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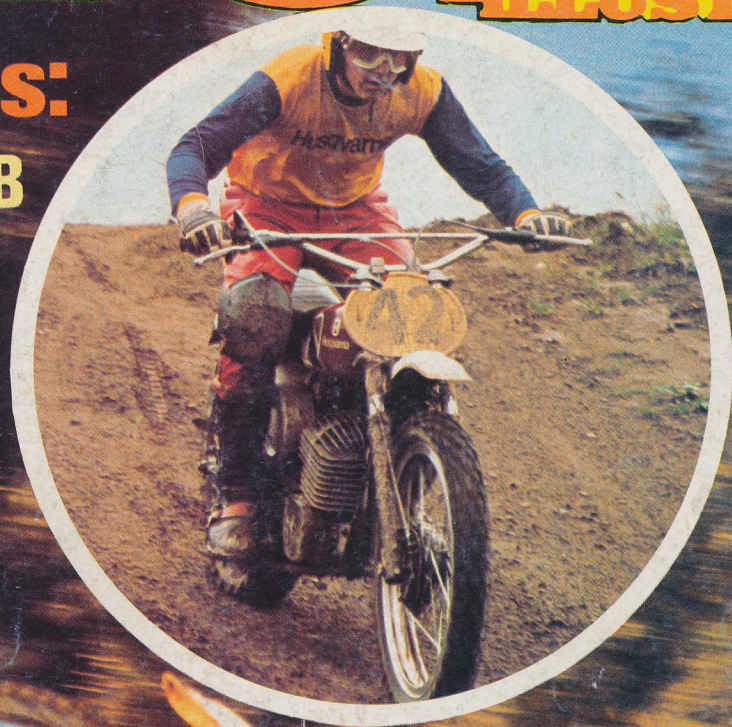
Track Tests:

**YAMAHA 400 B
ENDURO**

**HUSQVARNA
360 CR**

**PUCH 175
ENDURO**

**YAMAHA
175 B MX**



*HUSKY'S
NEW 360
MIKKOLA
REPLICA*



**FARLEY ON
TRIALS**

**THE AMAZING
LAMPKINS**

**BARSTOW-VEGAS
FREE-FOR-ALL**

**RAPID TRANSIT—A
RACER FOR THE
STREET**

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CYCLE

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FARLEY- TRIALS KING

By Glen Donze



■ "You can make a trials too hard, ya know, where the average club member just can't make a low score and the trials is set up for only the top few riders," says Gordon Farley. "The best riders should drop only about 20 points or so in my opinion, and then there's plenty of challenge for the other riders as well, but still it's not too hard."

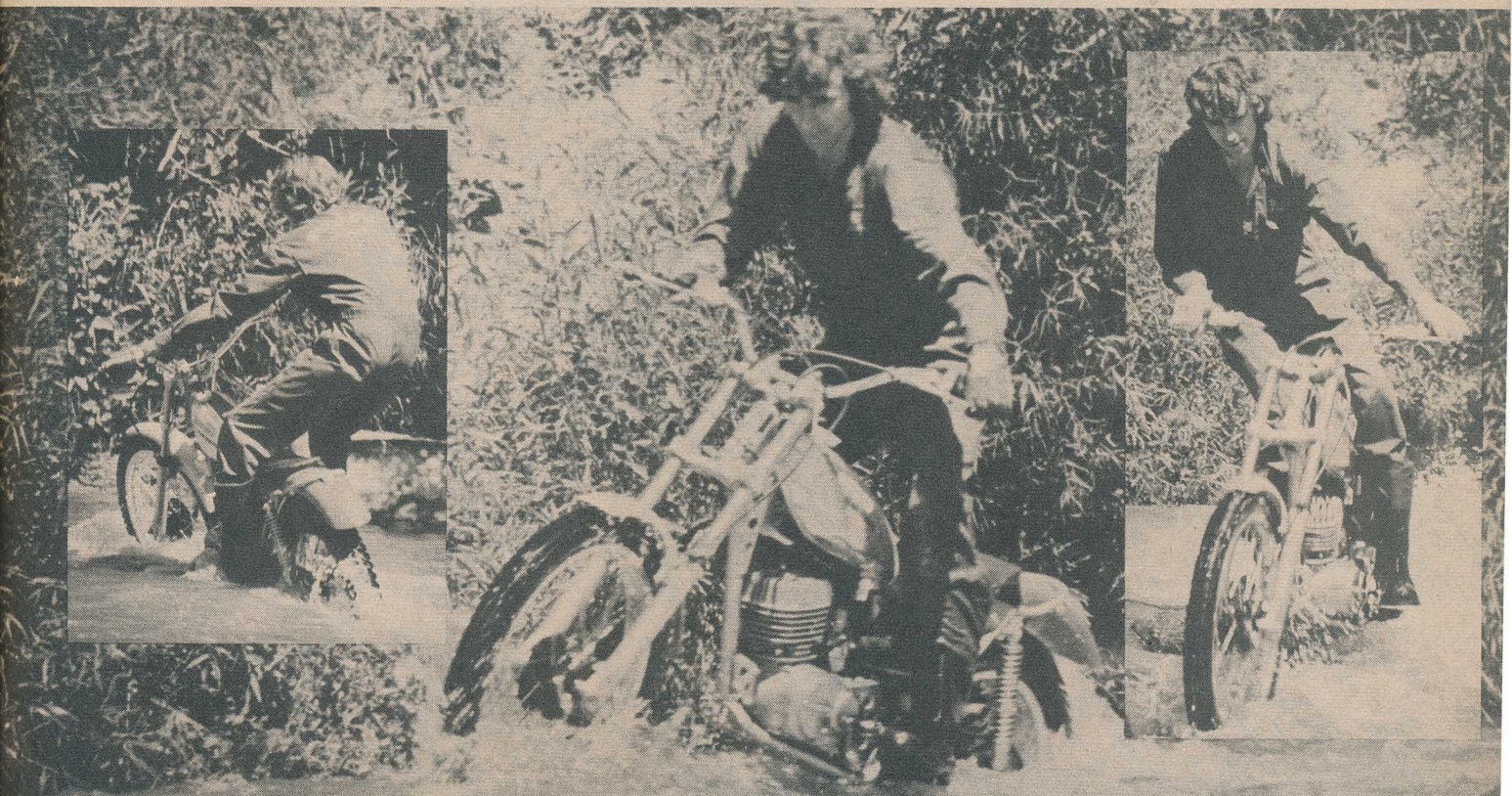
Gordon Farley was instrumental in the design of the Suzuki trials machine. He also won the Scottish Six Days Trial a couple years in succession, so when he speaks of things trialish, most people listen closely.

