

# Cycle Torque



NEWSLETTER OF THE IXION MOTORCYCLE CLUB INC.

Number 249 – June 2022

Have to say, it's been a busy old month, what with the K-Town 3 Day (near 90 riders!! Trials clearly in danger of going mainstream...), our Ixion monthly mototrial.....and, um, some other stuff, can't remember, all ably reported by our folk in the field, action so close you could just about reach out and...

First up, after much ado with some pesky winter weather requiring a postponement, our June mototrial, redirected from Alexander's property (possible drownings appeared to be the main concern, such was the amount of water that descended from on-high, although Ixion is renowned for its high per capita ownership rate of inflatables among its members, most owners just too damn humble to admit to it....which is probably best).

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## IXION CLUB MOTOTRIAL

## 19<sup>th</sup> June 2022

As a club, we're also renowned for making jolly good decisions virtually always, with the possible exception of the time we invested heavily in an outfit called [Enron](#), got bitten, learnt our lesson and went, instead, with buying some kids' boots and hiring them out for exorbitant fees, the sort of business model that Elon Musk based his Tesla on but never gave us credit. (BTW: he called it 'carjacking ideas' but no one's laughing dude, no one....).

Anyway, got derailed, back to the moto...

...excellent decision-making to not only change the venue to the bulletproof Maungies but also to not submit to the temptation to flag our June event altogether, given that it was already the second week in the month to allow for our Ixion crew to head south to the 3-Day.

Still, you might've expected traction to be more of an issue than it was but, surprisingly, there was grip aplenty.

Kev and Johnboy set the sections and had the unenviable task of trying to take into account wetter conditions but, at the same time, not set 10 'gimmes' if it was, by chance, dry.

Well, by chance, it was drier than expected but, after three months off the bike and only my third ride this year, no complaints from me that the sections were generally more doable than otherwise might've been the case.

Thankfully, they tended to qualify as the Usual Suspects, too, based largely round the carpark, those very areas where most of us do our practice sessions. So, really, I couldn't have asked for a better set of sections to reacquaint myself with trials.

Having said that....

Yeah, doesn't matter how many times you might go over the same terrain and certain obstacles, it is the very nature of Trials that you will, inevitably, stick a foot down at some point or succumb to an obstacle that you've nailed many times before.

Case in point, the log in Section 7.....(pic of Johnny going between them further down).

Now, if you've ever done a Church or two and the starting route is out this way, Kev or Bob Wade or Johann Sebastian Lawton will invariably take you over this log. Sure, it's off the ground, but that's not the problem.

The issue is two-fold: first, the entry is rooted (literally - not the other one, it still works fine) and just where you want to apply Blip No.2, there's a groove or rut your back tyre falls into, the result being points. Secondly, if you chose the lower end of the log, it's sandwiched by two trees exactly a handlebar width apart - and I do mean exactly because my bar ends hit both trees at exactly the same time every time.

It took some precision, in other words, generally not my strongest suit - in fact, riding tends not to be my strongest suit - but I cleaned that damnable log every time whilst more illustrious names were succumbing to the concept of gravity.

I should say here that, some time ago, I decided that, instead of gazing anxiously at the object, I would stare at some point beyond it and this, at least for me, seems to work. God knows why, or even if it's a thing, but it got me over that bloody log, anyway.

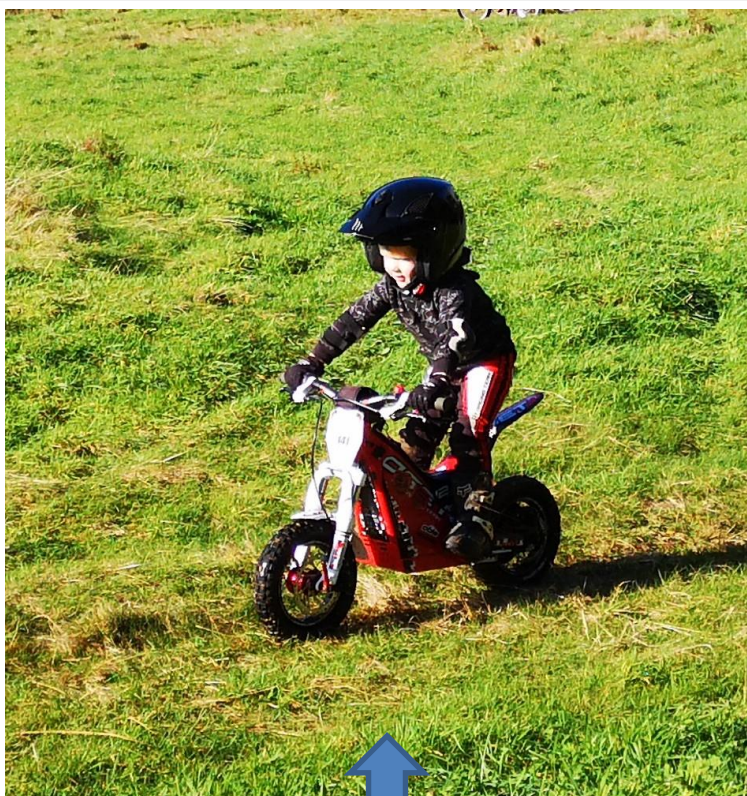
And if you needed any evidence of the general belief that we have a number of evil geniuses in the club, Sections 8, 9 and 10 should be sufficient.

