

# Cycle Torque



NEWSLETTER OF THE IXION MOTORCYCLE CLUB INC.

Number 259 2023



For no good reason at all, let's get the ball rolling with this little gem, kindly flicked through by that man-among-men, known to some as 'RL' - no wonder they named a motorbike after him...



Anyway, crazy amount of stuff to get through, so let's kickstart with the 3-Day debrief, gingerly purloined from that inestimable tabloid (which recently also celebrated eighty years of publication, the same number as their defamation cases), The Megaphone, mouthpiece of the Pioneer Trials Club, or 'cabal', as they say down south.

Hold on tight, here we go, a couple of good-looking reports, including a Gen Z perspective from those incorrigible Clan Pearce youngsters...

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## **Kaikoura 3-Day trial – 2023**

In future years when we look back at the 2023 K3D it's likely it will be remembered as Dave Chambers 50th. On Sunday night there was a presentation for Dave at the Whaler. Paul Jackson spoke about Dave's achievement of riding fifty Kaikouras and presented Dave with a cup on behalf of the Club. Paul's Sunday evening speech is on p. 12-15.



This year we had 75 solo riders and 7 sidechairs, a total of 89 participants which was almost as many as we had in 2022. One

of the things that was notable this time was the number of families with two or more generations involved. Twelve families made up one third of the entry! It's great to see and can only be good for the future of our sport.

The weather treated us kindly this year and the predicted rain for Monday held off until we had finished the event. The venues were the same as the previous four years. Day 1 at

Trewin's; Day 2 at Andrew Coughlan's farm at Dairy Farm Road and day 3 at Barry and Justine Schroder's property.



The sign on and prize giving was held at the Whaler in Kaikoura.

Running the show again this year was club prez, Simon Jones. It's the third time Simon has organized the event and he did another great job. A shout out to Kahu too, who compiled the results this year and put them up on the website each night. They were both unlucky to catch the lurg which was going around and didn't feel well enough to ride their chair on Sunday and Monday. The flu also affected Ross and Patrick who were officials.

### **Expert**

12 riders started in expert on day 1, and the field grew to 17 for the next two days when Kevin Gundry, Gary Samson, Colin Godsell and Archer Pascoe decided to move up from intermediate to ride the red line. Jason Baker also rode on Sunday and Monday.

There were two notable entries this time. Warren Laugesen had only ridden in the Kaikoura once before - in 1998 when he won it. Also making a return was Craig Wassell who according to our records last rode it in 1994. This time he was accompanied by his son Fletcher who was riding inters. Jules was also back in expert again, after three years in the chairs.

An orange line was included in some of the sections which Warren, Jules and Mats Petit opted to ride. Mats was riding Jules GasGas and he led on day 1 but had problems getting grip on day 2 because of worn tyres. On Monday he had a superb ride finishing 20 points ahead of Warren and was the overall winner of the class.

The red line was closely contested with David Trewin and Paul Mountstevens both on 19 points at the start of day 3. Unfortunately in the second section on Monday Paul's

handlebars caught a tree and he fractured a couple of ribs and was unable to finish the day. Kevin Pinfold was the best of the red liners on Sunday losing only 3 points and he finished second overall. Craig was third and 14-year-old Finn Pearce who was riding a 125 was fourth.

*And that Gen Z report....*

### **The Gospel according to the Luke:**

On the ferry to Picton we saw Sidey. We couldn't believe that he was going dancing in Nelson and not riding trials in Kaikoura. We stayed in Kaikoura at a motel called the Anchor Inn. The owner Lynn was from Australia. If you can imagine her strong Australian accent with years of puffing cigarettes, she said the funniest of quotes. Her favourite was "tell the restaurant that you're staying at the anchor inn and if they don't treat you like royalty you come and see me and I'll shove a dead dingo up their arse". She was nice though, she gave us a new toaster because ours looked like it was going to blow!



We had to travel over a river to get to the property on day 2. Behind us on the bridge was a 9 metre bus. The bridge limit was 4000kg max and we hoped that the bridge wouldn't fall down.

Day 2 was my favourite day but I had to share my bike with Ben, as he broke the spring on his Oset. It took ages for us to get around but at the end I got to ride Finns bike on some of the sections, and finished off the day happily with only 14 points on my score card. Over the three days in blue grade I came twelfth.

I liked day 2 because it raised my confidence and it was easier than day 1.

