

The Occasional On-Line Magazine of The Northern Pan Riders

Pan Talk

October 2013

Ken's Tan Hill Club Run

July 2013

Dick and Ruth's Viking Saga

A member's report of a recent extended camping tour of Scandanavia

Thunder in the Glens

Pete's Mini Scotland Break

NPR at Bikewise

Durham, July 2013

Workshop

Re-programming Keys

Brake Pad Pins

HT leads and Rough Running

Pan Talk - October 2013

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The Complete Edition of Pan Talk is on our Website at
www.northernpanriders.co.uk

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Access to some of the offers requires a BMF code. We cannot publish this here, but it can be obtained from any member of the committee on request.

Ken's Run - 14 July 2013 - Skipton to Tan Hill Inn - Kirkby Lonsdale



Skipton Market Place

Another brilliant sunny day in the long run of searingly hot days that we had in July. Ken and Garry had recced the route a couple of days earlier, and we were provided with precise timings of where we would be and when. Great stuff.

Garry never made the start, having had to deal with an emergency, so we set off out of Skipton, over Halton Height, Barden Towers, Appletreewick, Consiton, and up the high back road from Arncliffe to Stainforth. At which point, Ken stopped, or at least, his bike did.

Pete spotted the lack of fuel pump noise, and the blown fuse was replaced with another which blew immediately. Deciding that Ken had got a problem that we couldn't fix at the side of the road, Alex stayed with him and Dick went ahead to find a place a few miles down the road that had a signal for the mobile phone. We carried on with the ride, leaving Alex and Ken to await the arrival of the RAC.

The run from Stainforth to Hawes, is always a delight, and today it was free from many of the boy racers that can spoil a pleasant Sunday run. The break was welcome - we'd been out in the sun for a long time, and most of us were feeling decidedly poached.

The ride from Hawes to Tan Hill, was short and sweet - without Ken's route-finding, we took the route that we knew, and had a short breather outside the Highest Pub in England. Numbers had dwindled from the 11 bikes that set off to just 7, two of whom were still stranded on Darnbrook Moor. One other member took the opportunity to head back West from here, and Dick went back to lend his support to our stricken leader and to confirm to them that the message to the RAC had got through.

The rest of us were hot and decided to press on for an ice cream underneath some shady trees. So we headed down to Kirkby Stephen and on the unusually quiet A683 through Sedbergh and on to Kirkby Lonsdale.



Appletreewick



The Hairpins near Keld

Dave set off back through Settle to see how Ken was faring. It was now 15:30, and we had left Ken and Alex at 11:30. By the time Dave arrived at the spot, they were still there, waiting to be rescued having been out in the brilliant sunshine with no shelter. But it could have been worse - it could have been blowing a gale up there.

Ken's planned route would have been more adventurous than the one we took to Kirkby Stephen. His plan was to take a route which more closely follows the Settle Carlisle railway line South through Aisgill, Garsdale, Cowgill and Dent. But we had a great ride anyway. Its just a pity that Ken and Garry weren't there to enjoy it with us !

In the end, Ken's problem turned out to be a fault in the wiring harness.



Ken looks at the scenery for 5 hours. Nice though, innit ?

Northern Pan Riders at Biker Events

The club has always attended a number of the annual biking events that are put on in the North of England. This year we spent two days at the Manchester GMEX exhibition, a day at the Durham Bikewise show, and a day at the Stockton Ridewell show. These events are a showcase for the club and we use them raise our profile and to attract new members, but as well as that, they are a lot of fun, a good ride out and an excellent social get-together.

Following the GMEX exhibition earlier in the year, the committee had decided to try to bring our display resources up to date, and have a serious attempt to attract new members to the club. It is a battle that we will eventually lose, as existing members hang up their boots, and with no hint of a replacement for the ST1300 being mooted by anyone. So we tidied out the trailer after the March committee meeting at the Dun Cow, got rid of some old stuff and took stock of things that we needed to replace. Garry designed some eye catching banners and flags for this year's events and these were ready for the Bikewise event, and can be seen in some of the photos. Richard designed some new calling cards - buying a lot was not much more expensive than buying a few, so we have a plenty of these to distribute at future events, or to give to Pan owners when we come across them on rides. John set up the new on-line joining and renewal system, which is already proving very effective, and Dick has produced some ready-to-go membership packs for anyone who wishes to join the club on the spot.

Durham Bikewise July 2013

Sunday morning and the weather didn't look good. An early start was necessary for the 2 hour ride in order to get to the show before 9:00am, and although it was bright and clear in West Yorkshire, thunder and lightning was forecast and looking to the East, the clouds over towards the A1 looked menacing. A distinct line between blue sky and black cloud had formed around Harrogate, and shortly after the rain started as if someone had turned a firehose on. It was torrential. The road surface was hidden under the bright reflections of the surface water, and although a few cars raced past, oblivious to the risk of aquaplaning, their tyre marks were filled almost immediately. Up ahead, the car facing the wrong way in the ditch, and the police urging us to slow down reminded us of just how easy it is to lose traction with the road in these conditions. There was no need - we were already down to 35 mph and acutely aware of the risk, any faster and we could feel the bow wave beginning to form under our front wheel.