Usual terrain, sure, but crafted in such a circuitous way that any previous practice in that patch of trees and roots was never going to be an advantage.

The best example I could see of this was Mr Johnathon Lawton - the winner of the A-Grade, in fact, with a score of just 15 in total - blowing more than half that in just one section, the deeply frustrating Section 10. Half the bloody thing was just long grass but there were towering clumps of the stuff you had to around, some of them 3 or 4cms high....just crazy, riders were getting lost in it.

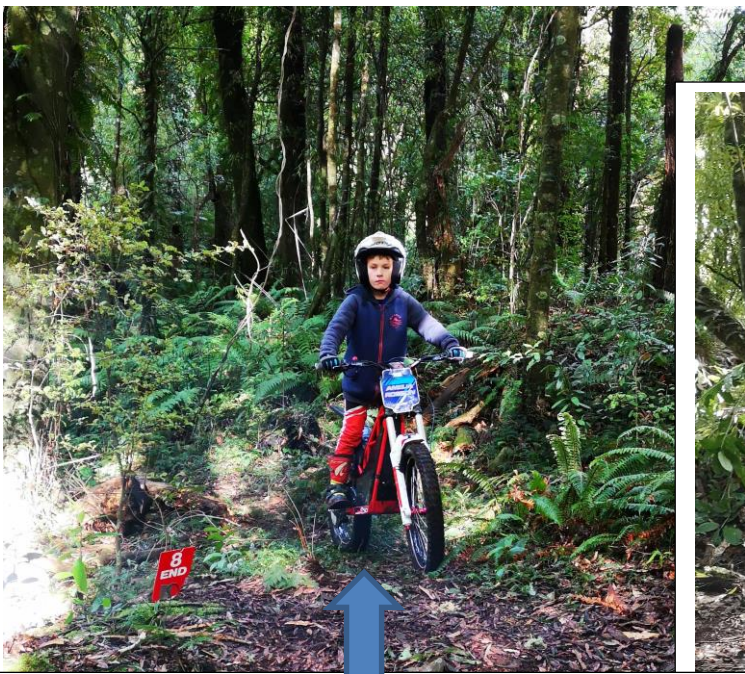
All up, blinder of an event, clearly the hand of section-setting masters, able to take a blade of grass and transform it, somehow, into 10 sections of trials goodness.

Copious applause for those fine gents and also to the star of the show, that individual who is always there for us, never shirks, no matter the weather, solid as a rock, never fazed....The Maungies.



*Goddamn, that liddle dude is young! What is he, three, maybe four days old? I think it's Kev's grandkid so God help us all in a few years' time....*