Day 3 at Mt Fyfe sucked as it was super rocky and hard and my bike didn't like the water and kept stalling on sections. I fell off a lot of times in the first lap and got wet. Also the gin smelt real bad to me.



Ben's version "on day 1 my spring broke on my Oset when I was mucking around which meant I couldn't ride the sections. In the afternoon Mum and I went whale watching, then picked up dad, Finn and Luke long after the trial had ended. They hadn't run out of food though.

On Day 2 we went to Warwick Merrimans coaching session where he told us we had to do 15mins of balancing on our bikes in our garage every day. He said the only problem with getting good at balancing is that you will go up a grade. Dad asked what he does if you are on a hill and balancing sideways he said "just balance" and it works.

I was sharing Luke's 80cc that day which I hadn't ridden before at a trial. I fell off a few times but it was still fun.

On Day 3 I rode with Richard Latimer which he was relaxed, the same was I. Richard was nice and helped me with getting the sections done and mostly cleaned. I didn't do lap 3 because I wanted to do big skids and drifts in the bog, what me and the farm owners, kid made. I washed my bike what took me ages with Finn and George. George helped me put my chain back on after riding out of the water. George is nice.

*(Fab reports, Big Ups to Peter from Pioneer for the 'loaner' of that report, and those Pearce tykes who prove that, just because you ride trials, doesn't mean you can't string a*

*sentencetogether....news to a few Ixionites, no doubt 😊 and here's a link to more pics from the Peter and Lynette Barnett down south - God love'em: [3 Day pics](#) – Ed)*



5<sup>th</sup> June 2023

## **Police swarm south Auckland park in clampdown on illegal dirt bikers.**

Police have swarmed an area next to Ngāti Ōtara park, in an attempt to arrest a large group of dirt bikers causing havoc across the city for many months.

"Police from across Tāmaki Makaurau, and the Eagle, will be visible and monitoring any gatherings involving dirt bike riders."

"Police and the wider community have zero tolerance for this dangerous driving that puts other motorists and members of the public at risk," he says.

*(Clearly, the Establishment is on to us, so can I encourage all club members to continue using their balaclavas and camo gear when out and about on Friday and Saturday nights, please. Never before has our club motto been more relevant: 'You'll Never Take Us Alive, Coppers!', except in Latin - Ed)*

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## **North Island Champs Taranaki 17/18 June 2023**

Taranaki is famous in my mind for its winter trials. I've been going there for 40 years on and off, so ought to know by now. It's generally in winter because the cows are dried out and the farmers have a bit of time to actually run a trial. So it's a trial in more ways than one: there's the slippery muddy riding, and then there's the frozen toes, the wet clothes etc. Cold air slides down the side of the mountain from the big white conical lump that you can only see when it's about to rain! Hard core.

This year it didn't rain though, even though the mountain could be seen on day one and was hidden on day two, so theoretically it should have been about to rain or raining. The cold air still slid down from above though, so the event wasn't completely lacking it's usual character.

It was mentioned at riders briefing that they were thinking of cancelling the event due to very low entries being received. But it went ahead because they got a rush of last-minute entries. This is typical for trials. Guys spend thousands and thousands on a bike, get a vehicle specially to carry it, etc etc. Then they make it hard for organisers by deciding the week or even days before whether they will go or not. On account of the \$120? If you can't go for any reason the organisers will give the money back! Hard for me to fathom, but that's the way it's been for years. Hawkes Bay is in 2 weeks and admittedly I've not seen an entry form yet. You can understand things being a bit disorganised up there on account of the cyclone. But I'll make the plea again: guys, get your entries in as early as you can!

Day one was, as usual these days, at "Clements ville", Andrew Clement's farm on Wiremu Rd, near Oeo. Last chance to ride the rocks in the paddock we've been riding for decades. Andrew has resorted to selling those slippery rocks in the paddock for civil engineering projects like the Manawatu Gorge, as things are a bit tough for farmers at the moment apparently. So the rocks were there for the second- last day they'll be there. Work started on Monday to rip them all out. What the future holds I don't know. Perhaps we will ride other parts of the farm, maybe that's the last Champs at Clements ville. I hope not; this place has huge sentimental value for those of us who have been going there for so long and ridden so many great trials there.

Ixion were represented by Cam Judd in A grade, Wayne Furniss and Finn Pearce in Intermediate. Good to see Ixion putting in a showing here, we've been thin on Inters for a while except for Cam's showing last year on his way through. Myself and Neil punted the green line, with Zack Furniss keeping the other blue riders honest (in a big way, as we shall

see). Dunno if Richard McKenzie is still an Ixion man after his move back to Wanganui; he rode green.