The North East branch of the club had already arrived with the trailer and had started to put up the marquis. We joined in, partly out of a desire to help, and partly to get out of the rain. It became clear that somewhere we had mixed up the two different lengths of poles, but it was too late and too wet to rectify. The tent was safe, secure, it was keeping us dry and it would do. Only the eagle-eyed would notice that the front was lower than the back. The flags and banners went up, the TV and video was running, the photo display on the notice board was set up, and the kettle was put on.

Then the rain stopped, the sun came out, and it stayed out for the rest of the day. Jackets, trousers and gloves were draped out in the sunshine to dry off before the crowds came.

I may be biased, but of all the club stands that were at Durham Bikewise, ours looked the most attractive and the most welcoming, and we had many visitors during the course of the day. We were in the spot that we commonly use the first of the many stalls - on the grassy corner on the main walkway to the other attractions. Anyone at the event has to pass by our display, and really we were impossible to miss. 10 brightly sparkling ST1300s formed an arc in front of the marquis and it was difficult to ignore the grandeur that our touring motorcycles display. Visitors stopped and talked for a long time, some very interested in the Pan European, some who had never really bothered with them before, now really noticing them for the first time, some who had fancied one for years but had been put off by the many opinionated and inaccurate stories that we hear from time to time.

It was a great day.

John



Roadtrip

Trolls and Vikings, Mountains and Fjords
... and Santa Claus!



Our New Membership Secretary and a member of Northern Pan Riders since 2010, Dick and Ruth Brew and dog Spud, recently travelled abroad on their motorbike to the far North and Santa territory.

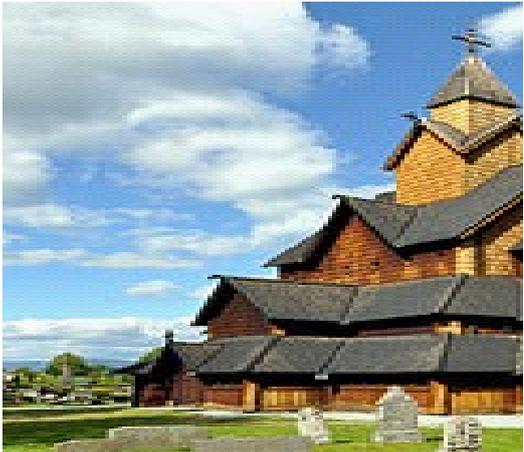
This is their account of the journey.



Spud in control.

The original idea was to ride the Arctic Highway (E6) to Norway's North Cape (Nordkapp), the furthest northerly point to which you can travel by road on mainland Europe. Two years of planning saw us departing on the Hull ferry bound for Scandinavia. Riding a Honda Pan European ST1300 motorcycle, towing a trailer, and with our Lakeland Terrier, Spud, in her usual place sitting on the petrol tank, we made quite an unusual sight.

We transited through northern Holland and Germany into Denmark, camping in the lovely city of Århus, and caught the ferry to Norway, from the port of Hirtsals. Kritiansand, on the southern coast of Norway, was our first taste of Nordic cuisine (and prices!).



Stave church of Heddal;

We headed northeast into the Telemark region, which was truly beautiful, with winding roads through steep sided valleys and quaint farmsteads with their trademark wooden storage barns known as Stabburs, supported on wooden or stone pillars. At the amazing thirteenth-century stave church of Heddal we were lucky enough to enjoy a varied musical concert, which added to its atmospheric feel. We stayed for a few days with an old Air Force friend in Brandbu (about 50 miles north of Oslo) and spent a very enjoyable (and very wet) sightseeing day in Norway's capital.



Flamsbana mountain railway

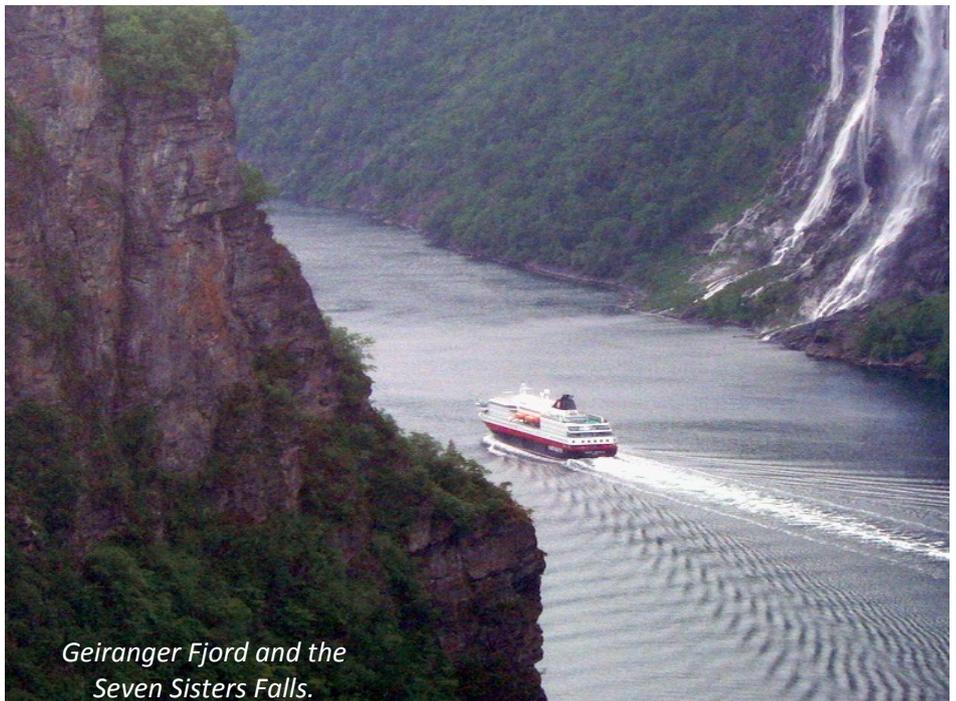
After a night spent in our friend's mountain log cabin (apparently all Norwegians have a holiday home in the mountains and a boat on a fjord) we travelled northwest, passing through the seven miles of the Gudvanga tunnel, to the town of Flam at the head of the Aurlandsfjord and its world famous mountain railway. A trip on the Flamsbana is a must and even includes a sightseeing stop at the very impressive 225 metre waterfall of Kjosfossen.



