

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.

October 9

October 22 to 24

November ?

November 16 (Wednesday)

November 27

December 4

December 14 (Wednesday)

January 8

January 11 (Wednesday)

Monthly Club Trial. James' property

Whitemans Valley. Near the quarry but it will be signposted on the day.

NZ Champs Trial, Christchurch. Contact Pesky on this one if you would like to go down to it.

Trials School. A Trials School is being organised but the dates are uncertain at the moment.

Twilight Round One. Venue to be arranged.

North V South Island. This will be at Perkins property on State Highway 1 just north of Paekakariki. Help will be needed on the Club Christmas Trial. A family day out and the trialing is not serious and the day is finished with a barbaque.

Twilight Round Two.

Monthly Club Trial.

Twilight Round Three.

CYCLE TORQUE

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

OCTOBER 1988

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THE IXION MOTORCYCLE CLUB

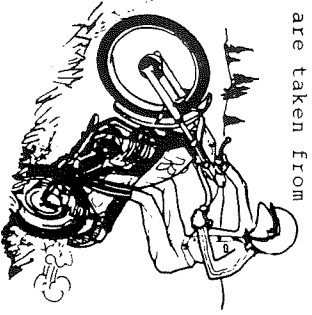
CLUB COMMITTEE

President	*	Mark Sidebotham	789 868
Secretary/Treasurer	*	Ash Wells	784 985
Club Captain	*	John Lawton	058 7025
Trials Co-ordinator	*	Bryan Johnston	886 675
Committee Members	*	Peter Kempthorne	058 86040
	*	John Thomson	787 587
	*	Gerard Pinguet	835 049
	*	Warren Harris	677 317
	*	Dave Easton	661 272
	*	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.



Ixion Motorcycle Club
 -- presents --
 NORTH vs. SOUTH ISLANDS CHAMPIONSHIP
 MOTORCYCLE TRIAL

Sunday 27 November 1988 at Perkins' farm. About 5 km South of PARAPARAUMU and 1 km North of PAKAKARIKI on the Eastern side of STATE HIGHWAY ONE.

NOTE early sign-up 8:30 am. Start 9:30 am. Finish at 2:00pm so that South Islanders can make the 4:00 Railferry.

- * Three grades will be contested. Expert, Intermediate, Clubmen.
- * Fifteen sections.
- * Numberplates as per A.C.U. handbook. They will be scrutineered.
- * Riding numbers as determined by National Trials Coordinator. Riders not assigned a number, enclose a stamped addressed envelope or ring Mark Sidebotham from 23 Nov 04 789868.
- * Some transport available to South Islanders. We will collect from the ferry, take you to the Expert's on 26 Nov, this Trial, and back to the ferry. APPLY EARLY.

Mark Sidebotham 32 Miles Cres Wellington 4

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NAME	GRADE		
ADDRESS	RIDING NO		
	CLUB		
	MACHINE		
PI	BILLET REQD	yes/no	No OF PERSONS
ACU STICKER No			
TRANSPORT FOR SOUTH ISLANDERS	yes/no	No PERSONS	No BIKES
	ARRIVING DATE		TIME LEAVING PICTON
	DEPARTING DATE		TIME LEAVING WGTON

FEES \$12. \$8 if postmarked 18 Nov. or earlier. Cheques to Ixion Motorcycle Club.
 Mark Sidebotham. 32 Miles Cres. Wellington 4. 04 789 868

TECHNICAL

SMALL STEPS... ROTATION THEORY

To get up a step, log, rock etc. you must understand how your bike rotates about it's centre of gravity. When your back wheel hits the step the front wheel must be as far above the step as the back is below, less a small amount due to upward movement of the bike's centre as it rotates. Thus, as the bike moves forward and up it rotates about it's centre and the front wheel will hit the ground just as the rear reaches the top. (fig iii)

