

Cycle Torque



NEWSLETTER OF THE IXION MOTORCYCLE CLUB INC.

Number 257 March-April 2023

Huge couple of months - March Club trial, ditto April, AGM, prizegiving - it's all in here and with plenty more on the horizon, including a Neil Sturmfels 'Roving Trial', a kind of drive-by affair with a big-arse loop to contend with as well - will be suitably mental (and fun).

Let's kick off with our March trial, ably reported by that irrepressible seaman (lol)-slash-landlubber, Marky-Mark Sidle....

Ixion March Club Trial

Muir's property

5th March 2023

Emily giving it shit, but without the Tourette's...Her presence in the club helps us annually get through the MNZ 'Are You A Diverse Club?' questionnaire, but with double points because she also seems quite nice....seems.



Sunday, Muddy Sunday...

Well, not very muddy actually. It didn't rain and the sections were pretty dry. Nice effort from Wayne, Mike, the Pierces. Sorry, forgot who else. You know who you are, much appreciated. Couple of new guys turned up, good to see. Five sections up top of the hill in the trees, five in the valley below. Us A graders started up top 'cos everyone else beat us to the valley below.

Up top there were a couple of old favourites but with pegs in different

places to make them seem like new, and some brand newies. Six was a bit soft, got cleans all day. One clean on seven, but that was "ride of the day". A section you think you ought to clean, just a matter of keeping calm. Big word, that ought! Eight was similar, but nobody was going to get around that offcamber left hand uphill hairpin with tree roots for clean, eh? Well I kinda, but doing the turn messed it up for the climb out. I suppose it happens to everyone else too? Nine was easy enough apart from the slidey high speed drop onto a small platform, sharp turn and a steep climb out of it. We were getting it by the end of the day though. More practice needed obviously. Ten was a bit of respite before heading back down the hill past the Kaimanawa horses and the inquisitive cows.

Section one ran us "the other way" through that horrible turn up in a tree at the bottom of the section. It's worse the other way round! Just felt like you ought to be able to lift the front and put it out to the right, not down the bank. Big word, that "ought". Two had a tight RH offcamber turn onto a steep bank. Kev and Wayne wanted to change it but I held out. By the end of the day, with some line refinement and a bit more practice, we were cleaning it. The trial is there to test us. That's



Cam taking on a rather pesky log. There's something about a log when it levitates several metres off the ground that has most of us reviewing our decision to ride offroad motorbikes. Cam, however, is doing a farming cadetship these days out in the Wairarapa, so a log like this is probably a breeze compared to those designer womenswear stores and flash gentrified Greytown boozers he's grappling with daily. Gotta feel for him....



Finn is going from strength to strength, coming second in our April trial ahead of more seasoned amigos, including Wayne and Sidey....and me. I can tell you that it's no consolation that, every trial, I learn yet another lesson in humility....



Not Carl's best side, for sure, but a handy lesson on how to get from one side of a log to another without going around it...

creek across the treeroots, up the banks, through the mud. Awesome. Four avoided the big log but the alternatives offered could take a point or two. Five a nice wee gimme for anyone needing a clean in order to feel better. Not quite a "safe space" but close.

Yeah, another great day as usual for the Ixion trial. Get muddy with ya mates, fall on ya face, laugh and get back up. Sleep like a log. Awesome!

Sidelines.

(Bewdy, Sidle, gold still your colour - Ed)



Meantime, section-setting has become a highly competitive and coveted part of our sport, so we're trialling a new system of sorting out who can cut it and who can't.

Here's Kev training some unsuspecting volunteers before the sifting process begins - working title: Sheep From the Goats...

Roving Trial - Judd's Farm - 23rd April

It's a cracker of an idea - huge lap (in trials terms) of twenty-odd kilometres interspersed with 24 sections - the very best of a trail ride and a mototrial.

It's on this Sunday and here's all your details, compliments of Neil Sturmfels, the dude responsible for it all, from idea, all the way through to the heavy-lifting of putting down twenty-four sections, along with some much-appreciated helpers.....

