



FLORIDA

TRAIL RIDERS

RESPONSIBLE MOTORCYCLISTS



VOL.1, NO.10

OCT. 1973



Commissioner
Doyle Conner speaks at
the Croom motorcycle
park dedication

Featuring

F.T.R. and CROOM GAME RESERVE

ARTICLE BY JIM HINE page 12

and

DEDICATION OF THE BUTTGENBACH RECREATION AREA

ARTICLE BY BILL QUINN page 14

(photo by Charles Salter)

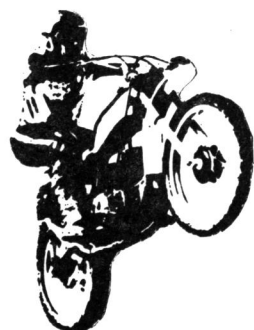
Page		Page	
3	LETTERS TO F.T.R.	19	BAREFOOT MAILMAN ENDURO FLYER
5	LATEST F.T.R. POINT STANDINGS	21	F.T.R. MEMBER QUESTIONNAIRE
7	ORANGE STATE CHAMPIONSHIP RESULTS	23	F.T.R. ENDURO SCHEDULE
10	HOW TO - KEEP TIME article by Bill Quinn		
18	CHALLENGE TO CHAMPIONS ENDURO FLYER		

THIS IS A MONTHLY PUBLICATION OF THE FLORIDA TRAIL RIDERS
Bill Quinn, editor; Fred Battle, advertising

ATTENTION CROOM RIDERS

ARE YOU TIRED OF BEING OUT IN THE MIDDLE OF THE WOODS WITH A FOULED SPARKPLUG, WITH NO SPARES? OR HAVE YOU EVER GONE BACK TO YOUR TRUCK THIRSTY AND DISCOVERED THAT YOU FORGOT THE ICE CHEST FULL OF DRINKS? HAVE YOU EVER BEEN BUSTED FOR CROSSING STATE ROAD 50 ON A NON-STREETABLE BIKE FOR GAS? NOW YOU NEED NOT SUFFER AGAIN. NOW THERE IS

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SATURDAY-- 7-8

SUNDAY---- 7-5

22 Aug. 73

Letters to FTR,

Just a note to let you know that we here in Brevard County are having difficulty in getting the FTR newsletter on time. I got the August issue the 10th of August just two days before the, extremely poor, Astronaut Trail Enduro. Since the enduro was a pre-entry only contest many here couldn't ride the enduro. I was fortunate to obtain an entry form through a dealer in Titusville.

Also my friend receives entry blanks by mail from the host clubs for enduros and I ride the same amount and don't get any. If it weren't for my friend I would have to rely on the FTR newsletter and wouldn't get to participate in quite a few events. I hope this will help the FTR.

Yours,
 Richard D. Perdue

Ed Note: We have two problems. One is getting the promoters to send us the flyer in time to put in the newsletter and the second problem is the terrific postal system we have. It takes three weeks to get the newsletter to the west coast of Fla. We have come up with a promoter package, which will include a flyer in the newsletter, and will present this to all promoters in 74. Next year will be better.

LETTERS TO F.T.R.

22 Aug 73

Letters to FTR,

I don't like to write letters to magazines but I just can't resist the temptation to rebut the letter from the 13 cry babies complaining about the Jolly Roger and the Confederate 500 put on by the Sandslingers and Oneco enduro clubs. I rode the Jolly Roger but missed the 500 so I can only relate to the Jolly Roger. Seven of us from the Brevard County Motorcycle Club, Inc. entered the event and only one failed to clear the Cypress swamp. He had engine trouble right at the start of the swamp. One of our riders was a first year cyclist and also in his first enduro and he finished the event without any tears. Incidentally we started out on the 20 and 30 minute marks.

To sum it up I bet the 13 dirty criers are excellent pit racers and would probably be better off at a road race. I mean it is terrible to go out and muddy your Yamahaha, Kockasucki or Suesucki. What the hell is the matter with the Sandslingers making "dirt riders" ride in the dirt? I bet it took the dirty criers hours to spit polish their mean moshines.

To put it simply "Right on Sandslingers". The same bunch of nuts from the Brevard County M/C will be at the Sept. 2nd Oneco enduro in the Richloam area. So if you want to see the Three Stooges, Marx Brothers, Laurel and Hardy of the enduro set come on out.

Yours,
 Richard D. Perdue
 Secretary B.C.M.C.

Ed Note: Being one of the "13 dirty cry babies" I guess I can reply to your letter. We didn't want to cry but to make a point, which you missed. For your first enduro it's great just to finish. If you look at the names of the 13 cry babies you will find most of them listed in the FTR standings near the top. It does put an unfair advantage on the later riders when there is a bad swamp shortly after the start. We are not riding just to finish but to do well in the scoring. I started in the second row at the Jolly Rodger, had no problems in that swamp, and finished one point off high point. At the Oneco run I started on the 35th row and spent all day in the swamp. That's all I can say now as I have to spit polish my rear fender before the next run.

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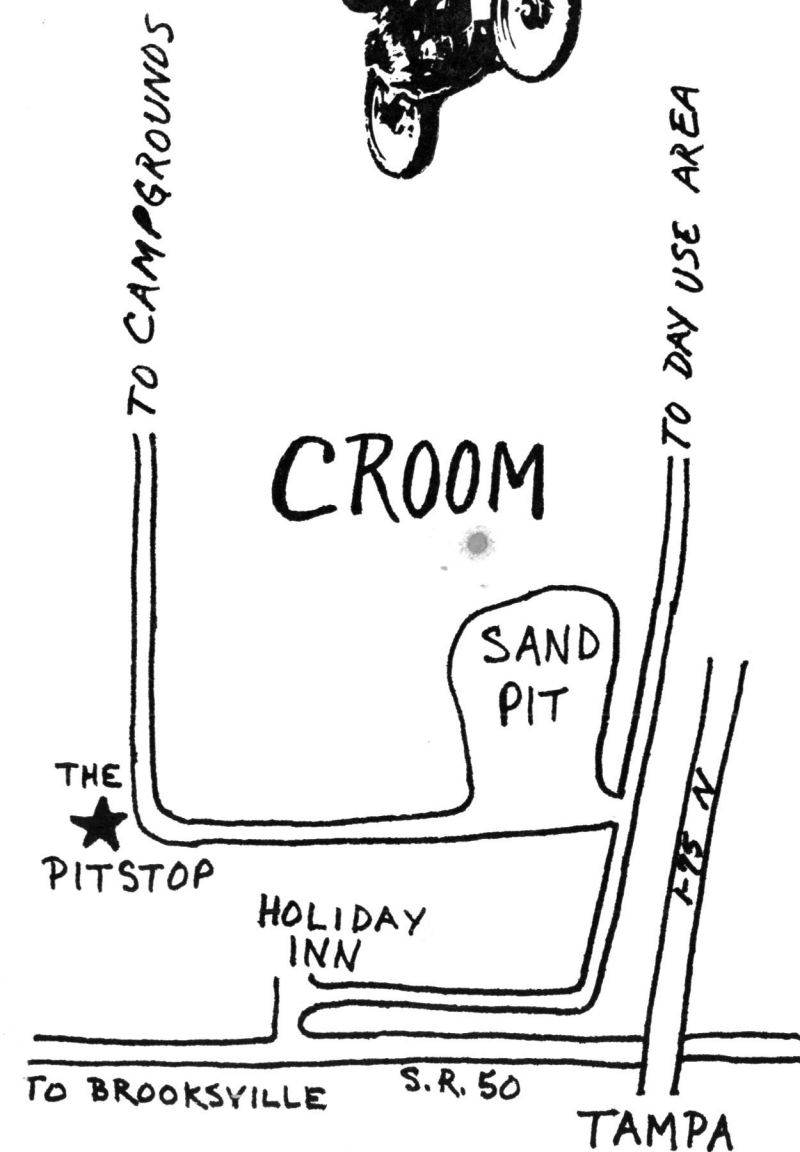
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EDITORS NOTE: Hap has lent his support and financial help to F.T.R. on numerous occasions. He is a real nice guy and a darn good person to do business with. Stop by and see him.