There were 12 sections on the famous rocks except for 12 which was on a big pile of soft stuff left by the rock diggers who had already started in another paddock. The day was perhaps a little easy except for expert, Matt Foster came in on 43 but the other grades were won on less than one point per section. To be fair the lower ends of all the grades were over 83 points. Notable was Connor Newton and Grant Thwaites equal on 4 points in green, and our own Zack Furniss on 3 points, just one behind the still massively capable Warwick Merriman. Warwick was good enough to go around with Zack and give him some coaching. It's said that Zack's 3 points came from attempting yellow lines, which I'm sure Warwick would have advised against! Wayne did well in yellow, leading the bunch in third place, only just fending off Finn in 4<sup>th</sup> place. Kevin Pinfold and Mark Henderson are well ahead of everyone at the moment, Kevin in particular of course. Cam was 4<sup>th</sup> in red. There's quite a spread between Warren Laugeson and Cam, at least 20 points difference between each of the 4 riders. It's still a bit hard for Cam but he's still learning fast so I'm sure that will be a short-lived thing.

Day 2 was at Grant McEwan's place near Inglewood, again as per normal these days. There were some old favourites and a couple of new sections. Again, it was mostly the famous hard-core Taranaki slippery rock providing the entertainment and justifying the use of the term "trial".

Again, Wayne bagged third just ahead of Finn and Cam was fourth. Myself well below usual form, dunno why. Maybe a little practice is in order. Then there's Zack, grinning from ear to ear on 2 points for the day compared to Warwick's 9. Seems Warwick's coaching is as good as ever!

Overall impression was as good as ever. This was a fine event that Taranaki can be proud of. Hawkes Bay soon. Go on: make the commitment and get on up there!

Cheers ... Sidelines.

*(As ever, a big hurrah for our perennial contributor, recently voted Top Typer of the Year, largely due to, well, his fingers hitting keys in a coherent fashion. Good on yiz, Sidewalk - Ed)*

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Meantime, back on the ranch, Johnny Lawton has been conspicuously quiet for some time - in a relative kind or way - so I buzzed him to see what gives.

Well, turns out he's been 'refurbishing' his son, James's, old Beta and doing it from top to bottom. Here's a few pics to give you an idea of how it's been going over the last twelve months or so, all of the pics snapped by that budding pro photographer, Blake Searle, a young fella with an for eye the art of motorbike design....



Johnny tells me it's a '99 frame, '96 forks, couple of brand-new wheels bolted on and the engine's getting the treatment next.

Johnny's had it for over twenty-years, after reacquiring it from a third party after James passed away and, since then, bits have been used on sidecars (can't believe he used to get Rebecca on one of those - that's testing the old marriage...). Now, though, it's total commitment to getting it back to its former glory, with Stu possibly looking to throw a leg over it once it's done and taking it for a 'gentle' stroll around the Three Day.

Before that, though, there will be an official unveiling at one of our club days, hopefully in the new year some time, whereupon it will be taken out for a spin, but, as Johnny put it, 'Just to get the tyres dirty'.

It's a wonderful testimony to the Lawton legacy within our trials world and community, a fitting memento to a fallen rider of some repute, a nod of respect from Johnny to his son



and his family, an expression of a chap whose passion for the sport continues to burn as brightly as it ever has.

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Nek minit, I saw this story online about those accursed e-bikes that are as good as petrol but without killing the planet....just showboating, really.

It reminded me of a vegan joint I was in once where they served 'bacon' and 'sausages', but vegan versions, of course. It just struck me that they were maybe trying a bit too hard to be carnivorous - products that look like they're meat - even though they're opposed to meat in principle....what?!

So, here's your e-Motion, now available with an 'idle' function....what?!

Have a squiz, see what you think. Whatever your view, full credit for not making it look like a sausage....



**A Pure idle  
revolution:  
New electric  
trials bike  
gains idle  
function to  
help it stay  
upright**

Published: 01 June  
2023

[Electric motorcycles](#) are on an evolutionary path that has seen them progress from practical run-arounds to bonafide superbikes. Now Electric Motion (EM) have released their latest Epure Race trials bike, which can 'tickover' at a standstill just like a combustion-engined machine.

So competent is the trials-focused bike that two were entered last year into one of the toughest off-road events in the UK, the Scottish Six Days Trial, finishing 19th and 72nd in a field of almost 300.

