

The Occasional On-Line Magazine of The Northern Pan Riders

# Pan Talk

Issue 6 - August 2014



## Cover Photo



Sunday 1st June we had a day out on a couple of Canal Boats hired from Pennine Cruisers in Skipton. 3 hours out to Kildwick and the White Lion Pub, which is conveniently located at the side of the canal, and 3 hours back to Skipton.

Very pleasant and very relaxed watching the world go by at 2-3 mph, and a thoroughly enjoyable day out.

The general opinion was that this was much better than the barbeque, much less prone to being cancelled due to bad weather, and only marginally more expensive than the parking fees at Bolton Abbey.

I got the feeling that we will be doing more of these in the future.

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# Editorial

Issue No 6 - August 2014

Just adding the final touches to this edition of our on-line magazine and I realise that it is just a year since we resurrected PanTalk as an on-line magazine and I published the first tentative experimental version in July 2013.

Creating each issue of the magazine is a long process which I tackle one article at a time whenever I have an hour or so free. This is then followed by a flurry of activity when I realise that it all needs pulling together for my self imposed deadline. I had originally intended PanTalk to be a quarterly publication, but it would seem that I can't count properly, as twice in a spate of enthusiasm I have published a month early - hence we are now on Issue #6, just 13 months after publishing the first one.

So I started reflecting on the last year. It seems to have been a busy one, and there has been much going on in the club in addition to the usual monthly rides out, the club socials and the rides to eat. We have had the weekend trip to the National Arboretum, the Skipton Canal trip, the NPR holiday to Germany, the Bank Holiday tour of Scotland, Durham Bikewise and the newly introduced NPR Challenge.

Since the last AGM we have had much discussion about the future direction of the club, and at the EGM in May we voted unanimously that we should begin to allow other kinds of tourers to join the club, at the discretion of the committee.

Personally, I have spent much time devoted to enhancing our use of on-line technologies, adapting Ken's database for the Membership Secretary to enable renewals and reminders to be delivered by email; introducing PayPal as an alternative means of collecting membership fees; setting up a section of the website to allow new owners of Pan Europeans to join instantly; and I had a lot of fun working on the web pages that allows members to keep an on-line record of the places that they have visited for Graeme's 50 point Challenge. Sad, I know, but I enjoy doing stuff like that.

This quarter's magazine is slightly different. Filled with the usual rides out, event reports, routes and workshop sections, but there are no Snippets, no Member's Tour reports, and no Guess Who sections this time. Everyone is far too busy on their bikes enjoying these superb dry roads this year. Hopefully, contributions will pour in after everyone has enjoyed their Summer holidays ! I have also introduced an index to all of the articles in all of the 6 Issues that have been published so far, and I will keep this up to date in the future. The contents page for this issue now has clickable page numbers.

Many thanks to Anne and Jeanette for organising what has been an impressive selection of events; to Anne for the report on the successful trip to Germany; Pete and Helen for the write-up and photos of their Scotland trip at the end of May; to everyone that made the Bikewise event so enjoyable and to James and Dave for towing the club trailer back and forth.

I make no apologies for continuing to add a workshop section. I know many people do not touch the mechanics of their own bike, but having even a little knowledge about what the service centres are supposed to do can help you to check that it has been serviced properly. And if anyone ever needs help, then get in touch through Richard - there are a couple of us willing to lend a hand. We are not setting up ourselves as experts. Far from it. We are just enthusiastic amateurs who have been there, done that, and have learned a lot in the process. We won't do any of the work for you, but we can certainly be on hand to stop you making silly mistakes.

Finally, an introduction to all of the new members who have joined the club this year:

Ian and Gail from Richmond;  
Peter and Victoria from Castleford;  
David and Katherine from Cleckheaton;  
Lee and Wendy from Leeds;  
Tony from Harrogate;  
David and Margaret from Sunderland;  
Paul from Hull  
Tony from Darlington

May we extend a very warm welcome and we look forward to seeing you on rides, at events or club socials.

John Heath

# NPR Diary Dates

Lifted from the Website 12 07 2014

## August 2014

- Wed 6<sup>th</sup> North East social meeting at "The Dun Cow"
- Sun 10<sup>th</sup> Pete will be leading this Club Ride Out. More details nearer the time.
- Tues 12<sup>th</sup> Yorkshire social meeting at "Squires Cafe"
- Sun 17<sup>th</sup> The annual club Club Bar-B-Q.
- Sat 30<sup>th</sup> Our monthly "Ride to Eat" lunch venue is The Chilton. Meet at 12 o'clock noon. Address:- Black Boy Road, Fencehouses, Nr. Houghton le Spring DH4 6PY - Telephone 0191 385 2694.

## September 2014

- Wed 3<sup>rd</sup> North East social meeting at "The Dun Cow"
- Wed 3<sup>rd</sup> Sun 7<sup>th</sup> - International Pan Gathering in Switzerland. More info here.
- Tues 9<sup>th</sup> Yorkshire social meeting at "Squires Cafe"
- Sat 13<sup>th</sup> - Sun 14<sup>th</sup> The annual Tailend "BMF Show" at Peterborough. Info at:- <http://www.thebmfshow.co.uk/>
- Sun 14<sup>th</sup> Graeme & Sally will be leading this Club Ride Out. More details nearer the time.
- Sat 27<sup>th</sup> Our monthly "Ride to Eat" lunch venue will be posted on the website

## October 2014

- Wed 1<sup>st</sup> North East social meeting at "The Dun Cow"
- Sun 12<sup>th</sup> Garry may be leading this Club Ride Out to infinity and beyond.
- Tues 14<sup>th</sup> Yorkshire social meeting at "Squires Cafe"
- Sat 25<sup>th</sup> Our monthly "Ride to Eat" lunch venue will be posted on the website

## November 2014

- Wed 5<sup>th</sup> North East social meeting at "The Dun Cow" .
- Sun 9<sup>th</sup> Shrek may be leading this Club Ride Out.
- Tues 11<sup>th</sup> Yorkshire social meeting at "Squires Cafe".
- Sat 29<sup>th</sup> Our monthly "Ride to Eat" lunch venue will be posted on the website.

## December 2014

- Wed 3<sup>rd</sup> North East social meeting at "The Dun Cow" .
- Tues 9<sup>th</sup> Yorkshire social meeting at "Squires Cafe".
- Sat 13<sup>th</sup> Club Christmas Party at The Catterick Golf Club  
This is a very pleasant venue and is situated suitably for the North-east & Yorkshire to join, and party together. More details nearer the time.
- Sun 14<sup>th</sup> Rudolph may be leading this Club Ride Out. More details nearer the time.

# Article Index

## A Résumé of Articles Published in PanTalk with Dates.

I've put together this index, which I will now keep up to date and include in every PanTalk. You may find it useful.

### Membership

Club Membership	July 2013
Membership Map	July 2013
BMF Membership Details	October 2013

### Members Bikes & Guess Who

Guess who - A Panther, C90, Bantam, Ural, XS650, ST1100, ST1300	December 2013
Barry's Ex Police Pan	February 2014
Guess Who - BSA, 125 Kawasaki, ST1300	February 2014
Alex's article Motorbike, Milestones and Memories	February 2014
John Buys a new Pan	May 2014

### Club Events

Pete's Scotland Tour May 2013	July 2013
NPR at Biker events 2013	October 2013
Thunder in the Glens 24 August 2013	October 2013
Map - Rides out and Rides to Eat in 2013	February 2014
2014 NPR Challenge	February 2014
Online Logbook for NPR Challenge	May 2014
Canal Trip - Skipton to Kildwick - 1 June 2104	August 2014
Pete & Helen's tour of Northern Scotland, May 2014	August 2014
NPR Trip to Mosel Valley, June 2014	August 2014
Durham Bikewise	August 2014

### 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

### Member's 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

### 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

**Workshop**

Replacing wheel bearings	July 2013
Reprogramming Honda HISS Keys	October 2013
Poor Running HT leads and plug caps	October 2013
Brake Pad Hanger pins. An owner's modification	October 2013
Adding Power via a Relay	December 2013
Workshop - Avoiding the Pitfalls - Replacing Brake Pads ST1300	February 2014
A Guide to Everyday Tools - A tongue in cheek set of definitions	February 2014
Wired Mobile Phone Setup with Autocom	May 2014
Fitting Bike-Quip Handlebar Risers	May 2014
Repairing Adjustable Screen - Ricke from USA allows us share this	May 2014
Removing and Refitting Wheels on an ST1300	August 2104

**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	August 2014

**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

## National Arboretum, Lichfield

11 May 2014

This was to be a surprisingly good weekend break for us. I had no idea about the Arboretum, or Lichfield. Graeme on the other hand seemed to know and had arranged a special rate with the George Hotel for members of the club. We had decided to make 2 nights of it, heading down on Friday afternoon to leave Saturday to explore a completely new town for us.