FTR POINT STANDINGS

AS OF OCT. 1, 1973

OVERALL

TOTAL
POINTS

1	CANHAM. GENE	1164.7
2	KNOWLES. ROBERT C.	1137.0
3	ENGLISH. J.D.	1132.6
4	SPENCE. G.C. JR.	1125.0
5	KNOWLES. REX M.	1083.4
6	KEYLON. K.D.	1072.5
7	SPEARS. KENNETH	1028.5
8	BRISTER. LARRY M.	1025.5
9	BRADEN. JACK	996.5
10	FUSSELL. L.M.	993.0
11	RUSH. JAMES M.	958.0
12	SHIRAH. J. STANLEY	907.5
13	SMITHSON. ROGER	896.5
14	TILLMAN. BOBBY	884.0
15	REYNOLDS. CLYDE JR.	868.3
16	COOK. DAVE	848.0
17	BUXE. PAUL	843.5
18	SPENCER. ARTHUR T. JR	842.0
19	THRASHER. DON	840.0
20	SMYSOR. JULIAN D.	833.0

NAME CLASS
POINTS

0-200 'A' CLASS

1	ENGLISH. J.D.	1132.0
2	SPENCE. G.C. JR.	1125.0
3	SPEARS. KENNETH	1028.5
4	FUSSELL. L.M.	992.5
5	SHIRAH. J. STANLEY	907.5
6	TILLMAN. BOBBY	883.5
7	BUXE. PAUL	843.5
8	HARDING. WILL C.	566.0
9	WILLIAMS. MARVIN	517.0
10	EBERHART. M.J. OD	496.5

201-OPEN 'A' CLASS

1	CANHAM. GENE	1164.7
2	KNOWLES. ROBERT C.	1137.0
3	KNOWLES. REX M.	1083.4
4	BRISTER. LARRY M.	1025.5
5	RUSH. JAMES M.	958.0
6	REYNOLDS. CLYDE JR.	868.0
7	SMYSOR. JULIAN D.	833.0
8	JONES. DONALD E.	760.9
9	LANG. ART	694.5
10	STORM. FRED	658.5

0-100 'B' CLASS

1	ENGLISH. J.D.	699.6
2	WOOD. JIMMY W.	685.9
3	HAJDUK. DENNIS A.	519.0
4	GOUGH. MIKE	497.0
5	BANKS. R.L.	265.5
6	WIEDEMANN. C.M.	265.0
7	FLEISCHBEIN. JAY C.	167.0
8	FREEMAN. CHARLES W.	150.0
9	LAGMAN. WILLIAM	142.5
10	WOODALL. CULLIE	138.5

NAME

CLASS
POINTS

101-125 'B' CLASS

1	SMITHSON. ROGER	896.5
2	BUTCHER. EDWIN	700.5
3	MARTIN. ROY	658.0
4	THOMSON. JAMES C.	656.0
5	MOLLITOR. RON	637.0
6	HAMLIN. J.F.	517.5
7	BROWN. JOHN ALTON	485.0
8	HERTHEL. BILL	435.0
9	HOLMES. PETE.	429.0
10	TILLMAN. BOBBY	414.5

126-175 'B' CLASS

1	BRADEN. JACK	996.5
2	COOK. DAVE	848.0
3	THRASHER. DON	840.0
4	PERRY. CHARLES T JR	757.7
5	VANSEETERS. JOSEPH P.	708.0
6	SPENCER. ARTHUR T. JR	636.5
7	SHIRAH. RONNIE	630.0
8	FUSSELL. L.M.	513.5
9	MORRIS. FRANK A.	501.0
10	WILKES. BILLY M.	449.5

176-250 'B' CLASS

1	KEYLON. K.D.	1072.5
2	QUINN. BILL	700.5
3	HARROD. RICHARD	639.5
4	RICHARDS. K.	634.5
5	SPENCER. ARTHUR T. SR	602.0
6	ABBOTT. DAVID	509.5
7	KOWALSKY. ALLEN W.	491.0
8	HOLT. H.F. (TIM)	476.5
9	WILSON. RICK	424.0
10	FORTNEY. JIM	350.0

251-OPEN CLASS 'B'

1	REYNOLDS. CLYDE JR.	809.3
2	CARSON. DONALD W.	724.5
3	BUCKHOLT. STEPHEN E.	556.5
4	COMBS. GARY	565.0
5	THWEATT. MIKE	544.5
6	KRAUS. RICHARD	536.5
7	ROBINSON. ROB	469.0
8	FINE. G. B.	419.0
9	LEWIS. TREVOR	383.5
0	NIEWOEHNER. RICK L.	340.0

SENIOR CLASS

1	HINE. JAMES W.	586.0
2	RAY. A.H. JR.	506.0
3	DALEY. E.H.	486.5
4	WHITE. BILLY	327.5
5	NIEWOEHNER. JACK	318.0
6	WICKER. CHARLES W.	304.5
7	ALLISON. DAVE	279.0
8	SCHAFER. F.J.	162.5
9	THOMPSON N.W. "BO"	145.0
10	HOWE. KEN	131.0

POWDER PUFF CLASS

1	SYFRETT. LINDA	433.5
2	ABBOTT. PEGGY	359.0

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Pre-Championship Fun Night Run
30 mile Enduro Sept. 1, 1973

High Point - Richard Hough (1st enduro)

- | | |
|-------------|--|
| 0-100 | 1. Bill Orth
2. S. L. Woodward
3. A. W. Hammond |
| 101-125 | 1. Walter Nichols
2. Charlie Lichetts
3. Ron Nichols |
| 126-175 | 1. Jim Parker
2. Don Thrasher
3. Bill Fricher |
| 176-250 | 1. J. C. Thompson
2. E. E. Stewart
3. Dwight Goodner |
| 251-Open | 1. F. P. Wilson
2. E. V. Roosevelt
3. M. J. Pabst |
| Powder Puff | 1. Joyce Stewart
2. Sandra Smithson
3. Jean Fricher |
| Buddy Class | 1. A. H. Ray Jr.
2. Gene Canham
3. Jean Lyles |



