

**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.

February 10 Twilight Round 6. Ferry Terminal Reclaim area.

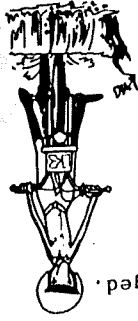
February 14 Monthly Club Trial. Mr Harris's property Bull Run Rd off Moonshine Road.

March 5 & 6 North Island Champs (rounds 1 and 2). On Sat the venue will be in the Maungatūks (over the hill behind Paraparam). The Sunday venue will be at Mr Lowe's property at Reikiorangiri (on the Akatarawa Rd near Waikanae). Observers are needed to run this event so volunteer before being pressganged. Ring Ash.

April 10 Monthly Club Trial. At Mr Humes property Ohariri. On the Johnsonville to Makara Rd before you get to the Takarau gorge.

May 1 Monthly Club Trial. Venue yet to be arranged.

June 12 Monthly Club Trial. Venue yet to be arranged.



**CYCLE TORQUE**

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

**FEBRUARY 1988**

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PS There is also a TY 175 for sale  
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Telephone Steve MacWilliam (058) 87512  
 New Dunlop tyres best bottle \$1000.00

Bill

# THE IXION MOTORCYCLE CLUB

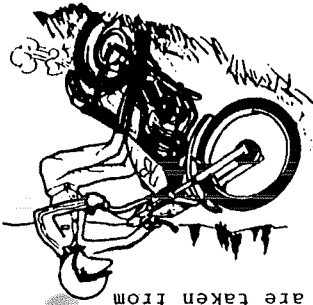
## CLUB COMMITTEE

President	*	Mark Sidebotham	789 868
Immediate Past President	*	Steve O'Sullivan	696 272
Secretary/Treasurer	*	Ash Wells	784
Club Captain	*	John Lawton	058 70240(Pram)
Trials Co-ordinator	*	Mark Sidebotham	789 868
Trophies Keeper	*	Doug Flux	650 867
Committee Members	*	Graeme Eyles	662 342
	*	Peter Kempthorne	058 86040(Pram)
	*	Stuart Pike	646 609
	*	John Thompson	787 587
Newsletter	*	Bill King	786 866

Correspondence to the Club should be addressed to :-

Ixion Motor Cycle 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

and less variable clutch. That is how one may win a world champs. on an inherently unsuitable 4-stroke! P.P.S. Do you still think that disc rear ends are unnecessary in top level Trials, and just a fashion accessory designed to sell bikes to a gullible public?

Ralph Rackstraw who is over in England at present has entered or intends to this year has written and mentions that the entry fee for the Scottish 6 Day event is \$NZ 196 and an international licence is \$NZ 100.

John Lawton and family are off on a trip to the UK also and John intends to also enter the 6 Days. Two entries from this little old club ain't too bad. Maybe they will even finish!

We tried to help and make the card marking impartial at the last Twilight and had each rider clip someone else's card. This was to even out overenthusiastic self marking. This is not going to get over the problem if you don't get off your bike and observe the rider. Besides watching someone else will show you a good line or warn you to choose a different one.

Sidvalve (your president) has contributed a lot to this edition and even did the typing of Gasflow and Think About It so don't blame me for the typos in them!

# GASFLOW

I hope everyone had a good Christmas and New Year, and that you are all refreshed and ready to hop into this year's Trials. Don't forget that the Club's championship year ends with the Trial before the A.G.M. in May, for those of you aiming at a grade championship. If you're more interested in the Hancock Trophy for most improved rider it would pay to consider a higher grade now.

The New Zealand Expert's and North/South Trial was held last Dec. 5/6 in Nelson. The 6 Ixion riders and 3 Taurangans who travelled with them were the sole North Island entry, but managed to take both titles anyway! Admittedly Steven Oliver (one of the South's only 2 Expert riders) didn't ride due to an injury. It would seem that the South have a capable organiser, at least. Bob Cook apparently turned on quite a show, persuading 80 or so spectators to venture into the wilds beyond Moteuka and cough up \$3 for the Steven Oliver World Champs fund. Ixion have donated \$100 as well as our rider's entries.

