot of fun.

The welcome at the hotel was good, and the food and the service was excellent. Everyone was singing its praises, and credit goes to Nettie for doing the deal with the hotel and to Alan, Nettie, Richard and Anne for doing the recce, checking out the route, the roads, the hotel, the food and the drink.

The route back on Sunday began with a wake up call. A quiet back road and a narrow, steep, gravelly hairpin bend. All safely round, we climb onto a ridge with views on either side of the surrounding country side. This is followed by a gradual, twisty descent through Glentroul Forest and back onto the fast sweeping bends of the A714 to Newton Stewart.

We head north east through Galloway Forest Park on the A712 - superb riding - and stop on the A702 at Moniaive - a surprisingly large cafe with ample off road parking, after which we head up the superb A702 Dalveen Pass. Turning south we head down the old main road from Carlisle to Edinburgh, cross country for a P&T stop at Langholm and down through Brampton, Alston and Middleton before returning to Scotch Corner.

Long days, but superb riding. Many thanks to Alan & Nettie for arranging this.

Club Ride Out



Ravenglass & Western Lake District

John & Lynne's Ride - 12 July 2015 - 214 miles.

Originally intending to go to Wales, the plan was thwarted when I discovered that Llangollen would be teaming with thousands of people about to leave the week long National Eisteddfod on the day of our ride. Instead, I tried to do something a bit different by visiting one of our favourite locations.

The western coast road of the Lake District is remarkably quiet on Sundays. There are few cars around, and there are usually opportunities to overtake those vehicles that are around. Generally speaking, any motorcyclists in this neck of the woods will turn off towards Boot, so that they can tick off the rather dubious delights of Hard Knott Pass and miss out on some of the best bike riding around.

Ravenglass is a delight. It is a sea front village with a main street which was originally designed to stop sheep and cattle from escaping the regular markets that were held here - extremely narrow at each end, it opens out in the middle. Quaint old houses, an old fashioned garage with the old 'clock face' style petrol pump still rusting outside; a couple of pubs; and numerous small terraced buildings with cottage gardens. The rear of the houses is protected from the high tides with a sea wall which drops 15 ft down to the pebbled beach at low tide. At the far end of the street there is a massive metal gate which is nearly always fastened back. It looks to be hardly ever used but the well maintained rubber seals and well greased hinges suggest that it is always ready to block out the highest of the Spring Tides.

The offshore island provides good shelter for harbouring, and although the bay is now largely silted up, the 3 rivers which empty into the sea at this point made Ravenglass an important sea port and communications centre in Roman times. The Roman Bath House, a ten minute walk away from the centre - is one of the largest remaining Roman structures in England, although only one end of it now remains uncovered. Given the strategic nature of the port of Ravenglass, the Roman fort in Ambleside and the direct link between the mountains, it becomes easy to see why there is a substantial Roman fort half way up Hard Knott Pass.

The town plays host to a miniature railway which has a number of steam engines which pull tourist passengers along the twisty track to Boot, further up the Eskdale valley.

Our route started earlier than normal at 9:30am in Skipton and a great turnout with 14 bikes and 17 members - So Paul, Lynne, Dale, Dave, Garry, Bill, Graham, Belinda, Dave, Barbara, Lee, Andy, John, Alex, Alan, Richard, John all set out to enjoy the run. The plan was to get to Hawes before the majority of motorcycle traffic so that we stood a reasonable chance of finding somewhere to park and some place to eat. Although the skies were threatening rain, and there were a few spots floating around, the roads were largely dry and the run along the A65 to Settle was good and we made good progress to Ribbleshead and Hawes. The Penny Garth cafe is now under new management, and has been refitted, but service was painfully slow. Nevertheless, we get away in good time and head off towards Ravenglass via Sedburgh and Kendal.