The [Epure Race first appeared in 2020](#) and became the first electric bike to have a hydraulic clutch, vital for trials riders who want to hold their ground and then launch themselves up a rock face. EM have now added a TKO (tickover) feature which allows the motor to continuously rev at 900rpm while the bike remains at a standstill.

“Up until 2021, the bike had a hydraulic clutch, but effectively it was a rev and go, almost like riding a scooter,” explains Matthew Alpe, owner and MD of Inch Perfect Trials, and the UK importer of EM bikes – and one of the two riders to compete in the 2022 SSDT.

“In 2022 they brought out the tickover function, but only in two of the three power modes, so effectively if you didn’t use a clutch, it would be like putting a petrol bike into gear and setting off without using a clutch. The bike would just, all of a sudden, take off.”

He added: “So you pull the clutch in, press the map button and then the motor starts spinning at 900rpm and idling, you can hear it. As soon as you let the clutch out the bike sets off exactly like a petrol bike would.”

For the 2023 Epure model the TKO system is available in all three power modes with the constant rotation of the motor creating a gyroscopic force which aids bike stability when stationary.

The Epure Race also features an anti-reverse feature that allows the rear wheel to lock under extreme riding conditions for added safety.

“If you were going up a hill with a combustion engine and you didn’t make it, the bike would probably stall and the gears would then hold you in place on the hill,” explained Alpe

“In the case of electric motor, up until 2023 if you didn’t make it up the hill you could potentially roll back down out of control if you couldn’t get a hold on your brakes quick enough.

“The anti-reverse creates a lot of resistance in the motor and stops the bike rolling backwards out of control. So you can then safely get yourself off the hill, sort of disengaging that resistance with the clutch bit by bit.”

EM hope to enter the SSDT event again in 2024 having skipped the 2023 event. The Epure Race retails for £9499

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Ladies and gentlemen, can I ask please to be upstanding and salute the President of our Club, the Right Honourable Richard ‘Lincoln’ Latimer...

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# PRESIDENT'S REPORT

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Just when you thought it was safe to start reading Cycle Torque I've come out of hibernation with some more of Richard's ~~Rambles~~ Ravings. Feel free to leap ahead a couple of pages if you like.

Way back in April we had the AGM and prizegiving following our usual trial. The trial was set on a previously unused part of Peter Applegarth's property and it was a good event which, despite a rubbish score, I had a really good time (maybe it was my riding group?) The AGM itself was its usual non-committal self although the discussion around

grade changes generated a rare degree of animation. We have been making some adjustments to difficulty levels and started using the Green arrows and will continue to review things this year. I want to welcome Carl and Charlie to the committee, we have fumbled the ball a bit with the Juniors since Brent's Kapiti Kids went AWOL so I'm hoping they can rejuvenate the younger side of the club. The prize giving popped up a couple of surprises with a changing of the guard at the pointy end of some grades. Regardless of where you may have placed or the results you got you are all winners for getting out and doing it 😊

Later in April we, or more accurately Neil, ran the inaugural roving trial at Judd's. The weather didn't help and the finishing rate could have been better but everyone involved was really positive about the experience. On behalf of everyone my thanks to Neil for the concept and, with the help of his assistants, the event itself – you all done good! For those who didn't get there or want to do it again there will be another one – we are currently planning the Sunday of Wellington Anniversary Weekend (January 21<sup>st</sup>) as this fits into daylight saving, hopefully fine weather and a “busy” calendar.

In May we had a club event at Alexander's, given the weather in the leadup the setters did an excellent job and avoided what could easily have been a mega point slush fest. Only a couple of sections cut up really badly and even on the last round, inching from one blade of grass to the next section 7 was still just cleanable on the blue line ... For what it's worth I really enjoyed it – technical but not too physical. We only ran one round of what is turning out to be quite a truncated North Island series this year. We did the Saturday and the Manawatu Mob did the Sunday. Great feedback from all the competitors so a big thank you to everyone involved in the event. The only blemishes were all mine with the unfortunate demise at switch on of the computer monitor we were going to display the results on and finding I had packed the wrong cable so we couldn't even print them out. If anyone has a decent sized monitor >24 inch or a small flat screen TV that will do 1080p Full HD please let me know other wise we might have to consider purchasing one next year.