Roving Trial

Ixion MCC's roving trial is intended as a fun day out on trials bikes covering some of the best open country trials areas the club has access to.

This is self guided trial with a clearly marked loop and 24 sections that are spread across a 14-15 Km loop of Wellington hill country that offers fabulous trials riding and panoramic views across Mana Island, Porirua and Wellington harbours over to the South island. Using a combination of 8 well known sections and 16 new sections there is something for everyone as you travel from bush valley to grassed hill tops across a working farm on private land.

The 24 section loop is ridden twice for a total of 48 sections with a cut off time of 3:30pm (see below for further detail)

The loop while steep in places (both up and down) is easily rideable by competent social grade riders, reliable bikes with good brakes are essential as the loop down hills in places is quite steep and requires care and low speed.

The trial is on a working farm and it is critical that riders treat the land and stock with the upmost respect, keeping speeds down and avoiding pushing stock or causing stock to panic. There is also a lot of hidden ruts, rocks and bumps between sections which could result in injury which would ruin a lot of folks day, so stay on the marked tracks, stay alert and keep your speed down.

This is a big trial and riding 2 full loops will be tiring, accordingly the sections are set with the distance and time in mind and most sections can be ridden with just a cursory walk, many require no walk. Obstacles are well spaced so that precise set up from one obstacle to the next obstacle is not important, i.e. the sections are flowing with plenty of room.

With a bailout point back to the carpark between sections 12 and 13 the loop lay out means that riders can ride $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$ or full distance (i.e. 12, 24, 36 or 48 sections) if time, fitness or breakdown is a problem, however scores will be taken for the full 48 sections and unattempt sections will attract the full 5 points. Although as this is intended to be a fun

event many riders may choose for a fun ride with sections rather than a competitive ride worried about scores.

Riders need to carry extra fuel (at least 1litre is recommended as the loop is likely to exceed the average trials bikes range), some basic tools, small fire extinguisher, warm clothing, cell phone and water. The sections have been set with riders carry packs in mind and are all rideable without tacking your backpack off.

Scoring

Section scoring is MNZ standard trials scoring

Top riders in each grade should be able to complete the full 48 sections with no more than 20 points.

Grades

There are 4 grades available(using grade difficulty expected at a national event) and sections are set with 3 grades.

- Social – ride the loop and attempt as many sections as desired.
- Easy – Soft Blue (Clubman) - ride between the Red and White flags.
- Medium - Soft Green (President/Sportsman) follow the Yellow traffic light arrows.
- Hard – Yellow (intermediate) follow Red traffic light arrows.

Starting protocol.

Starting at 9:30 Riders will be set off in small groups of no more than 4 and no less than 2. Once a group is clear of section 1 the next group will go. Hopefully this will create enough time between riders to keep congestion at bay. The key though is for everyone to walk sections as quickly as possible or be confident look ahead and ride the section without walking.

Cards will be handed in at the end of lap 1 and a new card taken, once the final rider is away on lap 2 the sweeps will begin pulling sections and direction markers (clearing away 24 sections and a 100 markers takes a fair bit of time). This will also help get scores completed before the end of the day and let the CoC know where riders roughly are.

Finishing protocol.

Finish time is no later than 3:30pm and time penalties will apply after that at 1-2 points per minute (TBA). Moving through the sections promptly but not racing between sections is the success factor for the trial. For safety and scoring, after 3:00pm sections 13 onwards will close and slow riders will be diverted from section 12 back via section 24 to the carpark.

A couple of section specific notes.

Section 4 is long and follows the creek up a valley, it can be ridden without walking and everyone rides the section. Social and Easy follow the track, Medium and Hard drop into and out of the creek.

Section 7, at the end of section 7 the track nips up a short narrow track onto the main track. Any rider who is unhappy with the short track can backtrack to the start of 7, turn left and head up the track.

Section 8, is on the steep section of the track that runs from the valley floor to the power pylons above. Social and Clubman riders, the section is the track so don't stop, blast through the start and out the finish where there is a flattish place to wait for you mates about 500mtrs up from section 7.

Section 9, is at the top where it is sheltered with fabulous views back across Mana island and Porirua harbour and is great place for a short breather.

