

Cycle Torque



NEWSLETTER OF THE IXION MOTORCYCLE CLUB INC.

Number 253 - October 2022

The National Mototrial Championship 22nd-24th October 2022



Better get the negatives about this event out of the way early: they've got a major gang problem down south. Everywhere we turned they'd be large groups of them clustered together, staring menacingly down at us as though, somehow, they knew us or thought we were responsible for them or would buy them lunch. Some of them, like this group here, looked young, too, maybe only 25. Frankly, I blame their parents...

And, apparently, someone's doing a doco on them: it's called 'The Hills Have Eyes'.....

First time I saw where this event was going to be held I wrote it off because, quite simply, my surname's Costello, not Hillary and, whilst I love mototrials like a brother, 20-odd hours in a van there and back was just too brutal to contemplate, even if it would have been in the inestimable company of a certain Mssr Sidehussle.



But Alexandra, as well as being located somewhere just short of Jupiter (the locals speak in lightyears when they're making travel plans: 'See you at Pete's for a barby in 30 lightyears'...'Rodger that, don't be late') comes with a certain reputation, one I've heard a number of times and goes something like this: 'It's the best goddamn trials riding in New Zealand'.

So, big rep, heightened expectations.....and it didn't disappoint.

Heartwarming to see people helping out with Seb and Amelia while Dad was out doing his thing. Looking after them meant Carl could really focus, nailing first place in Red Day 1! Quite the community, aren't we....:)

The fact is, as you've probably heard the more seasoned campaigners who have been there before describe it, it's got big-arse rocks strewn about the place with grip galore - even in the wet when it precipitated down on the Monday - meaning you can literally drop flags from a chopper hovering above - just like they did with Agent Orange in 'Nam - and, bam, you've got yourself a mototrial.

Day 1 and Day 2 are a bit of blur for me, even though they were at different venues, because, whilst each section had its particular characteristic, they all had a



Liddle dudes everywhere destroying the terrain....really good for my morale:) This is the next wave of riders in our sport and, from what I've seen over the last few years, we're in safe hands.

commonality: round some rocks, over some rocks, down some rocks and out. Yes, they have indeed got some rocks in Alex.

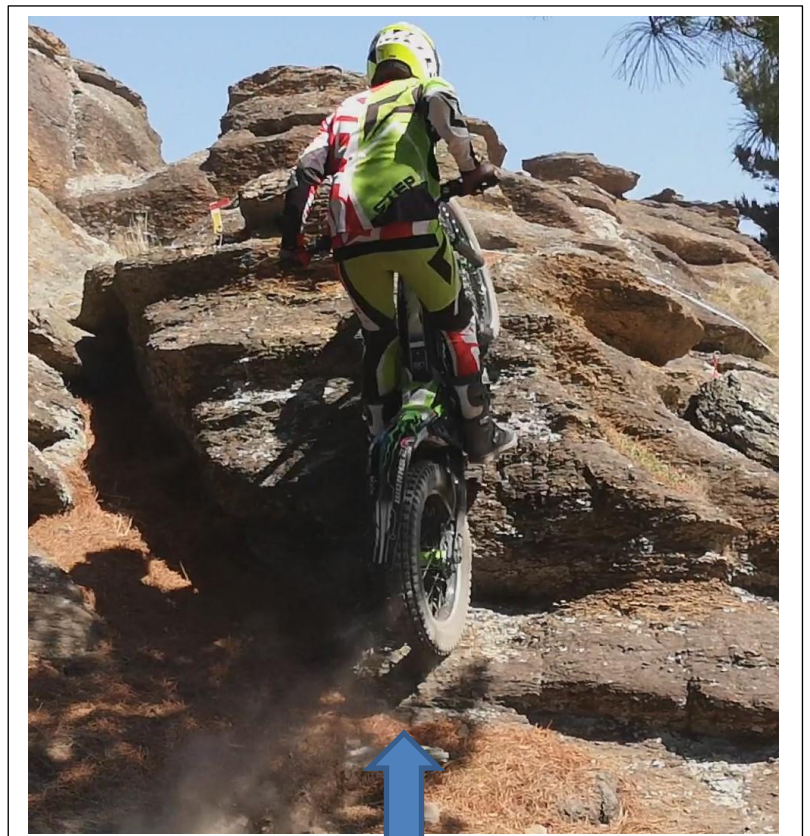


To tell the truth - and unlike a National event - the sections tended towards easier rather than harder, at least in the Green Grade I was riding and, consequently, became a gruelling battle of concentration because one dab here or there could blow your chances. By way of example, check this out: Kevin Pinfold and Cameron Judd both ended Day 1 on 4 and Cam snuck in because he finished first! I don't often use the C-word but this time it's warranted: it was CLOSE!

