

Pan Talk

Issue 14 - September 2016

The Occasional e-Magazine of The Northern Pan Riders



The Cover Photo



The Car Park at the top of Holme Moss

10 July 2016

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A Barbecue with Netty and Alan

Oh - and a ride out into Derbyshire - 10 July 2016 - 97 miles.

The run was quite short by recent standards, but the intention was always to get back for a barbecue sometime mid afternoon. Alan had picked out some favourite, quiet cycling roads and we headed off through Hemsworth, Woolley and past the base of the massive Emely Moor Transmitter. The concrete mast is 330m high and is the largest free standing tower in the UK. It relays TV & radio signals to Hull, Leeds, Sheffield and York. On clear days it can be seen from the moors above Grassington and from the North York Moors.

For us it heralds the descent into Holmfirth, and the sublime ascent and descent of Holme Moss, past another key TV broadcasting mast.

Ever since the Tour de France in 2014, some of the best roads in Yorkshire have become popular again with cyclists and the Holme Moss climb is a difficult one to resist. It is now OK to cross a solid white line in order to overtake a cyclist, providing that the road is clear and it is safe to do so - and that the cyclist is travelling at no more than 10mph - but the car in front clearly didn't know of this recent change and we had a frustratingly leisurely ride up the lower part of the climb.

The run to Glossop past Torside reservoir is always a delight, and the ride over Snake Pass to Ladybower reservoir is pure fun, even with the Derbyshire blanket 50mph speed restriction.

Climbing the A57 towards Sheffield we turn left past Strines Reservoir. The last time I came here I was 16, I was on my pushbike and the road was in a mess - more like a cart-track than road. We tackled the potholes, the ever-so-steep gradients (without getting off) and the tight bends and hairpins and we got to Penistone absolutely worn out. These memories came flooding back as we turn off the A57, but the road was different from my recollections - it had recently laid tarmac, had no potholes or loose gravel and was racetrack smooth. The tight hairpins were easily negotiated and the entire route to the A616 was brilliant. On eventually meeting the A616, we cross the road to stop for 50 mins at Bank View Café. The outside is painted in white with Red Polka dots and there are other nods to 'Le Tour' inside. I hadn't realised that the tour came this way, but that would explain the freshly laid tarmac. Whatever, it was an unexpected treat to ride.

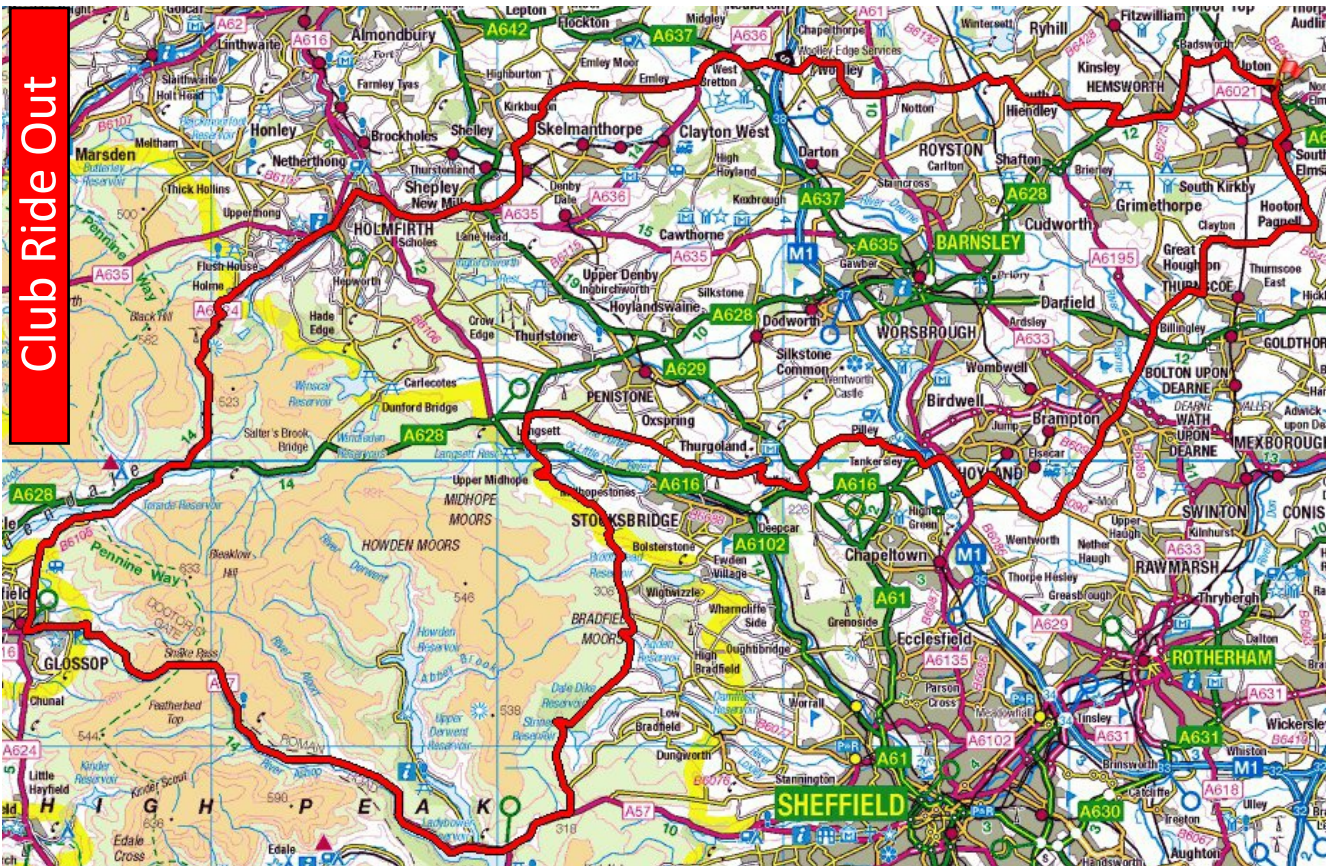
The return to Upton was on roads that I had never used before - high on the valley side above Stocksbridge, through Wortley, across the M1 near Hoyland and on through Wentworth, Brampton, Thurnscoe and S and N Elmsall.