Kjosfossen waterfall



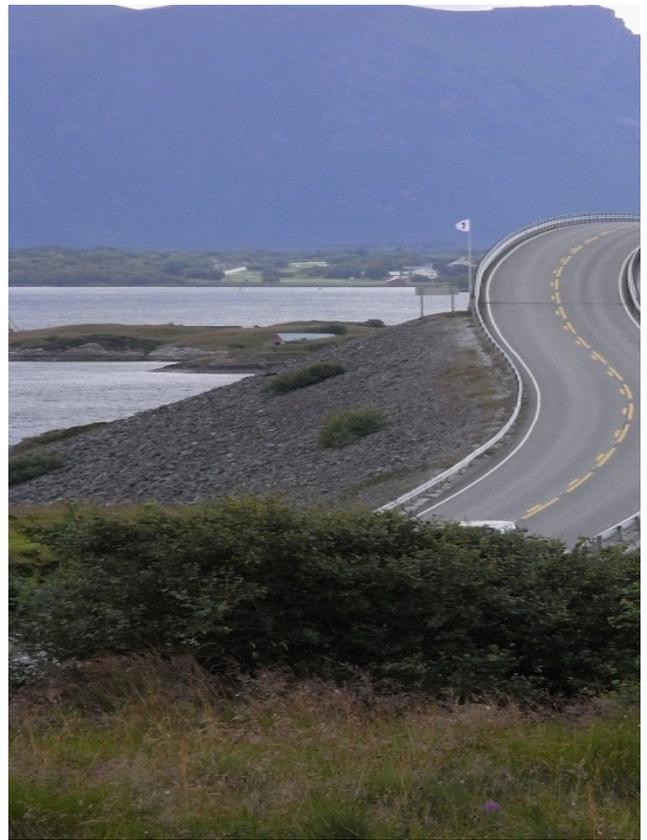
Leaving Flam, we climbed up steep mountain roads, riding above the snow line and passing small glaciers for several chilly hours, eventually arriving in the UNESCO World Heritage Site of Geirangerfjord.



Geiranger Fjord and the Seven Sisters Falls.

Geiranger is a popular cruise ship destination, and we took the opportunity to take a short and very pleasant evening cruise, passing the Severn Sisters Falls. Leaving by way of the Eagle Road with its eleven hairpin bends and dodging manic tourist coaches and camper vans, we headed further west to the coast and the Atlantic Road with the iconic Storseisundet Bridge.

We stopped just north of Trondheim, before finally joining the E6 Arctic Highway, the original route we intended to take from Oslo right up to the Nordkapp. This road is famous amongst the biking community, and indeed we met many fellow bikers from all over Europe along it.



We stopped at the tourist trap of the Arctic Circle Centre, which, for all its relatively tacky souvenirs, was very interesting and made a pleasant break in a long day's travelling. Just after leaving the E6 to travel to Bodo, we experienced a trailer tire 'blowout', which was disconcerting to say the least. This resulted in an unplanned three-night stop in Bodo whilst we sourced new tyres and had some welding carried out. Bodo turned out to be a nice town to get stranded in, and we tried the first of many camp-site cabins.

Just outside Bodo is the Saltstraumen maelstrom, the world's strongest tidal current and a mass of ever-changing currents and whirlpools, which we watched for several mesmerising hours. A three-hour ferry crossing from Bodo took us to the southern tip of the Lofoten Islands, home to Norway's stockfish Industry - air dried salted cod. If you think that the scenery is fantastic in mainland Norway, then go to Lofoten, where it becomes 'out of this world'. A truly magical place, we visited a reconstructed Viking chieftain's longhouse at Borg and experienced the opening of an authentic Viking festival (bizarrely meeting a Scottish Viking serving traditional Viking stew). The excellent private military museum in Svolvær gave a graphic insight to Norway's World War II history, the evidence of which was abundant throughout our trip. One of the highlights of the whole holiday was whale watching off the northern tip of Lofoten, where we took the Hval Safari from Andenes, and saw two Sperm whales.