The recce on the previous Sunday took me just 1hr 40 mins to do this leg, but with a group of 14 bikes on unfamiliar twisty roads, meeting up with a rolling road block of a prison truck and a 4 wheel caravan, and a stop for a rear tyre check, we ended up taking 30 minutes longer than I had expected. The Ratty Arms did us proud, reserving tables for us, giving us a warm welcome and serving up pretty good food very efficiently.

From Ratty Arms we continued on the superbly flowing A595 before turning right at Calder Bridge to take some delightful back roads on the edge of the Lake District National Park via Ennerdale Bridge and Loweswater. The road climbs, giving some pretty impressive views to the Irish Sea and across the Solway Firth to the hills of Galloway. Although it is now restricted to 40 mph, the many undulating twists and turns and the abundance of wandering sheep make this plenty fast enough.



Leaving The Ratty Arms



High up on the Common, heading north towards Ennerdale Bridge

We twist through some more out of the way villages - Low Horton and High Horton and start the gentle climb up Whinlatter Pass - a delightful, wide road which is popular with cyclists on the Coast-to-Coast route, and with sheep on the crossing-the-road-to-get-to-the-other-side route. The descent is slightly steeper and the couple of hairpins are wide and predictable as we drop through the forest into Braithwaite.

Unavoidable is the 20 minute dash along the A66 to pick up the A6 leading towards Shap Village. On the left, there is a nice little tea shop with plenty of room at which I had hoped to stop, but the week before it was being refurbished and today it was not open either. Instead, we opt for the reserve tea stop at Tebay Services. We hop onto the M6 at Shap, pull off at Tebay for a quick break and then leave at the next junction to join the A685 towards Kirkby Stephen.

In planning the route, I had been aware of the distances involved for any members coming from the North East, and for anyone coming from Lancashire. The facility to leave at Penrith and continue along the A66 to head east; or to continue east along the A684 towards Scotch Corner, seemed to work well. From here everyone seemed to have similar distances to travel home. Other members continued south from Tebay back to Lancashire.

A long ride, but it is Summer and with plenty of good riding to be had in daylight, dry roads and warm weather, it is a route that is well worth doing. Having the route published early meant that club members could organise a Saturday overnight stop in good time, taking advantage of cheaper deals, if they so wished. Having a 300 mile ride on a 250 mile bum isn't a great deal of fun !



Melton Mowbray

A Foray into Nottinghamshire - Richard & Anne - 9 August 2015

Richard & Anne, John & Lynne, Lee, Andy, Alan & Nettie, John C

An excellent ride through the back roads of Nottinghamshire.

We left Squires at Sherburn at 9:30 ish and headed generally south by taking a wide clockwise sweep through Thorne, Finningley and Bawtry for a 30 minute break at Jayne's Place on the A614 north of Blyth.

A previous Guess Who member turned up on yet another new bike - a Hyabusa which had a very uncomfortable looking seat for the pillion. Netty made rude remarks about Guess Who's gesture of lending Alan his bike for a short test ride, knowing full well that Alan would want one as a result.

The quiet back roads follow the right angled field boundaries and we etch-a-sketch a route towards our lunch stop destination in Melton Mowbray. It is difficult to filter through heavy traffic and keep everyone on the correct route, but we manage it and pull up at The Wetherspoon's Kettleby Cross. Parking is charged, but there are free bike places in the car park across the road, so we remount and ride across the road - saving our pound coins for Anne's charity box.

The afternoon stop is at the Hume Arms in Torksey. Here we are attended by a young lady in full strop mode, and it was good to be reminded of our teaching days as we were put through a display of her full moody teenage repertoire.

A run north to pick up the motorway network and everyone heads off in their own direction.

A grand day out, Grommit.



Hornsea - A Trip to the Seaside

Graeme & Sally - Sunday 13 September 2015

Lynne and I missed out on this treat and I have no information about the trip, other than what I have read on Facebook. I hate Facebook, but at least on this occasion, (once I had found my password), I was able to obtain some record of the club's outing.

