



FLORIDA

TRAIL RIDERS

RESPONSIBLE MOTORCYCLISTS



VOL.1, NO. 9

SEPT. 1973



Featuring

HOW TO START AN ENDURO

Article by
Dick Lecuyer

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

Kawasaki 73

F-11 250cc enduro



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TRAILSIDE COMMENTS

By Bill Quinn



The FTR officers and directors held a meeting on August 11 in Titusville. Two new directors were elected and an important reorganization was approved. The two new directors are Sonny Fussell of Ormond Beach, near Daytona Beach, and Jim Rush of St. Petersburg. Both of these men will be able to help us as we move ahead.

The most important thing is the reorganization shown below. At the beginning of this year we had responsibilities set up so that Gene Canham took care of legislative items, Don Jones took care of the scoring, and I took care of getting new members and publishing this newsletter. These were the only jobs that were really assigned. Of course, other people did do some things but we didn't really have anyone, other than the three, who was directly responsible for getting a job done. I proposed the reorganization, which possibly is not the final answer but it is a big step towards getting things done.

The overall scheme is for the FTR officers to supervise the activities of each committee. The officers and directors will elect one director to act as a chairman for each committee. This chairman will have the responsibility for all the activities in his committee. With five separate committees and specific areas in which they can concentrate their energy, we should be able to get things going.

The largest committee will be the enduro committee. They will deal with all areas of enduro competition. With all the people involved it will be a couple months before it is functioning so we are setting it up now. The legislative, public relations and land use committees will have a lot in common but it is too much work for one group so I split them up. Each will have 5 FTR members on the committee. Any member who is interested in these areas can apply for membership on a committee. I urge members to consider doing something for trail riding rather than just riding. You can help the sport as much as anyone else and these committees give you a chance to do this. The member relations committee will be important in that it will take care of things which concern the general membership, such as the yearly banquet.

Another benefit of the reorganization is that it gives each member a place to go with his problem or his suggestions. Each chairman's name will be published in this newsletter so that you can contact him directly. They will also make periodic reports in the newsletter so that you can keep informed.

RIDING CLEANUP

We now have a super nice FTR flag which was made for us by Annetta "Betsy" Buxe. It's pretty big and I'm sure you will see it if you come to any of the remaining enduros. Thanks, Betsy.— Ray Royster, from Tampa, just mailed in

his dues renewal and he included an extra \$10 to help cover postage etc. for the newsletter. This helps tremendously. Each month we loose around \$100 from the treasury publishing the newsletter. If a few more people would include a little extra with their dues it would be great. Thanks for the nice words and the \$10, Ray.

THE NEW FTR

ORGANIZATION STRUCTURE

1.) Enduro Committee

a.) Responsibility— To sanction, schedule, score, officiate, and make rules and regulations governing all FTR points events.

b.) Members— The committee will be composed of one director chairman elected by the officers and directors of FTR, the officers of FTR, one A rider representative elected by A riders, one B rider representative elected by B riders, and one representative from each club granted an FTR points event, who is elected by the individual clubs. Each member of the committee will have one vote.

c.) Meetings— This committee will meet at the annual general membership meeting in December to grant sanctions for the following year and to make a report to the general membership. Any sanction requested at a later date must be approved by this committee. All other meetings will be called by the chairman as the need arises.

2.) Legislative Committee

a.) Responsibility— To promote effective legislation at the town, county, and state levels to benefit responsible trail

riders and to insure that trail riders' interests are represented.

b.) Members— The committee will be composed of one director chairman elected by the officers and directors of FTR, the officers of FTR, and 5 FTR members. Each member of the committee will have one vote.

c.) Meetings— This committee will meet before the general membership meeting in December and make a report to the general membership. All other meetings will be called by the chairman as the need arises.

3.) Public Relations Committee

a. Responsibility— To present the responsible motorcyclist to the public with presentations, films, slides, publications, etc. and to assist the F.T.R. newsletter staff in obtaining articles and advertising.

b.) Members— The committee will be composed of one director chairman elected by the officers and directors of F.T.R., the officers of F.T.R., and 5 F.T.R. members. Each member of the committee will have one vote.

c.) Meetings— (Same as 2c.)

4.) Land Use Committee

a.) Responsibility— To establish contact with other land users and to coordinate the trail riders activities and interests with these groups. Also to work with the other committees to insure that the trail riders legitimate use of public lands is not impaired.

b.) Members— (Same as 3b.)