Other members of the club would arrive sometime on Saturday and stay over for one night. We had an excellent day exploring the town and had just returned to take afternoon tea on the terrace. It always happens - you do something like this as a treat, and just as you have stuffed a scone into your face, someone you know rolls up. Many apologies to Steve and Elizabeth if our greeting was pebble dashed with crumbs.

Other members would make an early start on Sunday morning to arrive at the George Hotel's car park in time to leave for the Arboretum at 11:00am. Excellent timing, the syncopated beat of the group of V4 engines rolled into the car park at 10:50, and we headed out of Lichfield to the Arboretum.

The overfill car park was lethal for motorbikes - a newly laid, thick layer of loose chippings. Instead, we found a corner of the normal car park. The cafe / restaurant was quiet when we arrived, so we had lunch before looking around the arboretum. The small road train looked like a sensible way of doing this, especially with all of the motorcycle gear - the site is massive, and walking round would have been impossible. It would take a whole day to look around everything.

Various marching bands held up our journey for quite some time, but we eventually got under way with a taped commentary pointing out the various memorial gardens for all kinds of regiments, forces and public services. Here was one for the Fire Service, over there a memorial for the men who built the Burmese Railway, The Bevin Boys, The War

Widows and out of sight of the train, for me the most poignant one - The Shot at Dawn memorial.



A couple of us got off the train to take a look and then walk back. The memorial showed a statue of a lone soldier, a young 17 year old lad, handcuffed and blindfolded in front of a firing post. Behind him hundreds more firing posts, each bearing the name of young soldiers who suffered the same fate, with more yet to be added. In front, a plaque which recognised the fact that these young men were not cowards, but underage and suffering from shell-shock. Many were sentenced without the opportunity to defend themselves.

Our walk back took us to the memorial wall, where we met up with the rest of the group from the train, all of whom were collecting their photos for the NPR challenge.

Alan led us back home through the delightful quiet back roads of Derbyshire. Derbyshire had declared war on motorcyclists many years ago due to the high accident rate on some of the county's roads. We headed north on the A515 to Ashbourne and then took the B5056 through the undulating limestone scenery towards the A6 near Bakewell. On this route the county-wide 50mph speed limit was plenty for these wonderfully twisty country lanes. Past the neatly cropped lawns around Chatsworth House and on to Hathersage and Bamford. Most of the group turned right at Yorkshire Bridge / Ladybower Reservoir and took the steep sinuous route over Strines to Penistone. We headed off in the opposite direction over Snake Pass and Holme Moss to make our way up the Pennines towards Ilkley.

A superb run back in glorious weather, and an excellent weekend break.





## Alan and Jeanette's Ride into the Northumberland Borders

Sunday 8 June 2014

Ok, so it was supposed to be a trip into the Northern Lake District, but that got abandoned as soon as we rolled up at the Sedbury Layby on the A66 near Scotch Corner. The place was heaving. Now we knew about the Appleby Horse Fair, but at this point in the week, we really expected anyone who was going to be at Appleby already. We didn't expect them to be in Sedbury Layby making noises about heading in the same direction as us. So we looked at a map, failed to get anything sensible into Alan's ailing satnav and headed off, as Alan put it, 'Up There', pointing with a vague gloved finger somewhere in the middle of the North Sea.

We also knew that many people would be on holiday, but only 4 bikes had turned up. No point in using the drop-off system - we weren't going to get that spread out, and in any case, we all had intercoms. Alan and Jeanette led the way, followed by Alex and Ann, John and Lynne and Richard and Anne bringing up the rear. The day would be a long one, and it was important to be able to make progress so we set off North to pick up the A68 which would get us briskly beyond Hadrian's Wall and eventually towards Morpeth.

This was a superb riding. The A68 is as good at it gets for covering distance quickly. Little traffic to hold us up, plenty of scenery and good flowing bends to keep it interesting.

We reached the coastal road near to Newbiggin-on-Sea and followed it all the way to the little seaside town of Seahouses. The black clouds to the west which had spoilt the otherwise blue sky had been slowly drifting in our direction and by the time we parked the bikes the first rain was starting to fall. A quick dash across the road to the fish and chip restaurant and we sat smugly having lunch, talking about where we had ridden, where we would go to next, how lucky we had been with the roads and the weather - while outside it was bucketing down. The waitress's day was made as she delivered Richard's Fish and Chips decorated with a small sprig of Parsley. He thanked her graciously, picked up the parsley between thumb and forefinger, smiled at her sweetly and said 'And that's for you'.



By the time we were ready to go, the rain had stopped, the sun was out again and the road was almost dry - the only sign that it had been raining hard was on the bike fairing and mirrors. We headed west across country to the north of the Cheviot hills, through Wooler, across the border at Kirk Yetholm, and towards Jedburgh. The need to fill up somewhere coincided with another downpour, so we had an impromptu stop and drink underneath the shelter of the garage forecourt canopy. The rain didn't last too long, and once again the sun came out, gradually drying the roads but not quite managing it in time for us to commit to the sweeping hairpins at Carter Bar as fully as we would have wished.

The run down to Hexham is always brilliant - we turned off to take the hillier option through

Bellingham before taking the 'direct' B6295 - a superbly twisting country road that roller-coasters south through the mining villages of Allenheads, St John's Chapel and Langdon Beck, before heading down the valley to Middleton in Teesdale. A stop here for a drink at the cafe, a frantic, fruitless search for a lost motorbike key before continuing through Barnard Castle to Scotch Corner.

The run from Scotch Corner and back was 281 miles, starting at 10:00 and returning at 20:00. Home was another 50 miles and an hour away - the entire day was 2 hours longer and 100 miles further.

And the lost key? Well, somehow that managed to turn up inside my shirt breast pocket.