It looks as though the run started from Jayne's place near Bawtry, crossed the Humber Bridge to Beverley and on to Hornsea. From there, a return through Driffield to Seaways Cafe at Fridaythorpe before returning to Squires.

The Facebook extract below is all I know about it !

Alun G Evans-Thomlinson Hope you have a good day.
Like · Reply · 13 September at 14:32

Ian Speight You're in my neck of the woods, unfortunately I was not able to join you. At least its stayed dry for you. Have a good day 👍
Like · Reply · 13 September at 16:12

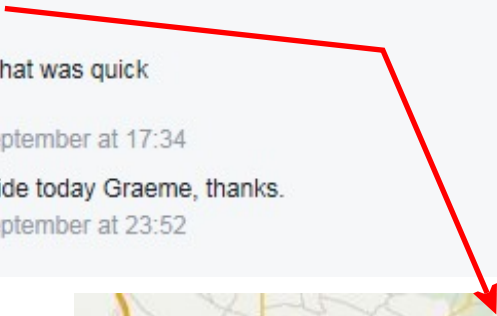
Graeme Dawson Been a great day out 7 bikes thanks everyone who turned up
Like · Reply · 1 · 13 September at 16:23
↳ **Sally Dawson** replied · 3 Replies

Richard Ellis Good ride today Graeme & Sally, Good Ride Good Company.....
Like · Reply · 1 · 13 September at 17:25

Richard Ellis Today's Route

Graeme Dawson That was quick
Looks good
Like · Reply · 13 September at 17:34

Lee Wilson Good ride today Graeme, thanks.
Like · Reply · 13 September at 23:52



Thanks to Richard for posting the route taken, otherwise there would be a big empty space here !

Club Social Event - Canal Trip

Sunday 28 June 2015

28th June 2015, we all met at Skipton Mariner or what we thought was the boat yard we were leaving from. Richard and I went into the coffee shop for breakfast, whilst the rest waited outside for Jeanette and Alan to arrive? Andy then enquired to the man in charge which boats we would be using he was informed that we had not booked them, good start to the day?

Eventually we moved to the next Marina which we had booked, the boats were very comfortable they had soft padded seats and also supplied tea, coffee milk and sugar. Off we set, Captain Dickens navigating our vessel and Captain Hargreaves steering the other. The weather was a little over cast to start with but then it took up. The boats were full and all as usual were enjoying the peace and quiet as the weather brightened and we started having to open the bridges. That's when the fun started, as challenged from last year one of the boats had acquired some water soakers and the other boat had just got water pistols to which Richard took it upon himself to jump across onto

The text is from Anne

The pictures are pinched from the NPR Facebook blogs - I thought they were from the club outing, but two things give the game away:

- *The boats are being handled too well*
- *Everyone is dry*

But it looks pretty.

Didn't anyone take any pictures, or were all of the cameras water damaged by the end of the day ?



the other boat and acquire one of the soakers to make it a little more even. Every so often we had to stop to open the bridge, on our boat Richard had the honour of this job and the other Graeme was lead. We soon found out that whoever was in charge of the bridges had the best position for the water guns or should I say were the best targets? The cunning Captain Hargreaves saw an opportunity whilst going under a bridge for some of his motley crew to jump off and ambush Captain Dickens crew with the water guns (shiver me timbers) the Dickens crew got a right soaking and Dave was on the bridge taking photos. Jeanette had bought sweeties and tried several times to throw them to the other boat but they sank to Davey Jones locker?

Whilst passing other boats Dale launched an attack on some other scurvy dogs, to which a woman launch a baby's used nappy at Dale that was well weighted? Fortunately it didn't connect.