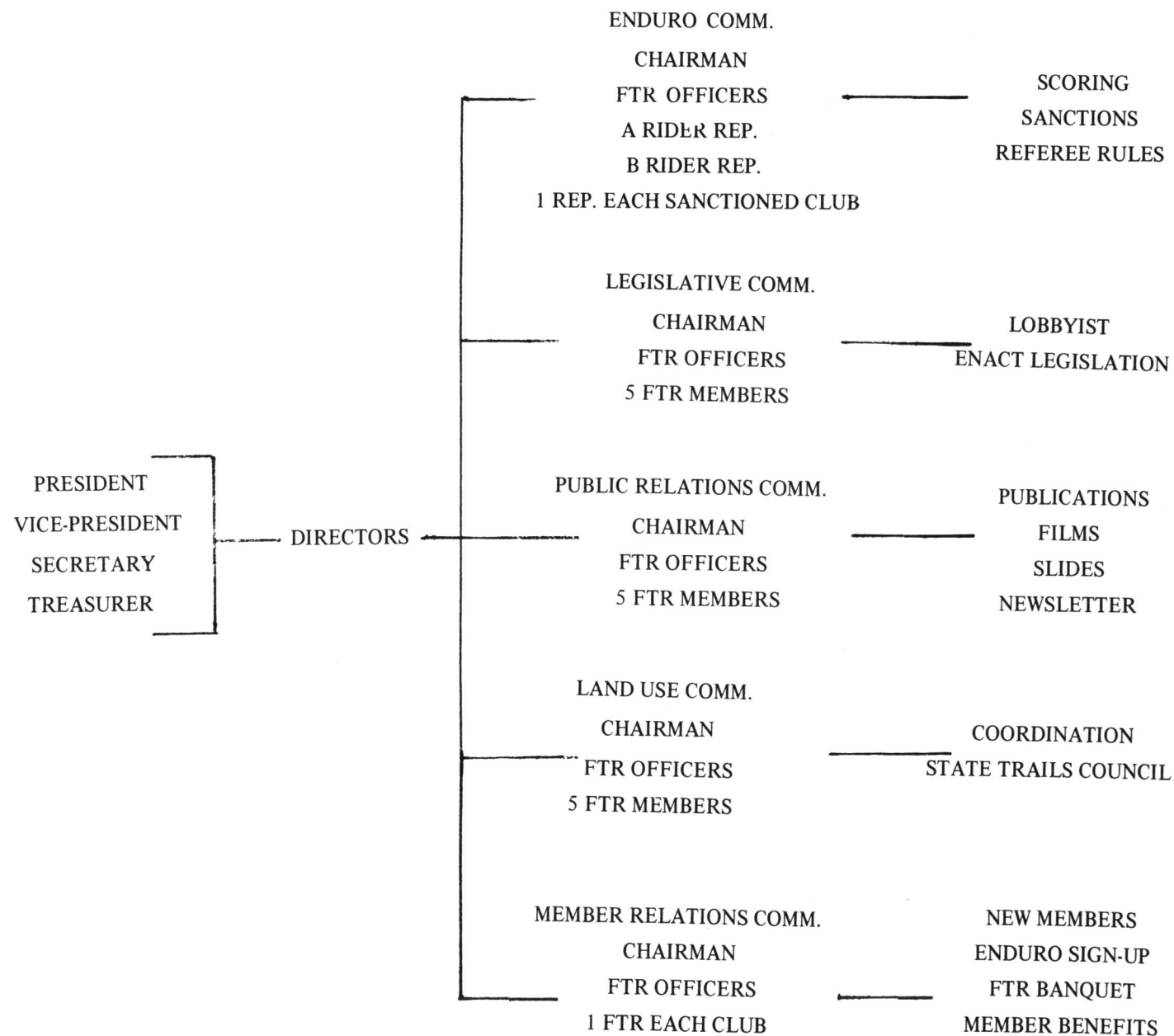
c.) Meetings— (Same as 2c.)

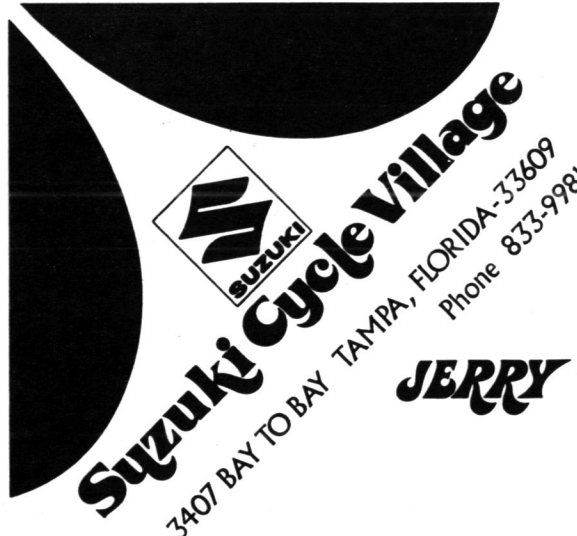
5.) Members Relations Committee

a.) Responsibility— To actively seek new members for the Florida Trail Riders and to insure that all members receive the benefit of the organization, also to plan and execute the annual F.T.R. banquet.

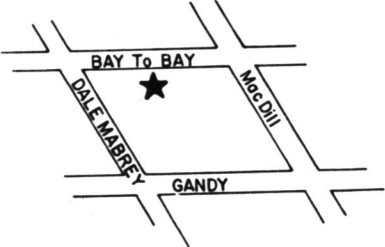
b.) Members— The committee will be composed of one director chairman elected by the officers and directors of F.T.R., the officers of F.T.R., and one representative from each recognized club wishing to participate who is elected by the individual clubs.

c.) Meetings— (Same as 2c.)