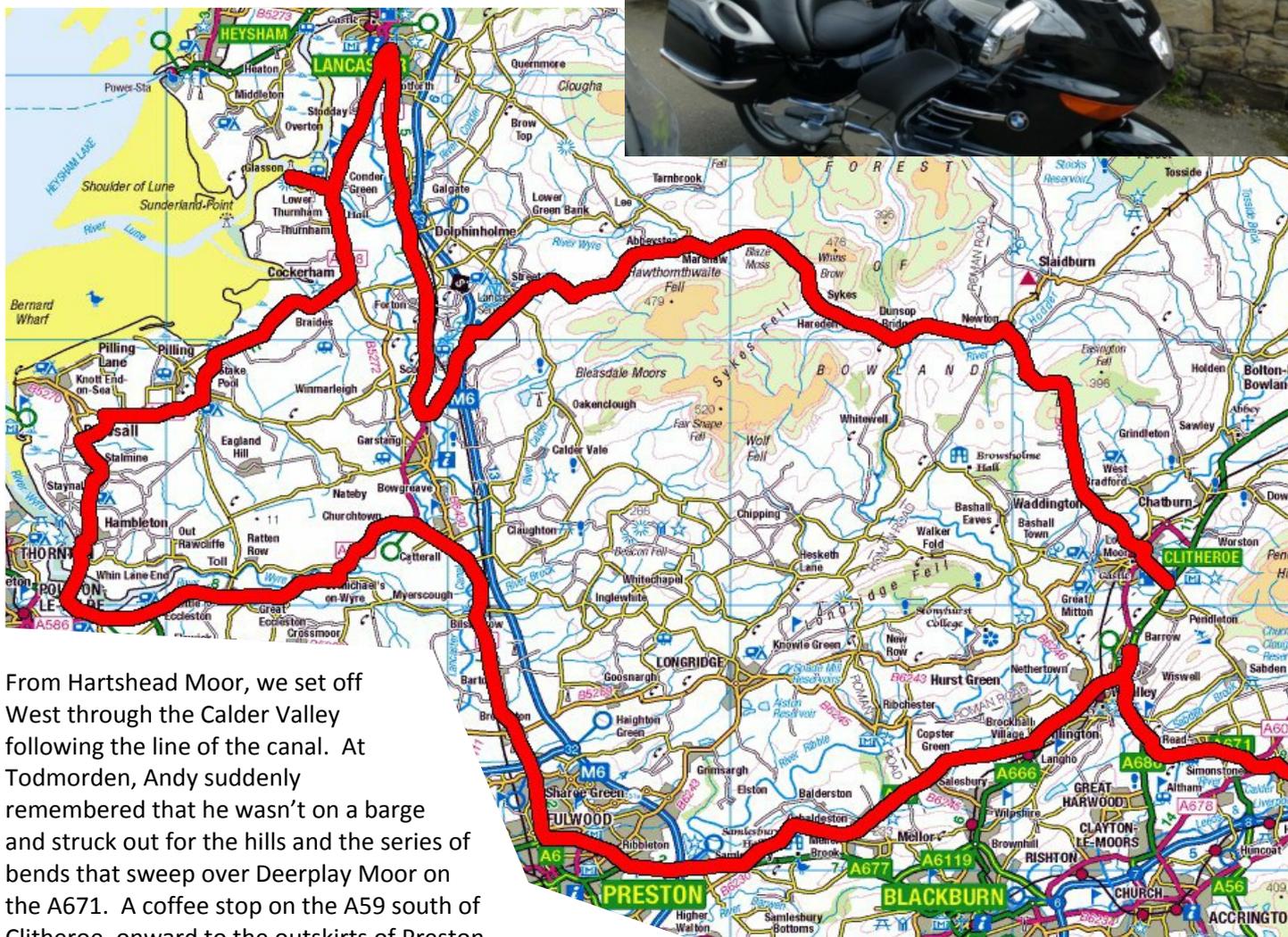
Thanks Alan, a thoroughly enjoyable ride.



# Glasson Dock

Andy and Tracy's Ride Out - 13 July 2014

I'd never heard of Glasson Dock, and for once, I didn't look at where it was on the map before we set off, all I knew was that we had to be at Hartshead Moor Service Area on the M62 by 10:00 and had every confidence that Andy and Tracy would get us there safely. Andy, on the other hand, on his first ride as leader, was not so sure.



From Hartshead Moor, we set off West through the Calder Valley following the line of the canal. At Todmorden, Andy suddenly remembered that he wasn't on a barge and struck out for the hills and the series of bends that sweep over Deerplay Moor on the A671. A coffee stop on the A59 south of Clitheroe, onward to the outskirts of Preston.

Here we had an opportunity for us to hone our group filtering skills as we edged our way towards the route that Andy had selected between the M6 and the coast. Not just any route: these roads were superb riding.

Glasson Dock is a little gem of a village, located where the River Lune meets the sea, just South of Morcambe Bay. So this is where the river that passes under the Devil's Bridge at Kirkby Lonsdale ends up? The Dalton Arms was superb - we were greeted warmly, served well and Spud was treated like royalty. The food and the service was excellent, and I can't remember ever having been waved off from a pub before!

The return journey came as a surprise when I saw my satnav log on the map, but Andy had picked out some pretty good roads in order to get to the Western end of the quiet back roads that climb the flanks of Hawthornthwaite Fell and descend through the Trough of Bowland. You know instantly that you are on the best road in the area when you meet a succession of vintage cars coming in the opposite direction. It was a good day to be out on this road on any mode of transport.

From here, we headed due South towards the A59 near Clitheroe. Members would want to head off in different directions, so we disbanded from here. An excellent ride.

Many thanks to Andy and Tracy. We live 25 miles from here, yet the route from the morning coffee stop to the end was all completely new to me. A rare treat.



# Pete & Helen's tour of Northern Scotland, May 2014

## Sat 24th May

A bright start to a four day, 1400 mile tour around the Highlands of Scotland, Helen and I lead 15 bikes into a cold trip, heading to Rogart 40 miles north of Inverness. Stopping at Carter Bar on the A68 we were greeted by a loan Scot with his bagpipes playing us in to Scotland. The M90 saw our first puncture on my mates bike, which I managed to fix after several attempts. Arriving at Rogart at 7 pm we settled down for food and beer.



It's behind you ! Heading for Scotland at Carter Bar on the A68

## Sunday 25th May

Sunday is a 9am start riding north to John O'Groats up the coastal A9 into the rain and fog over the highest parts. Definitely coffee time at John O'Groats and then we are off west to Durness following the fantastic northern coast. Rain has stopped now but it is only eight degrees as we pass deserted beaches and windswept scenery. When we arrive at Durness, we decided to shorten the route around the north coast as people are starting to get tired and cold but it was an enjoyable day. When we got back to Rogart, my mate Mick realised he has lost his wallet, having remembered where he left it, I had to then ride back to Ledmore junction to retrieve his lost wallet from some kind Scottish people who came down from Durness to meet me with it.



The view South East from Ullapool looking towards Kintail

## Monday 26th May

We woke up to warm sunshine as we headed off to Ullapool for a day of rest. After a stressful start, we arrived at Ullapool, the sun was still shining and as we had a couple of hours to kill we spent this time in cafes, looking round shops and sampling fish and chips on this beautiful part of the west coast.

## Tuesday 27th May

We are homeward bound. Taking the A9 south to Inverness, past Loch Ness and through the fantastic Glen Coe where there we have coffee and photo stops to take in the scenery. Some of the riders decided to leave us at the Green Welly Stop to make a speedy return home so the rest of us carried on to Crianlarich. At this point there are only two bikes remaining. This was me and Helen and my mate Mick. As we headed south, hitting the outskirts of Glasgow the heavens decide to open up as we get our real first taste of the lovely Scottish weather. We arrive back home at 7.30pm, wet and hungry with a knackered back tyre from some exciting biking.



Helen on the A82 at the top of a very moody looking Glencoe.



Trips like this are never short of problems: punctures, tiredness, people getting lost etc. To lead 15 bikes 1400 miles into the wildest part of the UK is no easy task. Organising the accommodation, food, fuel stops and breaks etc take some planning and I tend to rely on my 20 year local knowledge rather than sat navs for the best routes.

Big thanks to all those who complemented me and Helen on the trip and a personal thanks to Helen for her support in making this trip a memorable one.



Pete and a line of Pans (+ others) at John O'Groats

# Canal Trip - Skipton to Kildwick.

Sunday 1 June 2014

What a treat this turned out to be ! 18 of us piled onto 2 of Pennine Cruisers' narrow boats at the Springs Branch in the centre of Skipton. The sun was out and the air was still as we settled into a very different, relaxed pace of life.

Seeing the world go by at walking pace, with all of the time in the world to watch the beautiful panorama of the Aire Valley slowly reveal itself in all of its lush green glory was a delight.

It took a while to get used to this new slow motion pace of life. Lynne and I live hereabouts, and we walk, cycle, drive and ride up and down the valley as a matter of course. We take the scenery for granted - what we see of it. After all, on the motorbike or in the car, the journey takes little more than 5 minutes. The push-bike maybe 15-20 minutes. The view at such speed is largely incidental - even walking only provides brief glimpses during the slog up the valley sides before we are able to sit and drink in the scenery for a few minutes whilst desperately trying to bring heart rate and breathing down to a reasonable level.