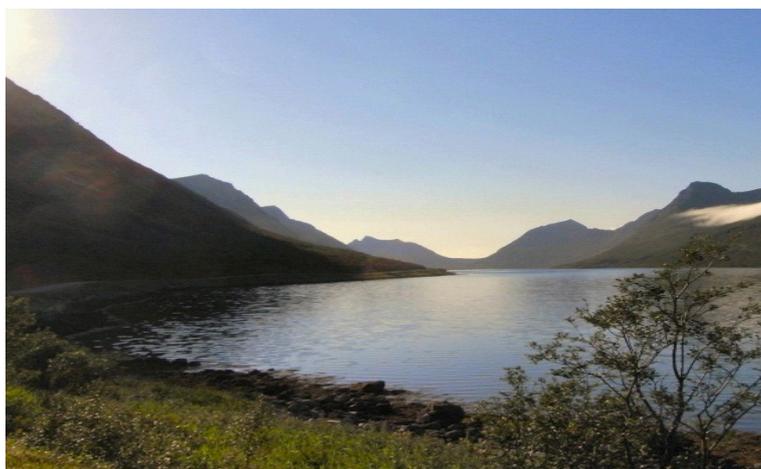




Norwegian sights-Clockwise from top left:
Trolls !; Stockfish drying rack; Stockfish;
Granite Sculpture, Gustav Vigeland Park;
Viking chieftain's longhouse and Viking ship
at Borg; Sperm whale off the northern tip of
Lofoten; World War II relic, the
Adolfkanone; Mountain road above Fiam;
Eagle Road

Never trust your Sat Nav!

When leaving the Lofoten islands, we decided to take what looked like a scenic coastal ride, which 'Emily Jane' told us had a road. The tarmac soon petered out to compacted dirt (a common occurrence on Norwegian B and C class roads) but then deteriorated into a rough farm track, and finally into something akin to a washed out tank track. There was no way to turn round so we had to soldier on for 20 km, falling off once and getting eaten alive by mosquitos.



Once back in civilisation and the mainland, we headed for Narvik, scene of the infamous German World War II invasion of Norway for the control of the iron ore from Sweden. Nearby is the enormous 16-inch Adolfkanone, which surprisingly was operational with the Norwegian army up to 1964.

Continuing up the coast we diverted on to the large island of Senja, where we had a wonderful day's riding through the most fantastic scenery and came face to face with the Trolls and our first reindeer.

Back on the mainland we stopped for a look round Tromso, a very cosmopolitan town for so far north, with a lovely botanical garden. We then basically followed the northern coast line, dodging reindeer which became more and more abundant the further north we travelled. Spud became our reindeer early warning device, yipping feverously long before we saw them.



Stopping briefly in Alta for some very tasty smoked reindeer stew, we pushed on to the Nordkapp, which is another tourist trap set on a high cliff above the Barents Sea. We were very lucky with the weather, which although cold, was clear and dry. A quick souvenir shop and several postcards later, we headed east towards the Russian border and the 'frontier town' of Kirkenes. Kirkenes is a busy seaport, full of large Russian trawlers (and large Russians!). We camped for two nights, experiencing probably our coldest night, waking up to a thick frost.



We rode right up to the border at Jakobselv, which has a chequered history and apparently is still quite tense. Originally, we had hoped to visit Murmansk – the Visa requirements are quite daunting, but not impossible – unfortunately, no one at the Russian Embassy would advise



if we could take our dog over (and more importantly, bring her back). However, the seed has now been sown for a future trip to Russia, less Spud!
 It was finally time to head south and into Finland to a very different landscape of high plateau, shallow peaty lakes and pine forests stretching as far as you can see in any direction. This is central Finnmark/Lapland with its indigenous Sami people. The region encompasses northern areas of Russia, Norway, Sweden and Finland, and even now some Sami still follow a traditional quasi nomadic lifestyle of reindeer herders. Saariselka holiday resort provided a very comfortable and much appreciated break to camping. Whilst there, we took the opportunity to delve into the Sami way of life, visiting an interesting museum in Inari. A trip round a gold panning and mineral exhibition (which had a piece of Whitby Jet presented by W. Hammond Jeweller's) and a ramble out on the hills amongst the reindeer, exhausted what we could do

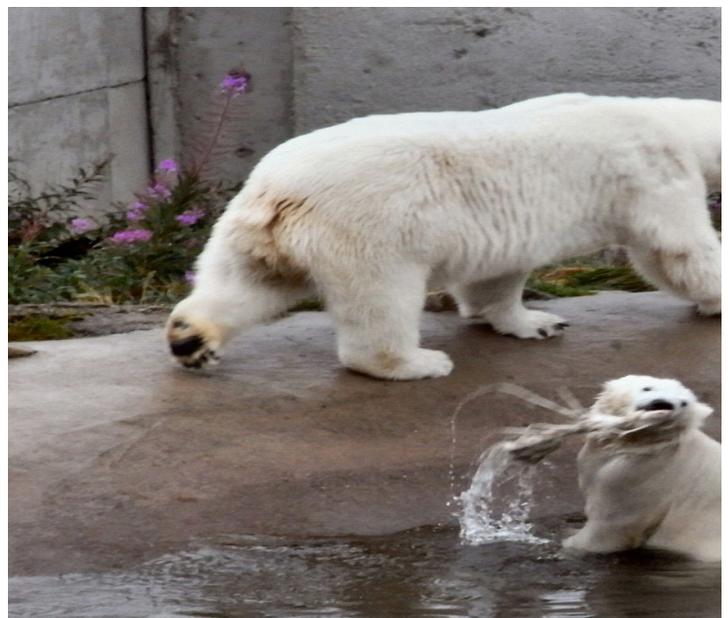
at the resort (which was really set up as a winter sports centre) so we decided to cut short our stay and move further south.