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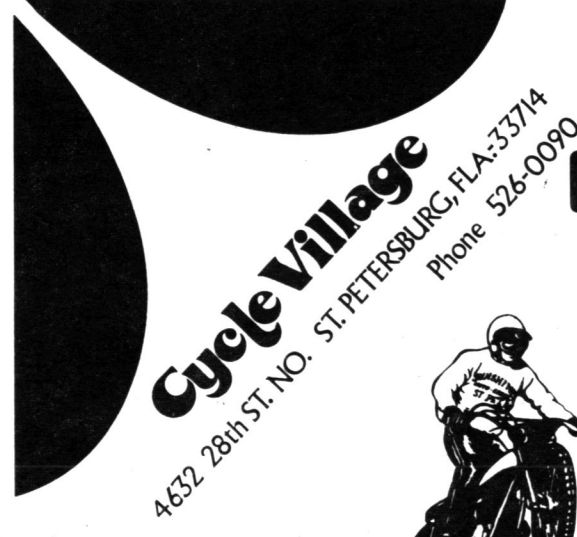
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LETTERS TO F.T.R.

Dear Mr. Quinn:

Thank you for your kind letter of July 31 and the attached copy of the Trail Riders' publication. I appreciate your putting us on your mailing list and also to know that we are providing a recreational opportunity by providing and maintaining the motorcycle area in the Croom unit.

I will be glad to do whatever I can to assist you in interesting other developments of this kind because we know that sooner or later there will have to be a limit to the number of riders that we can accomodate in this area. We have had some expression of the potential danger of some of the crowds that gather there during weekends. What we would like to see is some enterprising people acquire land and go into this as a commercial venture.

Sincerely,
R. A. Bonninghausen
Chief, Forest Management
Florida Department of Agriculture
and Consumer Services

Ed. Note: Mr. Bonninghausen understands the problems we have. As far as setting up a commercial motorcycle park, this was tried unsuccessfully in West Palm Beach just recently. It cost a lot of money and was politically impossible. The State, on the other hand, has a lot of the taxpayers land available. Croom proves that motorcycle parks on state lands is feasible but with just one park the area is becoming congested, dangerous, and subject to environmental damage.

The answer is to provide numerous areas around the state where trail riding can be enjoyed. This would serve two purposes. First, each area would have less traffic and more riders would have an area close to home in which to ride and second, with more riders participating the State would have more money to finance these areas. What we would really like to see is something similar to what is being done in other states. A yearly fee is paid to the State for an "off road vehicle tag" and this money used to cover the cost of the parks' upkeep. Riders would ride in any area they wish. What we would have to insure is that all the riders' money collected went for the intended purposes and is not "stolen" for other uses. This has occurred in some states.

FTR is actively studying plans of this nature.

July 18, 1973

To all F.T.R. Members,

This letter concerns the recent Alley Oop Enduro Run in Croom on July 15, 1973. We request that F.T.R. points not be awarded for this run for the following reasons.

1.) The number one check was not properly arrowed, and while the race was in progress it was rearrowed, therefore directly giving the early riders a disadvantage by possibly missing the check.

2.) The first observation check was not set-up until approximately 20 riders had passed.

3.) The 25 point A.M.A. rule for missing a check in the new rule book had to be misinterpreted, in future runs this rule should be changed.

4.) We know of many instances where score cards were not scored properly.

5.) The course was so improperly marked that the majority of the top riders in the state could not stay on the course with any consistency.

Since both of us are in the overall top ten F.T.R. points standing in the state and we both finished this enduro in the top five, we have more to lose than most riders by canceling the points for this enduro.

We feel it would be an injustice to all the other riders in contention for points in the state to have F.T.R. points awarded for this run.

We hope that all the rest of the F.T.R. riders will go along with us to straighten this mess out.

Rex Knowles
Bob Knowles

To all F.T.R. members,

I guess the problem started July 14. Just by hearing a few comments about the "Knowles Brothers" and the Mud Truckers, having knowledge of where the enduro went and a few sarcastic remarks about us riding the run prior to the enduro. The truth of the matter is brother Rex or Bob, myself or any other Mud Trucker had NO knowledge of the course in anyway nor did we ride any part of the course prior to the run.

July 15

I was first off the line and in the lead. One mile out— damn I missed an arrow— four riders behind me— back to last arrow. Which way does that arrow point? I was as lost as everyone else was. I was first rider through the first check, (I didn't miss it.) and I zeroed it. I spent much time looking for arrows to make it to the second check. Five riders beat me there. How did that happen? First one into the gas stop, approximately three minutes ahead of the next rider. The arrows seem to be getting better. Out in the lead, first one to third check. I dropped one point. I zeroed the fourth check. To that point I had accumulated only eight points. I left the fourth check through the pit areas, and approximately ½ mile from the fourth check, there were not any more arrows. I rode two trails from the last arrow, back to the last arrow, made a sweep trying to pick up an arrow. No such luck. I went back to the fourth check. My calculator read that I had lost 4½ minutes. The people at the 4th check told me a Sandblasters had gone through and five Mud Truckers. I rode the pit areas AGAIN. Coming out of pit areas, I found someone had put up some arrows. I'm six minutes behind now. Question:

I'm the no. 1 rider out, three minutes in the lead, only eight points acquired, no arrows to follow and find that now the arrows are up and no one is having any problem. I had just dropped my lead, all possible chance of winning and had six bikes catch me and pass me, as I had no where to go. Now how were they going to justify that in scoring? By now I was tired, MAD and disgusted, but I made the decision to give it hell and catch up.