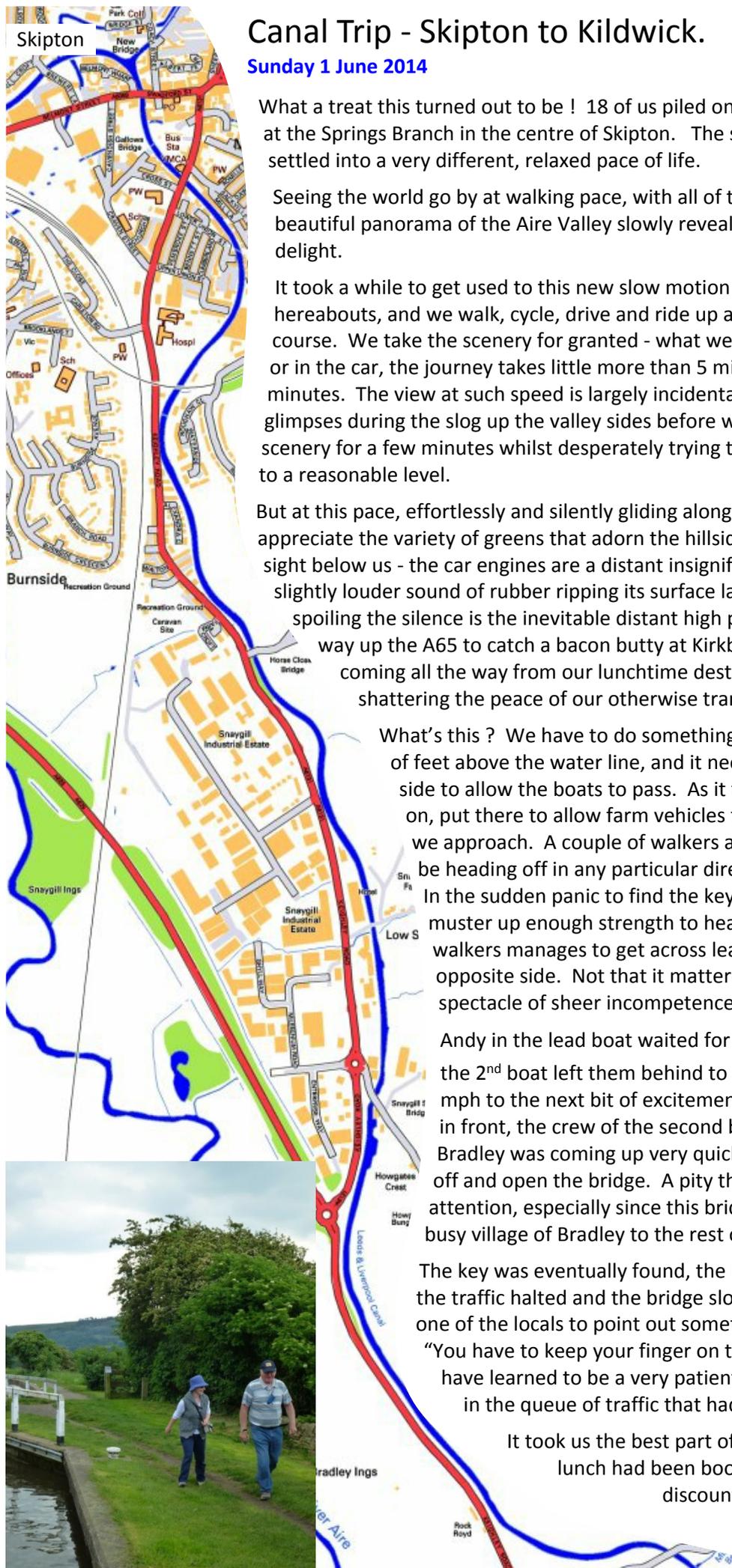
But at this pace, effortlessly and silently gliding along, there is time to see everything and appreciate the variety of greens that adorn the hillsides and fields. The main road is out of sight below us - the car engines are a distant insignificant hum, almost drowned out by the slightly louder sound of rubber ripping its surface layer away on the tarmac. Occasionally spoiling the silence is the inevitable distant high pitched roar of a motorcycle rushing its way up the A65 to catch a bacon butty at Kirkby Lonsdale. You can hear these things coming all the way from our lunchtime destination at Kildwick 4 miles away, shattering the peace of our otherwise tranquil voyage. Bloody bikers.

What's this ? We have to do something ! There's a bridge in the way a couple of feet above the water line, and it needs a landing party to swing it to one side to allow the boats to pass. As it turns out, it is a good one to practise on, put there to allow farm vehicles to cross and there is nothing waiting as we approach. A couple of walkers are hanging around and don't seem to be heading off in any particular direction as we pull in to the towpath side. In the sudden panic to find the key, work out how to open the bridge and muster up enough strength to heave the bridge around, one of the walkers manages to get across leaving the other one stranded on the opposite side. Not that it mattered, they were obviously enjoying the spectacle of sheer incompetence that had interrupted their walk.

Andy in the lead boat waited for his crew to get back on board, while the 2<sup>nd</sup> boat left them behind to mark the junction, and raced off at 3 mph to the next bit of excitement. Having ignored the experts, but now in front, the crew of the second boat realised that the swing bridge at Bradley was coming up very quickly and that they too would have to get off and open the bridge. A pity then that they had not been paying attention, especially since this bridge was on a road which connected the busy village of Bradley to the rest of the world.

The key was eventually found, the instructions read, the button pushed, the traffic halted and the bridge slowly rotated. It required the help of one of the locals to point out something that must happen all of the time. "You have to keep your finger on the button". The people of Bradley have learned to be a very patient community, and most of them were in the queue of traffic that had formed.

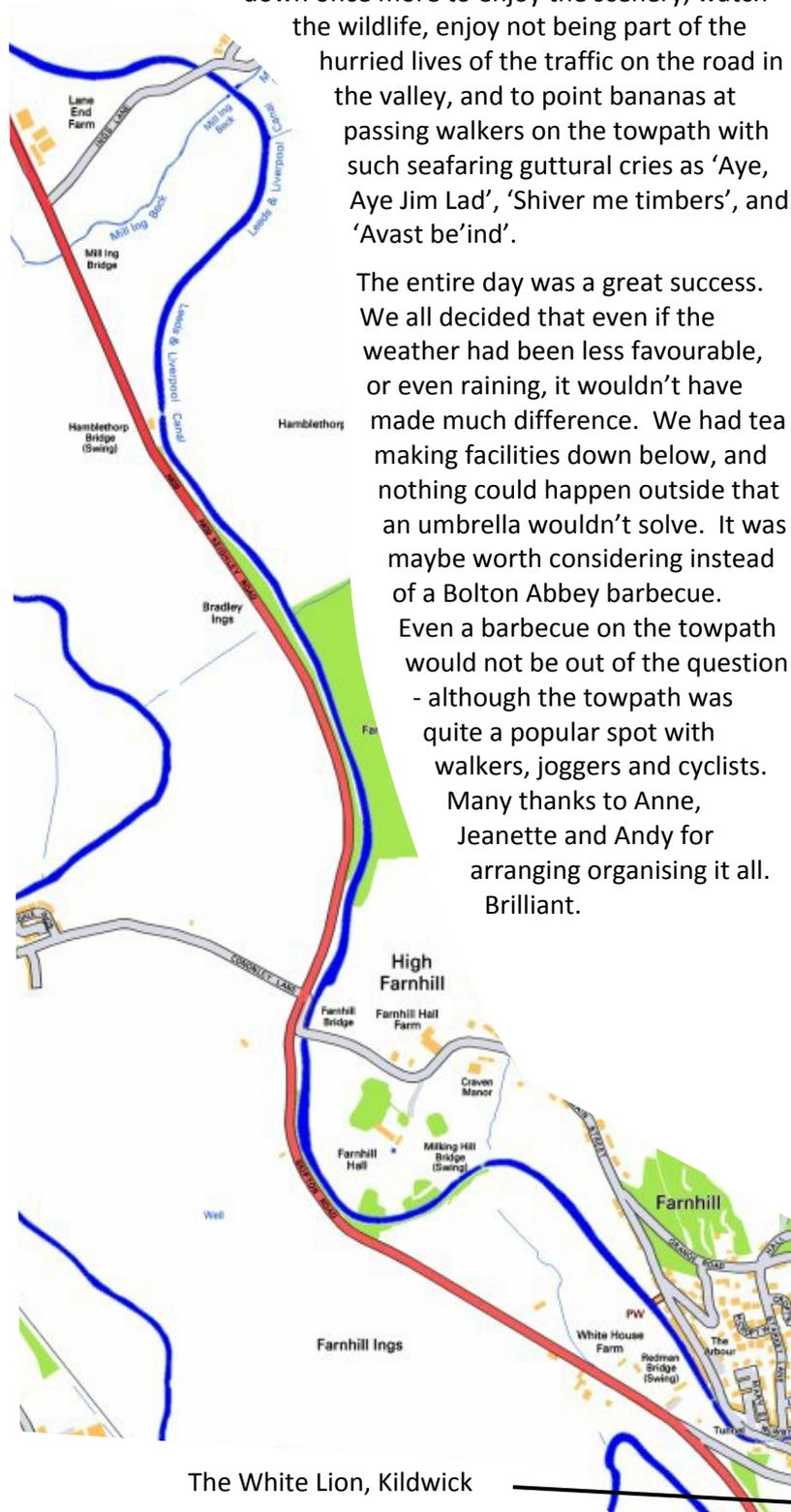
It took us the best part of 3 hours to get to Kildwick, where lunch had been booked beforehand. Not only did we get a discount, but it was only a few minutes before we were all served.