Even up in the dizzy heights of Orange and Red, Dylan ended Day 1 on 10 - yes, ten - and Warren Laugeson, after deciding to hang up his Orange days and ride Red, did the day for 3....sweet Jesus, three! And, believe me, they were doing some humungous stuff, scary as, firefighters clenching on to a sheet and shuffling nervously around the base of some whopping great monoliths, ready to catch any plummeting riders. At one point, they even brought in a police negotiator who tried to talk some of the riders down. 'Don't do it!', he yelled, but no one listened, largely because he just wasn't that convincing.....It's, like, dude, go into politics already cos no one believes you.

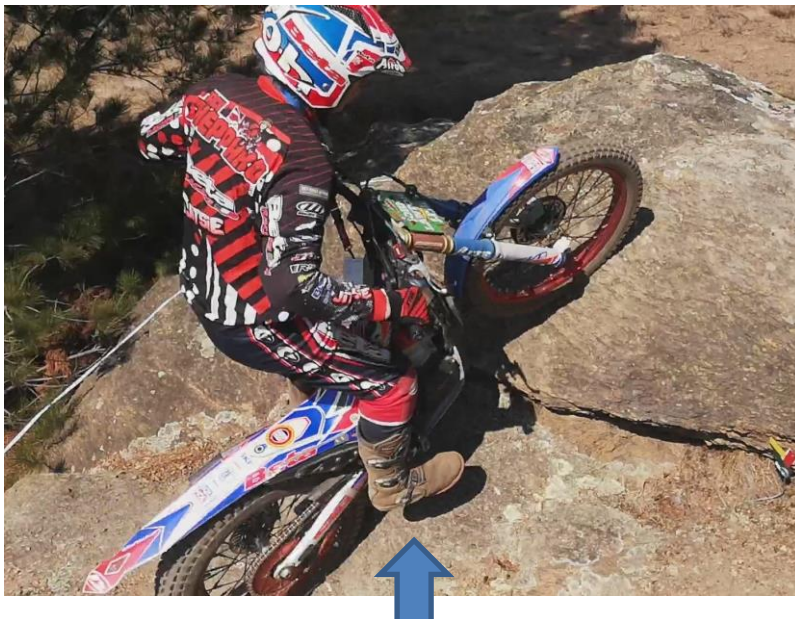
And, just to really cement the point, Finn Pearce did the entire day in Blue for.....1!!!!!! And he only got that because he stopped mid-section to take a phone call from his talent agent, something about having too much and could he tone it down a bit, please.

In pursuit of a bit more of a challenge, Sidebit headed up to Yellow Grade on



Oh, shit!

Day 2 and 3 and good on him, but not before a 1st place Day 1. He pulled mid-pack finishes whilst having to grapple with some rather intimidating precipices and a couple of widowmakers, too, but survived to tell the tale. It did mean I was bereft of company for two days, so I rang the Samaritans and they talked me through it, said I was more than just someone who was interested in trials and had real value as a human being but then started snickering halfway through. By way of apology, they sent me a fifty-dollar Hallensteins voucher but I probably won't ring them again because I don't really ever shop there.



At first I thought this might be Johnny, with the tell-tale Beta livery but, going by that drop-off into an alternative universe next to him, maybe it's Warren Laugesen relaxing in Red Grade....

The thing about a trials which is at least do-able for me - as opposed to clocking up a million fives - is that you do come away with a bit more of a buzz, congratulating yourself for getting around with relative ease and not spending most of your time like Trevor Famularo did at boarding school sprawled on the ground playing with ants. We called him Ant Boy because, well, he was - but he got the last laugh and is now a professional stunt man who specialises in falling down. Who knew....?!

Day 3, the weather gods became incontinent and we went from 23 degree days to something that in Wellington we would call 'stinking hot' - so about 12-13 degrees, in other words.