We parked up at Alan & Jeanette's and finished off a great day around the barbeque with drink and various grilled offerings. The rain held off until after everyone had finished with barbeque - but Jeanette had also laid on some other treats, so round 2 of the feast was conducted inside.

A great ride and a brilliant afternoon.

Many thanks to Alan & Jeanette for a brilliant day.

John



A Right Roman Ride-out

Ken and Sue - 14 August 2016 - 88 miles

Sunday 14th August dawned dry and cool instead of the sun which had been forecast. Coming from far and wide to meet at Durham Services, we numbered 14 bikes, 18 people. It was great to see Margaret back in the saddle on her first motorbike ride in 2 years and Louise was joining the group ride for the first time on her Honda CBF 650cc.

The ride was led by my husband Ken Crossman. We don't see you all very often, unfortunately, but when we do the welcome is always warm.

At the group discussion prior to setting off, everyone was very interested to hear about Ken's new sat-nav which Richard Ellis was very quick and keen to mention. Having raised everyone's interest he went on to disclose that it was the A4 manuscript type which raised a laugh. That's right, even in these days of such technology we still prefer to deal with maps and jotted notes on a piece of paper.

The ride-out was designed to be technically interesting on the first part prior to lunch and to provide plenty sweeping bends over the afternoon, taking us past various Roman settlements and through previous Roman countryside.

Commencing through Shincliffe, then on into Durham city the roads were not too heavy with traffic permitting us to stay fairly well together. We were of course using the drop off system.

Passing through Lanchester, we then came to one of the longest hills I have ever encountered at Blackhill and then down into Shotley Bridge. We continued onwards, making our way to Rowlands Gill through Ebchester and Hamsterly Mill.

Turning left we headed for High Spennings, which is well named and Greenside. More downhill riding brought us to the River Tyne which was bathed in sunlight, creating an attractive scene as we crossed the bridge to enter Wylam.

Keeping parallel with the Tyne we motored on through gentle bends to drive through the pretty villages of Ovingham and, so closely named, Ovington where the old houses and beautiful gardens complemented each other.

The inevitable short stretch on a dual carriageway, led us for an early lunch at Brockbushes, the Pick Your Own Fruit Farm, near Hexham. For those who have never stopped there, this is a cake lover's dream destination with an enormous fridge full of homemade cakes from various luscious cheesecakes, to pavlovas, gateaux, trifles and strawberry tarts. That's not forgetting the crispy bars, cream scones, shortbread and flapjacks.. Needless to say they also offer all the normal savoury requirements such as quiche, sandwiches, paninis and Sunday dinner but I have to say that while most of us took the sensible option and had savoury first we were also tempted to have a calorie free dessert. I have to tell tales here and tell you that someone, who shall remain nameless, was even considering a cake for each course.

Well fed, we set off again through the unusual exit tunnel, to come through Corbridge, to turn left near to Catherine Cookson's old house, to then pass Corstopitum, the Roman settlement which can still be visited.

Skirting around Hexham we turned North up through Acomb and Wall on winding roads which were a joy. Crossing the A68, the Military Road, we headed for the tiny hamlet of Colwell and Kirkharle which was the birthplace of Capability Brown, the famous landscape gardener.

The sun was out now, which only enhanced the already enjoyable riding. Turning right at the A696 and immediately left onto the road for Cambo, the sweeping bends continued to delight us as they took us towards Scots Gap, Hartburn, Mitford and onto Morpeth.



All together at Corbridge. From the rear view mirror, this is all you get to see. From the front - Sue, Dale, Dave & Margaret, Dave A, Graeme & Sally (obscured), Andy, Lee, Peter, John C, Louise, Alan, Richard & Anne. John & Lynne are on the bike with the rear facing camera, Ken is in front, out of shot.