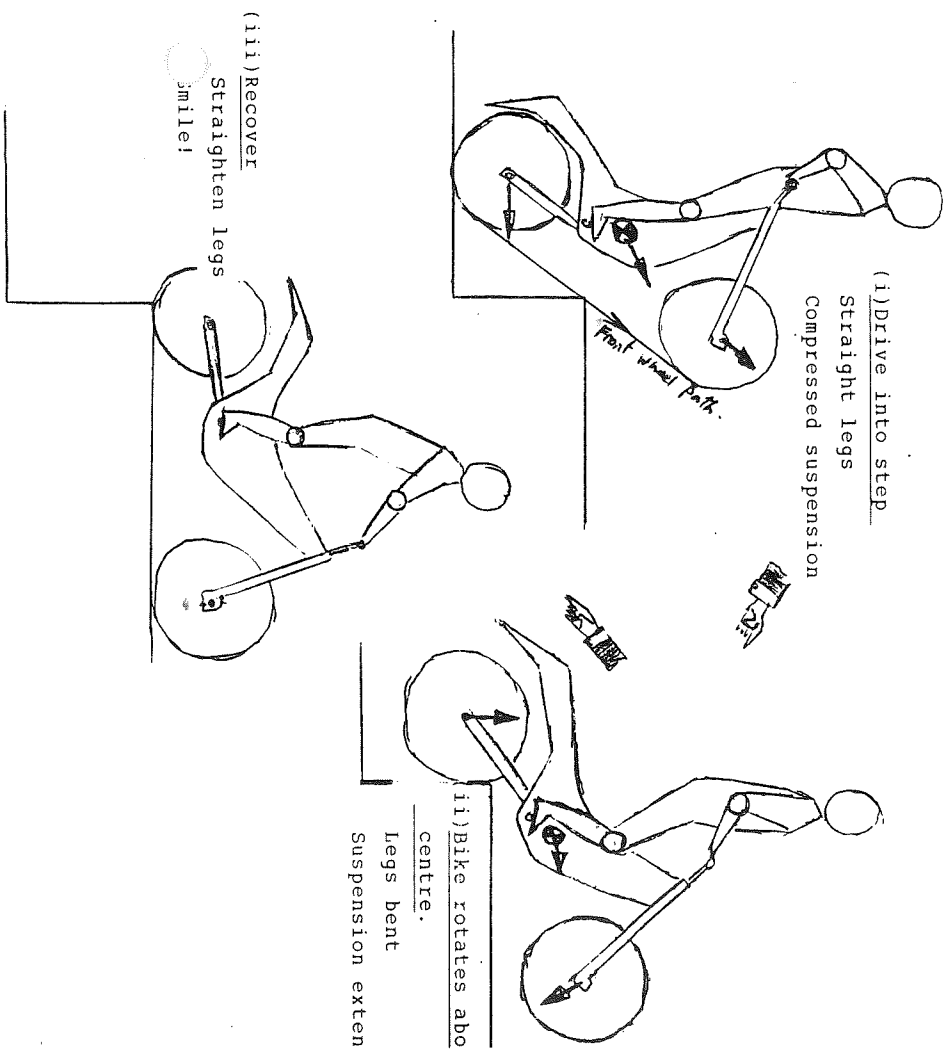
If the front wheel is too low it will touch down before the rear has rise to the top. The rear wheel ceases to rise, and the bike stops. Mostly a C-grade problem due to an uncontrolled wheelie, being offbalance and not being confident enough to lift the front enough.

If the front is too high the bike rotates too much. This reduces your control over the situation and may cause the biketo bounce off the obstacle as much of the forward motion is converted into upward motion, which the rider then chokes by standing rigidly on the pegs all the while expecting the bike to rise magically up and forward. A common B grade fault, where confidence is not yet matched by ability. A high front wheel combined with correct body movement will make the rear wheel "kick" over the top of the step, an Agrade mistake which can be used by an expert to turn the rear of the bike in midair!

Your legs will bend and straighten as you do your wheelie in front of the step. When the rear wheel drives into the step and the bike starts to rotate your legs must bend to allow the rear end to rise. When the rear wheel lands on the top don't forget to straighten them again, ready for the next problem. Throttle control is either smooth or double blip. Learn smooth first. Double blip is for when space has run out and you need extra lift fast.

The front wheel should just touch the edge on the way up. This gives a feel for distance and ensures the bike's centre is moving in the right direction when you hit. Lift too early and the bike is going forward too much. Too late and you will be going up, the bike will try to fall off the face. The liftoff point, edge of the step and front wheel position at contact should be on the same line (fig 1). The line must be steeper for higher steps.

Don't try to get better at steps by attacking bigger steps than you can handle. Get the technique working smoothly and easily then the bigger obstacles will become easier. Steps of about 1 metre are as big as you can handle using rotation theory anyway. Beyond this this you cannot pull a tall enough wheelie. The step is become a wall and you need to use "Launchpad theory"!



odds & ends

CLUB TRIAL RESULTS

Battle Hill Property
 Sunday 4 September '88
 Greybeards Trophy

You will see on one of the other pages a reduced size entry form for the North versus South trial. This will be a hard one and will not be a trial for C grade riders. C graders will learn a lot if we are observers on the day. Watching the guns stuff it up is much less painful than doing it yourself.