Section 13, at the SH58 tunnel crossing, some 2way traffic in this area and congestion may occur in this area so caution is needed, this is also the recommended place to fill your fuel tanks with carried fuel.

Between sections 21 and 22 are tomo's off to the side of the marked track. There is white bunting tape along the track so please stay on the track, entering these tomo's would result in serious injury.

From Section 23 to the SH58 tunnel, this passes the landowners homes and uses the main track for the farm on that side of SH58. Please be considerate and keep speed down and stay on the marked track.

If the weather is bad, the trial may be restricted to 2 laps of 14 sections staying on one side of SH58. Decisions will be made on the day.

Start time: 9:30am
Briefing: 9:15am
Sign-on from 8:45am

Regards
Neil

And this just in:

Entry fee is \$20 / 10.

Whata Kokup, aka the NZ Transport Agency, have joined up the cheese cutter past Judd's gateway so people from the Hutt side will need to continue to Harris Rd to cross to the entry side. Similarly at the end people from the north will need to go south to Mt Cecil Rd or (the safer option) SH2 roundabout to get turned around.

(Excellent stuff, thanks Neil - huge effort, one that will most suitably be rewarded by a good turnout, so dust off your machine and be there. With any luck, along with our annual JRL and the North Island Champs rounds we put together, it will become another feature in the club's annual portfolio of excellent trials riding – Ed)



It's been a hectic pace, lot of territory covered, so let's have a breather with this titbit from El Presidente...



Amen!

I saw these sale figures online (total sales figures for all trials bikes in France) and thought they were mildly interesting, pretty much the threshold to make it into this rag. Most surprising, for me at least, was the fact that a big-arse country like France with its own trials

bike manufacturer sells bugger all trials bikes! Clearly, we are still - and perhaps always will be - a boutique motorcycle sport.....

🔔 And here are the sales figures in France for the trial over the last two years. The opportunity to notice that GasGas and Beta have sold the same number of motorcycles in 2022 and are the two best-selling brands, but both brands decline a lot -35% for Gasgas and -30% for Beta. It's true that for "Gas" the year was disrupted by the late arrival of the new models, more worrying are the Beta figures which most certainly pays for the lack of novelties.

The nice surprise comes from the house of Electric Motion (3rd in the ranking, which is increasing by 15% 🟢 in a total market of -14%! With 3 units near Philippe Aresten's brand does as well as GasGas or Beta, who would have thought it only 3 years ago! 4th place for TRRS, 5th place for Sherco with a very big drop in sales that is clearly explained by a customer who was hoping for the new model at the end of the year and who gave up waiting.

Among the progressions we will also quote Vertigo 🟢 (the "Nitro" effect) and Montesa 🟢 (the Alexandre Ferrer effect).

Conclusion: a market down -14% 😞 when the enduro advances by 1% and a real trend for the electric trial ⚡!

⚙️ - Rate Translation

IMMATRICULATION TRIAL PAR MARQUE			
MARQUE	2022	2021	Evolution %
GAS GAS	196	265	-35,20
BETA	196	256	-30,61
EM	193	161	16,58
TRS	169	210	-24,26
SHERCO	143	205	-43,36
VERTIGO	110	79	28,18
MONTESA	92	78	15,22
SCORPA	18	21	-16,67
TOTAL	1117	1275	-14,15

.....and add the fact that e-trials bikes are finding favour - pretty trippy. Who said we're a bunch of non-progressive uptight conservatives deeply opposed to change of any kind and only ever vote National or Act.....who the hell said that!

North Island Champs

Rounds 1 + 2

[North Island Champs Rounds 1 & 2 - Hosted by Ixion and Manuwatu Orion](#)

- Sat, May 13, 2023 8:00 AM Sun, May 14, 2023 4:00 PM

[ENTER NOW](#) - Full Details in the entry form

North Island Champs Rounds 1 and 2 jointly hosted by Ixion and Manuwatu Orion Clubs.