Orange State Rally Championship
September 2, 1973

High Point - Rex Knowles
Team - Sandslingers "A" Team

- | | | |
|-------------|---|----------------------------------|
| 0-200A | 1. Ken Spears
2. Jim English
3. Lowell Liskey
4. Stan Shirah
5. George Spence Jr. | Hod
Pen
Suz.
DKW
Suz |
| 201-Open A | 1. Rex Knowles
2. Jack Harkins
3. Gene Canham
4. John Hawkins
5. David Abbott | Bul

Kaw
Hon
Maico |
| 0-100B | 1. Gene Trotter
2. D. A. Hajduk
3. Jay Fleischbein
4. J. W. Wood
5. Scott Jackson | Hod

 |
| 101-125B | 1. Charles Ricketts
2. D. L. Neland
3. Rodger Smithson
4. J. F. Hamlin
5. Edwin Butcher | Hon
Hon
Pen
Puc |
| 126-175B | 1. Ron Shirah
2. W. Bowles III
3. D. R. Cook
4. David Bixler
5. J. A. Carpenter | Puc
Hon
Puc
Hon
 |
| 176-250B | 1. Jim Fortney
2. Art Spencer Sr.
3. Lee Chapin
4. H. M. Tankin
5. C. J. Argentine | Suz
Yam

 |
| 251-Open B | 1. D. W. Carson
2. S. B. Bennett
3. Jim Pitts
4. Steve Buckholt
5. Gary Combs | Yam
Yam
Yam
Yam
Yam |
| Senior | 1. A. H. Ray Jr.
2. R. G. Perry
3. J. E. Myers
4. E. H. Daley
5. G. W. Scott | Hon

Yam
 |
| Powder Puff | 1. Peggy Abbott
2. Dolly Roberts
3. Linda Syfrett | Maico
Hod
Pen |

ORANGE STATE

CHAMPIONSHIP

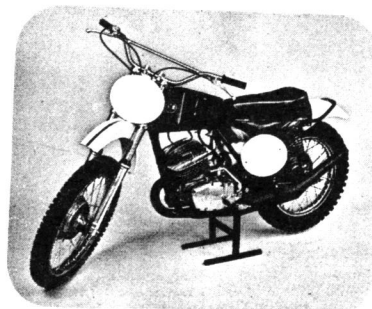
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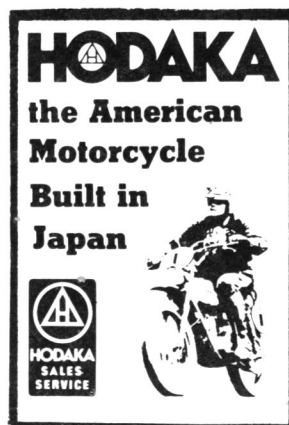


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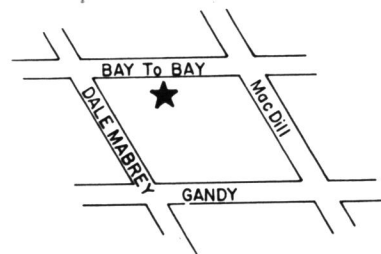


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To be successful, an enduro rider must do essentially three things: 1.) Know how to ride, 2.) Know how to prepare a motorcycle and 3.) Know how to keep on time during an enduro. Most riders progress in the order listed. They first learn to ride. After drowning out a few times, parts falling off the bike, and breaking down they learn how to prepare the bike. Finally the serious competitor, after coming so close but not quite, will take up the time keeping aspect of enduro riding.

Knowing how to tell whether you are on time, early, or late will make a big improvement in your score. The new rider and even some of the top riders in the State will do much better once they learn the simple technique of time keeping. In order to describe this you must first learn some of the rules and regulations of enduro riding.

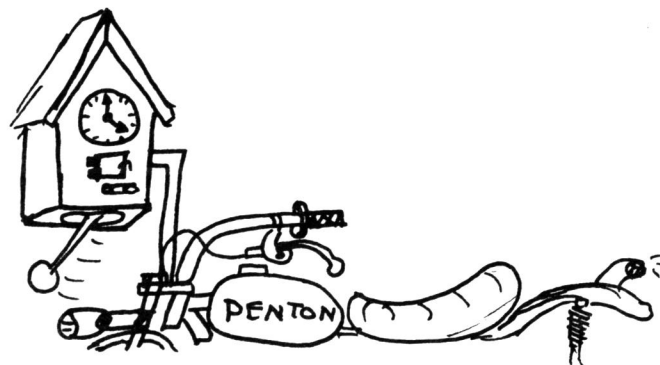
The first thing to consider is the object of an enduro which is to ride the course in the prescribed time at the correct speed. IT IS NOT A RACE. Most enduros in Florida are run at 24 MPH. The reason for this is that at 24 MPH it takes 1 minute to go .4 mile. So this is an even tenth of a mile each minute. At 18 MPH you go .3 mile per minute, at 12 MPH you go .2 mile per minute and so forth. We will concentrate on 24 MPH because this is the most commonly used speed. Remember, at 24 MPH you go .4 mile per minute or 2.0 miles every 5 minutes.

The reason you want to ride on time is because the promoter has placed check points throughout the course and you lose points if you are early or late at these check points. For each minute late you lose 1 point. Being early is a little different. The first minute early you lose 2 points. For each minute after the first you lose 5 points. So for being 5 minutes late you lose 5 points but for being 5 minutes early you lose 22 points. This is why time keeping is important. You will lose lots of points for being early because no rider should ever be more than a minute early. (Remember it's not a race!)

You may encounter four different types of check points during an enduro. Each type serves a different function and is identified by a flag of a specific color. The first type is the secret check and is identified by a red and white flag placed immediately before the check. The distance from the start to this check is known by the promoter so you should arrive at this check at a certain time. Let's say that this secret check is located at 12.4 miles. Therefore you should arrive at the check 31 minutes after you started. If you pass the red and white flag anytime during the 31st minute after your start you have arrived on time. Arrive at any other time and you lose points as described above. The purpose of the secret check then is to determine how well you are averaging 24 MPH on the course.

The next type of check point is the emergency check. A green and white flag should be located immediately before the check. This check is run the same way as the secret check except you will be scored to the minute and second you pass the flags. You lose points for the minutes early or late the same as in the secret check. The purpose of recording the seconds is to break overall tie scores. The object is to get closest to 30 seconds in your minute. Let's say that our emergency check is 24.0 miles out, or 60 minutes riding time. If you arrive at 60 minutes 45 seconds after you start you would beat

HOW TO keep time



the guy who started with you who arrived 40 seconds earlier than you or at 60 minutes 05 seconds. He was 25 seconds away from 30 seconds and you were only 15 seconds. Again, the seconds come into play only when scores are tied.

Before explaining the next two types of checks let me explain how the above checks must be placed by the promoters. Checks cannot be placed just anywhere but are placed according to AMA rules. Checks are always placed on an even minute. (Remember the .4 mile per minute bit.) That means a check point has to be located at some multiple of .4 to be on an even minute. A check can be at 3.2, 5.6, 12.0, 64.8 or 72.4 miles but cannot be located at 4.2, 9.5, or 75.3 miles. These are just examples but I think you get the point. Checks must also be not more than 40 miles apart. For events under 100 miles the minimum distance from other checking stations is 3 miles. Also secret checks cannot be less than two miles before nor three miles beyond a gas stop. For events over 100 miles the distance between checks is 5 miles.