Rovaniemi, capital of Lapland and official home of Santa Claus, was our next stop – well, it had to be done, and we even bought the DVD!



The Marttini Knife Co provided the perfect souvenir of a pair of traditional Lapp knives, which many Finns still carry in public.

A visit to the Ranua Wildlife Park made a great last sightseeing excursion to our northern Finland tour. It really is the best zoo we have ever visited, with all the mainly indigenous animals housed in as natural a habitat as possible. Whilst researching the trip, we had been a little nervous of crossing paths with the local fauna whilst wild camping in the far north. However, our fears were totally unfounded, as nowadays, bears (Polar and Brown), Wolves, Wolverines, Lynx, Arctic Foxes and European Elk (Moose) are a very rare sights. The Ranua Park had them in abundance, and is a highly recommended diversion for anyone making the trip to visit Santa.



We then headed west out of Finland and into Northern Sweden, where we visited the Kiruna Iron Mine. The high grade iron ore mined here (magnetite) is transported by train over the mountains to Narvik for export. Due to the extensive mine workings, the town of Kiruna is actually sinking, and they are planning to move the whole town.

After a long and uneventful ride South, the rear tyre on the bike had worn down to canvas and a replacement had to be ordered (no overnight courier service here). Three hundred pounds lighter in the wallet and five days later, we headed down the coast of the Gulf of Bothnia, to Stockholm. Arriving at teatime, we decided to take a train into the city centre for a brief look round.

It is a fabulous city built on islands; we headed straight for the old town and a traditional meal of Swedish meat balls, which were a darn sight tastier than the usual fare served up at UK Ikea's! Next day we awoke to torrential rain, so that was the end of sightseeing in Stockholm (although we have decided to return sometime in the future).



The tent was poured into the trailer and we headed south in absolutely atrocious conditions (even Spud took refuge in her covered cage on the back of the trailer). Some eight hours later we arrived at the medieval coastal town of Kalmar, and crossed the 6 km long road bridge on to the long flat island of Oland, with its many windmills, and booked into a campsite cabin for two days to dry out. On to Malmo and the famous Oresund Bridge. Five miles of road bridge, 2.5 miles of artificial island and 2.5 miles of tunnel connect mainland Sweden to the Danish island of Zealand and Copenhagen. Like the Millau Bridge in France this is another 'must do' destination that had been on the wish list for many years, and we had glorious weather for the crossing.

In Copenhagen we made the most of the good weather to explore. There is something for everyone: grand buildings and palaces, beautiful parks, castles, the Tivoli Gardens (basically an old fashioned amusement park), canals, shopping on a par with London, and of course the famous Mermaid. As time was getting tight, we headed to the south of the island and took a ferry to Puttgarden in Germany. Stopping just south west of Hamburg, we found a friendly vet to give Spud her required tapeworm treatment and stamp her Pet's Passport. It was interesting to note that in the UK this treatment costs approximately £35, in Norway, it cost us £75 and in Germany, for exactly the same treatment, it cost just £6!

Once in Holland, we meandered through a few of the old haunts we used to frequent when stationed in Germany with the RAF, including Arnhem, Gouda and Delft, and finally landed in Rotterdam for the ferry home to Blighty, and a rest. All in all we covered some 7,700 miles in seven weeks (although we stopped for about two weeks visiting friends, sightseeing, and breakdowns). We crossed the Arctic Circle twice and got as far north as latitude 71° and as far east as longitude 31°. Wildlife spotted included Elk, Reindeer, Sperm Whales, Arctic Foxes, Eagles (we think), Red Squirrels and a Sea Otter (plus the captive animals). We travelled through extremes of landscapes and met many interesting fellow travellers and always friendly and helpful locals. This was the first of what we hope will be many grand tours, and as such, was a steep, but very enjoyable, learning curve.



Thunder in the Glens

Saturday 24th August 2013 - A report by Pete

On Saturday, Andy, Ken and Babs and I met up at Bradford Motor Cycles for an 8am departure to Kingussie where we had booked our accommodation for the weekend. With rain bouncing off our heads we set off to our first coffee stop at Devil's Bridge and upon arrival the weather cleared and that's how it would remain for the whole trip.

Dick and Spud would be waiting with John Farrell (BIG JOHN) at Edinburgh so we headed north via the B7076 to Moffat where we had our second stop. Waterproofs were coming off as the temperature was rising so off we went up the excellent A701 to meet Dick, Spud and John. There were three other bikes joining us at Kingussie with David and Barbara, Simon and Jane and Wally and Jill so on arrival we all settled in our B&Bs. We then went into Aviemore to enjoy the show before dining at The Tipsy Laird back at Kingussie.



Ben Nevis from Spean Bridge

The next day we all voted on a ride out to the Isle of Skye, and what a rideout it was too! The roads were just superb for leaning our bikes over at interesting speeds, overtakes were plentiful as we wound our way through the Highlands and over the bridge to Skye. Rest time now as we sat in the warm sunshine at Kyleakin as I planned to take the group to the top of the "Pass off the Cattle" to enjoy one of the best views in Scotland. On our descent with "Big John" blasting out of David's Goldwing's music system, Dick was taking photos of us riding down the steep pass around the tight hairpin bends and away into the distance.