This year we did not stop at the Pub for lunch, Dale brought a portable BBQ with him and all brought some food everyone brought extra, we could have fed all on the Canal that day. By this time the beer and wine had been flowing and need I say a few of the female crew had, had an extra flagon or two? We all enjoyed lunch, cleared up and set back off on our merry little way. Again the water guns came out and Dale, Graeme and Dave ran along the canal side whenever they could to attack the Dickens crew. Anne & Jeanette made a feeble attempt to keep Alan & Richard's guns loaded but the Hargreaves crew had better guns??

On one of the bridges Richard had opened it to let the Hargreaves crew through whilst Alan and Andy fired water at them, Richard was also firing water at them and the bridge began to swing back oopps, Captain Hargreaves could not see where he was going as his trusted crew could not defend the ferocious water fire from the other crew to which he had a little bump! As we neared the marina we all calmed down, so we could collect our belongings and tie the boats up.

All in all we had a great time we decided to try get a coffee but all the coffee shops were closed as it was 16:30 when we arrived back so we found a little pub so we could say our good byes.

The challenge is on next year if we decide to do the Canal trip again to see who can get the biggest water soaker? It may be we find another day of fun elsewhere.

Anne Ellis



Honda Heated Grips

The Old and The New Style

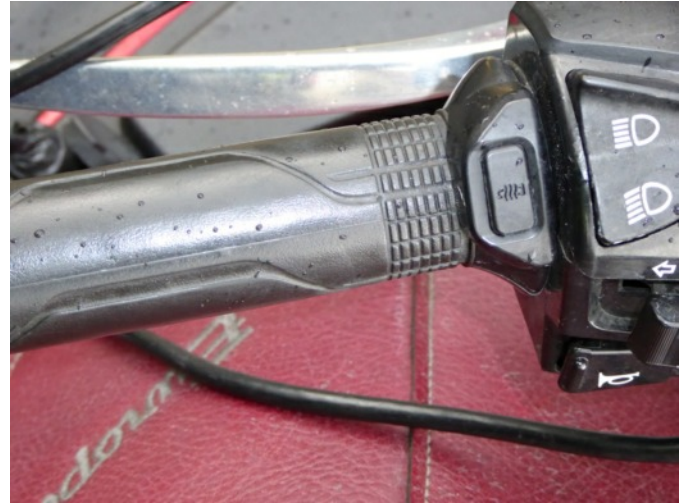
Honda heated grips are expensive, there's no getting away from that, but heated grips of some sort are an essential accessory for me and all of My ST1100s and ST1300 have had the original Honda gear fitted from new. They plug into the quartet harness and both of the recent varieties have some battery management facility whereby they stop drawing power if the alternator isn't charging the battery - eg when stopped at traffic lights - and flash a warning accordingly.



This original kit for the ST1300 is now discontinued. It sat in a rectangular hole which had to be cut out of the left hand fairing, just below the lockable pocket. Accessible enough, but it required a glance down and removal of the hand from the bars to operate.

4 LED lights indicated the status, but it was a sensitive bit of kit - the instructions even warn against testing with a multimeter.

With heated jackets and heated seat on, the flashing strip of lights warns when the combined heated kit was drawing power from the battery, rather than from the alternator.



The new version is controlled from the grip itself. Repeated long presses on the switch cycle the heat setting - Off - Very Hot, Hot, Warm Off.

The red LED on the button flashes to indicate which setting it is on, but is largely useless as you have to take your eye of the road for a few seconds in order to count the flashes. But it is easy enough to operate blind, and has sensual feedback for the heat setting. If your hands start burning, it is too hot. Press the button.

The grips are much narrower than the previous style - which I have now got used to, but which initially cramped my rather large hands. They also leave a small gap between the grip and the bar end weight which looks a little odd, but is of no consequence.

On Board Video Camera

A couple of different solutions



Richard's on board HD camera is mounted with a suction cup to the right hand fairing. The cable runs to a control unit which is mounted on the handlebars. Videos are stored on a memory card and the control unit allows the video files to be scanned and if necessary, deleted.