The lunchtime ration of grog made the return journey, well shall I say 'interesting' ? Yes, I shall. Some of the crew had become very interesting. As a newt.

Armed with bananas substituting for pistols and paper towels for bandanas, the boat in front became fair game for a little canal piracy - much to the amusement of the towpath walkers. It wasn't long before water pistols were fashioned from drink bottles and the inter-boat rivalry heated up, or should that be 'damped down' ? After being doused once too many times, the opposition's boat assembled a retaliation party and Andy's skilful manoeuvring allowed them to board. The washing up bowl full of clean, cold water was their only weapon, but a very effective one, and they declared themselves the victors, leaving our crew to spend the rest of the journey cleaning up the resulting ingress of water.

The ice cream van conveniently placed at Bradley swing bridge was a temptation that could not be resisted. Fearing that the distance left back to Skipton would not permit adequate drying out time, the second boat maintained a respectable distance and we settled down once more to enjoy the scenery, watch the wildlife, enjoy not being part of the hurried lives of the traffic on the road in the valley, and to point bananas at passing walkers on the towpath with such seafaring guttural cries as 'Aye, Aye Jim Lad', 'Shiver me timbers', and 'Avast be'ind'.



The entire day was a great success. We all decided that even if the weather had been less favourable, or even raining, it wouldn't have made much difference. We had tea making facilities down below, and nothing could happen outside that an umbrella wouldn't solve. It was maybe worth considering instead of a Bolton Abbey barbecue. Even a barbecue on the towpath would not be out of the question - although the towpath was quite a popular spot with walkers, joggers and cyclists. Many thanks to Anne, Jeanette and Andy for arranging organising it all. Brilliant.



The White Lion, Kildwick

## NPR Trip to the Mosel Valley

June 2014

On 26<sup>th</sup> June 2014, 5 bikes met at Ferry Bridge, Richard & Myself, Gary & Alun, Alan & Nettie, Andy on his own and also John. After a natter and a coffee we set off to meet the others at Hull, where we caught the Hull to Rotterdam ferry, we were joined by another 2 bikes, and 4 in a car, Dave & Kath, & Dave & Barbara on the bikes and my two Brothers, Tony & Paul, with their partners Angela & Tammy in the car.

We all had a good night on the ferry, lots of food, drink and laughter, old jokes, new jokes and some near the knuckle. It was a smooth crossing and we all went to bed quite merrily.

The morning after is when the fun began, first of all we had to wait until all of the cars got off the ferry before the bikes could leave, which put us all back an hour, until finally we all set off on our journey, Richard leading and Alan as back marker. No drop off system, so we all had to keep together the best we could.

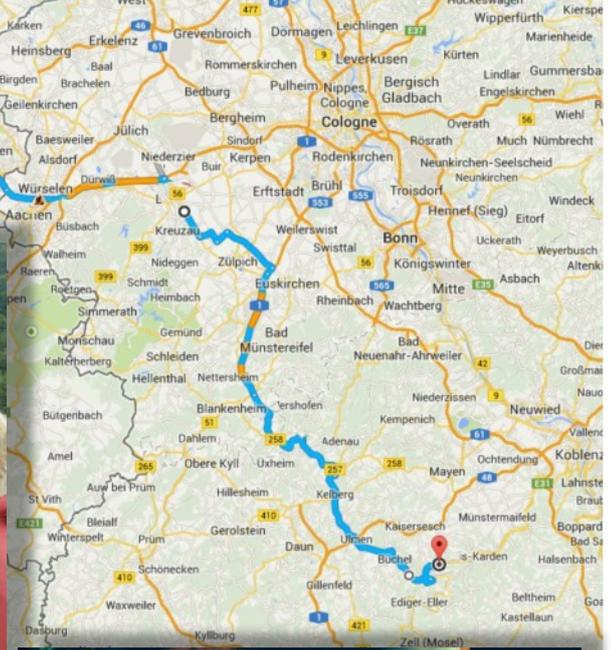
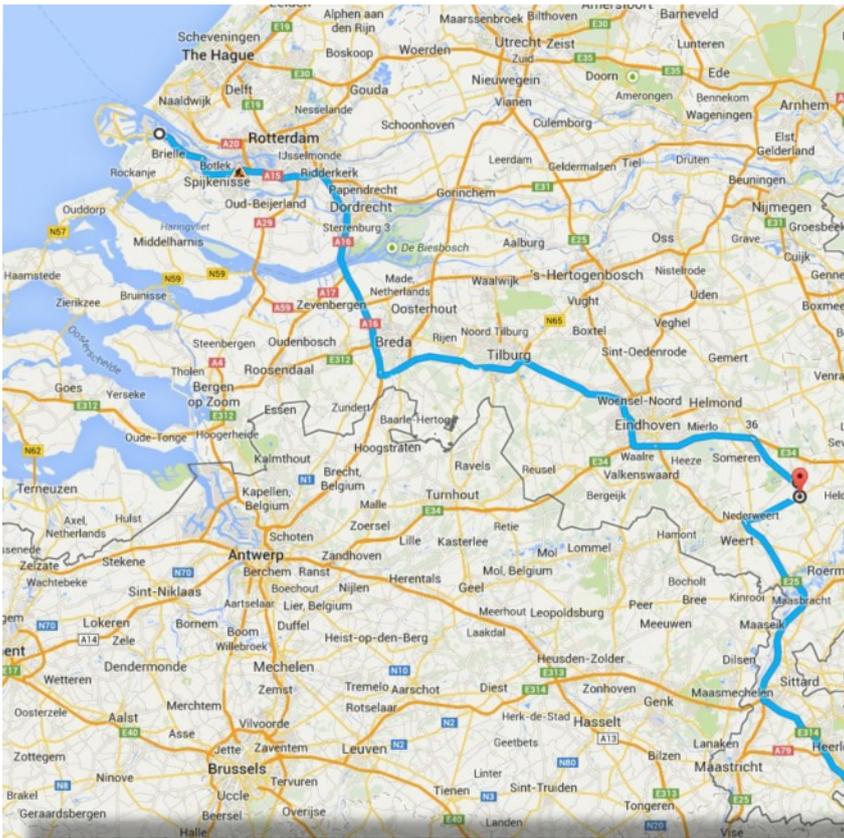
Half an hour into the journey Richard took a wrong exit (No I didn't, I was improvising ) and we lost one of the bikers. Unfortunately John, who was on the right road, had not been abroad before and did not have Maps or Satnav which put the rest of us in a panic, so as soon as we could we pulled off the motorway and tried ringing him. Richard's phone was flat so Alan had to leave a voice mail because John was still riding. We found out later that John had pulled off at a service station and had rung Alan back whilst we were on route looking for him. So with Alan talking to Richard over the radio and guiding him to where John had stopped, we finally got there. John had met another biker from Brighthouse who had lost his friends also and they were apparently going to Assen.

We then set off on our travels to Klotten, by this time it had put half an hour onto our travel. After an hour or so we managed to take another wrong exit, but this time it took a lot longer as we had to go through Eindhoven which put another hour onto the journey. Just outside Eindhoven we stopped for fuel and then a couple of miles down the road was coffee time at a very nice café in Netherlands just below Meijel on the roundabout. Some of us had lunch and some just had a drink.