Day 1 - Round 1. Saturday 13 May 2023 - MNZ Permit #20338

[Akatarawa Forest](#): Maungakotukutuku Valley Rd; off Valley Rd; Paraparaumu.

- Sign on from 9:00am
- Riders briefing 9:45am
- Finish 3:30pm. Sections closed at 4:00pm

Day 2 - Round 2. Sunday 14 May 2023 - MNZ Permit #20340

[888 Kahuterawa Rd, Linton](#), Palmerston North.

- Sign on from 8:45am
- Riders briefing 9:30am
- Finish 3:00pm
- Sections closed at 3:30pm

Entries are now open - Enter [Here](#)

(I ripped this off our website, which looks excellent these under the watchful and highly competent purview of Emily, and is always up to date and a super-useful resource - thanks a million, Emily - Ed)

April Club Trial + AGM

Applegarth's

April 2nd 2023



I would suggest this mob should start a rock band, call it [Motley Crew](#) but seems it's been taken...

Hugely fun day out at Applegarth's for our combined trial, AGM and prizegiving, the first trial in two years where I haven't stalled the [Sac de Merde](#) - I know, right, WTF?! Had a call from Sherco, very disappointed, decidedly 'off-brand', they said, with that characteristically French derisive titter.

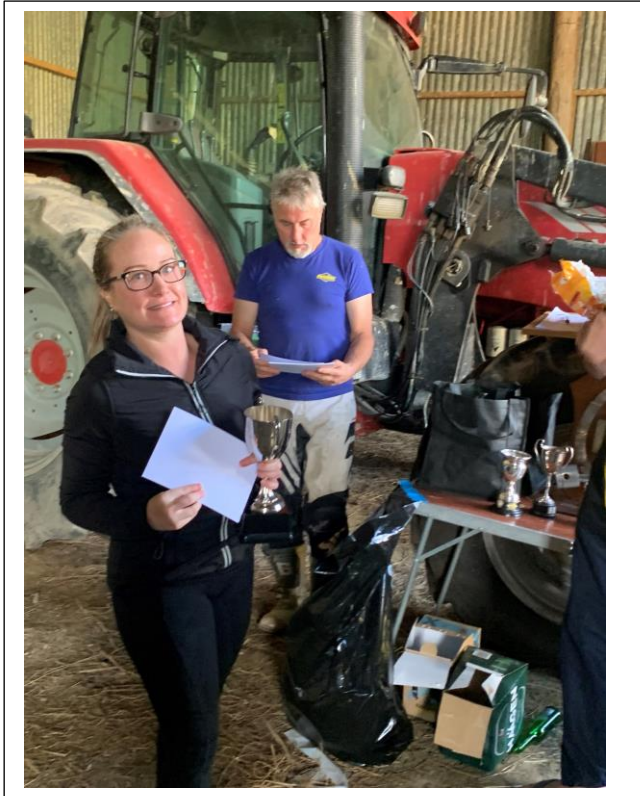


Now, whether it's because I'm losing my nerve as a rider, or whether it's because I don't ride enough - or both - one thing became apparent: as I looked at a number of sections for the first time, e.g., Section 1 and Section 8, all I could see was broken bones. That first tree root affair on 1 and the log on 8 just had me wishing I had an actual sac de merde strapped around my lower quarters. But, as is so often the case with most things in life, the reality was a lot less traumatic than the **idea** of the reality.

Mind you, it always helps to exploit to the full the Guinea Pig methodology, i.e., stand back and see how other significantly more able comrades fare through the section and over the suspect obstacles. And they all flew over it, some even taking a moment to powder their nose mid-air, such was their disregard for the pesky roots and log in question. A little more reassured, I gave them a crack and, lo and behold, managed Section 1 pretty well. I should say, though, that I chickened out of the log on 8, copping dabs by trying to go around it, finally giving it a crack well-after the trial had ended, only to discover that it was, predictably, a shitload easier than it looked...damn!

Section 7 was a blast: up the side of a hill, back down, up again and over a tree stump right at the top. Oddly, two or three of the better riders in A Grade fell off at the top and, for the

life of me, I couldn't figure why. Here's me on a forgettable 125 managing it but not the roar of 250s and 300s - go figure.