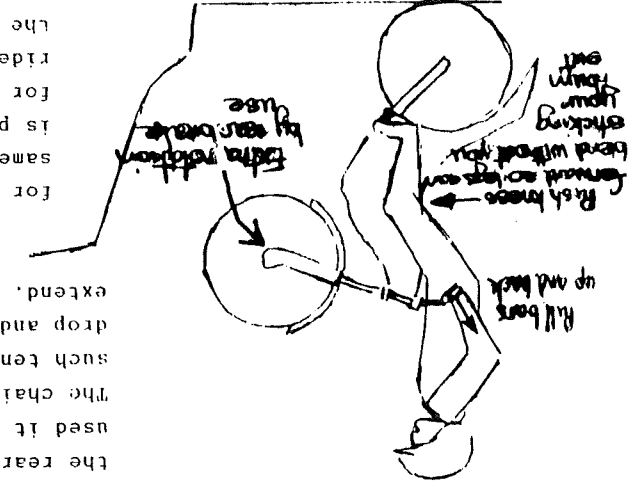
I am not convinced that leaving the Expert's till after the N.Z. Champs and so close to Christmas is such a good idea, and obviously the North/South is a dead horse. We are committed to running just such an event on Nov. 26/27 with the Manawatu Club. I am certain that it will be a great success due to the fantastic time everyone will have at our N.I. Champs rounds on 5/6 March. They will be held at Paekakariki and Reikorangi. Entry fees \$7, closing date February 28. All club members not entered are expected to observe. We have a number of valuable promotional products from a well known oil company, free to the first 5 to volunteer. Ring 789868 and ask for Mark.

The January Trial was on the 17th, but most Club Trials from then will be on the FIRST SUNDAY OF THE MONTH. This gives even spacing with the Manawatu Trials so popular with the

having to leap off. You can turn tighter at the bottom by descending slowly (ie. in control) 2) clearing logs, rocks etc. when descending a steep incline. It helps to control one's speed in these situations! 3) hopping and bobbing. Advanced manoeuvres such as slingshots, bunnyhops, floating turns, require continual use of the rear brake and clutch in addition to each other.

P.S. Consider what happens if the rear brake is released, having

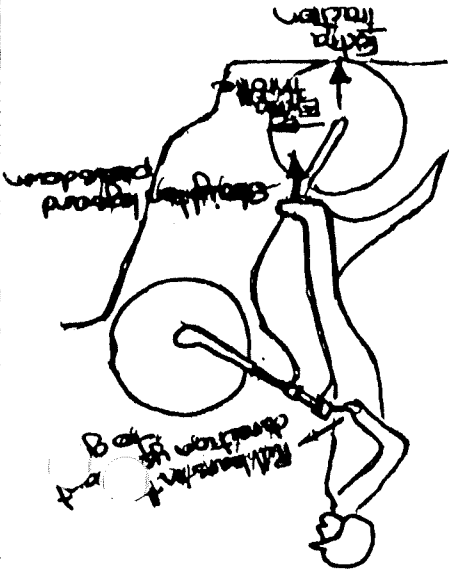
used it to lift the front wheel. The chain will no longer be under such tension, the front wheel will drop and the rear suspension will extend. The net result is that the engine's power is all then available for forward motion, at the same time that the rear wheel is pressed into the ground for extra traction. If the rider straightened his legs at the same time, pulled up and forward on the bars and applied a handful of throttle to take advantage of the extra traction available, he would be performing a slingshot.



... hit the front wheel and compress the rear suspension using the rear brake.

ing a slingshot.

The bike would be launched at the obstacle at considerably greater velocity than would be available without rear brake use, at the correct attitude to the obstacle and with the rider centred. Upon arrival at the obstacle the suspension will have extended ready to absorb impact, also the rider's legs. Perfect timing is necessary; most World Class riders short circuit the throttle timing by nailing the throttle open and applying the power with the much faster



# THINK ABOUT IT

BY SDEVAVINE

CONSIDER the motorcycle rear wheel system in Fig. 1. The contact in number AB (the chain) applies a force to the ground, which sets up an unbalanced pair of forces about the pivot at O. The bike is free to move, however, so the reaction to the braking force creates acceleration of the bike.

Note that the turning moment applied

the bike at both ends of the swing-

arm by the chain tension are different.

A turning moment is the force

applied multiplied by the length

of the lever to which it is

applied. The force at each end

of the chain is the same, but

distance BO is greater than AS

(the rear sprocket is bigger

than the front). Thus we

have a net unbalanced moment

applied at O, which tends to rotate the system (bike) about

point O, i.e. it lifts the front wheel and compresses the front

suspension. This is why your bike wheelies under power.

There is only so much traction available at the ground. This

normally limits the top value of  $F_a$ . BUT by using the rear brake

we can stretch the chain to the limits of the engine's torque

and cause the machine to wheelie WITHOUT MOVING FORWARD! This

is one reason why Experts like a bike with lots of grunt.