Knowing how check points can be placed is extremely beneficial. Let's say you pull into the 3rd check located at 33.6 miles right on time. That's 124 minutes riding time, right. You know that a check cannot be located for 3 miles (our event is under 100 miles long), so you can ride faster for the next 3 miles, stop at 36.6, take a short rest, then leave on time. The main reason you want to ride faster for the 3 miles after a check is to get a little edge if there is a real tight section within the 3 miles. You can be early because you know there will be no check point for 3 miles from the check and get back on time. Another example is the gas stop. You know, for instance, that the gas stop is at 51.3 miles. If you are on time at 49.3 miles you can ride fast for the 2 miles to the gas stop and for the 3 miles after the gas stop. This allows you to build up a little time so you don't lose so much time gassing the bike, adjusting the chain, etc. When you get to 54.3 check to see if you are on time again and go from there. Events that require time keeping are generally won by a very small margin so you can see that some of the above info can be very helpful.

The last two types of checks are the observation and the know control. The observation check will have a white flag. No points are lost at this check but they will always mark your card or write down your number. The reason is to make sure you passed this point in the course. The observation check prevents riders from cutting the course. The known control is identified by a yellow flag and is used to designate points on the course that are known to the riders before they start, such as the gas stop.

Now that you know some of the rules I'll tell you how to keep time. To do this you need three things. A working resettable-by-tenths speedometer, a watch, and a time-distance chart. I'll assume you have the speedometer and the watch and tell you how to make a time-distance chart. There are two ways to do this. One way starts the time at :00 and the other starts the time on your rider number. For beginners use the method that starts at :00. This way you can use the same chart for each enduro. You will have to set your watch BACK from key time the number of minutes after key time that you start. Last month's HOW TO article told you about this. Anyway, when you leave the starting line your watch should read exactly :00, the hour really makes no difference.

You can make your time-distance chart at home right now. Take a piece of paper or get a roll of adding machine paper. Start at the top and fit the time-mileage in a column. When you start the enduro you will be at 0.0 miles and your clock will read :00, so your first entry on the time-distance chart is :00-0.0. Now remember, you go .4 miles each minute so the next entry could be :01-0.4. This makes a rather long chart so most people just do every two minutes, you can figure the minute in between. So after :00-0.0 you put :02-0.8

then :04-1.6, :06-2.4, :08-3.2, and :10-4.0. Continue with the chart until you get to 125 miles. This will be good enough for almost any FTR enduro. Check as you go along, at 24, 48, 72, 96, and 120 you should have a time of :00. If you used a sheet of paper and have a route holder cut the paper and tape into a long thin sheet. I recommend a route sheet holder which you can buy almost anywhere bike supplies are sold. Take your time-distance chart and place a piece of tape along the entire length on the back side and leave a couple inches sticking out at each end. The reason for the tape is to keep the paper from tearing as you go. Tape the time-distance chart to the rollers and roll until the :00-0.0 shows. Now you're ready to go. If you don't have a route sheet holder tape the paper to your gas tank with a piece of plastic on top.

When you get ready to start an enduro reset your speedometer to 00.0. When you leave the line your watch should read :00. Remember, a check can not be located for 3.0 miles so you can go a little faster for this distance. Now all you have to do is keep your mileage and your watch exactly as shown on your time-distance chart. Reset your speedometer, if it is off, at corner mileages that are posted or at turns listed on your route sheet, which gives mileage to certain turns, roads, etc. Let's say at 6.4 miles out you check to see how you're doing. You look at your time-distance chart and it says :16-6.4. Your watch should read :16. If it reads :18 you're two minutes late, if it reads :15 you're one minute early.

Some of this may sound a little complicated to some and others may say why bother. If you want to do good consistently you will have to master time keeping. It's like anything new—difficult until you work with it and understand it. Good Luck!

Planning on riding enduros?

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'THE FRIENDLY SHOP DEDICATED TO SOUTH FLORIDA'S DIRT RIDERS'

SALES, PARTS, SERVICE
COMPLETE LINE OF
DIRT-BIKE ACCESSORIES

FTR AND CROOM GAME RESERVE

Article by Jim Hine

120 weeks pass quickly and unless a memory is constantly reminded, the details of establishing such a facility as the Croom Motorcycle Park seem to fade into a maze of past club activities and enduro riding. I shall, in the next few paragraphs try to enlighten those FTR members who were not there, who were not in our organization at the time or who possibly were not even riding motorcycles during the beginning of the first motorcycle park to be established in the State of Florida. The Florida Trail Rider organization was established at the Titusville Enduro week-end of June 5, 1971. Two weeks later at the Dusty-Mud Enduro at Richloam Game Reserve, the newly elected Board of Directors held their first meeting at the Howard Johnson's Motor Lodge in Lakeland. At this meeting, our District 8 AMA Competition Congressman, Ray Hempstead, announced concern that the Croom Game Reserve might possibly be closed to motorcycles since the area hunters and other recreational interests were creating great unrest to local politicians, lawmen, etc. because motorcycles were converging on the area literally making it suitable for motorcyclists only.

Enduros were being presented at least every two weeks during June and July 1971 so we were constantly in touch with just about every member of FTR. I was advised by Bill France, Jr., owner of the Daytona Beach International Speedway that he had arranged a personal meeting with John Bethea of the Department of Natural Resources to discuss the Croom situation and see what we could come up with to save it for motorcycles. Since, at this time, there was a considerable amount of interest and concern that state owned forests just might be closed to motorcycles just as all the state parks had been closed to them in previous years. Bill France Jr. is an enduro rider, as are his two brothers. In fact, they had just ridden the first Oneco Enduro riders Enduro held on June 18, 1971 and we had the



JIM HINE ENJOYS A RIDE IN CROOM

opportunity to discuss motorcycle land use very briefly at that time.

The meeting Bill set up for me turned out to be more than I expected. Mr. John Bethea was there all right but he had brought the director of the Division of Parks, a representative of the State Fish and Game Commission, a representative of the Division of Forestry as well as the Supervisor of the Withlacoochee State Forest and a number of the Forest Rangers. The meeting was held at the Withlacoochee State Forest Headquarters building just north of Brooksville at 6:30 p.m. on June 23, 1971. A Public Hearing was scheduled also that same evening in Brooksville at the Court House to be directed and presided upon by John Bethea beginning at 7:30 p.m. What this meeting amounted to, I determined, was that we would sit down in the privacy of this meeting room with the vitally interested and come up with the solution to the Croom situation actually before the public hearing ever came about. This is just about what happened. I went over all the suggestions for establishment of a state-owned and operated motorcycle park. I must have talked the first 45 minutes of our meeting except for intermittent questions from those in attendance. I seemed to have come up with a composite of exactly what these individuals had been thinking up to this point. The eagerness of the people was extremely encouraging and I think each one of us left that room knowing we would soon have a motorcycle park.

The public hearing was held that evening in the Brooksville Court House which is by no means a modern facility. There is no air-conditioning and the court room where we met was on the second floor which helped the capacity crowd of around 500 get a little air at least. Many organizations were represented. The Audubon Society, hunters, area residents, horseback riders, coon hunters, bird hunters, dune buggy enthusiasts, highway patrol, sheriffs, politicians and motorcyclists. The motorcyclists represented about 75% of the people in attendance. The only, I repeat, THE ONLY prepared suggestions for the solution to the Croom Game Reserve came from the motorcyclists representatives.