This arrangement is quite sturdy, with some sensible sized connectors which are not going to vibrate free.

John's camera mount is fastened with an adhesive pad to the underside of the wing mirror. This is a DogCam HD2, now superseded with the [DogCam R+](#), and stores about 5 hours of 1080p video & sound on a 32Gb micro SDHC memory card. The unit is self contained and runs off its own inbuilt rechargeable battery - or with a cable to the bike's battery as shown here - in which case it turns on and off with the ignition. A separate clip allows it to be mounted on a helmet.

Honda ST1300 Radio

Purpose Built Accessory



Extraordinarily expensive when they were available, the radio sits in the left hand lockable fairing pocket and the waterproof speakers fit behind the two grills in the dash. The controller is attached to the clutch lever mounting bolts as shown in the picture.

Must-Have Top Box Accessories

So where do you put your tea when you take your helmet off

Its the age old problem. You pull up at a roadside cafe for a cup of tea and in your eagerness to get into the queue, you forget that it isn't that easy to have a drink with your helmet on. Nor is it easy to hold the scalding hot beverage once you have taken your gloves off. So you need somewhere to put it down. The top of the petrol tank is the only real solution, but we all know that a cup of tea only stays balanced long enough for you to open the fairing pocket - just in time to catch the entire contents.

These suction cup holders are the perfect answer, apparently. That is a charity collection box on the left, a confusion which became all too apparent as Richard extracted a couple of pound coins from the dregs in his tea cup.



Top Box Rack

For carrying lighter items

It is possible to mount a rack to the top box - in this case, I have used a Givi E96. The photos show the same rack mounted to two different bikes.

The top photo shows the rack mounted with the high rail at the back. The front bar extends over the back rest, but this doesn't interfere with the pillion's seating position.

The rack would look good in either orientation. Note that this top box does not have a spoiler.



The lower photo shows the same rack, removed and remounted facing the other way on my newer ST1300. Note that this bike has the spoiler fitted, and the rail which extended over the seat padding in the above photo, has been removed. Without this modification, the spoiler would interfere with the rail.

A couple of saw cuts through the thick mild steel tubing, a filling of metal epoxy contoured to look right, and a quick coat of matt black stove enamel (because I had some in the garage), and it looks Ok.

We use it for carrying light stuff when we are camping - sleeping mats and a groundsheet, for example.

Discretion Assured

A possible solution to the accidental broadcast of personal conversations.

We know the situation. Happily travelling along talking through the autocom to your partner, saying rude things about everyone else in the club when you suddenly realise that the little switch on the handlebar is set to transmit and everyone can hear you. No one can tell you, because their transmissions are muted by your system.

The small switch in question is shown in the top picture on the right. It has 3 positions. Centre is the most commonly used position - it means that you have to press the button in order to transmit. One of the non-central two positions is to transmit continuously no matter what, and the other position is to transmit only when you speak - the Vox operated position. Knock the switch accidentally, and all of your secrets become common knowledge.

There are solutions. One is to remove the rubber boot surrounding the switch, and to dribble some thick superglue or epoxy resin between the toggle switch and its surround. This physically stops the switch from moving. But make sure the switch is in the central position before you lock it up forever. Thin superglue is not a good idea as it flows freely everywhere, including parts of the switch that you don't want it to get to. Boyes have a good



range.

A different solution requires a little soldering. The plastic case is held together with one screw and the rubber boot for the switch, the push button and the rubber seal behind the pushbutton can be lifted out. The switch with its wires can also be lifted out.

The switch has two sets of 3 solder tags, but only one set is used to connect the center tag to one of the other solder tags.

To disable the switch, de-solder the two wires from the centre tag (a blue and a red). These two must be joined together and can either be soldered together and insulated, or, as I have done, soldered together onto the centre solder tag of the unused row of tags.

The result is shown in the bottom photo - I have removed the original black sleeve and put on a red sleeve instead. You can see the solder on the tag from which the blue and red wires were removed.