Everyone had a very enjoyable day and we were all ready for our evening meal. Sadly the next day we had to head back home but going via the Lecht and Glenshee ski roads, the fun was definitely not over as we headed into Braemar. After then we headed back the same way saying our goodbyes to Dick & John at Edinburgh. After a brill weekend I'd like to thank all those who joined me riding some of Britain's finest roads.

Pete



*Skye Bridge obscured by some motorcyclists
Kyleakin, Skye*



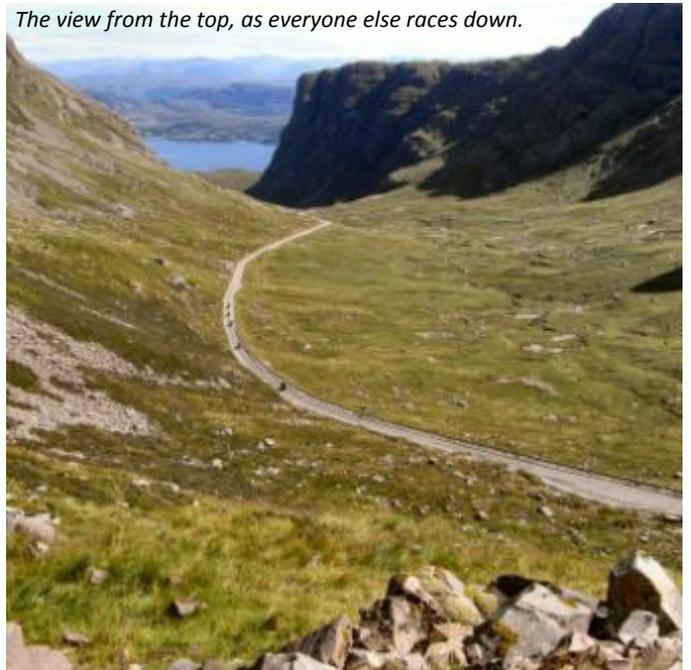
Eilean Donan Castle, Dornie, A87



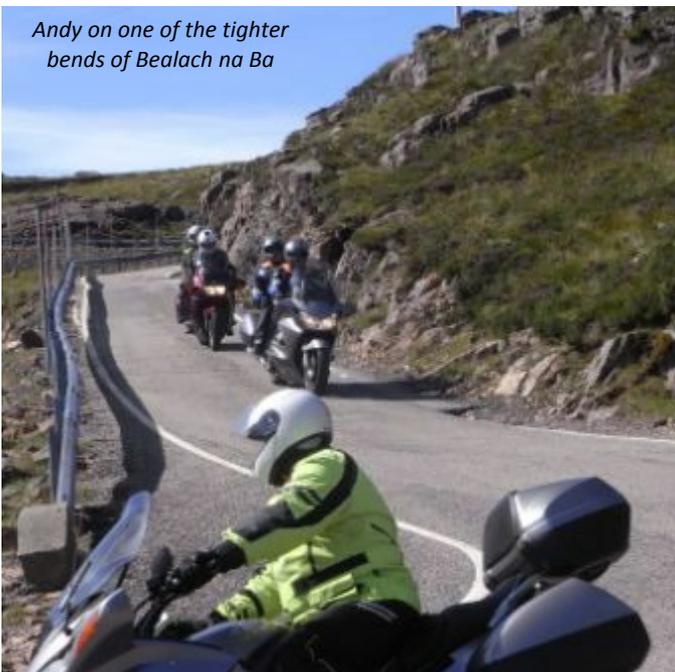
The tightest bend near the top of the pass.