Turning right from the B6524 onto the A192, riders will not have known that as they negotiated the tiny roundabout, about 10 foot in diameter with a tree in the centre, they were circumnavigating Mafeking Park the smallest park in Britain! (It had been much larger but became reduced in size as roads were built on it).

Continuing on through the bends of Hartford and eventually Blyth, the panoramic view of the sea opened up as we turned onto the A1061.

Beachside ice cream parlour calling, with about 30 flavours from which to choose, the temptation was too great for most people.

Refreshed, the ride continued along the coastal road, past the bays of Whitley Bay, Cullercoats and Tynemouth to finish at The Tyne Tunnel from where everyone made their own way home.

It had only been about 90 miles but they were taxing and interesting roads.

It was gratifying that so many members expressed their enjoyment of the day on roads that most had not previously travelled.

Our thanks go to all who took part for making it the success that it was.

THANK YOU

Sue Crossman

Club Ride Out



Andy & Lee; Anne; Peter & Richard; Sue & Ken;
Lee, Peter, Louise, Graeme, Sue; Dale & Dave A; Dave & Margaret; Alan & Louise

Ken's Ride - Photo Shoot

Images captured from John & Lynne's Bike



*Ken, our leader, Sue, Dale
Dave & Margaret S, Dave A, Graeme & Sally
Andy D, Lee, Peter M
John C, Louise, Alan T
(Left) John & Lynne H (The only photo I have of us riding)
(Right) Richard & Anne Back Markers*



September Ride Out

Graeme & Sally , 11 September 2016 - 112 miles

Graeme started the run at Scotch Corner - Sedbury Layby. Most people arrived early and took the opportunity to have a 2nd breakfast and tea or coffee. It is good to have a stand around and natter before setting off properly, and for most people it had been a ride of around 90 minutes just to get to the start, so the early arrival gives the opportunity for a rest. Scotch Corner is a good starting place members from South Yorkshire and the North East.

By the time it got to 10:00, we had 10 bikes and 14 members: Graeme & Sally, Richard & Anne, John, Dave S, Lee, Paul B, Nigel & Jess, Alan & Jeanette, Alan T, Dave A.

We head in a generally eastward direction before we hit the roundabout and junction strewn southern perimeter of Middlesbrough. The group becomes spread out and there is a little confusion as junctions are left unmarked and riders then employ dubious tactics in order to keep the leader in sight - which leaves some drivers understandably frustrated by the motorcycle melee that follows. Come on guys, that's not the way that we ride.

However, following the stop start procession along the previous section it was good to turn south and begin the climb onto the North York Moors, the sheep frequently testing our observational skills and occasionally, our brakes !

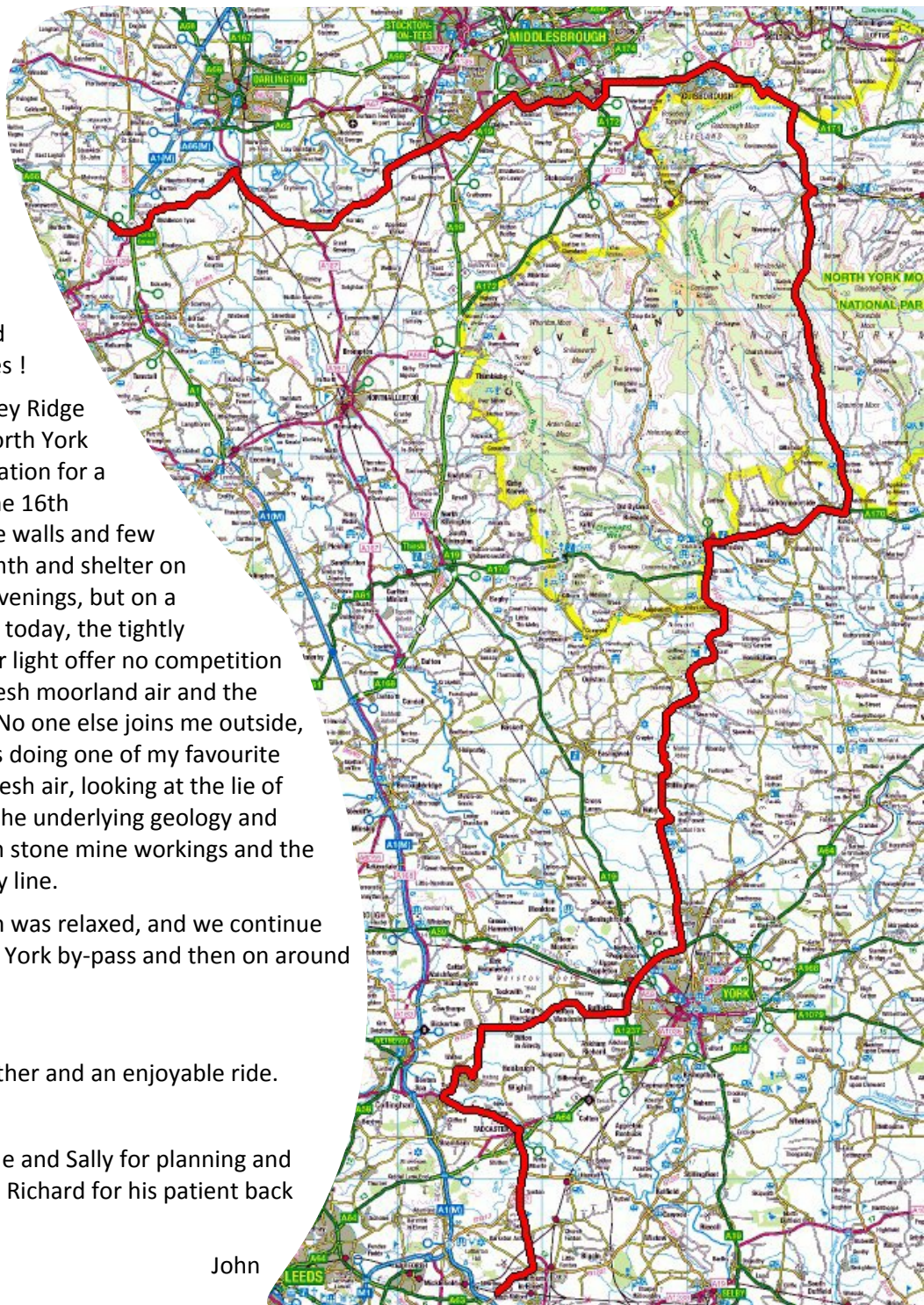
The Lion Hotel on Blakey Ridge in the middle of the North York moors is a cracking location for a pub, and dates from the 16th century. Its thick stone walls and few windows provide warmth and shelter on cold winter days and evenings, but on a glorious sunny day like today, the tightly packed tables and poor light offer no competition to the sunshine, the fresh moorland air and the view over the moors. No one else joins me outside, so I play billy-no-mates doing one of my favourite things - sitting in the fresh air, looking at the lie of the land, working out the underlying geology and picking out the old iron stone mine workings and the route of the old railway line.