But damned if it didn't make any difference at all! We all went round finding traction just about everywhere and the rain not a whit of difference made. The sections were eminently rideable and so, once again, it was important before entering them to recite that crucial little trials mantra: Don't fuck it up!



As you were, here he is, that perfect turning form helping Johnny grab first place on Day 1. Not too shabby for a chap who ain't no spring chicken no more but, by Christ, still rides most of us under the table.

To be fair, though, the scores were quite a bit higher on this day than on previous ones, but the grip was there, you just had to take more care. The buzz for me was two particular obstacles which gave me fives on the first lap - a gnarly receding turn going up steeply in one section and a tight turn into a rock wall with a poor exit in another - and, lo and behold, I nailed them both on laps 2 and 3. I've got to say, it's been awhile since I felt good about anything I've done on two wheels but those two accomplishments made my day.



And one more: section one. Three'd it on the first lap, largely due to what I thought was an impossible turn - even Johnny, who won the day with an 11, only cleaned it on the third lap and so did Wayne, no one else.....except me, twice, second and third lap! Oh man, when your uncontested position in most trials is last, shit like that feels good. Still smiling.....:)

Anyway, there really is an enormous amount to talk about after three days of riding, especially in such foreign terrain (the bike didn't enter a stream or go up a bank for the entire time so a

Here's what Wayne, who took all these pics/vids, speculated about this guy: 'There's a couple of pics of a clown in an orange raincoat, not sure if you want those..... also unsure if he's wearing anything under the raincoat'? Ouch.....

little different from what we're used to at the Maungies), but I'm a pretty shitty typer so I'll call it quits here (I tried the Dictate button I've just discovered in Word but we just started yelling at each other so now it's sulking).

Here's the star of the show, if there can be such a thing in our humble sport: Dylan Ball. The dude just killed it all three days, a clear fifty points ahead of second place Day 1 and massive margins Day 2 and 3. I asked him if having a couple of years off made any difference and he didn't really think so. He did say, though, that he had done big hours for years to develop his talent - did the hard yards, in other words - and those skills have stayed with him. I watched him for a while and, goddamn, he just made it look so easy. Congrats to him and his support crew, aka, mum and dad, huge win. Probably just a coincidence that he's an Ixion member, eh?!



Pete Hosking, of Pioneer notoriety, enlightened me as to who did all the heavy lifting to make it happen, so here's the Big Thanks part:

The Southern Trials Group did all the real work (i.e section setting and managing things on the day). Graeme Hibbs, Neil Belvoir, Mallcom 'Two L's' Reid, Colin Kelland and Grant Anderson in particular. We (Pioneer) provided admin support - arrange the permit and manage the entries for them. Jules did a bit too - compiled the riders list, put the results on the website and organised the trophies. Paul Searancke was the steward, he's from Invercargill; and Peter B was the CoC.

That's one of the problems with being the photographer: bummer all pics of you. Some consolation to get the boy in here, though, especially a snap of him calmly teetering on the brink. Those nippers have a couple of advantages: first, lower centre of gravity - not so far to fall - and, second, no work the next day if a limb's in a cast. And no fear. And they don't have to drive home. Or buy a new bike when it breaks. Or do the dishes. Best years of our goddamn lives....



Bloody excellent job all youse and whoever else was involved. There were some nice ladies in the mix, too - at least, they **seemed** nice and seemed like ladies - and a whole bunch of supporters lurking under trees on Day 3 trying to escape the rain. Some of them started getting into party mode under marquees at one point so expect a population spike down there in about nine months' time.

Wayne posted a very helpful and fitting rundown of worthy mentions on Faecesbook so here it is:

Ixion had a talented group of Trials Riders attend the Nationals in Alexandra over Labour weekend, and, despite the harsh foreign Central Otago conditions, they didn't disappoint. Pictured here is Gavin Pearce tackling section 3 on day 1.