So, what I speculated - without any real idea about these things - was that I'm now well-used to the getting the power on early on my machine because, essentially, it just ain't there halfway up a hill or between obstacles if you haven't kept the revs up. Consequently, I'm revving the shit out of it metres ahead of where the climb is, but those on more powerful machines, without even thinking about it, might occasionally just rely on that power at a later point, in this case discovering - too late - that there was no traction to get them over the stump at the top.

Anyway, it struck me as odd, s'all I'm saying, watching these amigos acquainting themselves with terra firma, territory typically reserved for me. I comforted myself with the reminder that, in short order, I would embrace my old friend again to the soulful tune of this 80s soundtrack: [Soundtrack](#) - go to 1min 11sec for the full effect....

The prizegiving all went swimmingly, and you'll see from the pics that a few of the usual suspects were up there under the flashing lights of the paparazzi again. It was great to see, too, that the younger generation was well-represented, Finn, Zac and Cam doing several kilometres back and forth to the podium picking up luxury cars and international travel packages as rewards for keeping their feet off the ground way more than the rest of us.

They must have gone away thinking, 'How does such a small club afford such lavish prizes?', a fair question, one which our committee answers in one word with well-practised ease: 'Caymans'. This is why Inland Revenue uses our very club in its training modules, calling it - and rightly so - 'The Ixion Paradox: Club or Cartel?', but we just laugh....not all the way to the bank, clearly.



The AGM itself was a spirited affair, perhaps the most engaging for years, given that a proposal had been made to bring our section-setting more inline with other clubs in terms of relative difficulty. One thing was apparent: our grades are 'soft' compared to other clubs, and even more so when compared to national championship competitions, but this seems to be an accepted difference.

The question, then, was what, if anything, to do about it? Was there a need to change our sections ('If it ain't broke..')? What would be the benefits, if any?

In the end, I suppose the appeal and importance of parity won out, the idea that there needs to be a justifying rationale for anomalies to exist and there didn't appear to be any sufficiently persuasive to retain the status quo.

Consequently, grades will, as I understand it, from this point on (but excluding the upcoming Roving Trial this weekend), be set with more difficulty in mind, roughly one grade higher. This may eventuate in some from that gaggle of red riders, me amongst them, dropping back to Yellow, with Red remaining largely uninhabited....time will tell.



It may also mean, as was suggested, that higher grade riders from other lower north island clubs might deign to visit us on Sundays, lured by the challenge they will now face in Red. Or, it may be that it was the travel all along which dissuaded them from gracing us with their presence, dunno, wait and see.

Importantly, though, the best thing about the thirty or so minutes the proposition was thrashed out was that, in a world - both virtual and actual - where opposing views quickly become toxic vicious arguments - we managed to contribute different perspectives with tolerance and respect, a commentary, perhaps, on our club culture, the recognition of our shared passion generating a real camaraderie.

Righto, as you were.

Mike Dench	2nd	-	O/F Grade	2022/23 Club Championship
Chris Presto			Murray Cup	2022/23 Club Champion - O/F Grade
Baxter Treloar	3rd	-	C Grade	2022/23 Club Championship
Don Treloar	2nd	-	C Grade	2022/23 Club Championship
Zack Furniss			Maoribank Cup	2022/23 Club Champion - C Grade
Neil Sturmfels	3rd	-	B Grade	2022/23 Club Championship
Gavin Pearce	2nd	-	B Grade	2022/23 Club Championship
Finn Pearce			Howard Tolley Memorial Trophy	2022/23 Club Champion - B Grade
Byron Adlam	3rd	-	A Grade	2022/23 Club Championship
Mark Sidebotham	1st	=	L Young Trial Cup	2022/23 Club Champion - A Grade
Wayne Furniss	1st	=	L Young Trial Cup	2022/23 Club Champion - A Grade
Stu Lawton	3rd	-	A+ Grade	2022/23 Club Championship
Cameron Judd	2nd	-	A+ Grade	2022/23 Club Championship
Carl Robson			J R Lawton Cup	2022/23 Club Championship - A+ Grade
Wayne Furniss			MNZ Ixion Mug	Outstanding Contribution 2022/23
John Lawton			Hard Luck Trophy	Misfortune Award 2022/23
Zack Furniss			Chris Wells Memorial Trophy	Best Junior Member 2022/23
Cameron Judd			Ian Hancock Trophy	Most Improved Rider 2022/23
Emily Willard			Women's Trophy	Best Woman Rider 2022/23
Zack Furniss			Anniversary Cup	Winner Last Trial of 2022/23 Year
Stu Lawton			BSA Shield	First Ixion Rider November 2022
Carl Robson			Brandeis Cup	Club Champion 2022/23
Mark Sidebotham			Greybeards Cup	September 2022
Finn Pearce			Challenge Shield	September 2022