The re-start after lunch was relaxed, and we continue south and towards the York by-pass and then on around Tadcaster to Squires.

A good day, great weather and an enjoyable ride.

Many thanks to Graeme and Sally for planning and leading the run, and to Richard for his patient back marking.

John



Club Ride Out



Dave, Alan, Graeme, Nigel



Paul, Jeanette, Dave



Alan & Richard



Anne, Jess, Sally



The bikes lined up outside the Lion Hotel on Blakey Ridge, North York Moors.

Durham BikeWise 2016

Another Great Day Out

Durham Police always put on a good event, this was our second year on the field closest to the new police headquarters. The layout is much better with a central arena for displays and various stands around the periphery. We had a good turnout from club members in spite of the event clashing with some members' holidays. Dick, Dale, Dave A, Sue, Alan T, Alan C, Jeanette, Graeme, Sally, John, Lynne, David B, David S all showed up to support the club. We looked good with our various banners, brollies, photograph displays, bikes and looked (from my own humble opinion) to be one of the most welcoming displays on the site. The organisers thought so anyway, and late afternoon shoved a piece of laminated A4 in our hand congratulating us on winning 1st prize for the best club stand. Alan collected the trophy and the shield from John McGuinness and Chief Constable Mike Barton. The [BikeWise site](#) has many downloadable photos of the event.

John



Club Event



ST1300 Modifications

Ideas Snapped on Members' Bikes

Foldaway Easy- Rider style footpegs.

These attach to the covered fairing guard and are provided with replacement plastic covers to accommodate the footpeg when it is folded.

Here snapped on Alex's bike when he fitted them as an experiment. Richard swears by them. Alex had problems as his bike has the full fairing extension fitted.



Driving Lamp Mounts

Dave A has these fitted to his ST1300 intended for mounting driving lamps on the mirror mounting bolts. Dave says that some modifications to the mirror fairing are required and it is not possible to have the moulded rubber piece fitted on the inside of the mirror. The official Honda versions are slightly different and have a modified rubber mirror cover available.



Rear Accessory Mount

Here is another idea snapped on a ST1300 - vibration free mounting for extra rear / fog / brake lights and a handy location for an aerial or two, should you like to listen to the radio when riding.



Throttle Rest

This device allows aching fingers to be relaxed on the move, while providing just enough grip for the wrist to keep the throttle in its current position.

PanTalk and its authors make no recommendations about the images shown on this page. They are photographs taken of modifications that have been spotted on ST1300 Pan Europeans and shown here purely for information. It is the responsibility of the owner to ensure that any modifications that they make do not impede the safe operation of the motorcycle, and that they are legal and are notified to insurance companies if the policy demands it.



Lee came out on Graeme's September ride on a new-to-him ST1300, and a brand new seat.

The old seat was taken to Tony Archer, repadded and recovered.

Excellent job. TonyArcher.co.uk is based in Huddersfield.



On Fitting New Tyres

Are they really that twitchy ?