The Committee have gone and spent a lot of the accumulated funds in purchasing some trials tyres. These are available from Ash on a first come first served basis. Standard rears \$115, tubless rears \$125, and fronts \$75. Nonmembers will have to pay \$15 extra on the these prices. Oh yes they are Michelins.

ROR SALE, FOR SALE. Ash Wells has a Honda TLR 200 (ex MOT) for sale. Its all complete and going and needs only minor attention (new tyres etc) to have a goer for trials. The motor is rattly but is working OK. Very tidy otherwise. \$750 Phone Ash 784985.

The final results of the World Trials Champs have come to hand and are; Michaud, Fantic 1st, Tarres, Beta 2nd, Miglio, Fantic 3rd, and Saunders, Fantic 4th. There is talk of Saunders coming out here this summer. If he comes it would certainly be an eye opener to see him ride.

You will have seen that the venue for the North v South on Nov 27 has been moved from Battle Hill to Perkins place at Paekiki Better section choice.

As you will see from the 'what Next' page the Twillight series will be starting again in November. The Twillight rules are pretty simple; The trials start at about 6pm and all competitors are expected to help in setting up and packing up at about 8pm. There will be six rounds and the best five results will count. The points scores will be using the NZACU points for places system.

A Grade

James Lawton	Fantic 301	26	1st
Mark Sidebotham	Fantic 301	58	2nd
John Lawton	Fantic 301	65	3rd
Peter Glover	TLM 200	83	4th
John Thomson	Montesa 349	103	5th

B Grade

Trevor Finlay	TLR 200	36	1st
Tim Hobbs	Honda 200	59	2nd
Bryan Johnston	TLM 200	63	3rd (17 cleans)
Steve Wade	KT 250	63	4th (14 cleans)
Dave Easton	TY 250	75	5th
Warren Harris	Montesa	82	6th
Steve Davidson	RL 250	83	7th
Robbie Lawton	Fantic 200	85	8th
Andrew Stewart	TLM 200	90	9th
Paul Fredrickson	Montesa 200	95	10th

C Grade

Stuart Lawton	Fantic 125	13	1st
Ash Wells	TL 200	28	2nd
Steve Cruickshank	TLR 200	34	non-member
Peter Baucke	KT 250	40	3rd
Bill King	KT 250	47	4th
Gerrard Pinguet	TL 200	48	5th (22 cleans)
Stu Grebby	TLM 200	48	6th (18 cleans)
Mark Kortink	TY 250	51	7th
Bob Fluerty	TY 175	DNF	
Warren Butcher	Cota 348	82	Non-member

Trialsmaster: Sidevalve assisted by John Lawton and Mark Kortink.

Battle Hill is a new Wgton Regional Council park which we had not used before. The weather was fine and I didn't hear of anything 'orrible happening to anyone. There were only five contestants for the Graybeards Trophy this year and it was won by a wide margin by Ash Wells this year.

NEWS FROM RALPH RACKSTRAW IN ENGLAND

OK so I do get Cycle Torque and I did get a ticking off for not writing - Sorry. Well the '89 SSDT is history again with 100% finish rate by all K1wis. From nearly 300 I was placed 174, one point less than Jeff March on 175th. Warwick was placed 161 and Elliott 67th, which is not an entirely true indication of placing for Elliott. After 4 days of riding he was complaining of being left behind on his 303, not his normal bike, so we told him to roll his bars forward, he then placed 16th and 20th daily, which brought him up from ninety something - He'll be back!! Brilliant rider.

They don't call it the worlds hardest trial for nothing, but to add to the hard work the committee made a right cock-up of it this year. Literally screwing up Monday. I knew time would be tight on Monday but they really know how to take the mick. You see the course was the same as in '88, the hardest day, across 2 very hard moor crossings, due to some very hard rain, one route had to be lengthened but they failed to tell the fuel boys, nearly everyone ran out of fuel. Other problems caused an argument about time penalties to be scrapped. I flew across all the moor crossings, passed everyone in sight, rushed all the sections and knackered a rear shock, as the dampening went west, for nothing. The next day was a joke compared.

As an event goes the SSDT is on a downward trend as it gets harder for the clubman and many top international riders give the event away as a joke or are frightened of hurting themselves.

I had a great time and will go back again for a third crystal whisky glass, I want a set of six!!

I ride here in UK on a NZ ACU/International licence and am still a member of IXION, which is nice as Dad sends the news letters to me.

Hope the IXION round of NZ champs was good and hard, it may make things easier for riders when they come to Europe.