Kaikoura has been and gone for another year but will probably be remembered more for the K23 virus than the event itself ... By all accounts 2 or 3 people ended up in hospital and a decent percentage had time in bed with a variety of symptoms. There is no truth in the disinformation that the next version of the MNZ logbook will have a vaccine page! The event itself was pretty good, maybe not the best ever but with good sections, good weather and good people it was still a great experience. The best turnout of Ixion's for a while – it was good to have Steve Wade back in the

south and Stu Lawton turned up on the family TY250 and showed the Yellow's how it can be done. Good to see the juniors along with James Lawton and all three Pearces out there getting it done.

From my perspective it was a mixed bag – I took too long to settle on day 1 and although I managed to clean everything at least once the slow start and way too much foot waving left me a long way behind my usual peers Peter Dunn (2) and Dick Gardner (3) for the day. Day 2 was interesting with super low scores across all the grades. I also learned (or maybe remembered) that if your riding companion gets stuck in a bog don't try and help as you just end up wetter and muddier than them. My GPS failed on section 2 lap 1 and I missed a carefully concealed peg and then on lap 4 a slip on the rockpile left me on the ground. Thanks to the guys who rushed to help me up – I was just resting, honest! I would have actually been well pleased with the single dab I had as a final score but Peter and Dick both had clean days ... Day 3 was Mt Fyffe, a venue I have a love / hate relationship with. With Dick missing in action at riders briefing (turned out he'd slept in) I signed up to ride with Ben Pearce on the un-sprung Oset. I had a really fun day with neither of us under any scoring pressure we had a few cleans, a few dabs and not too many 5's. Big ups to Ben for fancying a Yellow bank on section 7 in preference to the blue rocks. I had my doubts but 2 on the first ride before it got undercut was starry. Look out Finn he's coming after you! We only completed two and a bit laps with a dwindling supply of electrons (Ben) and energy (Me) we called a halt a couple of sections into lap 3. Thanks to Dick for keeping me company on Days 1 and 2 and Ben for Day 3.

I missed the return to Van Crutchen's the week after Kaikoura due to family things but those that went seemed to have enjoyed themselves and it's good to have another venue available again.

The Australian Trials Champs are coming up at the end of September and the organisers are keen to lure some Kiwis over to compete for the Trans-Tasman Trophy. There are some names being bandied about but it's a chicken and egg thing – MNZ won't name a team till people commit and people don't want to commit without MNZ support. It looks as if Finn, Zack and Cameron will be travelling so the committee have decided that entry money from the July, August and September trials will be donated and shared between them. Give generously at sign on and if (like me) you have a backlog of freebies pay now and save them for later.

The other discussion at the last committee meeting was what to do, if anything, with the paddock we lease at the Maungies. At the moment it's not much more than a car park and camping ground which I think is a missed opportunity and would like to see a few constructed obstacles and training hazards there and we intend to discuss it further next month. Some logs and maybe a multi height splat wall but definitely not pipes and demo concrete ... There are a number of videos on the Tube of You's that show what other people have done. The biggest negative is the fear of club members having to remove it when / if we lose the lease but setting aside enough funds to pay someone to clean it up should overcome that. If you have thoughts / ideas / contributions on the subject contact a committee member to have your input listened to.

If you made it this far thanks for staying the distance, see you in a section sometime soon ...

*Good stuff, thanks Richard, and just to show there's no hard feelings, Riccardo volunteered these rather confessional pics of 3- Day experience...*



*The distillery was a popular place...*

*Pondweed still growing in my boots a week after the bog at Kaikoura Day 2.*

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## **North Island Champs Rounds 5 + 6**

### **8<sup>th</sup> and 9<sup>th</sup> July 2023**

Please find below the link to the entry form for North Island Champs Rounds 5&6 held in Hawke's Bay.

<https://form.jotform.com/231481907345862>

Both days are being held at the newly redeveloped MacKenzie's property.

All proceeds go to the property owner to aid recovery from the devastation wreaked by Gabrielle.

Great opportunity to support a good cause, all while having 2 awesome days riding.

Cheers

Peter

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# **Calendar**

## 2023

### JULY

2<sup>nd</sup> - Ixion Club - Top Pub

9<sup>th</sup> - Ixion Club - Have A Go Day/Classic - Maungies - tbc

8-9<sup>th</sup> - Nth Island Champs - Hawkes Bay

### AUGUST

6<sup>th</sup> - Ixion Club - tbc

### SEPTEMBER

3<sup>rd</sup> - Ixion Club Champs - tbc

10<sup>th</sup> - Have A Go Day/Classic - Maungies - tbc

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

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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!**