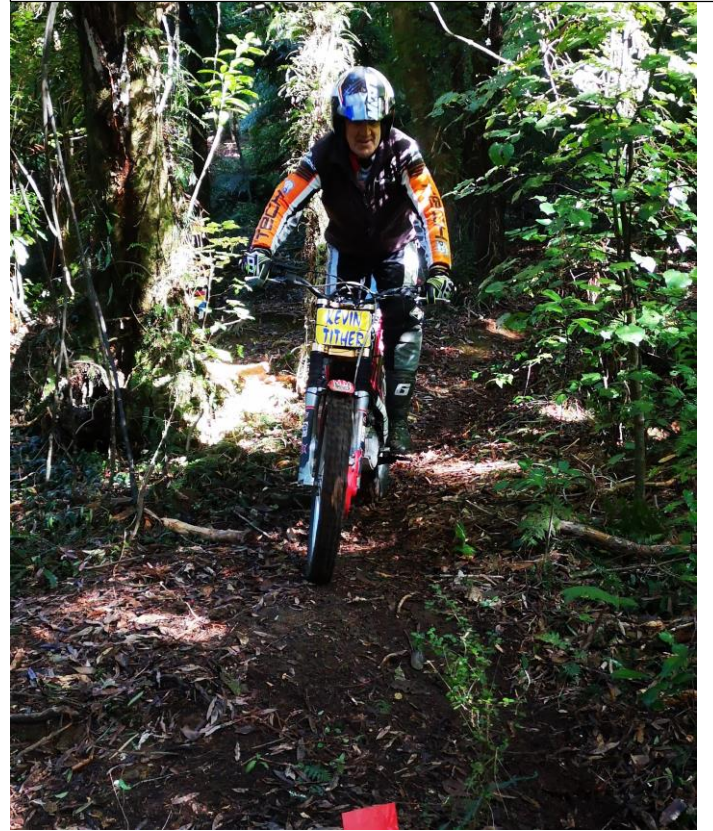




*Here's Sebastian giving it a crack. I noted his Big Sis abstained from riding, telling me from the van that she was going to eat more lollies and possibly some chips, too, and probably wasn't that inclined to share any of it and that, furthermore, she had a big day ahead of her....God love them, the little tykes..*



*Zac destroying the terrain....Saw him carving up the A-Grade lines after the event and he seemed to be cleaning them easily enough. Then he informed me, again, that he also does motocross, key intel, clearly. He's probably thinking, 'Here comes that old whacko - I'll just tell him I do motocross again and maybe he'll get out of my face' - and, blow me down, he was right.*





*Johnny's good side - you really don't want to see the other one.....This is THAT log, with J-Dawg opting for the lower end through those two hua trees. The rest of the section was easier so, looking at A-Grade scores, there were only four cleans all day and no one rider got it twice. And this is why they invented the chainsaw.....*



*Dad of the Year.....Quite a bit of sacrifice on display here - bad enough if the kids are doing ballet or Frosting A Cake lessons or Psychoanalyse Your Parents classes and you can't head out for a ride. But when they're into trials and it means you can't ride, that's brutal....The final consolation, though - and any parent will tell you this - is when they hit six or seven and start riding better than you, that's your payoff, just feels like it was all worthwhile.....*

*(All pics snapped by what I think might be Wayne's significant other, although, these days, it just pays not to ask - last thing we need as a club is another lawsuit, not after the last one where we got taken to the cleaners when someone referred to their bike as 'she'.....Christ, that cost us. Million thanks for the pics, ma'am, we depreciate it - Ed)*

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When we're not in court or busy looking to settle out of court, we here at The Ixion Foundation work hard on reducing costs.

Consequently, you'll be pleased to hear that, in an effort to bring down the single biggest cost to the club - the remuneration package for the newsletter editor, an amount Elon Musk recently described as 'in my ball park', although he was high as a kite on battery acid at the time - the current editor has been told in no uncertain terms to refrain from using any words beginning with the letter 'F', a saving of 1/26<sup>th</sup> of his salary. His response, upon hearing the news, was largely unintelligible, although a retired marine engineer said he'd heard it before but in an entirely different context....

Anyway, the other good news is that that same marine engineer agreed to provide a full report gratis - and I can tell you we normally pay him by the syllable. So, possibly for the first time in our existence as a club, we're now only in the hole a few hundred thousand dollars...chump change. Gotta say, it feels good.

Take it way, Sidestep.....

# **KAIKOURA 3-DAY TRIAL**

## **4-6 June**

This year was the 76<sup>th</sup> running of New Zealand's longest-running motorcycle event. Due to the Queen's Birthday weekend timing of it, this trial can be "challenging" due to freezing cold, torrential rain, creeks bursting with water, footpeg deep mud. You get the picture. Not this year though: 3 days of sunshine! I myself aren't a regular at the Kaikoura so this year was a great one to chance upon, it being so sunny. Sunday was cold for sure but one doesn't need to feel one's toes in order to ride a motorcycle, so no problem!