The club's overall results are as follows;

Orange grade Dylan Ball 1st

Red grade Carl Robson 4th

*Yellow grade Cameron Judd 1st
Green grade John Lawton 1st
Wayne Furniss 2nd
Phil Costello 8th
Mark Sidebotham 12th
Blue grade Finn Pearce 2nd
Zack Furniss 6th
Gavin Pearce 11th
Luke Pearce 19th
Juniors Cameron Judd 1st
Finn Pearce 2nd
Zack Furniss 4th
Vet 1 Mark Sidebotham 5th
Phil Costello 10th
Vet 2 John Lawton 4th*

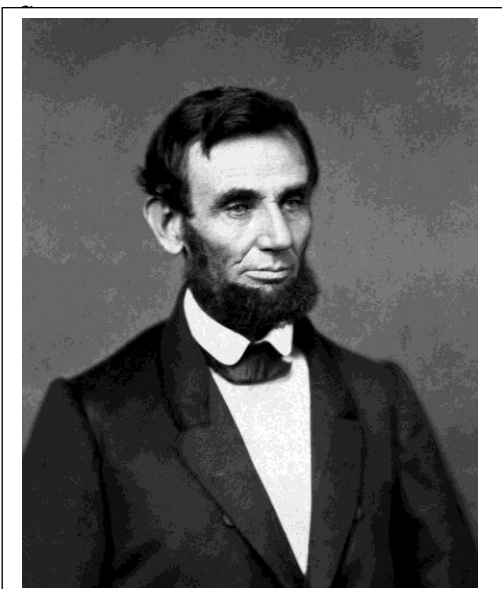
Sidey won the 1st day in Sportsman and then decided to go up a class to Intermediate to improve his chances of a Vet 1 podium, hence his poor showing in Sportsman.

John Lawton proved that you don't need to teach an old dog new tricks by narrowly betting out the competition in Sportsman for the win. It's his birthday today by the way, he's now a septuagenarian!

Thanks for the pics, Wayne, you've got an eye for it, maybe two. There's about a billion more, if you want to trawl through them, compliments of the Barnetts who diligently document our collective attempts to take motorbikes over obstacles we could easily walk around - good on them. Head here: <https://www.flickr.com/photos/nzpeterb/albums>

All up, bloody grouse affair, make sure you get down there at some point and, um, rock out.

(Full results here: <https://pioneertrials.co.nz/nationals-15/>)



As our illustrious club President matures in years, he's starting to bear an uncanny resemblance to an historical figure I can't quite place.....Leave it with me, I'll come back to you.

The Presidential State of the Union Address

Greetings to the faithful,

I managed to miss contributing last month, our editor Phil (faster than a speeding bullet) Costello was quick out of the blocks and published while I was still having a cup of tea and a lie down after the National.

Anyway, our event was pretty successful from the el flasho entry form that Emily put together all the way through to what would have to be the best in-paddock barbecue (served up by the Judd family with bambi sausages and patties courtesy of Mike and Jo) I've ever been to. In between there was a great effort put into section setting, gardening and all the other things that go into an event so my heartfelt thanks to everyone ...

We had hoped that with only three NI weekends this year and the NZ's being held at the southern edge of the world we might get a decent turnout but no such luck. Thanks to those that did come from as far afield as Christchurch (Gabby) and North Auckland (Shane) we hope to see you again next year.

There was some criticism of the results and despite Steve and Sue doing a sterling job in the van to get the numbers together the "official" system we used isn't actually that competitor friendly and issues with publishing due to some kind of automation failure (probably Bill Gates' fault) made it harder than it should have been.

Overall "Ixion" results for the weekend, MNZ classes have been published in other places:

Orange – Dylan 67, Matt 101	Mini Red – Baxter 17
Red – Warren 45, Phil Shilton 94, Caleb 131	Mini Yellow – Sebastian 65
Yellow – Cameron 107, KP 116, Gareth 144	Mini Blue – Amelia 100, Olivia Shilton 129, Freddi Robson 140
Green – Brendon 17, Grant Thwaites 22, Wayne 34	
Blue – Connor 4, Finn 10, Jim Henderson 44	

Congratulations to all who would have got to stand on the podium if we'd had one, also the series winners – especially Connor and our own Finn who battled out the Blue (grade) and Junior (class) all weekend. Equal on champ points it all came down to Sunday's winner and a class act by Finn to congratulate Connor while accepting second ...

The NZ's have been and gone and I'm sure that Phil will have tales of glory, heartbreak and derring do in other parts of CT. Thanks to those who travelled and represent Ixion and congratulations to all of you on your achievements.

Looking ahead we have the last of the Twin Shock / Have a Go days on the 6th of November. To add a bit of spice the Daniel Cochrane Trophy is being dusted off for a 'state of origin' 3 way between riders from Wanga's, Palmy and Welly. It hasn't been competed for a few years, 2015 I think, and I'm hoping for a good turnout from north of Levin to try and take it away from the current holders – us.

