

# WHAT NEXT?

## General Information.

Monthly Ixion Club Trials start at 10.30am and generally the flags are pulled at 3pm. This gives competitors plenty of time to do the usual three rounds and have time to stop and have a bite to eat at lunchtime.

Twilight trials start at about 6pm and you are expected to help in setting the trial. They are very much a do it yourself trial.

Riders are expected to help at the end of each trial by helping bring in the section markers (Flags).

Trials are never cancelled. The events are held wet or fine. If you have any queries about the events or any other Club activity telephone Ash Wells at (04) 784 985 or any of the Committee members listed in the front inside cover of each Cycle Torque.

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August 7

### Monthly Club Trial. Lindale Pararamu

This is a new venue and is situated on the right hand side of state highway one, just before the Lindale farm which is on the left. It is in towards the concrete works behind the layby-picnic area.

August 27 & 28

Tauranga Arena and natural Trial. Part of the Citrus Festival. Tel. Warwick Merriman (070) 410095.

September 4

Monthly Club Trial. Battle Hill on the Parekakariki Hill Road. Travelling towards Paekak it is just before you enter the gorgelike part of the road. This event will also be for the Greybeards Trophy.

September 24 & 25

Final of the North Island Champs. Auckland. Tel. Peter Boettcher (09) 5357401.

October 9

Monthly Club Trial. James's property, Whitemans Valley.

October 22 to 24

NZ Champs Trial. Christchurch. Ateam from the Club will be going down to this event. Contact Pesky

November 26

NZ Experts Trial. Manawatu. North v South Champs. Organised by us

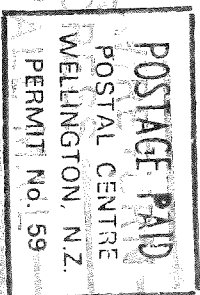
November 27

(Ixion). Venue will be Battle Hill and observers will be required. Contact Sidevalve or Bryan (see Committee List for contact numbers)

# CYCLE TORQUE

OFFICIAL NEWSLETTER OF  
THE IXION MOTOR CYCLE CLUB INC  
P.O. BOX 672, WELLINGTON

## AUGUST 1988



Mr W Furniss  
54 Stanley St  
Wainuiomata

# THE IXION MOTORCYCLE CLUB

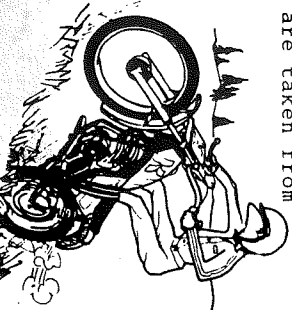
## CLUB COMMITTEE

President	*	Mark Sidebotham	789 868
Secretary/Treasurer	*	Ash Wells	784 985
Club Captain	*	John Lawton	058 70240
Trials Co-ordinator	*	Bryan Johnston	886 675
Committee Members	*	Peter Kempthorne	058 86040
	*	John Thomson	787 587
	*	Gerard Pinguet	835 049
	*	Warren Harris	
	*	Dave Easton	
	*	Paul Fredrickson	886 619
Newsletter	*	Bill King	786 866

Correspondence to the Club should be addressed to :-

Ixion Motorcycle Club  
PO Box 672  
Wellington

The annual subscription is \$20 or \$10 for social members and full-time students.  
Monthly Club Trial entry fees are \$4.  
ACU licences are required for all riders and are taken from 1 July of each year.



## odds & ends

Mark Sidevalve has supplied the following list of bikes for sale.

- \$300 neg (each) 2 Ossa 250's Peter Imlach.
- \$1000 Montesa 349 (last model made) Warren Hill Tauranga 480330.
- \$1200 Honda TLR 200. Jeremy Davies Auckland 2897302.
- \$1800 ONO Fantic 200 Chris E Harris Wgton 339771.
- \$2000 Fantic 200 Stuart Pike Wgton 646609.
- \$2850 Honda TLM 200 Ricky Denning (067) 83928.
- \$3000 Yamaha 350N Ex Cond. Tom Loundes Whakatane 84485.
- \$4000 Fantic 301 Peter Boettcher Auckland 5357401.
- \$5000 Fantic 241 Roger Mahoney Te Pahue 834. Also at our trials.
- \$? Beta TR34 260 Murray Martin Tauranga 410647.
- \$? Yamaha 250N Neil Baker Hastings 84598.
- \$? Yamaha 250N Warwick Merriman Tauranga 410095.