Having organised the ferry Wayne and Zack and I crammed ourselves and bikes into my little van. This brought back memories of days gone by, when the cost of going to Trials and the apprentice/tradesman wages made van-cramming a necessity. Thankfully we weren't so crammed that anyone had to sit on fuel cans or squeezed in so tight as to lose circulation. Those good old days were definitely for younger men than I am now!

Crossing was smooth. Wayne gets seasick when it's rough so that was a big win. We arrived at Brendan Wadsworth's shop in Blenheim, first there. Brendan was busy busy but soon half the trials community of the North Island was in the shop so I guess he had to put that work off for another day. Wayne got his Scorpa and Gasser bits, we munched a burger and headed South. Drive was smooth. Nothing to see here apart from spectacular scenery. Move along ... Dinner at the Whaler, the official pub of the trial. Good to catch up with some folk we don't see very often, especially the Southerners.

Day one was at the Trewin's place South of Kaikoura. I thought I remembered the place but missed the sign and went 16 km down the road before realising. We were last there but fortunately riders briefing (as at most trials) wasn't bang on time so we didn't miss anything. Twelve sections 3 times. Most in the river or side-creek. Five on the banks next to the road. Sections 4 and 8 were set double. One section for yellow and red, one section for the lower grades. Section 8 was a mudbath for the lower grades. Zack loved it, and went back after the trial for a number of full throttle runs, covering himself from head to toe in mud. I was tempted to make him sit on fuel cans but we managed to clean him up enough not to totally filth up the inside of the van. Standard was fairly stiff, and there were few opportunities to do the infamous "Kaikoura turn" (where you interpret the rules about lines between pegs in very liberal fashion). I used one in section 4, where there was a double-bank offcamber after a ditch full of mud and water, which of course made the double-bank slipperier with each attempt. Everyone was getting fives so I tried straightening the second bank approach by doing a steep bank instead of the conventional easy one. Didn't work: no traction at all, or perhaps one should say I ran out of skill. Many of the sections needed a lot of concentration to keep the dabs and fives at bay. Unfortunately Cathy Wadsworth managed to come off at a bad angle and broke one of the lower leg bones in her right leg, which put something of a damper on proceedings. Our thoughts go out to Cathy and Brendan, we hope you heal up quickly Cathy.

Day two at Dairy Farm road, off the inland road South of town, was a ten section four times deal. Rocky farm terrain, banks and logs, no creek. Different section setters, so it had a quite different character. This also for day 3, so well done Pioneer for running the trial this way. The variety kept things interesting. Lower scores prevailed, the struggle to keep 3's and 5's at bay replaced with the struggle to keep those "psychological" dabs at bay. More fine weather. No mud or water so Zack didn't get a chance to filth up the van!

Day three at MacInness Road inland from Kaikoura town in the shadow of Mt Fyffe. Ten sections four times again. Mostly in the rocky creek. I'd rate difficulty in between the other two days. Section one had a steep bank from a sharp turn in the creek that could take a five, and section four was a diabolical twisty snake thing with piles of slippery head-sized rocks. It could be cleaned though; ask me how I know! (grin) Apart from that it was a struggle to make the threes into twos, the twos into ones. Dunno what the prizegiving was



like, we had to race off for the ferry. Crossing was mercifully smooth though. Did I mention the weather was amazing?

Congratulations to Pioneer for doing it again, organising a 3 day trial which is 5 hours drive from Christchurch. Gotta give them top marks for putting in a sterling effort and giving us three quite different but equally well-laid trials in a row. It's something to remember for a long time, a really special event that never fails to satisfy.