I always order my tyres in advance, and once they have arrived in stock, I'll remove both wheels, take them to the dealer and have the tyres fitted and the wheels balanced.

During this process, I do various other maintenance checks - cleaning and re-greasing parts of the brake callipers; cleaning up the crud on the swinging arm; oiling/greasing the brake joints on the pipework and the exposed part of the rear suspension; and when I get the wheels back, I check the bearings for roughness and re-grease the drive splines with Moly Paste. All of that sort of stuff.

I also check out the clamp bands that secure the exhaust and put copper grease on the threads to help stop the clamp bolt breaking when I come to undo it in a few thousand miles time.

With everything secured again, I get rid of the sticky label on each tyre and wait for a fine day to take it out for a ride to scrub in the tyres. I take the opportunity to check that the brakes are working correctly and are not getting hot - always a possibility when they have been removed and replaced.

At the start of September, I went through the process as usual and all seems good. I take it easy at first, find an empty bit of dual carriageway and weave back and forth to get different parts of the tyre to rub against the road surface - to try and get rid of the shiny release agent that covers the surface.

25 miles later I decide I can rely on the tyre grip on a roundabout.

Strewth. What was that ? The bike twitches as if the rear tyre has caught a patch of ice. It probably wouldn't look like much from behind, but from the riders seat it feels massive. A little while later, it does it again.

I decide to stop, and check things over. The new tyres are no longer shiny except for the rather wide 'chicken strips' at the sides. The wheel nuts are secure, front and back. Something smells hot, but it is the copper grease on the exhaust clamps. All is OK.

Then I notice it. These tyres came with long rubber 'spikes' from the injection moulding. The moulding spikes are quite common, but they usually disappear within the first few miles, and I had ignored them. On this tyre, however, they were about twice as long as normal and although they had gone from the centre, the sides still had most of the spikes intact, so as I was cornering, these thin rubber strands were acting like roller bearings. Once I knew what was happening they were less of an issue - I could lean over, wait for the sideways slip, unclench my buttocks and then lean a little further - but It took 50 miles before they stopped causing the back end to twitch around.

I should have given the tyre a haircut before riding.

A Message from Keith Munro

Club Member since 2004 and owner of Bike-Quip



Bike-Quip

Honda ST1300 & ST1100 Accessories

Many club members have probably never met Keith. He has been a member of our club since 2004; is our most southerly member; and yet manages to join us on some of our longer rides out.

But most of us know him from the excellent range of accessories that he provides for owners of Pan Europeans. Flip-up screens, frame and headlight protectors, bar risers, radiator grilles, satnav mounts, swing arm protectors, badges, 'fenda extendas', There are very few Pans that do not have at least one of Keith's components fitted.

His website has been out of action for a few months - 'due to illness' it says on the top of the page, and no-one knew why. Mumbblings and expressions of concern have come from as far afield as America on the st-owners.com website. Yesterday, Dick (as member secretary) received a message from Keith who asked us to share it with members of Northern Pan Riders. This has already been done.

Suffice to say that Keith became seriously ill in March of this year and has been going through a slow and very painful recovery. He is now improving steadily and is currently at the point where he feels strong enough to go and do something, and then gets tired very quickly.

In respect of Bike-Quip reopening, Kieth says.....

I can only guess that this may happen in the next three months or, say, early in the the New Year. As soon as this happens, my web site will be up and running again.

I've had some real good times with you NPR guys and I thank you most sincerely for this. I wish all of you all the very best and, most importantly, good health and good luck!!

We wish Keith and June well and hope that Keith's recovery continues to full health.

SatNav

Zumo 665 and earlier - Problems with BaseCamp

It seems that Garmin have had a change of mind

For ages, I stuck to using MapSource when planning routes for my 660. It worked. I could never get Basecamp to work as effectively. I was repeatedly told by Garmin when I contacted technical support, that 'We do not support MapSource any more' and 'You should be using Basecamp'. However, it now seems that Garmin have had a change of mind.

The later versions of BaseCamp are seemingly causing problems with some earlier SatNavs. Navigation problems, odd screen messages and incomplete navigation displays have all been cited on forums that I have seen. A bit of investigation reveals [this page](#) at Garmin Support. If you don't want to click the link, I have reproduced the relevant text below:

The following devices are NOT compatible with routing in BaseCamp:

- zumo 400 series
- zumo 500 and 550
- zumo 660 and 665

These devices may appear to take a route without issue; however, when navigating the route, an error message may appear. An alternate program to use is MapSource. First download the map to your computer, then use MapSource to create and transfer routes to your zumo.

[Here is a link to the latest versions of various pieces of Garmin Software](#), including MapSource and Basecamp.

The link is to the software on Garmin's Support Pages.

It Isn't Paranoia ...

... if they really *are* out to get you.

I reckon that I am a pretty good rider. I'm not being big headed or 'full of it' by saying that. I just mean that I work at being as safe as I can be. I know my highway code and my roadcraft; I give myself plenty of space to read the road and the circumstances developing ahead. I practice what I learn and I revise what I already know.