Also from Mark are the following suppliers of videos on trials.

Alan Honeybone	1987 Belgium and British World
61 Rookwood Ave	rounds. Send VHS 180 tape and
Northbeach	\$10 Payable to Pioneer MCC.
Christchurch.	
Kerry Miles	1987 French and USA World Rounds
20 Copperfield Tce	Jack Stiles Trials School(basic
Mellans Bay	and advanced). Send VHS 120 and
Auckland.	\$10.
Murray Martin	1988 Spain and UK World Rounds.
Oropi Road	\$20 (tape included).
RD 3	
Tauranga.	

\*\*\*\*\*

Ray Skinner advises that he has a few only of the new Fantic 241 They are monoshock and have drum brakes. The price is only \$4995. Telephone Ray (09) 4180854 for more information.

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# CLUB TRIAL RESULTS

Bull Run Road  
Moonshine

Sunday 3 July 1988

Trialmasters:  
Mark Sidevalve  
Graeme Kidd

A GRADE			
James Lawton	Fantic	42	1st
John Lawton	Fantic 301	60	2nd
Mark Sidebotham	Fantic 301	67	3rd
John Thomson	Montesa 349	95	4th
Pesky	Yamaha	98	5th
Peter Glover	TLM	57	non-member
Roger Mahoney	Fantic 241	95	non-member

B GRADE			
Wayne Furniss	KT 250	67	1st
Shane Belch	Fantic	82	2nd
Bryan Johnston	TLM 200	93	3rd
Dave Easton	TY 250	128	4th
Paul Davidson	Italjet	149	5th
Steve Davidson	RL 250	158	6th
Paul Frederickson	Montesa 200	DNF	
Bruce Lewis	KT 250	118	non-member

C GRADE			
Ash Wells	TLR	32	1st
Gerard Pinguet	TLR	53	2nd
Peter Baucke	KT 250	84	3rd
Bill King	KT 250	86	4th
Mark Kortlink	TY 250	99	5th
Ken Milne	RL 250	111	6th
Barry Easton	TY 175	117	7th
Bob Fluerty	TY 175	DNF	
Stuart Grebby	TLM	81	non-member
Rob Lawton	Fantic 200	46	non-member
Tim Hobbs	TLM 200	75	non-member

This was a good trial on a day that looked as if it was going to be rotten but by the time we got under way was a fine day. The valley was fair ringing with the sound of bikes as the motocross boys were giving it a go half a K back down the road.

## MOMCC

## IXION

A	B	A	B
32	51	58	51
58	53	67	68
<u>65</u>	<u>54</u>	<u>101</u>	<u>72</u>
155	+ 158	= 313	226
			+ 191
			= 417

The scoring is the addition of the top three persons, from each Club, scores. They beat us. Although we tried to have the C Grade scores included they protested that they only had one C grade rider.

### BSA Shield Trial Impressions.

We left Wellington in lousy weather and thought that it could only get better as we made our way up into deepest Manawatu. It didn't get any finer and if anything it was colder and wetter. By the time we got underway it was high noon and the shootout was about to begin. Of course my trouble was that my powder was wet so I was unable to do much shooting. Not to mention Ash has new rubber which certainly made a difference in the mud. It was mud as far as you could see at the end of the day. I managed to negotiate aslope on my back and I saw others covered with the brown stuff even worse than I at the end.

Manawatu-Orion Motor Cycle Club managed this year to beat Ixion Club by a slender margin of 104 points. The scoring was the addition of the scores of the top three persons from each Club in the A and B grades. They don't count C grade as we would have it all over them if they did! Shane rode well. John Lawton didn't. Ash rode well and Bill King didn't. Peter Pesky turned traitor and anyway didn't ride very well.