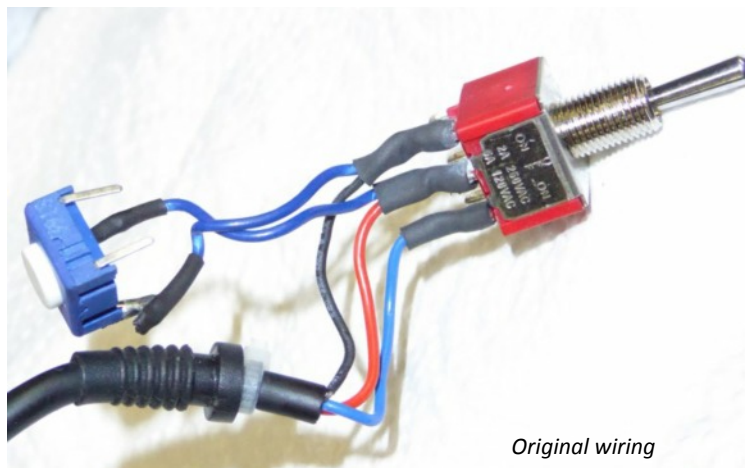
This method is a little more fiddly than the superglue method, but it makes it possible to reverse the operation. The switch still moves, but it does absolutely nothing. In order to be heard, you have to press the button.



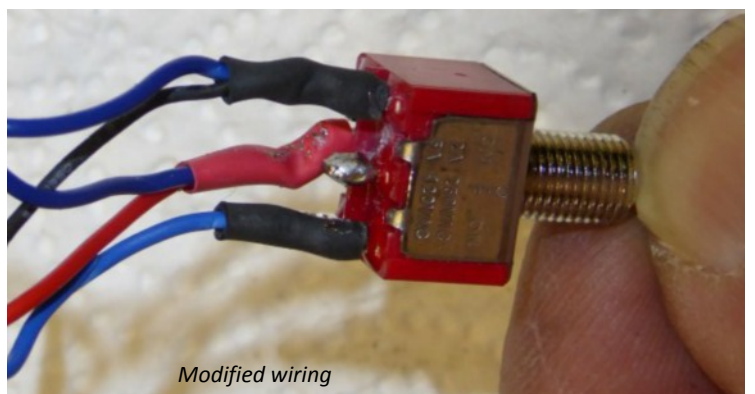
PTT switch cable tied to a handlebar RAMBall mount



Inside the PTT switch casing



Original wiring



Modified wiring

Highway Code

When was the last time you looked ?

I thought I'd put together a little quiz - no prizes, no published answers, but to make it easy, there are options for each answer. Most of the statements are incorrect or not 100% true. Only one statement or answer in each question is entirely true.

1 What is the speed limit for a motorcycle on a dual carriageway that has the national speed limit (white circle, black diagonal line).

- a. 30mph
- b. 50mph
- c. 60mph
- d. 70mph

2 So how do you know if it is a dual carriageway ?

- a. Dual carriageways have a central reservation
- b. Dual carriageways have more than one lane of traffic flowing in both directions
- c. Dual carriageways must be marked at the start with this sign
- d. Dual carriageways have two motorcycles racing each other.

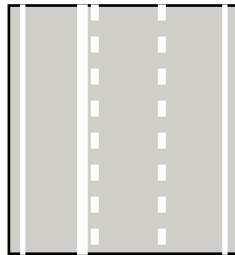


3 You may cross a white line in the centre of the road which is solid on your side in order to:

- a. Overtake a slow moving farm vehicle
- b. Pass a stationary vehicle
- c. Pass a parked vehicle
- d. Pass any cyclist