But things have changed in recent years. The normal rules of the road seem to have gone by the wayside, and precious little is being done to stop this descent into anarchy. From my perspective I am following one set of rules and riding skills, and it seems that most everyone else is following a completely different set. So now, in spite of years of experience, training, assessment and keeping up my application of various skills and techniques, I find myself feeling more vulnerable than ever.

I know that I am quite capable of making mistakes - and although I always strive to get it right, I never want to feel that I am perfect, or to become complacent about my riding. But neither do I feel the need to stick an IAM or RoSPA badge on. I am my own worst critic, and although I think that I am always improving, I feel less able to anticipate some situations developing than before. I think that this is less to do with me and much more to do with a whole new set of 'situations' and the fact that I don't have the mindset of the blinkered, selfish, video game trained, ego-centred, arrogant and aggressive riders and drivers that currently seem to populate our roads.

I'm quite at ease with bikers and drivers who do something stupid. I can usually spot them a mile off - there's something about the body language or positioning; or maybe the circumstances which are familiar from a previous experience; or maybe its the England car flag fluttering from its plastic window clip that gives the game away.

What I am not particularly well equipped to spot are the bullies that force their way into a gap that isn't there; the car drivers that race down the outside of a line of stationary traffic and reverse park themselves at the front of the queue; the 'nipper' approaching from a side road that sees you coming but at the last minute nips out anyway; the 'lane changer' that blocks your return to the inside lane by attempting to dart up the inside; the 'intimidator' that by aggressive posturing in your mirrors attempts to force you into danger; the 'antagonist' who deliberately does something to annoy you in an attempt to get you to respond; the 'unimaginative' who think it's all Ok providing you can stop in the distance that you can see to be clear; the tail gating rider that stays glued to your number plate through a manoeuvre.

I know what these people do, but at present I am having difficulty anticipating them coming for me.

So I have to learn:

- that someone joining a carriage way from a slip road will assume that they have right of way;
- that my two second gap is an invite to following vehicles to move into it from the inside;
- that the person entering a roundabout does not expect to have to stop;
- that when I am first to a red light, the 2 vehicles behind will expect me to drive through;
- that the car emerging from a side road will pull out regardless, attempting to force me to stop;
- that even though I have just passed the only car in the inside lane, I must not assume that lane is clear;
- that the hard shoulder needs to be checked for overtaking vehicles;
- that vehicles often take the outer (left hand) lane when taking the 3rd exit from a roundabout;
- that if I am hidden behind the door post when the driver glances right, then I am not there;
- that if the rider on my tail cannot see what I can see ahead, then he will intimidate me to get a move on;
- that motorcyclist behind will often pass close by - Marquez style - and pull into my stopping distance gap;
- that some car drivers will deliberately attempt to close the gap when I filter;
- that oncoming bikers will advertise their lack of road craft by taking the shortest line through a bend;
- that if the road user behind is too close, then I am at fault for heeding the speed limit;
- That for many drivers and riders there are simply no rules of the road;
- That many drivers and riders are like lemmings with little common sense or intelligence of their own
- That there are drivers out there that will deliberately try to create a situation where I crash into them.
- That sometimes, they really are out to get me;

BaseCamp Tip

Keeping Routes Separate

One of the features of BaseCamp is that it is capable of keeping all of your routes in one massive database, without having to load in a different one each time you want to plot a new route.

In the early days, this was a nightmare, as I found that BaseCamp would quite happily lose my database and all of its contents in one go. Making a backup wasn't easy and certainly wasn't documented.

However, things move on, and to get the best out of the later satnavs, using Basecamp is a must. Here's how to set up separate databases for your tours, should you wish to do so.

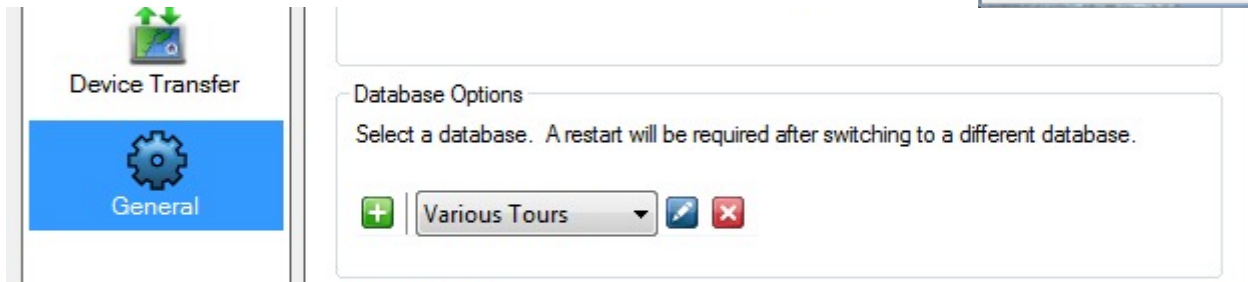
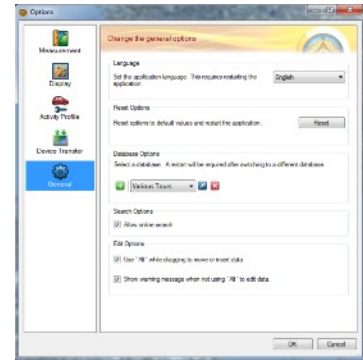
First of all, create a folder in which you intend to keep all of your Basecamp routes.