With a little practice one can lift the front wheel anywhere

in a section and place it anywhere on the terrain in front of

one, balancing lift and forward motion by balancing CLUTCH and

BRAKE against each other. This may be done with or without the

conventional wheelie techniques of fork compression, hand lift

and rearward weighting. Modern "centric" riding dictates less

use of 2 of those techniques, however. Examples of situations

where rear brake use is handy: (1) hitting the front wheel out

at sharp dropoffs so that the asphalt clears without actually

more motivated members, speaking of which there will be no  
Ixon Club Trial in March unless at least 10 of you ring  
and swear blue you want one, in which case it will be on Sun.  
13th.

Does anyone remember Graeme Whittaker? Well, about 3 years  
ago we had a thriving Trial section due entirely to his  
effort and ability. When he left the whole thing fell flat  
because not one of the other worthless bloodsuckers would  
or could work even in an iron lung. I am saying that it pains  
me greatly to see riders scuttling off at the end of a Trial  
and leaving the flags for the old faithfuls to bring in.  
Please don't imagine that no-one notices or cares. Please  
shape up your acts, and if you are a worker don't be shy  
about pressurising the scuttlers.

Did you know that BESKY rode 6 Trials between March '78 and  
June '79? He also posted fastest time at a Scott Trial at  
Pauahatani on 27 May '79 ahead of our very own ISDE silver  
medallist GRAEME HARRIS. He was mounted on a '71'75. The grey-  
beards before last was shared by MIKE HARRIS and MIKE LEONARD  
on 12 points each on 4 March '79. The other entrant was one  
G. CORNELL on 120, perhaps due to his choice of mount -  
a GT 501 JOHN LAWTON entered his first Ixon Trial in July  
'80 at Wrights Hill. This little nostalgia session is prompted  
by the near completion of our present competition book, 10  
years of it. Any takers to write the comprehensive Ixon  
history back to 1922? I wish I had time myself. Sid. Duncan  
says there's a founder member living at Kissington, Hastings,  
name of Mr. Youens. It would be nice to get hold of these  
people before any more pass on.

The Encyclopaedia Britannica says:

IXION, Son of the god Ares or Phlegyas, king of the Lapiths  
in Thessaly. He murdered his father-in-law and could find  
no-one to purify him until Zeus did so and admitted him as  
guest to Olympus. Ixion abused his pardon by trying to seduce  
Zeus' wife Hera. (Most of the present members adopt a more  
sober code of conduct - SV.) Zeus substituted a cloud for  
her, by which Ixion became the father of the Centaurs. (Now  
how would one of them ride a bike?) Zeus, to punish him,  
bound him to a fiery wheel which rolled unceasingly through

# Twilight Series

Twilight Round 2  
Harbour Reclaim  
Wednesday 2 Dec.87

## A GRADE

James Lawton	Fantic 200	12
John Lawton	Fantic 301	17
Mark Sidebotham	Fantic 301	27
Pesky Kempthorne	Montesa 350	27
Kevin Tither	TLR 250	43

## B GRADE

John Millar	KT 250	32
Phil Neal	FLM 200	33
Graeme Kidd	250	37
John Thomson	Montesa 349	43
Doug Flux	FLM 200	62
Shane Belch	Montesa 200	66

## C GRADE

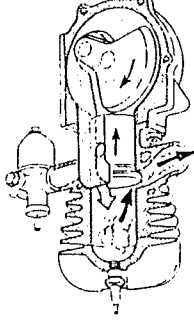
Dave Easton	TY 250	10
John Neal	FLM 200	14
Stuart Lawton	Fantic 301	15
Bryan Johnston	FLM 200	15
Warren Harris	Montesa 248	18
Peter Baucke	KT 250	20
Paul Fredrickson	Montesa 200	23
Julie Hall	Montesa 247	28
Bill King	KT 250	31



the heavens, or according to another tradition, in the underworld. A plausible explanation of the myth connects it with the ancient practice of carrying a blazing revolving wheel through fields that needed the sun. The legend may thus have been invented to explain the custom.

The Arena trial we held on the 3rd. of Jan. at Anderson Park for the "Summer City" was of course a great success. The sun shone all day. Nearly everyone who said they'd turn up did, and so did crowds of spellbound onlookers. They saw 5 brave lads turn a magnificent display, and also a display of skill! Obstacles included a Hillman Hunter obtained at the 11th hour from AAA, the Summer City truck and a pile of timber from Northpac. Having the truck was a great help carting our pile of arenajunk from Ash's to the park and back. The event was quite hard on A graders - I bruised ankle put John Lawton out at the start, I smashed brake hub slowed James down a bit in the middle, and I crushed and fractured finger got your president out of most of the cleaning up!