A87 Approaching Skye, Kyle of Lochalsh



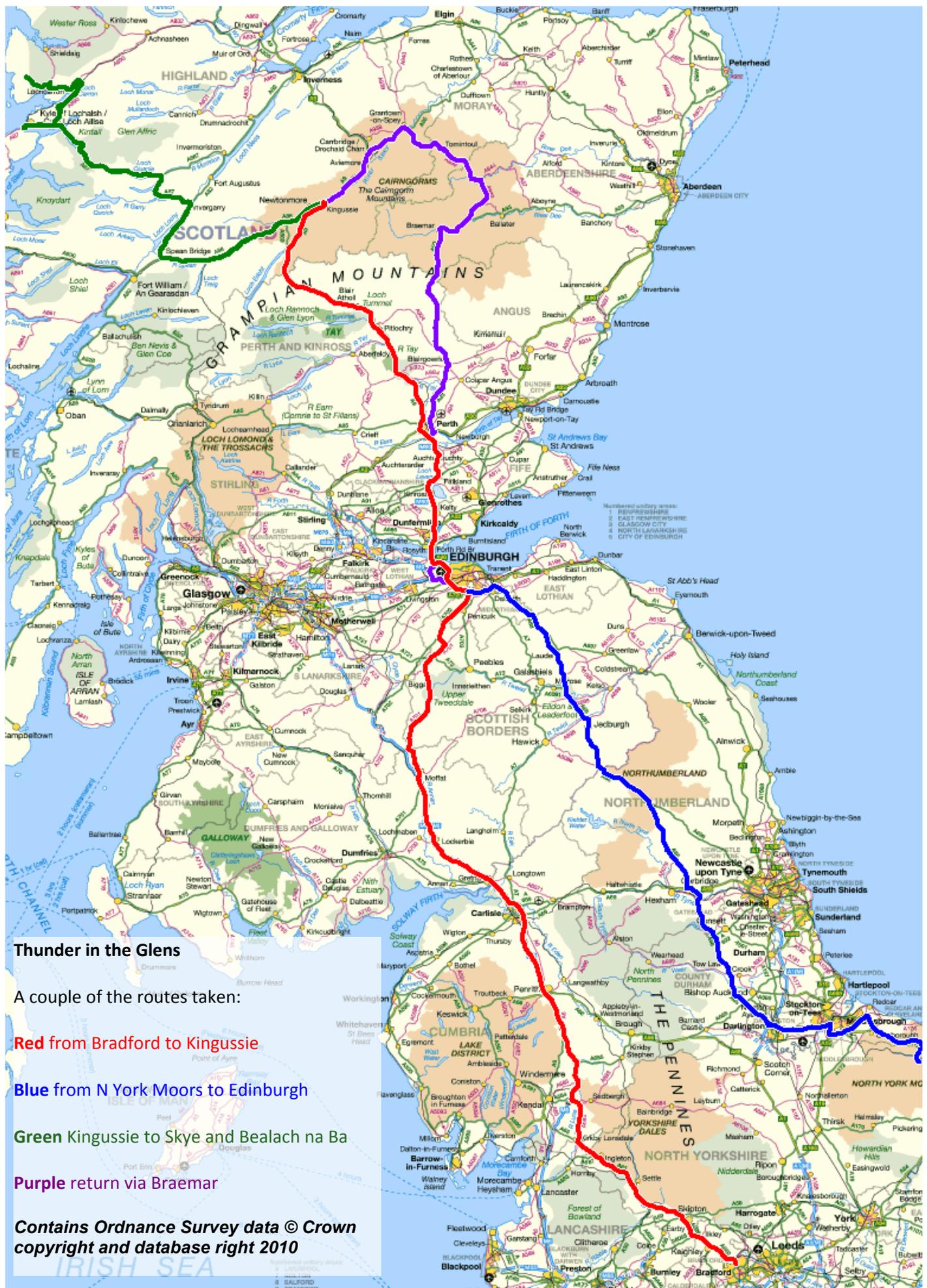
The view from the top, as everyone else races down.



Andy on one of the tighter bends of Bealach na Ba



Pete



Thunder in the Glens

A couple of the routes taken:

Red from Bradford to Kingussie

Blue from N York Moors to Edinburgh

Green Kingussie to Skye and Bealach na Ba

Purple return via Braemar

Contains Ordnance Survey data © Crown copyright and database right 2010

Routes plotted onto MemoryMap software using a combination of SatNav logs and WinGDB3 to convert Mapsource routes into tracks.

The Workshop Pages

Some of us enjoy maintaining our own bikes rather than taking them into dealers, others prefer to let the experts deal with the mechanical side of things.

These pages have been written by members who have described what they have done as ingenious modifications or farkles; routine maintenance; large workshop projects; or fitting switches, satnavs, bike to bike intercoms.

In fact, anything that other members may find interesting or useful.

However, working on your own bike can carry risks. It is up to each individual to decide whether or not the articles contain information that they may wish to use. These pages are not instruction manuals, or step by step guides to be followed without any further consideration. They are merely reports of how one member has carried out a particular task.

Please make sure that you have the necessary skills before embarking on your own maintenance.

But whether you do it yourself, or have it done for you, its always useful to know what the work involves and to be able to assess how the experts are treating your bike.

Recommended for in the workshop

Honda Workshop Manual, or Haynes Manual.

Good quality socket and Allen key set.

A quality torque wrench. 60Nm covers most things except the axle bolts and the rear brake stopper bolt, which require a longer handled wrench with torque settings up to 110Nm / 80ftlb

Copper grease

Lithium based multipurpose grease

Rubber / Silicon grease

Molybdenum Disulphide grease for rear wheel splines.

Packs of protective gloves (surgeon style)

Blue loctite thread locking stick.

You may also consider having

A supply of fairing screws and pan head bolts.

A vacuum brake bleeder pump

A 'non return' valve for conventional brake beeleeding.