Mine is in **E:\My Documents\Mapping\BasecampDatabases**

Then in Basecamp, select **Edit / Options** from the main menu and click **General**

The display on the right will appear - too small to see in detail, but the relevant section of the display is reproduced below:

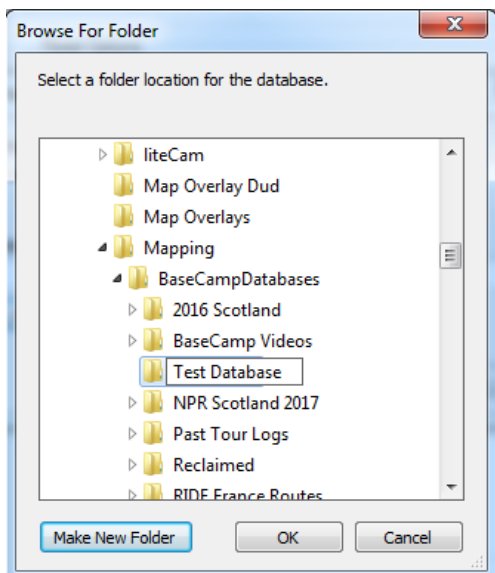
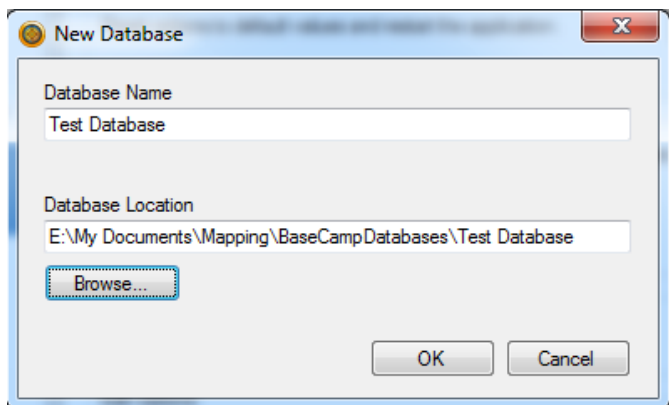
The selected database shows in the drop down window - mine says 'Various Tours', and you can choose any of the databases that you have previously prepared by selecting it from the drop down list.




But to create a new database, click the little green + button. 

The New Database dialogue box will show up. (Right). Enter the name that you want for your new database, and then click **Browse** for the database location.

Navigate to the folder which you created earlier - mine was: **E:\My Documents\Mapping\Basecamp Databases**



And then click **Make a New Folder**. Create a folder with the same name as your database and click OK. Your New Database dialogue box should look similar to mine, above. Click **OK**.

Your new database will from now on will appear in the drop down list. To change database at any time, select the database name and click the  in the **Edit / Options / General** dialogue box

John

How Many Pans Are There in the UK ?

The answer (apparently) is 6,638

I found an interesting website - www.howmanyleft.co.uk which uses the DVLA database to provide information about how many vehicles of any type are registered in the UK.






It breaks it down by the data that is provided on the V5 document - some are recorded as (say) ST1300A, whereas others are recorded with their full designation (eg ST1300A-9) to indicate the model number.

So there are currently 4,001 ST1300s and 2,637 ST1100s.

The table is shown below, on the website you can click on the name of the motorcycle to get more detailed information.








ST 1100

Vehicles licensed every year 2016-2001. Click model names for more stats.

	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001
 HONDA ST 1100 POLICE	135	131	131	141	164	162	183	212	237	277	289	312	322	322	318	320
 HONDA ST1100	1.2k	1.1k	1.1k	1.2k	1.2k	1.3k	1.3k	1.4k	1.5k	1.6k	1.6k	1.6k	1.7k	1.7k	1.7k	1.4k
 HONDA ST1100-L	201	200	222	235	246	270	279	308	318	346	376	405	406	416	428	441
 HONDA ST1100-M	178	174	189	184	205	208	222	234	262	272	289	294	313	304	306	328
 HONDA ST1100A	973	937	997	1.0k	1.1k	1.2k	1.2k	1.4k	1.5k	1.6k	1.7k	1.7k	1.8k	1.8k	1.9k	1.7k

ST 1300

Vehicles licensed every year 2016-2001. Click model names for more stats.