Off again on our travels to try make up time, we found some good roads to ride but then it started raining so the journey was a little slower. We had a comfort stop at a Macdonald's then off again, the roads were sometimes wet and in places dry. We arrived at Klotten at around 6 pm where we met up with Paul & Sharon, who took some great photos of us arriving. In the evening dinner as usual was very nice, we had a few drinks then went to bed as we all were shattered.

Next day we all decided to have a day off the bikes, put on our new polo shirts and go on a boat trip to Bienstein. On the way there the weather was good to us and we managed just to get to the restaurant at Bienstein for lunch before the rain started. Lunch was very nice and we then caught the boat back in the rain. Once again I have to say, and I am sure all will agree, that the evening meal was fantastic.





**Day 3** we went to the Nürburgring again we had a little rain but then it cleared up. We went to a viewing area for a little while to watch the cars go around, whilst a few made up their minds to go on the ring for a lap, Andy Dickens was the first to have a lap and when he returned we all felt excited for him, so Gary was next and did a very good time I believe it was around 12 minutes and the road was still a little slippy in places. We all left feeling as though we had been around the ring with them as they were both very excited to have done it. Evening meal again was fantastic.

**Day 4** time to go home for most of us, Alex and Ann went onto Trier for a few days and Paul and Sharon had a long drive home to Spain. Richard took point for the first leg of the journey and the route was very good with some good bendy roads and this time we managed to stay together. After lunch it was the next leg which was unfortunately on the motor way and in some parts it was bedlam, but we all managed to get to the ferry on time and meet for the last dinner of the trip. All in all we had a great time and I am sure all looking forward to the next one.

Anne Ellis



P.S. more pics on Facebook: [Northern Pan Riders PanEuropean](#)

Club Event





# Durham Bikewise

20 July 2014

Another cracking event that has been put on annually for the last 20 years by Durham Constabulary at their headquarters at Aykley Heads, just north of Durham City. Apparently, the motorcycle division is about to be re-organised and merged with another local division and rumour is that this may well be the last Bikewise event. If so, it will be a pity - it is such a well organised, friendly show and one at which Northern Pan Riders have always enjoyed attending.

We had a brilliant turnout from the club. Steve, Elizabeth, Andy, Garry, Graeme, Sally, John, Lynne, Dick, Clive, Ursula, James, Dave, Alex, Paul, Lynne, Tony, John



*James, Garry, Elizabeth, Clive, Ursula, Tony and Dick in the welcome area between the bikes and the marquis*

James had brought the club's trailer to the site the night before, and a few of us were there on Sunday morning to erect the marquis. The day before, the weather had been appalling. There had been thunderstorms and torrential rain across the whole country, and it was raining on and off just before we left the hotel 4 miles away at 7:30 on Sunday morning. It had stopped raining by the time we arrived at the police headquarters, and started to brighten up. The sun came out by the time the marquis was up and the SPF50 came out soon after. It turned out to be a scorcher.

The club's marquis is a grand bit of kit, and provides us with shelter and shade and gives us a space in which to display photos, to sit and natter, and to make cups of tea. Graeme also set up a video projector showing videos of rides and events.

We always have the same spot - a large patch of grass on a corner that everyone walks past in order to get to the other retail stores. The bikes are positioned on the pavement in a majestic arc and our new black banners and upstands boldly announce our presence to the world. We remember to leave plenty of space to in between the bikes and this allows visitors to feel free to join us in the shade of the broly on the grassy welcome area in front of the marquis.

Walking back to the Northern Pan Riders pitch having browsed around the other displays is like a breath of fresh air. We are easily the most eye catching and welcoming pitch on the site ! Every other stall has an 'us and them' feel - there's a barrier of some sort, a counter or a desk with people sitting on the other side, which basically says 'keep out of this bit'. The subliminal impression this creates is one of 'us and them', and you walk past without feeling the urge to stop and look.

In contrast the NPR display exudes a welcoming 'come in and join us' feel. Come in, have a natter, have a cup of tea, have a biscuit, stand or sit in the shade of the broly, stay around for a bit.

We have lots of visitors. Some want to find out about the club, some want to join, some want to talk about the Pan Europeans. Quite a few have sports bikes, but now want to do some real bike touring, go for longer rides and tours with their pillion. They sit on the bikes, talk about their dreams and aspirations and we gently nudge them towards realising what a superb bike the Pan European is.



*From inside the marquis. Clive, Andy and Ursula enjoy the shade. Dave looks on in the background.*



Steve discusses Pans with visitors to the club's display stand.



We should have had a commission from Honda - in fact the Honda stall did not include a Pan European in its display. "We knew you'd be at the show, so we didn't bother bringing one".

He has a point. We have 10 bikes in our line-up. Alex, Steve, John, Graeme, Dick and James brought their 1300s, Dave brought his ST1100 and this year to highlight the fact that other touring bikes are welcome to the club, we made a point of including non-Pan Europeans in the line up - so Garry and Andy brought their BMW GS, and Paul brought his FJR.

I always take a big pinch of salt with anything that I hear from a salesman. In my experience they tell you anything to secure a sale, including things that are completely untrue. As far as I am aware, Honda keep their plans to themselves about future developments, and sales staff are kept out of the picture. But inevitably at an event where people are talking about bikes, the question of whether Honda will release a new Pan European will crop up. I didn't ask the question, but the comment from a salesman surprised me. There *will* be a new one. In fact it was going to be released this year he said, but they decided to make some changes after testing so it will be next year now. They are concerned that with the competition from BMW, Triumph, Kawasaki and Yamaha in the touring market, when it does come out, it will have to tick all of the boxes and be perfect first time.

So there you have it - a little bit of unsubstantiated information to add to the growing rumour mill about the next Pan European. Fresh from the mouth of a salesman.

In the meantime, have you seen what they did with our beautiful ST1300 engine ? I'd seen pictures in the press, but this was my first real sight of the CTX1300. I hated it. But I couldn't resist having a sit on this beast. But don't tell anyone, I'll be drummed out of the club. However, even with the new membership criteria, it isn't likely to be seen on any NPR rides any time soon. With a fuel capacity of only 19.5 litres, its reported range is less than 200 miles.





Garry's GS and Paul's FJR representing the Associate members.

The club has allowed existing NPR members to switch from Pan Europeans to other bikes and remain as members for some time now. In fact, at the end of 2013, more than 10% of our club consisted of members who no longer owned Pan Europeans.

This year, the club voted unanimously to allow owners of other touring bikes to join Northern Pan Riders. While no-one has yet taken us up on this, 3 members brought their GSs and FJR to include in our impressive display of bikes.



An FJR, an ST1100, An ST1300 and Andy's GS



Another great day at Durham. It is sad to think that this may be the last one.

## Route - Romans and Leadmining

### A 240 Mile One Day Circuit.

Start this route wherever you like - it may involve a long ride just to get to a point on the route, but we occasionally use the campsite at Bellingham, and this circuit passes the front gate. I think that I prefer this in a clockwise direction.

No apologies for sticking to the main roads on this one - there are lots of variations to be had on some of the superb minor roads around, and to be fair, it is probably best run on a Saturday. Other motorbike traffic is limited and there are fewer commercial vehicles around.

The B6320 from Bellingham heads in a southerly direction on typically good quality roads towards Hexham. The roads are fast and the corners tight and is well used by the more local bikers who seem to have developed the ability to see round blind corners.

The B6306 continues south over the moorland road via Edmundbyers and past numerous lead mine workings, long since gone, and the remnants of the mines, the buildings and the routes of railway tracks are largely overgrown. The scars and fluorspar rich, purple-tinged spoil heaps remain evident.

Across the A689 at Stanhope, the road kinks right and then left to cross the River Wear, the deep ford that used to be a direct route through is now closed to traffic. The B6278 continues the journey through its lead mining past and eventually descends into the town on Middleton in Teesdale.

An equally good ride from Hexham follows the B6295 South through Allenheads, St Johns Chapel and Langdon Beck, and is described in part of the June Ride Out in this edition of Pan Talk.