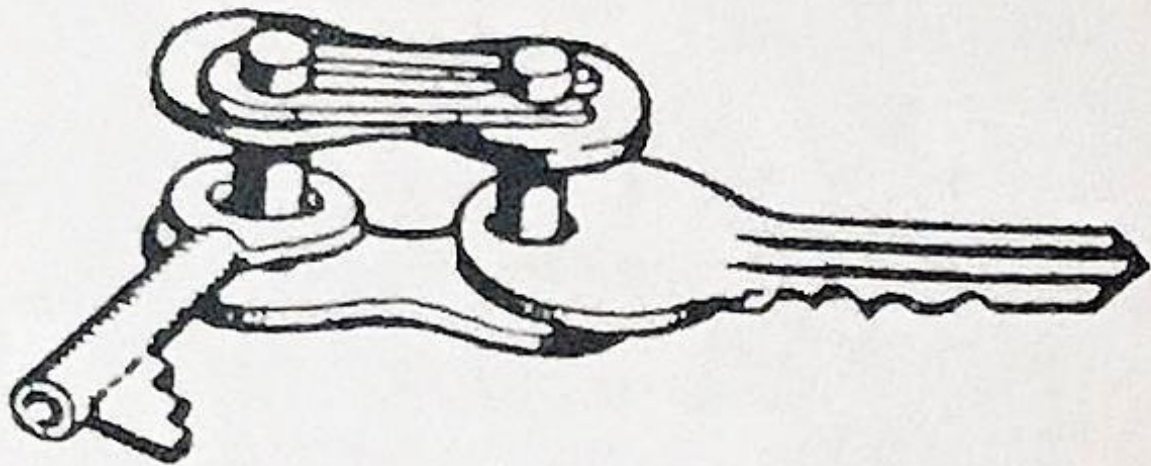




(Huge report, good on yiz, Sideburn, another resounding success from those fullas down south who know how to chuck together a shindig. All pics courtesy of Peter and Lynette Barnett, possibly related by marriage, although these days.....Plenty more to gaze upon, these are but a smattering - head here: <https://www.flickr.com/photos/nzpeterb/albums - Ed>)

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Meantime....



*“A chain connecting link of the correct size for the rear chain of one’s machine makes a useful key-ring, which is on hand should any chain breakage occur.”*

*(This is what our President does with some of his spare time and we applaud him for it with both hands – Ed)*

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# Hawkes Bay or bust.....

If you've completely forgotten about a thing called 'North Island Champs' here's your chance to get amongst it. All happening 17<sup>th</sup> July - head here:

[https://form.jotform.com/hb\\_mcc/ni-trials-championship?fbclid=IwAR1K5Lg5gGOwDmi\\_LL6RMewyUq5hAi5KoUd-HXbh5ZS\\_besZUoG\\_OcclCHQ](https://form.jotform.com/hb_mcc/ni-trials-championship?fbclid=IwAR1K5Lg5gGOwDmi_LL6RMewyUq5hAi5KoUd-HXbh5ZS_besZUoG_OcclCHQ)

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## Yesteryear.....

Yes, the sport wasn't invented last week - been around for a spell, in fact, and we've had many a keen man and woman (married or otherwise, pays not to....) through our ranks over the years, one of whom that nice man, Peter Hosking, from down south, thought we might like to remember, a former Ixion member, in fact, and sent through a pic....

*Hi Phil*

*I'm attaching a photo of Mike Harris in case it's of interest. Taken at a North v. South at Moonshine Valley in 1966 I think. He is wearing his boater hat and riding the "Flubber". It was taken by one of our members, Bob McCallum.*

*Cheers*

*Peter*



*(Just as well there's a bike in the pic - might be a bit hard to explain a large number of burly fellows standing in a field, otherwise...I didn't have the pleasure of meeting Mike but others did and have spoken fondly of him. It's a reminder to us all that our club has quite the heritage and if we could just offload our f#\*@ing editor, we might stand a chance of reclaiming some of that former glory. If only.....*

*Thanks for the pic, Pete, also depreciated – Ed)*

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## ***THE 'E' REVOLUTION***

No doubt, everyone in the club has by now sidled over to Declan and peppered him with key questions about his new state-of-the-art e-trials bike.