	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001
 HONDA ST 1300 A - 4	839	797	797	820	855	893	910	974	995	1.0k	1.1k	932	407			
 HONDA ST 1300 A-6	693	664	679	670	714	743	763	818	837	627	309					
 HONDA ST 1300 A-8	167	162	161	158	174	176	174	177	117							
 HONDA ST 1300 A-9	592	569	576	581	518	425	261	122								
 HONDA ST1300	556	519	531	545	565	583	611	637	654	676	691	717	690	390	213	
 HONDA ST1300 A	975	967	972	1.0k	1.1k	1.1k	1.1k	1.2k	1.3k	1.3k	1.4k	1.4k	1.3k	1.1k	601	
 Honda ST 1300 A-E	179	136	70													

Interesting though it is, I searched for one of my old bikes - the Yamaha XS650, but according to the site, not a single XS650 is registered or SORN'd in the UK - yet there are plenty around for sale on places like ebay. So I suspect that the data isn't quite complete, or there was no requirement to state the model on these early registration documents. Computer databases were not in widespread use when these bikes were made.

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Canal Trip June 2015.....	September 2015
AGM 2015.....	December 2015
Christmas Do - 2015.....	December 2015
Durham Bikewise 2016.....	September 2016

Members' Tours

Dick and Ruth's trip to Scandanavia.....	October 2013
Britt Butt Rally 2013 - Graeme and Sally.....	December 2013
Belinda and Graham's Spanish Tour July 2012.....	December 2013
John's 9000 mile, 2 month American Tour 2012 - Route 66.....	February 2014
Tony's 3,100 mile Tour of SW USA.....	May 2014
Camping with a Pan European. John & Lynne share some tips.....	May 2014
Black Pudding Run October 2014.....	December 2014
Tour des Grandes Alpes.....	March 2015
Pan in the Sand.....	March 2015
Ticked off the List - Ayrshire Coast.....	March 2015
A Tour of Scotland.....	December 2015

Routes

Clwyd and Snowdonia.....	December 2013
A Tour of the Lake District passes.....	February 2014
A Long Scottish One Day Circuit.....	May 2014
Romans and Leadmining -240 Miles in Northumberland.....	August 2014
Routes - A Border Raid.....	December 2014
A Five Day Tour of Scotland.....	December 2014
A Mid Wales Traverse.....	March 2015
Moffat Figure of Eight.....	June 2015
West Yorkshire - Cat & Fiddle.....	December 2015
Brecon Beacons & Black Mountain.....	March 2016
Bluetooth Mobile Phone with Zumo 590 & Autocom.....	July 2016

Maps, Pcs and SatNavs

Google Maps to GPX (but Google has changed since this was written).....	February 2014
SatNav Speed and Indicated Speed on Vehicle Speedometers.....	December 2014
Continental Riding and Garmin Speed Alerts.....	December 2014
Zumo Maps & Routes.....	March 2015
Basecamp Databases.....	March 2016
The Zumo 590.....	March 2016
Step By Step Basecamp Videos.....	March 2016
New On-Line Mapping Software - to Replace Google ?.....	March 2016
Garmin Basecamp problem with earlier Zumos.....	Sept 2016
Keeping Separate Route Databases in BaseCamp.....	Sept 2016

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
Highway Code Quiz.....	September 2015
Advanced Riding.....	December 2015
Insurance Check.....	March 2016
Cheap Fairing Push Rivets.....	March 2016
JIS Cross Head Screwdrivers - Wow !.....	March 2016
Stop it Popping Out - Fairing mod.....	July 2016
Various ST1300 Saddles.....	July 2016
On fitting New Tyres.....	Sept 2016
It isn't Paranoia.....	Sept 2016
How many Pans in the UK.....	Sept 2016

Show & Tell

Heated grips, Video cam, satnav, cup holder, topbox rack, Radio.....	September 2015
SatNav Mounts, Throttle Locks, Power Supply.....	December 2015
Rukka Textile Riding Suit.....	December 2015
DogCam Bullet Camera.....	December 2015
Pockets, Top Box & Pannier Luggage.....	July 2016
Various mounts - lights, aerials, cruising footrests, more saddles.....	Sept 2016

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

Skills

Riding a Motorcycle

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 2015.....	September 2015
Ravenglass Ride - July 2015.....	September 2015
Melton Mowbray - August 2015.....	September 2015
Hornsea - September 2015.....	September 2015
Northern Dales - John & Lynne - Oct 2015.....	December 2015
East Yorkshire - Dick & Ruth - Nov 2015.....	December 2015
Derbyshire - Alan - Dec 2015.....	December 2015

Club Rides Out (continued)

Where we have been 2015.....December 2015
 Zoes Place - Alan - Feb 2016.....March 2016
 North Pennines - Dale & Sue - March 2016.....March 2016
 Foxton Locks - Richard & Anne - April 2016.....July 2016
 North Wales - John & Lynne - May 2016.....July 2016
 Dales, Cumbria, Trough of Bowland - Andy & Tracy - June 2016.....July 2016
 Holme Moss, Strines, Barbecue.....Sept 2016
 A Right Roman Ride Out - July 2016.....Sept 2016
 Blakey Ridge - August 2016.....Sept 2016

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 all of our ride leaders - Ken, Graeme and Alan.

Particular thanks go to Sue Crossman who kindly took the trouble to produce the report for Ken's run into Roman Country.

The rest of the stuff in here is by my own hand.

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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