The B6276 leaves Middleton heading South and then South East before taking a sharp uphill swing South West. The quiet, open road is fast and undulating but continues through moorland which is crossed by many small streams cutting deeply into the hillsides. The corners and the steep descents and ascents appear suddenly, and moorland tracks joining the road on corners help to disguise the actual route to be taken. It is a lovely ride, but so easy to be caught out.

The road from Brough to Kirkby Stephen is a welcome change - wide open, fast with plenty of visibility and then continues westwards towards the motorway at Tebay. Ignore the motorway - the road stays alongside for some distance as it heads towards Kendal. There's only one reason



for dropping into Kendal, and that is to pick up the A6 North. Take the first opportunity to do this otherwise you will be drawn into the fiendish one way system that spits you back out 2 yards from where you were 15 minutes ago.

The A6 heading north is sublime, once a major highway until the motorway was built, it is now left relatively quiet, although it gets more than its fair share of motorcyclists and sports car owners, enjoying the uninterrupted 12 mile stretch of road with its National Speed Limit and unique sequence of bends. However, speed traps and unmarked cars are not uncommon on fine days. The busy roundabout at Penrith takes us straight onto the the bottom of the A686 through Langwathby and Melmerby before the sinuous climb to Hartside Fell and subsequent descent to Alston. Turn left before the bridge at Alston and follow the A689 over a superb, grippy road all the way to Brampton and Longtown.

The houses in Longtown look Scottish, but the border is at the river a fraction further north. The A7 is a busy main road but it is wide with flowing bends and good visibility, typical of many of Scotland's main roads, and making progress all the way to Hawick is not a problem. Hawick is a busy little town, and cannot be avoided from this direction, and we need to pick out the A6088 on the signs. This eventually emerges onto the A68 at Carter Bar and the circuit completes with the delightful run down the A68 and back to Bellingham

### Excellent short cuts (shown as dashed routes on the map)

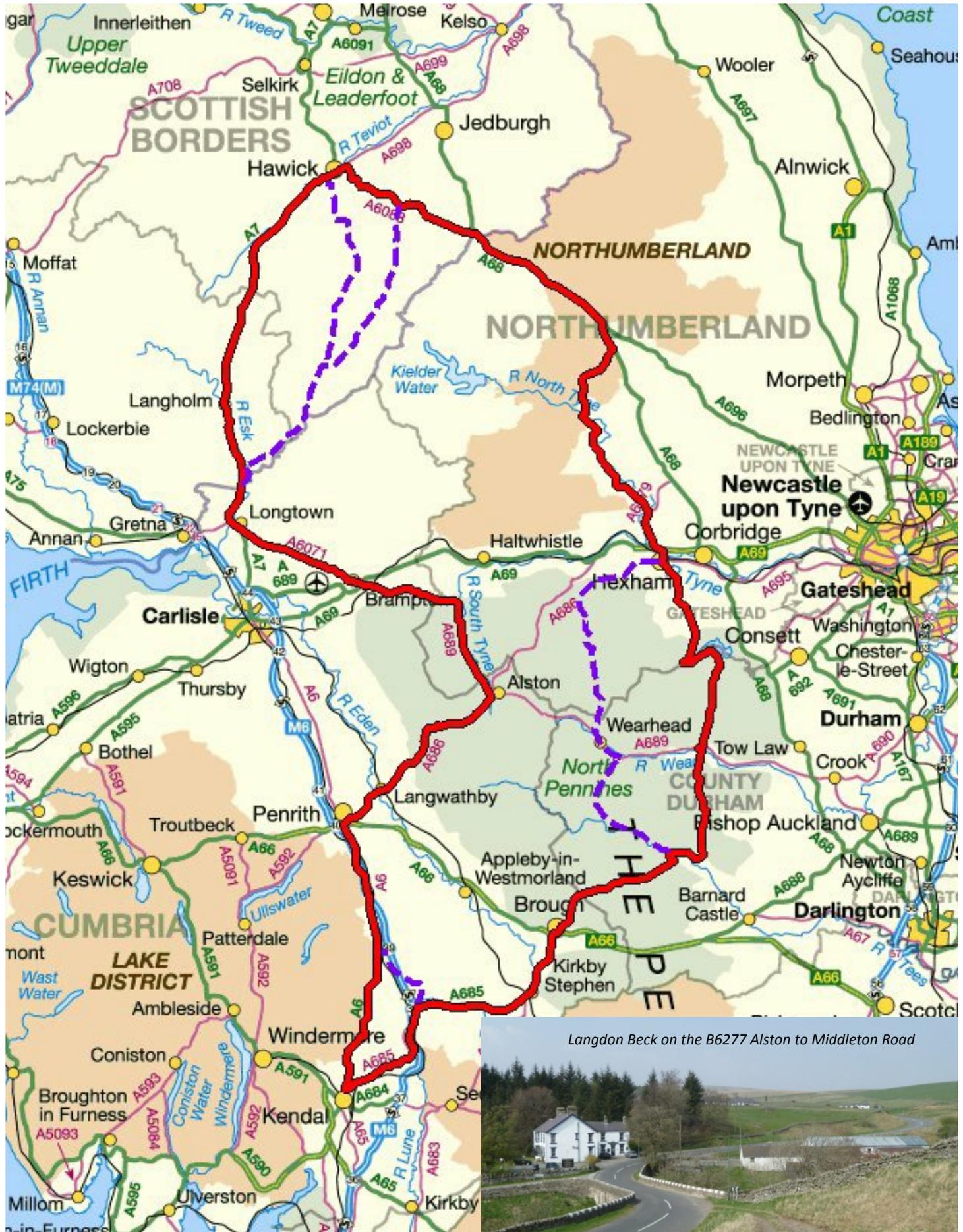
At **Middleton in Teesdale**, take the B6277 past High Force to Alston. Don't be tempted by the A689 from Stanhope - a good road ruined by numerous 30mph sections through villages.

At **Tebay** take B6261 through Orton to join the A6 near shap. It cuts out the approach to Kendal, but it also misses the best part of the A6. You could take the motorway from Junction 38 to 39 - but beware that cattle grid on the slip road. If you are not careful you hit it at full lean when exiting from the roundabout.

Just after **Longtown** on the A7, turn off right to join the B6357. Later the B6399 separates to the left. Both the B6399 and B6357 are excellent, the 6357 has the advantage of avoiding Hawick.

# ODC12 - Romans and Leadmining, Northumberland

240 miles shown in red. Purple dashed routes show excellent alternative short-cuts.



Langdon Beck on the B6277 Alston to Middleton Road



# SatNav Speed and Indicated Speed on Vehicle Speedometers.

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

## Three commonly held beliefs :

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

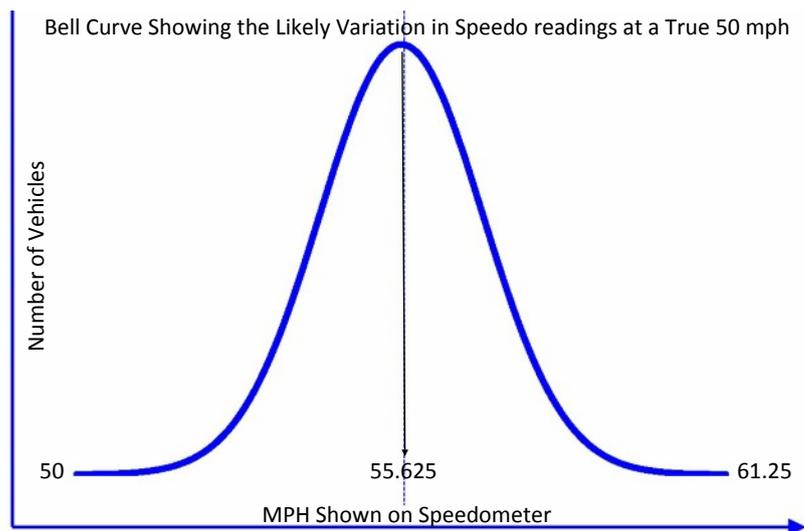
Sorry, but all of the above statements are wrong. Here's why:

## Your Speedometer.

Ideally, all speedos would show you the exact speed of your motorbike, but in mass production, that isn't possible. Instead, speedos are manufactured to a tolerance - that is, a certain amount of variation in accuracy is expected, but is acceptable. So at the manufacturing stage, without any adjustments, many of them would read exactly correctly, but a considerable number would read 1% less than true speed, the same number would read 1% more. Slightly fewer would be 2% more or 2% less. Even fewer would be within 3%... and so on. For the statistically minded, a graph to show the speed shown by 1000 speedos at a true 50mph would be a 'normal distribution' or a bell shaped curve.