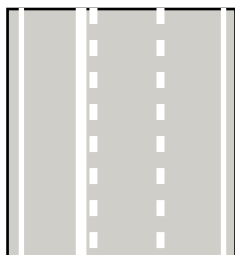
4 The image on the right represents a north-south 3 lane road. North is at the top. Vehicles heading north may:

- a. Use the left lane only
- b. Use the left and middle lane
- c. Use any lane



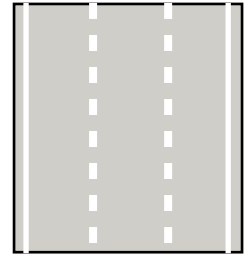
5 Same road, north is at the top. Vehicles heading south may:

- a. Use any lane
- b. Use only the 2 lanes on the right side the image
- c. Use only the lane on the very right hand side of the image.



6 In the diagram on the right, north is at the top. Vehicles heading north may:

- a. Use the left lane only
- b. Use the left and middle lane
- c. Use any lane



7 Mini Roundabouts & motorcycles

- a. You may ignore them if you are turning right
- b. You may ride over them
- c. You must go around them

8 Zig zag lines approaching a crossing:

- a. mean that you must not overtake
- b. are there to alert drivers to the area approaching a crossing
- c. mark the extra grippy surface provided for testing your brakes.

9 On a motorway, it is illegal to pass on the left, unless

- a. the car in front is hogging the middle or outside lane
- b. you are filtering
- c. you own a Lexus
- d. your lane is moving faster than the lane on your right
- e. You are on a motorcycle

10 It is illegal to filter past stationary traffic

- a. at any time
- b. if you would have to cross a solid white line on your side of the road
- c. at a pedestrian crossing

That's it. No answers, but there is only one completely correct answer to each of the statements - according to the 16th edition of the Highway Code , 2015.

If you want to know your score - email me your letters in order (eg abcdababcdab). I'll tell you how many, but won't tell you which are right !

And I may summarise the results, but I won't identify anyone.

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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
Highway Code Quiz	September 2015

Show & Tell

Heated grips, Video cam, radio, topbox rack, cup holder	September 2015
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Workshop (not motorcycle)

Radio & Autocom: Prevent accidental transmit	September 2015
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WebSite

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

Club Rides Out

Where have we been	July 2013
Northern Pennines, Dick Brew 7 April 2013	July 2013
Alston Run - John & Lynne - 9 June 2013	July 2013
Tan Hill - Ken - 14 July 2013	October 2013
Hard Knott Pass - Pete - 13 October 2013	December 2013
Blackpool - Richard - 8 December 2013	February 2014
A Frozen East Yorkshire - Richard - 12 Jan 2014	February 2014
Fridaythorpe -Alan - 9 February 2014	May 2014
Snowdonia - John & Lynne - 9 March 2014	May 2014
Northern Pennine Tour - Dick - 13 April 2014	May 2014
P & T stops - Richard's on-line Map	May 2014
Northumberland Borders - Alan & Jeanette - 8 June 2014	August 2014
National Arboretum, Lichfield - 11 May 2014	August 2014
Glasson Dock, Lancaster - Andy & Tracy - 13 July 2014	August 2014
A Tour Around Nidderdale	December 2014
Lincolnshire and The High Peak	December 2014
Middlesbrough & Zoe's Place	December 2014
Rides Out in 2014	December 2014
A Dales Dawdle 8 Feb 2015	March 2015
Swaledale, Buttertubs and Trough of Bowland	March 2015
A Scottish Border Run	June 2015
Mystery Weekend	June 2015
Scotland Weekend - June 2105	September 2015
Ravenglass Ride - July 2015	September 2015
Melton Mowbray - August 2015	September 2015
Hornsea - September 2015	September 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:

Alan & Nettie for the Scotland Weekend
John & Lynne for the Ravenglass ride out
Richard and Anne for the Melton Mowbray run
Graeme and Sally for the Hornsea run.
Anne for the Canal Boat trip and the write-up
Various members for letting me include photos of Farkles

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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