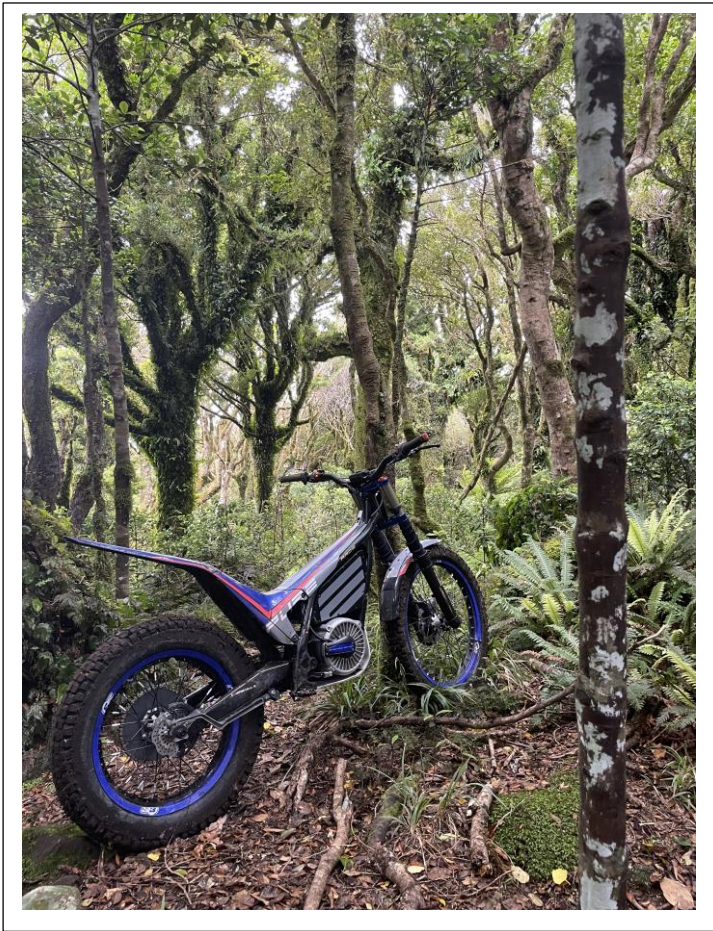
I jumped on it and, frankly, thought it was outstanding: super-smooth, ultra-plush and easily up to the job of capably negotiating trials terrain.

Anyway, he put a few words together, a first-person perspective, about what it's like to own and ride an e-machine.

*On Christmas Eve, I got quite a present with a giant box from France containing a full sized electric trials bike: The Electric Motion Epure race.*

*I thought I was going to miss the pops of the 2 stroke, but I find the whrr of the electric motor very nostalgic as I had a childhood love of RC everything.*

*Long story short, it's quiet, well-made and very capable, with 3-4 hours battery life. With all the chin wagging, that's enough for a decent church ride.*



*Here's a picture - first time out and straight up the roller, no sweat.*

*It has no gears but has different power mapping modes so people of different levels of skill (and sanity?) can all share it - it's like 3 bikes in one.*

*The suspension is fantastic (on the race model) and helps to justify the (not particularly modest) price.*

*It has a hydraulic clutch - and an idle (called tick over) so even smooth brains like myself can make an easy transition from one of those olden day's bikes that run on Dino blood.*

*Negatives are the throttle works but is not to the build standard of the rest of the bike - a problem solved with an aftermarket domino job if it bothers you.*

*After 30 or so hours you can see how the torque (600nm!) shreds tyres but worst of all, it shows me up because all the limitations are my own.*

*Luckily, I'm used to this with my other bikes, too.*

*(Good man, Declan, very adventurous to go with the unknown - definitely looks great and, being the current owner of a little-known European brand, 'Bag-of-Shit', I am very much attracted to the 'no maintenance' kicker, that's huge - Ed)*

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You'll recall the alarming news that our very own President, Riccardo Latimo - our token Latino member so we could put a tick in the MNZ 'Diversity' box - went missing for about a minute whilst at home recently, causing some consternation, until such time as the sound of the toilet flushing was heard. Anyway, some news agencies went with the story and so Riccardo, quite rightly, has squared things away with this report.

## **BREAKING NEWS**

# **President Found Alive and Kicking - Says Aliens 'Didn't Go There'**

The Kaikoura 3 Day has been and gone for another year and although the weather was great there was no shortage of lingering mud and slop. Ten Ixions travelled this year and AFAIK all had a great time. A couple of standout performances by Wayne and Finn to take first and second overall on the Yellow line, John L was fourth on the Green and the winning Twin Shock – he even got a trophy for it! Unfortunately the North versus South stayed on the mainland, maybe one day Pioneer will disclose how they work it out as, at a casual look, I would have said we won it by a nose. The only downside of the weekend was an injury to Cathy Wadsworth on Day 1 that necessitated an Ambulance ride to Christchurch Hospital with bone and ligament damage to her right leg, I'm sure you will all join me in wishing her a full recovery ...

Our North Island round is going ahead on 17 and 18 September this year and planning and paperwork are underway. Venues will be our old favourites, and unfortunately only suitable, properties – the Maungies and Malcolm Judd's. There is plenty to do to make the event happen so expect requests for help with various tasks soon. In the meantime, Kevin T would appreciate volunteers for venue preparation, Chris with help finding observers and I wouldn't mind some assistance with the admin / BS side of things.