Not Just Twin Shocks 12th March

It was good to get back to Wood's property after a couple of aborted events last year due to too much water in the river. Unfortunately, although the water level was pretty low some scouring and channel changes at the usual ford had the water well up on the cases of KT's KT. Might have been OK for moderns but maybe not for bikes with points or batteries. Time for Plan B, or was that Plan C as the original B had been to retrench to the Maungies?

The end result after some cogitation between Kevin and I ended up turning into what is euphemistically termed a game of two halves.

The first half was quite tight and technical and comprised three sections set in the river bed and it's vicinity upstream of the (unusable) ford. Sand, loose small stones, loose bigger stones, holes, gorse and a few sticks made for an interesting challenge in the first two – the racket from the forks on my new ratty TY as they alternately topped on the river bed and bottomed was unbelievable. The third was along the fence line where there used to be a row of macrocarpas and we, much to the delight of the resident goats who hauled the cut branches and scrub away for a snack, managed to produce an up / down / along / up / along / down sort of section.

The second half was reasonably flowing and set over beyond the sheds where we used to go before the Far Side was discovered. Trees, roots, stones and even a bit of mud were the main features here.

The half time performance was in the carpark where Tony is milling a number of pines and macros which were lying around the paddock crying out to be ridden over, around along, and I even saw someone trying to get a wheel under one. Great stuff and a change from the usual.

Turnout was pretty average for such a lovely day but those that did come all claimed to have thoroughly enjoyed the day. Thanks to the Wood's for the venue, Kevin for keeping me on the straight and narrow with the pegs (or was it the other way round?) and all who turned up for a ride – including three from Palmy and the Robson family from Hawkes Bay.

No Twin Shock event in May due to the National so the next one will be in July.

(Good man, Riccardo - I had meant to get there but, oddly, my bike wasn't going....did I mention it's Sherco or is that implied? - Ed)

Results on last couple of pages.....



The Right Honourable Richard Latimer

I look back over the last year and I see a return to some semblance of normality – we managed to complete a full set of events with seven club trials, five club champs, four twin shock / have a go / mini days, two rounds of the North Island series and of course the world famous in Kapiti JRL. Although we managed a full calendar, attendance generally seemed lower than in the past and looking through the results most of the grades were neither particularly competitive nor well subscribed. It wasn't that long ago that we were a bottom heavy club but now seem to have swung the other way which, with no younger "adult" riders coming through may not bode well for our long term future.

Notwithstanding the previous comments about attendance, I do not wish to take anything away from all who will receive club awards, of one kind or another, at today's prizegiving – you have all done well and we salute you for your achievements.

Nationally the sport seems in a state of flux – the Island championships were poorly attended; however, the Kaikoura Three Day and the New Zealand's had record numbers of entries. Go figure?? Our NITC rounds were particularly poorly attended despite an attempt to get people to vote with their wallets by reducing the price to below subsistence level in an attempt to lure people who might not have wanted to go to Alex. Ixion members were once again prominent at both Island and NZ level and we (the 'club' we) had quite a good turnout at Kaikoura. From myself, and on behalf of the rest of the club, you have made us proud by your achievements and also from anecdotal feedback your sportsmanship. Keep it up!!