The following weekend (13th) we are doing the BSA Shield event against the Manawatu Onions at Top Pub – maximum attendance and all in top form please! It should be a fascinating match up this year with Stu / Warrick, Cameron / KP and Finn / Connor potentially being too close to pick. I've contacted the TAB about online betting, but their odds makers didn't want to know ...

(Good man, Riccardo, always appreciate the considerable effort you and the rest of the committee put in on our behalf – Ed)

Don't know why, but this bike caught my fancy on Youtube where it was reviewed. Amazingly, there are quite a few ebikes out there now, not just the eMotion we're seeing here, and this one comes in at a mere 60kg, seriously lighter than its competitors.

Just as an aside, can anyone tell me why there is so much capital investment and R & D going into the tiniest motorcycle sport on the planet, trials? Wouldn't you think a bigger market like Motocross or Enduro would come first and that Mototrials, with such small demand and therefore returns, might not even get an ebike?

Well, turns out the opposite is true and there are quite a few e-models, including this one.

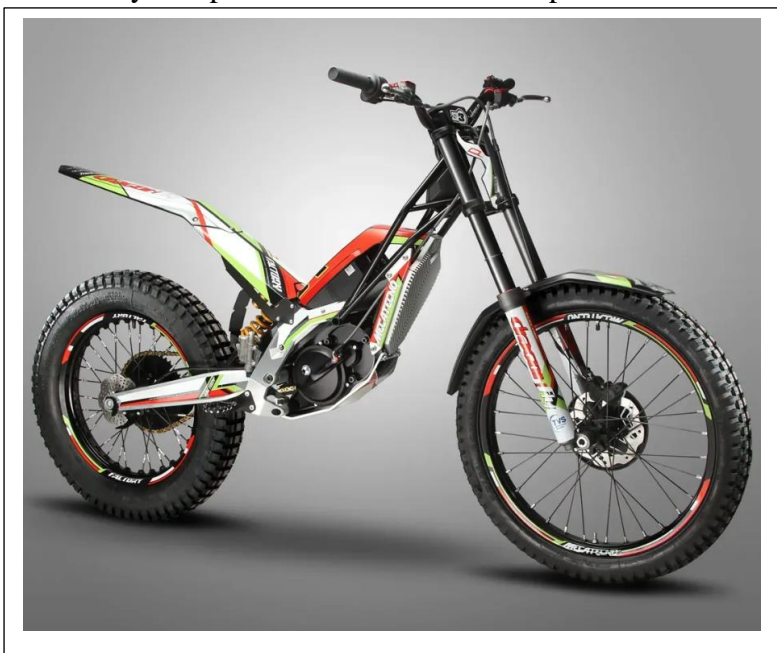
Just for the hell of it, here's the blurb I ripped off the net and here's a link to a review: [review](#)

Mecatecno Dragonfly Electric Trials Bike

Date Posted: 29 June 2022

First pictures of the new Mecatecno Dragonfly, the full-size electric trial bike that may revolutionize the segment.

Mecatecno have had the Dragonfly electric trials bike under development for a few years now. They competed with an earlier example in the Trial World E Championship, and have used that as a solid foundation to develop the production version. The Hell Team will be importing the Dragonfly as soon as bikes are available. (production starts Nov 22).



After an intense time of development and field tests, we can finally present the new Mecatecno Dragonfly Electric Trials bike.

Since 1978, the Spanish Mecatecno company has been focused on designing

children's and adult trial motorcycles. (see image below of the original DragonFly model)

Now with the resurgence of the brand, they have developed a full size electric trial motorcycle for the first time in its history .

Mecatecno has been working on its prototype for years and has even participated in the Trial World Championship in the Trial-E electric motorcycle category.

In 2018 Mecatecno surprised us with the [Dragonfly 2.0](#) prototype. Now, the renowned Catalan brand shows the definitive and fully developed model.

It will be some serious competition for the French brand Electric Motion, which until now was the only one that marketed electric trial bikes for adults. The Dragonfly has the same power output as the EM, but is more than 12kgs lighter!

Technical Specifications:

- 60kg weight.
- 1,875Wh battery power.
- 3 power maps that allow the behavior of the engine to be adapted to the rider's taste: modern, classic and initiation trials.
- Diaphragm clutch.