The bike scene has been hotted up quite a lot by the new Beta. The bike has upside down forks, a large twin beam (approx 125mm x 50mm) frame running from head to swing arm, with bolt on down tubes, no fuel tank as such - fuel is kept in the frame, 'low boy' exhaust and finally H₂O cooling with the pump above the gear box sprocket behind the cylinder.

H₂O bikes are definitely the way to go, but not Scotland as most water cooled bikes either seized or melted a piston after the rad filled with mud. The new 305 had only one problem at the SSDT - the alloy exhaust split due to lack of rubber mount on a couple of bikes. The 245's had no problems at all. The 243's and 303's continued to brake bottom linkages (they were a poxy bike rushed into production to keep up with the Beta's) The new Fanatics are a vast improvement. Good buy Mark!! Oh, if you can hang onto a 305 you must be King Kong!! Wicked!! Beta's were forever running out of gas. Gas Gas, Yamahas, and Mont 309 had no problems. As said the H₂O Aprilias did naughty things to their pistons.

Work is going great for me as I work my way up to management, hopefully. Life ain't too bad but miss NZ alot.

Good riding,
Ralph Rackstraw.

FOR SALE

Honda TIM 200 \$2000.00. Telephone Graham Turnbull (063) 74925.

ODDS AND ENDS

This will be your last magazine until your subscription is paid up. At the Committee meeting last week we had a total of 20 members who were up to date with their subscriptions. How do you think we are to keep sending out Cycle Torque if we haven't the money in kitty to pay the postage?
* * * * *

James Lawton is off to England and in fact is there at present and will be competing in the World Schoolboy Trial on 5 and 6 August and on 14 to 20 he will compete at the Schoolboy 6 Day Event. A pretty hectic schedule but I'm sure he can take it. James is due to arrive back on 23 August. In the end the Club was able to make a donation of \$600 towards his expenses. Most of the money coming from the trailride Pesky organised last month.
* * * * *

A number of us went up to the trial organised by Orion last month and enjoyed it. You will see their trials are being advertised in our coming events on the back page. We all had a good ride on some new country.
* * * * *



NEW ZEALAND

Affiliated With The
Federation Internationale Motocycliste

AUTO-CYCLE UNION INC

CONTROLLING BODY OF MOTORCYCLING IN NEW ZEALAND

20 July 1989

Please address all correspondence to The Secretary

P.O. Box 253, Havelock, New Zealand

Telephone (0817) 87-852

Fax (0817) 87-928

CIRCULAR No 5
DISTRIBUTION: Clubs
District Stewards/Executive

MOTO-CROSS NUMBER BOARDS - Rule 10-3-3

Due to problems encountered by lap scorers and a later problem of not being able to easily purchase a suitable green contact background colour to go with red numbers the following alterations to number boards have had to be made.
WE APOLOGISE FOR ANY INCONVENIENCE CAUSED TO RIDERS WHO HAVE ALREADY CHANGED THEIR NUMBER BOARDS:

PRO	up to 250cc	GREEN DISC	-	WHITE NUMBER
EXPERT	up to 125cc	WHITE DISC	-	RED NUMBER
EXPERT	126cc to Open	WHITE DISC	-	BLACK NUMBER

CLUBS ARE ASKED TO PASS THIS MESSAGE ON TO THE RIDERS WHO HAVE ALREADY RELICENCED FOR THE 1989/90 SEASON THANK YOU....

NATIONAL POINTS ROAD RACE CHAMPIONSHIP - ROUND ONE - PUKEKOHE

Due to unforeseen circumstances the Auckland Motor Cycle Club have been forced to alter ROUND ONE now to be held on DECEMBER 23/24 and not one week earlier as advertised.
PLEASE ADVISE ALL ROAD RACE COMPETITORS AS THE RULE BOOK DATE IS NOW LISTED INCORRECTLY.

CLUB CHANGE OF ADDRESS - Onehunga United Motor Cycle Club address now..... P O Box 97 309 Wiri AUCKLAND and not as listed in the Rule Book. Please alter your records.

REMINDER PERMIT FEE INCREASES FROM 1/7/89

Class One - Trials (Excluding Championships): trail riders and all training days
 - \$10 plus GST \$11.25
 2 day \$20 plus GST \$22.50

Class Two - All other no prizemoney events, non champs events and up to \$999 prizemoney-
 2 day \$40 plus GST \$45.00

Class Three Prizemoney events \$1000 & over, Championships
 N.Z., N.I., & S.I. \$50 plus GST \$56.25

LATE PERMITS ARE DOUBLE FEES AS PER RULE 4-1-1.