Looking to the future our finances are in a good, too good some would say state and our membership is reasonably stable. Places to ride remains a very pressing concern and we need you all to be cognizant of a) keeping what we've got and b) getting access to more venues. We also need to get the word out about our sport – perhaps to newbies, certainly to juniors and also to older riders who may have dabbled in the past or are tired of the pain associated with go-fast activities. The emergence of two "high street shops" now selling trials machinery may be a leverage point we can exploit. The influx of juniors / minis at the very bottom, after a promising start under Brent's tutelage worries me but I am hopeful that the incoming Junior Convenor and his "Assistant under Training" will turn that around.

I want to thank the outgoing committee for their hard work and support over the last year. It is great to be able to have things done and done well without needing to be on the case all the time. Thank you all!

Outside committee Emily has done good things with our website adding new features – galleries, movies, extra results, a history of our trophies and a Cycle Torque archive. Phil has managed to keep us amused, bemused, astounded and sometimes speechless with CT this year. I mentioned early on that I would prefer more "basic" editions rather than fewer

“super” ones and blow me down he has managed both ... Wayne has done good things with the Ixion FaceAche pages, both the main club one and also the one for the mini riders which I hope he will keep up. Neil managed to deliver a very good NITC Day 2. He also conceived, and is in the process of executing, the Tour de Pharmacy, sorry Tour de Judd’s, later this month. Well done and thank you.

Welcome to the incoming committee, much of it will be the same as the outgoing committee, but there are going to be some new members aren’t there? Remember that many of us have been around since Pontious was a Pilot and would quite like to hand over the reins to someone else – don’t be shy, we won’t bite and we do offer a generously funded training program.

That’s more than enough for today so once again I want to wish you all happiness, good health and great riding in the year to come.

(Good on you, Richard - troopers like you give much to our club without much fanfare or even thanks, perhaps the well-oiled machine that is Ixion being reward enough. Many thanks for your efforts – Ed)

Calendar

April

23rd – Ixion Trial - Judds - Roving Trial

May

7th – Ixion Club Trial – Alexanders - Club Champs Round

13th-14th – North Island Champs – Rounds 1 + 2

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

CLUB CONTACTS

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

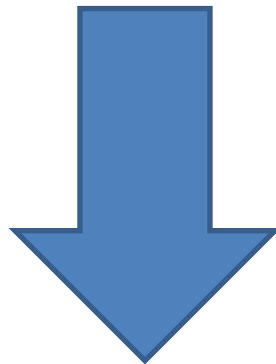
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Cycle Torque is presented for the entertainment of the members and nothing herein is warranted to be factual or the opinion of the club or even of the person whose opinion it was at the time. Cycle Torque is generally published the week before the 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 April '23 (Applegarth's)

2nd of April, 2023 (Sunday)