The New Zealand Three Day (NZ Champs) is happening in Alexandra this year which is almost at the very edge of the map. The Club (actually Karen Pearce) is preparing funding requests to various charities / providers for assistance to Team Ixion. Hard to ask for help if you don't know how many will need it so if you are planning on going or think an extra threepence ha'penny would turn a no into a yes please let Karen or I know.

A few outtakes from the Committee:

- John Thompson is looking at two-way radios. These will improve communications within an event as we could give them to organisers, officials and first aiders to make them easy to contact.
- New section marker bags are in the works, they will be a knapsack style with two shoulder straps so hopefully an end to being garrotted while carrying them on a bike.

- We have discussed club “Knick knacks” a few times. Shirts, T-Shirts, Stickers and branded Riding Gear have all been mentioned but there is no real consensus. If you have any thoughts or suggestions please share them with us!
- The proposal to change our internal grades seem to have been greeted with general indifference which doesn’t altogether surprise me. If we are going to change anything it will be done at (club) year end and via something at the AGM so expect some discussion around December /January.
- I have ascertained that NZTA are the landowner and responsible agency for Perkins’ property at Paekakariki and I’m working to get all my stuff into one sock before approaching them formally to discuss a future for us there. In the meantime we are desperate for more places to ride so anything any of you can do to help is vital. I remember (way back when Ixion was the Greek Trials Champion) a younger and hairier Mark Sidebotham walking the whole length of Tarakau Gorge Rd knocking on doors ... We don’t use either of the ones he found any more due to H&S for one and unsuitability for the other but the principle remains sound.

*(Good man, Riccardo, no rock left unturned...Please let loved ones know next time you intend to go ‘missing’, lest you cause more constipation - Ed)*

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# Calendar

## **July**

3<sup>rd</sup> - Ixion Club Champs - Top Pub

10<sup>th</sup> - Twinshock Trial - Maungies

17<sup>th</sup> - North Island Champs Rds 3 + 4 - Hawkes Bay

## **August**

7<sup>th</sup> - Ixion Club Trial - Maungakotukutuku Valley

Head to our ‘Where We Ride’ page at <https://ixionmototrials.com/where-we-ride> for location info.



## **CLUB CONTACTS**

Website: <https://ixionmototrials.com/>

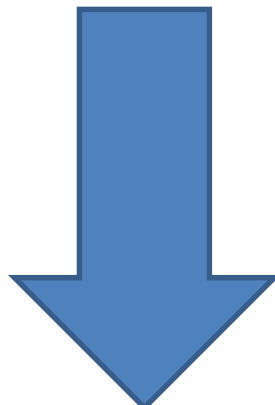
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**Cycle Torque** is presented for the entertainment of the members and nothing herein is warranted to be factual or the opinion of the club or even of the person whose opinion it was at the time. Cycle Torque is generally published the week before the club's regular event, the wonderful **Ixion Club Trial**; which is generally held on the first Sunday of the month, rain hail or shine. Sections are set to cater from everyone from raw beginner to NZ championship "A" grade; something for everyone. Be there at 9am for a 10:00 start at the latest. Finish time is 3pm or when everyone is finished, whichever is sooner. There's time for quick lunch after the first round if you don't mess about too much. Cost: \$15 per rider, \$5 for students. Please bring \$5 notes and be aware due to insurance requirements that there is **NO RIDING AT ALL BEFORE YOU SIGN UP.**

**DOGS** are strictly forbidden at Trials because we ride due to the kindness of the farmers who own the land. Dogs make farmers unkind. The last 10 riders to sign in each get to bring in the pegs for one section. So turn up early if you want to leave early! See the President about this, the rules are not applied strictly. Brand new people can ride without an **MNZ license** for two trials; after that it is necessary to join MNZ (Motorcycling NZ), our national body. It's a cool hundred bucks a year, or \$130 for a champs licence, which is only necessary for Junior, President and Expert classes at Island or National level. In addition to the Club Trial, Ixion generally holds a two-day **North Island Championship Trial** each year, which is considered (by **all** Ixion members) to be the premier event in the World Trials Calendar. There are sometimes **Twilight Trials** during the summer starting at 3pm, often followed by a BBQ. The friendly **Committee Meeting** is held on the Tuesday after the Club Trial at the Lighthouse in Pauahatanui at 7:30 pm. Ring Kevin to make sure, before turning up. Club **fees** are \$40 per year and \$20 for fulltime students or social members, \$60 for families. These very reasonable fees are unchanged since the AGM, so pay up and as always ...