It is a fact that without any adjustment at manufacturing stage, very nearly half of the speedos made would show a speed which is **slower** than the actual speed. This isn't acceptable. In fact the government demands that no speedo will ever show a reading that is **slower** than the actual speed. UK law additionally states that the the indicated speed must not be more than 10% over the actual speed + 6.25mph.

What this means is that a bike travelling at an actual speed of 50 mph, then the speedo *must* show a value of between 50 mph and 61.25 mph. That is a huge tolerance range in which your speedo will sit. Suppose a speedo is one of the few that has the maximum permissible error and the true speed is 70mph.



The speedo will show the speed as :

$$70 + 7 + 6.25 = 83.25 \text{ mph.}$$

So does that mean you can travel at 83.25mph as shown on your speedo, and still only be doing 70? **NO it doesn't !** Your speedo might be one at the other extreme and be very nearly spot-on. In this case you would be braking the speed limit by 13.25 mph. That is nearly 19% .

It is worth remembering that the variation between speedos is random. To oblige by the law, for a true 50mph speed, the manufacturers may aim for all of them to register (say) 55.625

mph - the middle of the legal range. With the slight variation in manufacture and allowing a safety margin of 1 or 2mph at each end, they can be certain that all speedos will show a speed that is within the 50 to 61.25 mph legal range. Now, only a very tiny number of speedos will be spot on, at the left hand end of the curve. Half will show less than 55.625mph, and the other half will show more than 55.625 mph. But how much more yours will register than true speed is anyone's guess. For certain it will be between 0 and 11.25mph more. But if you want to know how fast you are really going, you need to check your speedo properly. But not against your satnav. That might be wrong too !

## Your SatNav

A satnav is much more accurate than a speedo, right ? Well, maybe, but not necessarily, and certainly not always. Satnavs do not show how fast you *are* going. They try to work out how fast you have *been* going. And they can easily get this wrong and give you false information. Unlike your speedo, the satnav is not consistent in its errors.

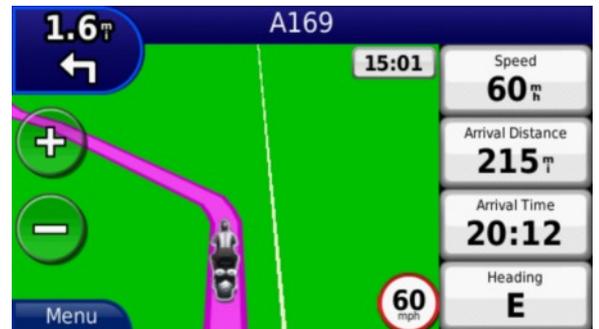
Not all satnavs do things in the same way. But each will repeatedly identify the current location as best it can. The more satellites it can use to locate each point, the more accurate it will be. Some will obtain multiple 'fixes' and use algorithms to try to reduce the inherent positional errors further. Then a very short time later it will obtain another fix on the satnav's new position. Speed is arrived at by working out the straight line distance between successive points and dividing by the time taken. Again, the satnav may use algorithms in order to minimise the effect of errors in fixing the locations used - eg it may use a 'moving average' which could involve averaging the last 5 speed readings calculated and reporting the result as the current speed.

All of this results in a small but noticeable delay. And if you don't believe this, watch your satnav speed respond as you accelerate and decelerate. It lags behind - quite considerably at motorbike acceleration speeds.

It is handy to be aware of what the satnav does in different circumstances. Riding through trees; riding through mountains; through a tunnel; in a town; just after setting off; alongside large vehicles; when the route taken does not follow the plotted route; ..... Later satnavs seem to try to compensate for the loss of signal by making assumptions. I was surprised at what happened when I went into a tunnel. My satnav showed my last known speed for a long time in spite of my or decelerations and accelerations. My old satnav used to say it had lost the satellite. But this one seems to assume the last known speed. There is no alert given, so I wonder what it does at other times when it gets a poor signal? I can only guess that it does the same thing and continues to display a speed even though it knows it cannot calculate it accurately. I know that my speedo usually says 75 when my satnav says I am doing 70. So why does my speedo sometimes say 80 when my satnav says 70? Well this sort of error happens most when I'm riding alongside trees, or through a hilly area or cutting.

The good news is that my satnav can usually be trusted if (and only if) I am travelling on the level, at a good, constant speed, there is a good view of the sky above and to the sides, I am on the plotted route and the satnav speed isn't fluctuating. In these circumstances I find that my satnav speed corresponds to the speed deduced from my speedo.

But I've had 5 satnavs (walking and biking) and they have all behaved differently. My first Magellan was brilliant on the hills. I could see it find the satellites, see them plotted with their signal strength and see the position 'fix' improve as it found more. I felt it was working on pure data - In the car, the speed indication was all over the place as we went under bridges and through towns, so I doubt there was little error correction going on.



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

Well, what I did was to arm my pillion with a stopwatch. Far too dangerous to do this by myself, with the risk of having my eyes constantly wandering to the speedo. Instead, my pillion watched the speedo, clicked the stop watch and gave me updates if I drifted off the target speed. In fact, I found I could hold a steady speed quite reliably.

We have a couple of measured miles near us. The best one is on the A629 Bingley to Keighley - 70mph dual carriageway. There's a roundabout near each end, with a place shortly after which allowed us to pull off, record the speedo and time for the mile, turn round and go and do it again. We did a about 8 runs in all with 2 runs each at 40, 50, 60 and 70 mph. The maths were done at home: Actual Speed in mph = 3600 / seconds taken to cover the mile.

- Eg 1 mile in 56 seconds is  $3,600 / 56 = 64.28$  mph
- Eg 1 mile in 65 seconds is  $3,600 / 65 = 55.38$  mph

It is possible to use the 100 metre markers at the side of the motorway, instead of a measured mile. These are numbered - eg 34/0, 34/1, 34/2 etc. They get interrupted at junctions and some are now missing having fallen victim to sleepy drivers. I've done this in a car with a passenger, but not on a bike. There's nowhere to stop and note down the figures, and writing them down on the move would be a dodgy exercise for the pillion. One solution might be to have a voice recorder plugged into the intercom, so that the pillion could speak the figures and the stop watch readings.

However, calculations at home, afterwards are easy, but you need a calculator. A couple of examples:

- 700 metres in 42 seconds is -  $700 / 42 \times 2.237 = 37.3$  mph
- 1200 metres in 50 seconds is -  $1200 / 50 \times 2.237 = 53.7$ mph

**A useful check when riding along, if you have a pillion with a watch.**

- A true 70 mph will take 32 seconds to travel 1000 metres.
- A true 60 mph will take 37.3 seconds to travel 1000 metres.

So armed with that information, and a pillion watching for a period of constant speed and armed with a stop watch, it should be possible to get an idea of accuracy without involving the rider at all. .

**Tyre Wear and Speedo Accuracy.**

As the tyre wears down, the wheel has to rotate marginally faster in order to cover the same distance in the same time. For a 620mm diameter wheel with 7mm of usable tread, this represents an increase in rotational speed of around 2%. At a true 70mph, this speedo would show about 1.5mph faster than it did when the tyre was new.

PanTalk is an occasional magazine produced by and for members of Northern Pan Riders - a motorcycle touring club primarily for owners of Honda ST1100 and ST1300 Pan European Motorcycles.

We now welcome owners of other touring motorcycles.

Suggestions for articles are most gratefully received, and we are always looking for tour reports; your favourite roads; technical articles; simple modifications to your bike; your own brief riding history.

Photos help make articles more interesting about 1280 pixels wide works best for me. I can produce a map of routes taken using gdb (mapsource / basecamp) or gpx (log from satnav) format.

Please contact [pantalk@northernpanriders.co.uk](mailto:pantalk@northernpanriders.co.uk) with suggestions or articles

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

[www.northernpanriders.co.uk](http://www.northernpanriders.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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