My speedometer read 68.5 miles, getting close to the finish. I'm only about two blocks from home and getting tired of this treasure hunt. I went home, got a beer and went back to the course to the finish line. The man at the finish told me I had missed the fifth check. I told him to mark my damn helmet and I'd worry about it later.

I was asked to give an account of my actions during this enduro. I've presented them in FULL and in TRUTH, although many seem to have there own version.

I recall at the beginning of the year, F.T.R. took precautions to avoid this EXACT situation from happening. It seems to me F.T.R. is at fault as much or more than anyone. If an F.T.R. official had ridden the course prior to the run, the arrow situation would have been corrected and this whole mess would not have been a problem and we would have had a great enduro. I definitely feel all F.T.R. points and team trophy credits should be thrown out of this event. It seemed everyone missed a check or an observation check or made up time where it was conceivably impossible.

I have no regrets for any of my actions in this enduro. I DID NOT deceive nor mislead anyone who asked me what happened. I do not feel it was possible to score me or anyone else fairly. There is a lot of controversy over my winning. I'm wondering what any enduro rider would have done under the same circumstances, which I encountered? Personally I question if I didn't win it who would have and did they deserve it?

As far as the 125 Kawasaki, it was given to a twelve year old boy who lives with his mother and is unable to be in the position to get one. So I pronounce Mark Walsh the high point winner of the Alley Oop Enduro.

In closing, I would like to say that I am amazed at the chaos, mistrust, accusations, unsportsman-like conduct, suspicions, and animosities which have occurred. I am an independent person and frown on people questioning my integrity. In most cases, I would fight to the end about all these accusations, but because friends and family are involved I'm bowing out.

Thank you,
Lyn Knowles

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HOW TO

START AN ENDURO

Article by Dick Lecuyer

"Just getting there is half the fun." That's a slogan used by one airline but it applies equally well to Enduros. Rolling out of the sack at 3:00 A.M. Sunday morning is gobs of fun—especially after burning the midnight oil preparing your enduro bike. Gobble down a donut and coffee (a full breakfast is much better), crawl to your van and you are off for an exciting day of enduro riding. It's not too often that you are able to view a sunrise with leary eyes (That's Fun?) But after a 200 mile drive you finally arrive at the enduro site. What do you do now?

The first thing is to park somewhere near the sign-up tent, if possible, to avoid long walks. You should plan to arrive at least one hour before the riders meeting to allow time for pre-run preparation. Most Florida enduros open the sign-up/check-in tent at 8:00 A.M., conduct a riders meeting at 9:30 A.M. and the first rider leaves at 10:01 A.M. After you park walk over to the tent and sign-up for the event or if you pre-entered, check-in with one of the young lovelies. Be sure to bring your AMA and FTR card with you since you may be required to prove membership in one or both of these organizations. There are usually several lines at the tent and they may be arranged by pre-entry and post-entry classes or by "A" and "B" rider classes. If the event is AMA sanctioned you must be a member in order to ride. You can apply for both AMA and FTR membership at the sign-up tent and you should do this before you get into the entry sign-up line. Make sure you are in the right line or else you will just be wasting time. If you are a post entry fill out the entry form, show your A.M.A. card and F.T.R. card if required and pick-up your score card, number sticker, and route sheet. If you have pre-entered just give your name and class and you will be given an envelope containing all of these items. It is to your advantage to pre-enter since it will save you a buck or two and a long wait in line at the tent. Also more and more enduros are using a drawing system to determine starting positions for pre-entries. The drawing is held a few days before the run to eliminate a lot of hassle on the enduro day. Needless to say if you post-enter you will be in a later starting row which is usually a disadvantage.

Once you have your scorecard you are able to determine your starting time and better plan your prerun preparations. The last two digits of your rider number determines your starting time—simply add the last two digits to key time and your starting time is known. For example, if key time is 10:00 A.M. rider number 407 starts at 10:07 A.M. Some enduros use digits and alpha characters—rider number 65A would start at 11:05 A.M. in this case. Most rider meetings last from 15-20 minutes so if you have an early start number you should be 95% complete with preparations BEFORE the riders meeting. Of course if you have a late number you will have lots of time for pre-run preparation. Usually you won't know your starting time until Sunday morning and that is why it is important to arrive early.