# odds & ends

## THE HANCOCK TROPHY

Some of you may notice that the July trial results are a little different from the figures you noted on the score sheet. No I haven't made a mistake. I have checked the cards and found a number of errors in the adding or clip scores. The adding errors were easy to fix but there is a check that you can do. Add the number of holes that you have punched and see if they equal the number of sections in total ie 3 rounds of 9 sections should mean that you have 27 clips. That is of course excluding where you have clipped out all but the correct score. Where competitors have left out a clip I have given a five. Unfair you cry? Well what about the competitor you has correctly clipped and added his card; your wrong score was hardly fair to him (there aren't any 'hers' about at present).

\*\*\*\*

The Clubnight held on the 19 July at the Burma Lodge to hear John Lawton talk about his experience at the Scottish Six Days and show the videos of the event was a good evening. We found out that the event is not strictly a trial in our sense or like the world rounds but more of an endurance event with a lot of road work each day. It also seems that you have to work the system to get the best results. John is now a dab hand at changing tyres at speed. Thanks John for a great evening and thanks to the large turnout of members which made the evening worthwhile. For the record the scores were John Lawton 671 points 202nd, Ralph Rackstraw 722 points 207th, Steve Oliver 605 points and 58th.

\*\*\*\*

The Greybeards Trial coming up on September 4 is an event that has been around a while. Last year we had a great turnout of riders. For the Greybeard Trophy it is a handicap event and each rider over 35 years (entry age for the Trophy) has a point added to his score for each year he is younger than the oldest competitor. Evidence of age will be required on entry! (drivers licence, pension book etc).

\*\*\*\*

I went out pricing riding boots the other Saturday. Just as well I didn't buy the first pair I liked. There was up to \$100 difference in the price between different shops. Have all bike riders got little feet? No one seems to stock sizes larger than 11. I only want size 12.

The Hancock Trophy for the most improved rider during the year was won this year by Shane Belch.

Shane has been riding for some four years having been first introduced to the sport by Dean Dunn a past Clubmember. His first trials bike was a TY 250B which was a bit of a pig according to Shane and parts weren't easy to get. The TY was sold and replaced with a Montesa 200 which was OK but the chance of a Fantic was too good to miss and Shane currently rides a Fantic 200. Practice has helped and he manages to practice in the drive at home or when the chance comes up goes out with other Clubmembers to polish his skills.

It isn't easy to support a bike when you are still at College (6th form, Newlands College) so you will see Shane working at the service station in Newlands to support his bike. This year Shane has managed to ride some of the Champs rounds and enjoyed the experience. Currently in the Clubs B Grade, Shane isn't sure when he will advance to the A Grade.

The Hancock Trophy was donated to the Club by Mr and Mrs Hancock in memory of their son Ian, a Clubmember, who died in 1986. The previous winner of the Trophy was Graeme Kidd.

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Je Lowndes of Whakatane is handling the new Montesa Cota 307. Reported price is \$4950. It looks like a Honda to me!

The Yamaha TY 250S was being offered at the Auckland Motor show for \$4389. That probably means you could screw any dealer to at least that price.