Seven enduros later, two of which were Oneco Enduro Riders runs and one was the Jack Pine Enduro in Michigan, I attended an organizational meeting in Tallahassee to establish an Off-The-Road Study Team consisting of nine people from state divisions, private enterprise and m/c organizations. This meeting was held on December 8, 1971. Our purpose: "To find the needs of motorcycles in state recreation interests." We were established by the Governor.

This Study Team was the "backbone" needed to get this m/c park going. We met again at the Croom Game Reserve on January 11, 1972 going into great detail as to how the park could be set up. The team met again in Clearwater in April 1972 where our recommendations concerning the establishment of the park were finalized as well as recommendations concerning the establishment of motorcycle trails throughout the state, the use of re-claimed land and the use of telephone and power company right-of-ways.

The State Legislature took the next step by allocating necessary funds for setting up the park and on September 1, 1972 it was opened. Limited facilities were in evidence in the beginning as the park took shape. But the important thing began, the trail riders of the area and the entire state were now offered a place to operate their machines without fear of harassment.

DKW

Does Your Yamie Shimmy ?
Does Your Tired Suzi Wheeze ?
Did The Green Streak Turn Yellow ?
Or The Sad Hodaka Seize ?

PUCH

If That's Your Trouble- Bunky!
Lift Your Head Up Higher,
Let The DEEK Shriek !!!
Let the PUCH Toot !!!

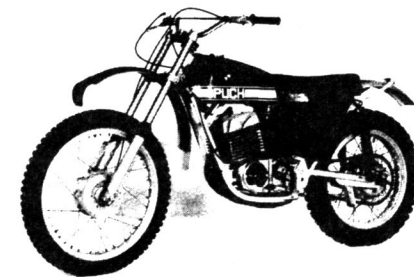
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TO A WINNER !!

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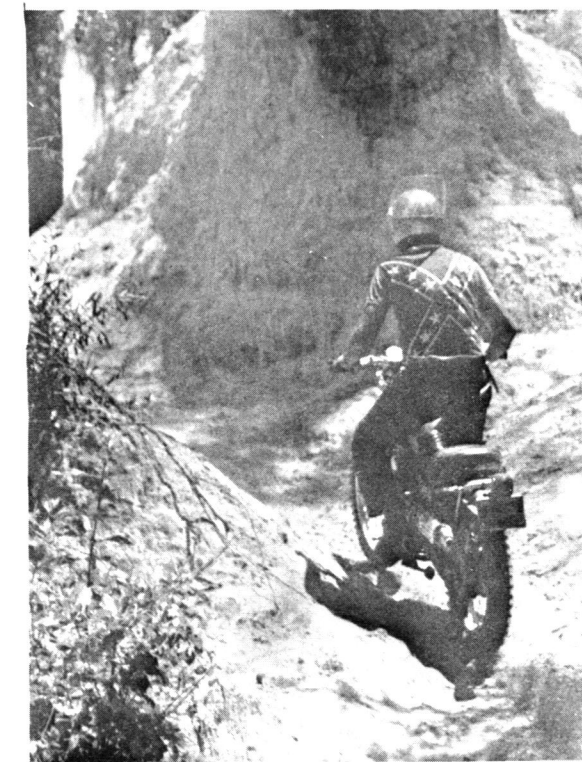
PHONE 305-746-0728



I was invited by phone by the Supervisor of the Withlacoochee State Forest (of which Croom is a part) to attend the dedication of the Croom Motorcycle Park to be conducted by the Commissioner of Agriculture, Doyle Conner, on August 26, 1973. I was in the process of marking an enduro to be held at Richloam Game Reserve (about 25 miles from Croom) on September 2 and by the grace of beginning the last marking at 6:00 a.m. on the 26th I got out of the woods at 1:30 p.m. with the dedication to be held at 3:00. I arrived at the scene 20 minutes to spare.

As Gene Canham, Bill Quinn and I stood on the dedication platform I couldn't help but recall the events I have written here. The hours of travel to attend meetings, the correspondence, the phone calls and the research all seemed to melt into a worthwhile effort in the establishment of this m/c park. Several hundred attended the event including the Senators and State Representatives who were instrumental in getting proper legislation established. Gene Wirwahn, Legislative Director of AMA told the crowd: "This is, without a doubt, the finest m/c facility yet established in the country." Commissioner Doyle Conner, the keynote speaker, indicated there are more areas in the state which also can be utilized for such facilities. I say, let's take him up on this. Let's set up more of these parks in our state. Why can't we have the "best facilities for motorcyclists throughout Florida." We have the fifth largest population of motorcycles state-wise in our nation but let's make our facilities for the pursuit of our recreation the best in the nation.

Jim Hine
Referee - FTR
Past President - FTR



ONE OF THE MANY TRAILS OPEN TO CYCLIST

On August 26, 1973 the dedication of the first motorcycle park on State land in Florida took place. This was the culmination of over two years of work and cooperation by the motorcyclists, forest people and the State Legislature. Most of the people who were involved were present for the dedication.

The day started with a trials event put on by the Florida Trials Riders. The event was held near the activity shelter with numerous riders competing. Before the event was over Gene Canham and I had to leave to meet with the people invited to the dedication at the Holiday Inn. Gene, Jim Hine, Don Jones and I were invited to participate in the dedication by Jeff Lewis, the Forest Supervisor. At the Holiday Inn we met the Commissioner of Agriculture, Doyle Conner, the Director of the Division of Forestry, John Bethea, Fla. State Representative, Jim Redman, Fla. State Senator, Curtis Peterson, Legislative Director of the AMA, Gene Wirwahn, Withlacoochee State Forest Supervisor, Jeff Lewis, and many others who had helped get this motorcycle park established.

From here we took a tour of the park facility in State Forest cars. We stopped at numerous points during the tour and were given a short description of the place. Highlights were the Buttgenbach Mine area, an experimental pine tree plot, and the tremendous campground area. Finally we all ended up at the pavilion area where the actual dedication would be held. Before the dedication we all were treated to a Trials riding demonstration put on by the Florida Trials Riders. The riding was described to the many guests by Ray Hempstead, the AMA district 8 Congressman. The riding was phenomenal and was enjoyed by everyone.



Commissioner Conner (white hat), John Bethea, Bill Quinn, and others at one of the tour stops.

Photos by Frankie Argentine and Charles Salter.



Some of the crowd at the FLORIDA TRIALS RIDERS demonstration.

After the trials the numerous cyclists gathered at the stage for the dedication. Jeff Lewis gave the welcoming speech and introduced John Bethea, Director of the Division of Forestry. Mr. Bethea then introduced all those invited to sit on the stage. The first speaker was Gene Wirwahn, Legislative Director of the AMA. In his remarks he said that this was the finest motorcycle park in the nation by far and that other officials from other states would soon come here to see how it's done. He also stressed the important fact that the park was self-supporting, the money paid by the riders for permits is used for park upkeep. In closing he emphasized the support of off road riders, namely Jim Hine, past FTR president, had given in bringing this park into reality.