The very next thing to do is unload your bike and ride SLOWLY over to the technical inspection area. If you don't pass you will have time to make modifications in order to pass. Current FTR rules state that your bike must have a working headlight, taillight, horn, mirror, a valid license plate and a muffler which is less than 92 db(A). Neither an inspection sticker or a brake light is currently required but they are recommended. Your bike should be set up to pass technical inspection before you leave your home—try and get a tag from the state at 8:00 A.M. Sunday morning! And please—No pit racing.

A time-distance chart should be made up to aid you in maintaining the correct speed average on the course. Most Florida enduros are set up for a 24 MPH speed average which means you should cover 0.4 miles every minute or 2 miles every 5 minutes. Penalty points are assessed for not maintaining the speed average and each point you accumulate lessens your chance of winning a trophy. A time-distance chart is a listing of time and mileage written on paper or plastic with a waterproof pen (or pencil). The chart can start with your starting time, key time or any other time (usually 12:00). If you use key time or a standard reference (12:00) the same chart can be used over and over again. A VERTICAL column on a typical chart might look something like this for rider number 407: 10:07-0, 10:12-2, 10:17-4, 10:22-6, 10:27-8 etc. —the first number is the time— the second the mileage at which you should be at if you are on time. If the chart is based on key time the first entry would be 10:00-0 and your watch would have to be set backward 7 minutes to account for the difference between your starting number and key time. Charts can be written on cash register tape and put in a roller device which is available from most bike shops. The chart can also be attached to your gas tank with tape but write it in large numbers (½" to ¾") if you do not have a magnifying lens. In all cases remember to make sure that a paper chart is waterproofed so that you will be able to use it after the first water-hole. For gas tank mounted charts a celluloid page protector can be wrapped around the chart and scotch taped to the tank. Time-distance charts are handy when you are trying to maintain full concentration on the course and can't afford to do calculations in your head. Two minutes every five minutes may seem to be a simple calculation to make—but try it sometime when you are bouncing along at 24 MPH— then you will use this chart from then on. (A future article will cover time-keeping in greater detail.)

To avoid embarrassment make sure that your speed is reset to 0.0. If you have to ride some distance to the start line reset it again to read 0.0 at the line. It would be disheartening after all your careful preparation to look down at your odometer about 2 miles out and read 84.3!! If you don't have a reset odometer you should consider buying one if you plan to be a serious enduro rider. The official course mileage is usually determined by a speedo different from yours and you will periodically have to reset yours to maintain the official speed average because of inherent speedo errors.

Tape the scorecard to the RIGHT side of your helmet and the rider number sticker to the front of your helmet. These locations are fairly standard and should be adhered to unless otherwise instructed. These locations have been chosen for easy rider identification and scoring.

Your bike should be prepared for the ride BEFORE you leave home. You should not count on ample time on Sunday morning to finish bike preparation. A tool kit should be included which will be useful in the event of any breakdown excluding total engine failure. A minimum tool kit should include a vise grip, crescent wrench, plug tool, screw driver and chain breaker [Right Quinn?] Spare parts can be mounted to your bike and should include at a minimum: a throttle cable, clutch cable, 6" length of chain, master links, spare clutch lever, spare plugs, wire, a bungy cord, and of course some extra duct tape. A piece of cloth or towel wrapped in a plastic bag may also come in handy.

Now that you have your bike ready don't forget yourself. Make sure your goggles or face shield are clean. Put your boots on and duct tape at the top of them to avoid bug, water, or mud ingestion. Two small pieces of tape attached to those two sensitive areas of your chest will prevent shirt rub from causing irritation or bleeding. Your gloves should have external seams to prevent irritation to your hands. A kidney belt is also advisable to make the ride more enjoyable.

You should work out a last minute check routine for your bike to ensure that everything is in order. Check clutch and brake adjustments, chain lube, speedo reset to zero, axle nuts tight, tire pressure. Be sure to top-off gas and oil tanks.

The riders meeting should be attended by each and every rider. The course, marking, scoring and any last minute instructions will be given in the rider's meeting. Key time is also given which allows each contestant to set his watch or clock to the exact second. Arrangements for the gas stop and gas can transportation are announced at the rider's meeting. You can also make notes on your route sheet at the rider's meeting to aid you in negotiating the course.

Plan to arrive at the starting line no later than two minutes before you are due to leave. The starter will display a sign or flipcard which indicates the number which is due to start within one minute. Stay well away from the start line until your number is called to avoid congestion. If you arrive at the start area will before your starting time— turn your engine off— that will reduce noise and save your gas which you may need, depending on the instructions given in the rider's meeting. You should restart your bike about two minutes before you are scheduled to leave. This will allow ample time to "warm" your engine. When your number is called report to the starting line and make sure that the starter checks you off his list. At the drop of the flare you're off— Spectacular wheelie starts won't buy you much here since you have many miles of difficult terrain to yet cover.

Well you have finally made it to the start line. If this is your first or your 121st enduro you're in for a day of fun.... And that's what enduros are all about! Have a good ride.

ENDURO CHECK LIST

- Sign-Up
- Tech Inspection
- Make Time-Distance Sheet
- Reset Speedo
- Tape Scorecard to Helmet
- Top-up Gas, Oil
- Riders Meeting
- Check Bike
- Prepare Yourself!