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## RESULTS

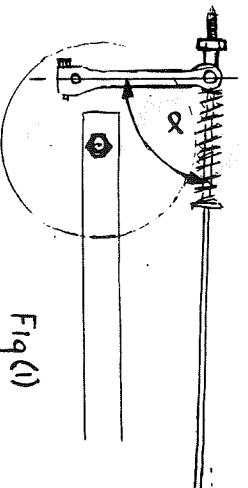
A Grade		
Kevin Pinfold	Fantic 301	MO 32
Brian Churchose	Fantic 301	MO 58
Mark Sidebotham	Fantic 301	IX 58
Peter Kempthorne	Yamaha 350	MO 65
Roger Mahoney	Fantic 301	Ham 66
James Lawton	Fantic 301	IX 67
Jeff Wells	Fantic 301	MO 72
Andrew Van Workum	Honda 250	HB 101
John Lawton	Fantic 301	IX 101
John Thomson	Montesa 349	IX 108
B Grade		
Shane Belch	Fantic 200	IX 51
Ken Parlane	Yamaha 175	MO 51
Wayne Churchose	Honda 250	MO 53
Rob Whitfield	Honda 250	MO 54
Warren Harris	Montesa 348	IX 68
Rob Lawton	Fantic 200	IX 72
Dave Easton	Yamaha 250	IX 74
Bryan Johnston	Honda 200	IX 76
Tim Hobbs	Honda 200	IX 87
Paul Frederickson	Montesa 200	IX 99
C Grade		
Ash Wells	Honda 200	IX 30
Mark Kortink	Yamaha 250	IX 47
Peter Baucke	KT 250	IX 60
Graeme Peters	Bultaco 325	MO 64
Bill King	KT 250	IX 73

Don't let your brake arm and brake cable (or rod) form an angle of greater than 90° when the brakes are applied or you will lose braking power (see fig.1). The progressively worsening leverage ratio seems to create a particularly weak soggy feel. Spanish bikes and early Fantic front brakes have no spline so you cannot reposition the brake arm on its shaft to ensure that  $\alpha$  is greater than 90°. Instead, put packing pieces on the ends of the brake shoes as in fig.2 so that the shoes are a good fit in the hub again. When the shoes are worn out don't buy original shoes unless you are happy with their wet performance. The accessory shoes (EBC, SBS, New Fren etc) are a vast improvement and last longer too.

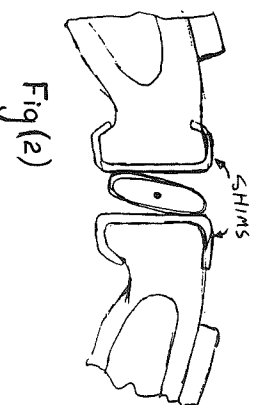
Brakes that cease functioning in the wet can be improved by grooving the shoes and drilling through (fig.3). It seems to be mud more than water that stops them working and eventually you will just have to take the wheels off the bike, wirebrush the shoes, emery the drums and grease the pivot points. Top riders used to do this after every trial and making sure the brakes were left dry so they wouldn't rust. Top riders (and some others) have disc brakes now and what a blessing those are!

After a while your drums will get a wear ridge at the outer edge which prevents properly shimmed shoes from entering the drum. Take it off with a rotary file or grindstone. The only real solution for Bultaco brakes is a set of Honda or Yamaha etc hubs and backplates. Montesas and Ossas are a little better (especially with accessory shoes) but modern stop go riding is practically impossible on these machines."

Sidevalve.



Fig(1)



Fig(2)

MONTHLY TRIPS OVERALL RESULTS

A GRADE

15	20	MARK SIDEBOTTOM
11	17	PETER KEMPHOENE
15	15	KEVIN TITIK
13	13	JOHN THOMSON
20	1	JAMES LAWTON
17	1	JOHN LAWTON

B. GRADE

20	20	WAYNE HUNISS
17	17	PETER BIRKETT
15	15	SHANE BEACH
13	13	TOURK HILARY
11	11	DAVE ELLSTON
16	16	GEOFF TWISS
1	1	KIMON HARRIS
1	1	KIMME KIDD

C GRADE

15	1	BYRON JOHNSTON
11	11	PAUL DAVIDSON
10	10	STEVE DAVIDSON
1	1	PAUL ROEDERICKSON

D GRADE

20	20	ANDREW STEWART
17	17	FISH WELLS
15	15	STEVE DAVIDSON
13	13	PAUL DAVIDSON
11	11	LEONARD HINGLET
10	10	BILL KING
9	9	PETER BRUCKE
11	8	MARK KORTNIK
10	7	KEN MILNE
9	6	BARRY EASTON
1	1	BOB FLUERTY