COMPETITION LICENCES: All licences received that have the correct money and club card are processed the same day they are received. If a member has not received his/her licence back a couple of days later it will be because they have changed address and not advised us. Please ensure addresses are changed or we are advised. We are holding several licences returned by NZ Post with incorrect addresses.

MONTHLY CLUB TRIAL RESULTS

BSA SHIELD

Otaki Forks Road
Otaki
Sunday 2 July 1989

A Grade	
James Lawton	Fantic 301 14 1st
Mark Sidebotham	Fantic 245 30 2nd
Peter Glover	TLM 200 48 3rd
John Lawton	Fantic 125 59 4th
Pesky Kempthorne	TY 250 60 5th
Kevin Pinfold	Fantic 305 8 Orion
Errol Conaghan	Fantic 303 69 Orion

B Grade	
Stuart Pike	Fantic 200 30 1st
Stuart Lawton	Fantic 125 33 2nd
Bryan Johnston	TLM 200 38 3rd
Doug Flux	TLM 200 63 4th
Ken Parlame	TY 175 46 Orion
Graeme Turnbull	TLM 200 23 Orion
Rob Whitfield	TLR 250 DNF Orion

C Grade	
Ash Wells	TLR 200 18 1st
Gerard Pingnet	TLM 200 45 2nd
Chris E Harris	Fantic 200 70 3rd
Paul Atkinson	TLR 200 26 Orion
Graeme Peters	Bultaco 325 51 Orion

* * * * *

This event was also the annual BSA Shield competition between Manawatu-Orion Club. This year Ixion has regained the shield and it has returned to its rightful place with our Club (Lawtons' mantlepiece?). The Lawtons set the trial which was a fair one which was not too difficult but managed to separate all the competitors. Bad luck for Rob Whitfield whose Honda TL250 was demolished when Kevin Pinfold and he had a coming together. Kevin managed to continue but was unable to overcome the superior Ixion riding in all the other grades.

It was a grand day: a frosty morning and a bright sunny day. The scoring for the Shield is by matching the numbers of riders in each grade and adding their scores.

A Grade	Orion (Kevin and Errol)	8 + 69 = 77
	Ixon (James and Mark)	14 + 30 = 44
B Grade	Orion (Ken and Graeme)	46 + 23 = 69
	Ixon (Stuart and Stuart)	30 + 33 = 63
C Grade	Orion (Graeme and Paul)	51 + 26 = 77
	Ixon (Ash and Gerard)	18 + 45 = 63

Orion total = 223 Ixon total = 170

MONTHLY TESTS RESULTS OVERALL

<u>A GRADE</u>	June	July	Aug	Sept
MARK SORBOZIMAN	20	15	20	17
PETER KAMPTROUS	17	11	-	-
KEVIN TIMMER	15	-	10	-
JOHN THOMPSON	13	13	9	11
JAMES LAWTON	-	20	17	20
JOHN LAWTON	-	17	13	15
PETER GROVER	-	-	15	13
ROGER MANNING	-	-	11	-

B GRADE

MAYNE FUENISS	20	20	-	-
PETER BIRKETT	17	-	-	-
SHANE BELCH	15	17	-	-
IRENE FINLAY	13	-	20	20
DAVE EASTON	11	13	13	11
GEORGE TWISS	10	-	-	-
MARREN HARRIS	1	-	8	10
OPHIE KIDD	1	-	-	-
BRYAN JOHNSTON	-	15	17	15
PAUL DAVIDSON	-	11	-	-
STEVE DAVIDSON	-	10	9	9
PAUL FREDERICKSON	-	1	10	6
PHIL NEAL	-	-	15	-
STEVE MADE	-	-	11	13
PETER BAUCKE	-	-	7	-
BARRY EASTON	-	-	6	-
TIM HOBBS	-	-	-	17
ROBBIE LAWTON	-	-	-	8
ANDREW STENROD	-	-	-	7

MONTHLY TERMS RESULTS OVERALL

C GRADE	June July Aug. Sept.			
ANDREW STEWART	20	-	-	8
ASH WELLS	17	20	13	17
STEVE DAVIDSON	15	-	-	8
PAUL DAVIDSON	13	-	-	-
GERARD RANGLET	11	17	10	11
BILL KING	10	13	8	13
PETER BRUCKE	9	15	-	15
MARK KOKTNIK	8	11	9	9
KEN MILNE	7	10	-	-
DARRY EASTON	6	9	-	-
BOB FUJERTY	-	1	-	1
BOY NERK	-	-	20	-
TIM HOBBS	-	-	17	8
STUART LAMTON	-	-	15	20
GEORGE THOMAS	-	-	11	-
STUART GIBBSBY	-	-	7	10