CUT OUT AND TAKE WITH YOU

NEXT MONTH — HOW TO

keep time

ASTRONAUT TRAIL ENDURO

Article by Jack Huffman

High Point	Don Jones	Hon
0-200 A	1. Ken Spears	Pen
	2. Paul Buxe	Puc
	3. Lowell Liskey	Suz
201-open A	1. Gene Canham	Kaw
	2. Bob Knowles	Yam
	3. John Hawkins	Hon
0-100 B	1. Randy Poole	Hon
	2. Mike Gough	Pen
	3. Steve Woodward	Hon
	4. Neil Carnathan	Hod
	5. Dennis Hajduk	Hod
101-125 B	1. Jim Thomson	Pen
	2. John Wilson	Hod
	3. John Hamlin	Hon
	4. Dick Neland	Dkw
	5. Bill Herthel	Sac
126-175 B	1. Jim Parker	Pen
	2. Jack Braden	Puc
	3. T.A. Cauthern	Ossa
	4. David Bixler	Hon
	5. Arthur Spencer Jr.	Yam
176-250 B	1. Terry Flack	Kaw
	2. Ken Keylon	Yam
	3. Tim Holt	Suz
	4. Jim Fortney	Suz
	5. Allen Kowalsky	Yam
Open B	1. Jim Pitts	Yam
	2. Berry Bennett	Yam
	3. Richard Kraus	Hus
	4. Mike Thweat	Bul
	5. Larry Griffis	Yam
Senior	1. Jim Hine	Hon
	2. E.H. Daley	Yam
	3. A.H. Ray	Hon
Powder Puff	1. Peggy Abbott	Mai
	2. Linda Syfrett	Pen
	3. Shirley Woodward	Hon

The Apollo Motorcycle Club of Titusville did a super job of promoting their second Astronaut Trail Enduro. 250 riders started on a rugged course which combined with a scorching hot day allowed only 62 finishers. The 62 mile course, said by many to be the best marked course this year, slurped its way through mudholes stirred by week-long rains, jolted over not-so-whoopie American jungle. One giant waist deep mudhole claimed a collection of over forty bikes before the enduro officials could route the trail around the beast. As in a lot of FTR runs this year, this run had its bottlenecks, but sufficient mileage was given afterwards for the rider to get back on time before coming into a check. The now famous Fox Lake section was a cool retreat from the day's hot sun. The Apollo Club made arrangements with the Titusville Junior Deputies to handle the traffic and assist the riders each time the course crossed a paved road or bad intersection. They did a good job and were a real asset to the run. Don Jones won High Point with a score of 20, followed by Ken Spears 21, and Gene Canham 23.

Bill Holden, the club chairman for this event, deserves a lot of credit in his effort to run an endurance run the way it should be, with a honest to goodness drawing for starting position. A start with only four riders on the line at a time. And a unique scoring system where each rider scored his own card. Only those riders who were in contention for trophies had to be checked by the scorers, thus saving a lot of time. Because of this scoring system, the trophies were presented and everyone was on their way home by 5:30. It is hoped that other clubs will use this method of scoring in future runs as it is a real time saver and virtually eliminates the protest period.

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EDITORS NOTE: Hap has lent his support and financial help to r.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.

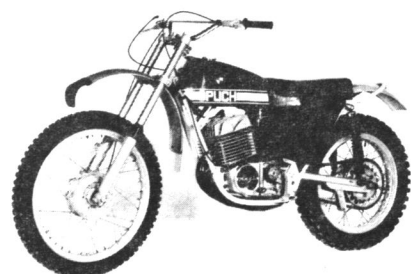
PUCH

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Division 2,
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weight Class.



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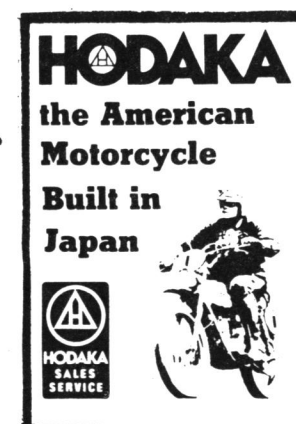
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Forest service restricts cycles

National forest officials say motorcycle riding on trails in N. C. soon will be restricted sharply because cyclists are tearing them up, ruining them for other users.

"We're getting a lot of damage in our forests," Del Thorsen, superintendent of national forests in N. C., said recently. He says restrictions are needed because some roads and Jeep trails have suffered serious damage from bikes and have been closed. Bikes have cut up road embankments, destroyed hiking trails, and driven away wild animals.

Forest Service chief John R. McGuire has ordered hearings to be held in June to determine what specific measures should be taken, not just against trailbikes but against all off-road vehicles.

"It's gong to boil down to

limiting use of bikes to specific areas," Thorsen said. "And perhaps banning them completely during certain seasons of the year—for instance, during the turkey-nesting season. When turkeys are disturbed, they will not nest."