"We ride in the winter between September and May in England, and the weather is generally a bit on the nasty side—wet and sometimes snowy. This means that the most critical factor in riding trials becomes the rider's control of the throttle. When events are organized in the summer, the weather is nice and the traction too good, and in order to make such an event challenging it must frequently be dangerous! That is something that organizers must try hard to prevent. A serious consideration with most of the blokes who ride trials is that they be able to go to work on Monday

morning!"

Mr. Farley was invited to Michigan by the Michigan/Ontario Trials Association and appeared under the auspices of Suzuki U.S.A. to demonstrate riding techniques and trials skills. He rode sections and then discussed the particular techniques he was trying to get across.

"Ya see, if it's just a rocky uphill, even a novice rider with a lot of luck and a fast run at it might make it up, but if there's mud and slippery stuff on the rocks, a bit more enters into it. The throttle's the thing then, ya know A



lesser rider might still make it up using his feet; the better riders should be able to clean it."

Gordon's been riding for 16 years, and he admits that a bit of the old enthusiasm has worn off over the years, and also that he's not riding up to the form he had when winning the Scottish came easy for him, but his advice and his demonstrations were superb nonetheless. On one occasion, while demonstrating sidehill techniques and off-camber riding, he oozed slowly down a 35-degree incline deep in the woods. The idea was to come down the

incline part way, then turn and go back up, before ever reaching the level ground, go around a tree on the side of the hill and...well, it was pretty hairy. The crowd was quiet as he came down the hill, then came to a complete stop on the hillside. Clutching to avoid stalling, Farley shifted his weight to the outside smoothly and began to dial on the power. He shifted his weight so far to the outside that only his outside foot remained on the peg, the other resting on the seat of the bike. The rear wheel didn't spin one iota, and like a fly on a wall he climbed up and around the tree

to the ooh's and aah's of the admiring onlookers. Some of the Michigan riders were able to duplicate the feat, but not with such polish and expertise as the Englishman demonstrated. It was beautiful.

"I think ya can practice just as well in a ditch when it's muddy as ya can anywhere," he said. "Practice the right combinations of speed, momentum and throttle control to climb the banks and make turns without spinning the tires—those are the basic skills you need. I think ya can practice too much, too.

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NEW PRODUCTS

FARLEY- TRIALS KING

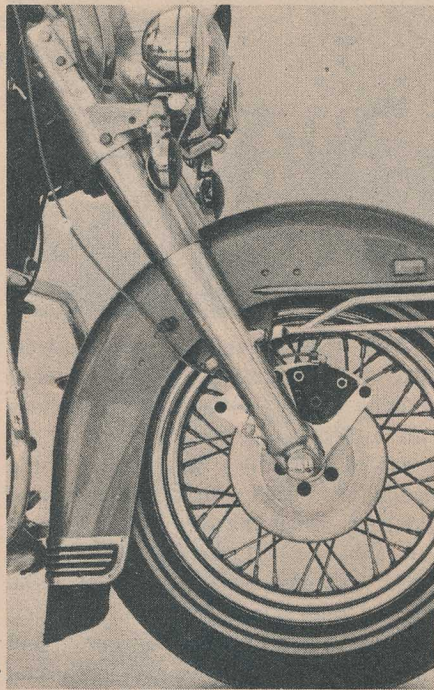
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THE FRONT BRAKE THAT STOPS