Name	Bike	Club	1			2			3			4			5			6			7			8			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	C	1	2	3	5				
A+																																						
Carl ROBSON	Vertigo		0	1	0	1	1	1	1	3	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3	7	2	12	14	9	0	1	0
Caleb ADLAM	GasGas		1	0	0	5	2	5	2	0	0	1	0	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	12	3	6	21	15	4	2	1	2	
Cameron JUDD	Beta		2	2	1	1	3	3	1	2	0	0	0	0	1	0	0	5	1	0	1	0	0	1	1	1	1	12	9	5	26	9	9	3	2	1		
Kevin PINFOLD	Vertigo		1	0	0	2	2	2	2	0	0	0	0	0	0	0	5	0	0	5	5	5	1	1	0	0	16	8	7	31	13	3	4	0	4			
A Grade																																						
Byron ADLAM	GasGas		0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	5	4	2	11	18	3	1	2	0		
Finn PEARCE	Beta		1	0	0	5	3	3	3	5	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	15	8	3	26	16	2	0	3	3		
Wayne FURNISS	Scorpa		0	0	0	2	3	1	0	5	5	0	0	0	1	0	5	5	0	1	5	0	0	1	0	0	8	20	6	34	13	4	1	1	5			
Phil COSTELLO	Sherco		1	0	0	3	3	5	2	5	5	0	0	0	0	1	5	1	0	0	2	0	1	0	0	12	11	11	34	12	4	2	2	4				
Mark SIDEBOTHAM	Vertigo		0	0	0	2	1	3	5	1	2	0	0	0	0	0	3	5	0	5	5	0	5	2	2	20	14	7	41	11	2	4	2	5				
Andrew ADLAM	GasGas		2	0	0	5	5	5	5	0	5	0	1	5	0	3	5	3	2	5	0	0	0	1	0	0	16	11	25	52	10	2	2	2	8			
Gavin PEARCE	GasGas		3	5	5	3	3	5	5	1	5	3	0	0	0	0	0	3	5	1	0	0	1	2	5	2	19	19	19	57	7	3	2	5	7			
B Intermediate																																						
Neil STURMFELS	GasGas		0	0	0	1	1	1	2	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	6	11	18	4	1	0	1		
Zack FURNISS	GasGas		0	0	0	0	0	1	5	5	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	11	5	1	17	19	2	0	0	3			
Jonathan NEAL	Jotagas		1	1	5	3	3	1	5	0	0	5	0	0	1	0	0	3	1	0	1	0	0	1	0	0	20	5	6	31	11	7	0	3	3			
C+ (Green)																																						
Karl JUDD	GasGas		1	5	2	1	0	2	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	5	1	0	9	7	4	20	14	6	2	0	2			
C Clubman																																						
Steve WADE	GasGas		0	0	0	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	5	5	0	0	0	0	11	6		17	19	2	0	0	3			
David TRUSTRUM			0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	5	0	0	0	0	2	0	0	5	6	3	9	18	18	1	2	1	2			
Jarrold MOSS			5	1	0	1	2	1	5	5	5	0	0	0	0	5	0	5	1	1	0	0	1	0	0	0	16	14	8	38	11	6	1	0	6			
James WALLACE			1	5	0	1	5	0	5	2	0	5	0	0	3	1	0	5	1	0	3	1	0	1	0	0	24	15		39	10	6	1	2	5			
Emily WILLARD	Sherco		5	3	5	5	0	0	5	1	0	0	0	5	0	0	3	3	0	0	1	5	0	0	0	0	19	9	13	41	13	2	0	3	6			
P Presidents																																						
Chris PRESTO	GasGas		1	5	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	5	1	0	0	0	0	8	6	2	16	17	4	1	0	2			
Mike DENCH	Beta		1	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	5	5	1	0	0	0	8	6	2	16	16	6	0	0	2				
Alan Burns	Beta		0	5	0	1	0	0	5	5	0	1	2	0	1	3	0	0	0	0	1	0	0	0	0	0	9	15		24	15	4	1	1	3			
Richard LATIMER	Vertigo		5	3	0	0	0	0	3	3	3	1	0	1	1	3	1	1	0	1	5	5	5	1	0	0	17	14	11	42	8	7	0	5	4			

Wood's 12 March 2023

		Individual Scores												Total
		1	2	3	4	5	6	7	8	9	10	11	12	
32	Tony Smith	0000	0000	5005	2500	5000	0000	0101	1000					25
30	Zack Furniss	0000	0000	5015	5301	3000	0000	1002	0010					27
32	Peter Robson	5000	5100	0011	2000	0000	5000	0000	0300					23
31	Kevin Tither	0010	0000	2511	3000	0000	0000	5100	3000					22
34	Wayne Furniss	0000	0000	0010	3001	0000	0200	5000	0010					13
40														
25	Richard Latimer	0000	0000	0553	0003	0250	0525	0351	1051					DNF
26	Tod Palenski	0000	0000	5131	3331	3531	0011	0000	0000					34
25	Cayden Palenski	0100	0000	5511	5311	5001	0010	1001	0100					33
40														0
24	Ross Twigden	0015	0025	5032	0521	0020	0055	0005	0033					DNF
17	Brian Hickton	0001	0000	3512	5535	0011	3352	3322	5352					70
21	Freddi Robson	0300	3133	3333	5100	3003	3000	3103	0550					57
27	Seb Robson	0011	1023	3130	3100	0000	0000	0000	1550					30