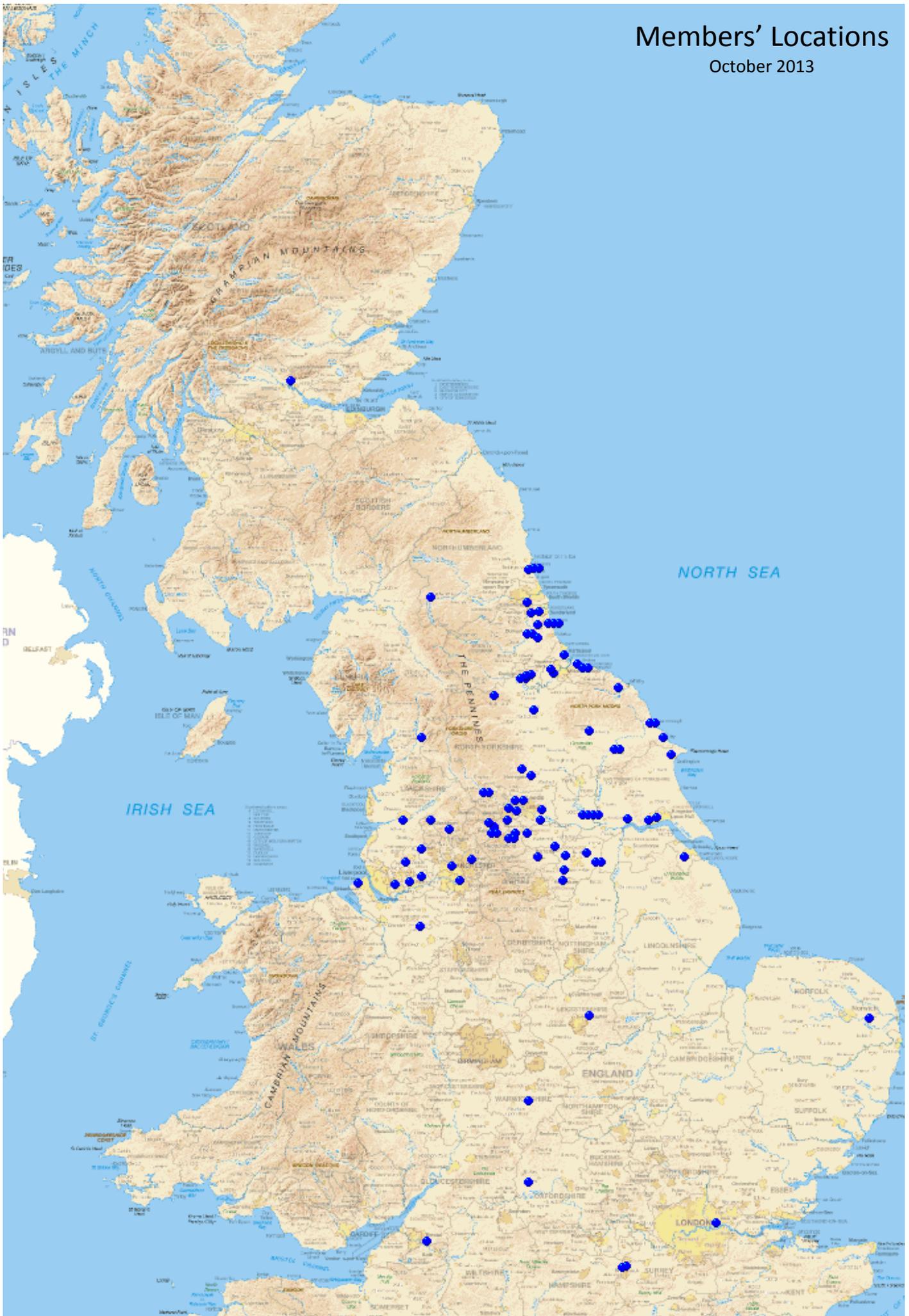
Recent, clean brake fluid

Oil collecting can.

A supply of clean cotton rags

Members' Locations

October 2013



Recommendations:

These are not adverts, they are recommendations from members who have used the services and have found them to be excellent.

Replacement Mirrors (Graeme, Dick)

Broken your mirror? Mr Honda will insist on selling you the mirror assembly for £90. You can save yourself £70 by going to:

**Car Door Mirror UK,
'Sam'**
Unit 284A
Water Road, Wembley
Middlesex
HA0 1HX

[http://www.cardoormirrors.co.uk/
orders@cardoormirrors.com](http://www.cardoormirrors.co.uk/orders@cardoormirrors.com)
0800 9179572

Send them your mirror assembly and ask for a convex glass mirror to be fitted. It will cost you £20.00, including return p&p, and you should get it back within 2 days.

Alternatively, send them a tracing, plus dimensions, and they will supply the glass for you to fit yourself, for £12.

Note that the original Honda mirrors are made from convex glass; which gives you a wider field of vision, but objects seem further away than what they actually are. A flat glass mirror gives a true reflection and narrower field of view. If you fit a flat glass mirror to one side, and still have an original Honda (convex) mirror on the other side, the resultant reflected images are markedly different, and play havoc with your brain!!

J M S Motorcycles Ltd (Lee, Ken)

Norland Road
Sowerby Bridge
West Yorkshire HX6 3DF

01422 833301
www.jmsmotorcycles.co.uk

Run by two guys - one has an ST1100, one has an ST1300, and they know our bikes inside out. Might be worth checking them out. Ken was very impressed with the speed and way in which they sorted the wiring problem that he had encountered on 14 July.

PanTalk is an occasional magazine produced by and for members of Northern Pan Riders - a motorcycle touring club for owners of Honda ST1100 and ST1300 Pan European Motorcycles. It is published electronically on Issuu.com. A search for 'Pan Talk' or 'Northern Pan Riders' will lead you to other copies of the magazine.

Suggestions for articles are most gratefully received, and we are always looking for tour reports; your favourite roads; technical articles; simple modifications to your bike; your own brief riding history. Photos help make articles more interesting about 1280 pixels wide works best for me. I can produce a map of routes taken using gdb (mapsource / basecamp) or gpx (log from satnav) format.

Please contact pantalk@northernpanriders.co.uk with suggestions or articles

Many thanks to:

Dick for his contributions and for the Scotland photographs and SatNav logs.

Everyone who made the Gmex, Bikewise and Ridewell events so successful

Garry for the new promotional flags and banners

Pete for his attempts to get the club North of the Border, and for arranging the excellent weather and superb roads for our members.

Richard for the new NPR calling cards

Alex for BMF information

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

www.northernpanriders.co.uk

Previous copies of PanTalk can be found at:

www.northernpanriders.co.uk/npr2/

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