But, the forester continued, "We have to face the fact that trail bike owners have a right to use the forest land also. Many of them are responsible people. Unfortunately, many of them aren't."

Forest service employes have constructed high dirt banks to block the motor vehicles from the trails. But these barricades apparently just add to the challenge for the cyclists.

The Forest Service doesn't have the manpower to patrol

every area adequately, Thorsen said.

"But we're working on it. Thirteen of our men have just completed a 200-hour course in law enforcement. It's the same one given to rookie police officers."

"These men are going to carry guns. They're going to enforce our regulations."

Also, says Thorsen, cooperative agreements for law enforcement on forest land have been completed with the sheriffs of six counties. Law officers in those counties will help with patrolling, especially of camping areas, picnic grounds and other facilities.

"We're going to provide protection for citizens using our developed areas," Thorsen said.

CYCLE NEWS (EAST/DIXIE) August 14, 1973 Page 6

RUSS MARCH DISMISSED BY AMA

WESTERVILLE, OH., August 1 - The executive committee of the American Motorcycle Association today voted unanimously to dismiss Russell E. March from his position as Executive Director of the Association. In a statement released from AMA headquarters in Westerville, Ohio, J.R. Kelley, President of the Association, stated: "It was made clear to the executive committee that Mr. March owned stock in a company providing

services to the American Motorcycle Association.

Because of this conflict of interest, the committee was left with no choice but to terminate the Association's relationship with Mr. March."

Subsequent to this action and in a move to assure the continued progress of the AMA's programs, the executive committee unanimously voted Ed Youngblood, formerly Associate Director, to the position of Acting

Executive Director of the American Motorcycle Association.

Youngblood, 29, has been with the AMA for three years where he has conducted programs involving public relations and association publications. A motorcyclist for 15 years, Youngblood holds degrees from Oklahoma State University and Ohio University and worked as editor of a leading motorcycle publication prior to joining the AMA staff.

Article from AMA REPORT

Moto-Cross is tops in ABC motor sports

Figures released by ABC Wide World of Sports reveal that 28,500,000 people watched last year's moto-cross Grand Prix when it was screened by ABC on February 11th of this year. It was directly bucking the Bob Hope Golf Classic, showing on another network.

An ABC spokesman said, "This show's ratings put it in the top 5 to 10

Wide World of Sports shows of all time, topped only by the Olympics and Muhammed Ali fights."

Based on this outstanding success, ABC again filmed the moto-cross Grand Prix, run at Carlsbad, California on Sunday, June 24, 1973. It will be shown later this year. Watch for it in your local listings.

READ SOMETHING INTERESTING?

If you find something in the magazines that you think will be interesting cut it out and send it to us. Other riders may enjoy it also. Please give source of article.

FROM THE PRESS

THE ALLEY OOP ENDURO

WHAT HAPPENED

Article by Bill Quinn

The Alley Oop Enduro was held July 15 in the Croom Game Preserve. The well organized event featured tremendous trail riding, but poor course marking turned the riding and scoring into a fiasco. As a result no FTR points will be awarded for this event. Here's what happened.

The event was planned last Spring by the Sand Blasters Enduro Team. To generate more enthusiasm for the event they decided to offer a 125 Kawasaki as High Point Trophy. The president, who set up the Kawasaki high point award, resigned about a month before the event. At this point the flyers were out advertising the Kawasaki high point award and that it was an FTR points event. Several of the FTR officers discussed the high point award, as this was a violation of AMA rules, but no action was taken. The sign up at the event was very well organized. This was also the 1st enduro where bikes had to be street legal. The Sand Blasters stepped up to their task and checked all bikes in an efficient and fair manner, supplying at least 5 club members to do their checking. After the start it was a different ball game. Less than a mile out most of the early riders had already been lost at least once. Sometimes there was a group of 10 or more riders all riding in different directions trying to find arrows. After the 1st observation check numerous early riders discovered they had missed the 1st secret check but kept going because so many had missed the check they felt it would be thrown out. The arrowing did get better at times during the rest of the run but there were numerous other times when arrows were extremely difficult to follow. And since the entire 75 mile event was run in the relatively small Croom area a missed arrow could mean ending up at a different point on the course thinking you were still following the arrow. Aside from the arrowing the trails laid out were super good, giving some of the best riding in a long time.

Everyone knew there would be a hassle over the scoring since a lot of riders missed the 1st and 5th checks. Someone pulled

out the AMA rule book and quoted rule 5dII, "a rider's failure to have his name on the checking sheet at any Checking Station shall be a penalty of 25 points,...."this was interpreted to mean that if a rider missed a check he received 25 points for that check. Using this interpretation the cards were scored and the awards were passed out. Lyn Knowles took high point and the 125 Kawasaki.

A couple days later Gene Canham, FTR president, arranged a conference call with Jim Hine, FTR referee, Don Jones, V.P., Jack Huffman, director and Bill Quinn, FTR treasurer. The conclusion reached was 1.) the 25 point penalty for missing a check was a misinterpretation of the rules, (This rule refers to the rider initialing the checkers score card verifying the score is correct, we don't follow this rule nor does any other club.) 2.) The arrows just before the 1st check were changed during the event and 3.) a committee of Jack Huffman, Don Jones and Bill Quinn would meet at Croom on July 29 to decide how to score the event for FTR points.