Great fun, hard work, though potentially dangerous when loading the truck and riding the A grade obstacles. I think the policy of letting the B graders miss as many obstacles as they wish is the sensible thing at our level.

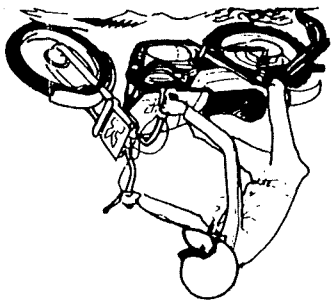


FOR SALE, FOR SALE, FOR SALE. Montesa 200. Spares. Good condition \$1200.00. Phone Shane Belch (04) 784-317.

FOR SALE FOR SALE FOR SALE. Fantic 200 1984. New Michelin's, \$2400.00 ONO. Telephone Stuart Pike 646609.

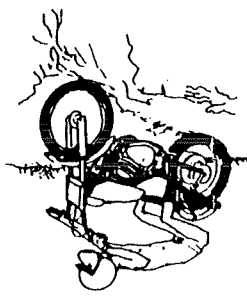
# Twilight Series

<u>A GRADE</u>			
Mark Sidebotham	Pantic 301	33	1st(6x1)
Steve O'Sullivan	Fantic 241	33	2nd(7x1)
<u>B GRADE</u>			
John Millar	KT 250	19	1st
Peter Glover	FLM 200	21	2nd
John Thomson	Montesa 349	25	3rd
Shane Belch	Montesa 200	51	4th
Doug Flux	FLM 200	55	5th
<u>C GRADE</u>			
Dave Easton	TY 250	19	1st
Warren Harris	Montesa	20	2nd
Bryan Johnston	Honda	26	3rd(5 cleans)
Ash Wells	Honda TLR 200	26	4th(3 cleans)
Bill King	KT 250	33	5th
Peter Bauche	KT 250	41	6th
Gerard Pinguet	TLR 200	42	7th



# Twilight Series

<u>A GRADE</u>			
Mark Sidebotham	Pantic 301	41	1st
John Lawton	Pantic 301	43	2nd
James Lawton	Pantic 125	44	3rd
Steve O'Sullivan	Fantic 200	50	4th
Peter Kempthorne	Yamaha 250	71	5th
<u>B GRADE</u>			
John Thomson	Montesa 349	43	1st
Graeme Kidd	Yamaha 250	47	2nd
Phil Neal	TLR 200	54	3rd
Spike	Fantic 200	56	4th
Brent Josling	Honda 125	76	5th
Dave Williams	Bultaco 350	77	6th
Shane Belch	Montesa 200	81	7th
Peter Glover	Honda 200	49	Non-member
<u>C GRADE</u>			
Ash Wells	Honda 200	38	1st equal
Warren Harris	Montesa 348	38	1st equal
Bryan Johnson	Honda 200	38	1st equal
Dave Easton	Yamaha 250	45	4th
Paul Frederickson	Montesa 200	48	5th
Jon Neal	Yamaha 250	53	6th
Stuart Lawton	Fantic	61	7th
Barry Easton	Yamaha 175	73	8th
Paul O'Hagon	Honda 200	40	Non-member
Terry Bennett	Fantic 200	50	Non-member
Peter Bauche	KT 250	No card	



# CLUB TRIAL RESULTS

## A GRADE

Mark Sidebotham      Fantic 301      8      1st  
 Steve O'Sullivan      Fantic 241      21      2nd

## B GRADE

John Thomson      Montesa 349      17      1st

## C GRADE

David Easton      TY250      10      1st  
 Warren Harris      Montesa 348      19      2nd  
 Ash Wells      TLR 200      22      3rd  
 Peter Bauche      KT 250      27      4th  
 Bill King      KT 250      42      5th

As you can see from the results there was only a small turnout for this trial. January has always been noted for its small trials turnout and this year was no different. The day was a reasonable one weatherwise and everyone except me had a good day. I don't know what has been going on but I suspect that Ash has been practicing on the quite at home. Dave Easton was riding well and we will have to look at pushing him up to the B grade to keep them honest or at least give John Thomson some competition. Steve Sullivan and his new Fantic were coming to grips with themselves and great things are expected. A great day out and no one drowned themselves in the creek.