Doyle Conner, Florida Commissioner of Agriculture, was the next speaker and the first thing he did was throw away his prepared speech. He then introduced 81 year old Mr. Mountains, who was supervisor of the Buttgenbach phosphate mines back in the twenties. It was indeed a pleasure to have this gentleman attend our dedication. Mr. Conner then stated that the State of Florida was glad to provide the park to the motorcyclists for their recreational activity and stressed that they would continue to do so as long as the cyclists continue to respect the property. Other State lands are setting idle, he said, and the taxpayers are not getting their monies worth as they are at this park.

After Mr. Conners speech the dedication ended and we started for home. I couldn't help but feel proud of the part motorcyclists had played in establishing the park and the opportunity I had to meet the people at the dedication. Jim Hine was instrumental in getting the first park established and I'm sure he felt a feeling of accomplishment as he stood on the dedication stage. I enjoyed discussions with Gene Wirwahn, John Bethea, Jeff Lewis and Commissioner Conner. All of these people are willing to work with responsible motorcyclists. We accomplished a lot during this one day.

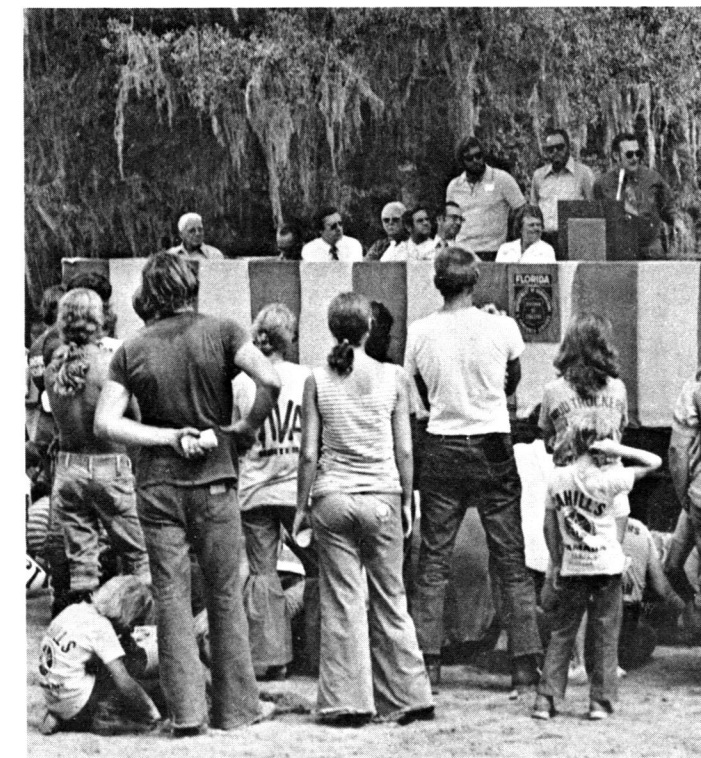


Mr. Mountains was introduced to the riders.

The area, commonly called Croom, is open to riders of any age. This site is just east of I-75 and about two miles north of SR 50. A permit is required to ride. A yearly permit is \$12.00 and a 6 day permit is \$3.00. Both can be purchased at the entrance. Camping facilities are available. A Holiday Inn is located almost at the entrance and an 8 Days Inn just east of I-75. The forest people are very friendly and will help you with any problems you may have. Remember, this park is for your use as long as you act responsibly. If you see someone acting irresponsibly report him or stop him yourself. It only takes a few to destroy the work of many.



A lot of concentration.



Commissioner Conners officiated at the dedication.

Cont.



Donna Knowles accepts her trophy.



Ray Hempstead, AMA District 8 Congressman, Commissioner Doyle Conner, and Gene Wirwahn, AMA Legislative Director.



OF
SEBRING

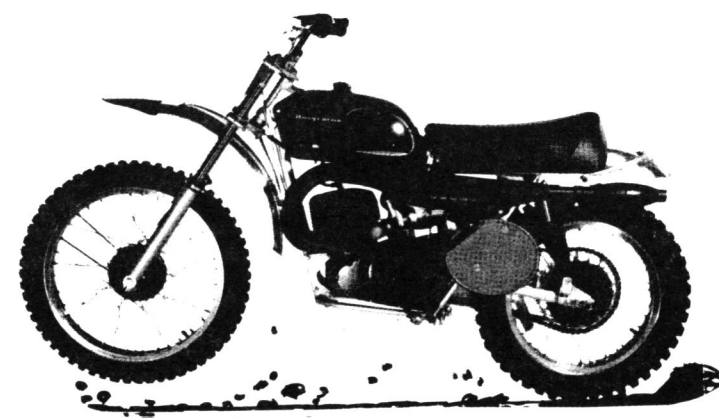
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LEE CHAPIN**

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I hereby agree to conform to and comply with the rules governing this contest as deemed by the referee of this contest, and I further agree to hold blameless the AMA, the Contest Committee, the promoters, owners or lessees of land for any loss or injury to myself or property and to assume all responsibility for any loss or injury to myself or property in which I may become involved by reason participation in this contest on 9 December 1973.
I have read this release. Signed _____
Required of all riders under 18 years of age
Signature of parent or guardian _____

Notary Public _____ SEAL _____

AMA
NATIONAL
POINTS

100 MILE SECOND ANNUAL CHALLENGE TO CHAMPIONS ENDURO

FTR
POINTS
RUN

SUNDAY, NOVEMBER 4th

Osceola National Forest, Lake City, Florida

FTR & AMA SANCTIONED

300 RIDERS 8 CLASSES 88.00 FTR \$10.00
AMA SCORING 21 MPH AVG. Pre-Entry MARKING POST ENTRY:

MUST HAVE FORESTRY APPROVED MUFFLER

STARTING POSITION: DRAWING OCT. 28, 1973 PRE ENTRY CLOSEOUT OCT. 26 SIGN UP TIL 9 A.M. NOV. 4

CLASSES

"A" EXPERT:

0-200:
201-OPEN

"B" AMATEUR:

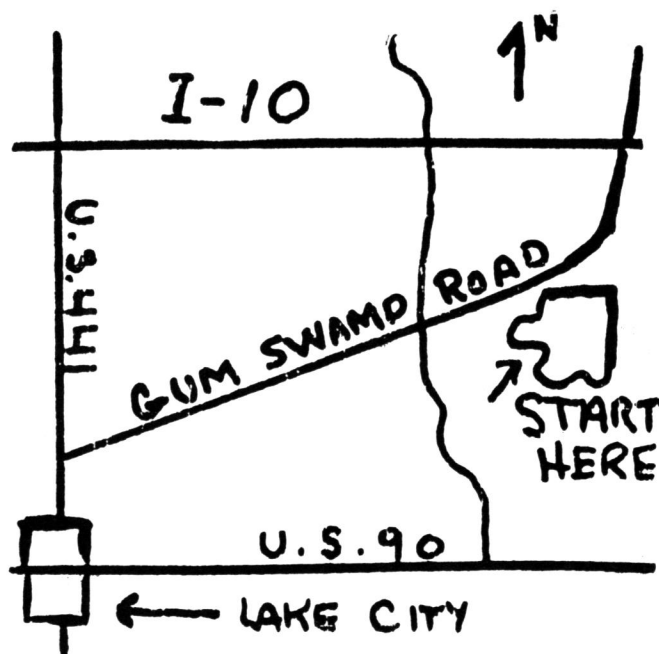
0-100: 101-125:
126-185 186-250:
251-OPEN

OLD TIMERS:

POWDER PUFF:

TEAM ENTRY
\$5./TEAM

MAKE CHECKS PAYABLE TO AND MAIL TO: CHARLES PIRE, P.O. BOX 42, LULU, FLA. 32061



TROPHIES:
5 DEEP

TRAIL BLAZERS:
DAN PARSONS:
CHARLIE PIRE

CAMPING FACILITIES:

FIRST RIDER OUT:
10:01 AM NOV. 4

RIDERS MEETING:
9:00 A.M.