At this meeting we voted to not score the Alley Oop as an FTR points event for the following reasons.

- 1.) All of the rider cards were not available. After the event riders were pulling and checking other riders' cards and a lot of these did not get turned back in. These cards were also the only record for the two observation checks.
- 2.) The checkers sheets were not complete. There were several instances where a certain rider was known to have made a check but his number was not in the checker's book and his card was not available.
- 3.) Since this meeting took place two weeks after the event, it would be impossible to get all the information necessary to score the event properly.

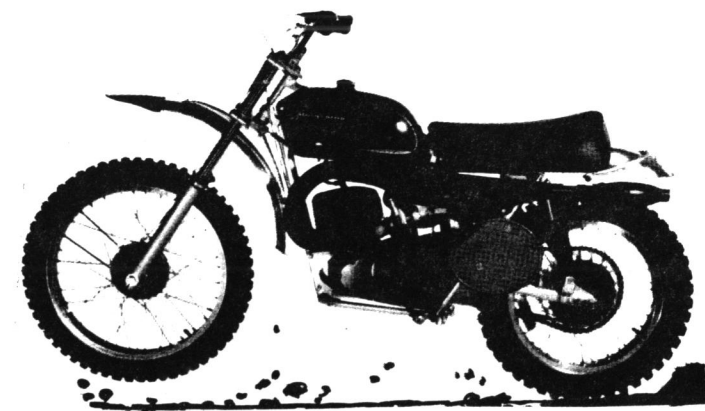
The blame for the scoring fiasco clearly rests with the FTR, not with the Sand Blasters. They put on a good enduro and the arrowing, if not the greatest, was equally fair for all riders. The FTR should have stepped up immediately after the event and properly scored the riders. If this could not be done then the results should have been postponed for a few days until a fair decision could be made, and then the results announced, like the AMA did at the Stone Mountain National.

FTR made a lot of mistakes on this event. First, we should have provided assistance to the Sand Blasters in setting up the event and had one of our people check the course before the event. Second, we should have removed the FTR sanction when the Kawasaki high point was announced. Third, and most important, we should have made sure the event was scored properly immediately after the event when all information was available, and not two weeks later.

We have taken action to insure this will not happen again. In the Trailside Comments column a reorganization plan is announced. This will assign specific responsibilities to certain individuals. At present the officers are responsible for all FTR actions and this spreads us pretty thin. Now individuals will have a relatively small area on which to concentrate and this should allow FTR to do a much better job in all areas. (Read the Knowles brothers letter in the Letter to FTR column.)

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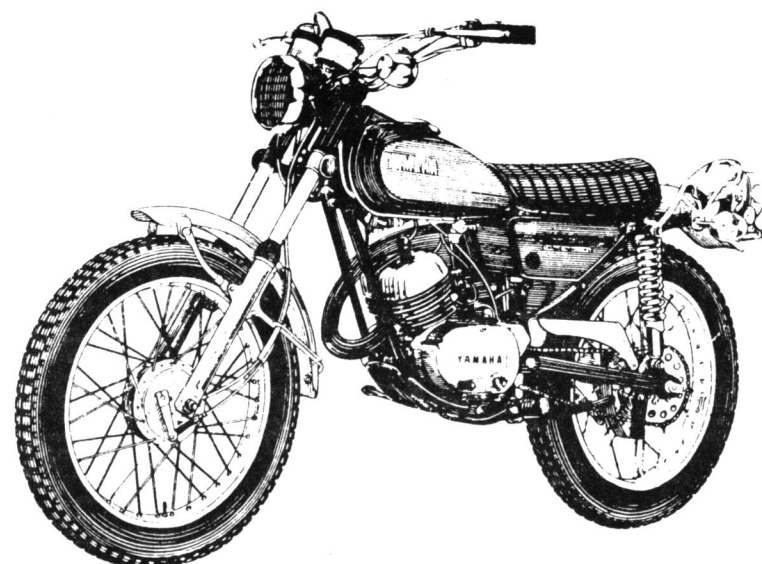
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Article from The
New England Trail Rider

3000 AREN'T ENOUGH

A thought for those who think that 3000 members (present NETRA total) are a lot of members. The Vermont Association of Snow Travelers (snowmobilers) has 22,000 members in 203 clubs. At a recent annual meeting the guest speaker was the Governor of Vermont.

This is what we have in mind when we go on about building membership.

Vermont has a population of around 400,000. We have twice that many just in Palm Beach County. Total members (VOTES) means a lot.

F.T.R. ENDURO SCHEDULE

Oct. 7	Tallahassee	Tallahassee Trail Riders
Nov. 11	Gainesville	Will Harding
Dec. 2	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 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.

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 (393-6693)
TREAS: Bill Quinn, 4370 Fuschia Cir. So. Palm Beach Gardens, 33403 (622-3206)
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