Performance Machine announces the availability of its new Harley-Davidson 74 bolt-on Front Disc Brake Kits. There are two kits to choose from—the F74L kit for Harley 74s 1967-72, and the F74E kit for 1966 and earlier. These kits may be ordered for stock glide, two-inch narrow glide, stock H-D springer, or any custom front end with a minimum of 5½" between axle mounting points. Provides maximum stopping power for all 74s, custom or full dress.

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About an hour each day seems right to me. I used to practice on my lunch hour."

M.O.T.A. had a smorgasborg that evening, and of course Mr. Farley was there. There was a super trials movie that Suzuki donated, and then he fielded questions from the audience.

"I think a young laddie can be started too early. In England we have a schoolboy class, and some of the eight, nine and 10-year-olds can really ride. The competition is very keen, and often the youngsters are pushed too much by their parents. Even if there is no problem with the parents, you figure a lad starting at eight years old, well, when he's 20 or so, he's been riding for 12 years already, and suddenly he starts to lose interest, finds out girls are fun, too, or something of that sort. Then you've lost him before he ever reaches his prime, you know. Too bad."

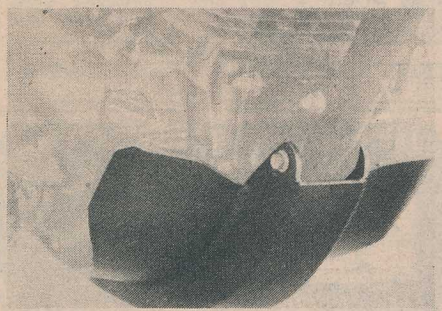
Gordon figured that about 14 or 15 years old was plenty early to start competition, and allowed as how a great deal can be learned on "push-bikes" (you know, the ones with pedals).

"I thoroughly expect to get beaten quite soundly tomorrow, you know, I'm really not up to the full trials thing, what wi' me old age and all."

The trials on Sunday proved to be an extremely difficult one. The East Side Competition Riders, a member club of the M.O.T.A., apparently set it up in hope of seeing Farley and the top two or three area riders really battle it out on the slopes and rocks near Richmond, but as it happened, the top rider, young Bobby Hopkins, had the low score for the day, 74 points lost, while some senior riders with over 200 points were still in the trophies.

As he had predicted, Farley not only was beaten, but didn't finish due to heat exhaustion about halfway through the event.

But he's a true gentleman and a great sportsman. During the course of the demonstration riding he set up sections knowing full well that he had little chance of cleaning them, but by making them exceptionally difficult he was able to demonstrate techniques that he'd never have gotten across if he had just set up easy stuff to show off with. He



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taught us all a lot. Lesser men's egos couldn't have withstood the strain of failure in front of a crowd of admirers.

The two days proved enlightening not only from the standpoint of learning from the experience of Gordon Farley, but also because we had the opportunity to try out a new Suzuki trials bike loaned to us for the occasion by Holder Cycle Sales of Owosso, Michigan. Farley not only rides them well, but he's got his act together design-wise, too. The brakes on our Suzuki were superb. The bike feels very light in use, and the power comes on almost too strong. If you're used to a Bultaco, say, you've got to learn that the Suzuki cannot be cranked all the way on very often. The back wheel will break loose, and even a goodly amount of momentum won't make up for wildly spinning tires in a slippery uphill situation. Instead the RL's throttle has to be tweaked ever so delicately, due probably to the CDI electronics and a lighter flywheel. We did find, however, that some sections which previously required first gear on the Bultaco could be handled in second on the Suzuki, since there was no flywheel effect to overcome to get the revs up. A true joy on the Suzuki is the necessary act of changing the air cleaner. It's such an

easy task on this bike that we cleaned it four times just for the fun of it! The foot-and-a-half-long kick-stand proved to be a hazard and should probably be removed, and some modification must be made on the steering lock stops to allow a shorter turning radius—you just chisel away about half of the metal on the lock stops. We found the Suzuki a fine and very competitive machine for the serious trials rider.

We also found the Farley school and demonstration excellent, and if and when you have the opportunity to take in a demo of this sort in your part of the country, you should be there if you're even semi-serious about trials. ●

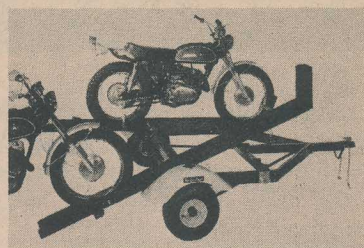


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