GAS AVAILABLE,
BRING CANS:

CONGRATULATIONS
(JIM FORTNEY)

WIN ON A SUZUKI
AND SEE YOUR
NAME HERE!

4422 HWY 27 S.
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LEE CHAPIN

PALM BEACH TRACK & TRAIL RIDERS PRESENTS

BAREFOOT MAILMAN

Sunday, 9 December 1973

West Palm Beach, Fla. 10:00 A.M.

Canham Challenge Cup \$5.00/FTR Team

Pre-Entry Only - \$6.00 Donation NO Entries Day
OF Event!

Entry Must Be Post Marked By Nov. 17, 1973

Bikes MUST be street legal

Starting Position By DRAWING.

Starting Information Will Be Sent To All Entries-So Print Clearly!

AMA Sanctioned, FTR/AMA Membership
REQUIRED !!!

ENTRIES & CHECKS TO PBT&TR C/O: Lowell Hollars, 2102 Radnor Rd.
N. Palm Beach, Fla. 33408
For Information Call-Paul Buxo (305) - 746-7918



FTR MEMBERS \$5.00 - NON FTR MEMBERS \$11.00, THIS INCLUDES YEARS MEMBERSHIP

Name _____ AMA# _____ Expires _____ FTR Member _____

Address _____ City, ZIP _____

Class "A" _____ "B" _____ P.P. _____ Senior _____ Age _____ CC's. _____ Make _____

Team Name _____ ('A' is Expert, 'B' is Novice & Beginner)

I hereby agree to conform to and comply with the rules governing this contest as deemed by the referee of this contest, and I further agree to hold blameless the AMA, the Contest Committee, the promoters, owners or lessees of land for any loss or injury to myself or property and to assume all responsibility for any loss or injury to myself or property in which I may become involved by reason participation in this contest on 9 December 1973.

I have read this release. Signed _____
Required of all riders under 18 years of age
Signature of parent or guardian _____

Notary Public _____ SEAL _____

3rd ANNUAL PUMPKIN RUN*

SAT. OCTOBER 27, 1973

CAMPING
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A NITE ENDURO

For info. call 305-269-1920

35-45 miles
12 mph avg.0-200 cc
201-OpenPre \$4 (Tee shirt
included)Bikes & riders must be street legal !!
If it's noisy don't come !!!5 Trophies per class Post \$5 (No tee shirt)
+ High Point Numbers by drawing1 Trophy Buddy class Sign-up 5:00pm
Start - Dark*We guarantee that less than 1% of the course will
have mud or water -- and that 100% will be rideable.NAME OF RIDER _____
ADDRESS _____ CITY & ZIP _____
MAKE M/C _____ DISPLACEMENT IN CC _____

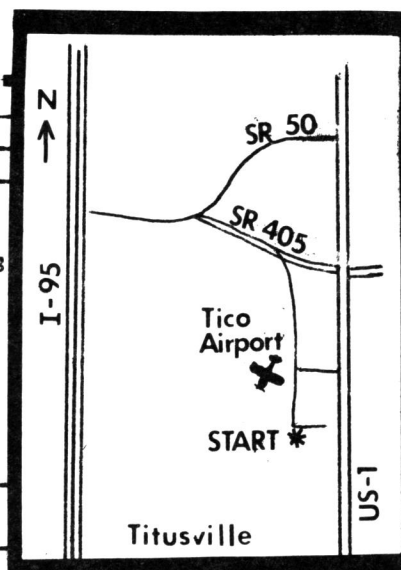
I hereby agree to conform to and comply with the rules governing this contest, and I further agree to hold blameless the contest committee, local management and land owners or lessees for any loss or injury to myself or property and to assume responsibility for any loss or injury to myself or property in which I may become involved by reason of participation in this contest.

SIGNATURE OF RIDER _____

Required of all riders under age 18;

SIGNATURE OF PARENT OR GUARDIAN _____

NOTARY PUBLIC _____ SEAL _____



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FTR QUESTIONNAIRE

Since Florida is such a large state, it is impossible for many of you to attend our meetings. We do want your opinions. Would you please take ten minutes, fill out this questionnaire, and mail it to us. This will help us make FTR the organization you want.

- How do you rate the overall FTR organization? Good ___ Fair ___ Poor ___
- Do you feel FTR has done anything of value for you during the past year? Yes ___ No ___
- Do you know who your area director is? Yes ___ No ___
- Have you ever discussed FTR with your area director? Yes ___ No ___
- In what area would you like FTR to concentrate the most effort? Enduros ___ Legislation ___ Land use ___ Public relations ___ Member relations ___
- Do you plan to attend the FTR banquet in January if it is located near Orlando? Yes ___ No ___
- Do you plan to continue your FTR membership next year? Yes ___ No ___
- Are you a member of the AMA? Yes ___ No ___
- Keeping in mind the cost to the promoters, what do you feel is a fair price for an enduro entry? \$5 ___ \$6 ___ \$7 ___ \$8 ___ \$9 ___ \$10 ___
- Should FTR sanctioned enduros have mandatory FTR membership for all entrants? Yes ___ No ___
- How would you rate the FTR enduros you have ridden overall? Good ___ Fair ___ Poor ___
- Where is the major problem area? Organization ___ The course ___ Scoring ___ Trail marking ___ Other ___
- How many enduros have you ridden this year? ___
- Of the enduros so far which do you rate the best, (mark with O), the worst (mark with X). Titusville (Jan.) ___ Tallahassee (Feb.) ___ West Palm Beach (April 1) ___ Jacksonville (April 15) ___ Richloam (May, Sandslingers) ___ Richloam (June, Uneco) ___ Croom (July, Sandblasters) ___ Titusville (Aug.) ___ Daytona (Aug.) ___ Richloam (Sept.) ___ Tallahassee (Oct.) ___
- Do you think the enduros so far this year have in general been about right ___ too hard ___ too easy ___

Continued on next page

16. FTR plans to sanction one enduro per month during 1974. Would you like to have... more___ less___ one a month___
17. Do you agree with the street legal requirements for FTR enduros? Yes___ No___
18. What would you like to see the maximum noise level requirement at FTR enduros? 88 DBA___ 90 DBA___ 92 DBA___ Other___
19. Do you like the present FTR scoring system? Yes___ No___
20. Would you like to have organized non-competitive trail rides in your area? Yes___ No___
21. Would you like to have enduro schools conducted in your area? Yes___ No___
22. Do you read the FTR monthly newsletter? Yes___ No___
23. Does your dealer advertize in our newsletter? Yes___ No___
24. What do you enjoy most in the newsletter? Enduro results___ Trailside Comments___ How to articles___ Letters to FTR___ Rider Profiles___ Articles on Legislation___ Other___
25. What would you like to see more of in the newsletter? _____
26. PROMOTORS
What difficulties have you run into in trying to present an event in 1973? _____
27. How can FTR help you with these problems? _____
28. Have you or your club worked with local law enforcement agencies in promoting enduros? How? _____

Any other comments you have please write on a separate piece of paper and send with questionnaire.