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(The Original Mecatecno Dragonfly from 1987)



Ye Old Gated Trial

Ixion October Club Trial

Sunday 2nd October 2022

Let's wrap things up with a quick mention of our October trial, one which took the form a Gated Trial.

Whilst there have been a few over the years, for one reason or another, I simply haven't been able to make one, so this was my first.

Perhaps for fairly obvious reason, I had this image in my mind that we would indeed be herded through a number of gates, possibly responding to a series of whistles indicating when and where to go, the constant presence of a canine nipping at our heels the final encouragement to, well, go through the gate.

The reality, though, was a little different.

First things first: the explanation of how a gated trial operates. This soaked up a good fifteen minutes after or so after the briefing as various mathematicians were brought in wielding abacus and set squares, gesticulating with much gusto to indicate that you could choose which flags (the 'gates', presumably) you wanted to go through and the more you went through, the higher the score and, this time, that's a good thing.

There were a couple of other differences, too, that I have to say put me into a relatively relaxed state of mind and resulted in what I thought was a much better performance from me. First, if you stalled, it was simply the end of the section for you, you didn't have to reach the end flags to accumulate the points you had accrued but you did, of course, miss out on accruing any more. And, second, this applied to anything that happened to you whilst in the section, whether it be falling over or going the wrong way or joining a major institutionalised religion - you kept the points you had gained already and that's that.

So, because of this, it meant you had to look at sections a different way. A good example of this was Section 6 (I think) which had three sets of flags almost in a row going up a small hill with pesky roots crisscrossing them. At this point, I decided to simply do the second and third ones because, together, all three were pretty difficult.

However, later in the day, a few of the more seasoned riders did the even easier line of the first and third flags which accrued more points certain gates worth more than others. The trick here was to disregard all of your training as a mototrialler which says 'you do the sections in order or else' and think more laterally to gain more points. Looking at the sections was a bit like staring at one of those images which can either be a unicorn or, once you change how you're looking at it, can also be an old woman....or something. I've never been much good with unicorns or wimmin so took a while, I can tell you.

Anyway, super-fun day and I didn't ride too badly, probably because of a more relaxed state-of-mind. Wayne took out top honours with a crazy score of 1601, then Byron, then Johnny. Compared to conventional trials scores where you might say to yourself 'I wasn't that far off, only ten points behind first place', these sorts of scores don't make a lot of sense: 'I nearly won - I was three hundred points behind first place'....yeah....nah.

Anyway, that's a Gated Trial - cool fun, very relaxing (I cancelled my therapist later that week, just didn't need it). In fact, it might be a good way to finish the year with a Xmas Gated Trial, particularly on one of the farms we use where we could start a couple of sections by going through an actual farm gate (please see action shot at start of this report).

I'm actually pretty keen to get a gate of some sort in there somehow - just feels like going to Paris but not seeing the Eiffel Tower, if you know what I mean, not quite right.....

(Big thanks to our scorekeeper Richard Latimer for compiling the results - you'll find them on the last page - and I'm sure you extend your sympathies to him and wish him a speedy recovery from the RSI he developed whilst doing so - Ed)

Calendar

November

6th - Ixion Club Trial - 'Have A Go Day/Classic Cochrane Shield - Maungies

13th - Club Champs / BSA - Top Pub

December

6th - Ixion Club Trial - Xmas Trial - Woods

January

9th - Ixion Club Trial - tbc

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

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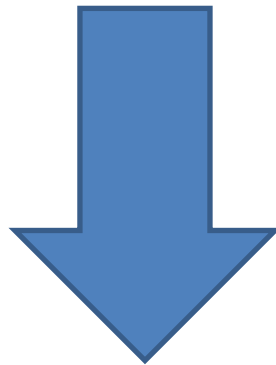
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Cycle Torque is presented for the entertainment of the members and nothing herein is warranted to be factual or the opinion of the club or even of the person whose opinion it was at the time. Cycle Torque is generally published the week before the 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