**Keep calm and keep your feet up!**

# Results below



# IXION MONTHLY MOTOTRIALS

## Maungies – 19<sup>th</sup> June 2022

Name	Bike	Club	1			2			3			4			5			6			7			8			9			10			Per Round				Count								
			1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	C	1	2	3	5					
<b>A+</b>																																													
Stu LAWTON	Beta	Ixion	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	3	27	3	0	0	0				
Carl ROBSON	Vertigo	Ixion	0	0	0	1	0	0	0	0	2	0	0	5	0	0	0	0	1	0	2	0	5	5	1	5	0	0	5	0	0	5	0	0	5	5	8	2	27	37	19	3	2	0	6
<b>A Grade</b>																																													
John LAWTON	Beta	Ixion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	1	0	5	1	2	15	8	3	4	15	22	4	3	0	1			
Kevin TITHER	GasGas	Ixion	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	3	2	0	0	3	0	0	0	1	1	1	1	16	6	7	3	16	19	8	1	2	0			
Phil COSTELLO	Sherco	Ixion	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2	1	0	1	0	0	0	1	1	2	3	0	0	16	6	4	6	16	18	9	2	1	0			
Richard McKENZIE	TRS	Ixion	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	2	0	2	0	1	0	0	0	5	0	0	1	0	0	17	12	4	1	17	21	4	4	0	1			
Michael MELLES	GasGas	Ixion	0	1	0	1	0	0	1	1	0	3	3	3	1	3	0	3	1	1	2	3	1	1	1	0	2	1	1	1	1	3	39	15	15	9	39	7	14	2	7	0			
Andrew ADLAM	GasGas	Ixion	5	1	0	0	0	0	0	0	0	1	1	5	1	3	1	5	3	2	2	2	1	0	1	0	2	0	1	3	3	2	45	19	14	12	45	10	8	5	4	3			
<b>B Intermediate</b>																																													
Finn PEARCE	Beta	Ixion	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	5	4	1		5	26	3	1	0	0			
Wayne FURNISS	GasGas	Ixion	0	0	0	0	1	0	0	0	0	2	3	0	1	0	2	5	0	1	2	3	2	0	0	1	0	0	0	2	1	0	26	12	8	6	26	17	5	5	2	1			
Jonathan NEAL	Jotagas	Ixion	1	2	0	0	0	0	0	0	0	1	2	2	5	0	0	0	0	0	1	1	5	0	0	5	1	0	0	0	0	1	27	9	5	13	27	18	6	3	0	3			
Declan INGRAM	EMotion	Ixion	2	1	2	1	1	0	0	1	0	3	1	1	0	0	0	0	1	3	0	3	2	2	1	0	1	1	0	1	1	0	29	10	11	8	29	11	12	4	3	0			
<b>C Clubman</b>																																													
Zack FURNISS	GasGas	Ixion	0	0	0	0	0	1	1	0	1	1	5	0	3	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	0	17	8	7	2	17	21	6	0	2	1			
Simon H Unknown	Beta	Ixion	3	5	1	2	2	3	1	3	5	5	3	5	3	5	3	1	3	3	1	3	3	0	0	5	3	3	3	3	3	3	86	22	30	34	86	2	4	2	16	6			
<b>P Presidents</b>																																													
Chris PRESTO	GasGas	Ixion	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	7	4	3		7	27	1	0	2	0			
Mike DENCH	Beta	Ixion	0	0	0	0	1	0	0	0	0	2	0	0	3	0	0	1	0	0	0	1	1	0	0	0	1	1	0	1	1	1	14	8	4	2	14	19	9	1	1	0			
<b>Twin Shock A</b>																																													
Tony SMITH	Yamaha	MOMCC	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	3	1		4	26	4	0	0	0			
<b>Social</b>																																													
James LAWTON	Beta	Ixion	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	1	5	0	1	0	0	5	5	1	1	5	5	3	40	18	10	12	40	16	6	0	3	5			
Sebastian ROBSON	Oset	Ixion	0	5	0	1	2	0	0	0	0	0	0	0	3	0	0	3	3	3	2	1	3	3	0	1	2	5	1	5	1	1	45	19	17	9	45	12	6	3	6	3			