Mail to: Bill Quinn
4370 Fushcia Circle South
Palm Beach Gardens, Florida 33403

MAIL BEFORE
NOVEMBER, 15

If you can help us make FTR work then please fill in the blank below and mail separately from questionnaire.

Cut along line

I will help FTR successful. I am most interested in
ENDURO'S___ LEGISLATION___ LOCAL DIRECTOR___ NEWSLETTER___ OTHER___

NAME_____ TELEPHONE_____

ADDRESS_____ CITY_____ ZIP_____

F.T.R. ENDURO SCHEDULE

Oct. 7	Tallahassee	Tallahassee Trail Riders
Nov. 4	Lake City	Charlie Pire
Dec. 9	West Palm Beach	Palm Beach Track & Trail Riders

PROMOTERS FOR 1974 FTR EVENTS

Sanctions for FTR points events for 1974 will be awarded at the annual meeting to be held this December. If your club plans to promote an FTR event next year you should decide the date you wish and attend the Dec. meeting. Jack Huffman, Chairman of the FTR enduro committee, will contact all promoters with detailed information shortly.

ASSOCIATE MEMBERS

These associate members have made donations to promote our FTR organization

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ALL AMERICAN CONCRETE, INC.	HARLEY DAVIDSON OF PALM BCH
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MOTORCYCLES PROMOTIONS UNL.	GREGORY A. ALBRITTON
Gene Canham/J.W. Davis	Boca Granda, Fla.
Palm Springs, Fla.	

MEMBERSHIP APPLICATION FOR

FLORIDA TRAIL RIDERS, INC.

NAME_____ TELEPHONE_____

ADDRESS_____ CITY_____

ZIP CODE_____ AMA NUMBER_____ EXPIRES_____ AGE_____

Mail completed application with
your check for \$5.00 to;
Florida Trail Rider
4370 FUSHCIA CIR. S.
PALM BEACH GARDENS, FLA. 33403

Date _____
New _____ Renewal _____
Associate \$15.00 _____
Donation Amt. _____
Change of address _____

HARLEY DAVIDSON OF PALM BEACH
BRUCE PACKARD, Owner

23

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PHONE 683-7315

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WEST PALM BEACH, FLORIDA

DEALERS

This magazine is being sent to 1500 active trail riders in the state of Florida. You can reach them, and their many friends, with an advertisement. Our introductory rates are \$30.00 for a full page, \$15.00 for a half page, and \$7.50 for a quarter page. Send your ad to the following address:

Fred Battle 12043 Dolphin Drive
Lake Park, Fla. 33403
Tele. 305-622-6909

Return Address
4370 Fushcia Cir. S.
Palm Beach Gardens
Florida 33403



CARL O. BOYD
1159 PINEVIEW DR.
HOLLYHILL, FLA. 32017

All officers of the Florida Trail Riders are listed here. If you have any questions, information concerning trail bikes or of pending legislation, or news of any nature, or just your offer to help out, please feel free to write or call any officer.

COMMITTEE CHAIRMEN

ENDURO COM. Jack Huffman 4755 Biscayne Drive
Titusville, Fla. 32780
LEGISLATIVE COM. Jim Hine 5424 23rd St. Ct. W.
Bradenton, Fla. 33507
LAND USE COM. Sonny Fussell 3 Riverdale
Ormond Beach, Fla. 32074
PUBLIC RELATIONS COM. Bob Davis 6479 S.W. 38th St.
Miami, Fla. 33155
MEMBER RELATIONS COM. Lyn Knowles P.O. Box 1647
Brooksville, Fla. 33512

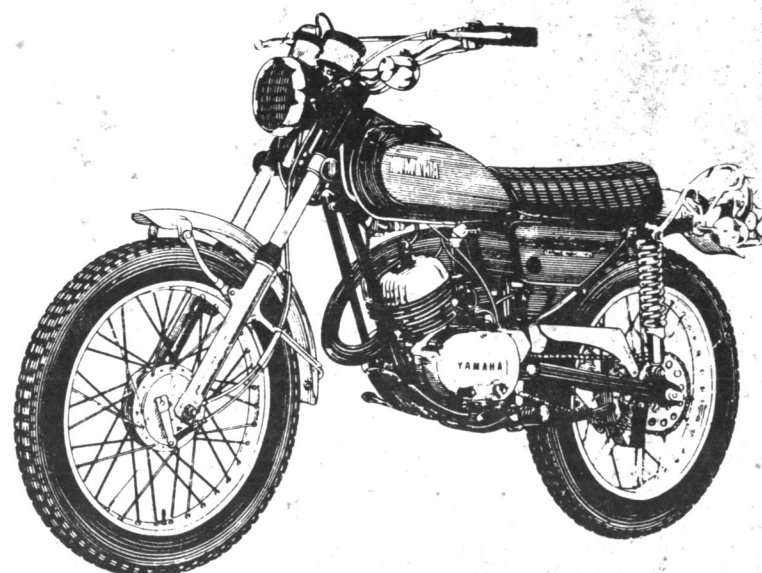
PRES: Gene Canham, 6411 Roebuck Rd., Jupiter, 33458 (746-8660)
V. PRES: Don Jones, 3545 59th Ln. N., St. Pete., 33710 (347-0726)
SEC: Betty Knowles, 11046 54th Ln. N., St. Pete., 33708 (393-6697)
TREAS: Bill Quinn, 4370 Fuschia Cir. So. Palm Beach Gardens, 33403
(622-3206)
REF: Jim Hine, 5424 23rd St. Ct. W. Bradenton, 33507 (755-7955)
DIR: Clyde Reynolds, 12332 Acapulco Ave., Lake Park 33403
(622-0562)
DIR: Will Harding, Box 258, Gainesville 32601 (378-2712)
DIR: Jack Huffman, 4755 Biscayne Dr., Titusville 32780 (269-1920)
DIR: Lyn Knowles, 11046 54th Ln. N., St. Pete., 33708 (393-6693)
DIR: Roy Martin, 508 Thomas Ave., Winter Haven 33880 (293-7162)
DIR: Tom McPhail, 2573 Haldeman Terr., Jacksonville 32204
(384-7788)
DIR: David Abbott, 465 Palm Dr., Oviedo 32765 (365-5126)
DIR: John McGlinchy, 9409 Takomah Trail, Tampa, 33817 (988-6057)
DIR: Rick Grant, FSU Trailer Park, Lot 20, 4543, Tallahassee, 32304
(576-0063)
DIR: Bob Davis, 6479 S.W. 38th St., Miami 33155 (667-8536)
PTS. KPR: Margaret Knowles, 1600 Essex Dr. N., St. Petersburg 33710
(343-7908)

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