Results of Gate Trial - Alexander's October 2022

Total	Name	Lap	1G	1D	2G	2D	3G	3D	4G	4D	5G	5D	6G	6D	7G	7D	8G	8D	Gates	Dabs	Lap Score
1607 97%	Wayne Furniss	1	9	0	11	1	11	1	10	1	11	1	4	0	12	1	10	0	78	5	385
		2	9	0	11	1	11	1	10	0	11	2	8	0	12	0	10	0	82	4	406
		3	9	0	11	3	11	1	10	0	10	1	9	0	12	0	10	1	82	6	404
		4	9	0	11	1	11	0	10	0	11	1	9	1	12	0	10	0	83	3	412
		Total(s)	36	0	44	6	44	3	40	1	43	5	30	1	48	1	40	1	325	18	1607
1594 96%	Byron Adlam	1	6	6	11	1	11	1	10	0	11	7	9	4	12	0	10	0	80	19	381
		2	6	3	11	2	11	1	10	0	11	1	9	1	12	0	10	0	80	8	392
		3	9	0	11	2	11	2	10	1	11	1	9	0	12	0	10	0	83	6	409
		4	9	0	11	1	11	0	10	1	11	1	9	0	12	0	10	0	83	3	412
		Total(s)	30	9	44	6	44	4	40	2	44	10	36	5	48	0	40	0	326	36	1594
1580 95%	John Lawton	1	7	0	11	1	11	1	10	0	11	1	9	2	12	0	10	0	81	5	400
		2	9	2	11	3	11	2	10	0	11	10	9	3	12	0	10	0	83	20	395
		3	9	2	11	1	11	0	10	1	10	1	4	0	12	0	10	0	77	5	380
		4	9	1	11	2	11	1	10	0	10	1	9	0	12	0	10	0	82	5	405
		Total(s)	34	5	44	7	44	4	40	1	42	13	31	5	48	0	40	0	323	35	1580
1531 92%	Kevin Tither	1	7	0	7	4	10	2	10	0	10	2	8	0	12	1	10	0	74	9	361
		2	7	0	11	3	11	2	10	0	10	1	8	0	12	0	10	0	79	6	389
		3	7	0	11	2	11	1	10	0	10	1	8	0	12	0	10	0	79	4	391
		4	7	0	11	2	11	1	10	0	9	0	9	2	12	0	10	0	79	5	390
		Total(s)	28	0	40	11	43	6	40	0	39	4	33	2	48	1	40	0	311	24	1531
1497 90%	Phil Costello	1	7	0	10	2	11	4	10	0	10	1	7	0	12	0	10	0	77	7	378
		2	7	0	11	6	11	1	10	0	10	1	7	0	12	0	10	0	78	8	382
		3	7	0	7	1	11	1	10	0	10	0	9	1	12	0	4	0	70	3	347
		4	7	0	11	5	11	0	10	0	10	3	9	2	12	0	10	0	80	10	390
		Total(s)	28	0	39	14	44	6	40	0	40	5	32	3	48	0	34	0	305	28	1497
1313 79%	Zack Furniss	1	7	0	8	0	9	1	1	0	9	0	7	1	9	0	10	0	60	2	298
		2	7	0	8	0	8	3	8	0	10	3	7	0	10	2	10	0	68	8	332
		3	7	0	8	0	9	2	8	0	10	3	7	0	10	0	10	0	69	5	340
		4	7	0	8	0	9	1	8	0	10	1	7	0	10	0	10	0	69	2	343
		Total(s)	28	0	32	0	35	7	25	0	39	7	28	1	39	2	40	0	266	17	1313
1297 78%	Chris Presto	1	7	2	8	3	9	5	7	2	9	4	8	3	10	0	10	1	68	20	320
		2	7	0	8	1	9	3	8	2	11	4	4	0	6	0	10	0	63	10	305
		3	7	0	8	1	9	7	8	1	11	4	7	2	10	1	10	1	70	17	333
		4	7	0	8	1	9	5	8	0	11	7	8	1	10	0	10	2	71	16	339
		Total(s)	28	2	32	6	36	20	31	5	42	19	27	6	36	1	40	4	272	63	1297
1107 67%	Richard Latimer	1	4	0	6	2	7	5	6	0	8	1	8	1	9	1	10	1	58	11	279
		2	7	4	6	2	7	2	7	2	6	2	8	2	10	2	10	2	61	18	287
		3	7	2	8	1	7	3	7	2	1	0	7	2	2	0	10	0	49	10	235
		4	7	4	8	2	7	1	7	3	8	5	8	2	10	2	10	0	65	19	306
		Total(s)	25	10	28	7	28	11	27	7	23	8	31	7	31	5	40	3	233	58	1107

